

**SETTING UP A DIALOGUE BETWEEN THE XR25 AND THE COMPUTER**

- Connect the test kit to the diagnostic socket.
- Ignition on.
- ISO selector on S8
- Type **D13**

**9.INJ****COMPUTER IDENTIFICATION**

The computer is not identified by reading a fault code but by reading the Part Number directly from the computer. After having set up a dialogue with the computer:

**ENTER G70\*****7700****XXX****XXX**

The Part Number will then appear on the central display in three sequences..

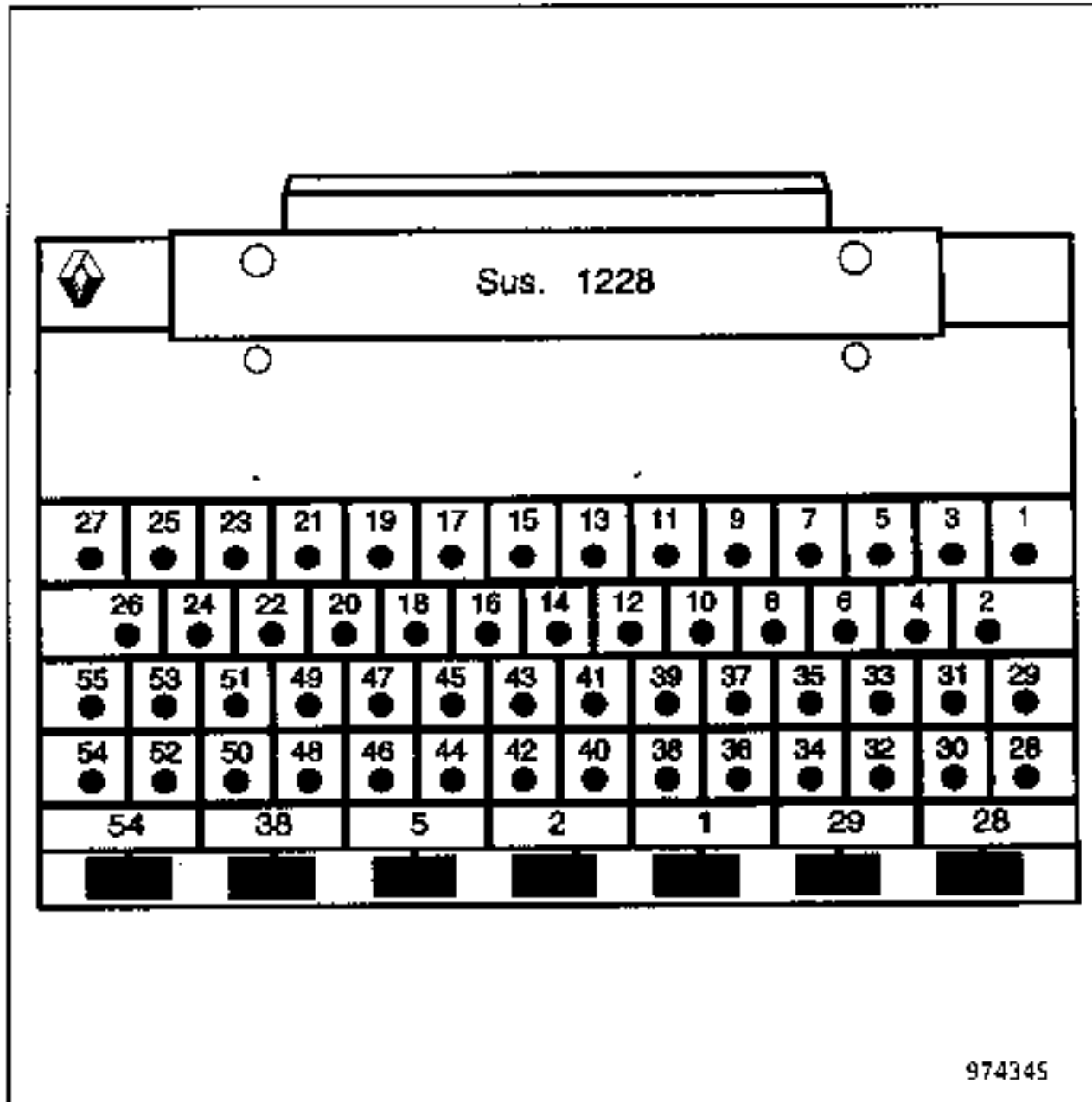
Each sequence is displayed for approximately two seconds. Each sequence is repeated twice. (To find the number, refer to the Workshop Repair Manual, section 12).

