



Mercedes W201

Model year: 1990–1993

Engine: 1.8 i (M102.910)

Fluctuations in idling / sometimes no pulse duty factor

There can be significant fluctuations in idling speed with the above-mentioned vehicles. Sometimes there is no signal applied to Pin 3 of the diagnostic connection, so that no pulse duty factor is indicated.

Before any time-consuming troubleshooting work is begun (cold-running controller, pressure actuator, overvoltage protection relay, broken cable etc.), the distributor rotor should be checked.

Distributor rotors and caps are often replaced within the course of servicing or maintenance work. Check whether an incorrect distributor rotor has been installed. The distributor rotor (photo) must have a resistance value of 1 kOhm. Otherwise there can be fluctuations in idling speed.

Particularly when a distributor rotor with a resistance value of 0 Ohm has been installed.

This information can also be relevant for further vehicle models and engine variants with KE-Jetronic.

