05I7H–11

BASIC INSPECTION

When a malfunction cannot be confirmed by the DTC check, troubleshooting should be performed on all circuits that are possible causes of the problem. However, in most cases, performing the basic engine check shown below can help you find the problem quickly and efficiently. Always perform this check first when troubleshooting the engine.

1	CHECK BATTERY VOLTAGE

NOTICE:

Perform the battery voltage check with the engine stopped and ignition switch OFF.

Standard:

	OK	NG
Voltage	11 V or more	Less than 11 V

NG → **CHARGE OR REPLACE BATTERY**

OK

2	CHECK IF ENGINE WILL CRANK

NG → **PROCEED TO PROBLEM SYMPTOMS TABLE (See page 05–455)**

OK

3	CHECK AIR FILTER

(a) Visually check that the air filter is not excessively contaminated with dirt or oil.

NG → **CLEAN OR REPLACE**

OK

4	CHECK FUEL QUALITY

(a) Check that only diesel fuel is used.
(b) Check that the fuel does not contain any impurities.

NG → **REPLACE FUEL**

OK

5	CHECK FUEL FOR AIR

NG → **BLEED FUEL OF AIR**

OK

6	CHECK FUEL PIPES AND HOSES

(a) Check that the fuel pipes and fuel hoses are not blocked, damaged, disconnected or bent.

NG → REPAIR OR REPLACE

OK

7	CHECK FUEL FILTER FOR BLOCKAGE

NG → REPAIR OR REPLACE

OK

8	CHECK ENGINE OIL (See Pub. No. RM990E2, page 17–55)

NG → ADD OR REPLACE

OK

9	CHECK ENGINE COOLANT (See Pub. No. RM990E2, page 16–38)

NG → ADD OR REPLACE ENGINE COOLANT (See Pub. No. RM990E2, page 16–38)

OK

10	CHECK IDLING SPEED AND MAXIMUM SPEED (See Pub. No. RM990E2, page 14–186)

NG → REPLACE SUPPLY PUMP ASSY (See Pub. No. RM990E2, page 11–110)

OK

11	CHECK DIAGNOSTIC CIRCUIT

NG → REPAIR OR REPLACE

OK

12	CHECK VACUUM PUMP

NG → REPAIR OR REPLACE VACUUM PUMP

OK

PROCEED TO PROBLEM SYMPTOMS TABLE (See page 05–455)