

TEST10
CONTINUED 9

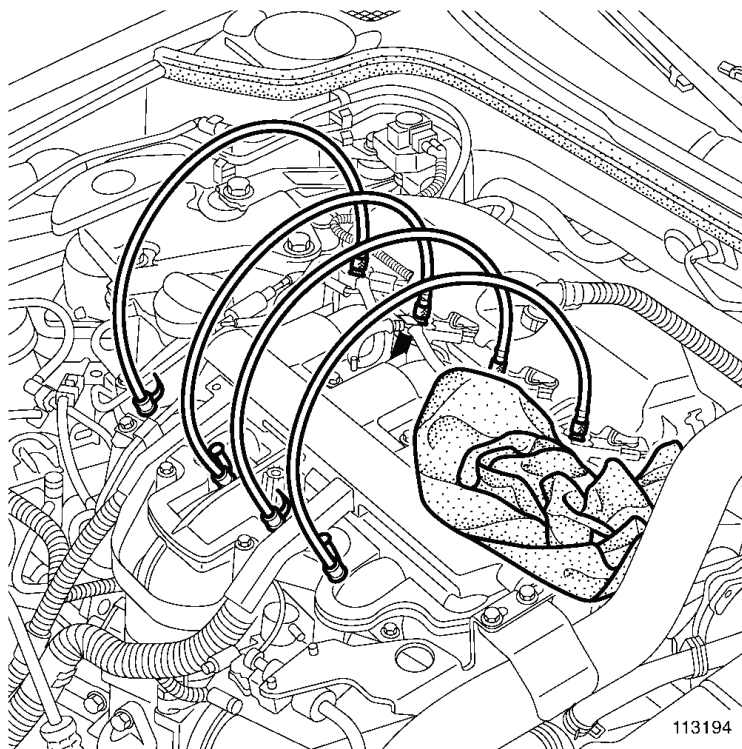
3- Removing the tool:

IMPORTANT:

Use a cleaning cloth (part number 77 11 211 707) to absorb fuel run-off.

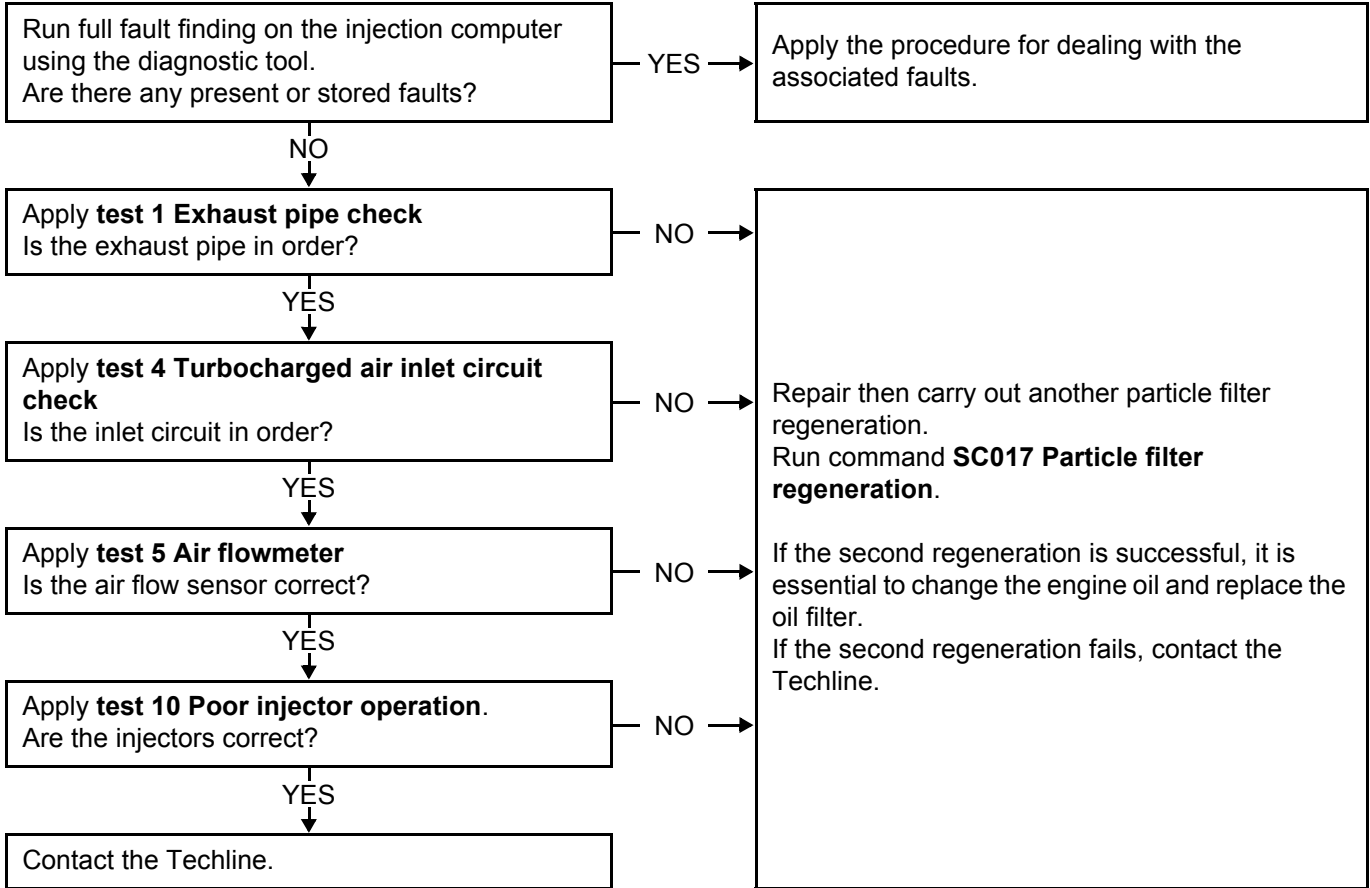
Disconnect the pipe from an injector:

