CERTAIN 2015-2016 MODEL YEAR TRANSIT VEHICLES EQUIPPED WITH A 3.2L ENGINE — FUEL INJECTION PUMP REPLACEMENT

OVERVIEW

In the affected vehicles, scuffing of the g-rotor within the fuel injection pump may create metallic debris which can contaminate the fuel system. Depending on where the metallic debris collects in the fuel system, it may cause the fuel injectors to become clogged. If this occurs, the driver may experience a no-start condition or a stall without warning while driving and no restart capability, increasing the risk of a crash. Dealers are to inspect the fuel system for metallic debris and repair as directed.

SERVICE PROCEDURE

1. Remove all dirt and foreign material from the #2 fuel injector supply tube. Disconnect the tube at the fuel injector and at the fuel rail. Rotate the tube 180 degrees and reinstall at the fuel rail. See Figure 1.

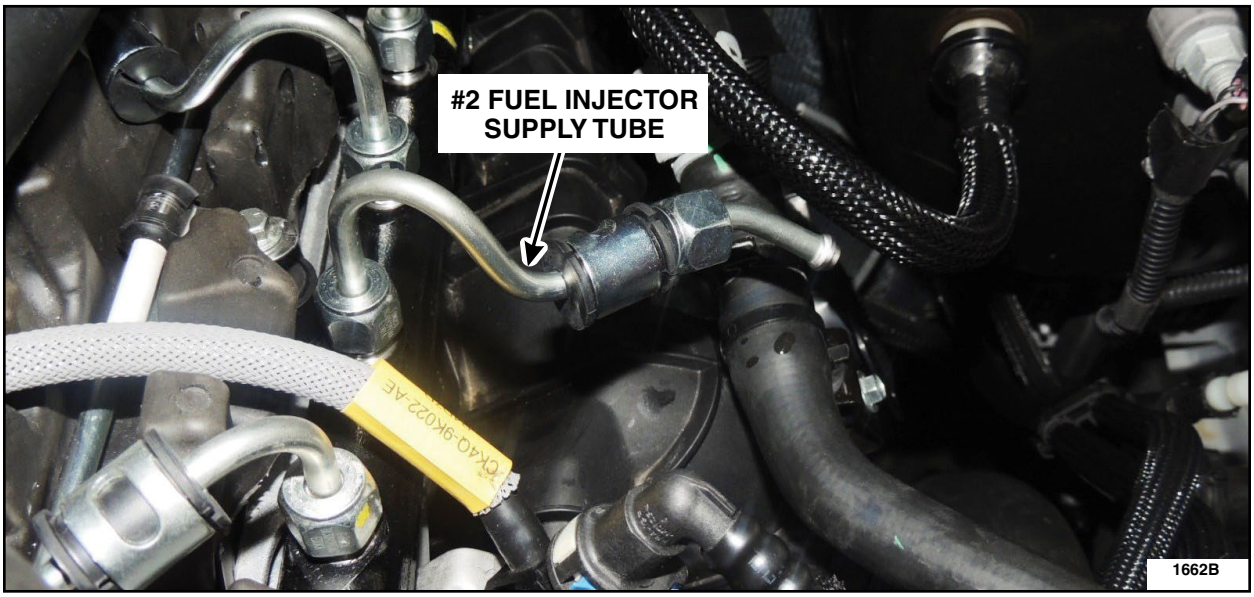

FIGURE 1

2. Collect a fuel sample from the open fuel injector supply tube using a clean black aerosol can cap only. Have an assistant crank the engine.

3. Inspect the fuel sample for the presence of metallic debris. See Figure 2.

NOTE: If metallic debris is present in the fuel sample it will settle to the bottom and look like fine metallic dust throughout the sample. See Figure 2.

- If metallic debris **is not** present, replace the fuel injection pump. Please follow the WSM procedures in Section 303-04C.
- If metallic debris **is** present, please follow the Diesel Fuel System Contamination Repair/ Flushing procedures in Workshop Manual (WSM) Section 310-00C, General Procedures.

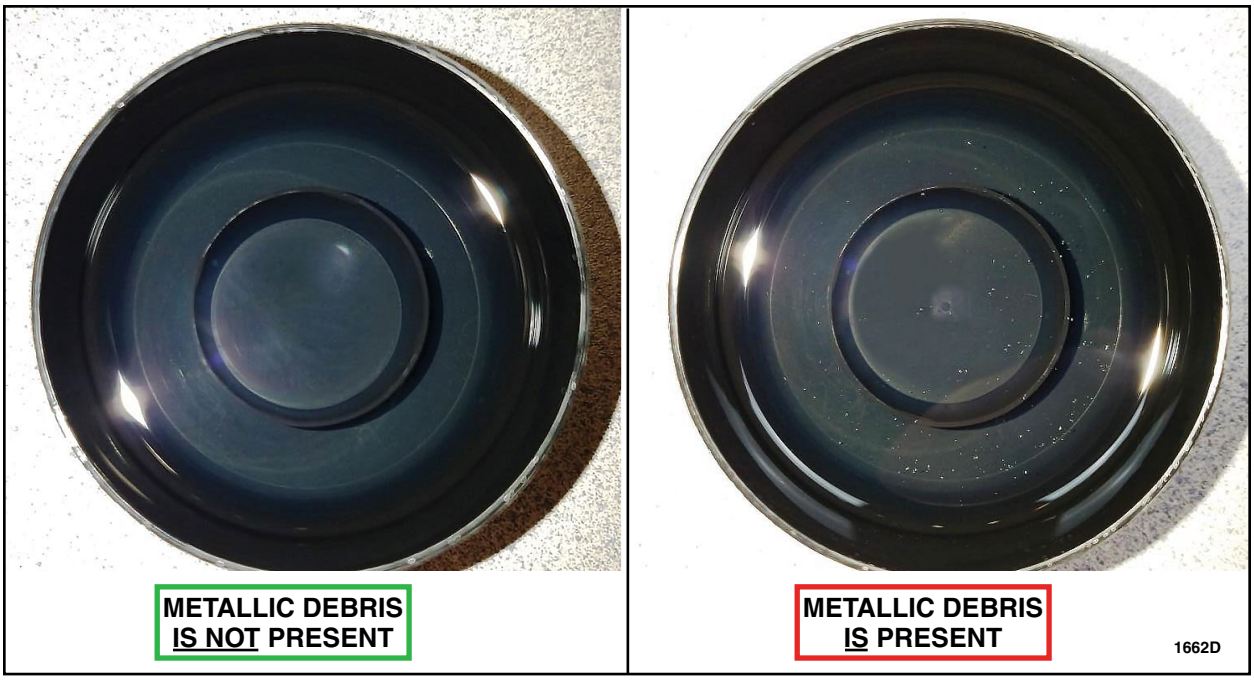

FIGURE 2

NOTE: Figure 2 may have poor definition and/or appear dark when printed. It is recommended to view Figure 2 on a computer screen when comparing against fuel samples.