
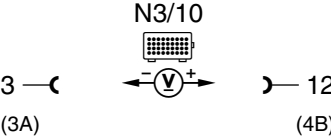
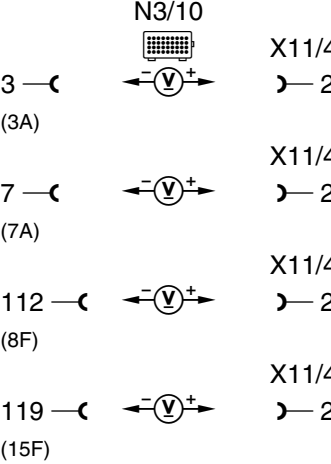

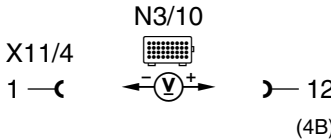
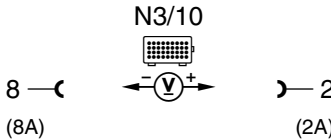
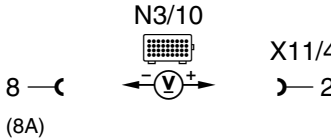



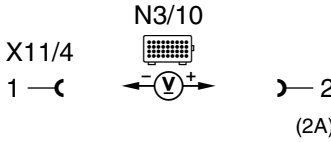
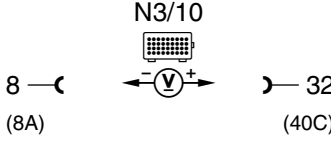
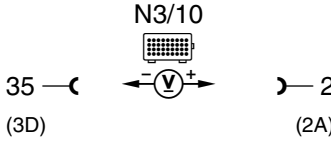
Electrical Test Program – Sequential Multiport Fuel Injection System Test

⇒		Test scope	Test connection	Test condition	Nominal value	Possible cause/remedy
1.0	P0 560	Engine control module (ME-SFI) (N3/10) Voltage supply Circuit 30		Ignition: ON	11 – 14 V	⇒ 1.1 – 1.2
1.1		Ground wire		Ignition: ON	11 – 14 V	Wiring, Model 129: Ground, module box bracket (W27). Model 140: Output ground (W15), right footwell. Model 202, 210: Output ground (W16/6), right component compartment.

Electrical Test Program – Sequential Multiport Fuel Injection System Test

⇒		Test scope	Test connection	Test condition	Nominal value	Possible cause/remedy
1.2		Voltage supply Circuit 30		Ignition: ON	11 – 14 V	Wiring, Model 129, 140: Base modul (N16/1) or fuse on base module. Model 202: Passenger-side fuse and relay module box (K40/4). Model 210: Relay module (K40).
2.0	PO 560	Engine control module (ME-SFI) (N3/10) Voltage supply Circuit 87		Ignition: ON	11 – 14 V	⇒ 2.1 – 2.2
2.1		Electronics ground		Ignition: ON	11 – 14 V	Wiring, Model 129: Control module box bracket (W27). Model 140: Output ground (W15), right footwell. Model 202 and 210: Output ground (W16/6), right component compartment.


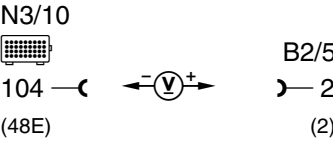

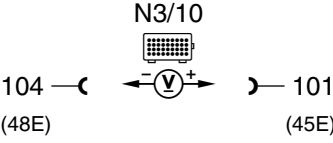
Electrical Test Program – Sequential Multiport Fuel Injection System Test

⇒		Test scope	Test connection	Test condition	Nominal value	Possible cause/remedy
2.2		Voltage supply Circuit 87		Ignition: ON Ignition: OFF	11 – 14 V < 1 V	Wiring, Model 129, 140: Base module (N16/1) or fuse on base module. Model 202: Passenger-side fuse and relay module box (K40/4). Model 210: Relay module (K40).
3.0		Starter signal Circuit 50		Engine: Start	11 – 14 V during the start procedure.	Wiring, Ignition/starter switch
4.0		Starter relay in fuse and relay module box (K40/4) Model 202.028 with 722.4/6 A-transm. Activation		Selector lever position: P/N Engine: Start Selector lever position: R, D, 3, 2 Engine: Start	11 – 14 V < 2 V	⇒ 4.1 Engine control module (N3/10).


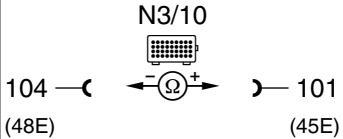
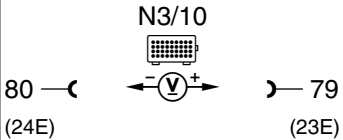
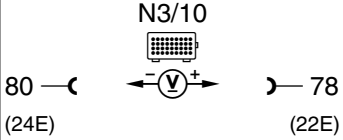
Electrical Test Program – Sequential Multiport Fuel Injection System Test

⇒		Test scope	Test connection	Test condition	Nominal value	Possible cause/remedy
4.1		P/N recognition		Ignition: ON Selector lever position: P/N R, D, 4, 3, 2, 1,	11 – 14 V < 2 V	Wiring, See in WIS: AD27.19-P-1000AZ, and AD27.19-P-3000AB
5.0		Hot film MAF sensor (B2/5) Hot film signal		Ignition: ON Engine: at Idle Engine coolant temperature >70°C	0.9 – 1.1 V 1.3 – 1.7 V Increasing rpm = increasing voltage.	⇒ 5.1 – 5.3, Wiring, Air intake system leak, B2/5
5.1		Hot film MAF sensor (B2/5) Voltage supply 5 V		Disconnect MAF sensor (B2/5) connector and measure directly on socket 4 (br/yl). Ignition: ON	4.7 – 5.2 V	Wiring, N3/10
5.2		Ground wire for hot film MAF sensor (B2/5)		Disconnect MAF sensor (B2/5) connector and measure directly on socket 3 (br). Ignition: ON	4.7 – 5.2 V	Wiring.


