# SECTION EC
# ENGINE CONTROL SYSTEM



## CONTENTS

### VQ37VHR

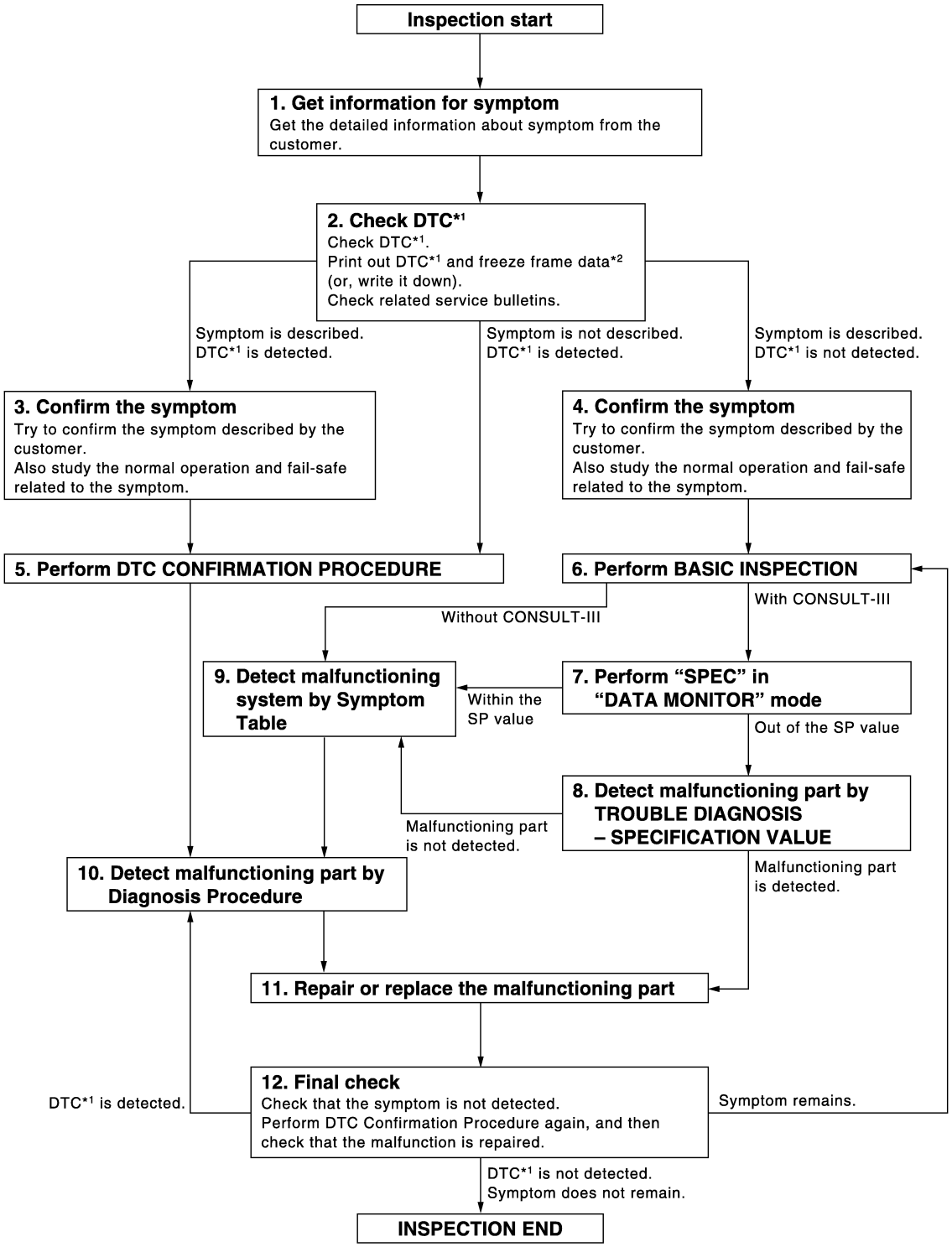
# BASIC INSPECTION

## DIAGNOSIS AND REPAIR WORKFLOW

### Work Flow

INFOID:0000000004476496

#### OVERALL SEQUENCE




*1: Include 1st trip DTC.
*2: Include 1st trip freeze frame data.

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#### DETAILED FLOW

## 1.GET INFORMATION FOR SYMPTOM

Get the detailed information from the customer about the symptom (the condition and the environment when the incident/malfunction occurred) using the “Diagnostic Work Sheet”. (Refer to EC-12, "Diagnostic Work Sheet".)

>> GO TO 2.

## 2.CHECK DTC

1. Check DTC.
2. Perform the following procedure if DTC is displayed.

- Record DTC and freeze frame data. (Print them out with CONSULT-III or GST.)
- Erase DTC. (Refer to EC-112, "Diagnosis Description".)
- Study the relationship between the cause detected by DTC and the symptom described by the customer. (Symptom Table is useful. Refer to EC-602, "Symptom Table".)

3. Check related service bulletins for information.

Are any symptoms described and any DTCs detected?

Symptom is described, DTC is detected>>GO TO 3.
Symptom is described, DTC is not detected>>GO TO 4.
Symptom is not described, DTC is detected>>GO TO 5.

## 3.CONFIRM THE SYMPTOM

Try to confirm the symptom described by the customer (except MIL ON).
Also study the normal operation and fail-safe related to the symptom. Refer to EC-606, "Description" and EC-560, "Fail safe".
Diagnosis Work Sheet is useful to verify the incident.
Verify relation between the symptom and the condition when the symptom is detected.

>> GO TO 5.

## 4.CONFIRM THE SYMPTOM

Try to confirm the symptom described by the customer.
Also study the normal operation and fail-safe related to the symptom. Refer to EC-606, "Description" and EC-560, "Fail safe".
Diagnosis Work Sheet is useful to verify the incident.
Verify relation between the symptom and the condition when the symptom is detected.

>> GO TO 6.

## 5.PERFORM DTC CONFIRMATION PROCEDURE

Perform DTC CONFIRMATION PROCEDURE for the displayed DTC, and then make sure that DTC is detected again.
If two or more DTCs are detected, refer to EC-562, "DTC Inspection Priority Chart" and determine trouble diagnosis order.

**NOTE:**

- Freeze frame data is useful if the DTC is not detected.
- Perform Component Function Check if DTC CONFIRMATION PROCEDURE is not included on Service Manual. This simplified check procedure is an effective alternative though DTC cannot be detected during this check.
  If the result of Component Function Check is NG, it is the same as the detection of DTC by DTC CONFIRMATION PROCEDURE.

Is DTC detected?

YES >> GO TO 10.
NO >> Check according to GI-41, "Intermittent Incident".

## 6.PERFORM BASIC INSPECTION

Perform EC-13, "BASIC INSPECTION : Special Repair Requirement".

Do you have CONSULT-III?

YES >> GO TO 7.
NO >> GO TO 9.

## 7. PERFORM SPEC IN DATA MONITOR MODE

**With CONSULT-III**

Make sure that “MAS A/F SE-B1”, “MAS A/F SE-B2”, “B/FUEL SCHDL”, “A/F ALPHA-B1” and “A/F ALPHA-B2” are within the SP value using CONSULT-III “SPEC” in “DATA MONITOR” mode. Refer to EC-137, "Component Function Check".

Is the measurement value within the SP value?

YES >> GO TO 9.
NO >> GO TO 8.

## 8. DETECT MALFUNCTIONING PART BY TROUBLE DIAGNOSIS - SPECIFICATION VALUE

Detect malfunctioning part according to EC-138, "Diagnosis Procedure".

Is a malfunctioning part detected?

YES >> GO TO 11.
NO >> GO TO 9.

## 9. DETECT MALFUNCTIONING SYSTEM BY SYMPTOM TABLE

Detect malfunctioning system according to EC-602, "Symptom Table" based on the confirmed symptom in step 4, and determine the trouble diagnosis order based on possible causes and symptoms.

>> GO TO 10.

## 10. DETECT MALFUNCTIONING PART BY DIAGNOSIS PROCEDURE

Inspect according to Diagnosis Procedure of the system.

**NOTE:**

The Diagnosis Procedure in EC section described based on open circuit inspection. A short circuit inspection is also required for the circuit check in the Diagnosis Procedure. For details, refer to GI-44, "Circuit Inspection".

Is a malfunctioning part detected?

YES >> GO TO 11.
NO >> Monitor input data from related sensors or check voltage of related ECM terminals using CONSULT-III. Refer to EC-525, "Reference Value".

## 11. REPAIR OR REPLACE THE MALFUNCTIONING PART

1. Repair or replace the malfunctioning part.
2. Reconnect parts or connectors disconnected during Diagnosis Procedure again after repair and replacement.
3. Check DTC. If DTC is displayed, erase it. Refer to EC-112, "Diagnosis Description".

>> GO TO 12.

## 12. FINAL CHECK

When DTC was detected in step 2, perform DTC CONFIRMATION PROCEDURE or Component Function Check again, and then make sure that the malfunction have been completely repaired.
When symptom was described from the customer, refer to confirmed symptom in step 3 or 4, and make sure that the symptom is not detected.

Is DTC detected and does symptom remain?

YES-1 >> DTC is detected: GO TO 10.
YES-2 >> Symptom remains: GO TO 6.
NO >> Before returning the vehicle to the customer, always erase unnecessary DTC in ECM and TCM (Transmission Control Module). (Refer to EC-112, "Diagnosis Description".) If the completion of SRT is needed, drive vehicle under the specific driving pattern. Refer to EC-569, "How to Set SRT Code".

## Diagnostic Work Sheet

INFOID:0000000004476497

### DESCRIPTION

There are many operating conditions that lead to the malfunction of engine components. A good grasp of such conditions can make troubleshooting faster and more accurate.

In general, each customer feels differently about an incident. It is important to fully understand the symptoms or conditions for a customer complaint.

Utilize a diagnostic worksheet like the WORKESHEET AMPLE below in order to organize all the information for troubleshooting.

Some conditions may cause the MIL to illuminate steady or blink and DTC to be detected. Examples:

- Vehicle ran out of fuel, which caused the engine to misfire.
- Fuel filler cap was left off or incorrectly screwed on, allowing fuel to evaporate into the atmosphere.

**KEY POINTS**

**WHAT** ..... Vehicle & engine model
**WHEN** ..... Date, Frequencies
**WHERE**..... Road conditions
**HOW** ..... Operating conditions, Weather conditions, Symptoms

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### WORKSHEET SAMPLE

| | | | |
|---|---|---|---|
| Customer name MR/MS | | Model & Year | VIN |
| Engine # | | Trans. | Mileage |
| Incident Date | | Manuf. Date | In Service Date |
| Fuel and fuel filler cap | | ☐ Vehicle ran out of fuel causing misfire<br>☐ Fuel filler cap was left off or incorrectly screwed on. | |
| Symptoms | ☐ Startability | ☐ Impossible to start ☐ No combustion ☐ Partial combustion<br>☐ Partial combustion affected by throttle position<br>☐ Partial combustion NOT affected by throttle position<br>☐ Possible but hard to start ☐ Others [ ] | |
| | ☐ Idling | ☐ No fast idle ☐ Unstable ☐ High idle ☐ Low idle<br>☐ Others [ ] | |
| | ☐ Driveability | ☐ Stumble ☐ Surge ☐ Knock ☐ Lack of power<br>☐ Intake backfire ☐ Exhaust backfire<br>☐ Others [ ] | |
| | ☐ Engine stall | ☐ At the time of start ☐ While idling<br>☐ While accelerating ☐ While decelerating<br>☐ Just after stopping ☐ While loading | |
| Incident occurrence | | ☐ Just after delivery ☐ Recently<br>☐ In the morning ☐ At night ☐ In the daytime | |
| Frequency | | ☐ All the time ☐ Under certain conditions ☐ Sometimes | |
| Weather conditions | | ☐ Not affected | |
| | Weather | ☐ Fine ☐ Raining ☐ Snowing ☐ Others [ ] | |
| | Temperature | ☐ Hot ☐ Warm ☐ Cool ☐ Cold ☐ Humid °F | |
| Engine conditions | | ☐ Cold ☐ During warm-up ☐ After warm-up<br>Engine speed 0 2,000 4,000 6,000 8,000 rpm | |
| Road conditions | | ☐ In town ☐ In suburbs ☐ Highway ☐ Off road (up/down) | |
| Driving conditions | | ☐ Not affected<br>☐ At starting ☐ While idling ☐ At racing<br>☐ While accelerating ☐ While cruising<br>☐ While decelerating ☐ While turning (RH/LH)<br>Vehicle speed 0 10 20 30 40 50 60 MPH | |
| Malfunction indicator lamp | | ☐ Turned on ☐ Not turned on | |

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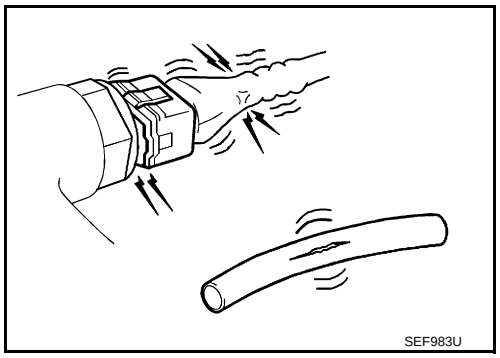
# INSPECTION AND ADJUSTMENT
## BASIC INSPECTION