**ERASING THE MEMORY (engine off, ignition on)**

After the injection system has been worked on, the computer's memory can be erased by using the code **G0\*\*** (Erasing memorised faults in diagnostic mode D13, ISO selector in position S8, enter **G0\*\***).

The memories of other components on the vehicle are not erased when this operation is used.

If information obtained from the XR25 means that electrical continuities have to be checked, connect the bornier **Sus. 1228**.



(The **Sus. 1228** consists of a 55 track base unit which has an integral printed circuit comprising 55 copper coated areas, numbered from 1 to 55).

Using the wiring diagrams, the tracks connecting the component or components can easily be checked.

#### IMPORTANT:

- All checks with the bornier **Sus. 1228** should only be performed with the battery disconnected.
- The bornier is designed to work with an ohmmeter only. Under no circumstances should a 12 volts supply be connected to the control points.

PRESENTATION OF FICHE N° 27 SIDE 1/2 WITH FAULT BARGRAPHS

N° 27 1/2		58	code : <b>D 1 3</b>	read : <b>9 . n J</b>
1	<input type="checkbox"/> ILLUMINATED → FAULT TEST <input type="checkbox"/> EXTINGUISHED → TURN CARD		CODE PRESENT	<input type="checkbox"/>
2	<input type="checkbox"/> COMPUTER		ENGINE IMMOBILISER * 22	<input type="checkbox"/>
3	<input type="checkbox"/> AIR TEMPERATURE		O2 SENSOR * 23	<input type="checkbox"/>
4	<input type="checkbox"/> COOLANT TEMPERATURE		VEHICLE SPEED	<input type="checkbox"/>
5	<input type="checkbox"/> PRESSURE	SENSOR CIRCUITS	FLYWHEEL SIGNAL * 25	<input type="checkbox"/>
6	<input type="checkbox"/> * 06 PINKING		THROTTLE POSITION	<input type="checkbox"/>
7	<input type="checkbox"/> CAMSHAFT		FUEL TANK PRESSURE	<input type="checkbox"/>
8	<input type="checkbox"/> * 08 FUEL PUMP	RELAY CONTROL	BLOCKING * 28	<input type="checkbox"/>
9	<input type="checkbox"/> * 09 ANTI - PERCOLATION	CIRCUITS	AIR PUMP * 29	<input type="checkbox"/>
10	<input type="checkbox"/> * 10 O2 SENSOR OVERHEATING		BI MODE *30	<input type="checkbox"/>

**INJECTION (faults)**

Memory del. : G 0 \*\*  
Status check request : G 0 1 \*

11	<input type="checkbox"/> *11 INJECTOR CIRCUIT	CONNECTION A.T. → INJ.	<input type="checkbox"/>
12	<input type="checkbox"/> *12 WARN. LAMP CIRCUIT FAULT	DATA + FUEL PUMP	<input type="checkbox"/>
13	<input type="checkbox"/> SAVE DATA IN MEMORY		
14	<input type="checkbox"/> *14 IDLE SPEED REG. CIRCUIT	CANISTER PURGE CIRCUIT * 34	<input type="checkbox"/>
15	<input type="checkbox"/> CONNECTION INJ. → A/C	EGR CIRCUIT *35	<input type="checkbox"/>
16	<input type="checkbox"/> *16 IGNITION COILS	COLD START INJECTORS *36	<input type="checkbox"/>
17	<input type="checkbox"/> *17 MIL WARNING LIGHT		
18			
19			
20	<input type="checkbox"/> *20 COMPUTER CONFIGURATION	XR25 MEMORY <b>0</b>	<input type="checkbox"/>

ADDITIONAL CHECKS : # --

- 01 Pressure mb
- 02 Coolant temp. °C
- 03 Air temp. °C
- 04 Computer feed V
- 05 O2 sensor V
- 06 Engine speed rpm
- 12 Idling RCO %
- 13 Pinking signal
- 14 Speed difference rpm
- 15 Pinking correct. d°
- 16 Atmos. pressure mb
- 17 Throttle pot.
- 18 Vehicle speed km per h
- 21 Auto. correct. of RCO idle speed %
- 23 Canister purge RCO %
- 24 RCO EGR %
- 30 Auto. correct. of richness under high loads
- 31 Auto. correct. of richness under low loads
- 35 Mixture regulation

