DAILY
TURBODAILY
TURBODAILY 4x4

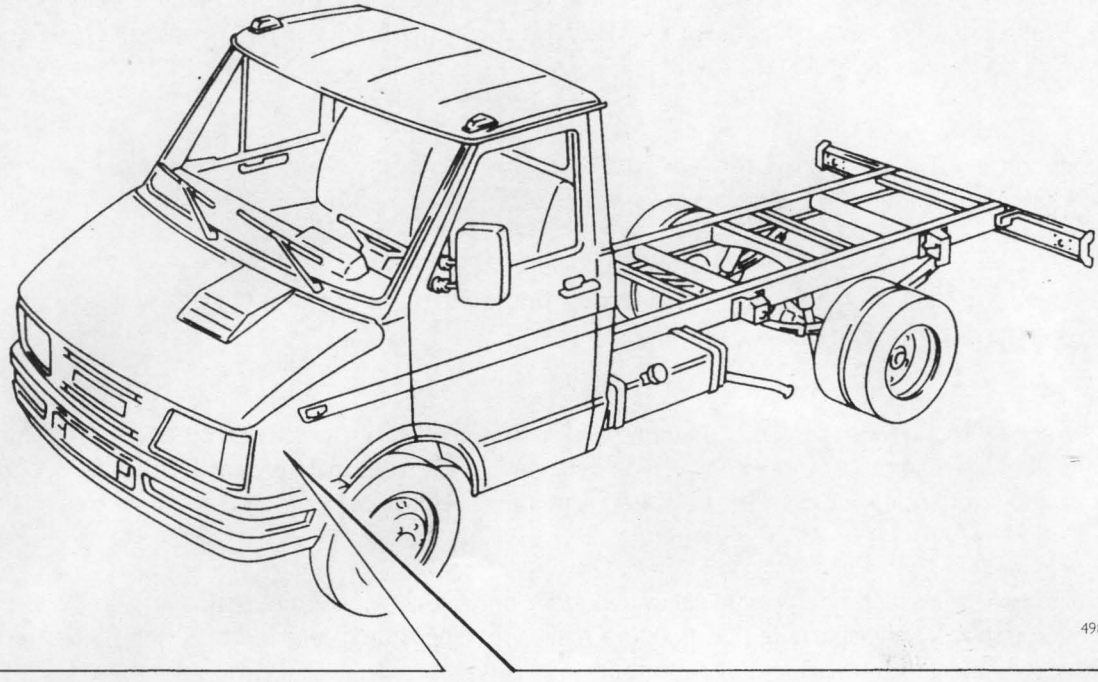
30.8	30.10	
35.8	35.10	35.12
	35.10 EDC	
	35.10 W	
40.8	40.10	40.12
	40.10 W	
	A 40.10	A 40.12
	45.10	A 45.12
	A 45.10	
	49.10	49.12
	A 49.10	
		59.12

Repair Manual
Electrical/electronic system

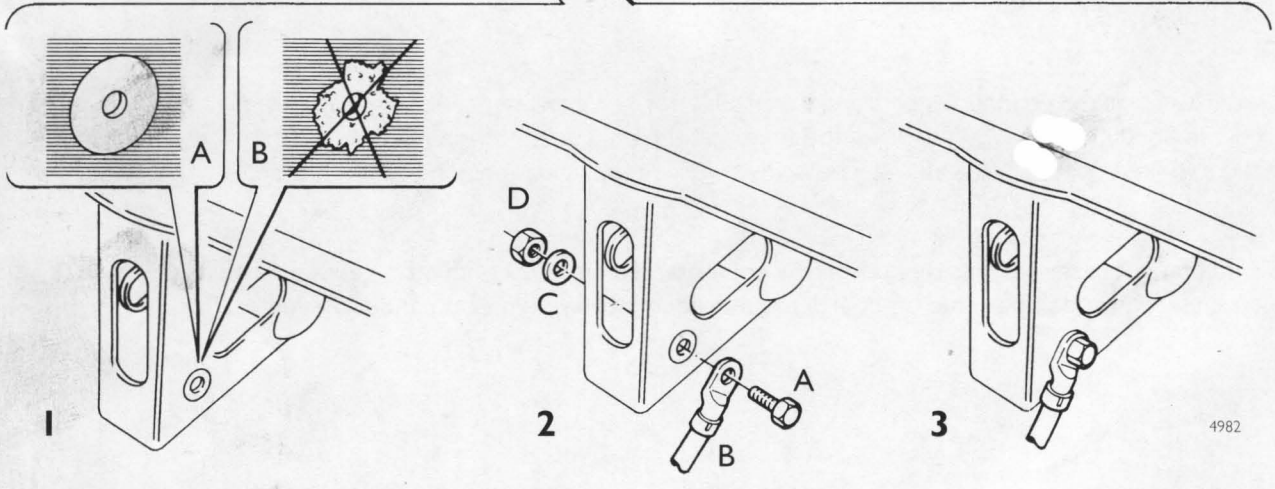
Update for manual
Print n°. 603.42.961

Print n°. 603.42.961/A

Earth points (M1, M2, M3 etc) are established by the manufacturer and must obviously be free from paint, oxidation, grease, dust etc.



4981



4982

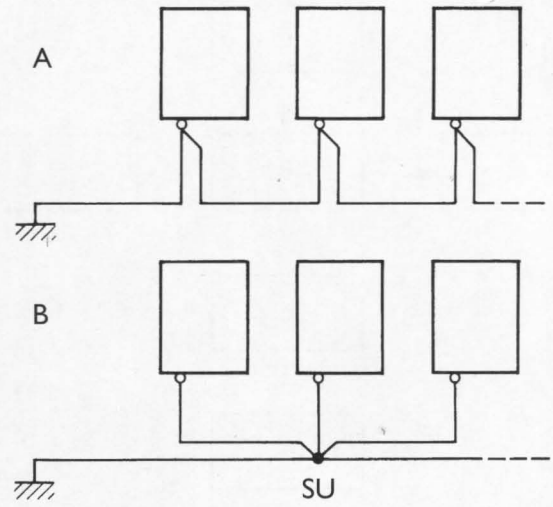
1 – EARTH CONNECTIONS: **A.** EFFICIENT EARTH POINT – **B.** INEFFICIENT EARTH POINT
2 – FASTENING SEQUENCE: **A.** SCREW – **B.** WIRE TERMINAL – **C.** WASHER – D. NUT
3 – EARTH CONNECTION

When refitting the earth wires to the chassis, thoroughly remove the old conductive paint and apply a new even coat of BH44D or Kontaktolon paint, proceeding as described below:

1. Chemically or mechanically remove the paint on both chassis and terminal.
2. Apply the paint with a brush or a sprayer.
3. Connect earth wires within 5 minutes from paint application.
4. If mounting a new earthing contact, file the chassis anaphoresis paint around the terminal clamp fixing hole and prepare a smooth supporting surface.

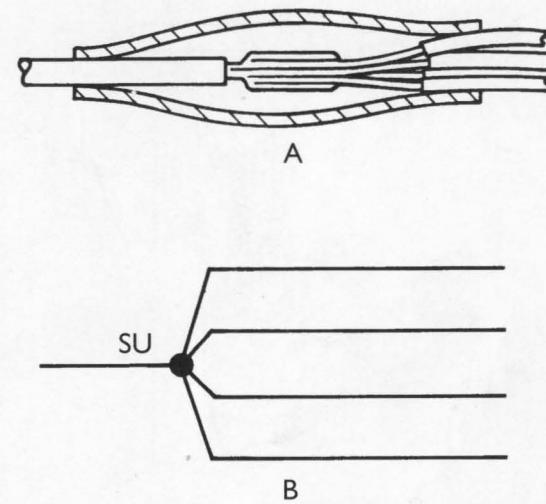
Cable ultrasound welding

This is the first time that ultrasound welding is used on a commercial vehicle with the purpose of eliminating the considerable number of power and earth jumpers included with other components in its electrical system (fig. I.4).



I.4 COMPONENT EARTH CONNECTION
A. CONNECTION VIA JUMPERS – **B.** CONNECTION VIA ULTRASOUND WELDING

Welding points are fitted inside the cable loom and are isolated from other cables by means of heat–shrinking sheaths or insulating plastic material. All component lines meet on one side of the point while on the other side a single wire supplies earth or power connection for all of them (fig. I.5).



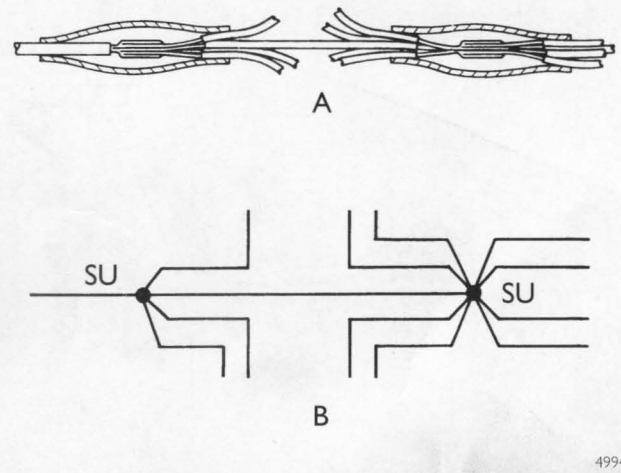
I.5 I.5 ULTRASOUND WELDING
A. TECHNICAL DIAGRAM – **B.** WIRING DIAGRAM

Several welding points can be connected to one another and therefore a number of lines will meet on each side of them.

In this case, the wire assigned the power or earth function will be connected to the last serially–connected weldiUltrasound welding enables the following advantages:ng point (fig. I.6).

Ultrasound welding enables the following advantages:

- considerable reduction of electromagnetic disturbances from outside the vehicle
- improved reliability of electrical system operation due to the elimination of jumpers and consequent possible system malfunction.



I.6 CONNECTION BETWEEN ULTRASOUND WELDING POINTS
A. TECHNICAL DIAGRAM – **B.** WIRING DIAGRAM

MIC–MARK connectors

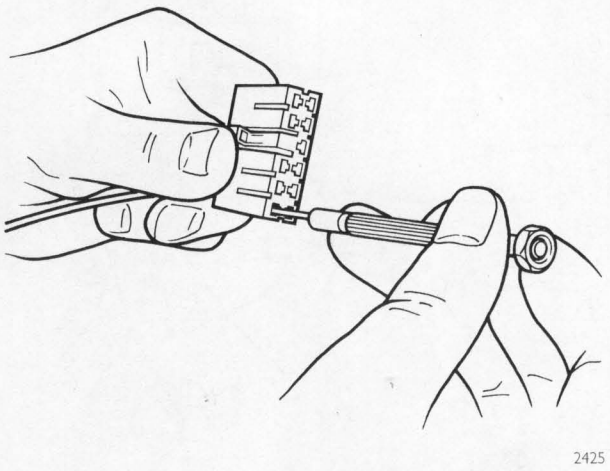
Proceed as follows to remove/replace wire terminals:

- Working from the connector front end (component end) insert the appropriate tool into the cell concerned (fig.I.31). Lower the inner tab securing the wire terminal to the connector. At the same time, working from the connector rear end (cable end), withdraw the wire terminal from its seat by pulling it gently outwards (fig. I.33).