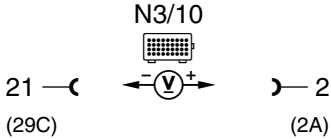
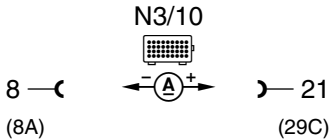
Electrical Test Program – Sequential Multiport Fuel Injection System Test

⇒		Test scope	Test connection	Test condition	Nominal value	Possible cause/remedy																
5.3		Hot film MAF sensor (B2/5) Voltage supply 12 V		Disconnect MAF sensor (B2/5) connector and connect plus of voltmeter to socket 2 (rd/bu). Ignition: ON	11 – 14 V	Wiring, Model 129, 140: Base module (N16/1) or fuse on base module. Model 202: Passenger-side fuse and relay module box (K40/4). Model 210: Relay module (K40).																
6.0		IAT sensor in hot film MAF sensor (B2/5) Voltage		Ignition: ON	<table border="0"> <tr> <td>°C</td> <td>V</td> </tr> <tr> <td>10</td> <td>3.1</td> </tr> <tr> <td>20</td> <td>2.7</td> </tr> <tr> <td>30</td> <td>2.2</td> </tr> <tr> <td>40</td> <td>1.8</td> </tr> <tr> <td>50</td> <td>1.4</td> </tr> <tr> <td>60</td> <td>1.1</td> </tr> <tr> <td></td> <td>± 5%</td> </tr> </table>	°C	V	10	3.1	20	2.7	30	2.2	40	1.8	50	1.4	60	1.1		± 5%	⇒ 6.1 N3/10
°C	V																					
10	3.1																					
20	2.7																					
30	2.2																					
40	1.8																					
50	1.4																					
60	1.1																					
	± 5%																					

Electrical Test Program – Sequential Multiport Fuel Injection System Test

⇒		Test scope	Test connection	Test condition	Nominal value	Possible cause/remedy																
6.1		IAT sensor Resistance		Ignition: OFF Disconnect connector E on engine control module (N3/10).	<table border="0"> <tr> <td>oC</td> <td>Ω</td> </tr> <tr> <td>10</td> <td>3600</td> </tr> <tr> <td>20</td> <td>2420</td> </tr> <tr> <td>30</td> <td>1660</td> </tr> <tr> <td>40</td> <td>1170</td> </tr> <tr> <td>50</td> <td>850</td> </tr> <tr> <td>60</td> <td>600</td> </tr> <tr> <td></td> <td>± 5%</td> </tr> </table>	oC	Ω	10	3600	20	2420	30	1660	40	1170	50	850	60	600		± 5%	Wiring, B2/5
oC	Ω																					
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20	2420																					
30	1660																					
40	1170																					
50	850																					
60	600																					
	± 5%																					
7.0	PO 105	Pressure sensor (B28) Sensor signal (only USA)		Connect vacuum tester to pressure sensor (B28) using Y-fitting, 23 (Figure 1). Ignition: ON Engine: at Idle	<p>> 3.5 V</p> <p>< 2 V and pressure climbs to > 500 mbar.</p>	⇒ 7.1, Vacuum line, Wiring, B28																
7.1		Pressure sensor (B28) Voltage supply		Ignition: ON	4.7 – 5.3 V	N3/10																


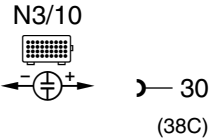
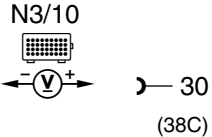
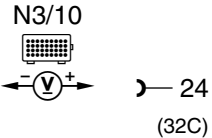
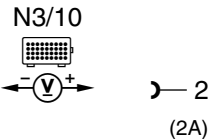
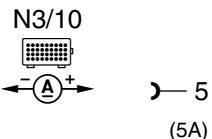
Electrical Test Program – Sequential Multiport Fuel Injection System Test

⇒		Test scope	Test connection	Test condition	Nominal value	Possible cause/remedy
8.0		<p>Model 129, 140, 202 FP relay module (K27)</p> <p>Model 210 Relay module (K40) Activation</p>		<p>i On Model 202, the activation of the fuel pump takes place via the passenger-side fuse and relay module box (K40/4).</p> <p>Ignition: ON</p> <p>i The activation of the FP occurs only once after ignition "ON". For the next activation, the engine must have run briefly.</p> <p>Engine: Start</p>	<p>11 – 14 V for approx. 1 sec.</p> <p>11 – 14 V, during starting and while engine runs only.</p> <p>0.1 – 0.3 A</p>	<p>Wiring, K27 or K40, N3/10</p>
		<p>Current draw K27 or K40</p>		<p>Ignition: ON</p>		



