

## **TECHNICAL TROUBLESHOOTING GUIDE**

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PROBLEM	POSSIBLE CAUSES	SOLUTIONS & TEST POINTS
	Dead battery, very low charge, or bad battery contacts.	Check battery charge. If low recharge or replace. Also clean battery connections.
	Blown fuse.	Check all fuses that power the ECU, Alarm or Immobilizer system. Sometimes there are 3 to 5 fuses to check.
	Bad starter relay.	Check that the starter relay is working properly.
	Seized starter motor, or not working properly.	Try powering the starter motor directly to test if it can crank the engine.
	Faulty ignition switch.	Ensure that all contact points on the Ignition Switch are spreading power and ground throughout the car.
	Broken, short-circuited, dirty or corroded Control Unit harness connectors causing bad contacts.	Ensure all the Control Unit harness connectors are not broken or have a short-circuit problem. Also clean any rust or corrosion. Ensure tight fit.
No Crank, No Start	Clutch pedal switch on Manual Transmission cars not engaged or faulty.	Ensure that the clutch pedal switch signal is present when trying to start the car.
	Electronics are missing an additional essential ground point.	Check that all the car's ground points have clean and tight connections, and no short circuits.
	The car's Immobilizer "Drive-Block" is activated (Porsche 993 models).	Disable the "drive-block" system by pressing on the key fob button.
	The alarm or the car might be activated.	See if there is a way to disable or bypass the alarm system.
	The EWS and DME are not in sync (BMW models after 1995).	With a BMW compatible scanner, perform a DME to EWS alignment / synch.
	Ignition Spark is not present.	Check individual spark plugs, coils, coil packs or distributor signal.
Yes Crank, No Start	There is no fuel being delivered to the cylinders.	Check for fuel pump pressure at the fuel rail and that your injectors are firing. Also check your fuses.
	Main / DME Relay went bad.	Relay went bad, or connections under relay box are compromised. These are cheap and easy to replace.
	The Crankshaft Reference Sensor is not working properly.	With a Multimeter test the Crankshaft Reference Sensor (See our YouTube video). Also, sometimes in modern cars you can use your scan tool to see if your ECU is detecting an RPM signal.
	Broken, short-circuited, dirty or corroded Control Unit harness connectors causing bad contacts.	Ensure all the Control Unit harness connectors are not broken or have a short-circuit problem. Also clean any rust or corrosion. Ensure tight fit.
	No compression in the cylinders or the engine.	Perform a compression check on all the cylinders.
	Engine or Distributor timing is off.	Ensure that the timing is correctly set.
	The EWS and DME are not in sync (BMW models after 1995).	With a BMW compatible scanner, perform a DME to EWS alignment.
Car starts, but then it shuts down	Empty, or very low fuel tank.	Add some new gas to the tank. Sometimes the fuel gauge don't work correctly to show the actual fuel level.
	Fuel is not being delivered correctly.	Monitor constant fuel pressure at the fuel rail. Monitor injector signal at each cylinder. Also ensure cylinders are not getting flooded.
	There may be vacuum air leaks in the system.	Make sure that all hoses on the air intake system are securely attached. You can also perform a smoke test to detect any air leaks.
	The airflow or air mass meter are not working correctly.	Try disconnecting the air meter to see if the car is able to stay running without them. This might may indicate you could have a bad air meter. Also extremely dirty air meters, it should be replaced.
	The Crankshaft Reference Sensor is not working properly.	With a Multimeter test the Crankshaft Reference Sensor (See our YouTube video). Also, sometimes in modern cars you can use your scan tool to see if your ECU is detecting an RPM signal.
	No compression in the cylinders or the engine.	Perform a compression check on all the cylinders.
	Engine or Distributor timing is off.	Ensure that the timing is correctly set.

## **(!) WARNING**

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of Sensors may not be working properly.  If you notice an improvement. Ensure these sensors are the correct part number for the car.  The Throttle Body could have problems or its own, it not properly "adapted", or it is the wrong one for the car.  In modern cars you need to perform a Throttle Body adaptation procedure. You should also ensure that the Throttle body is the correct part number for that car. Make sure that the Throttle Body opens up when the accelerator pedal is pressed.  The Accelerator Pedal Position Sensor could be bad.  There may be vacuum air leaks in the system.  There may be vacuum air leaks in the system.  The Accelerator Pedal Position Sensor could be bad.  There may be vacuum air leaks in the system.  There may be vacuum air leaks in the system.  Try disconnecting these air meters to see if the car is able to		Engine or Distributor timing is off.	Ensure that the timing is correctly set.
The Accelerator Pedal Position Sensor could be bad.  Car start but does not accelerate or  The Middle Body Could have problems of its own, it not properly "adapted", or it is the wrong one for the car.  The Accelerator Pedal Position Sensor could be bad.  Make sure that the Throttle Body opens up when the accelerator pedal is pressed.  Make sure that all hoses on the air intake system are securely attached. You can also perform a smoke test to detect any air leaks.  Try disconnecting these air meters to see if the car is able to		O2 Sensors may not be working properly.	if you notice an improvement. Ensure these sensors are the
accelerator pedal is pressed.  There may be vacuum air leaks in the system.  There may be vacuum air leaks in the system.  There may be vacuum air leaks in the system.  There may be vacuum air leaks in the system.  There may be vacuum air leaks in the system.  Try disconnecting these air meters to see if the car is able to		it not properly "adapted", or it is the wrong one for	procedure. You should also ensure that the Throttle body is the correct part number for that car. Make sure that the Throttle Body
Car start but does not accelerate or  Try disconnecting these air meters to see if the car is able to		The Accelerator Pedal Position Sensor could be bad.	
		There may be vacuum air leaks in the system.	Make sure that all hoses on the air intake system are securely attached. You can also perform a smoke test to detect any air leaks.
		The airflow or air mass meter are not working correctly.	stay running without them. This might may indicate you could have a bad air meter. Also extremely dirty air meters, it should
The exhaust/catalytic converter may be restricted or plugged.  Ensure that the exhaust system is clean so that the car can exhale freely. Catalatic converter has to be working correctly.			