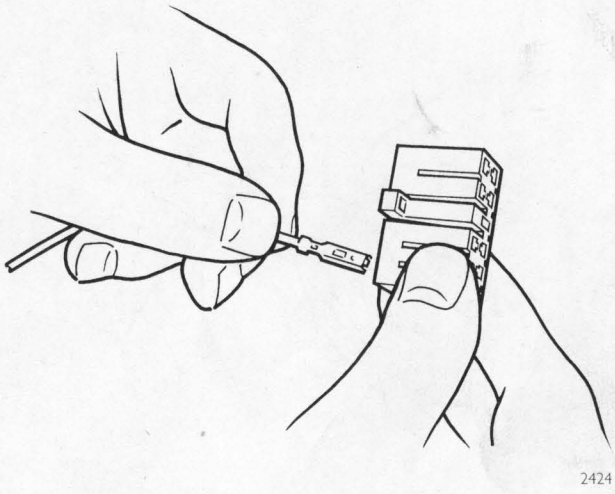
Proceed as follows to insert the wire terminal into the connector:

- Hold the cable 2.5 mm away from the wire terminal.
- From the cable input end, insert the wire terminal into the relevant cell (fig. I.32).
- Push the wire terminal into the connector cell until a slight resistance is felt. A characteristic noise to be heard past this resistance will indicate that the wire terminal has correctly engaged with the connector.

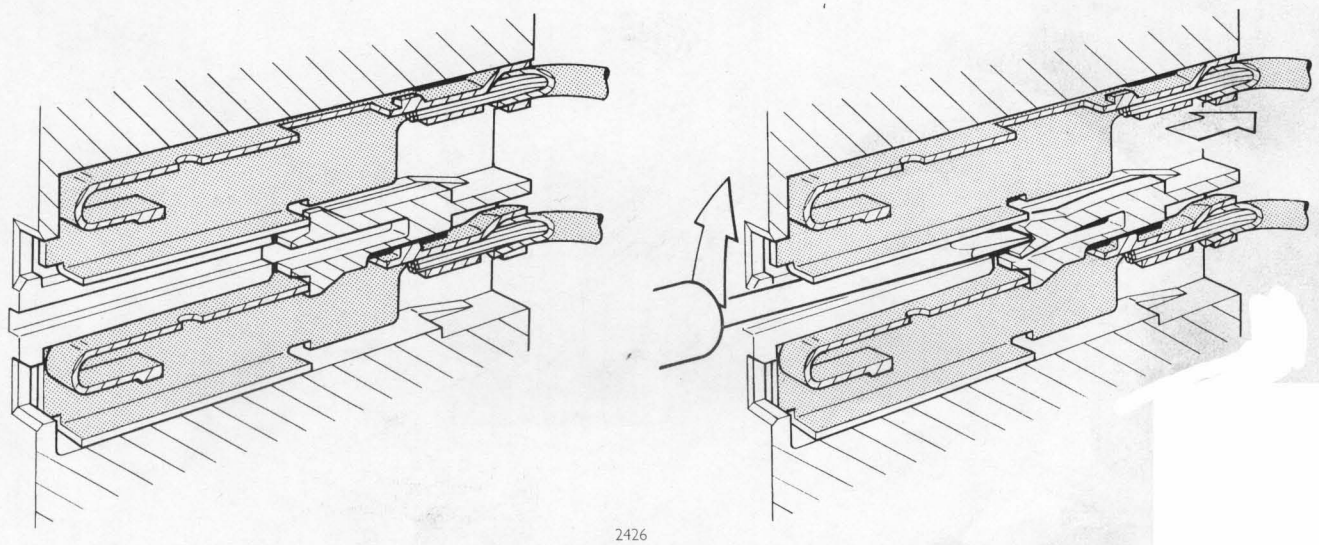
No other tool than the one shown in figure I.16 page I.12 should be used to perform this operation.



I.31 WIRE TERMINAL REMOVAL WITH TOOL INSERTED IN RELEVANT CELL



I.32 INSERTING THE WIRE TERMINAL INTO THE CONNECTOR



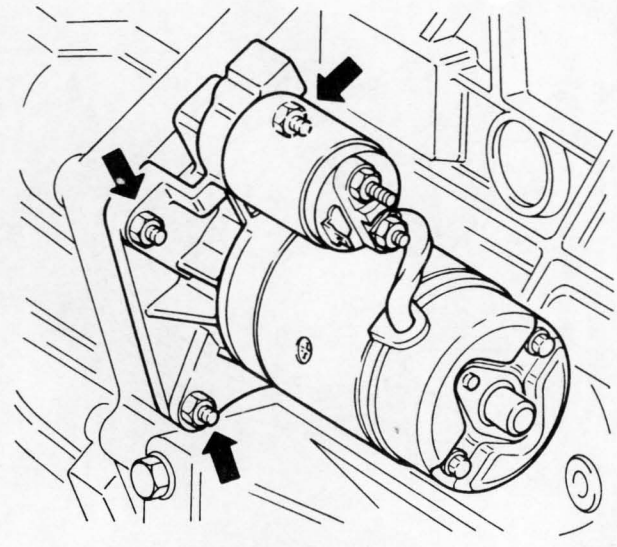
I.33 SECTION THROUGH THE CONNECTOR SHOWING WIRE TERMINAL AND RELEVANT REMOVAL OPERATION

Starter motor

Proceed as follows to remove the starter motor from the engine:

- Disconnect power cables from battery.
- Undo nuts to disconnect wire terminals from starter motor clamps.
- Remove the three fixing nuts fastening the starter motor to the engine (fig. 1.61).
- Remove the starter motor.
- Visually check the ring gear for wear.
- Clean starter motor mounting surface.

Reassemble the unit by reversing the above steps.



5014

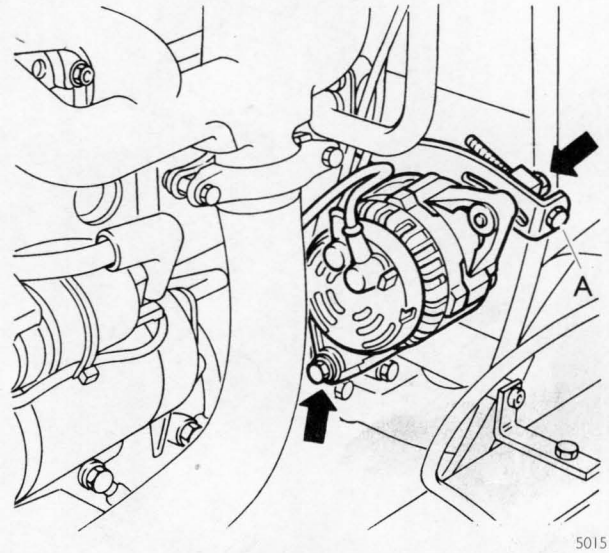
1.61 REMOVING THE STARTER MOTOR

14V 50–90A Alternator

Carry out the following operations to remove the 14V 50–90A alternator:

- Disconnect power cables from battery.
- Disconnect alternator electrical cables.
- Remove bolts from belt tension adjustment bracket and from alternator mounting (fig. 1.62).
- Remove the alternator.

Reassemble the unit by reversing the above steps and tension the alternator belt by means of the adjusting screw (fig. 1.62 ref. A).



5015

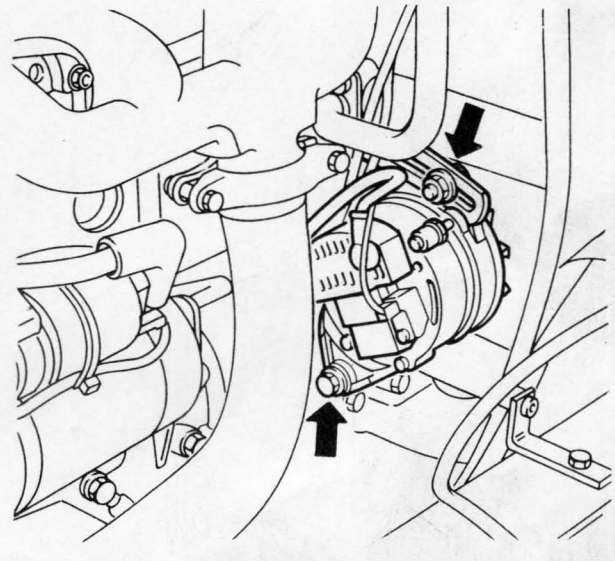
1.62 REMOVING THE 14V 50–90A ALTERNATOR

14V 55A Alternator

- Disocnnect power cables from battery.
- Disconnect alternator electrical cables.
- Remove bolts from belt tension adjustment bracket and from alternator mounting (fig. 1.63).
- Remove the alternator.

Reassemble the unit by reversing the above steps and ensure belttension is correct.

Precautions to be strictly observed.
Before working on electrical components disconnect earth cable from battery negative terminal.



5016

1.63 REMOVING THE 14V 55A ALTERNATOR

Internal lighting

Internal lighting is provided by a central ceiling lamp. The lamp is either turned on whenever doors are opened via appropriate switches installed on door posts or through a switch assembled on the same ceiling lamp (I.91 ref. A).

The ceiling lamp is fitted with two 12V 10W cylindrical bulbs. To replace the bulb, use a screwdriver to remove the lens (fig. I.91 ref D).

A swivel spotlight fitted with a 4W bulb is also available. It can be turned on/off via another switch fitted to the ceiling lamp unit (fig. I.91 ref. C). To gain access to the bulb presslightly on the ring locking the swivel spotlight and then turn it counterclockwise (fig. I.91 ref. B).

The ceiling lamp and swivel spotlight unit is secured to the roof by means of two screws. Remove the lens to gain access to these screws.

For more information on interior lighting refer to page I.47 (bus version) and page I.50 (van version).

Headlight aiming control switch

Headlights can be fitted with a light beam control system that adjusts the light beam in the vertical direction. The system is enabled via an appropriate switch.

The system is designed to adjust the light beam to the vehicle's load.

The switch is located between the air outlet and the C.I.U. compartment door. It can be removed as follows:

- Use a screwdriver to press lightly on each of the four latches securing the switch to the dashboard (fig. I.92).
- Pull out the switch and disconnect the junction block.

Reassemble the unit by reversing the above steps.

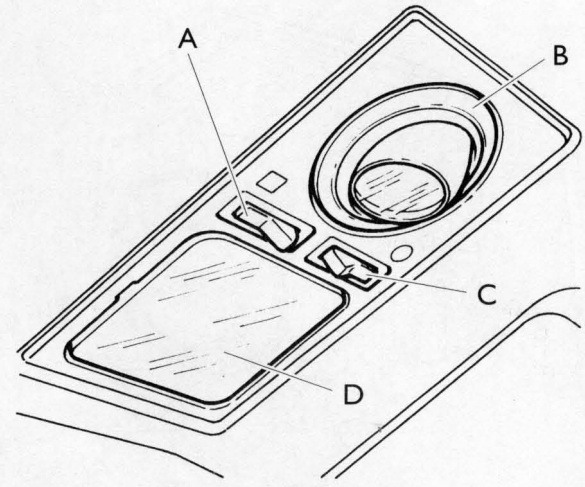
Headlight aiming control actuator

Carry out the following operations to remove this device:

- Disconnect the the junction block.
- Turn the actuator counterclockwise (lh headlight) or clockwise (rh headlight).
- Turn the actuator counterclockwise until it is fully removed from its seat (complete protrusion of its pin from the headlight should be observed).

