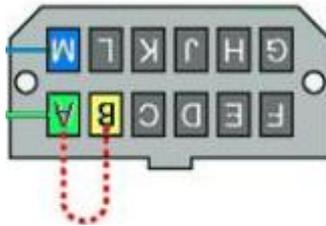# NIVA 1.7i MONOPUNTO

## Valido para centralitas GM

Con un simple clip de sujetar papeles es suficiente para leer los codigos de la centralita de nuestro Niva.

Este es el conector, visto tal y como se ve en el Niva.



Tenemos que puentear con un clip los contactos A y B, con el contacto quitado claro.
Una vez lo tenemos, le damos al contacto y la centralita comenzará el dialogo emitiendo atraves de la luz "check engine" del cuadro del Niva.

Las decenas las indican los flash largos, y luego continua con las unidades con flash cortos.
Esto es, por ejemplo, codigo 12: Un flash largo seguido de dos cortos. Y nos indica que no hay errores.
Otro, el 21 por ejemplo: Dos flash largos seguidos de un flash corto.

Si tiene varios fallos, primero nos dará uno, luego, despues de un periodo sin emitir ningun flash, empezara a emitir otra secuencia de flash largos seguidos de cortos, y asi sucesivamente.

Y aquí estan los codigos.

**Error codes.**

Code  Explanation

12    No spark pulses at CPU or else good system, no codes
13    Oxygen sensor output remained at .35-.55 volts for more than one
      minute after warmup. Possible open circuit.
14    Coolant sensor indicated a temperature above 130C for 3 seconds
      after engine ran for 20 seconds. Probably a short
15    Coolant sensor indicated a temperature below -30C for 3 seconds
      when MAT > - 13 or engine running over 1 minute. Probably open
      circuit
21    Throttle pos sensor above 2.5 volts for 2 seconds when engine speed
      below 1600 rpm
22    Throttle pos sensor below .2 volt for 2 seconds while engine running
23    MAT sensor shows < -30 degrees C for 3 seconds after engine running
      1 minute or coolant > 30C. Probably an open circuit.
24    No speed sensor pulses when engine between 2000-4000 rpm, throttle
      closed, high vacuum, not in neutral and all for 5 seconds
25    MAT sensor showed above 145 degrees C for 2 seconds after engine
      ran for over 1 minute. Possible short circuit.
33    MAP sensor voltage too high (> 4.00 v). Possible vacuum leak to
      sensor or faulty sensor.
34    MAP sensor voltage too low (< 0.25 v) with ignition on or engine
      running >1200 rpm and throttle open >20%
35    Closed throttle idle speed is more than 75 rpm above or below correct
      value for more than 45 seconds
41    No Crankshaft reference pulses. Ignition voltage < 11 volts etc.
42    Open or short on EST or BYPASS line to ignition module.
44    O2 sensor showed < 0.250 volt for over 20 seconds while operating
      closed loop
45    O2 sensor showed > 0.550 volt for over 50 seconds while in closed
      loop with engine running over 1 minute and throttle open more than 2%
51    Check that CALPAK is in place, fully inserted, and no bent pins
53    Car's alternator has produced >16.9 volts for over 2 seconds. Check
      charging system
54    Octane adjuster signal too high or too low.
55    ECU A to D error. Check ECU grounds, or excessive input voltage