### BASIC INSPECTION : Special Repair Requirement

INFOID:0000000004476498

### 1.INSPECTION START

1. Check service records for any recent repairs that may indicate a related malfunction, or a current need for scheduled maintenance.
2. Open engine hood and check the following:
- Harness connectors for improper connections
- Wiring harness for improper connections, pinches and cut
- Vacuum hoses for splits, kinks and improper connections
- Hoses and ducts for leaks
- Air cleaner clogging
- Gasket
3. Confirm that electrical or mechanical loads are not applied.
- Headlamp switch is OFF.
- Air conditioner switch is OFF.
- Rear window defogger switch is OFF.
- Steering wheel is in the straight-ahead position, etc.
4. Start engine and warm it up until engine coolant temperature indicator points the middle of gauge.
   Ensure engine stays below 1,000 rpm.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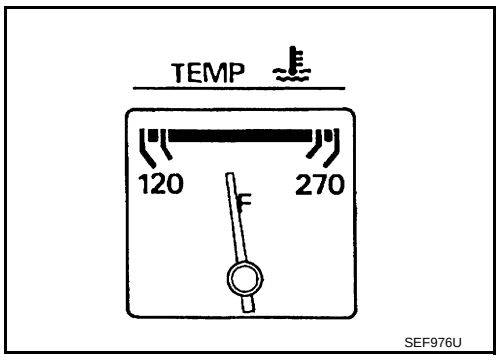

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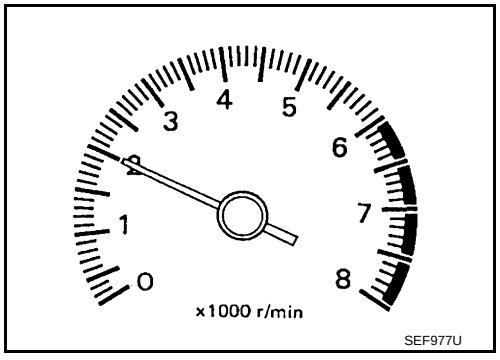
5. Run engine at about 2,000 rpm for about 2 minutes under no load.
6. Make sure that no DTC is displayed with CONSULT-III or GST.

Are any DTCs detected?

YES >> GO TO 2.
NO >> GO TO 3.



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### 2.REPAIR OR REPLACE

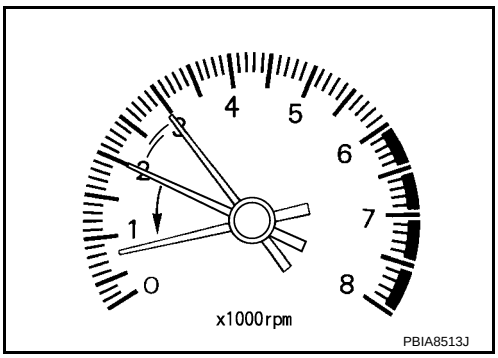
Repair or replace components as necessary according to corresponding Diagnosis Procedure.

>> GO TO 3

### 3.CHECK IDLE SPEED

1. Run engine at about 2,000 rpm for about 2 minutes under no load.

2. Rev engine (2,000 to 3,000 rpm) two or three times under no load, then run engine at idle speed for about 1 minute.
3. Check idle speed.
   For procedure, refer to EC-17, "IDLE SPEED : Special Repair Requirement".
   For specification, refer to EC-619, "Idle Speed".




Is the inspection result normal?

YES >> GO TO 10.
NO >> GO TO 4.

## 4. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

1. Stop engine.
2. Perform EC-18, "ACCELERATOR PEDAL RELEASED POSITION LEARNING : Special Repair Requirement".

>> GO TO 5.

## 5. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Perform EC-18, "THROTTLE VALVE CLOSED POSITION LEARNING : Special Repair Requirement".

>> GO TO 6.

## 6. PERFORM IDLE AIR VOLUME LEARNING

Perform EC-19, "IDLE AIR VOLUME LEARNING : Special Repair Requirement".

Is Idle Air Volume Learning carried out successfully?

YES >> GO TO 7.
NO >> Follow the instruction of Idle Air Volume Learning. Then GO TO 4.

## 7. CHECK IDLE SPEED AGAIN

1. Start engine and warm it up to normal operating temperature.
2. Check idle speed.
   For procedure, refer to EC-17, "IDLE SPEED : Special Repair Requirement".
   For specification, refer to EC-619, "Idle Speed".

Is the inspection result normal?

YES >> GO TO 10.
NO >> GO TO 8.

## 8. DETECT MALFUNCTIONING PART

Check the Following.
- Check camshaft position sensor (PHASE) and circuit. Refer to EC-279, "Component Inspection".
- Check crankshaft position sensor (POS) and circuit. Refer to EC-276, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 9.
NO >> Repair or replace. Then GO TO 4.

## 9. CHECK ECM FUNCTION

1. Substitute with a non-malfunctioning ECM to check ECM function. (ECM may be the cause of the incident, although this is rare.)
2. Perform initialization of IVIS (NATS) system and registration of all IVIS (NATS) ignition key IDs. Refer to SEC-8, "ECM RE-COMMUNICATING FUNCTION : Special Repair Requirement".

>> GO TO 4.

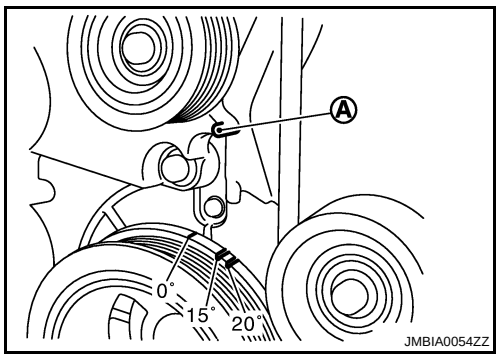
## 10. CHECK IGNITION TIMING

1. Run engine at idle.

2. Check ignition timing with a timing light.

A :Timing indicator

For procedure, refer to EC-17, "IGNITION TIMING : Special Repair Requirement".
For specification, refer to EC-619, "Ignition Timing".




Is the inspection result normal?

YES >> GO TO 19.
NO >> GO TO 11.

## 11. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

1. Stop engine.
2. Perform EC-18, "ACCELERATOR PEDAL RELEASED POSITION LEARNING : Special Repair Requirement".

>> GO TO 12.

## 12. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Perform EC-18, "THROTTLE VALVE CLOSED POSITION LEARNING : Special Repair Requirement".

>> GO TO 13.

## 13. PERFORM IDLE AIR VOLUME LEARNING

Perform EC-19, "IDLE AIR VOLUME LEARNING : Special Repair Requirement".

Is Idle Air Volume Learning carried out successfully?

YES >> GO TO 14.
NO >> Follow the instruction of Idle Air Volume Learning. Then GO TO 4.

## 14. CHECK IDLE SPEED AGAIN

1. Start engine and warm it up to normal operating temperature.
2. Check idle speed.
   For procedure, refer to EC-17, "IDLE SPEED : Special Repair Requirement".
   For specification, refer to EC-619, "Idle Speed".

Is the inspection result normal?

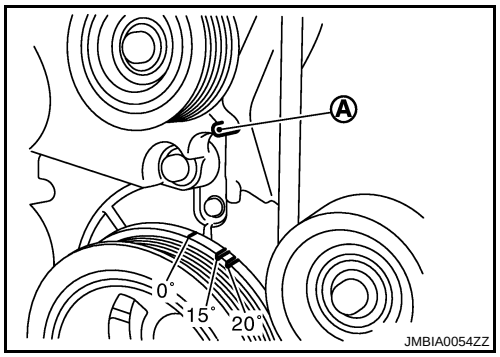
YES >> GO TO 15.
NO >> GO TO 17.

## 15. CHECK IGNITION TIMING AGAIN

1. Run engine at idle.
2. Check ignition timing with a timing light.

A :Timing indicator

For procedure, refer to EC-17, "IGNITION TIMING : Special Repair Requirement".
For specification, refer to EC-619, "Ignition Timing".




Is the inspection result normal?

YES >> GO TO 19.
NO >> GO TO 16.

## 16. CHECK TIMING CHAIN INSTALLATION

Check timing chain installation. Refer to EM-51, "Removal and Installation".

Is the inspection result normal?

YES >> GO TO 17.
NO >> Repair the timing chain installation. Then GO TO 4.

## 17. DETECT MALFUNCTIONING PART

Check the following.
- Check camshaft position sensor (PHASE) and circuit. Refer to EC-279, "Component Inspection".
- Check crankshaft position sensor (POS) and circuit. Refer to EC-276, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 18.
NO >> Repair or replace. Then GO TO 4.

## 18. CHECK ECM FUNCTION

1. Substitute with a non-malfunctioning ECM to check ECM function. (ECM may be the cause of the incident, although this is rare.)
2. Perform initialization of IVIS (NATS) system and registration of all IVIS (NATS) ignition key IDs. Refer to SEC-8, "ECM RE-COMMUNICATING FUNCTION : Special Repair Requirement".

>> GO TO 4.

## 19. INSPECTION END

If ECM is replaced during this BASIC INSPECTION procedure, go to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".

>> INSPECTION END

# ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM)

## ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Description

INFOID:0000000004476499

When replacing ECM, the following procedure must be performed.

## ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement

INFOID:0000000004476500

### 1. PERFORM INITIALIZATION OF IVIS (NATS) SYSTEM AND REGISTRATION OF ALL IVIS (NATS) IGNITION KEY IDS

Refer to SEC-8, "ECM RE-COMMUNICATING FUNCTION : Special Repair Requirement".

>> GO TO 2.

### 2. PERFORM VIN REGISTRATION

Refer to EC-18, "VIN REGISTRATION : Special Repair Requirement".

>> GO TO 3.

### 3. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

Refer to EC-18, "ACCELERATOR PEDAL RELEASED POSITION LEARNING : Special Repair Requirement".

>> GO TO 4.

### 4. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to EC-18, "THROTTLE VALVE CLOSED POSITION LEARNING : Special Repair Requirement".

>> GO TO 5.

### 5. PERFORM IDLE AIR VOLUME LEARNING

Refer to EC-19, "IDLE AIR VOLUME LEARNING : Special Repair Requirement".

>> END

## ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (VVEL CONTROL MODULE)

### ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (VVEL CONTROL MODULE) : Description

INFOID:0000000004476501

When replacing VVEL control module, the following procedure must be performed.

### ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (VVEL CONTROL MODULE) : Special Repair Requirement

INFOID:0000000004476502

1. PERFORM IDLE AIR VOLUME LEARNING

Refer to EC-19, "IDLE AIR VOLUME LEARNING : Special Repair Requirement".

>> END

## IDLE SPEED

### IDLE SPEED : Description

INFOID:0000000004476503

This describes how to check the idle speed. For the actual procedure, follow the instructions in “BASIC INSPECTION”.

### IDLE SPEED : Special Repair Requirement

INFOID:0000000004476504

1. CHECK IDLE SPEED

**With CONSULT-III**
Check idle speed in “DATA MONITOR” mode with CONSULT-III.

**With GST**
Check idle speed with Service $01 of GST.

>> INSPECTION END

## IGNITION TIMING

### IGNITION TIMING : Description

INFOID:0000000004476505

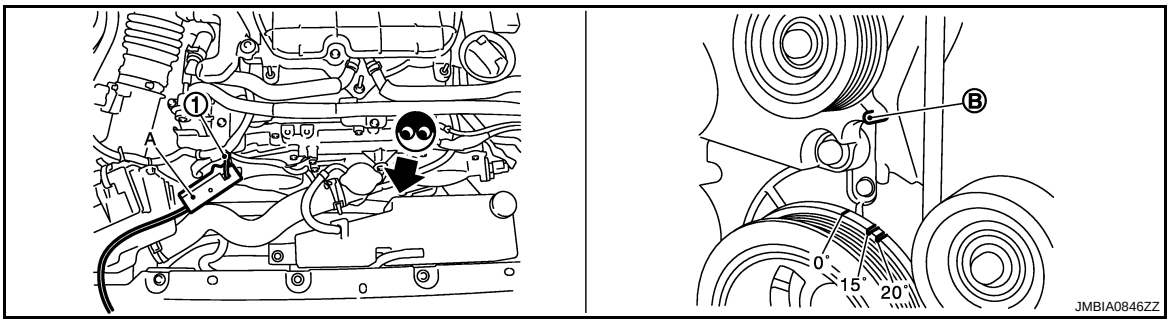
This describes how to check the ignition timing. For the actual procedure, follow the instructions in “BASIC INSPECTION”.

### IGNITION TIMING : Special Repair Requirement

INFOID:0000000004476506

1. CHECK IGNITION TIMING

1. Attach timing light to loop wire as shown.




1. Loop wire
A. Timing light
B. Timing indicator

2. Check ignition timing.

>> INSPECTION END

# VIN REGISTRATION

## VIN REGISTRATION : Description

INFOID:0000000004476507

VIN Registration is an operation to registering VIN in ECM. It must be performed each time ECM is replaced.
**NOTE:**
Accurate VIN which is registered in ECM may be required for Inspection & Maintenance (I/M).

## VIN REGISTRATION : Special Repair Requirement

INFOID:0000000004476508

### 1.CHECK VIN

Check the VIN of the vehicle and note it. Refer to GI-23, "Information About Identification or Model Code".

>> GO TO 2.