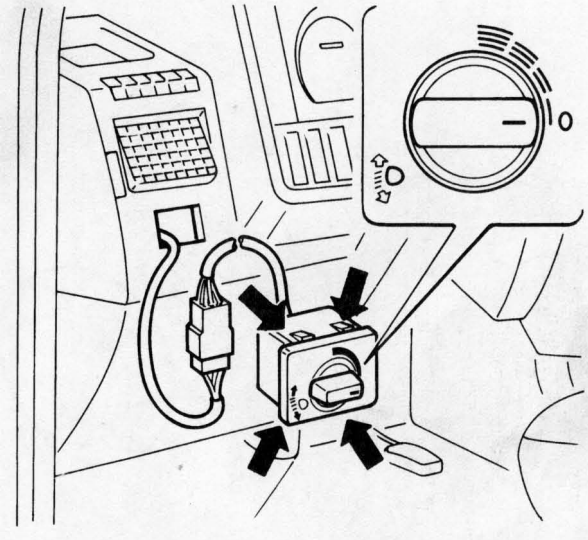
Perform the following reassembling operations:

- Remove the headlight rubber plug (fig. I.93 ref. A) and fit a screwdriver through this opening to stop the actuator pin seat.
- Fit the actuator into the appropriate headlight opening and push the actuator pin into its seat.
- Turn the actuator clockwise (lh headlight) or counterclockwise (rh headlight) until it engages with the headlight.
- Refit the rubber plug.



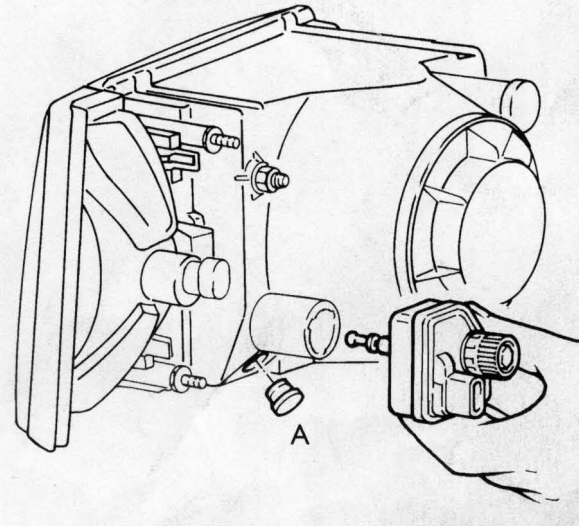
5037

I.91 CEILING LAMP AND SWIVEL SPOTLIGHT UNIT
A. CEILING LAMP SWITCH – **B.** SPOTLIGHT LOCKING RING – **C.** SPOTLIGHT SWITCH – **D.** LENS



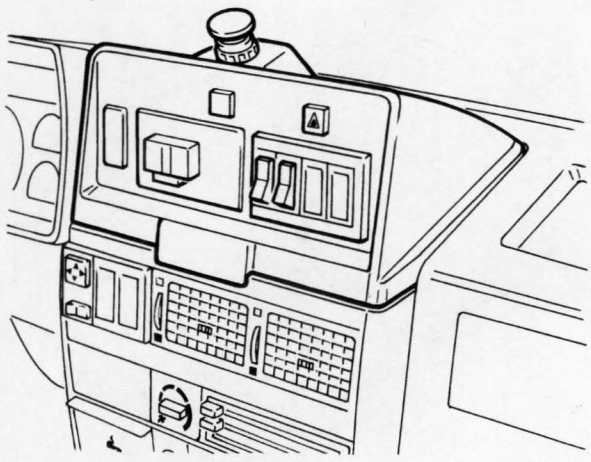
5038

I.92 REMOVING HEADLIGHT AIMING CONTROL SWITCH



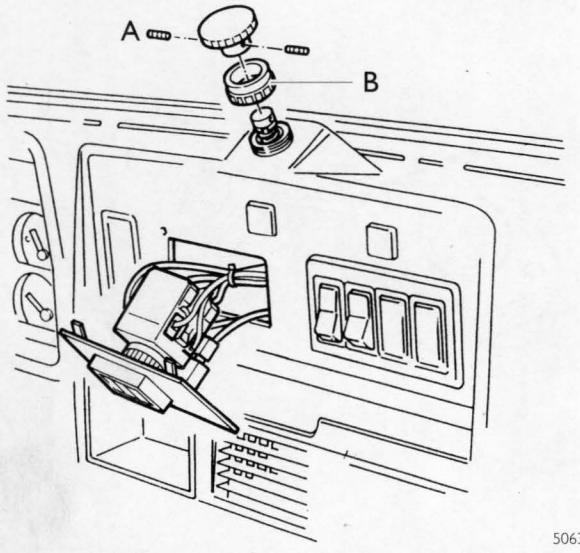
5039

I.93 REMOVING HEADLIGHT AIMING CONTROL ACTUATOR



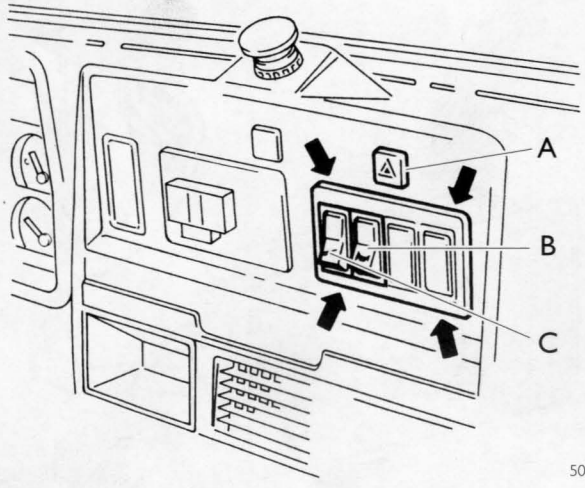
5062

I.118 CENTRAL INSTRUMENT PANEL – TOP CONSOLE (SCHOOL BUS VERSION)



5063

I.119 REMOVING SAFETY UNIT CONTROL SWITCH
A. THREADED DOWEL – **B.** RING NUT



5064

I.120 REMOVING WARNING LAMP AND SWITCHES
A. HAZARD LIGHTS ON WARNING LAMP
B. ELECTRIC/AIR HORN SWITCH
C. GCR CLOSING SWITCH

Top console

A console fitted on top of the centre instrument panel houses the following components:

- safety unit switch (bus/school bus)
- Telma retarder control device and associated warning lamp (optional extra)
- swing–sliding door pusbutton strip
- GCR closing switch (bus/school bus)
- electric/air horn switch
- hazard light warning lamp with built–in safety unit control switch (bus/school bus)

Safety unit control switch

Operation of this switch produces the following effects:

- engine stopping
- turning on of hazard lights
- turning on interior lighting
- GCR opening
- turning on of warning lamp for hazard lights on (fig.I.120 ref. A).

Perform the following operation to remove the safety unit switch:

- Remove the swing–sliding door pushbutton strip
- Unscrew both knob threaded dowels and ring nut securing the switch to the top console (fig. I.119 ref. A/B)
- Withdraw the switch through the button strip seat
- Disconnect both switch junction blocks.

Reassemble the unit by reversing the above steps.

Hazard lights on warning lamp and switches assembled on the top console

You may follow either one of the procedures described below to remove these components:

- 1) Use the tip of a screwdriver to remove the plug covering one of the empty compartments (designed to house an optional extra not yet installed) and push the desired component off its seat through this opening.
- 2) Use a screwdriver to remove the protection plate onto which switches are assembled. To do so, prize the plate off the four tabs securing it to the top console (fig. I.120).

Reassemble the unit by reversing the above steps.

Once the faulty circuit is identified, disconnect junction blocks and components after the fuse.

As junction blocks are reconnected, the 12 V shown on the multimeter display will indicate which section of the cable is shorted or which is the component to be replaced.

Once circuit continuiuty is restored, replace the fuse observing capacity data specified by the manufacturer.

Excessive voltage

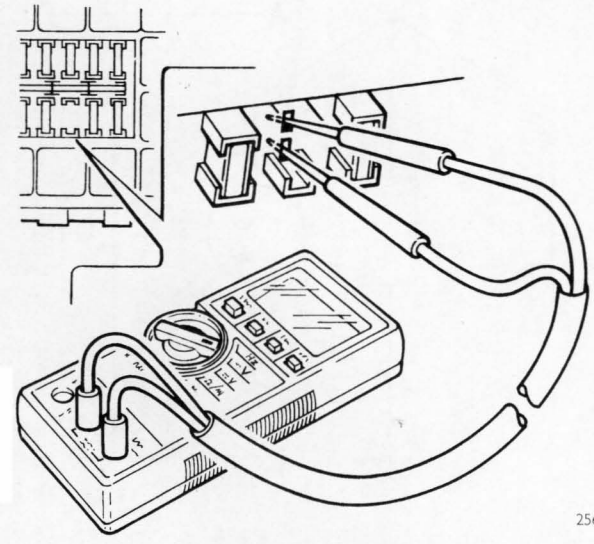
Boiling electrolyte (electrolyte has been topped up too often), silvered or blackened glass of lamps are also symptoms of a defect.

Excessive voltage may be due to a recharge circuit fault (voltage regulator, shorted diodes) as well as to a general circuit failure caused by a loosened supply cable in the vehicle power network (alternator terminals B+, 30 of starter motor, 30 of C.I.U. and battery terminal clips).

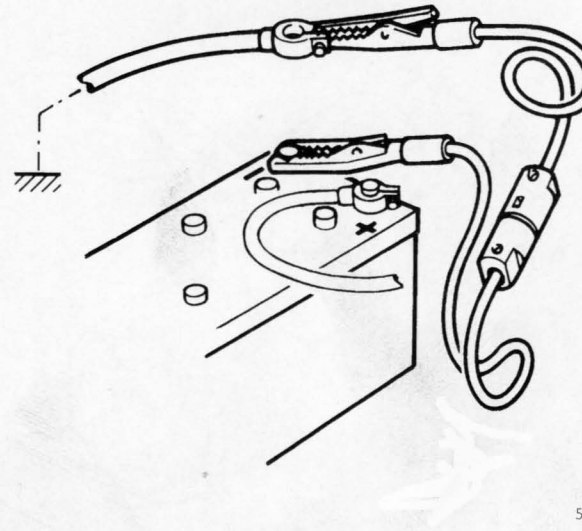
NOTE. The voltage value at alternator terminals, with engine running, is limited by the battery counter–elelectromotive force as batteries are connected in parallel (buffer battery) with the alternator.

If the battery is disconnected from the system, the voltage at alternator terminals may damage the electrical network and the electric/electronic components assembled on the vehicle.

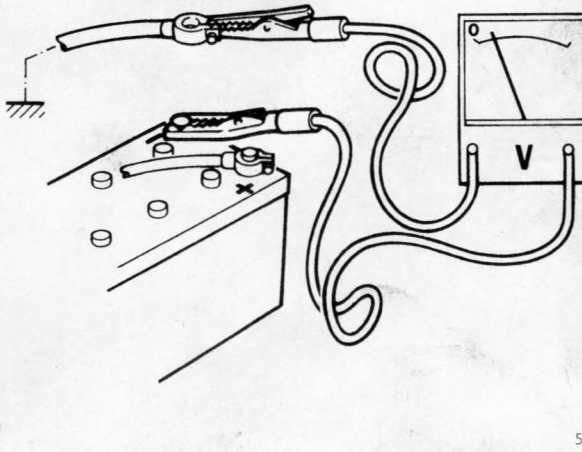
Should it be necessary to leave the engine running for short periods – at an Authorized Workshop – with batteries disconnected from the system, connect terminal D+ of alternator to hood earth by means of a jumper after disconnection of excitation cable (7778).



