

Fault*	Spark advance correction	Conditions	Checks
1	-22°	Continued detonation Maximum correction reached	Cooling system Distributor timing (23) Boost pressure
2	-20°	Battery voltage is under 10,5 volts.	Battery (12) Charging circuit
3	-20° non-reversible until ignition switch is turned off	Detonation correction circuit in the ignition E.C.U. defective.	Try with a new ignition E.C.U. (171).
4		Erroneous signal received from detonation sensor (Check for engine speed above 3 200 rpm).	Detonation sensor (172A) (see corresponding chapter). Electrical circuit continuity.
5		Signal from potentiometer is greater than 4,3 volts.	Try with a new potentiometer (194)
A		Connections and wiring between ignition E.C.U. and potentiometer defective.	Continuity of the potentiometer's (194) electrical circuit.
B	Micro-switch	Advance	NO LOAD SIGNAL EMANATING FROM THE INJECTION E.C.U.  Electrical circuit continuity between pin 8 of the ignition E.C.U. (171) and pin 8 of the injection E.C.U. (181) (wire 6). Check with a new ignition E.C.U. (171). Check with a new injection E.C.U. (181).
B	Open	Full Load	
	Closed	Idle	

\*The number of the FAULT represents the number of blinks per cycle of the LED (173) on the instrument cluster.

NOTE - For the "irreversible" faults (3, 4, 5, 6A), it is necessary to turn ignition key "OFF" to "erase" the fault entered in memory.

PEUGEOT

NOTE				
Fault*	Spark advance correction	Causes	Checks	
1	- 22°	Continued detonation Maximum correction reached	Cooling system Distributor timing (M130) Boost pressure	
2	- 15°	Battery voltage is under 10.5 volts.	Battery (M45) Charging circuit	
3	- 15° non-reversible until ignition switch is turned off	Detonation correction circuit in the ignition E.C.U. defective.	Try with a new ignition E.C.U. (H75)	
4		Erroneous signal received from deto- nation sensor (Check for engine speed above 3 200 rpm).	Detonation sensor (M132) (see p. G2.032) Electrical circuit continuity.	
5		Signal from potentiometer is greater than 4.3 volts.	Try with a new potentiometer (M669)	
6		A	Connections and wiring between igni- tion E.C.U. and potentiometer defec- tive.	Continuity of the potentiometer's (M669) electrical circuit
	B	Micro-switch	Advance	Electrical circuit continuity between pin 8 of the ignition E.C.U. (H75) and pin 6 of the injection E.C.U. (H58) (wire 6). Check with a new ignition E.C.U. (H75) Check with a new injection E.C.U. (H58)
		Open	Full Load	
Closed	Idle	No load signal emanating from the injection E.C.U.		
<p>* The number of the FAULT represents the number of blinks per cycle of the LED (L32) on the instrument cluster.</p> <p>NOTE - For the "irreversible" faults (3, 4, 5, 6A), it is necessary to turn ignition key "OFF" to "erase" the fault entered in memory.</p>				

NOTE

Defect Code	CAUSES	CHECKS TO BE PERFORMED
1.1	maximum correction reached (retard) continued detonation	Boost pressure - Electrovalve M328
1.2	Battery voltage < 9,4 volts	- Battery - Charging circuit
2.1 2.2	Erroneous signal received from detonation sensor	- Continuity of the electrical circuit - Try with a new detonation sensor
2.3	Detonation correction circuit within the E.C.U. (H75) defective	- Continuity of the electrical circuit between the injection E.C.U. (pin 6) and the ignition E.C.U (pin 8) - Boost pressure and electrovalve M328 - Potentiometer and its electrical circuit - Try again with a new injection E.C.U. - Try again with a new ignition E.C.U.
3.1 3.2	Basic injection duration input	
4.1 4.2	No load signal emanating from injection E.C.U.	
6.1	Defective N.T.C. sensor (No effect on advance - No cancelling of Turbo monitoring)	

Operation of the LED

- Ignition key «ON»      →      LED ON
  - Engine started          →      LED OFF
- }      normal operation

If the LED remains ON or OFF : check its power supply and its ground

When the E.C.U registers a defect, the LED (L32) comes on at the instrument cluster :

- It will stay on permanently if the engine speed is above 1550 rpm
- It will flash the code corresponding to the defect registered if the engine speed is below 1550 rpm

The engine must be at idle in order to interpret the defect code