END OF TEST: G 1 3 \*  
Part No. : G 7 0 \*

Diagnostic faults :  
Press V and 9  
Return to diagnostic mode : D

**15** ANG

## PRESENTATION OF FICHE N° 27 SIDE 2/2 WITH STATUS BARGRAPHS

N° 27 2/2		read : 10.n J	
1	<input type="checkbox"/> ILLUMINATED <input type="checkbox"/> EXTINGUISHED	STATUS TEST TURN CARD	CODE PRESENT <input type="checkbox"/>
2	<input type="checkbox"/> Full Load ← THROTTLE POSITIONS → No load <input type="checkbox"/>		<b>CONTROL MODES : G 0 *</b> (If engine stationary)
3	<input type="checkbox"/> FLYWHEEL SIGNAL	ACTIVE ENGINE IMMOBILISER <input type="checkbox"/>	10 Fuel pump relay
4	<input type="checkbox"/> PARK/NEUTRAL POSITION	+ APC COMPUTER <input type="checkbox"/>	11 Blocking relay
5	<input type="checkbox"/> TORQUE ADJUSTMENT	RELAY CONTROL LOCKING <input type="checkbox"/>	12 A/C compressor
6	<input type="checkbox"/> RICHNESS REGULATION	IDLING REGULATION <input type="checkbox"/>	14 Idle speed reg. valve
7	<input type="checkbox"/> FUEL PUMP CONTROL	CANISTER PURGE AUTHORIZED <input type="checkbox"/>	16 Canister purge valve
8	<input type="checkbox"/> ANTI-PERCOLATION CONTROL	ELECT. WINDSCREEN CONTROL <input type="checkbox"/>	17 Anti percolation relay
9	<input type="checkbox"/> SELECTION ↓ AIR CONDITIONING REQUEST →	ACCELERATED IDLE SPEED <input type="checkbox"/> AUTHORIZATION <input type="checkbox"/>	21 Warning lamp fault
10			22 Air pump relay
			23 EGR valve
			24 Bi-mode inlet valve
			<b>COMPUTER CONFIGURATION</b> (Vehicle with AT or MAN. GEARBOX) See procedure in Workshop Manual
(IMPORTANT : monitor bar graph 20 left)			<b>ADDITIONAL CHECKS : # --</b>
<b>INJECTION (status)</b>			01 Pressure mb
Memory del. : G 0 **			02 Coolant temp. °C
Request fault test : G 0 2 *			03 Air temp. °C
11	<input type="checkbox"/> SIGNAL CAMSHAFT	BLEED CANISTER + ACTIVE SOL VALVES <input type="checkbox"/>	04 Computer feed V
12	<input type="checkbox"/> EGR SOLENOID CONTROL	ERASE MEMORISED FAULTS <input type="checkbox"/>	05 O2 sensor V
13	<input type="checkbox"/> AIR PUMP CONTROL	POWER STEERING PRESSOSTAT <input type="checkbox"/>	06 Engine speed rpm
14	<input type="checkbox"/> BI-MODE INLET CONTROL	COLD START INJECTORS <input type="checkbox"/>	12 Idling RCO %
15			13 Pinking signal
16			14 Speed difference rpm
17			15 Pinking correct. d°
18			16 Atmos. pressure mb
19	<input type="checkbox"/> Veh. with AT	COMPUTER CONFIGURATION	17 Throttle pot.
			18 Vehicle speed km per h
20	<input type="checkbox"/> FAULT PRESENT	XR25 MEMORY <input type="checkbox"/>	21 Auto. correct. of RCO idle % speed
			23 Canister purge RCO %
			24 RCO EGR %
			30 Auto. correct. of richness under high loads
			31 Auto. correct. of richness under low loads
			35 Mixture regulation
			<b>END OF TEST : G 1 3 *</b> Part No. : G 7 0 *
			<b>Diagnosed faults :</b> Press V and 9 Return to diagnostic mode : D
			<b>15 ANG</b>

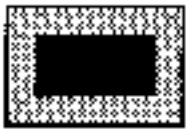
## REPRESENTATION OF THE BARGRAPHS



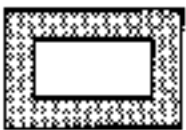
Illuminates when a dialogue has been established with the product computer. If it remains extinguished:

- the code does not exist,
- there is a fault in the tool, the computer or the line.

## REPRESENTATION OF THE FAULTS (always on a coloured background)



If illuminated, indicates a fault on the tested product, the associated text defines the fault.

