



IMPORTANT FITTING INFORMATION

Part number :- SGA1276L

THIS STEERING RACK IS DELIVERED WITH ITS ORIGINAL SOFTWARE AND CODING CONFIGURATION.
THIS REFERENCE IS PLUG AND PLAY FROM A CODING PERSPECTIVE. NO ALTERATIONS ARE POSSIBLE.
CALIBRATION FOR THE STRAIGHT AHEAD POSITION SHOULD BE COMPLETED AFTER TRACK ALIGNMENT.

***** WARNING *****

DO NOT TURN THE STEERING IN EITHER DIRECTION WHILST THE COLUMN IS DISCONNECTED FROM THE RACK. DAMAGE IS EASILY CAUSED TO THE INTERNALS OF THE STEERING ANGLE SENSOR AND THIS CAN LEAD TO ERRORS NOT PRESENT BEFORE WHICH ARE THEN EASILY CONFUSED AS BEING RELATED TO THE NEW STEERING RACK.

***** NOTE *****

THE STEERING ANGLE SENSOR (SAS) IS A SEPARATE COMPONENT FROM THE RACK AND PINION. IT IS LOCATED IN THE UPPER PORTION OF THE STEERING COLUMN. IT IS THIS COMPONENT THAT IS CALIBRATED FOR THE STRAIGHT AHEAD POSITION AND NOT THE RACK. CALIBRATION MAY NOT BE POSSIBLE IF THE ANGLE BEING CORRECTED IS TOO LARGE. IF THIS IS ENCOUNTERED REDUCE THE ANGLE AND TRY AGAIN. REPEAT THE PROCESS OF SMALL CORRECTIONS UNTIL THE TARGET ZERO POSITION IS ACHIEVED. IN THE EVENT AN ERROR IS RAISED MENTIONING THE STEERING ANGLE IT IS THIS COMPONENT THAT SHOULD BE INVESTIGATED FIRST.

***** NOTE *****

THIS SPECIFIC REFERENCE IS FOR VEHICLES **WITH ESP** AND **WITH START STOP** FUNCTION. IF FITTED TO A VEHICLE THAT DOES NOT MATCH THE CRITERIA SPECIFIED, ERROR CODES WILL BE RAISED. IT IS NOT POSSIBLE TO CODE OR ADAPT THIS PART TO WORK ON A VEHICLE WITH ANY FUNCTION OTHER THAN ITS ORIGINAL FACTORY SPECIFICATION.

***** NOTE *****

ERRORS ARE KNOWN TO BE CAUSED BY A LACK OF VOLTAGE. ENSURE THE BATTERY AND THE CHARGING SYSTEM ARE OPERATING WITHIN THE MANUFACTURERS SPECIFIED PARAMETERS.

***** NOTE *****

ERRORS ARE KNOWN TO BE CAUSED BY CORROSION DAMAGE TO THE WIRING LOOM. IN THE EVENT OF ANY COMMUNICATION RELATED ERRORS THE CANBUS / LINBUS SIGNALS SHOULD BE CHECKED WITH A SCOPE TO ENSURE THAT THEY ARE CORRECT AND OPERATING IN BOTH DIRECTIONS FROM ALL RELEVANT ECU MODULES.

***** NOTE *****

AFTER BATTERY DISCONNECTION THE START STOP FUNCTION CAN TAKE UP TO 8 HOURS OF THE VEHICLE BEING PARKED TO BECOME ACTIVE AGAIN.

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