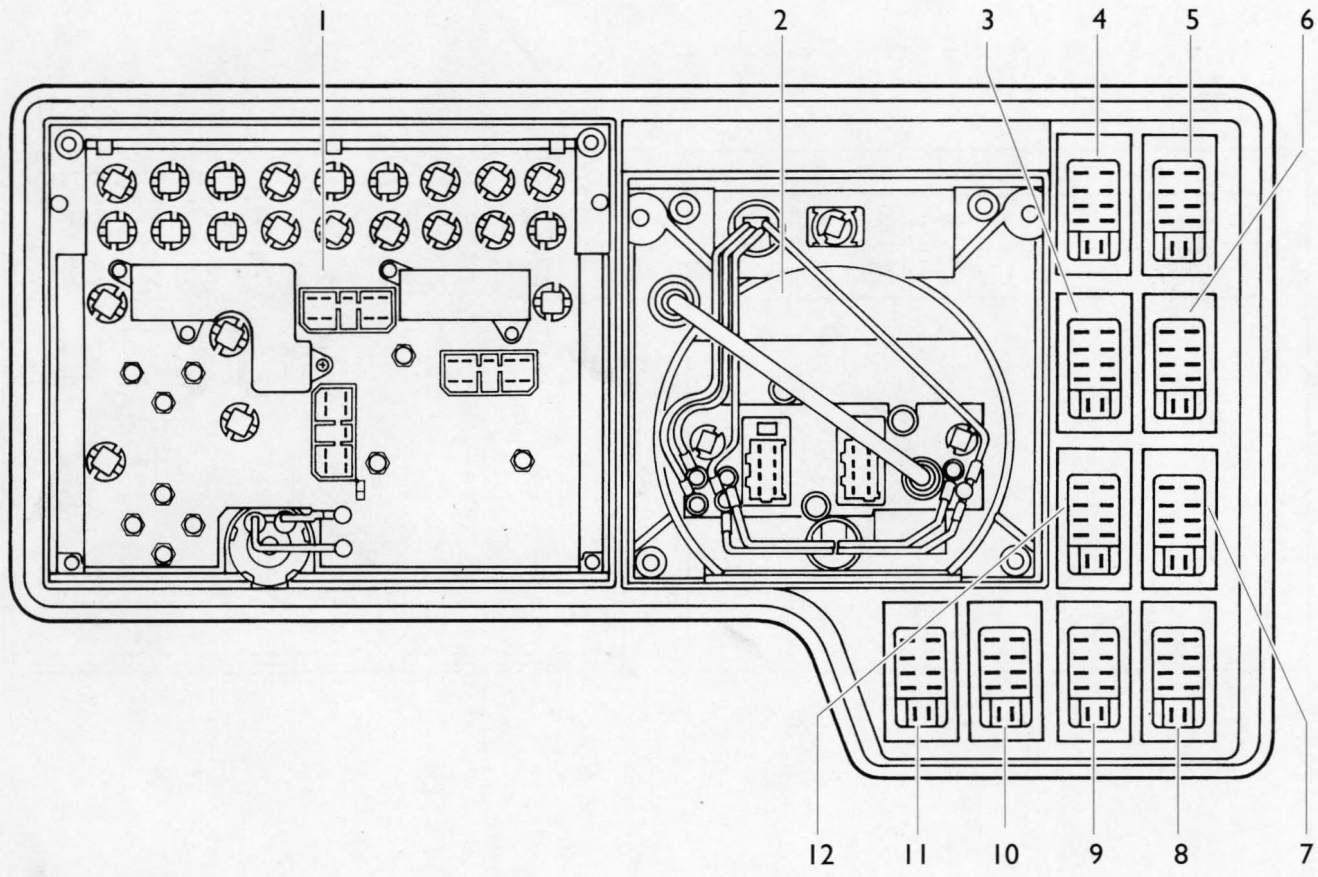
I.144 LOCATING A FAULT USING THE MULTIMETER



I.145 SHUNT INSERTED BETWEEN BATTERY NEGATIVE TERMINAL AND BATTERY EARTH NEGATIVE TERMINAL



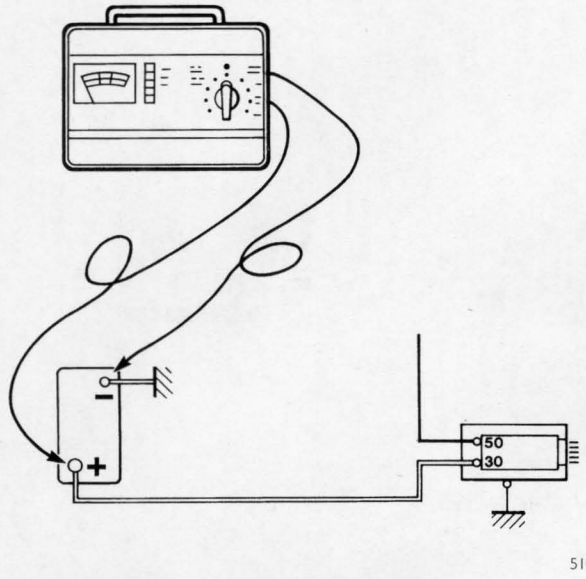
I.146 VOLTMETER INSERTED BETWEEN BATTERY NEGATIVE TERMINAL AND BATTERY EARTH CABLE



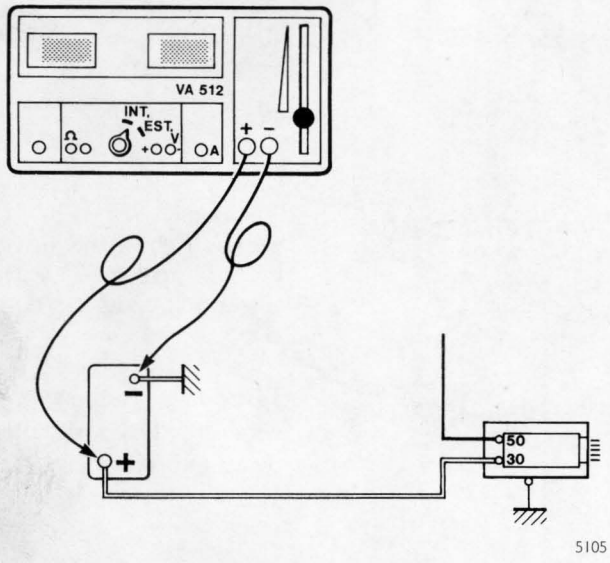
CONNECTOR END VIEW

5093

Ref. no.	Description
1	Combined module (optical indicators, lamp test switch, instruments, instrument light dimmer rheostat)
2	Electronic tachometer with digital clock
3	Heated rearview mirror switch with built–in warning lamp (optional extra)
4	Hazard light switch with built–in warning lamp
5	Exterior lighting switch
6	Tail fog lamp switch
7	Fog lamp/tail fog lamp interlock switch (optional extra)
8	Interior heating switch (bus)
9	Aerator switch with built–in warning lamp (bus)
10	Interior lighting switch (bus)
11	Interior blue light switch (bus)
12	Headlight washer unit switch (optional extra)



II.3 CAPACITY TEST WITH EQUIPMENT 9933002



II.4 CAPACITY TEST WITH EQUIPMENT 99309003

On–board testing

⚠ Avoid connecting/disconnecting cables with charging rheostat on. Clips connected to terminals might blaze up.

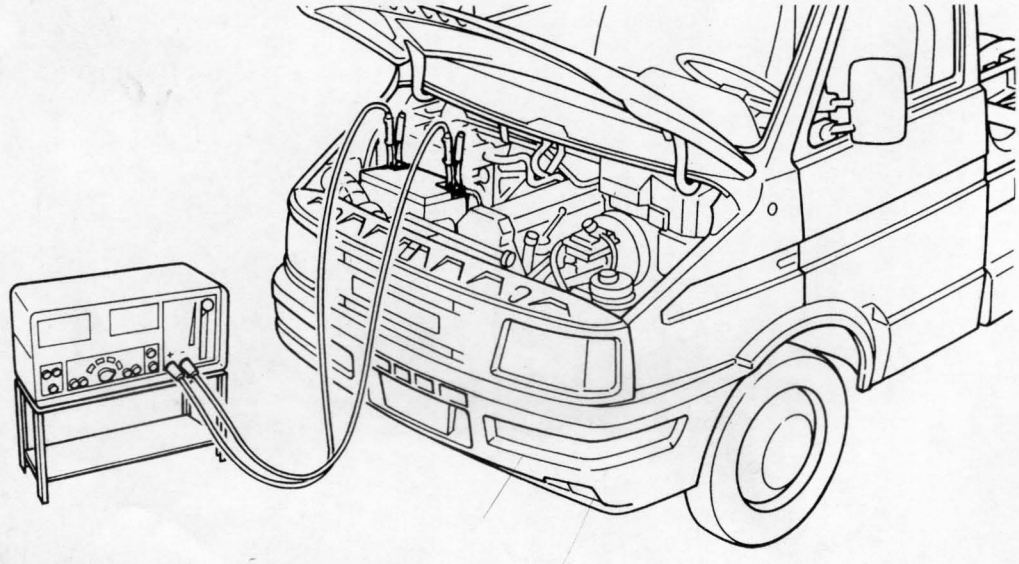
Capacity test

- Connect "Electric system test" equipment clips to battery terminals observing polarity.
- Position test selector knob on "INT" (interior).
- Work on charge rheostat lever until reading on amperometer is about three times the A/h nominal capacity.
- Hold rheostat charge for 15 seconds.
- Read voltage value attained by the battery.
- Release the rheostat.
- If voltage does not drop below 9.6 V the battery is working properly.

General information

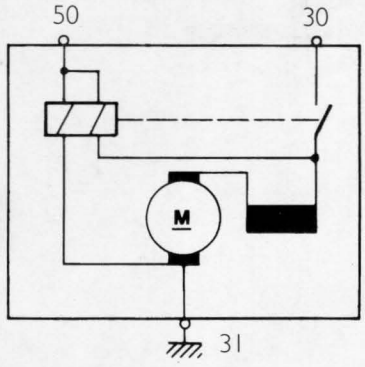
The efficiency of the electric system is mainly dependent on the charging state and regular maintenance of accumulators, generally called batteries.

Perfect efficiency of the electric system is a prerequisite for the active and passive safety of the vehicle.