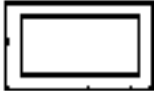
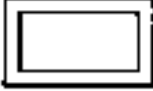





If extinguished, indicates that the fault has not been found on the tested product.

## REPRESENTATION OF THE STATUSES (always on a white background)

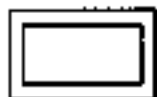
## Engine off, ignition on, no operator action

The status bargraphs on the fiche are represented as the status which they should have when the engine is off, the ignition is on and there is no operator action

- If on the fiche the bargraph is represented as  the test kit should give as information 
- If on the fiche the bargraph is represented as  the test kit should give as information 
- If on the fiche the bargraph is represented as  the test kit should give as information

either  or 

## Engine running



Extinguishes when the function or condition given on the fiche can no longer be performed.



Illuminates when the function or condition given on the fiche is performed.

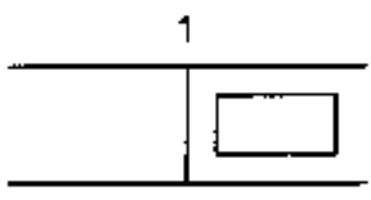
## FUNCTION V9

Fiche n° 27 side 1/2 and side 2/2 is a generic fiche used for several engines.

The different engines do not use all the bargraphs. To find out the bargraphs dealt with by the injection computer, after having set up a dialogue with the computer, press the V and 9 buttons simultaneously. The bargraphs dealt with will:

- illuminate permanently for non memorisable fault bargraphs or status bargraphs,
- flash for memorisable fault bargraphs.


To return to fault finding mode, press button D.

	<p><b>Bargraph 1 RH extinguished</b></p> <p><u>XR25 CIRCUIT</u></p> <p>XR25 assistance : no connection, CO, CC EARTH, CC + 12</p>	Fiche n° 27 side 1/2
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<b>NOTES</b>	For fault finding, this bargraph should be illuminated
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<p>Check:</p> <ul style="list-style-type: none"> <li>- all the injection fuses,</li> <li>- the connection between the XR25 and the diagnostic socket,</li> <li>- the position of the dial (S8),</li> <li>- the conformity of the cassette.</li> </ul> <p>Repair if necessary.</p>																																								
<p>Check:</p> <ul style="list-style-type: none"> <li>- the presence of + 12 V on track 16 and the earth on track 4 on the diagnostic socket.</li> <li>- the connection between the XR25 and the diagnostic socket.</li> </ul> <table style="margin-left: 40px;"> <tr> <td style="text-align: right;">Diagnostic socket</td> <td style="padding: 0 10px;">15</td> <td style="text-align: center;">→</td> <td style="padding: 0 10px;">4</td> <td style="text-align: right;">XR25 socket</td> </tr> <tr> <td></td> <td style="padding: 0 10px;">7</td> <td style="text-align: center;">→</td> <td style="padding: 0 10px;">8</td> <td></td> </tr> </table> <p>Repair if necessary.</p>	Diagnostic socket	15	→	4	XR25 socket		7	→	8																															
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<p>Connect the bornier <b>§us. 1228</b> instead of the computer and check the insulation and continuity between the tracks:</p> <table style="margin-left: 40px;"> <tr> <td style="text-align: right;">Bornier</td> <td style="padding: 0 10px;">38</td> <td style="text-align: center;">→</td> <td style="padding: 0 10px;">15</td> <td style="text-align: right;">Diagnostic socket</td> </tr> <tr> <td></td> <td style="padding: 0 10px;">11</td> <td style="text-align: center;">→</td> <td style="padding: 0 10px;">7</td> <td style="text-align: right;">Diagnostic socket</td> </tr> <tr> <td></td> <td style="padding: 0 10px;">2</td> <td style="text-align: center;">→</td> <td style="padding: 0 10px;">earth</td> <td style="text-align: right;">Earth MH</td> </tr> <tr> <td></td> <td style="padding: 0 10px;">3</td> <td style="text-align: center;">→</td> <td style="padding: 0 10px;">earth</td> <td style="text-align: right;">Earth MH</td> </tr> <tr> <td></td> <td style="padding: 0 10px;">24</td> <td style="text-align: center;">→</td> <td style="padding: 0 10px;">fuse</td> <td style="text-align: right;">Engine – after ignition feed fuse</td> </tr> <tr> <td></td> <td style="padding: 0 10px;">28</td> <td style="text-align: center;">→</td> <td style="padding: 0 10px;">3</td> <td style="text-align: right;">Coil 1-4</td> </tr> <tr> <td></td> <td style="padding: 0 10px;">29</td> <td style="text-align: center;">→</td> <td style="padding: 0 10px;">3</td> <td style="text-align: right;">Coil 2-3</td> </tr> <tr> <td></td> <td style="padding: 0 10px;">54</td> <td style="text-align: center;">→</td> <td style="padding: 0 10px;">2</td> <td style="text-align: right;">Idle solenoid valve</td> </tr> </table> <p>Repair</p>	Bornier	38	→	15	Diagnostic socket		11	→	7	Diagnostic socket		2	→	earth	Earth MH		3	→	earth	Earth MH		24	→	fuse	Engine – after ignition feed fuse		28	→	3	Coil 1-4		29	→	3	Coil 2-3		54	→	2	Idle solenoid valve
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	3	→	earth	Earth MH																																				
	24	→	fuse	Engine – after ignition feed fuse																																				
	28	→	3	Coil 1-4																																				
	29	→	3	Coil 2-3																																				
	54	→	2	Idle solenoid valve																																				