### 2.PERFORM VIN REGISTRATION

**With CONSULT-III**
1. Turn ignition switch ON and engine stopped.
2. Select “VIN REGISTRATION” in “WORK SUPPORT” mode.
3. Follow the instruction of CONSULT-III display.

>> END

# ACCELERATOR PEDAL RELEASED POSITION LEARNING

## ACCELERATOR PEDAL RELEASED POSITION LEARNING : Description

INFOID:0000000004476509

Accelerator Pedal Released Position Learning is a function of ECM to learn the fully released position of the accelerator pedal by monitoring the accelerator pedal position sensor output signal. It must be performed each time the harness connector of the accelerator pedal position sensor or ECM is disconnected.

## ACCELERATOR PEDAL RELEASED POSITION LEARNING : Special Repair Requirement

INFOID:0000000004476510

### 1.START

1. Make sure that accelerator pedal is fully released.
2. Turn ignition switch ON and wait at least 2 seconds.
3. Turn ignition switch OFF and wait at least 10 seconds.
4. Turn ignition switch ON and wait at least 2 seconds.
5. Turn ignition switch OFF and wait at least 10 seconds.

>> END

# THROTTLE VALVE CLOSED POSITION LEARNING

## THROTTLE VALVE CLOSED POSITION LEARNING : Description

INFOID:0000000004476511

Throttle Valve Closed Position Learning is a function of ECM to learn the fully closed position of the throttle valve by monitoring the throttle position sensor output signal. It must be performed each time harness connector of electric throttle control actuator or ECM is disconnected.

## THROTTLE VALVE CLOSED POSITION LEARNING : Special Repair Requirement

INFOID:0000000004476512

### 1.START

1. Make sure that accelerator pedal is fully released.

2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.
   Make sure that throttle valve moves during above 10 seconds by confirming the operating sound.

>> END

# IDLE AIR VOLUME LEARNING

## IDLE AIR VOLUME LEARNING : Description

INFOID:0000000004476513

Idle Air Volume Learning is a function of ECM to learn the idle air volume that keeps engine idle speed within the specific range. It must be performed under the following conditions:
- Each time electric throttle control actuator or ECM is replaced.
- Each time VVEL actuator sub assembly or VVEL control module is replaced.
- Idle speed or ignition timing is out of specification.

## IDLE AIR VOLUME LEARNING : Special Repair Requirement

INFOID:0000000004476514

### 1.PRECONDITIONING

Make sure that all of the following conditions are satisfied.
Learning will be cancelled if any of the following conditions are missed for even a moment.
- Battery voltage: More than 12.9 V (At idle)
- Engine coolant temperature: 70 - 105°C (158 - 221°F)
- PNP switch: ON (M/T models)
- Selector lever: P or N (A/T models)
- Electric load switch: OFF
  (Air conditioner, headlamp, rear window defogger)
  **On vehicles equipped with daytime light systems, if the parking brake is applied before the engine is started the headlamp will not be illuminated.**
- Steering wheel: Neutral (Straight-ahead position)
- Vehicle speed: Stopped
- Transmission: Warmed-up
- A/T models
- With CONSULT-III: Drive vehicle until “ATF TEMP SE 1” in “DATA MONITOR” mode of “A/T” system indicates less than 0.9 V.
- Without CONSULT-III: Drive vehicle for 10 minutes.
- M/T models
- Drive vehicle for 10 minutes.

Do you have CONSULT-III?

YES >> GO TO 2.
NO >> GO TO 3.

### 2.PERFORM IDLE AIR VOLUME LEARNING

**With CONSULT-III**
1. Perform Accelerator Pedal Released Position Learning. Refer to EC-18, "ACCELERATOR PEDAL RELEASED POSITION LEARNING : Special Repair Requirement".
2. Perform Throttle Valve Closed Position Learning. EC-18, "THROTTLE VALVE CLOSED POSITION LEARNING : Special Repair Requirement".
3. Start engine and warm it up to normal operating temperature.
4. Select “IDLE AIR VOL LEARN” in “WORK SUPPORT” mode.
5. Touch “START” and wait 20 seconds.

Is “CMPLT” displayed on CONSULT-III screen?

YES >> GO TO 4.
NO >> GO TO 5.

### 3.PERFORM IDLE AIR VOLUME LEARNING

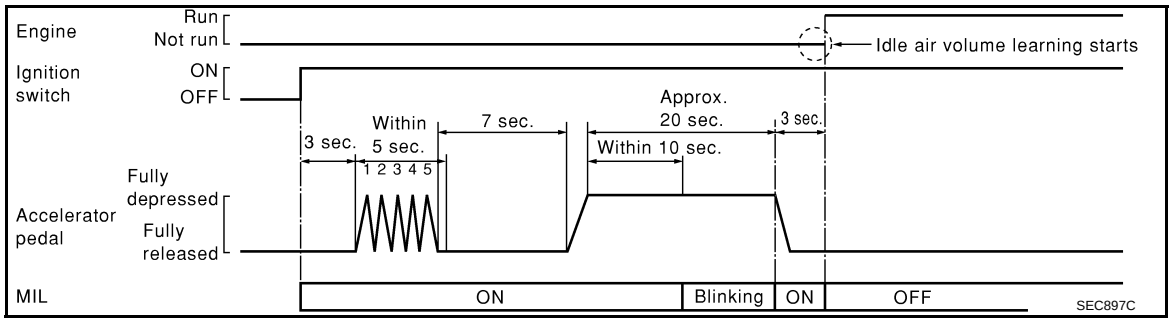
**Without CONSULT-III**
**NOTE:**
- **It is better to count the time accurately with a clock.**

- **It is impossible to switch the diagnostic mode when an accelerator pedal position sensor circuit has a malfunction.**

1. Perform Accelerator Pedal Released Position Learning. Refer to EC-18, "ACCELERATOR PEDAL RELEASED POSITION LEARNING : Special Repair Requirement".
2. Perform Throttle Valve Closed Position Learning. EC-18, "THROTTLE VALVE CLOSED POSITION LEARNING : Special Repair Requirement".
3. Start engine and warm it up to normal operating temperature.
4. Turn ignition switch OFF and wait at least 10 seconds.
5. Confirm that accelerator pedal is fully released, turn ignition switch ON and wait 3 seconds.
6. Repeat the following procedure quickly five times within 5 seconds.

- Fully depress the accelerator pedal.
- Fully release the accelerator pedal.

7. Wait 7 seconds, fully depress the accelerator pedal for approx. 20 seconds until the MIL stops blinking and illuminates.
8. Fully release the accelerator pedal within 3 seconds after the MIL illuminates.
9. Start engine and let it idle.
10. Wait 20 seconds.




>> GO TO 4.

## 4. CHECK IDLE SPEED AND IGNITION TIMING

1. Start engine and warm it up to normal operating temperature.
2. Let it idle for 20 seconds.
3. Rev up the engine two or three times and make sure that idle speed and ignition timing are within the specifications. Refer to EC-619, "Idle Speed" and EC-619, "Ignition Timing".

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART-I

Check the following
- Check that throttle valve is fully closed.
- Check PCV valve operation.
- Check that downstream of throttle valve is free from air leakage.

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair or replace malfunctioning part.

## 6. DETECT MALFUNCTIONING PART-II

Engine component parts and their installation condition are questionable. Check and eliminate the cause of the incident.
It is useful to perform “TROUBLE DIAGNOSIS - SPECIFICATION VALUE”. Refer to EC-137, "Description".
If any of the following conditions occur after the engine has started, eliminate the cause of the incident and perform Idle Air Volume Learning again:
- Engine stalls.
- Erroneous idle.

>> INSPECTION END

# VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

## VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT : Description

INFOID:0000000004476515

VVEL control shaft position sensor adjustment is an operation to adjust the initial position angle that is the basis for the VVEL control shaft position sensor.
It must be performed each time VVEL actuator sub assembly is replaced.

**CAUTION:**

- **It must be performed only on the replaced bank side.**
- **It must not be performed except when VVEL actuator sub assembly is replaced. If by any chance the adjustment is performed, replace VVEL actuator sub assembly.**

## VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT : Special Repair Requirement

INFOID:0000000004476516

### 1.START

Do you have CONSULT-III?

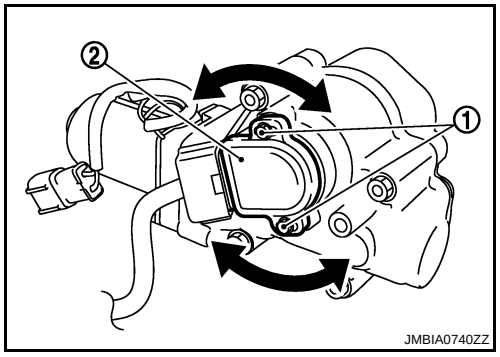
Do you have CONSULT-III?

YES >> GO TO 2.
NO >> GO TO 3.

### 2.PERFORM VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

**With CONSULT-III**

1. Turn ignition switch ON.
2. Select “VVEL POS SEN ADJ PREP” in “WORK SUPPORT” mode with CONSULT-III.
3. Touch “Start” and wait a few seconds.
4. Make sure the “CMPLT” is displayed on CONSULT-III screen.
5. Select “VVEL POSITION SEN- B1” or “VVEL POSITION SEN- B2” in “DATA MONITOR” mode with CONSULT-III.
6. Loosen the VVEL control shaft position sensor mounting bolt (1).
7. Turn the VVEL control shaft position sensor (2) right and left while monitoring the output voltage of “VVEL POSITION SEN-B1” or “VVEL POSITION SEN-B2” and adjust the output voltage to be within the standard value.




**Voltage : 500 ± 48 mV**

8. Tighten the VVEL control shaft position sensor mounting bolt.

**: 7.0 N•m (0.71 kg-m, 62 in-lb)**

9. Reconfirm that the output voltage of “VVEL POSITION SEN- B1” or “VVEL POSITION SEN- B2” is within the standard value.

**Voltage : 500 ± 48 mV**

**NOTE:**
If it varies from the standard value after the bolt is tightened, perform steps 6 to 8 again.

10. Turn ignition switch OFF and wait at least 10 seconds.
11. Start engine and warm it up to normal operating temperature.
12. Turn ignition switch OFF and wait at least 10 seconds.
13. Perform idle air volume learning. Refer to EC-19, "IDLE AIR VOLUME LEARNING : Special Repair Requirement".

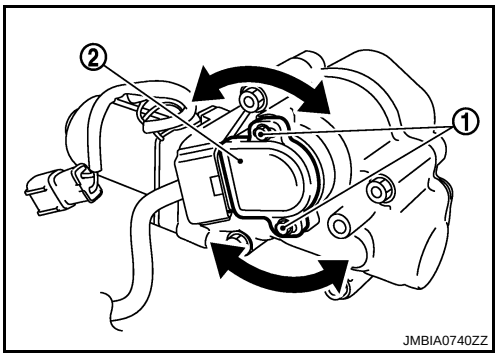
>> INSPECTION END

### 3.PERFORM VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

**Without CONSULT-III**

1. Disconnect VVEL control shaft position sensor harness connector.
2. Remove VVEL actuator motor relay.
3. Turn ignition switch ON, wait at least 5 seconds and then turn OFF.

4. Reconnect all harness connectors disconnected.
5. Install VVEL actuator motor relay.
6. Turn ignition switch ON and wait at least 5 seconds.
7. Loosen the VVEL control shaft position sensor mounting bolt (1).
8. Turn the VVEL control shaft position sensor (2) right and left while monitoring the output voltage between the VVEL control module terminals with a tester and adjust the output voltage to be within the standard value.




| VVEL control module | | | | Voltage |
|---|---|---|---|---|
| Bank | Connector | + | – | |
| | | Terminal | Terminal | |
| 1 | E15 | 3 | 4 | 500 ± 48 mV |
| 2 | | 5 | 6 | |

9. Tighten the VVEL control shaft position sensor mounting bolt.

: 7.0 N•m (0.71 kg-m, 62 in-lb)

10. Reconfirm that the output voltage of VVEL control shaft position sensor is within the standard value.

| VVEL control module | | | | Voltage |
|---|---|---|---|---|
| Bank | Connector | + | – | |
| | | Terminal | Terminal | |
| 1 | E15 | 3 | 4 | 500 ± 48 mV |
| 2 | | 5 | 6 | |

**NOTE:**
If it varies from the standard value after the bolt is tightened, perform steps 7 to 9 again.

11. Turn ignition switch OFF and wait at least 10 seconds.
12. Start engine and warm it up to normal operating temperature.
13. Turn ignition switch OFF and wait at least 10 seconds.
14. Perform idle air volume learning. Refer to EC-19, "IDLE AIR VOLUME LEARNING : Special Repair Requirement".

>> INSPECTION END

# MIXTURE RATIO SELF-LEARNING VALUE CLEAR

## MIXTURE RATIO SELF-LEARNING VALUE CLEAR : Description

INFOID:0000000004476517

This describes how to erase the mixture ratio self-learning value. For the actual procedure, follow the instructions in “Diagnosis Procedure”.

## MIXTURE RATIO SELF-LEARNING VALUE CLEAR : Special Repair Requirement

INFOID:0000000004476518

### 1.START

**With CONSULT-III**

1. Start engine and warm it up to normal operating temperature.
2. Select “SELF-LEARNING CONT” in “WORK SUPPORT” mode with CONSULT-III.