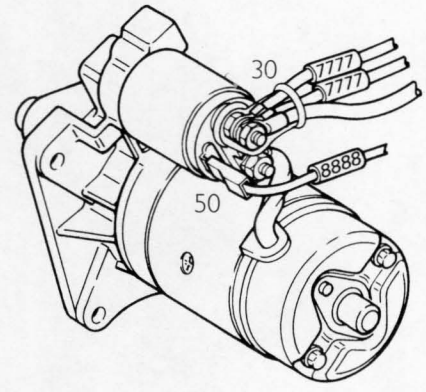
II.5 BATTERY CAPACITY TEST WITH EQUIPMENT 99309003

Supplier	BOSCH KB 24V 5,4kW
Model	EV 12V 2,2 kW
Type:	4 poles, series excitation, mesh by solenoid driven fork
Direction of rotation	clockwise
Rated voltage	12 V
Rated output	2,2 kW



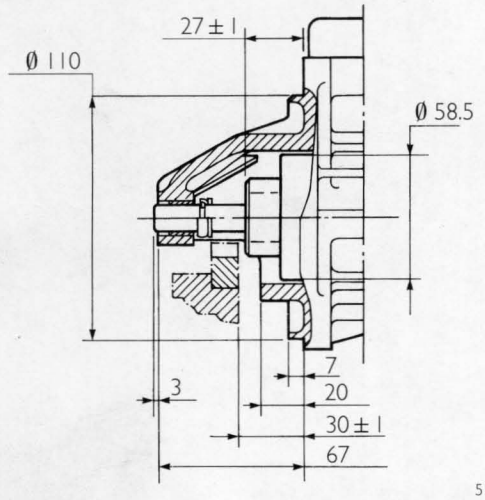
2711

WIRING DIAGRAM



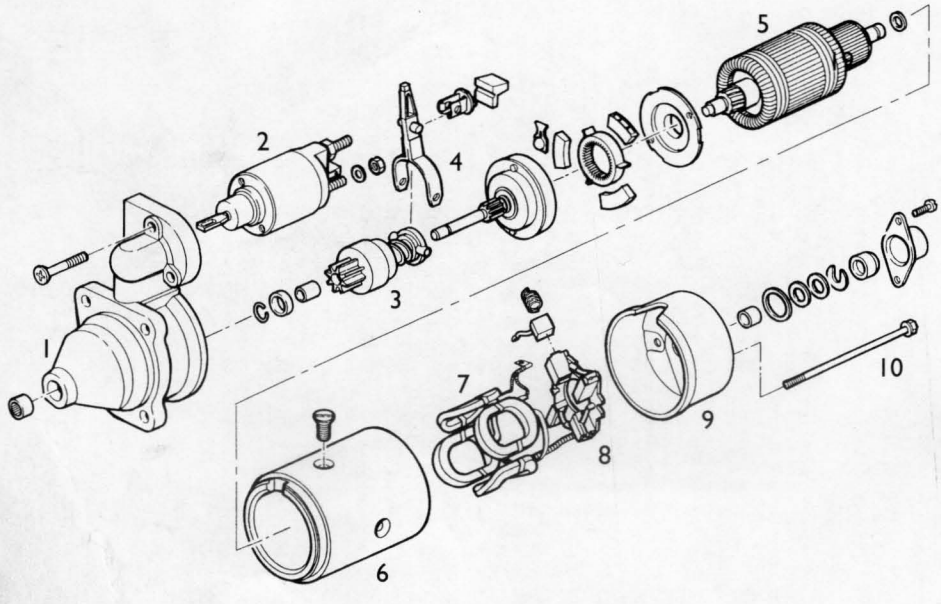
5114

LAYOUT WITH CONNECTIONS



5115

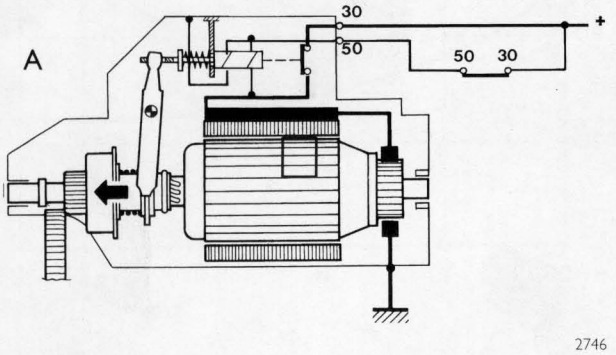
PINION ADJUSTMENT



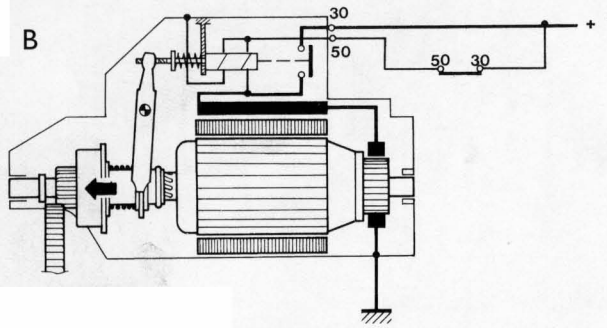
5260

EXPLODED VIEW

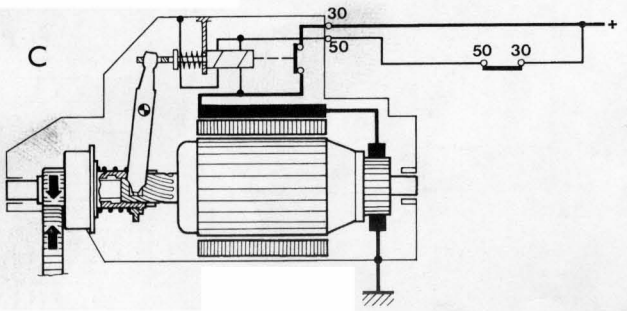
1. SUPPORT
2. PINION MESH DRIVE SOLENOID
3. PINION
4. PINION MESH FORK
5. ARMATURE
6. FRAME
7. INDUCTANCE WINDINGS
8. BRUSH HOLDER
9. COVER
10. SCREW



2746



2747



2748

II.50 STARTER MOTOR COUPLING SEQUENCE

Pinion engagement. As soon as terminal 50 of ignition switch is energized the coupling lever moves against the spring thereby inhibiting closing of armature and winding connection contacts.

As previously mentioned, the lever pushes the driving nut and the pinion against the ring gear; owing to the helical groove, driving nut and pinion rotate.

Translation. If the pinion finds a space between the flywheel teeth, it meshes with the ring gear as deeply as the coupling lever permits, that is until the jumper presses against the solenoid contacts. In this condition, pinion translation is completed (ref. B).

Should the pinion not engage with the ring gear (tooth against tooth), the coupling lever compresses the spriing until it reaches the jumper contact stop: the starter motor starts to turn (rif. A).

The pinion slides on the tooth head and engages owing to the preloaded spring and to pressure produced by the helical groove screwing effect.

As solenoid contacts are closed when translation is completed, the armature – now rotating – pushes the toothed wheel pinion – owing to the helical groove – in contact with the armature spindle.

In this condition the pinion is integral with the armature spindle via the roller free wheel and enables the starter motor to operate the engine.

It should be remembered that the torque supplied by the starter motor is zero when the armature turns but its spindle slides on the flywheel tooth. Rotation speed in this case is only sufficient to carry out the coupling operation.

As soon as the pinion is in the coupling position – and is not therefore free to turn – the starter motor is opposed by the counter effect of the flywheel inertia and supplies the maximum torque required to start the engine.

Disengagement. The pinion remains in mesh until the coupling lever is held in connection position.

After the engine is started flywheel rpm are higher than pinion rpm; as this condition could impair starter motor efficiency, the free wheel cuts in to release the armature spindle from the pinion.

As soon as the ignition switch is disconnected driving nut and pinion return to their rest position under action of the counter spring.

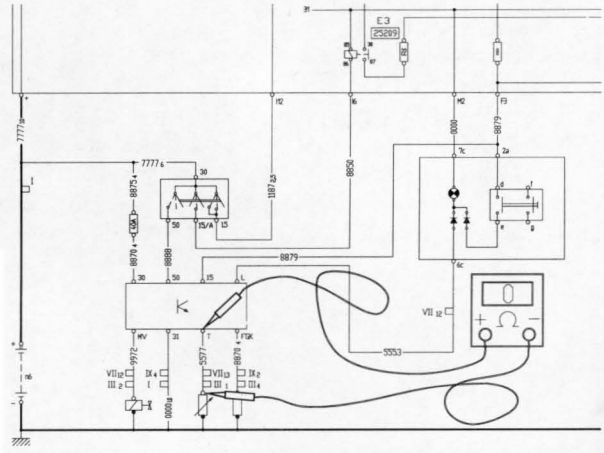
Preheating system operation switch (Turbodaily vehicles)

SIMPLIFIED DIAGNOSIS

Disconnect connector A from switch.
Set multimeter to OHM.

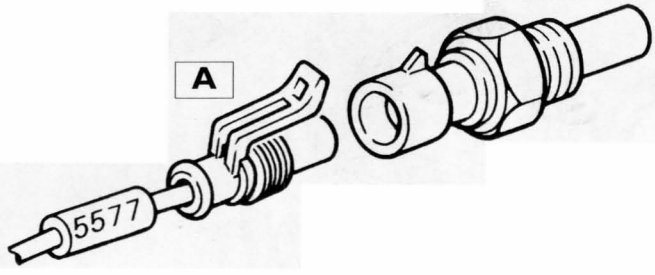
– Set ignition switch to rest position. Check for 0 Ω by setting one multimeter prod to connector A and the otherone to terminal 3 of connector A of pre/after–heating electronic control unit (page II.31).

If readings are other than specified, remedy as required by either repairing the circuit or replacing the component. Then repeat the test.



Print no. 603.42.961 Diagram no. 2

47105



LAYOUT WITH CONNECTIONS

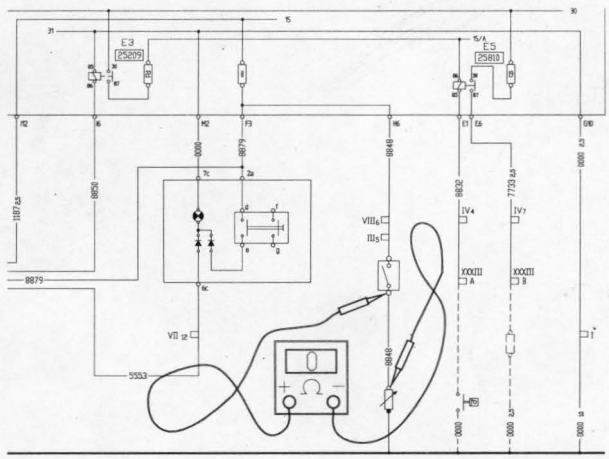
Connector	Function	Cable colour
A	Temperature signal	5577

Ignition timer variable resistance

SIMPLIFIED DIAGNOSIS

Disconnect connector [A] from resistor.
Set multimeter to OHM.
– Check for 0 Ω by setting one multimeter prod to terminal 1 of ignition timer switch connector and the otherone to connector [A].

If readings are other than specified, remedy as required by either repairing the circuit or replacing the component. Then repeat the test.



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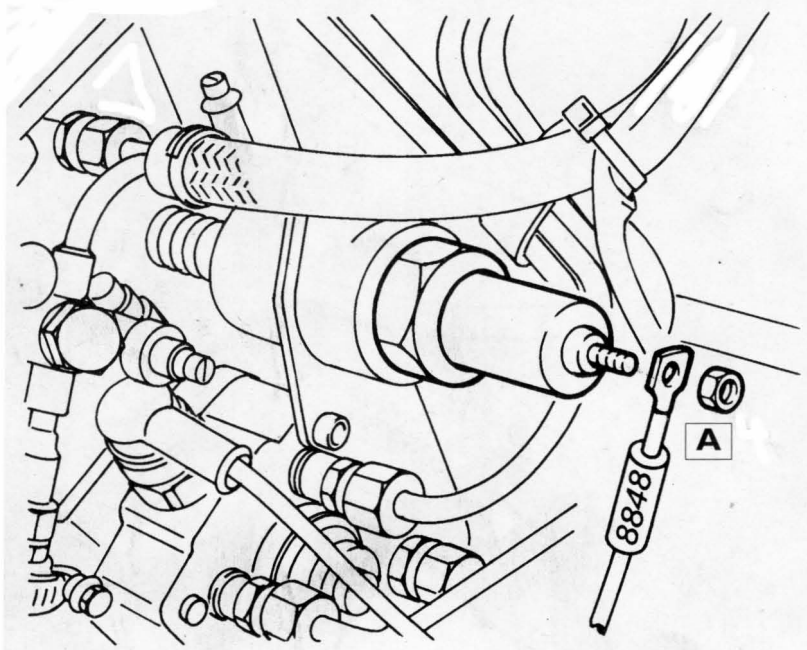
61103



LAYOUT WITH CONNECTIONS

Connector		Function	Cable colour
A	1	Supply (+15) of variable resistor with ignition timer switch	8848

Charging circuit

General

The efficiency of the electrical system depends on the state of charge of the batteries and on the voltage regulator (alternator).