<b>AFTER REPAIR</b>	Carry out a conformity check
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<p style="text-align: center;">2</p> 	<p style="text-align: right;">Fiche n° 27 side 1/2</p> <p><b>Bargraph 2 LH illuminated</b> <b><u>COMPUTER CIRCUIT</u></b></p> <p>XR25 assistance: Computer fault if bargraph 2LH illuminated</p>
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<p style="text-align: center;"><b>NOTES</b></p>	<p>None</p>
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<p>Computer is not correct or is faulty.</p> <p>Replace the injection computer.</p>
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<p style="text-align: center;"><b>AFTER REPAIR</b></p>	<p>Carry out a conformity check</p>
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<p>2</p> 	<p><b>Bargraph 2 RH illuminated</b> <span style="float: right;">Fiche n° 27 side 1/2</span></p> <p><u>ENGINE IMMOBILISER CIRCUIT</u></p> <p>XR25 assistance : CO or CC + 12 V line 35 of the computer</p>
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<b>NOTES</b>	None
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<p>Connect the bornier <b>5us. 1228</b> instead of the computer and check the insulation and continuity of line:</p> <p style="text-align: center;">Bornier 35      <math>\longrightarrow</math>      5 Decoder unit</p> <p>Repair if necessary.</p> <p>If the fault persists, refer to status bargraph 3 RH side.</p>	
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<b>AFTER REPAIR</b>	Carry out a conformity check
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<p>3</p> 	<p><b>Bargraph 3 LH illuminated</b> <span style="float: right;">Fiche n° 27 side 1/2</span></p> <p><b><u>AIR TEMPERATURE SENSOR CIRCUIT</u></b></p> <p>XR25 assistance : #03 = -40      CO LINE 20 OR 46 ; CC – 5V LINE 20     #03 = 119      CC EARTH LINE 20 ; CC LINE 46/20</p>
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<b>NOTES</b>	<p>If BG3RH ; BG4LH ; BG6RH ; BG12RH are illuminated, refer to BG6RH  If BG6RH is illuminated, refer to BG6RH</p>
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<p>Check the resistance of the air temperature sensor.</p>
<p>If the resistance is not correct, replace the air temperature sensor and erase the computer memory using G0**.</p>
<p>Connect the bornier Sus. 1228 instead of the computer and check the insulation and continuity of the electrical wiring between tracks:</p> <p style="padding-left: 40px;">1 sensor connector    46 bornier  2 sensor connector    20 bornier</p>
<p>If the electrical wiring is correct, replace the computer.</p>


<b>AFTER REPAIR</b>	<p>Carry out a conformity check</p>
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3 	<p><b>Bargraph 3 RH illuminated</b> <span style="float: right;">Fiche n° 27 side 1/2</span></p> <p><b><u>OXYGEN SENSOR CIRCUIT</u></b></p> <p>XR25 assistance : #35 = 128 CO LINE 17 or 18 ; CC - LINE 17 ; CC + 12V LINE 17          #05 &gt; 1V CC + 12V LINE 17 ; #05 = 0.390 CO LINE 17 or 18          #05 = 0V CC EARTH LINE 17</p>
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<b>NOTES</b>	<p>If BG3LH ; BG4LH ; BG6RH ; BG12RH are illuminated, refer to BG6RH</p>
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Check the connection and condition of the oxygen sensor connector.
Engine running, check for – 12V between tracks A and B on the oxygen sensor connector.
If there is not + 12V, repair the wiring for the sensor heating circuit.
Ignition off, connect bornier Sus. 1228 in place of the computer and check the continuity and insulation of the wiring between tracks : C/17 and C/18 (sensor connector /bornier)
If necessary, repair the wiring.
The fault persists ! Replace the oxygen sensor
The fault persists ! Replace the computer.


