

Injectronics

TECHNICAL BULLETIN

VARIOUS

#T0062

Make: Various

Model: Various

Subject: Intermittent faults

Intermittent faults can be some of the hardest problems to diagnose on a vehicle. A good start is when the customer drops off the vehicle. Take note of all their complaints about the vehicle, because quite often separate faults can have the same cause (such as bad earths). You should also explain at the same time that unless you can reproduce the fault in the workshop, it is not possible, or very difficult to accurately diagnose the fault. Also enquire as to what work has been done on the vehicle in the past, a smash repair is quite often a good place to start looking for faults.

A good start with intermittent faults is to eliminate as many possible causes of the fault, by eliminating all the easy things first. This includes checking that battery terminals, fusible links, fuses and ground points are clean and tight, before you start. The next step is to try and isolate which system is causing the problem. The engine management systems on most vehicles have a built in safety feature, which shuts down the fuel injectors if there is no ignition signal, this eliminates raw fuel passing thru the engine without being ignited. So if you have a vehicle with no fuel pump and injection operation, you may have no coil negative pulse.

Sometimes the fault cannot be reproduced in the workshop or on a test drive. If you suspect an ECM, airflow meter or crank angle sensor is the cause of the complaint on the vehicle, Injectronics can provide a trial unit, which you can test in the vehicle for up to 2 weeks, to see if it rectifies the fault. If it doesn't rectify the fault you can return the unit for a minimal fee. This is a low cost alternative to buying an expensive new unit, which may not fix the fault anyway.