The alternator takes mechanical energy from the engine and transforms it into electric energy.

Basic data

The principle on which the alternator operates is the application of the law of electromagnetic induction:

"In a fixed conductor immersed in a variable magnetic field an electromotive force (EMF) is generated for the lines of force of the field and the speed".

The variable magnetic field in a threephase alternator is composed of the number of NS magnetic poles arranged in alternating order and of an exciter winding: the rotor.

The system continuous voltage starts at the exciter winding and includes:

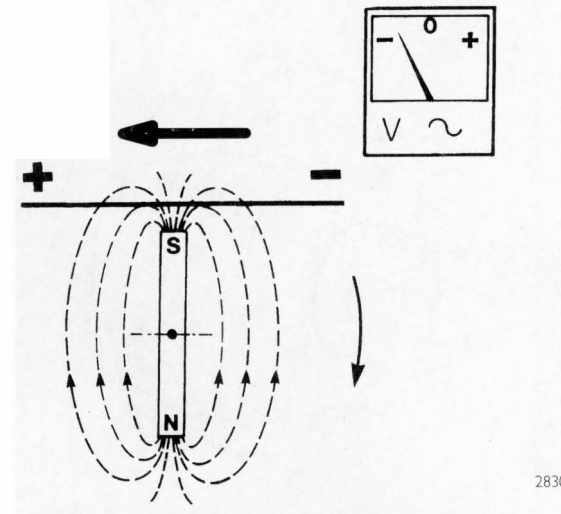
- the ignition switch
- the control panel protective thermoswitch
- the charging warning light
- a possible insulation diode
- the alternator D+ terminal
- the voltage regulator.

When the ignition is switched on, the energizing current from the batteries circulates in the winding, generating an electromagnetic field in which it reinforces the residual force lines for the magnetic poles.

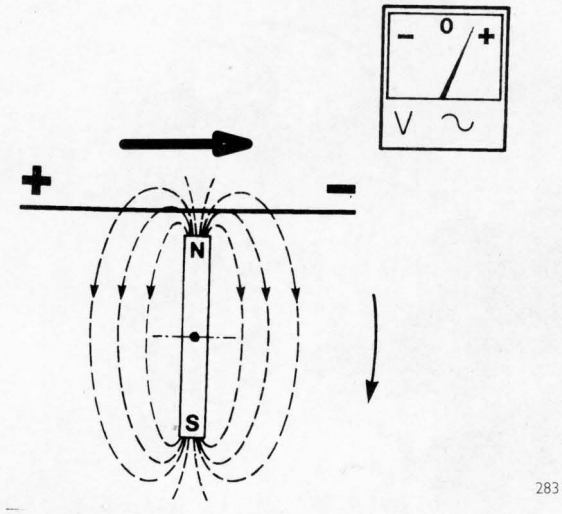
If the rotor turns, the field generates an alternating, sinusoidal voltage in the alternator fixed windings.

The density of the electromagnetic field which is generated in the exciter winding depends on the intensity of the current flowing through it.

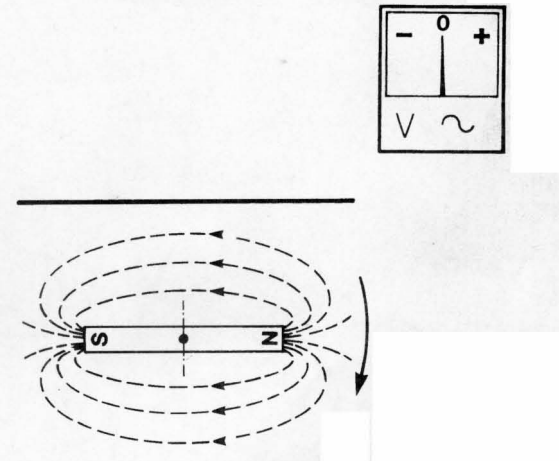
This current is limted by means of an adjustment device, dealt with later in this chapter.



III.8 EMF GENERATOR IN A FIXED CONDUCTOR IMMERSED IN A VARIABLE MAGNETIC FIELD



III.9 EMF GENERATOR IN A FIXED CONDUCTOR IMMERSED IN A VARIABLE MAGNETIC FIELD



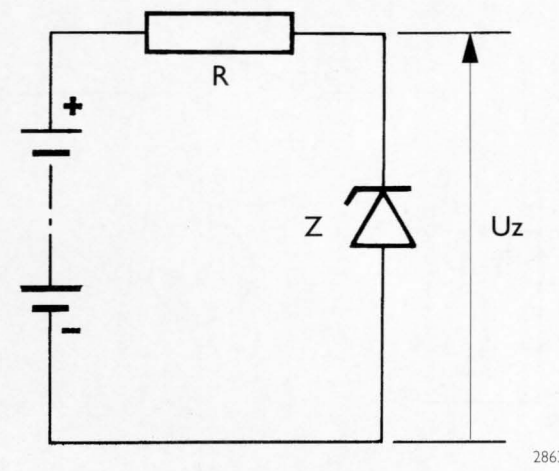
III.10 NO EMF (AS THE LINES OF FORCE ARE PARALLEL TO THE FIXED CONDUCTOR)

Theoretical operation

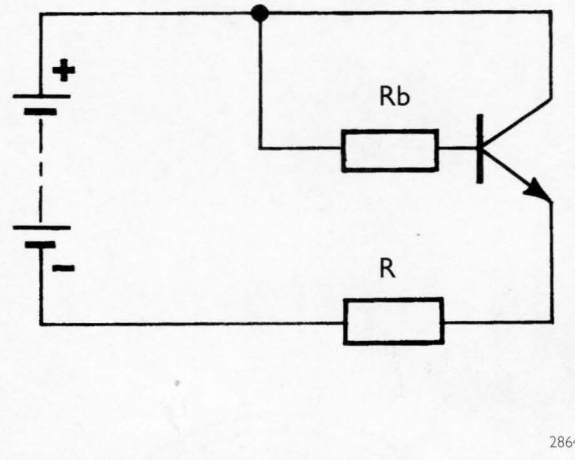
The voltage regulator controls the exciter current, that is to say the field influenced by the alternator rotor winding,and consequently the current supplied by the alternator (provided the latter is connected to the batteries).

The current output of a generator (alternator) over a load (battery) should be regulated on the basis of the voltage at battery terminals (according to electrolyte density). Regulation of the current output is worked out with the assistance of an electronic device which uses the characteristics of zener diode and transistors for this purpose.

Zener diodes perform a stabilizing action as they either conduct or block at preset voltage values according to voltage variations.



III.37 ZENER DIODE IN A DIRECT CURRENT CIRCUIT
R. RESISTANCE – **Uz.** ZENER VOLTAGE



III.38 TRANSISTOR IN A DIRECT CURRENT CIRCUIT
R. LOAD – **Rb.** POLARITY RESISTANCE

Fuel level indicator control device with reserve warning lamp contact

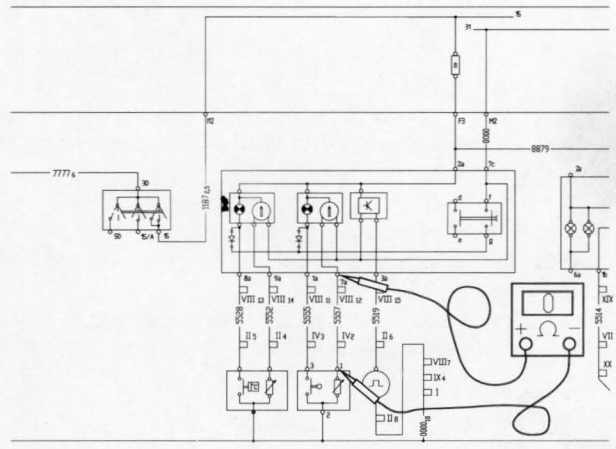
SIMPLIFIED DIAGNOSIS

Disconnect connector A from component under examination.

Set multimeter to OHM.

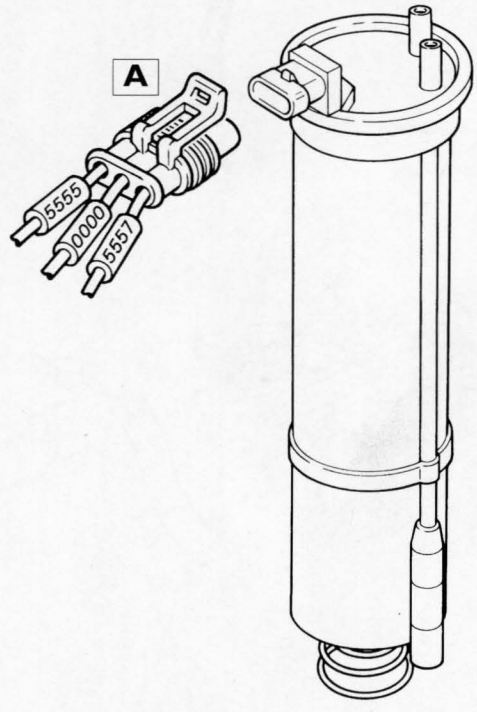
- Check for 0 Ω by setting one multimeter prod to terminal 1 of connector A and the otherone to terminal 7 of combined module connector A (page IV.3).
- Check for 0 Ω by setting one multimeter prod to terminal 3 of connector A and otherone to terminal 1 of combined module connector A.
- Check for 0 Ω by setting one multimeter prod to terminal 2 of connector A and the otherone to earth.

If readings are other than specified, remedy as required by either repairing the circuit or replacing the component. Then repeat the test.



Print no. 603.42.961 Diagram no. 3

44031



LAYOUT WITH CONNECTIONS

Connector		Function	Cable colour
A	1	Signal to fuel level indicator	5557
	2	Earth	0000
	3	To fuel reserve w/lamp	5555

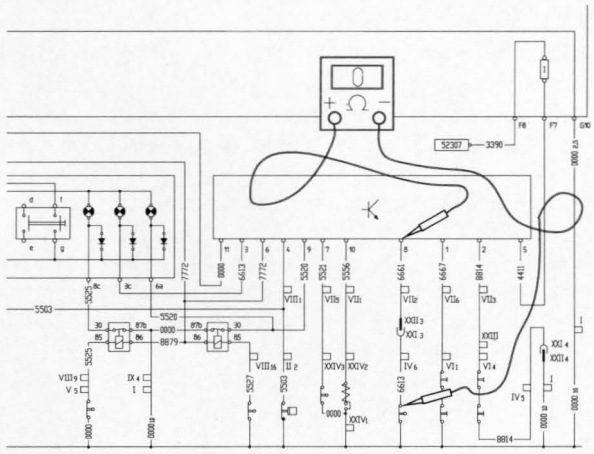
Brake fluid level indicator control device

SIMPLIFIED DIAGNOSIS

Disconnect connector A from component under examination.
Set multimeter to OHM.

