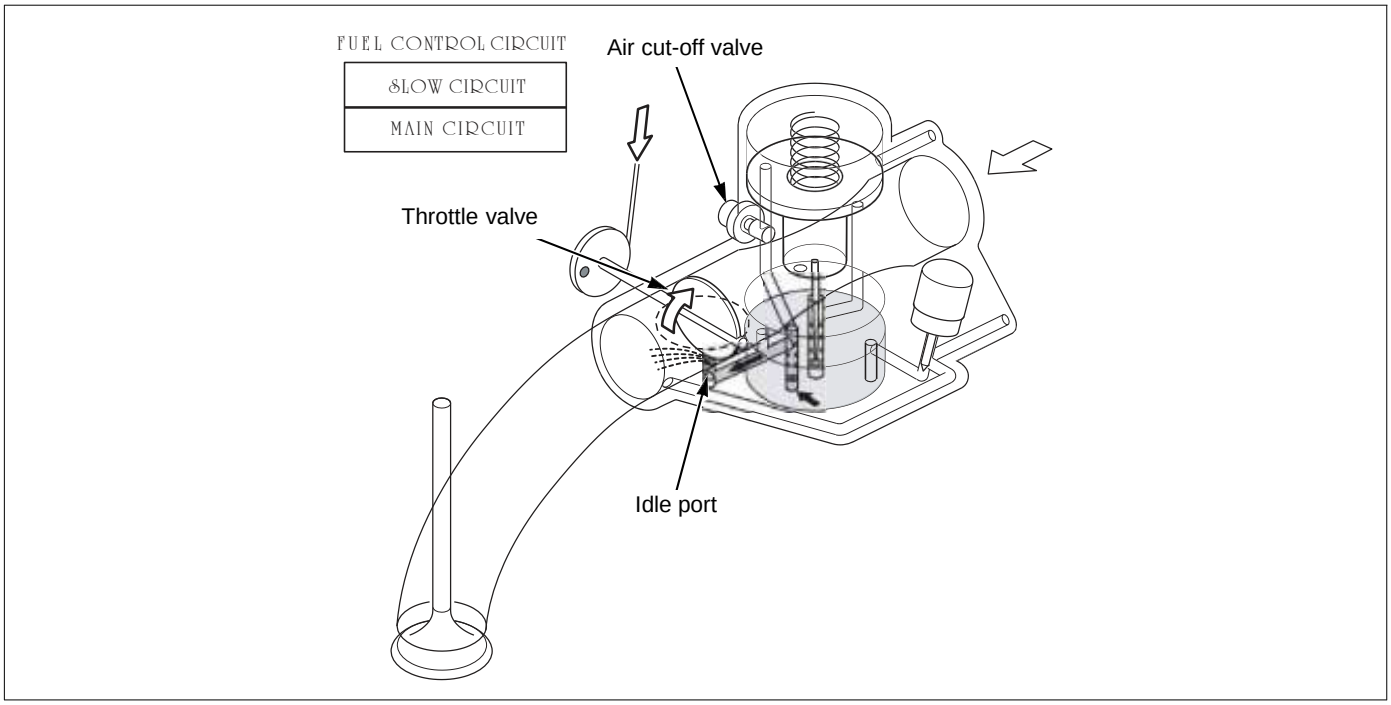
FUEL SUPPLY CUT ON ENGINE BRAKING

ENGINE CONDITION UNDER ENGINE BRAKING:
When throttle valve is closed and engine braking is used, engine lacks incoming air. As a result, misfiring occurs and unburned gas is discharged into atmosphere.

DECELERATION WITH CARBURETOR:
When throttle valve is closed and engine braking is used, intake manifold vacuum pressure increases. As air weights lighter than fuel, more air is drawn into the intake manifold and fuel/air ratio goes out proper ratio, in the end it lead to a misfire. As air cut-off valve closes idle/slow air passage, fuel/air mixture will be rich. The work for changes for rich ratio prevents misfiring which results in unburned gas being discharged into atmosphere.




DECELERATION WITH PGM-FI:
When throttle valve is closed and engine braking is used, ECM receives signal from TP, MAP and CKP sensors. The signal means that the throttle closes completely. It prevents unburned gas from being discharged into atmosphere by cutting the injection duration to zero, in the end fuel does not discharge into the cylinder. It also saves fuel.