- press on the injector clip,
- pull vertically on the end piece of the pipe of tool **Mot.1760**, placing a wipe on the end piece to prevent run-off.
- Lift the end piece vertically so that the fuel contained in the pipes flows into the measuring cylinders of tool **Mot.1760**.
- Remove the other 3 pipes using the same procedure.
- Remove the plug welds from the fuel return pipe end pieces.
- Connect the complete fuel return pipe to the injectors.
- Wipe up any fuel run-off with a cleaning cloth (part number 77 11 211 707).



End of test 10.

TEST11	TEMPERATURE UPSTREAM OF TURBINE TOO LOW
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TEST12

MANUAL CLEARING OF THE SOOT WEIGHT

Note: In certain cases, this procedure is to be carried out only after replacement of the particle filter or after an After-sales regeneration of the particle filter.

- Start the engine.
- Raise the engine coolant temperature.
- Read the coolant temperature with the **PR064 Coolant temperature** until a value greater than **65°C** is obtained.
- Accelerate the engine to **4000 rpm and maintain this speed for 5 minutes**.
- After 5 minutes, release the accelerator and stop the engine.
- Switch on the ignition.
- Run command **SC036 Reinitialise programming** and select **After particle filter replacement** or **After particle filter regeneration** (as appropriate).
- Switch off the ignition and wait for the **diagnostic tool** message (maximum time **8 minutes**): **Communication lost with computer: EDC16C36, check the tool connection and computer power supply**.
- **Then switch on the ignition again, clear the present or stored faults from the computer memory (operation to be carried out within 3 minutes of switching on the ignition).**

Injection computer	128-track (BOSCH) Connectors: black A 32-track, brown B 48-track, grey C 48-track
Atmospheric pressure sensor	Integrated into the computer (BOSCH)
Injector	0.25 Ω at +20°C / 2 Ω max (BOSCH) 1600 bar
Flow regulator (high pressure pump)	R = 3 \pm 0.1 Ω at +20°C (BOSCH, CP3.2+ pump)
Rail pressure sensor	Rail pressure limiter: opening at approximately 1800 bar (BOSCH, bolted to the rail)
Engine speed sensor	R = 235 \pm 35 Ω at +23°C (MGI)
Camshaft sensor	Hall effect sensor (ELECTRICFIL) R = 10250 \pm 500 Ω at +20°C (measurement between tracks 2 and 3 of the sensor)
Turbocharger control solenoid valve	15.4 \pm 0.7 Ω at +20°C (PIERBURG)
Electric EGR valve	Track 1: + 12 V electric motor Track 2: + 5 V potentiometer Track 3: Not used Track 4: potentiometer earth Track 5: engine earth Track 6: potentiometer signal DIRECT CURRENT MOTOR: R between tracks 1 and 5 = 2.96 \pm 0.3 Ω at +20°C POTENTIOMETER: R between tracks 2 and 4: 6.5 \pm 0.6 k Ω at +20°C (SIEMENS)
EGR by-pass solenoid valve	46 \pm 3 Ω at +25°C (PIERBURG)
Electric damper valve	DIRECT CURRENT MOTOR (VDO)
Air flow sensor	Track 1: air temperature signal Track 2: flowmeter earth Track 3: + 5 V flowmeter Track 4: + 12 V battery feed Track 5: air flow signal Track 6: battery earth (SIEMENS)

(R = Resistance)

Air temperature sensor	R = 3714 Ω \pm 161 at +10°C/ 2448 Ω \pm 96 at +20°C /1671 Ω \pm 59 at +30°C
Coolant temperature sensor	4-track connector = 2: Earth; 3: Signal (ELTH) R = 2252 Ω \pm 112 at 25°C/ 811 Ω \pm 39 at 50°C /283 Ω \pm 8 at 80°C
Diesel fuel temperature sensor	2-track connector = 1: Signal; 2: Earth (ELTH) R = 3820 Ω \pm 282 Ω at +10°C/ 2050 Ω \pm 100 Ω at +25°C/ 810 Ω \pm 47 Ω at +50°C
Accelerator pedal sensor	R gang 1 = 1700 \pm 900 Ω R gang 2 = 2850 \pm 2050 Ω
Heater plug	R = 0.6 Ω at +20°C / 2 Ω max Maximum current drawn: 28 A at 0 s/12 A at 10 s/7 A after 30 seconds
Turbine upstream temperature sensor	Yellow 2-track connector = 1: Earth, 2: Signal (NTK type)
Water in diesel fuel sensor	According to application (ZERTAN)

(R = Resistance)