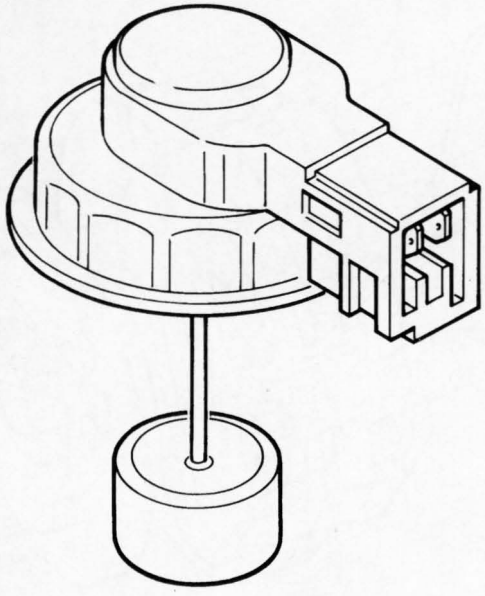
- Check for 0 Ω by setting one multimeter prod to terminal 2 of connector A and the otherone to terminal 8 of IVECO Control display panel connector A (page IV.15).
- Check for 0 Ω by setting one multimeter prod to terminal 1 of connector A and otherone to earth.

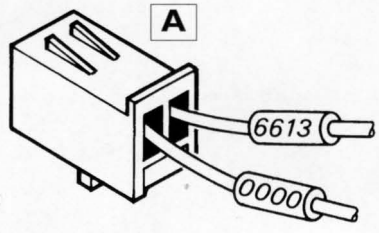
If readings are other than specified, remedy as required by either repairing the circuit or replacing the component. Then repeat the test.



Print no. 603.42.961 Diagram no. 4

44033





5176

LAYOUT WITH CONNECTIONS

Connector		Function	Cable colour
A	1	Earth	0000
	2	To IVECO Control display panel (brake fluid level indicator)	6613

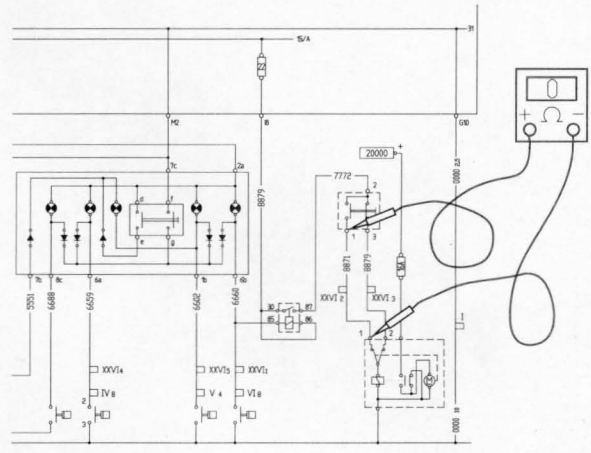
Front differential lock device

SIMPLIFIED DIAGNOSIS

Disconnect connector C from component under examination.
Set multimeter to OHM.

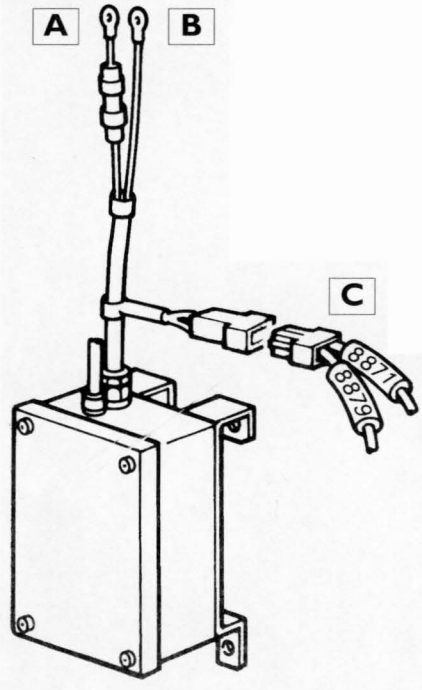
- Check for 0 Ω by setting one multimeter prod to terminal 1 of connector C and the otherone to terminal 1 of front differential lock control switch.
- Check for 0 Ω by setting one multimeter prod to terminal 2 of connector C and the otherone to terminal 3 of front differential lock switch connector.
- Ensure efficiency of 16A fuse.

If readings are other than specified, remedy as required by either repairing the circuit or replacing the component. Then repeat the test.



Print no. 603.42.961 Diagram no. 12

85025



LAYOUT WITH CONNECTIONS

Connector		Function	Cable colour
A		Supply (battery +)	7777
B		Earth	0000
C	1	Front differential lock operation	8871
	2	Front differential lock cutoff	8879

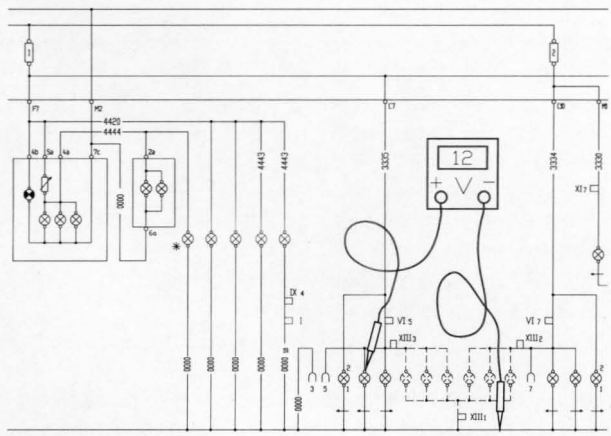
Number plate headlight (vans and buses)

SIMPLIFIED DIAGNOSIS

Disconnect connector [A] and [B] from component under examination.
Set multimeter to VOLT.
- Press exterior lighting switch (page V.3) to 1st release.
- Check for 12 V by setting one multimeter prod to terminal of connector [B] and the otherone to earth.

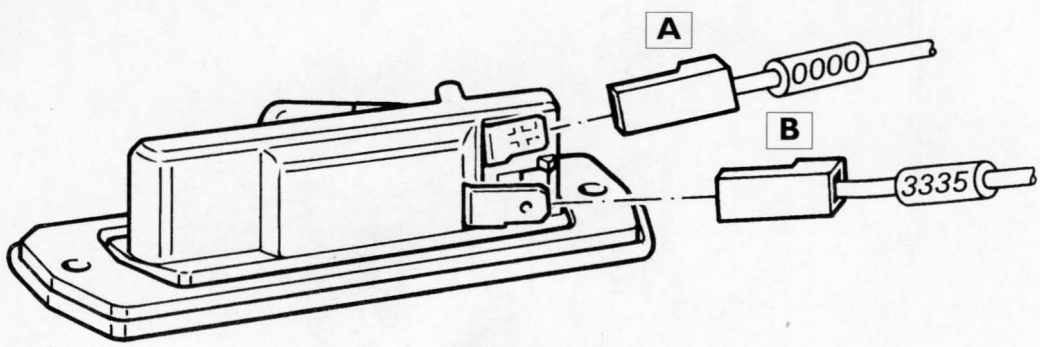
Set multimeter to OHM.
- Return exterior lighting switch in rest position.
- Check for 0 Ω by setting one multimeter prod to terminal ofconnector [B] and the otherone to earth.

If readings are other than specified, remedy as required by either repairing the circuit or replacing the component. Then repeat the test.



Print no. 603.42.961 Diagram no. 5

35000



5193

LAYOUT WITH CONNECTIONS

Connector	Function	Cable colour
A	Earth	0000
B	Supply of number plate headlight bulb	3335

SIGNALS

SERVICES

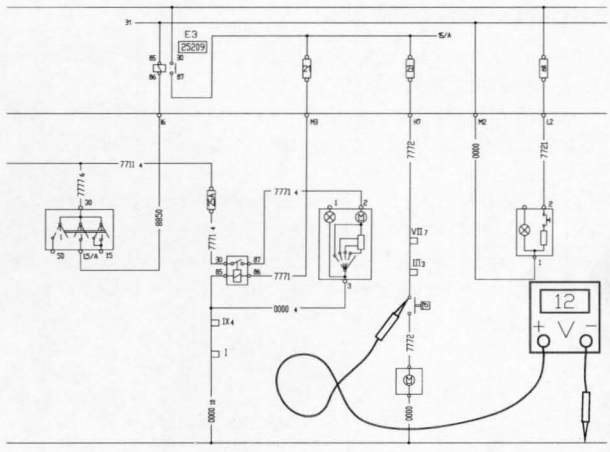
Engine cooling electromagnetic coupling switch

SIMPLIFIED DIAGNOSIS

Disconnect connector A from component under examination.
Set multimeter to VOLT.
- Put the ignition key in position 15.
- Check for 12 V by setting one multimeter prod to terminal 1 of connector A and the otherone to earth.

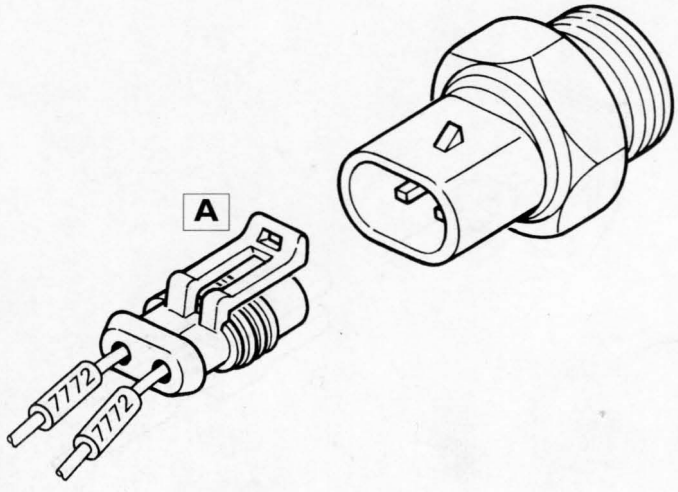
Set multimeter to OHM.
- Return the ignition key to rest position.
- Ensure resistance value is = ∞ by setting multimeter prods to connector terminals 1 and 2.

If readings are other than specified, remedy as required by either repairing the circuit or replacing the component. Then repeat the test.



Print no. 603.42.961 Diagram no. 10

47104



5217

LAYOUT WITH CONNECTIONS

Connector		Function	Cable colour
A	1	Engine cooling electromagnetic coupling operation	7772
	2	Supply (+15/A)	7772

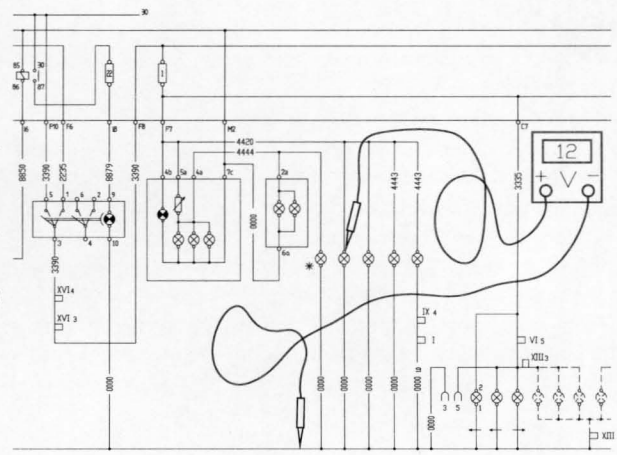
Ashtray light

SIMPLIFIED DIAGNOSIS

Disconnect connector [A] from component under examination.
Set multimeter to VOLT.
- Press the exterior lighting switch (page V.3) once.
- Check for 12 V by setting one multimeter prod to terminal 2 of connector [A] and the otherone to earth.

