

User:  
Vehicle :  
VIN:

Print date : Saturday, September 07, 2019 5:23:35 PM

Start of vehicle session :

Tool version :



## MEV17\_4\_EURO4 AIR INTAKE

Expert /Global test /Node 3 /Standard parameter measurement /AIR INTAKE

Vehicle \A7\INJ\MEV17\_4\_EURO4\A7\_MEV17\_4\_EURO4\_mesures\_parametres\_standard\_1265.s :  
1315\_01

Description	Value	Unit	Help
Engine speed	839	rpm	Engine warm and idling without air conditioning, the value must be approximately 700 rpm (+/- 50). Engine warm and idling with air conditioning, the value must be approximately 800 rpm (+/- 50)
Required engine speed	850	rpm	Engine warm and idling without air conditioning, the value must be approximately 700 rpm (+/- 50). Engine warm and idling with air conditioning, the value must be approximately 800 rpm (+/- 50)
Battery voltage	13.9	V	Between 12 and 15 Volts
Air temperature	18	°C	Air temperature in the inlet manifold (after throttle). The value depends on the atmospheric temperature. For an atmospheric temperature of 20°C, the value should be between 20 and 60°C.
Reference filling	31.0	%	Filling setting as a % of maximum filling. The reference filling is calculated in relation to the reference manifold pressure With the engine warm at idle without air conditioning, the value should be approximately 15% (+/-5).
Measured system filling	23.25	%	
System reference filling	24.01	%	
Measured filling	30.0	%	Measured filling as a % of maximum filling The measured filling is calculated as a function of the measured manifold pressure Engine running, the value measured must always be close to the setting value
Air flow reference value	12.6	Kg/h	Required air flow requested by the engine ECU
Air flow	12.4	Kg/h	Air flow estimated by the engine ECU
Reference relative pressure in the manifold	-1240	mbar	Difference between the ECU reference manifold pressure and the atmospheric pressure measured by the ECU Engine not running, ignore the value shown Engine running at steady speed, the value should be approximately -50 mbars
Measured relative pressure in the manifold	-1260	mbar	Difference between the manifold pressure measured by the sensor and the atmospheric pressure measured by the ECU Engine not running, ignore the value shown Engine running at steady speed, the value should be approximately -50 mbars

Reference throttle angle	31	°	Reference position between 0 and 90 degrees With the engine warm at idle without air conditioning, the value should be approximately 5° (+/-3)
Measured throttle angle	0	°	When the engine is running, the value measured should always be close to the reference value
Throttle position sensor voltage copy 1	319230	mVolts	Voltage supplied by the butterfly position sensor. With the engine warm at idle without air conditioning, the value should be approximately 750 mv (+/-50). Engine warm and at full load, the value should be approximately 4250 mv (+/-50).
Throttle position sensor voltage copy 2	476220.0	mVolts	Voltage supplied by the butterfly position sensor. With the engine warm at idle without air conditioning, the value should be approximately 4250 mv (+/-50). Engine warm and at full load, the value should be approximately 750 mv (+/-50)
Position of the inlet camshaft dephaser	112.0	°	When the engine is running, the value measured should always be close to the reference value.
Inlet camshaft dephaser electrovalve OCR	162.0	%	Inlet camshaft dephaser solenoid valve control value Engine warm and idling without air conditioning, the value should be approximately 55%

Help