3. Clear mixture ratio self-learning value by touching “CLEAR”.

**With GST**

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch OFF.
3. Disconnect mass air flow sensor (bank 1) harness connector.
4. Restart engine and let it idle for at least 5 seconds.
5. Stop engine and reconnect mass air flow sensor (bank 1) harness connector.
6. Select Service $03 with GST. Make sure DTC P0102 is detected.
7. Select Service $04 with GST to erase the DTC P0102.

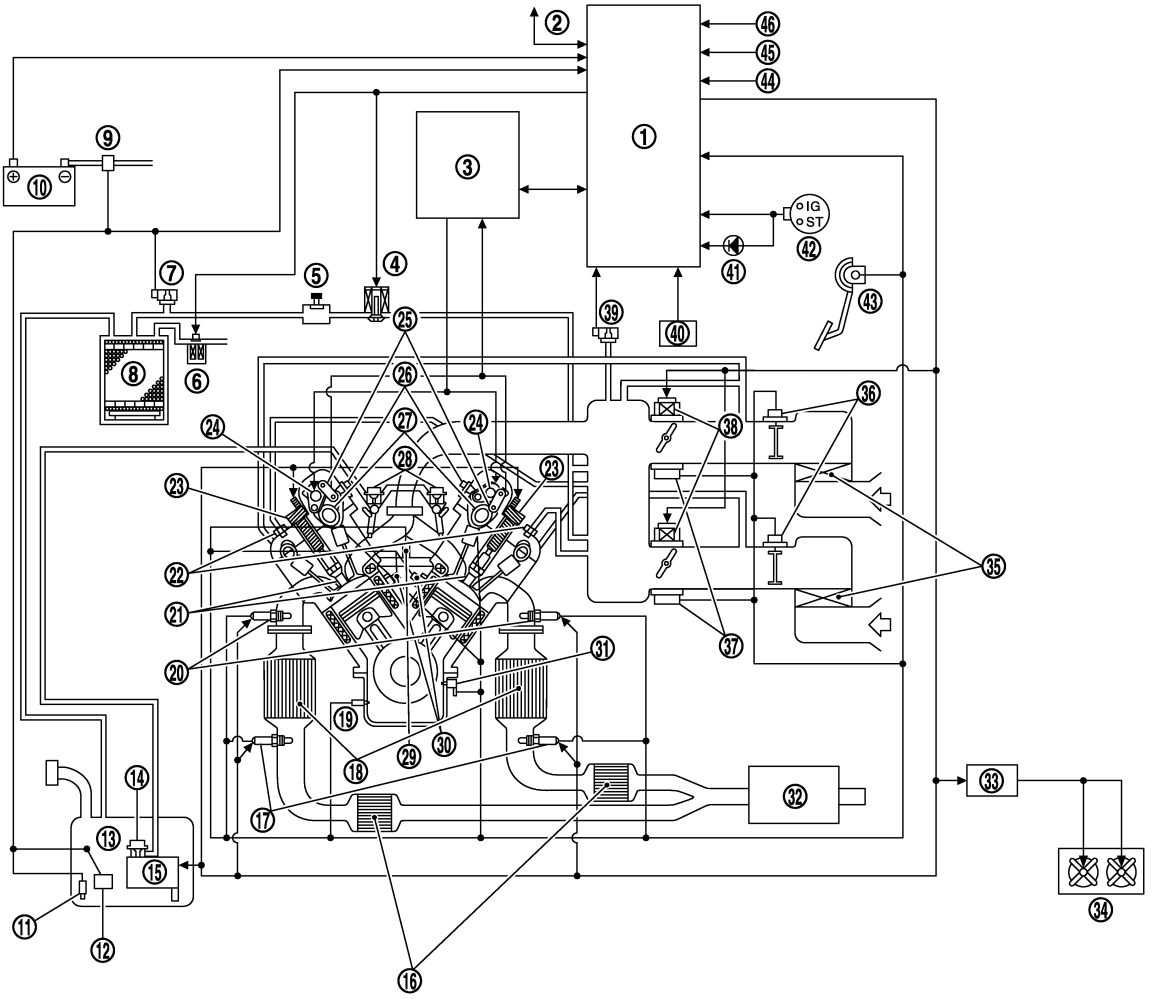
>> END

# SYSTEM DESCRIPTION

## ENGINE CONTROL SYSTEM

### System Diagram

INFOID:0000000004476519




JMBIA2007ZZ

1. ECM
2. Can communication
3. VVEL control module
4. EVAP canister purge volume control solenoid valve
5. EVAP service port
6. EVAP canister vent control valve
7. EVAP control system pressure sensor
8. EVAP canister
9. Battery current sensor
10. Battery
11. Fuel tank temperature sensor
12. Fuel level sensor
13. Fuel tank
14. Fuel pressure regulator
15. Fuel pump
16. Three way catalyst 2
17. Heated oxygen sensor 2
18. Three way catalyst 1
19. Engine oil temperature sensor
20. A/F sensor 1
21. Spark plug
22. PCV valve
23. Ignition coil (with power transistor)
24. VVEL actuator motor

25. VVEL control shaft position sensor
26. Intake valve timing control solenoid valve
27. Camshaft position sensor (PHASE)
28. Fuel damper
29. Engine coolant temperature sensor
30. Knock sensor
31. Crankshaft position sensor (POS)
32. Muffler
33. Cooling fan control module
34. Cooling fan
35. Air cleaner
36. Mass air flow sensor (with intake air temperature sensor)
37. Electric throttle control actuator
38. Throttle position sensor
39. Manifold absolute pressure (MAP) sensor
40. Brake booster pressure sensor
41. MIL
42. Ignition switch
43. Accelerator pedal position sensor
44. Power steering pressure sensor
45. Refrigerant pressure sensor
46. PNP signal

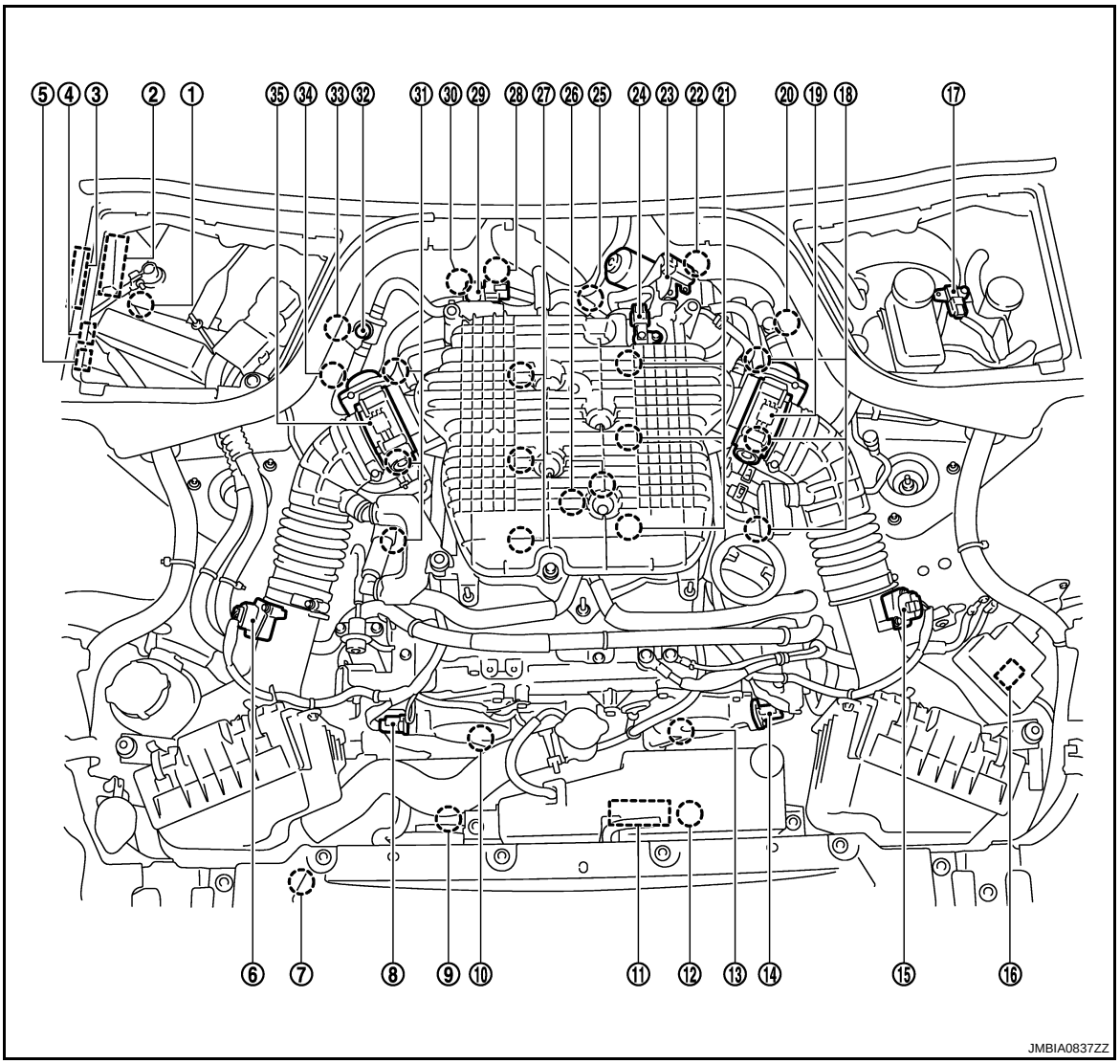
## System Description

INFOID:0000000004476520

ECM performs various controls such as fuel injection control and ignition timing control.

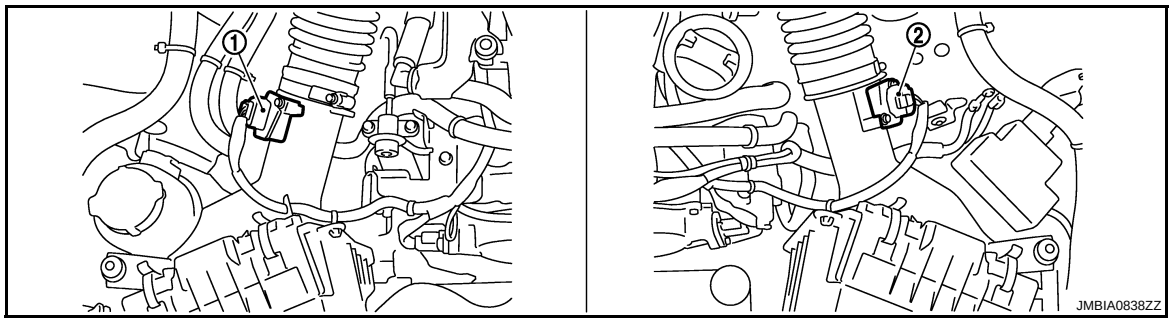
## Component Parts Location

INFOID:0000000004476521

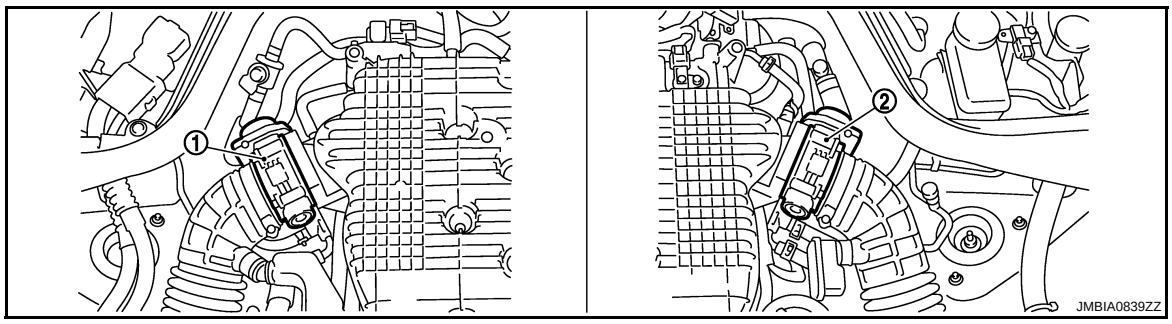



1. Battery current sensor
2. IPDM E/R
3. VVEL control module
4. Cooling fan relay
5. VVEL actuator motor relay
6. Mass air flow sensor (with intake air temperature sensor) (bank 1)