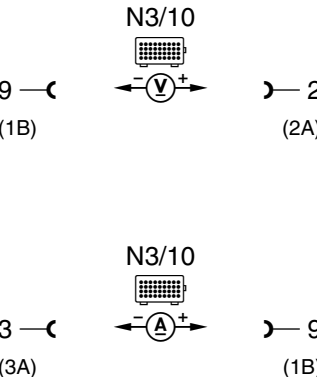
Electrical Test Program – Sequential Multiport Fuel Injection System Test

⇒		Test scope	Test connection	Test condition	Nominal value	Possible cause/remedy																						
9.0	P0 115	ECT sensor (B11/4) Voltage		Ignition: ON	<table border="1"> <thead> <tr> <th>°C</th> <th>V</th> </tr> </thead> <tbody> <tr><td>20</td><td>3.4</td></tr> <tr><td>30</td><td>2.9</td></tr> <tr><td>40</td><td>2.4</td></tr> <tr><td>50</td><td>1.9</td></tr> <tr><td>60</td><td>1.5</td></tr> <tr><td>70</td><td>1.2</td></tr> <tr><td>80</td><td>0.9</td></tr> <tr><td>90</td><td>0.7</td></tr> <tr><td>100</td><td>0.5</td></tr> <tr><td></td><td>±5 %</td></tr> </tbody> </table>	°C	V	20	3.4	30	2.9	40	2.4	50	1.9	60	1.5	70	1.2	80	0.9	90	0.7	100	0.5		±5 %	⇒ 9.1, N3/10
°C	V																											
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9.1		Resistance (B11/4)		Ignition: OFF Disconnect connector E on engine control module (N3/10).	<table border="1"> <thead> <tr> <th>°C</th> <th>Ω</th> </tr> </thead> <tbody> <tr><td>20</td><td>3090</td></tr> <tr><td>30</td><td>2000</td></tr> <tr><td>40</td><td>1330</td></tr> <tr><td>50</td><td>900</td></tr> <tr><td>60</td><td>630</td></tr> <tr><td>70</td><td>440</td></tr> <tr><td>80</td><td>320</td></tr> <tr><td>90</td><td>230</td></tr> <tr><td>100</td><td>170</td></tr> <tr><td></td><td>±5 %</td></tr> </tbody> </table>	°C	Ω	20	3090	30	2000	40	1330	50	900	60	630	70	440	80	320	90	230	100	170		±5 %	Wiring, ⇒ 9.2
°C	Ω																											
20	3090																											
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100	170																											
	±5 %																											
9.2		ECT sensor (B11/4) Resistance		Disconnect connector on ECT sensor (B11/4).	Nominal value, see ⇒ 9.1	B11/4																						


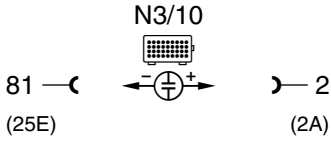
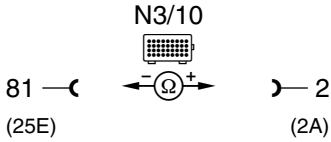
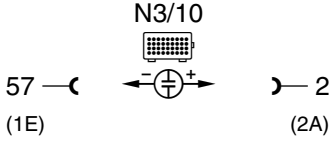
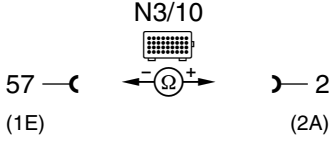
Electrical Test Program – Sequential Multiport Fuel Injection System Test

⇒		Test scope	Test connection	Test condition	Nominal value	Possible cause/remedy
10.0		Engine control module (N3/10) TN-signal output	 <p>8 — (8A) 30 — (38C)</p>	Test with oscilloscope: Engine: Start or Engine: at Idle	Signal, see Figure 2	Wiring, N3/10
			 <p>8 — (8A) 30 — (38C)</p>	Test with multimeter, only if test with oscilloscope is not possible.	7.5 – 9.0 V	
11.0	PO 130 PO 133	O2S 1 (before TWC) (G3/2) O2S signal	 <p>23 — (31C) 24 — (32C)</p>	If ECT > 80 ° C, run engine at idle for at least two minutes.	fluctuates from – 0.2 V to + 1.0 V, by more than 0.3 V	Wiring, ⇒ 12.0, G3/2
12.0	PO 135	O2S 1 (before TWC) (G3/2) O2S heater activation	 <p>5 — (5A) 2 — (2A)</p>	If ECT > 80 ° C, run engine at idle for at least two minutes.	11 – 14 V	Wiring, G3/2 N3/10
		O2S 1 (G3/2) Current draw	 <p>3 — (3A) 5 — (5A)</p>	Ignition: ON	0.6 – 3.4 A	

