HE8 CHECK THE DIFFERENTIAL PRESSURE FEEDBACK EGR (EXHAUST GAS RECIRCULATION) SENSOR OUTPUT BY APPLYING VACUUM WITH THE HAND PUMP

- **NOTE:** *Verify a prior repair has not resulted in the differential pressure feedback EGR sensor hoses being connected to the opposite ports.*
- Disconnect the pressure hoses at the differential pressure feedback EGR sensor.
- Connect the vacuum pump to the downstream connection at the sensor (intake manifold side of the sensor or the smaller diameter pickup tube).
- Ignition ON.

Access the PCM and monitor the DPFE_PRES (Pressure) PID

Access the PCM and monitor the DPFEGR (Voltage, V) PID

- Apply 27 - 30 kPa (8 - 9 in-Hg) vacuum to the differential pressure feedback EGR sensor and hold for 10 seconds.
- Quickly release the vacuum.
- For Bronco 2.7L, Corsair 2.5L, Escape/Kuga 2.5L, Explorer 3.3L, F-150 2.7L, F-150 3.3L, and Maverick 2.5L,
- The DPFE PID value must be between 3.2 and 3.8 volts (8.75 and 13.14 kPa) with the ignition ON and no vacuum applied.
- The DPFE PID value must increase to greater than 4 volts (14.3 kPa) with the vacuum applied.
- The DPFE PID value must drop to less than 3.8 volts (13.14 kPa) in less than 3 seconds when the vacuum is released.
- For all others,
- The DPFE PID value must be between 1.7 and 1.9 volts (5.11 and 9.49 kPa) with the ignition ON and no vacuum applied.
- The DPFE PID value must increase to greater than 2.5 volts (25.54 kPa) with the vacuum applied.
- The DPFE PID value must drop to less than 2.0 volts (13.14 kPa) in less than 3 seconds when the vacuum is released.

Does the DPFE PID value indicate a concern in the differential pressure feedback EGR sensor?

Yes	INSTALL a new Differential Pressure Feedback EGR sensor. REFER to the Workshop Manual Section 303-08, Engine Emission Control.Clear the PCM DTCs. REPEAT the self-test.
No	The system is operating correctly at this time. The concern may have been caused by a loose or corroded connector.