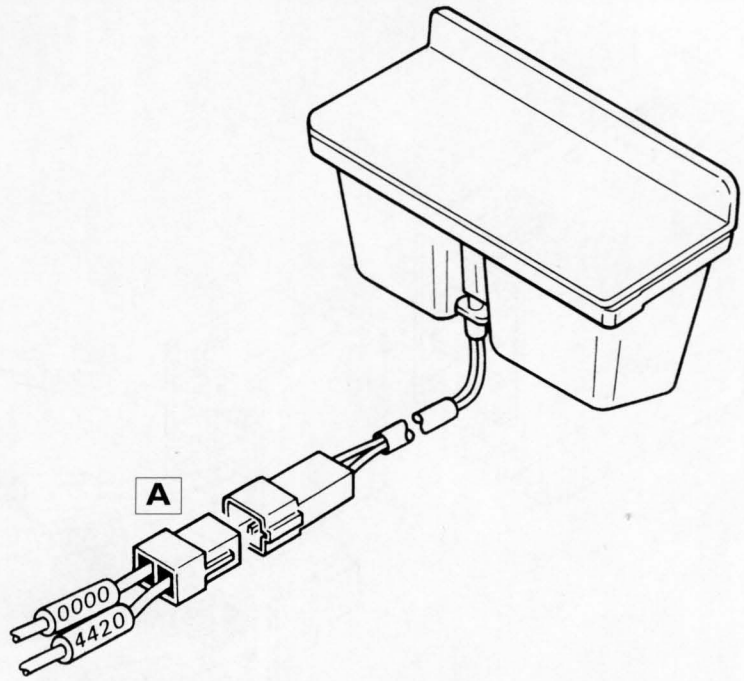
Set multimeter to OHM.
- Check for 0 Ω by setting one multimeter prod to terminal 1 of connector [A] and the otherone to earth.

If readings are other than specified, remedy as required by either repairing the circuit or replacing the component. Then repeat the test.



Print no. 603.42.961 Diagram no. 5

39020



5227

LAYOUT WITH CONNECTIONS

Connector		Function	Cable colour
A	1	Earth	0000
	2	Parking light positive for ashtray light	4420

Electrically–operated heated rearview mirror

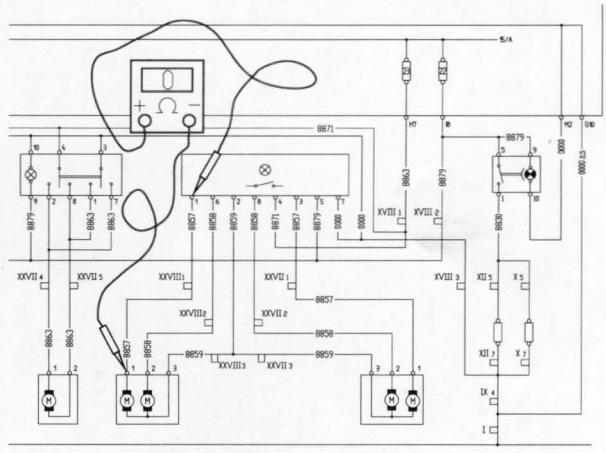
SIMPLIFIED DIAGNOSIS

Disconnect connectors A B and C from component under examination.

Set multimeter to OHM.

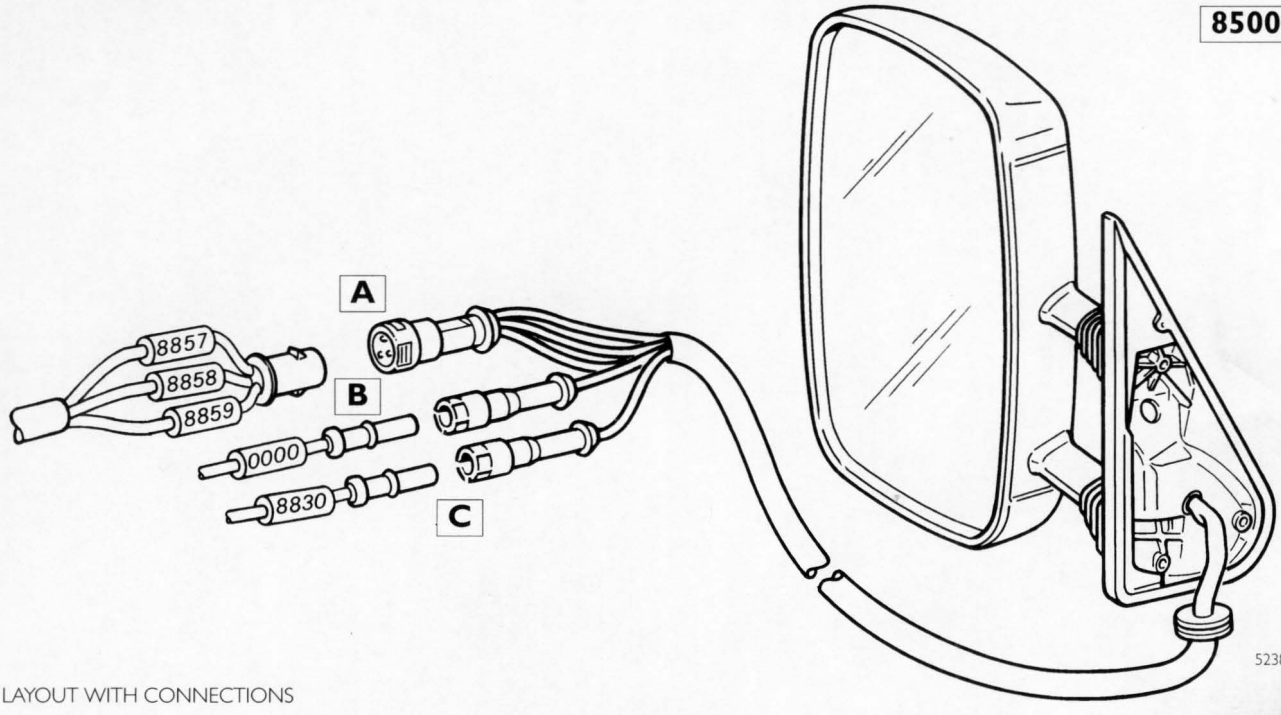
- Check for 0 Ω by setting one multimeter prod to terminal 1 of connector A and the otherone to terminal 1 of adjustable rearview mirror switch (page VII.29).
- Check for 0 Ω by setting one multimeter prod to terminal 2 of connector A and the otherone to terminal 6 of the switch. Repeat the test with multimeter prods set to terminal 3 of connector A and terminal 2 of the switch.
- Check for 0 Ω by setting one multimeter prod to terminal of connector, C and the otherone to terminal 1 of heated rearview mirror connector (page VII.30).
- Check for 0 Ω by setting one multimeter prod to terminal of connector B and the otherone to earth.

If readings are other than specified, remedy as required by either repairing the circuit or replacing the component. Then repeat the test.



Print no. 603.42.961 Diagram no. 13

85006

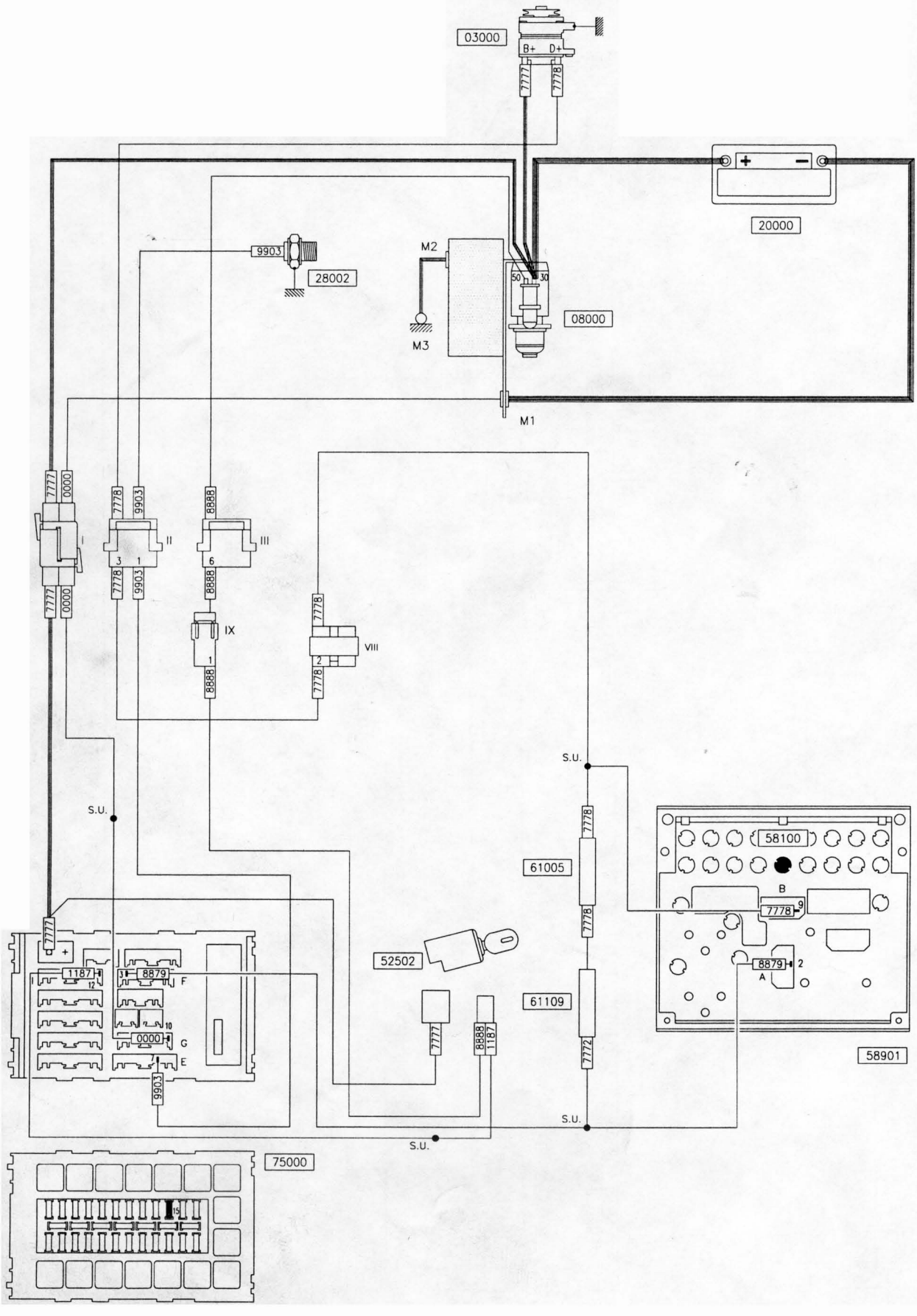


5238

LAYOUT WITH CONNECTIONS

Connector		Function	Cable colour
A	1	To adjustable rearview mirror switch	8857
	2	To adjustable rearview mirror switch	8858
	3	To adjustable rearview mirror switch	8859
B	–	Earth	0000
C	–	Supply of heated rearview mirror resistor	8830

DATA SHEET 1: STARTING / RECHARGE



DATA SHEET 4: VISUAL INDICATORS – IVECO CONTROL