

## FAULT DISPLAY (SELF-DIAGNOSTICS)

The engine diagnostics warning light comes on if a fault is present between the elements or the following information:

- voltage to condenser no. 1 (injector control stage in engine management control unit);
- voltage to condenser no. 2 (injector control stage in engine management control unit);
- fuel high pressure sensor;
- pressure control circuit in fuel manifold;
- accelerator pedal sensor (stage no. 1);
- accelerator pedal sensor (stage no. 2);
- turbo pressure sensor;
- air flow meter with air temperature sensor;
- supply to sensors no. 1;
- supply to sensors no. 2;
- exhaust gas recirculation function (regulation.);
- turbo pressure regulation solenoid;
- high pressure circuit;
- injector fault (1 to 4).

## REDUCED OPERATING MODES (RECOVERY)

The injection system manages the following reduced modes:

- a) - operating mode with reduced fuel flow; engine rpm cannot exceed 3200 rpm under any circumstances.
- b) - a mode that stops the engine immediately.

### a) Reduced fuel flow

The system switches to reduced flow mode when a fault is present in one of the following parts:

- fuel high pressure sensor;
- pressure control circuit in fuel manifold;
- accelerator pedal sensor (stage no. 1);
- accelerator pedal sensor (stage no. 2);
- intake manifold pressure sensor;
- air flow meter with air temperature sensor;
- vehicle speed sensor;
- exhaust gas recirculation function (regulation.);
- exhaust gas recirculation regulation solenoid (EGR);
- high pressure circuit;

### b) Engine stop

The system stops the engine immediately when a fault is present in one of the following parts:

- EPROM in engine management unit;
- engine speed sensor;
- engine timing sensor;
- voltage to condenser no. 1 (injector control stage in engine management control unit);
- voltage to condenser no. 2 (injector control stage in engine management control unit);
- pressure control circuit in fuel manifold;
- injector fault (1 to 4).

The following actions are already implemented:

- climate control compressor cut-off, if a fault is detected in the fan control relay coils;
- deactivation of the third high pressure pump piston, if fuel pressure exceeds 106°C.