Electrical Test Program – Sequential Multiport Fuel Injection System Test

⇒		Test scope	Test connection	Test condition	Nominal value	Possible cause/remedy
13.0	PQ 136	O2S 2 (after TWC) (G3/1) O2S signal (only USA)		If ECT > 80° C, Engine: Start Raise and hold engine speed at 2000 – 3000 rpm for approx. 2 minutes. Engine: at idle Bridge sockets on socket box.	Within one minute, the value range of 450 mV to 500 mV must be either exceed or be below value range given. > 550 mV AIR pump runs. Voltage changes to < 40 mV within 60 seconds.	Wiring, ⇒ 14.0, G3/1, N3/10
14.0	PQ 141	O2S 2 (after TWC) (G3/1) O2S heater activation (only USA) O2S 2 (G3/1) Current draw		Engine: at Idle If ECT > 80° C, run engine at idle for at least 2 minutes. Ignition: ON	11 – 14 V or voltage fluctuates between 1 – 14 V 0.6 – 3.4 A	Wiring, G3/1, N3/10


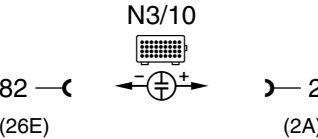
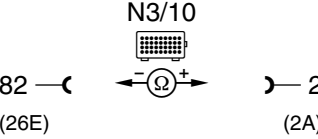
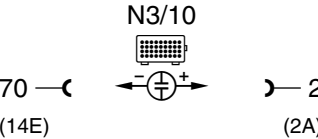
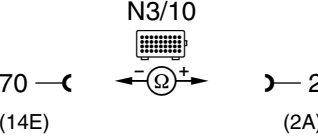
Electrical Test Program – Sequential Multiport Fuel Injection System Test

⇒		Test scope	Test connection	Test condition	Nominal value	Possible cause/remedy
15.0	PO 201	Injector (Y62y1) Activation and injection time Resistance (Y62y1)	 	ECT approx. 20° C at start: ECT approx. 80° C at idle: accelerate briefly: Ignition: OFF	Injection time: approx. 8 ms approx. 3 – 5 ms approx. 14 ms (signal see Figures 3 and 4). 14 – 17 Ω	Wiring, Y62y1, N3/10, ECT sensor (B11/4), IAT sensor in hot film MAF sensor (B2/5), O2S 1 (G3/2).
16.0	PO 202	Injector (Y62y2) Activation and injection time Resistance (Y62y2)	 	ECT approx. 20° C at start: ECT approx. 80° C at idle: accelerate briefly: Ignition: OFF	Injection time: approx. 8 ms approx. 3 – 5 ms approx. 14 ms (signal see Figures 3 and 4). 14 – 17 Ω	Wiring, Y62y2, N3/10, ECT sensor (B11/4), IAT sensor in hot film MAF sensor (B2/5), O2S 1 (G3/2).


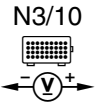
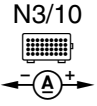
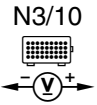

Electrical Test Program – Sequential Multiport Fuel Injection System Test

⇒		Test scope	Test connection	Test condition	Nominal value	Possible cause/remedy
17.0	P0 203	Injector (Y62y3) Activation and injection time Resistance (Y62y3)		ECT approx. 20° C at start: ECT approx. 80° C at idle: accelerate briefly:	Injection time: approx. 8 ms approx. 3 – 5 ms approx. 14 ms (signal see Figures 3 and 4). 14 – 17 Ω	Wiring, Y62y3, N3/10, ECT sensor (B11/4), IAT sensor in hot film MAF sensor (B2/5), O2S 1 (G3/2).
18.0	P0 204	Injector (Y62y4) Activation and injection time Resistance (Y62y4)		ECT approx. 20° C at start: ECT approx. 80° C at idle: accelerate briefl:	Injection time: approx. 8 ms approx. 3 – 5 ms approx. 14 ms (signal see Figures 3 and 4). 14 – 17 Ω	Wiring, Y62y4, N3/10, ECT sensor (B11/4), IAT sensor in hot film MAF sensor (B2/5), O2S 1 (G3/2).

Electrical Test Program – Sequential Multiport Fuel Injection System Test

⇒		Test scope	Test connection	Test condition	Nominal value	Possible cause/remedy
19.0	PQ 205	Injector (Y62y5) Activation and injection time Resistance (Y62y5)	 	ECT approx. 20° C at start: ECT approx. 80° C at idle: accelerate briefly: Ignition: OFF	Injection time: approx. 8 ms approx. 3 – 5 ms approx. 14 ms (signal see Figures 3 and 4). 14 – 17 Ω	Wiring, Y62y5, N3/10, ECT sensor (B11/4), IAT sensor in hot film MAF sensor (B2/5), O2S 1 (G3/2).
20.0	PQ 206	Injector (Y62y6) Activation and injection time Resistance (Y62y6)	 	ECT approx. 20° C at start: ECT approx. 80° C at idle: accelerate briefly: Ignition: OFF	Injection time: approx. 8 ms approx. 3 – 5 ms approx. 14 ms (signal see Figures 3 and 4). 14 – 17 Ω	Wiring, Y62y6, N3/10, ECT sensor (B11/4), IAT sensor in hot film MAF sensor (B2/5), O2S 1 (G3/2).


