

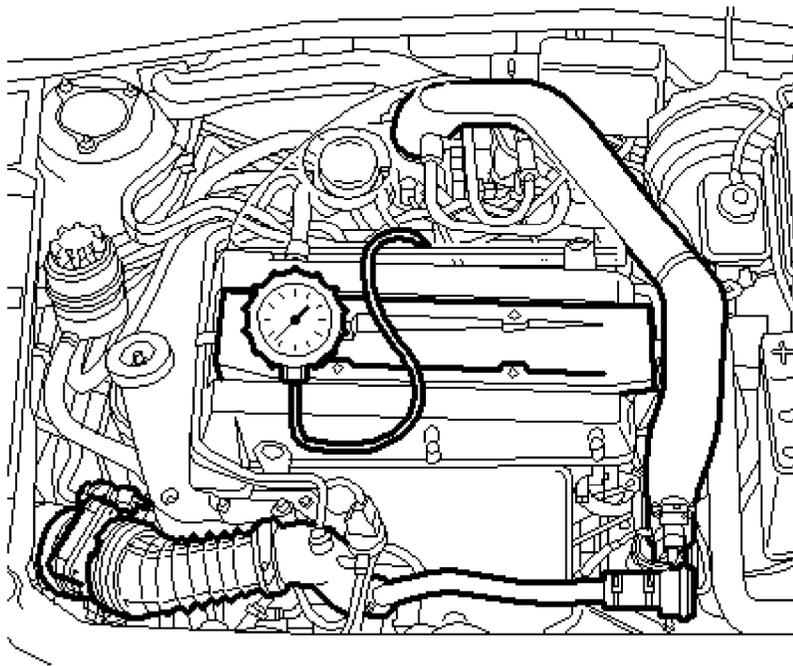
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**Important**

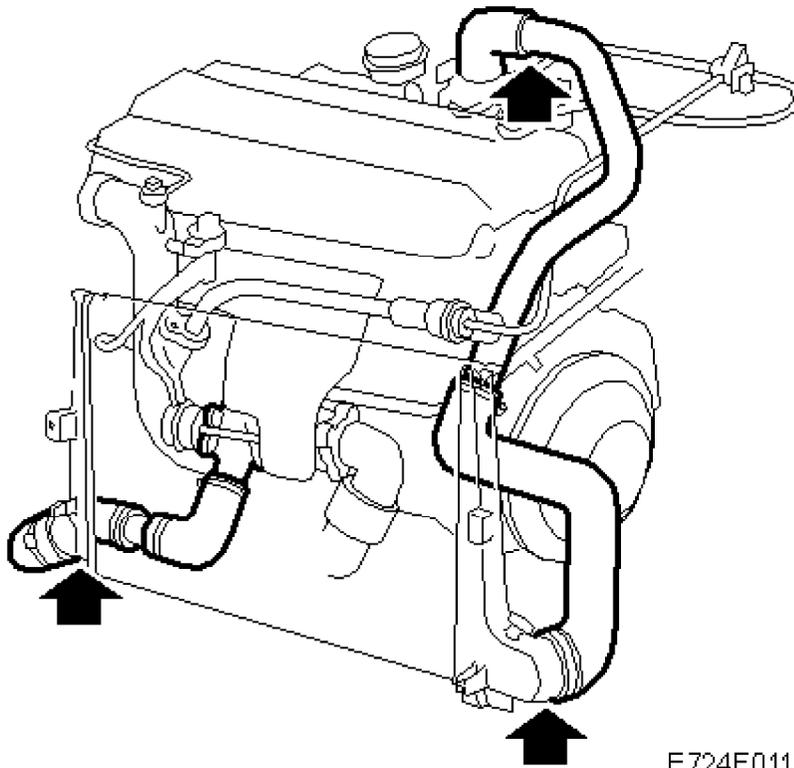
Read the introductory instructions below and then click on the tab to start the fault diagnosis procedure.



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**Random Misfire Detected. Catalyst Damaging.**

E724F106

**Fault symptoms**

- CHECK ENGINE.
- Running unevenly and misfiring.

**On-Board Diagnostics****Type of diagnosis:**

- Continuous. But interrupted when fault criteria fulfilled and will not restart until next driving cycle.

**Enable criteria:**

- General conditions for this trouble code: Atmospheric pressure must exceed 72 kPa and the engine coolant and intake air temperatures must exceed  $-7^{\circ}\text{C}$ .
- Engine running. Main relay voltage exceeding 10V. Ignition discharge module combustion signals registering. The number of missing combustion signals is accumulated for each cylinder every 200 engine revolutions. The total number of accepted misfires during 200 engine revolutions is specified in a load and engine speed-dependent matrix.

**Fault criteria:**

- Number of missing combustions exceeding number of accepted misfires. More than one cylinder has misfired.

**Dependents:**

- P1312 and P1334.

**System reaction to a fault:**

- Under high engine loads, closed loop will be blocked while misfiring occurs.

**OK report:**

- Provided the fault criteria are not fulfilled during the driving cycle the OK report occurs at ignition off before the engine stalls. Two types of OK reports can be given: Type 1: If a DTC is already stored for the diagnosis and similar operating conditions have occurred (coolant temperature above or below 71°C, engine speed  $\pm 375$  rpm and load  $\pm 10\%$ ). Type 2: If there is no DTC stored for the diagnosis or similar operating conditions have not occurred

**Fault handling:** (See section [Fault handling I, catalytic converter harmful misfiring](#) for more information.)

- Type I.

**Diagnostic help**

If any other trouble codes have been generated, check whether fault diagnosis should be started on any of them first. Read Freeze Frame and change spark plugs.

Then make a general inspection of connectors and hoses and subsequently a thorough check of compression, ignition and fuel system.

Functions in the diagnostic tool related to the fault:

- Diagnostic status for the diagnosis.

- Misfire Cyl 1.
- Misfire Cyl 2.
- Misfire Cyl 3.
- Misfire Cyl 4.
- Multiplicative Adaptation, unit %
- Additive adaptation, unit mg/c.
- Closed loop, unit %.
- Purge Adaptation, unit %.
- Air mass deviation from calculated, unit %.
- Activating misfire counter reset.
- Activating ignition triggers.
- Activating injector test.
- Activating pump test.

See also the description of activations under [Menu "Activation"](#) for more information.

### **Checking the wiring**

Jiggle the wiring harness at several points and in different directions to detect intermittent breaks and short circuits. Observe the multimeter, diagnostic tool or test lamp during the check.