

Injectronics

Remanufactured Automotive Electronics Components

TECHNICAL BULLETIN

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Make: Volvo

Model: 740 16V DOHC

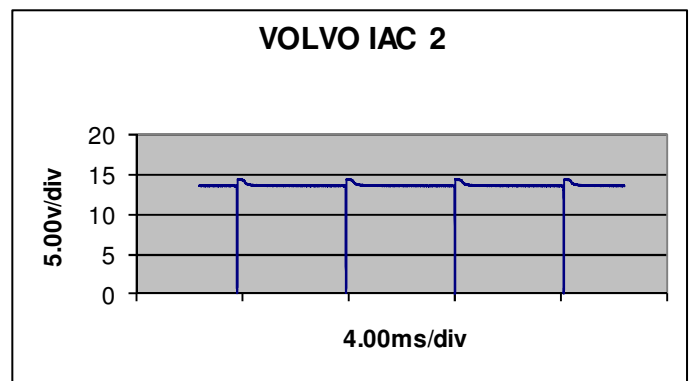
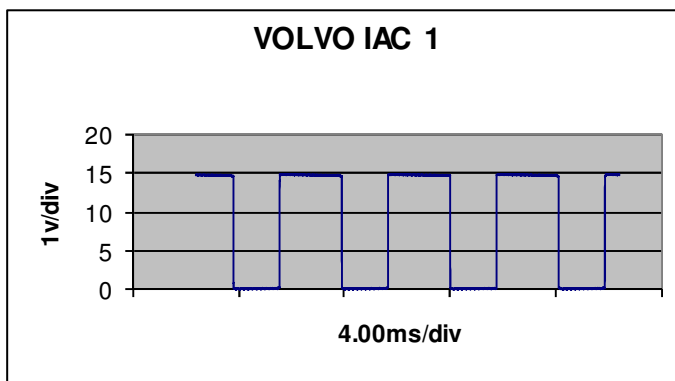
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The program within the ECM has control over the idle speed value duty cycle. If the ECM sees an incorrect correlation with air mass meter signal, throttle position switch and engine RPM, it will reduce the switched duty cycle to less than 1% to ground, effectively not driving the idle speed motor at all (see diagram 1).

In order to resume the idle speed control and get a correct percentage duty cycle switching, the engine will have to be restarted. The idle speed function will then operate until the ECM again sees a miss match between the 3 inputs. A common miss match is when the TPS is closed, air mass meter signal is high, RPM higher than idle. The ECM will shut down idle control. This usually means the TPS needs adjusting. If this occurs perform a fault code test.

Diagram 1 – Disabled

Diagram 2 – Correct Operation



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