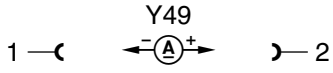

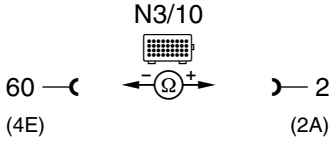
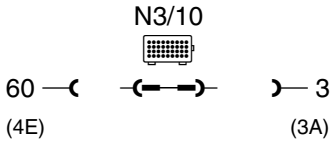
Electrical Test Program – Sequential Multiport Fuel Injection System Test

⇒		Test scope	Test connection	Test condition	Nominal value	Possible cause/remedy
21.0	PI 453	<p>Model 129, 140: AIR relay module (K17), Model 202: Passenger-side fuse and relay module box (K40/4), Model 210: Relay module (K40) Activation</p> <p>(K17), (K40), (K40/4) Current draw</p>	<p>N3/10 </p> <p>N3/10 </p>	<p>Disconnect ECT sensor (B11/4) connector. Simulate 2.5 kΩ resistance at sockets 1 and 2 with resistance substitution unit. Engine: at Idle</p> <p>Ignition: ON</p>	<p>11 – 14 V for approx. two minutes and AIR pump runs.</p> <p>0.1 – 0.3 A</p>	<p>Wiring, AIR pump fuse, K17, K40 or K40/4, N3/10</p>
22.0	PI 420	<p>AIR pump switchover valve (Y32) Activation</p> <p>Current draw (Y32)</p>	<p>N3/10 </p> <p>N3/10 </p>	<p>Disconnect ECT sensor (B11/4) connector. Simulate 2.5 kΩ resistance at sockets 1 and 2 with resistance substitution unit. Engine: at Idle</p> <p>Ignition: ON</p>	<p>11 – 14 V for approx. two minutes and AIR pump runs.</p> <p>0.4 – 0.6 A</p>	<p>Fuse, Wiring, Y32, N3/10</p>


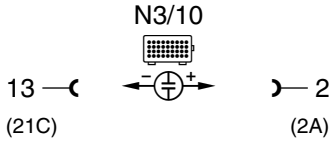
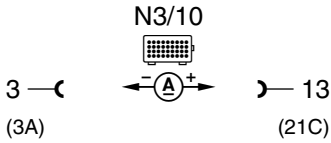
Electrical Test Program – Sequential Multiport Fuel Injection System Test

⇒		Test scope	Test connection	Test condition	Nominal value	Possible cause/remedy
23.0	PO 410	<p>AIR system (logic chain)</p> <p> The O2S 1 signal before TWC is being measured.</p>	<p>N3/10</p> <p></p> <p>N3/10</p> <p></p> <p>N3/10</p> <p></p>	<p>If ETC > 80°C run engine at idle for at least 2 minutes.</p> <p>Bridge sockets on socket box</p>	<p>The O2S voltage oscillates in the area of -0.2 V and +1.0 V</p> <p>AIR pump runs. Voltage changes to < 100 mV within 20 seconds.</p>	<p>Y32 binding, AIR combi valve, AIR pump no output.</p>
24.0	PO 802 PI 225	<p>Resonance intake manifold switchover valve (Y22/6) Activation</p> <p>Y22/6 Current draw</p>	<p>N3/10</p> <p></p> <p>N3/10</p> <p></p>	<p>Engine: Start Engine speed: < approx. 3500 rpm</p> <p>Engine speed: > approx. 3500 rpm</p> <p>Ignition: ON</p>	<p>< 1 V</p> <p>11 – 14 V</p> <p>0.4 – 0.6 A</p>	<p>Wiring, Y22/6, N3/10</p>


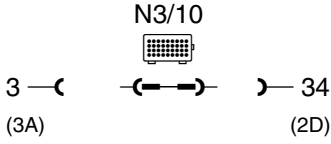
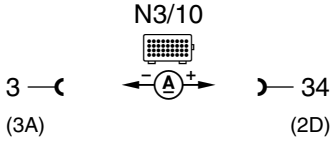
Electrical Test Program – Sequential Multiport Fuel Injection System Test

⇒		Test scope	Test connection	Test condition	Nominal value	Possible cause/remedy
25.0	PI 525	Adjustable camshaft timing solenoid (Y49) Current draw		 Connect test cable (102 589 04 63 00) to solenoid. Engine: at idle ECT > 70°C Increase engine speed to approx. 2000 rpm.	1.0 – 1.5 A	⇒ 25.1, ⇒ 26.0, N3/10
25.1		Resistance (Y49)		Ignition: OFF	7 – 12 Ω	Wiring, Y49
26.0	PI 519	Adjustable camshaft timing solenoid (Y49) Mechanical function		Engine: at Idle Bridge sockets on socket box for a maximum of 10 seconds.	Engine runs rough or stalls	Check function of camshaft adjuster (see SMS, Engine 104, Job No. 05-2160).