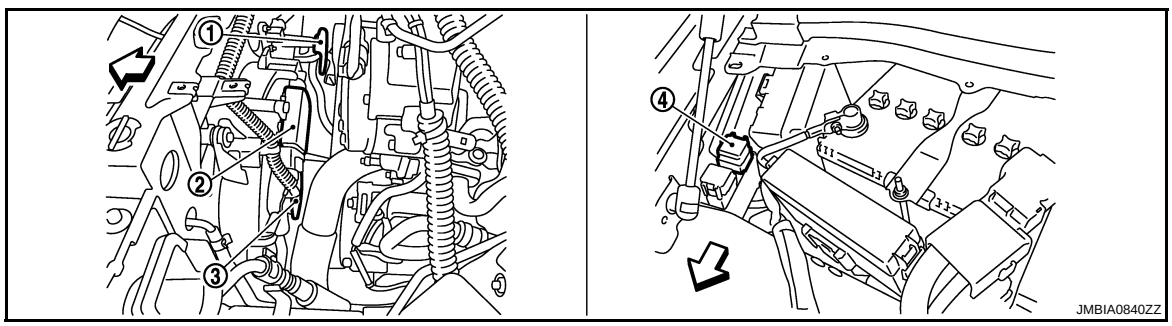
7. Refrigerant pressure sensor
8. Camshaft position sensor (PHASE) (bank 1)
9. Cooling fan motor-2
10. Intake valve timing control solenoid valve (bank 1)
11. Cooling fan control module
12. Cooling fan motor-1
13. Intake valve timing control solenoid valve (bank 2)
14. Camshaft position sensor (PHASE) (bank 2)
15. Mass air flow sensor (with intake air temperature sensor) (bank 2)
16. ICC brake hold relay (ICC models)
17. Brake booster pressure sensor
18. Ignition coil (with power transistor) and spark plug (bank 2)
19. Electric throttle control actuator (bank 2)
20. A/F sensor 1 (bank 2)
21. Fuel injector (bank 2)
22. VVEL control shaft position sensor (bank 2)
23. VVEL actuator motor (bank 2)
24. Manifold absolute pressure (MAP) sensor
25. Engine coolant temperature sensor
26. Knock sensor
27. Fuel injector (bank 1)
28. VVEL actuator motor (bank 1)
29. EVAP canister purge volume control solenoid valve
30. VVEL control shaft position sensor (bank 1)
31. Ignition coil (with power transistor) and spark plug (bank 1)
32. EVAP service port
33. A/F sensor 1 (bank 1)
34. Crankshaft position sensor (POS)
35. Electric throttle control actuator (bank 1)




1. Mass air flow sensor (with intake air temperature sensor) (bank 1)
2. Mass air flow sensor (with intake air temperature sensor) (bank 2)

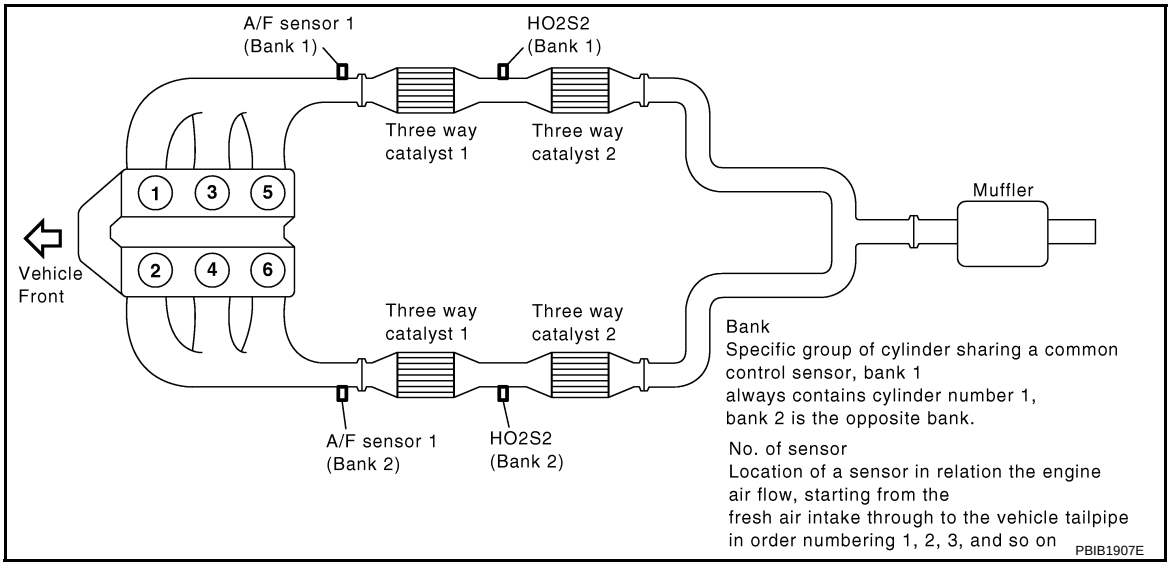


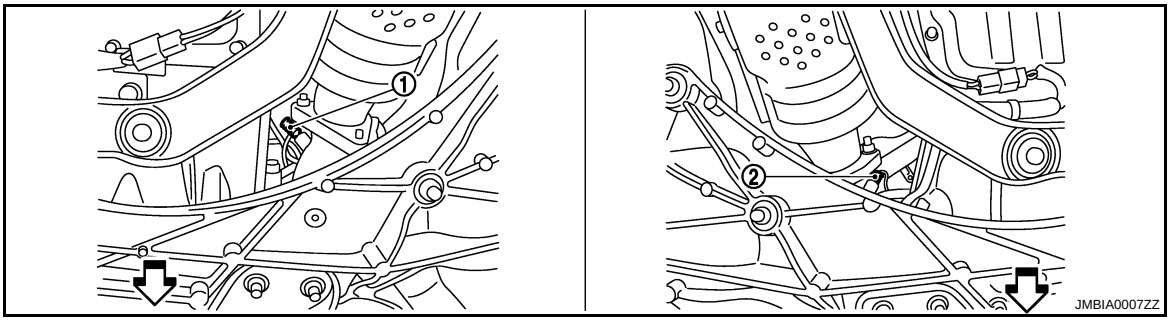

1. Electric throttle control actuator (bank 1)
2. Electric throttle control actuator (bank 2)



⇦ : Vehicle front

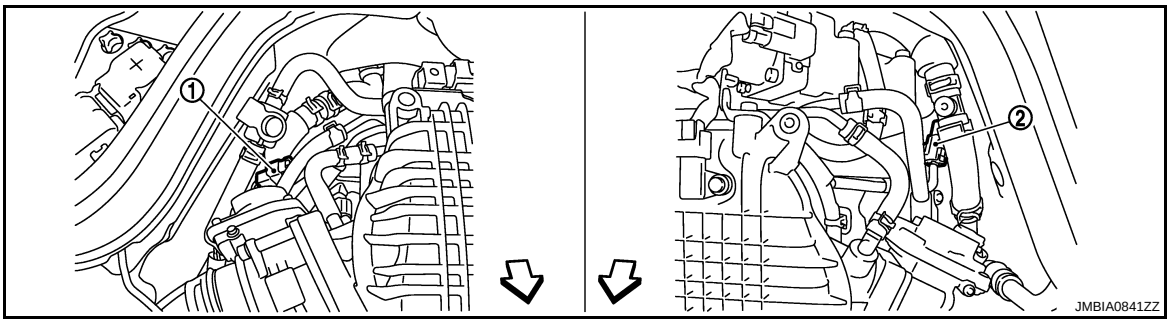
1. Cooling fan motor-2
2. Cooling fan control module
3. Cooling fan motor-1
4. Cooling fan relay



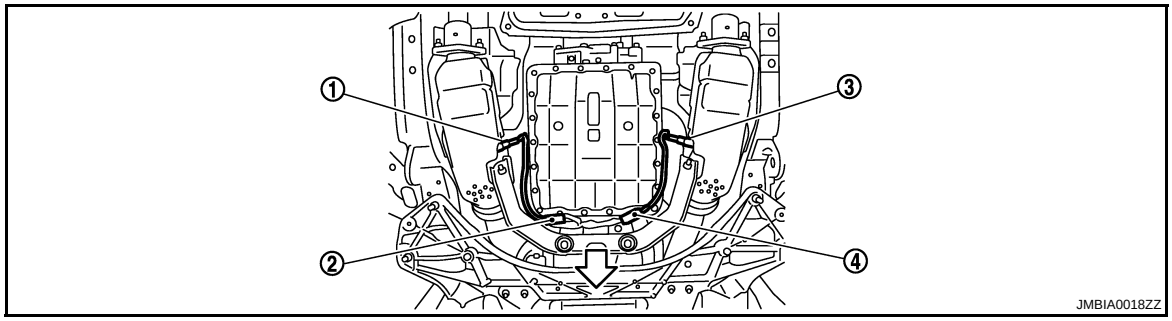

⇦ : Vehicle front

1. A/F sensor 1 (bank 1)
2. A/F sensor 1 (bank 2)



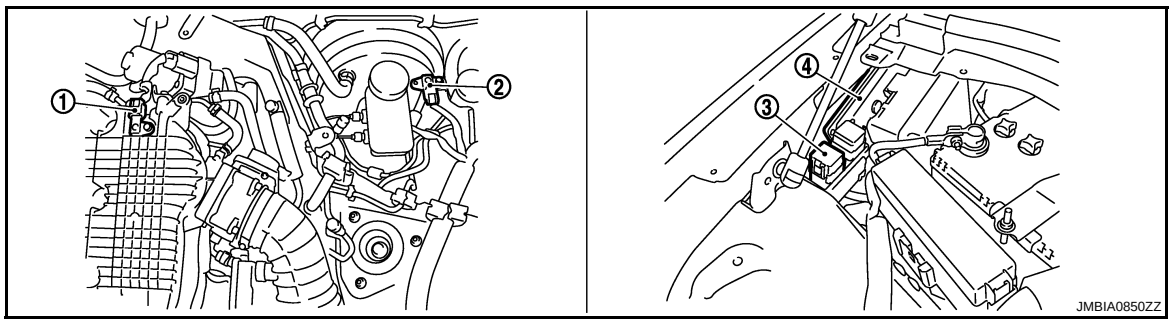

⇦ : Vehicle front

1. A/F sensor 1 (bank 1) harness connector
2. A/F sensor 1 (bank 2) harness connector

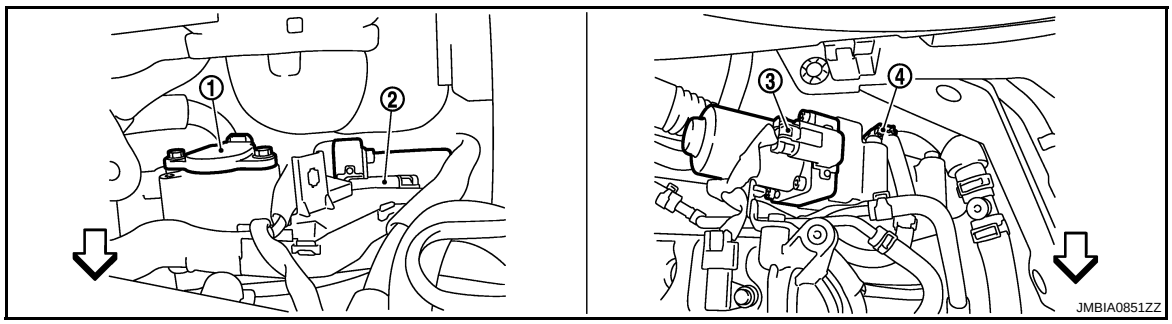



⇦ : Vehicle front

1. Heated oxygen sensor 2 (bank 2)
2. Heated oxygen sensor 2 (bank 2) harness connector
3. Heated oxygen sensor 2 (bank 1)
4. Heated oxygen sensor 2 (bank 1) harness connector

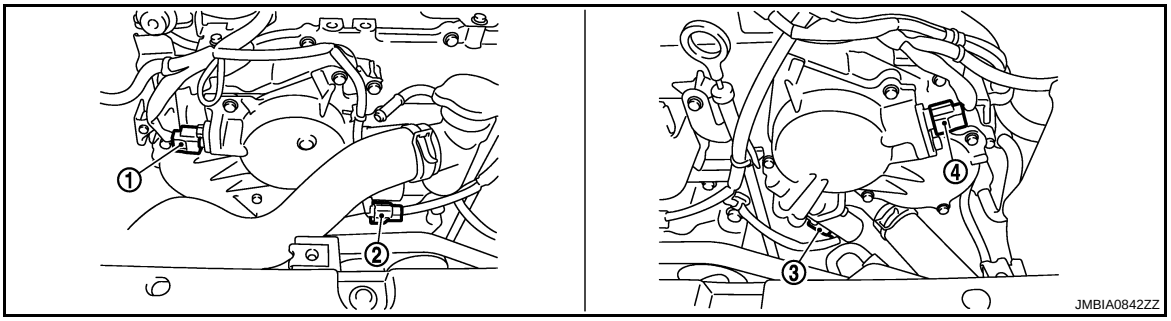



1. Manifold absolute pressure (MAP) sensor
2. Brake booster pressure sensor
3. VVEL actuator motor relay
4. VVEL control module

