DELPHI YDT732

COMMON RAIL HYDRAULIC DIAGNOSTIC EQUIPMENT

YDT732 (**Includes YDT850/YDT410/YDT747**)

The YDT732 is grouped together as a package to offer an additional saving, compared to purchasing separately. This complete kit provides simple, **low-cost on-vehicle** capability for all makes of **Common Rail** pumps and Injectors. Consisting of a sealed rail pressure tester and injector back leak measurement equipment. It allows your technician the capability to check the pressure being generated by a pump and identify individual injectors that fail, meaning only faulty components will need to be replaced.

Special Offer: £995 +VAT

- **Simple**, quick and accurate identification of faulty Common Rail pumps and Injectors.
- **On-vehicle** testing prevents the need for complete system removal and refit.
- **Compatible** with **Delphi, Bosch, Continental and Denso** systems enabling the diagnosis of the complete range of Common Rail systems, with just one single investment.
- **Test** data provided for every system covered by the kit.
- **Reduces cost** and inconvenience for vehicle owner.

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1. Before you start, clean the containers and pipes to prevent any reader error or risk of pollution. It's also important to start the engine a few minutes before connecting the backleak containers. **The minimum coolant temperature for this test is 50°C.**

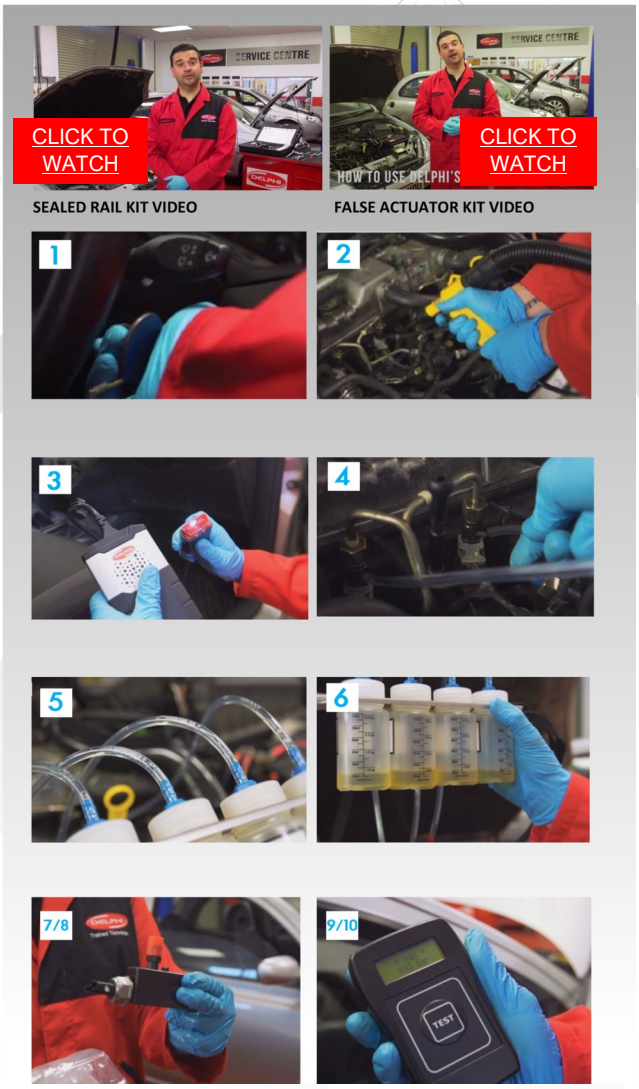
2. Clean the injectors and surrounding area, and **plug off all the orifices using the plug kit.**

3. Connect your **DS or DIAMAND diagnostic tool** and initiate communication with the vehicle.

4. Disconnect the return pipes from the injector holders and in their place connect the pipes for the test containers. Fix the set of containers to the bonnet using the hook. Next disconnect the return pipe for the injectors. **Plug the orifice on this using a plug supplied in the kit.** Also plug the return pipes.

5. Start the engine and leave it to **run at idle speed for two minutes** then initiate two leakage detection cycles using your diagnostic tool. When the second cycle has finished, stop the engine immediately. Note that each cycle comprises four accelerations or a large cycle to cover full range of pressure.

6. **Disconnect the measuring pipes** and empty out the diesel contained in them into the measuring containers. Any injector with a return flow in excess of the recommended level is considered faulty and must be replaced.



7. After having checked the possible causes of pressure leakages, you will then need to test the pump. **Use the sealed rail to isolate the pump** from the rest of the system.

8. Again, **ensure the surrounding area is clean**. It is also best practice to check the pressure in the fuel system before removing any pipes. This can be done with the DS tool.

9. **Remove the high pressure pipe between the high pressure pump outlet and the Common Rail**. Isolate the rail inlet using the appropriate plastic plug. Then take the high pressure pipe and tighten it onto the high pressure pump outlet. **Connect the sealed rail**, YDT272, onto the high pressure pipe and tighten the nut. Fit the leakage return collection container to the rail. Check that the discharge screw is correctly secured and that the container is empty. Next, disconnect the IMV (brown connector) on the pump and connect the dummy IMV if the application requires it. Finally connect the pressure display, YDT575, onto the sealed rail HP pressure sensor.

10. **Start the test and the starter motor at the same time**. Note the engine cranking speed **must be over 200 rpm for a valid test**. The test will take five seconds and will give you a pressure reading. Any Delphi Common Rail pump with a maximum pressure reading not greater than 1050 bar is considered faulty and must be replaced.