On many PSA models fitted with the Hdi (common rail) engine it is necessary to service the particulate filter (FAP) system every 40,000 to 50,000 miles. This will be indicated via the instrument cluster in the form of a ‘Particulate’ system warning.

The following components make up the FAP system:
- Control module (normally located in the cabin)
- Particulate filter (part of the exhaust system)
- Fluid reservoir (Integrated in the fuel tank)
- Pump
- Injector

The FAP system was introduced on PSA vehicles back in the year 2000 when it was developed to reduce diesel particulate levels in engine emissions through filtration. The system operates by burning off particles caught in the filter which make up part of the exhaust system. To enable this ‘burning off’ process the exhaust gas temperature must be raised to approximately 500°C, this is achieved by changing the characteristics of the diesel before combustion by the means of an additive. The additive is held in a separate fuel reservoir (approx 5 litres) which is connected via a pump to an injector fitted into the diesel fuel system (normally in the fuel tank). A proportional amount of additive is injected under the control of the FAP ECU when the diesel tank is filled up, for this to be accurate the system needs to have information from the ‘Fuel level’ sensor to determine what quantity to inject.

When the ‘Particulate’ warning lamp is displayed it is essential to diagnose the FAP system first to determine the problem.

If the fault describes ‘Fluid level low’ or ‘Filter blocked’ then both areas need to addressed simultaneously as it is normal to find that when the reservoir is empty (approx 5L) then the filter has come to the end of its serviceable life. Please check specific Peugeot / Citroen information for service intervals and capacities,

### Vehicles affected

<table>
<thead>
<tr>
<th>Model</th>
<th>Engine Type</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peugeot 307</td>
<td>2.0 Hdi (RHZ) 110</td>
<td>02 – 05</td>
</tr>
<tr>
<td>Peugeot 406</td>
<td>2.2 Hdi (4HX) 138</td>
<td>01 – 04</td>
</tr>
<tr>
<td>Citroen C5</td>
<td>2.2 Hdi (4HX) 138</td>
<td>01-04</td>
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</tbody>
</table>

**Procedure:**
This procedure is based on the Peugeot 307 (110) system. Other systems and vehicles may vary slightly.

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**Note:** Select the ADDGo2 system from within the ‘Diesel Injection’ menu

**Note:** If the DTC indicates ‘Low Fluid’ or ‘Filter Blocked’ carry out the replacement or refilling procedure as per manufacturer’s recommendations before continuing.
ACTIVE DIAG LIST

ACTIVATE PUMP
ACTIVATE INJECTOR
REPLACEMENT OR FILLING OF THE RESERVOIR
FILTER CLEANING OR REPLACEMENT

ACTIVE DIAG LIST
IF THE MIN ADDITIVE LEVEL
REACHED WARNING LIGHT COMES
ON CARRY OUT THE FOLLOWING
OPERATIONS
PRESS ENTER

1) FILL THE ADDITIVE TANK.
2) RESET THE TOTAL QUANTITY
INJECTED FROM THE RESERVOIR TO
ZERO
3) DISCONNECT THE MTPRO AND WITHIN
THE NEXT MINUTE OPEN THE FUEL
FILLER CAP FOR MORE THAN 5
SECONDS THEN CLOSE IT.
PRESS ENTER

TOTAL QUANTITY OF ADDITIVE INJECTED
INTO THE PARTICULATE EMISSIONS FILTER
= 174
PRESS ENTER TO SET TO ZERO OR EXIT TO
CANCEL
PRESS ENTER

TOTAL QUANTITY OF ADDITIVE INJECTED
FROM THE RESERVOIR = 174
PRESS ENTER TO SET TO ZERO OR EXIT TO
CANCEL
PRESS ENTER

WARNING YOU ARE GOING TO ALTER THE
CONFIGURATION
PRESS ENTER TO CONFIRM OR EXIT TO
CANCEL
PRESS ENTER

PROCEDURE COMPLETE
PRESS ENTER

Note: This is the calculated quantity of additive injected into the system so far. By pressing ENTER, you will reset this to zero, this should only be done if the system has been serviced in accordance to manufacturer’s information.

Note: Once the FAP system fault/service requirement has been addressed, continue by selecting one of the following activations:

1) ‘Replacement or Filling of Reservoir’ if the reservoir has been filled up
2) ‘Filter Cleaning or replacement’ if just the filter has been serviced.

Note: This is the calculated value of deposits in the FAP filter. By pressing ENTER at this point, you are ‘Zeroing’ the counter, in affect telling the system the FAP filter is new/clean.

Note: After the reset procedure has been completed, it is essential to carry out the following steps:

1) Reset the DTC’s within the FAP system.
2) Reset DTC’s within the EMS system.
3) Add a minimum of 10 litres of fuel
4) Carry out road test