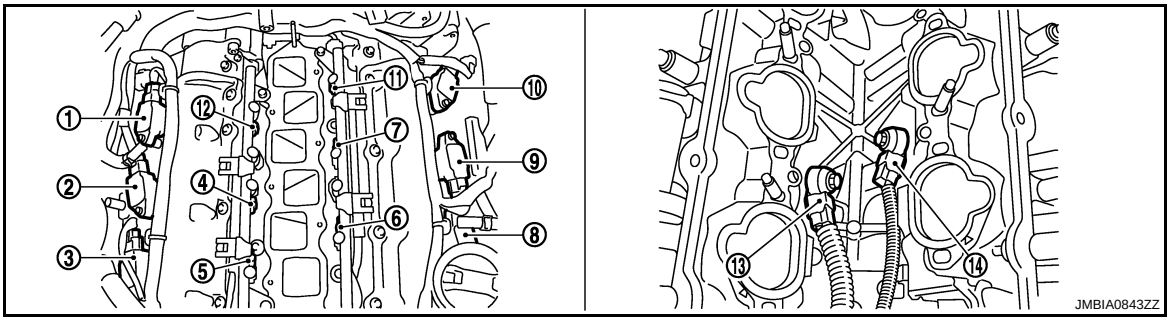



⇦ : Vehicle front

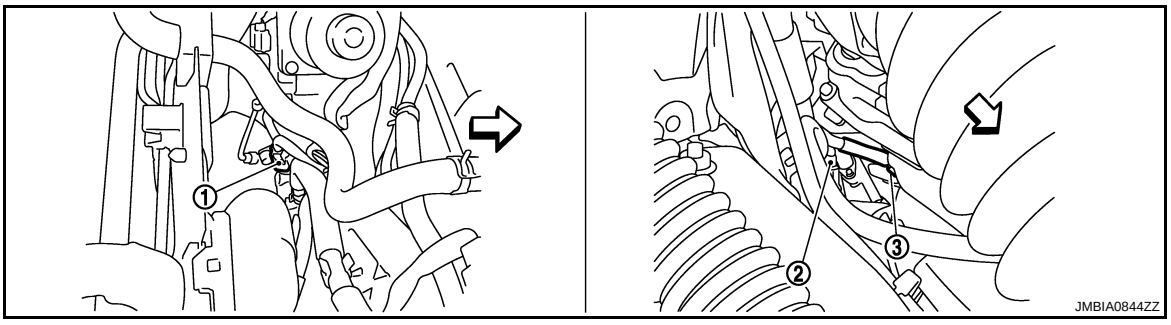
1. VVEL control shaft position sensor (bank 1)
2. VVEL actuator motor (bank 1)
3. VVEL actuator motor (bank 2)
4. VVEL control shaft position sensor (bank 2)




1. Camshaft position sensor (PHASE) (bank 1)
2. Intake valve timing control solenoid valve (bank 1) harness connector
3. Intake valve timing control solenoid valve (bank 2) harness connector
4. Camshaft position sensor (PHASE) (bank 2)

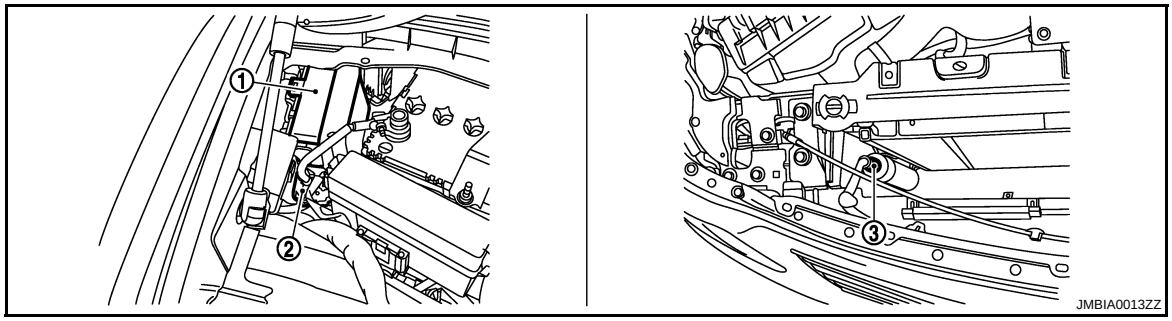



1. Ignition coil No.5 (with power transistor)
2. Ignition coil No.3 (with power transistor)
3. Ignition coil No.1 (with power transistor)
4. Fuel injector No.3
5. Fuel injector No.1
6. Fuel injector No.2
7. Fuel injector No.4
8. Ignition coil No.2 (with power transistor)
9. Ignition coil No.4 (with power transistor)
10. Ignition coil No.6 (with power transistor)
11. Fuel injector No.6
12. Fuel injector No.5
13. Knock sensor (bank 1)
14. Knock sensor (bank 2)

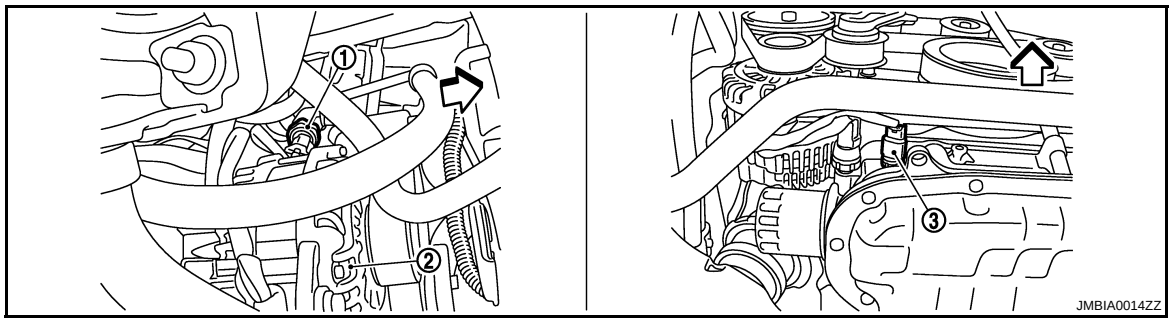



⇦: Vehicle front

1. Engine coolant temperature sensor
2. A/F sensor 1 (bank 1)
3. Crankshaft position sensor (POS)

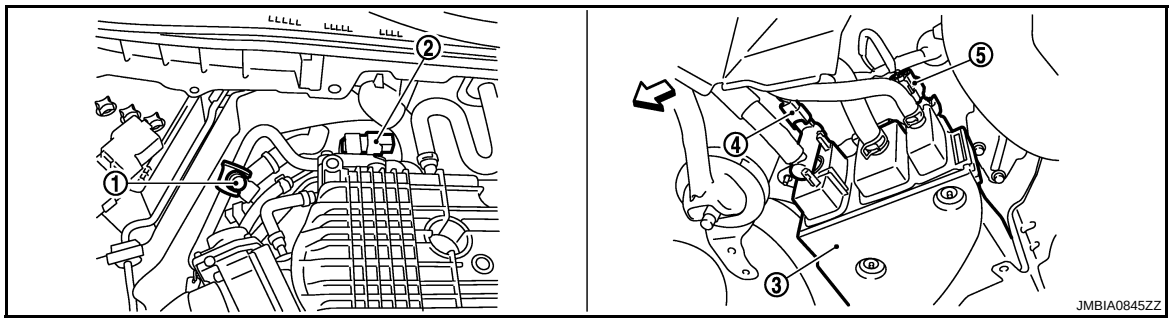



1. IPDM E/R
2. Battery current sensor
3. Refrigerant pressure sensor



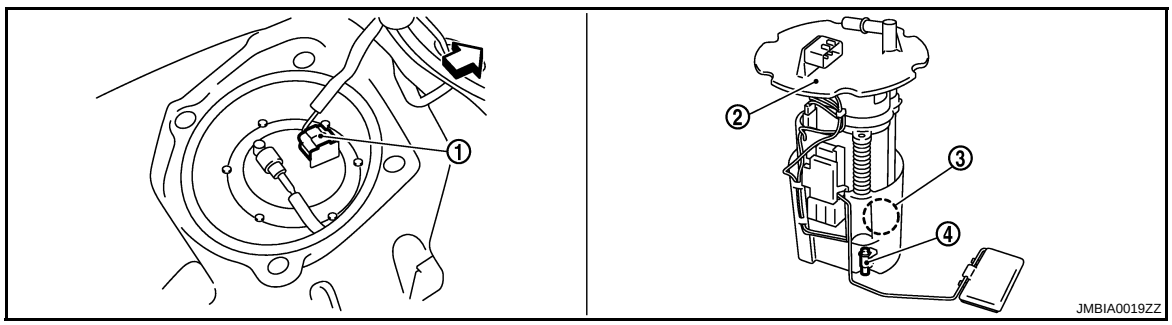

⇦ : Vehicle front

1. Power steering pressure sensor
2. Alternator
3. Engine oil temperature sensor



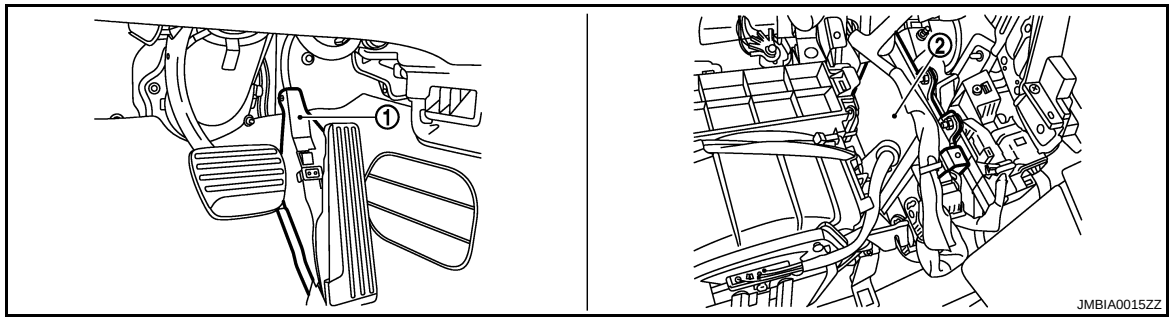

⇦ : Vehicle front

1. EVAP service port
2. EVAP canister purge volume control solenoid valve
3. EVAP canister
4. EVAP canister vent control valve
5. EVAP control system pressure sensor

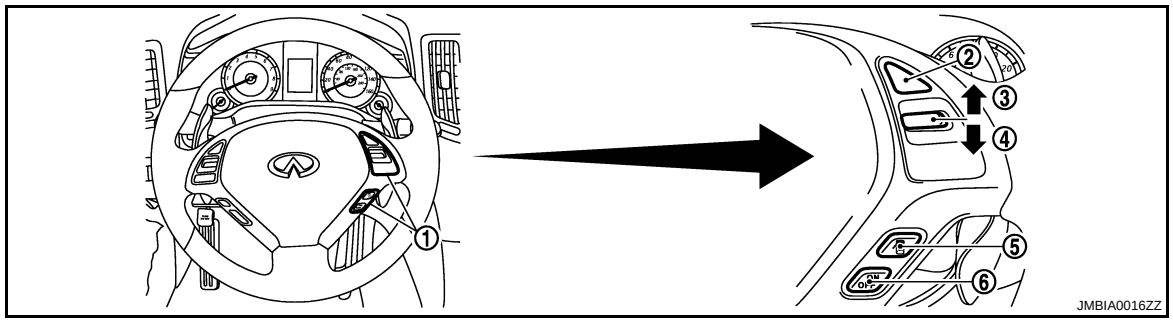


⇦ : Vehicle front

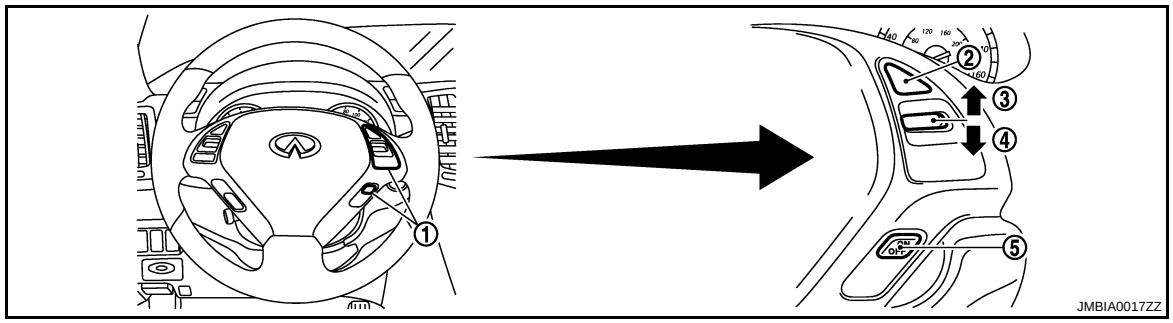
1. Fuel level sensor unit and fuel pump harness connector
2. Fuel level sensor unit and fuel pump
3. Fuel pressure regulator
4. Fuel tank temperature sensor



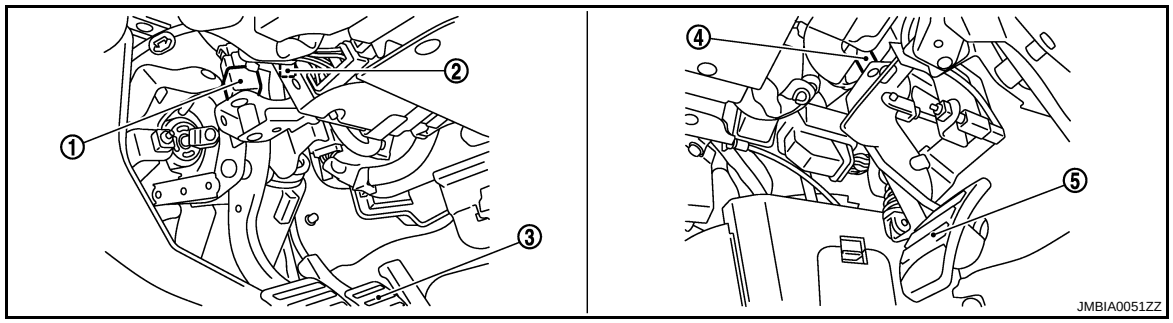

1. Accelerator pedal position sensor
2. ECM



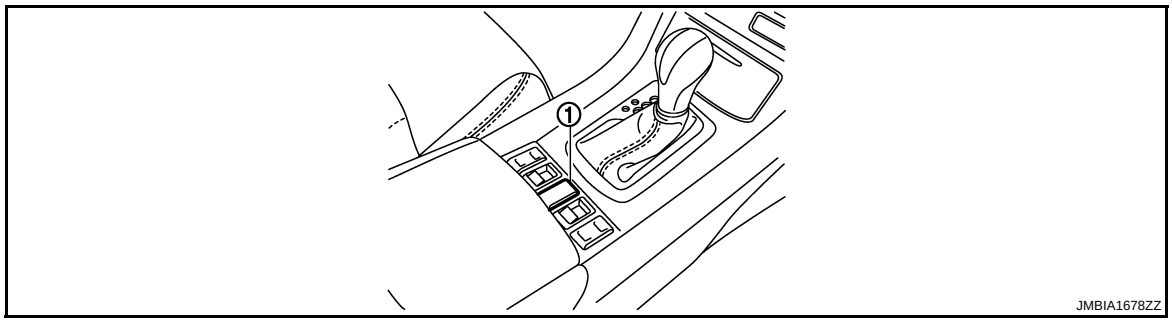

1. ICC steering switch
2. CANCEL switch
3. RESUME/ACCELERATE switch
4. SET/COAST switch
5. DISTANCE switch
6. MAIN switch