<b>AFTER REPAIR</b>	<p>Carry out a conformity check</p>
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<p>4</p> 	<p><b>Bargraph 4 LH illuminated</b> <span style="float: right;">Fiche n° 27 side 1/2</span></p> <p><b><u>COOLANT TEMPERATURE SENSOR CIRCUIT</u></b></p> <p>XR25 assistance: #02 = -40°C    CC = 5V LINE 15 ; CO LINE 15 or 44           #02 = 119°C    CC EARTH LINE 15 ; CC LINE 15/44 or 45/15</p>
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<b>NOTES</b>	<p>If BG5LH is illuminated, refer to BG4RH</p> <p>If BG3LH ; BG3RH ; BG6RH ; BG12RH are illuminated, refer to BG6RH</p>
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Check the resistance of the coolant temperature sensor.								
The resistance is not correct, replace the sensor.								
<p>Connect the bornier <b>Sus. 1228</b> instead of the computer and check the continuity and the insulation of the electrical wiring between the tracks:</p> <table style="margin-left: 40px;"> <tr> <td>1 coolant temperature sensor</td> <td>44 bornier</td> </tr> <tr> <td>2 coolant temperature sensor</td> <td>15 bornier</td> </tr> <tr> <td>C pressure sensor</td> <td>45 bornier</td> </tr> <tr> <td>B throttle potentiometer</td> <td>45 bornier</td> </tr> </table>	1 coolant temperature sensor	44 bornier	2 coolant temperature sensor	15 bornier	C pressure sensor	45 bornier	B throttle potentiometer	45 bornier
1 coolant temperature sensor	44 bornier							
2 coolant temperature sensor	15 bornier							
C pressure sensor	45 bornier							
B throttle potentiometer	45 bornier							
Repair if necessary.								
The fault persists! Replace the computer.								


<b>AFTER REPAIR</b>	Carry out a conformity check
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<p>4</p> 	<p><b>Bargraph 4 RH illuminated</b></p> <p><b><u>VEHICLE SPEED SENSOR CIRCUIT</u></b></p> <p>XR25 assistance : CO or CC LINE 12</p>	Fiche n° 27 side 1/2
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<b>NOTES</b>	None
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Carry out a road test and check the speed on the speedometer .
If the speed is zero, repair the wiring of track 12 of the computer and B of the sensor.
Check the connection and the feed of the speed sensor: + 12V on track A earth on track C
Repair if necessary.
The fault persists! Replace the speed sensor.

<b>AFTER REPAIR</b>	<p>Erase the computer memory using G0**</p> <p>Carry out a road test</p> <p>Carry out a conformity check</p>
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<p>5</p> 	<p><b>Bargraph 5 LH illuminated</b> <span style="float: right;">Fiche n° 27 side 1/2</span></p> <p><b><u>ABSOLUTE PRESSURE SENSOR CIRCUIT</u></b>  <b>XR25 assistance:</b> #01 = 103 mb CO LINE 16 or LINE 44 or LINE 45;  CC EARTH LINE 16  #01 = 928 mb CO LINE 44</p>
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<b>NOTES</b>	<p>If BG4LH is illuminated, refer to BG4LH  If BG6RH is illuminated, refer to BG6RH</p>
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<p>Check the pressure sensor is electrically and pneumatically connected .</p>
<p>Ignition on, check that there is + 5V between track C and earth on track A.</p>

<p>There is not + 5V between track C and track A</p>
<p>Connect the bornier <b>Sus. 1228</b> instead of the computer and check the insulation and continuity between the tracks:  A sensor connector 44 bornier  C sensor connector 45 bornier</p>
<p>Repair if necessary.</p>
<p>There is not + 5V ! The fault persists! Replace the computer.</p>

<p>There is + 5V between track C and track A</p>
<p>Ignition on, check the return voltage (0.2 to 5 V) on track B of the sensor.  <b>Note:</b> For this measurement, a vacuum pump can be used to check the voltage variation.</p>
<p>If the voltage does not vary, replace the sensor.</p>

<p>The voltage varies</p>
<p>Connect the bornier <b>Sus. 1228</b> instead of the computer and check the insulation and the continuity between track B of the sensor and 16 of the bornier.</p>
<p>Repair if necessary.</p>
<p>The fault persists! Replace the computer.</p>


