MEV17_4_EURO4 Variable valve lift system

Expert /Global test /Node 3 /Standard parameter measurement /Variable valve lift system

Vehicle \A7 \INJ \MEV17_4_EURO4 \A7_MEV17_4_EURO4_mesures_parametres_standard_1265.s : 1307_01

Description	Value	Unit	Help
Engine speed	853	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	13.7	V	Between 12 and 15 Volts
Variable valve lift motor OCR	0.0	%	Variable valve lift motor control value between 0 and 100 % With the engine warm at idle, the value should be 0% The value should change to approximately 90 % on sharp acceleration
Variable valve lift motor control status	Controlled		
Control direction of the variable valve lifting motor	Direction of opening		
Variable valve lift motor supply voltage	13.7	V	The value should be close to the battery voltage
Measured valve lift	9.45	mm	Valve lift in millimetres deduced from the position of the eccentric shaft of the variable valve lift system : Engine running, the value measured must always be close to the setting value
Valve lift reference value	9.70	mm	Valve lift setting in millimetres (value requested by the ECU) - when idling and without air conditioning, engine warm, the value is approximately 0,3 mm -when driving at 4000 rpm, engine warm, the value is approximately 9,5 mm
Valve stops programming status	Done		
Valve stops programming required	Not necessary		
Engine combustion mode	Operation downgrade mode with Butterfly		0 = not used 1 = nominal mode with variable valve lift and camshaft dephasers active 2 = change from variable valve lift mode to motorised butterfly unit mode 3 = change from variable valve lift mode to

			motorised butterfly unit mode 4 = not used 5 = not used 6 = downgrade mode linked to a malfunctioning of the motorised butterfly unit. Use of variable valve lift mode for operation of the system 7 = downgrade mode using the motorised butterfly unit. The camshaft dephasers are also being used in full load 8 = downgrade mode using the motorised butterfly unit. The camshaft dephasers are not being used
Exhaust camshaft dephaser position reference value	115	°vIL	Exhaust camshaft dephaser position setting in degrees crankshaft With the engine warm at idle without air conditioning, the value should be approximately 110°
Exhaust camshaft dephaser position measurement	115	°vIL	When the engine is running, the value measured should always be close to the reference value
Exhaust camshaft dephaser solenoid valve OCR	47.0	%	Exhaust camshaft dephaser electrovalve control value Engine warm and idling without air conditioning, the value should be approximately 60%

Help