1. ASCD steering switch
2. CANCEL switch
3. RESUME/ACCELERATE switch
4. SET/COAST switch
5. MAIN switch



1. Stop lamp switch
2. ASCD brake switch (ASCD models) ICC brake switch (ICC models)
3. Brake pedal
4. ASCD clutch switch (ASCD models) ICC clutch switch (ICC models)
5. Clutch pedal




1. Snow mode switch

## Component Description

INFOID:0000000004476522

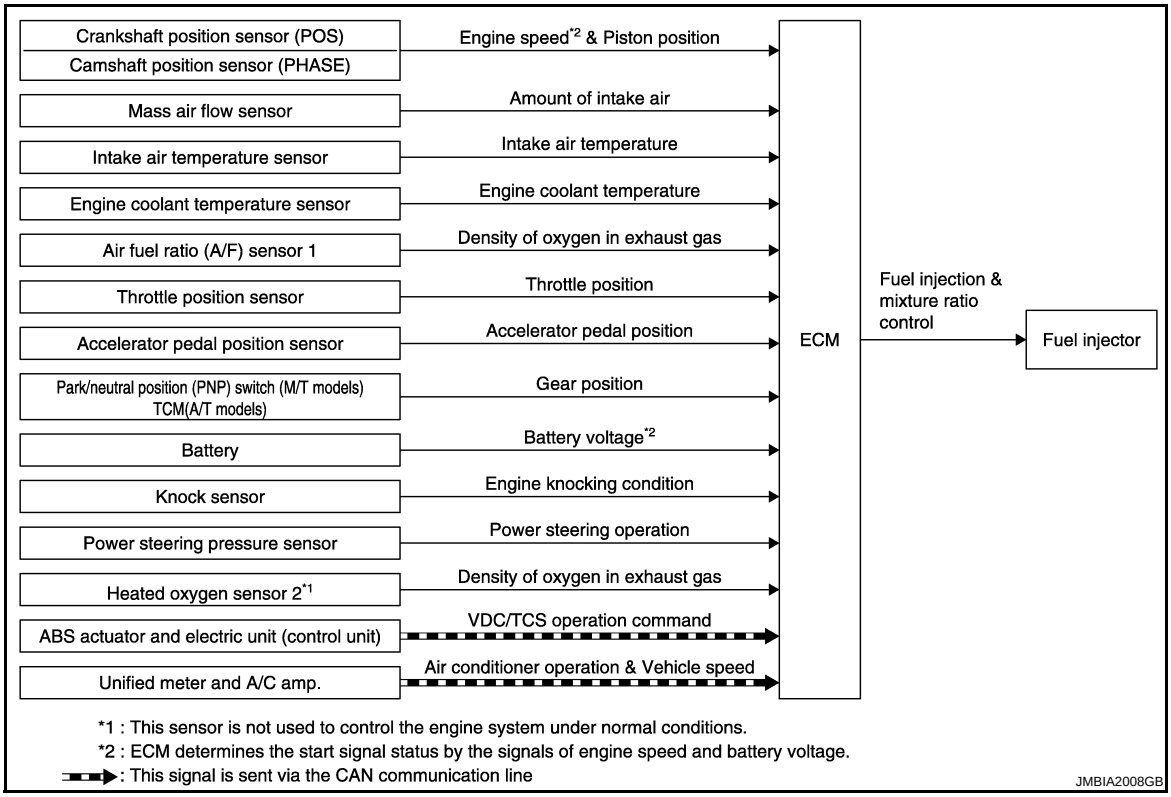
| Component | Reference |
|---|---|
| A/F sensor 1 | EC-205, "Description" |
| A/F sensor 1 heater | EC-159, "Description" |
| Accelerator pedal position sensor | EC-467, "Description" |
| ASCD brake switch | EC-438, "Description" |
| ASCD steering switch | EC-431, "Description" |
| Battery current sensor | EC-418, "Description" |
| Brake booster pressure sensor | EC-358, "Description" |
| Camshaft position sensor (PHASE) | EC-277, "Description" |
| Cooling fan control module | EC-490, "Description" |
| Cooling fan motor | EC-490, "Description" |
| Crankshaft position sensor (POS) | EC-273, "Description" |
| Electric throttle control actuator | EC-409, "Description" |
| Engine coolant temperature sensor | EC-189, "Description" |
| Engine oil temperature sensor | EC-257, "Description" |
| EVAP canister purge volume control solenoid valve | EC-297, "Description" |
| EVAP canister vent control valve | EC-305, "Description" |
| EVAP control system pressure sensor | EC-313, "Description" |
| Fuel injector | EC-496, "Description" |
| Fuel level sensor | EC-340, "Description" |
| Fuel pump | EC-499, "Description" |
| Fuel tank temperature sensor | EC-251, "Description" |
| Heated oxygen sensor 2 | EC-220, "Description" |
| Heated oxygen sensor 2 heater | EC-162, "Description" |
| ICC brake switch | EC-445, "Description" |
| ICC steering switch | EC-434, "Description" |
| Ignition signal | EC-507, "Description" |
| Intake air temperature sensor | EC-186, "Description" |
| Intake valve timing control solenoid valve | EC-165, "Description" |

| Component | Reference |
|---|---|
| Knock sensor | EC-270, "Description" |
| Manifold absolute pressure (MAP) sensor | EC-182, "Description" |
| Mass air flow sensor | EC-176, "Description" |
| PCV valve | EC-518, "Description" |
| Power steering pressure sensor | EC-355, "Description" |
| Refrigerant pressure sensor | EC-520, "Description" |
| Stop lamp switch | EC-464, "Description" |
| Throttle control motor | EC-406, "Description" |
| Throttle control motor relay | EC-414, "Description" |
| Throttle position sensor | EC-260, "Description" |
| VVEL actuator motor | EC-384, "Description" |
| VVEL actuator motor relay | EC-388, "Description" |
| VVEL control module | EC-457, "Description" |
| VVEL control shaft position sensor | EC-380, "Description" |

# MULTIPORT FUEL INJECTION SYSTEM

## System Diagram

INFOID:0000000004476523




## System Description

INFOID:0000000004476524

### INPUT/OUTPUT SIGNAL CHART

| Sensor | Input Signal to ECM | ECM function | Actuator |
|---|---|---|---|
| Crankshaft position sensor (POS) | Engine speed*3<br>Piston position | Fuel injection & mixture ratio control | Fuel injector |
| Camshaft position sensor (PHASE) | | | |
| Mass air flow sensor | Amount of intake air | | |
| Intake air temperature sensor | Intake air temperature | | |
| Engine coolant temperature sensor | Engine coolant temperature | | |
| Air fuel ratio (A/F) sensor 1 | Density of oxygen in exhaust gas | | |
| Throttle position sensor | Throttle position | | |
| Accelerator pedal position sensor | Accelerator pedal position | | |
| Park/neutral position (PNP) switch (M/T models)<br>TCM (A/T models) | Gear position | | |
| Battery | Battery voltage*3 | | |
| Knock sensor | Engine knocking condition | | |
| Power steering pressure sensor | Power steering operation | | |
| Heated oxygen sensor 2*1 | Density of oxygen in exhaust gas | | |
| ABS actuator and electric unit (control unit)*2 | VDC/TCS operation command | | |
| Unified meter and A/C amp. | Air conditioner operation*2 | | |
| | Vehicle speed*2 | | |

*1: This sensor is not used to control the engine system under normal conditions.

*2: This signal is sent to the ECM via the CAN communication line.

*3: ECM determines the start signal status by the signals of engine speed and battery voltage.

## SYSTEM DESCRIPTION

The amount of fuel injected from the fuel injector is determined by the ECM. The ECM controls the length of time the valve remains open (injection pulse duration). The amount of fuel injected is a program value in the ECM memory. The program value is preset by engine operating conditions. These conditions are determined by input signals (for engine speed and intake air) from the crankshaft position sensor (POS), camshaft position sensor (PHASE) and the mass air flow sensor.

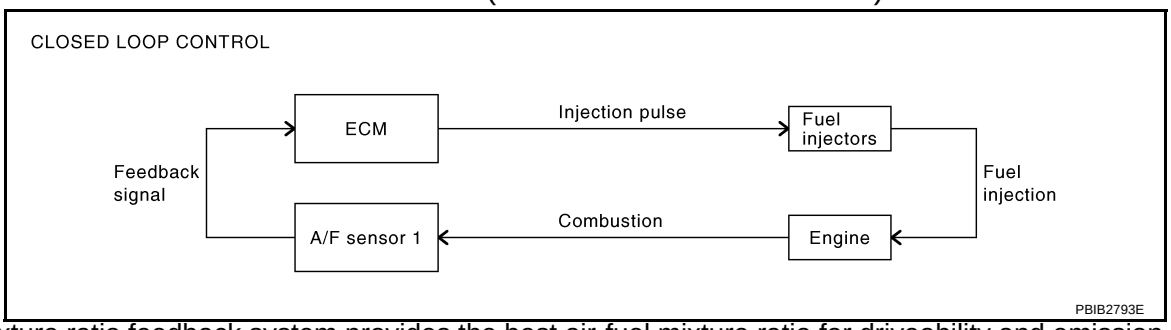
### VARIOUS FUEL INJECTION INCREASE/DECREASE COMPENSATION

In addition, the amount of fuel injected is compensated to improve engine performance under various operating conditions as listed below.

<Fuel increase>
- During warm-up
- When starting the engine
- During acceleration
- Hot-engine operation
- When selector lever is changed from N to D (A/T models)
- High-load, high-speed operation

<Fuel decrease>
- During deceleration
- During high engine speed operation

### MIXTURE RATIO FEEDBACK CONTROL (CLOSED LOOP CONTROL)




The mixture ratio feedback system provides the best air-fuel mixture ratio for driveability and emission control. The three way catalyst 1 can better reduce CO, HC and NOx emissions. This system uses A/F sensor 1 in the exhaust manifold to monitor whether the engine operation is rich or lean. The ECM adjusts the injection pulse width according to the sensor voltage signal. For more information about A/F sensor 1, refer to EC-205, "Description". This maintains the mixture ratio within the range of stoichiometric (ideal air-fuel mixture).
This stage is referred to as the closed loop control condition.
Heated oxygen sensor 2 is located downstream of the three way catalyst 1. Even if the switching characteristics of A/F sensor 1 shift, the air-fuel ratio is controlled to stoichiometric by the signal from heated oxygen sensor 2.

- Open Loop Control
  The open loop system condition refers to when the ECM detects any of the following conditions. Feedback control stops in order to maintain stabilized fuel combustion.

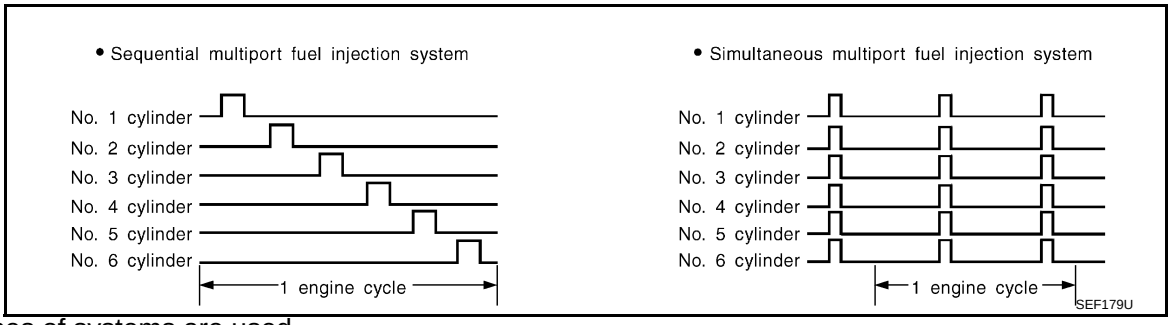
- Deceleration and acceleration
- High-load, high-speed operation
- Malfunction of A/F sensor 1 or its circuit
- Insufficient activation of A/F sensor 1 at low engine coolant temperature
- High engine coolant temperature
- During warm-up
- After shifting from N to D (A/T models)
- When starting the engine

### MIXTURE RATIO SELF-LEARNING CONTROL

The mixture ratio feedback control system monitors the mixture ratio signal transmitted from A/F sensor 1. This feedback signal is then sent to the ECM. The ECM controls the basic mixture ratio as close to the theoretical mixture ratio as possible. However, the basic mixture ratio is not necessarily controlled as originally

designed. Both manufacturing differences (i.e., mass air flow sensor hot wire) and characteristic changes during operation (i.e., fuel injector clogging) directly affect mixture ratio.
Accordingly, the difference between the basic and theoretical mixture ratios is monitored in this system. This is then computed in terms of “injection pulse duration” to automatically compensate for the difference between the two ratios.
“Fuel trim” refers to the feedback compensation value compared against the basic injection duration. Fuel trim includes short-term fuel trim and long-term fuel trim.
“Short-term fuel trim” is the short-term fuel compensation used to maintain the mixture ratio at its theoretical value. The signal from A/F sensor 1 indicates whether the mixture ratio is RICH or LEAN compared to the theoretical value. The signal then triggers a reduction in fuel volume if the mixture ratio is rich, and an increase in fuel volume if it is lean.
“Long-term fuel trim” is overall fuel compensation carried out over time to compensate for continual deviation of the short-term fuel trim from the central value. Continual deviation will occur due to individual engine differences, wear over time and changes in the usage environment.