<b>AFTER REPAIR</b>	<p>Erase the computer memory using G0**  Carry out a conformity check</p>
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5 	<p><b>Bargraph 5 RH illuminated</b> <span style="float: right;">Fiche n° 27 side 1/2</span></p> <p><b><u>FLYWHEEL SIGNAL CIRCUIT</u></b></p> <p>XR25 assistance : *25 = CO      CO or CC EARTH LINE 33 or 34                                    *25 = CC.O      INTERFERENCE                                    *25 = In      SENSOR WIRE INVERTED</p>
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<b>NOTES</b>	None
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Disconnect the sensor connector and check the resistance of the sensor between terminals A and B.
The resistance is not $200 \pm 50$ ohms. Replace the sensor.
The resistance is 200 ohms.
Connect the bornier <b>Sus. 1228</b> instead of the computer and check the continuity and the insulation of the wiring between the tracks: A sensor      34 bornier B sensor      33 bornier
Repair if necessary.
The fault persists! Replace the computer.


<b>AFTER REPAIR</b>	<p>Erase the computer memory using G0**</p> <p>Carry out a conformity check</p>
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6 	<p><b>Bargraph 6 LH illuminated</b> <span style="float: right;">Fiche n° 27 side 1/2</span></p> <p><b><u>PINKING SENSOR CIRCUIT</u></b></p> <p>XR25 assistance : #13 = 0 CC EARTH LINE 8 or CO LINE 8 and 44</p>
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<b>NOTES</b>	None
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Check the wiring of the faulty sensor.				
Repair if necessary.				
<p>Connect the bornier <b>Sus. 1228</b> instead of the computer and check the insulation and the continuity of the electrical wiring between the tracks:</p> <table style="margin-left: 40px;"> <tr> <td>1 sensor</td> <td>44 bornier</td> </tr> <tr> <td>2 sensor</td> <td>8 bornier</td> </tr> </table>	1 sensor	44 bornier	2 sensor	8 bornier
1 sensor	44 bornier			
2 sensor	8 bornier			
Repair if necessary.				
The fault persists! Replace the pinking sensor.				

<b>AFTER REPAIR</b>	<p>Erase the computer memory using G0**</p> <p>Carry out a conformity check</p>
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6 	<p><b>Bargraph 6 RH illuminated</b> <span style="float: right;">Fiche n° 27 side 1/2</span></p> <p><b><u>THROTTLE POTENTIOMETER CIRCUIT</u></b></p> <p>XR25 assistance: #17 = 0 CO LINE 45 or 19 or CC EARTH LINE 19 or 45 #17 = 255 CO LINE 46 or CC LINE 19/45</p>
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<b>NOTES</b>	<p>If BG3LH is illuminated, refer to BG6RH If BG20RH is illuminated, refer to BG6RH If BG5LH is illuminated, refer to BG6RH If BG3LH ; BG3RH ; BG4LH ; BG12RH are illuminated, refer to BG6RH</p>
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Check the resistance of the throttle potentiometer between tracks A and B ( $R > 4000$ ohms).						
Check the variation of the throttle potentiometer between tracks B and C.						
A-B $< 4000$ ohms or B-C does not vary. Replace the throttle potentiometer.						
A-B $> 4000$ ohms and B-C varies.						
<p>Connect the bornier <b>Sus. 1228</b> instead of the computer and check the insulation and the continuity between tracks:</p> <table style="margin-left: 40px; border: none;"> <tr> <td>A potentiometer</td> <td>46 bornier</td> </tr> <tr> <td>B potentiometer</td> <td>45 bornier</td> </tr> <tr> <td>C potentiometer</td> <td>19 bornier</td> </tr> </table>	A potentiometer	46 bornier	B potentiometer	45 bornier	C potentiometer	19 bornier
A potentiometer	46 bornier					
B potentiometer	45 bornier					
C potentiometer	19 bornier					
Repair if necessary.						
The fault persists! Replace the computer.						

