



Grup **Eina Digital**
ENANTS

AFFECTED VEHICLES:

PEUGEOT 208 1.4 HDi 8HP (DV4C) - fabriqué entre le 2012
PEUGEOT 308 (T9) SW II 1.6 BlueHDi 100 BHY (DV6FD) - fabriqué entre le 2014
CITROËN DS3 1.6 BlueHDi 120 BHZ (DV6FC) - fabriqué entre le 2013
PEUGEOT 208 1.6 HDi 9HP (DV6DTED) - fabriqué entre le 2012
PEUGEOT 208 1.6 HDi / BlueHDi 75 BHW (DV6FE) - fabriqué entre le 2013
PEUGEOT 308 (T9) II 1.6 HDi 100 BHY (DV6FD) - fabriqué entre le 2014
PEUGEOT 207 (WA_, WC_) 1.6 HDi 110 9HR (DV6C) - fabriqué entre le 2009
CITROËN DS3 1.6 HDi 115 BHX (DV6FC) - fabriqué entre le 2013
PEUGEOT GRAND RAID 1.6 HDi 16V 9HV (DV6TED4) - fabriqué entre le 2008
CITROËN C4 II (B7) 1.6 HDi 90 9HP (DV6DTED) - fabriqué entre le 2009
PEUGEOT 508 2.0 BlueHDi 150 AHX (DW10FD) - fabriqué entre le 2014
PEUGEOT 508 2.0 BlueHDi 180 AHW (DW10FC) - fabriqué entre le 2014

Symptom

P20F6 - Reductant injection valve stuck open. Bank 1 Unit 1.
Fault message recorded in the engine control unit.
AdBlue warning light ON.
Fault message on the multifunction screen: 'Anti-pollution fault: engine start banned in XXXX Km.'

NOTE: This technical note affects those vehicles which have to meet the EURO 6 emissions standard.

NOTE: The above-mentioned symptom appears again with the vehicle running.

NOTE: When reading the fault codes, other non-mentioned fault codes may be displayed.

Cause

Internal or external leak in the AdBlue circuit.

Solution

Repair procedure:

- Read the fault codes recorded in the engine control unit using the diagnostic tool.
- Confirm that the fault code/s that appear in the field symptom of this bulletin are displayed.
- Confirm that the symptoms mentioned in the field symptoms of this bulletin appear again.
- Check that the P20E8 code is not recorded.
- Visually inspect for possible leaks in the AdBlue circuit or inside the AdBlue tank connector.
- If there are leaks in the AdBlue circuit, repair them.
- Check if there is AdBlue in the tank, if no leaks are observed.
- Check the AdBlue circuit pressure for 3 minutes using the diagnostic tool. Repeat the same process 3 times if there is AdBlue in the tank.
- Clear the fault codes recorded in the engine control unit and do not replace any part if the pressure is stable between 5-6 bar in the 3 tests.
- Check the injection flow using the diagnostic tool if the pressure is unstable between 5-6 bar in the 3 tests.
- Replace the AdBlue injector if the injected flow is less than or more than 50 ml with a margin of 10 ml.
- Check for 3 minutes if the injector leaks after the injection, if the injected flow is equal to 50 ml with a margin of 10 ml.
- Replace the AdBlue injector if the injector leaks.
- Replace the AdBlue tank if the injector does not leak.
- Clear the fault codes recorded in the engine control unit using the diagnostic tool.

For further information, contact your usual technical consultant.

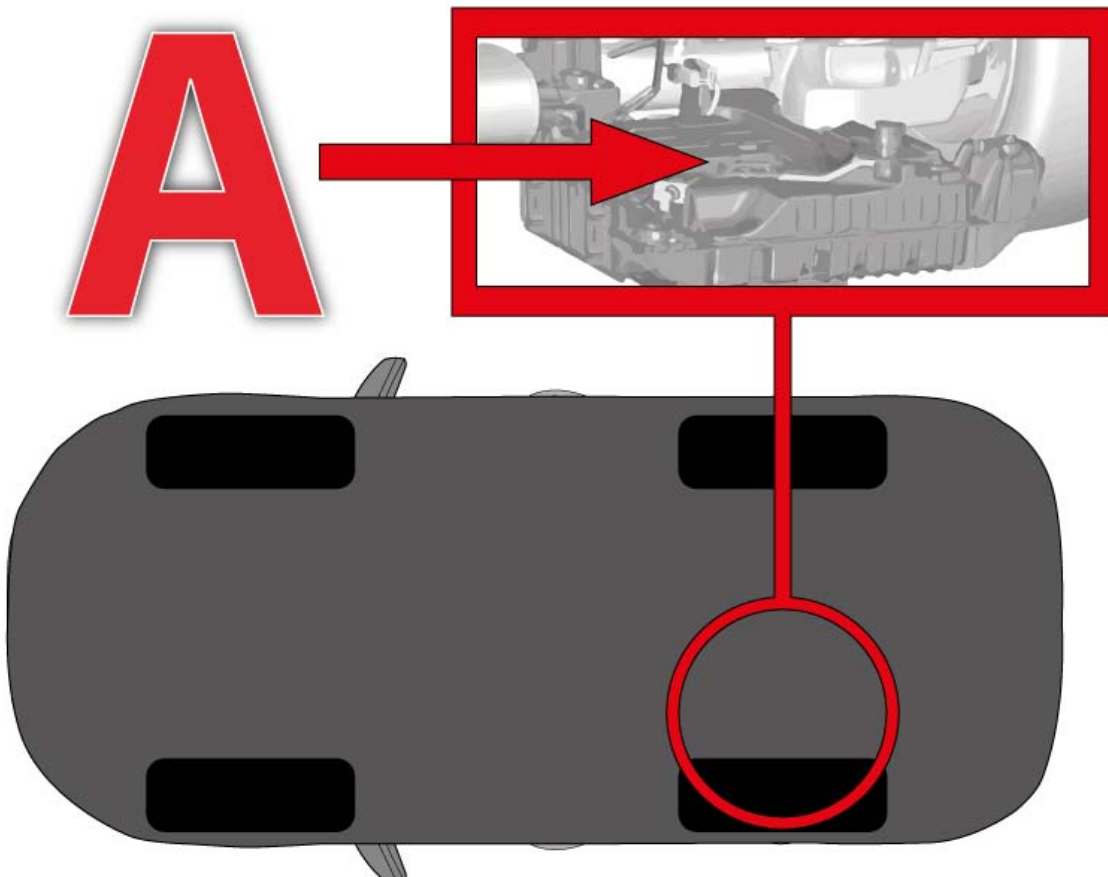
For spare parts consult your usual distributor.

NOTE: Before checking the injector for leaks, it must be dried.

NOTE: If the fault codes that are displayed in the diagnosis are different from the one that appears in the field symptoms of this bulletin, they should be dealt with individually.

See image 1:

A - Location of the AdBlue tank.



See image 2:
A - Location of the AdBlue injector.

