SERVICE INFORMATION

Skoda Felicia 1.3

Complaint: motor stalls when running idle

Vehicle	Product: electromotive throttle body	
Skoda Felicia 1.3	PIERBURG No.	O.E. No.*
	7.22456.01.0	441.0.4301-416.6

Possible customer complaints:

- low idle speed
- jerkiness
- delayed acceleration
- motor stalls when running idle

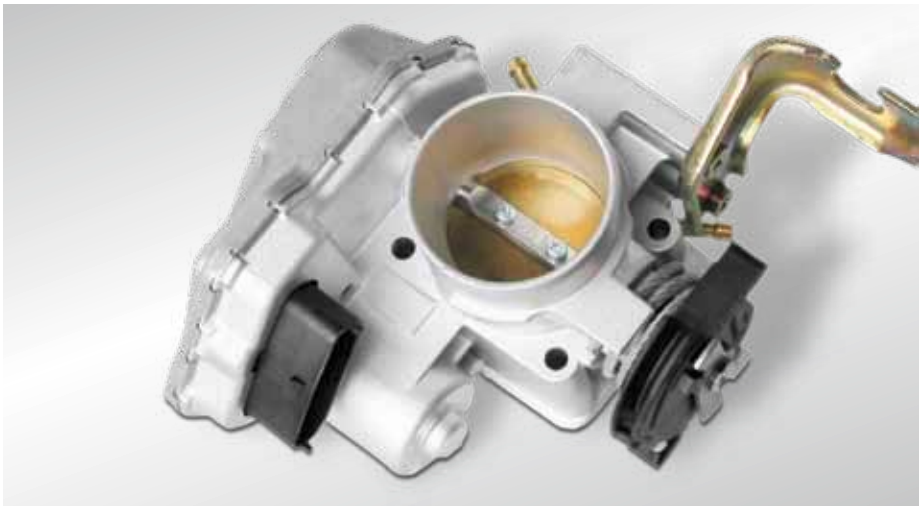
The problems persist even after replacing the throttle body.

Possible manufacturer-specific error codes can be:
00282
1232

In the course of checks in the workshop it is found that the electromotive throttle body is contaminated.

Possible causes for the contamination at the throttle body can be:

- Leaks in the intake tract
- Improper servicing, uncleanness when replacing the air filter or using incorrect air filters, for example
- Excessive escaping of oil from the crankcase
- Oil particles from oil-wetted racing air filters



Cause for the engine problems
Modern engine management systems are provided with “adaptive memory modules”, i.e. some of the ignition characteristics data necessary for operation need to be “learned”.
In the case of malfunctions, the ignition characteristics are shifted within certain limits (“adaptation limits”) thereby compensating for the malfunctions.
If the malfunctions become too severe, due to a much contaminated throttle body, for example, then the engine management cannot compensate for this anymore.
Then the complaints described above arise or an entry relating to the malfunction is stored in the error memory.

Even after exchanging or cleaning a contaminated throttle body, the engine management system has in its memory still the “old, shifted” ignition data.
Cleaning of the throttle body is not recommended by us: the throttle body may suffer damage.
After having replaced the throttle body, it is mandatory to match the engine management system to the throttle body, since otherwise the complaints persist!

How to adjust the engine management system: see reverse

Adjusting engine management to a new throttle body

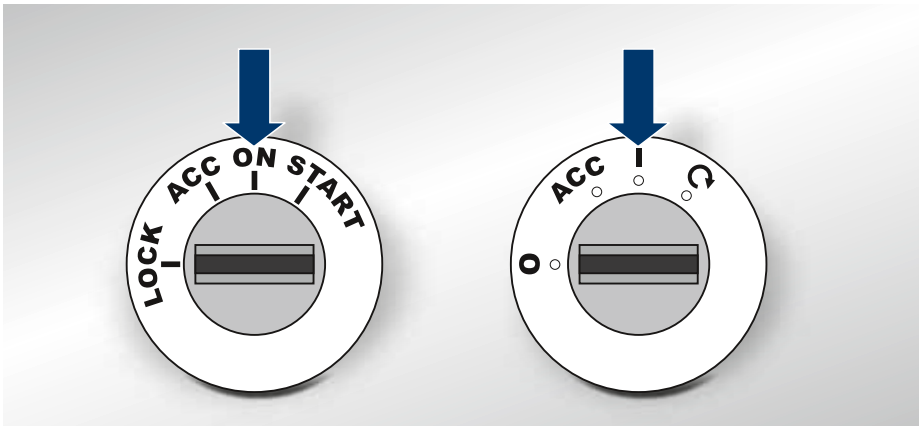
When driving the vehicle with a contaminated throttle body, the ignition characteristics of the engine management system contain the "old, shifted learned values". These values must be erased and the values of the new throttle body must be "learned".
This can be done in several ways:

Through the ignition
Turn the ignition key from the zero or locked position to position 1 and maintain it in this position for 10 seconds.
Then during this time the adjustment for the engine management to the throttle body is run.

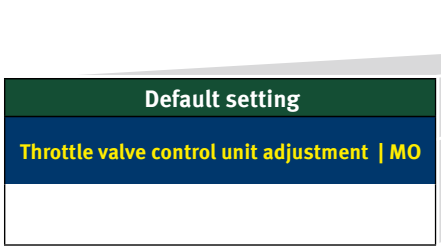
By a test drive
During an extensive test drive (for at least 15 minutes) the "old" ignition data is by and by replaced by the new values of the new throttle body.
For this reason, the engine problems described will still be apparent at the beginning of the test drive. However, in the course of the test drive, these will become less and less.

Through a diagnosis tester
This is done through a special programme offered by the engine performance tester ("default setting", for example).
For more information on this please refer to the manual of your engine performance tester.

Because each time after a repair affecting electronic components the error memory should be erased, we recommend this method.
After adjustment, perform an extensive test drive (at least 10 km or 15 minutes), then read out the error memory with the aid of a diagnostic tool.



Position “1” for different ignition locks



Screenshot for adjusting the throttle body (example)

If the memory still contains errors relating to the throttle body, this may indicate that the engine management software version is too old.
In this case, the software in the engine management must be overwritten by an up-to-date software version (see manufacturer’s documentation).

With some older engine testers or diagnostic tools, this is not possible.

After the software update, we recommend that you perform another test drive and read out the error memory again.