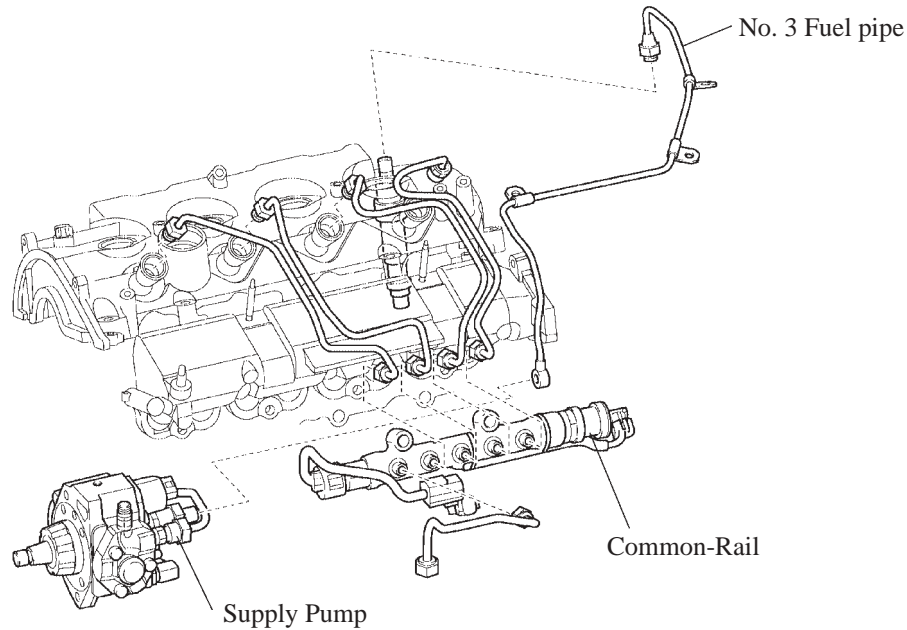


7. Fuel System

General

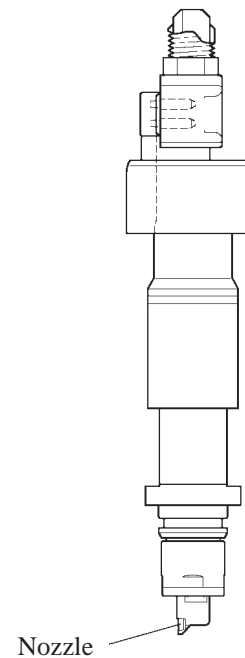
- The exhaust fuel addition injector has been added.
- Due to the addition of the exhaust fuel addition injector, a flow damper has been added to the fuel outlet of the supply pump.



258AE26

Exhaust Fuel Addition Injector

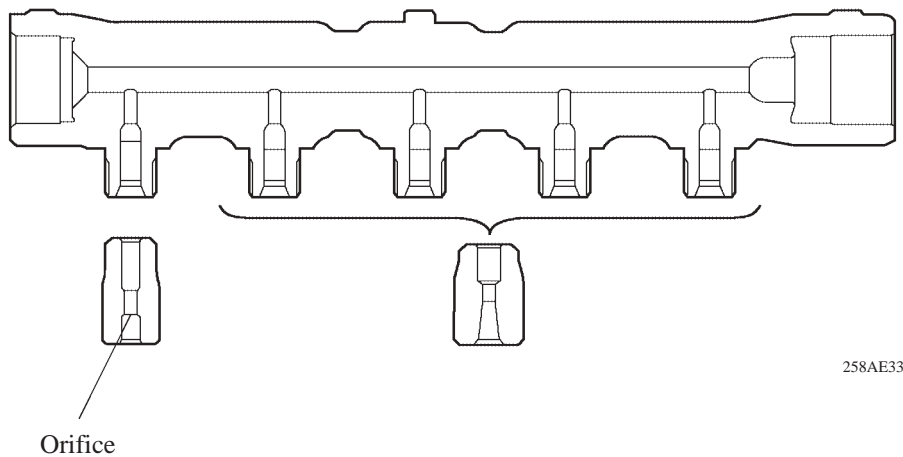
- An exhaust fuel addition injector has been installed on the No. 4 exhaust port of the cylinder head. This injector supplies additional fuel into the No. 4 exhaust port for the purpose of realizing fuel enrichment (in order to reduce NOx), and maintains the proper catalyst temperature for the purpose of PM (Particulate Matter) recovery and sulphur poison recovery.



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Common-Rail

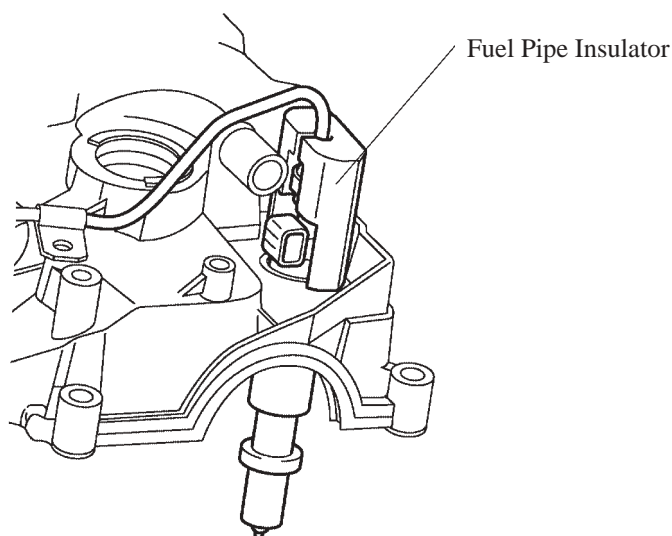
- To support the fuel injection timing control of the D-CAT, orifices have been added to the common-rail to enable high-precision injection control.
- The fuel pressure of the common-rail has been changed in order to clean emission.



No. 3 Fuel Pipe

This is a high-pressure pipe that connects the exhaust fuel addition injector to the supply pump. Unlike other injection pipes, this injector does not connect to the common-rail. Instead, it connects directly to the supply pump.

- An insulator has been newly provided at the area where the fuel pipe for the exhaust fuel addition injector is tightened, in order to improve its heat resistance.



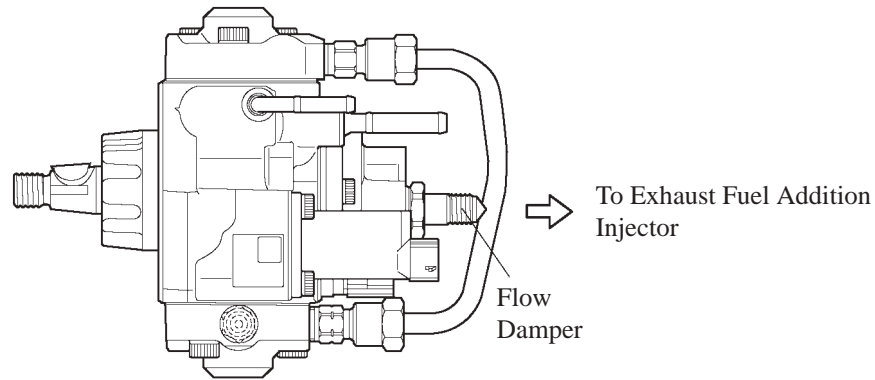
With insulator installed

258AE27

Supply Pump

1) General

The basic construction and operation of the supply pump are the same as the 1CD-FTV engine without D-CAT. However, a flow damper has been added to the fuel outlet area.



258AE30

2) Flow Damper

In accordance with the adoption of the exhaust fuel addition injector, the flow damper has been adopted in supply pump.