<b>AFTER REPAIR</b>	<p>Erase the computer memory using G0** Carry out a conformity check</p>
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7 	<p><b>Bargraph 7 LH illuminated</b></p> <p><b><u>CAMSHAFT SENSOR CIRCUIT</u></b></p> <p>XR25 assistance: CO or CC EARTH LINE 42 CC + 12V LINE 48 CC LINE 52/2</p>	Fiche n° 27 side 1/2
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<b>NOTES</b>	<p>If BG8LH is illuminated, refer to BG8LH If the vehicle does not start, refer to BG8LH</p>
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<p>Engine running, check for the presence of 12V on terminal 3 of the sensor and the earth on terminal 1 of the sensor.</p>
<p>Repair if necessary.</p>
<p>Exit fault finding. Connect a cable to terminal Vin and enter G on the XR25.</p>
<p>Engine running, check for the presence of a frequency by connecting to terminal 2 of the camshaft sensor connector which is still connected.</p>
<p>Enter V on the XR25 to measure the voltage.</p>
<p>There is no frequency or voltage at terminal 2. Replace the sensor.</p>

<p>There is a frequency or voltage at terminal 2.</p>
<p>Connect the bornier <b>Sus. 122B</b> instead of the computer and check the continuity of line 42 bornier / 2 sensor and the insulation of this line from terminal 52 on the computer, earth and + 12 Volts.</p>
<p>Repair if necessary.</p>
<p>The fault persists! Replace the computer.</p>

<b>AFTER REPAIR</b>	<p>Erase the computer memory using G0** Carry out a conformity check</p>
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<p>8</p> 	<p><b>Bargraph 8 LH illuminated</b> <span style="float: right;">Fiche n° 27 side 1/2</span></p> <p><b><u>FUEL PUMP RELAY COMMAND CIRCUIT</u></b></p> <p>XR25 assistance:      *08 = CO.O CO or CC EARTH LINE 48                                       *08 = CC.1 CC + 12V LINE 48                                       *08 = Def MEMORISED FAULT</p>
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<b>NOTES</b>	If BG7LH is illuminated, refer to BG8LH
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Check the impact sensor is correctly clipped in.
On the fuel pump relay, check for + 12V between tracks 1 and 2, during the timed phase when the ignition is turned on.

If there is - 12V between 1 and 2, replace the relay.
If there is not - 12V between 1 and 2, ignition on, check for + 12V on track 1 of the fuel pump relay.
If there is not + 12V on track 1, check the line of track 1 to the fuse.
If there is + 12V on track 1, connect bornier <b>Sus. 1228</b> instead of the computer and check the continuity and insulation between track 2 of the relay and track 48 of the bornier.
Repair if necessary.

The fault persists! Replace the injection computer.
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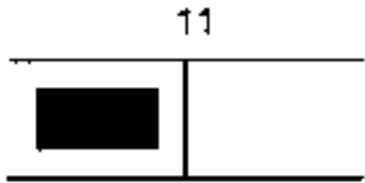
<b>AFTER REPAIR</b>	Erase the computer memory using G0** Carry out a conformity check
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<p>11</p> 	<p><b>Bargraph 11 RH illuminated</b> <span style="float: right;">Fiche n° 27 side 1/2</span></p> <p><u>AUTOMATIC TRANSMISSION ---&gt; INJECTION COMPUTER CONNECTION</u></p> <p>XR25 assistance:                      BG 11RH illuminated if there is a connection fault with the automatic transmission</p>
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<b>NOTES</b>	Only if automatic transmission
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<p>Connect the bornier 5us. 1228 in place of the injection computer, and check the insulation and continuity of computer line 7 .</p> <p>Repair.</p>
<p>If the fault persists, refer to automatic transmission fault finding section.</p>

<b>AFTER REPAIR</b>	<p>Erase the computer memory using G0**</p> <p>Carry out a conformity check</p>
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	<p><b>Bargraph 11 LH illuminated</b> <span style="float: right;">Fiche n° 27 side 1/2</span></p> <p><b><u>INJECTION CIRCUIT</u></b></p> <p>XR25 assistance: *11 = X.CO.O CO or CC EARTH LINE 53 or 25 or 4 or 30          *11 = X.CC.1 CC + 12V LINE 53 or 25 or 4 or 30          *11 = Def MEMORISED FAULT</p>
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<b>NOTES</b>	<p>X represents the cylinder N°.</p> <p>Starter motor operating, bargraph illuminates for 10 seconds.</p>
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Check the resistance of each injector.

The resistance is not correct  
Replace the faulty injector(s).

The resistance is correct  
Connect the bornier **Sus. 1228** instead of the computer and check the continuity and insulation between the injector connectors on track 2 and tracks 53, 25, 4 and 30.

Repair the wiring if necessary.

The fault persists! Replace the computer.

<b>AFTER REPAIR</b>	<p>Erase the computer memory using G0** Carry out a conformity check</p>
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