Electrical Test Program – Sequential Multiport Fuel Injection System Test

⇒		Test scope	Test connection	Test condition	Nominal value	Possible cause/remedy
27.0	PO 441 PO 443	Purge control valve (Y58/1) Activation Current draw (Y58/1)	 	Engine: at Idle and at operating temperature. Ignition: ON	After approx. 1 minute, purge control valve (Y58/1) must noticeably cycle (Fig. 5 to 7), Signal see (Figure 8). 0.3 – 0.5 A	Wiring, Y58/1, ⇒ 28.0, N3/10
28.0	PO 440 PO 441	Purge control valve (Y58/1) Vacuum control		Connect vacuum tester to purge control valve (Y58/1) between purge line to charcoal canister (Figure 5 to 7). Engine at operating temperature and at idle.	After approx. 1 minute, > 50 mbar and needle oscillates, Y58/1 must cycle.	Vacuum line, Y58/1


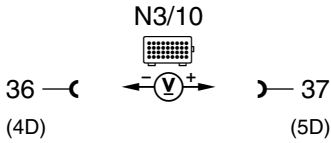
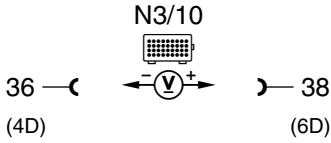
Electrical Test Program – Sequential Multiport Fuel Injection System Test

⇒		Test scope	Test connection	Test condition	Nominal value	Possible cause/remedy
29.0	PO 440 PO 442 PO 446 PO 455	Only (USA) Model 140, 210 only, Model 129 as of 09/97 Purge system Leaks Activated charcoal canister shut-off valve (Y58/4) Activate		Disconnect purge line (A) to charcoal canister on purge control valve (Y58/1). Connect vacuum tester to purge line (Figure 6 and 7). Ignition: ON Apply approx. 25 mbar of vacuum.	After approx. 1 minute, < 5 mbar vacuum loss.	Fuel tank cap, Purge line to charcoal canister, Purge line from charcoal canister to Y58/4, Charcoal canister, Y58/4 Charcoal canister, Y58/4, Purge control valve (Y58/1)
30.0	PO 446	Only (USA) Model 140, 210 only, Model 129 as of 09/97 Activated charcoal canister shut-off valve (Y58/4) Current draw		Ignition: ON	0.5 – 0.9 A	Fuse, Wiring, Y58/4


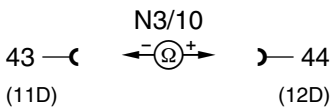
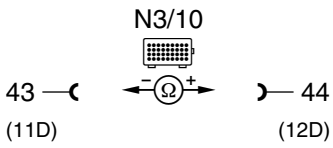
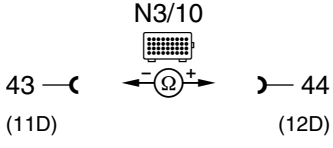
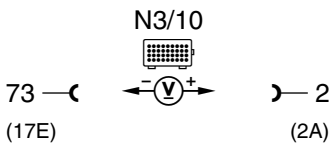
Electrical Test Program – Sequential Multiport Fuel Injection System Test

⇒		Test scope	Test connection	Test condition	Nominal value	Possible cause/remedy
31.0	PO 446 PO 450 PO 455	Only (USA) Model 140, 210 Model 129 as of 09/97 Fuel tank pressure sensor (B4/3) Sender signal Activated charcoal canister shut-off valve (Y58/4) activated	N3/10  36 —((4D) ←(V)→)— 37 (5D) N3/10  3 —((3A) ←(V)→)— 34 (2D)	Disconnect purge line (A) to charcoal canister on purge control valve (Y58/1). Connect vacuum tester to purge line (Figure 6 and 7). Ignition: ON Apply approx. 25 mbar of vacuum.	> 2.9 V < 2.3 V	⇒ 31.1, Wiring, Vacuum line, Charcoal canister plugged, B4/3
31.1		Only (USA) Fuel tank pressure sensor (B4/3) Voltage supply	N3/10  36 —((4D) ←(V)→)— 38 (6D)	Ignition: ON	4.7 – 5.3 V	N3/10


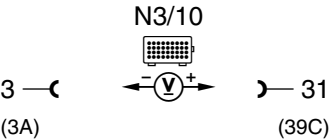
Electrical Test Program – Sequential Multiport Fuel Injection System Test

⇒		Test scope	Test connection	Test condition	Nominal value	Possible cause/remedy
32.0	P0 450	Only (USA) Model 129, 202 up to 08/97 Purge monitoring pressure sensor (B4/4) Sender signal		Disconnect purge line (A) to charcoal canister on purge monitoring pressure sensor (B4/4). Connect vacuum tester to purge monitoring pressure sensor (Figure 9 and 10). Ignition: ON Apply approx. 300 mbar of vacuum.	> 3.5 V < 3 V	Wiring, ⇒ 32.1, B4/4
32.1		Purge monitoring pressure sensor (B4/4) Voltage supply		Ignition: ON	4.7 – 5.3 V	N3/10

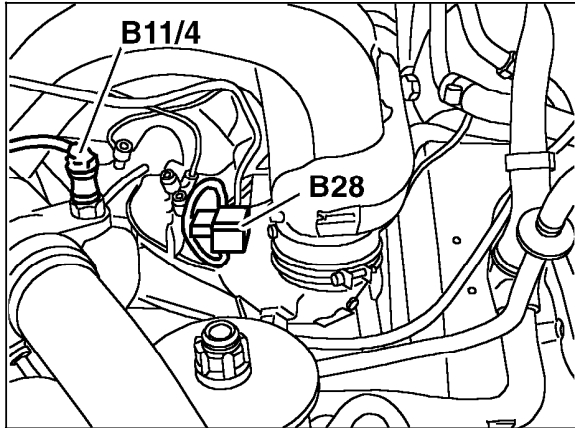
Electrical Test Program – Sequential Multiport Fuel Injection System Test

⇒		Test scope	Test connection	Test condition	Nominal value	Possible cause/remedy
33.0	PD 600 PD 811 PI 570 PI 603 PI 747	CAN data bus		Ignition: OFF	55 – 65 Ω	⇒ 33.1 – 33.2, Data line.
33.1		CAN element in DAS control module (N54/1) Resistance		Ignition: OFF Disconnect connector D from engine control module N3/10, (Figure 11).	115 – 125 Ω	Wiring, N54 or N54/1
33.2		CAN element in engine control module (N3/10) Resistance		Ignition: OFF Disconnect connector D from test cable.	115 – 125 Ω	N3/10
34.0	PI 163	Oil level switch (S43)		Ignition: ON Oil level okay: Oil level low:	11 – 14 V < 1 V	Wiring, S43

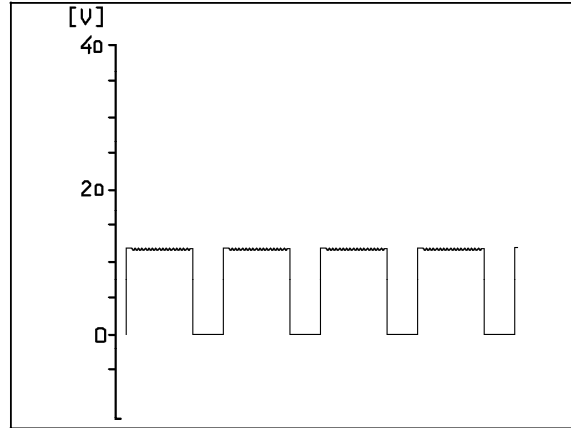
Electrical Test Program – Sequential Multiport Fuel Injection System Test

⇒		Test scope	Test connection	Test condition	Nominal value	Possible cause/remedy
35.0		Diagnosis line Activation	<p style="text-align: center;">N3/10</p> 	Ignition: ON	11 – 14 V	Wiring, N3/10

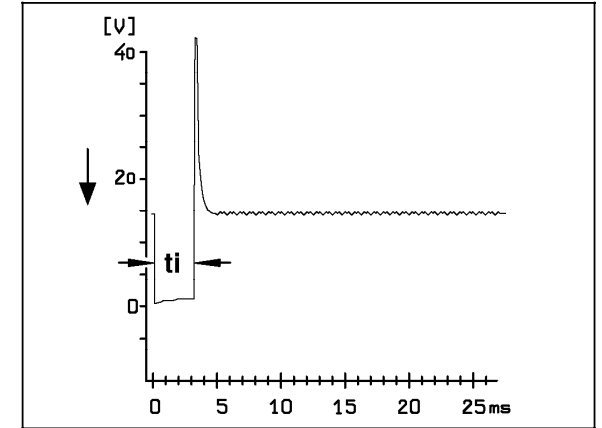
Electrical Test Program – Sequential Multiport Fuel Injection System Test



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P07.61-0537-01



P07.61-0538-01

Figure 1
B28 Pressure sensor

Figure 2
TN signal

Figure 3
Injection duration "ti" at CTP

Electrical Test Program – Sequential Multiport Fuel Injection System Test

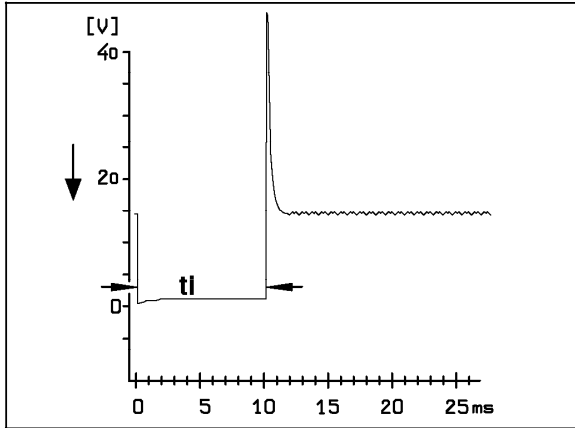


Figure 4
Injection duration "ti" at WOT

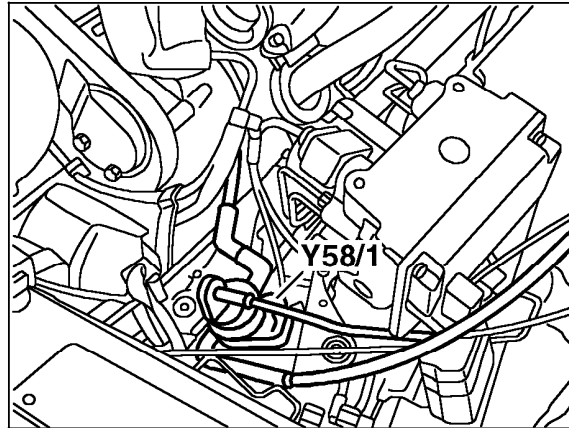


Figure 5
Model 129
Y58/1 Purge control valve

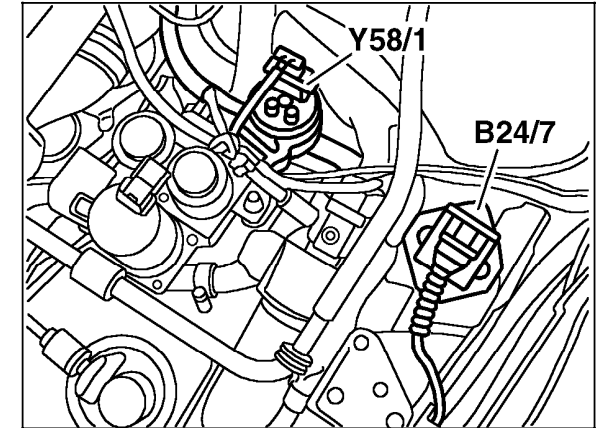
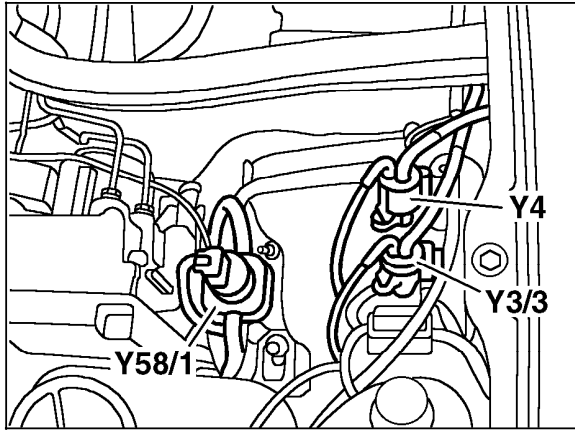
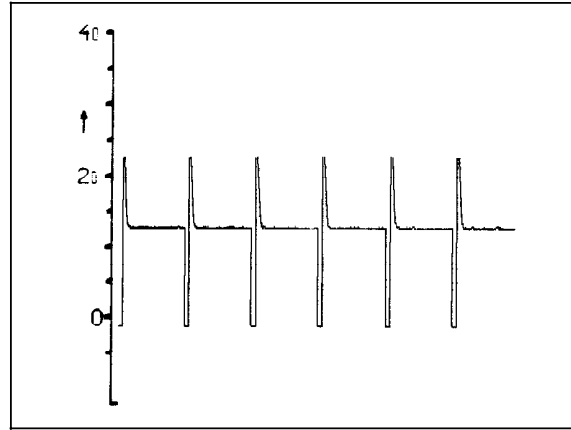


Figure 6
Model 140
Y58/1 Purge control valve

Electrical Test Program – Sequential Multiport Fuel Injection System Test



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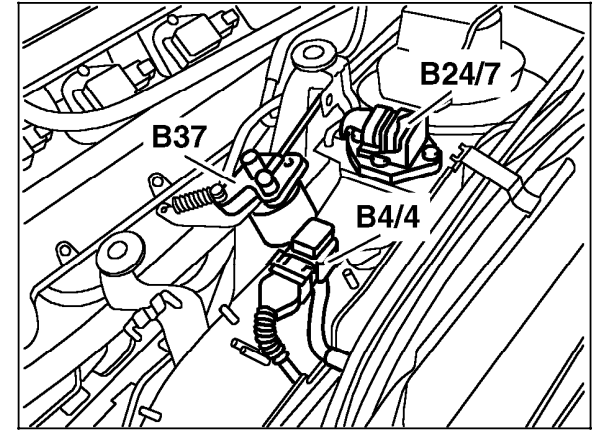


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Figure 7
Model 210

Y58/1 Purge control valve

Figure 8
Purge control valve signal

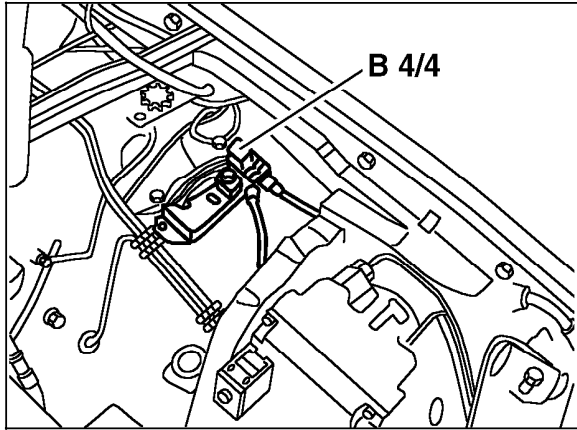


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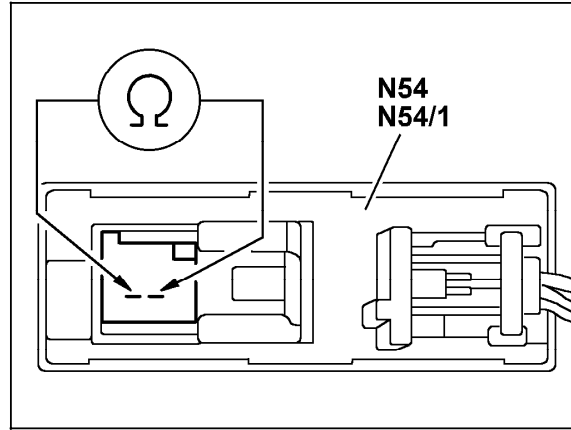
Figure 9
Model 129 (USA)

B4/4 Fuel tank emissions monitoring pressure sensor

Electrical Test Program – Sequential Multiport Fuel Injection System Test



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Figure 10
Model 202 (USA)

B4/4 Fuel tank emissions monitoring pressure sensor

Figure 11
N54/1 DAS control module