## FUEL INJECTION TIMING




Two types of systems are used.

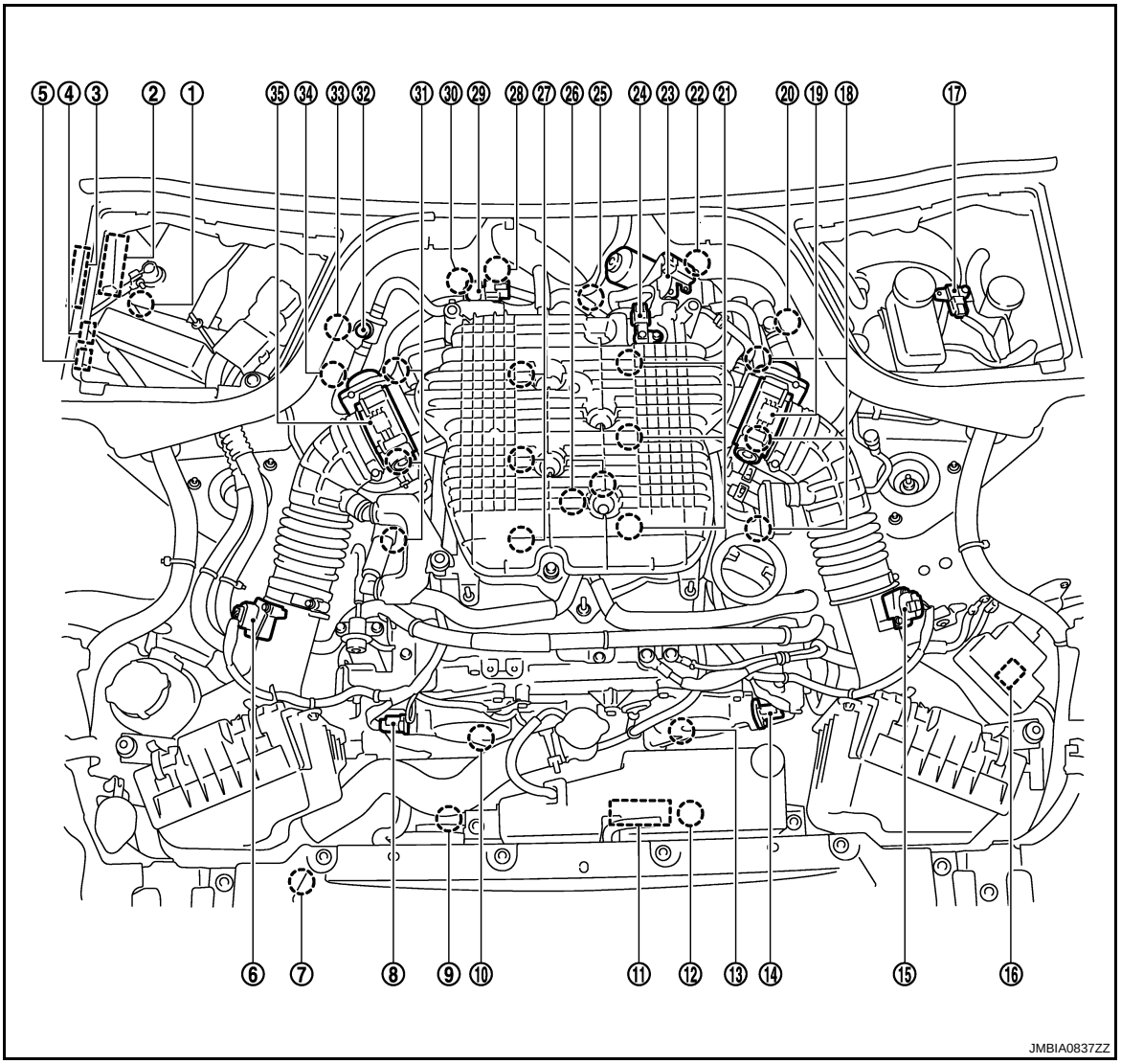
- Sequential Multiport Fuel Injection System
  Fuel is injected into each cylinder during each engine cycle according to the firing order. This system is used when the engine is running.
- Simultaneous Multiport Fuel Injection System
  Fuel is injected simultaneously into all six cylinders twice each engine cycle. In other words, pulse signals of the same width are simultaneously transmitted from the ECM.
  The six injectors will then receive the signals two times for each engine cycle.
  This system is used when the engine is being started and/or if the fail-safe system (CPU) is operating.

## FUEL SHUT-OFF

Fuel to each cylinder is cut off during deceleration, operation of the engine at excessively high speeds or operation of the vehicle at excessively high speeds.

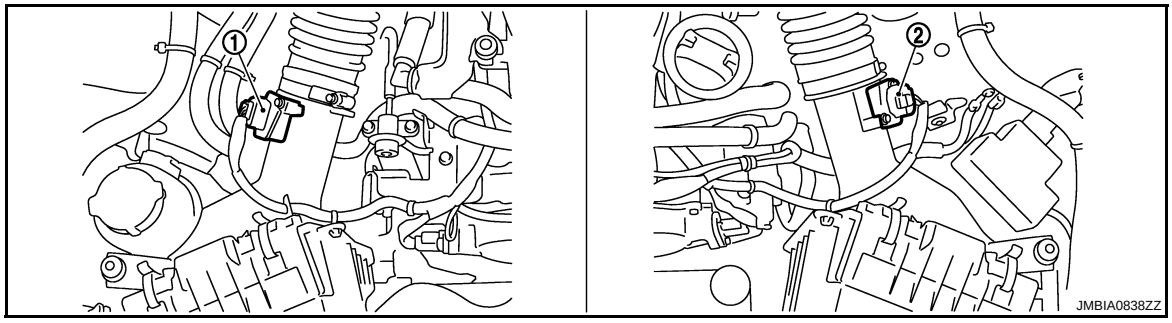
## Component Parts Location

INFOID:0000000004704632

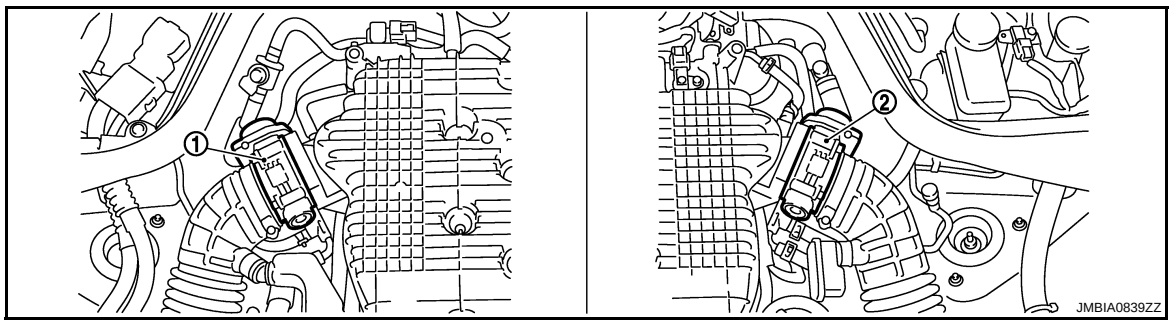



1. Battery current sensor
2. IPDM E/R
3. VVEL control module
4. Cooling fan relay
5. VVEL actuator motor relay
6. Mass air flow sensor (with intake air temperature sensor) (bank 1)
7. Refrigerant pressure sensor
8. Camshaft position sensor (PHASE) (bank 1)
9. Cooling fan motor-2
10. Intake valve timing control solenoid valve (bank 1)
11. Cooling fan control module
12. Cooling fan motor-1
13. Intake valve timing control solenoid valve (bank 2)
14. Camshaft position sensor (PHASE) (bank 2)
15. Mass air flow sensor (with intake air temperature sensor) (bank 2)
16. ICC brake hold relay (ICC models)
17. Brake booster pressure sensor
18. Ignition coil (with power transistor) and spark plug (bank 2)
19. Electric throttle control actuator (bank 2)
20. A/F sensor 1 (bank 2)
21. Fuel injector (bank 2)
22. VVEL control shaft position sensor (bank 2)
23. VVEL actuator motor (bank 2)
24. Manifold absolute pressure (MAP) sensor
25. Engine coolant temperature sensor
26. Knock sensor
27. Fuel injector (bank 1)
28. VVEL actuator motor (bank 1)
29. EVAP canister purge volume control solenoid valve
30. VVEL control shaft position sensor (bank 1)

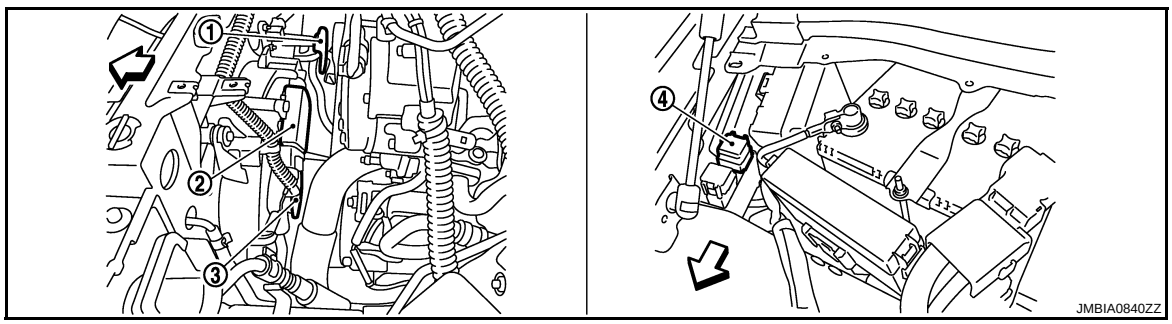
31. Ignition coil (with power transistor) and spark plug (bank 1)
32. EVAP service port
33. A/F sensor 1 (bank 1)
34. Crankshaft position sensor (POS)
35. Electric throttle control actuator (bank 1)




1. Mass air flow sensor (with intake air temperature sensor) (bank 1)
2. Mass air flow sensor (with intake air temperature sensor) (bank 2)

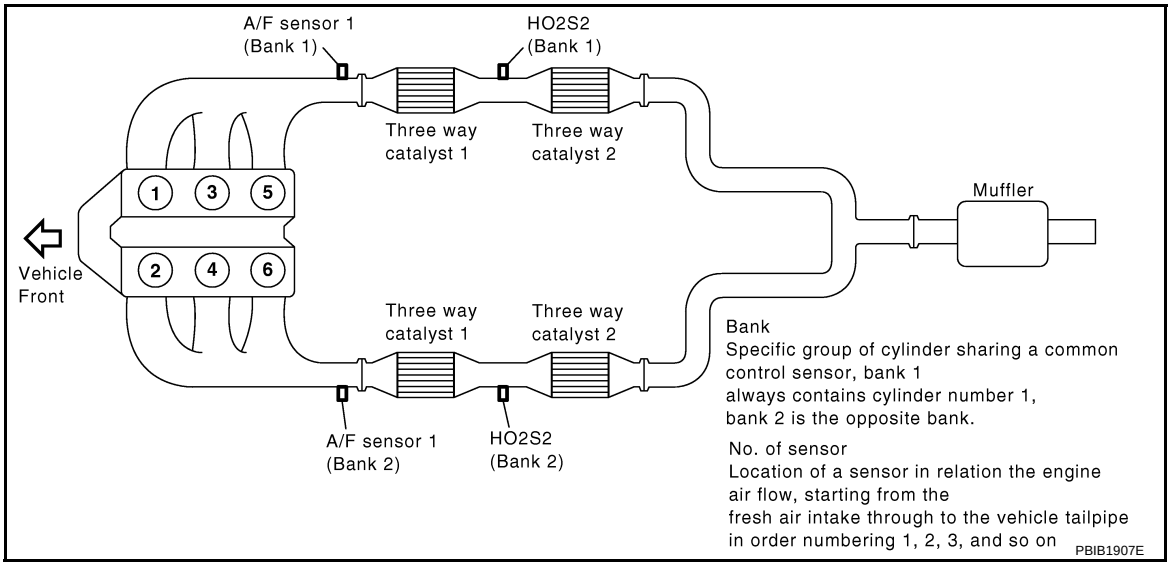


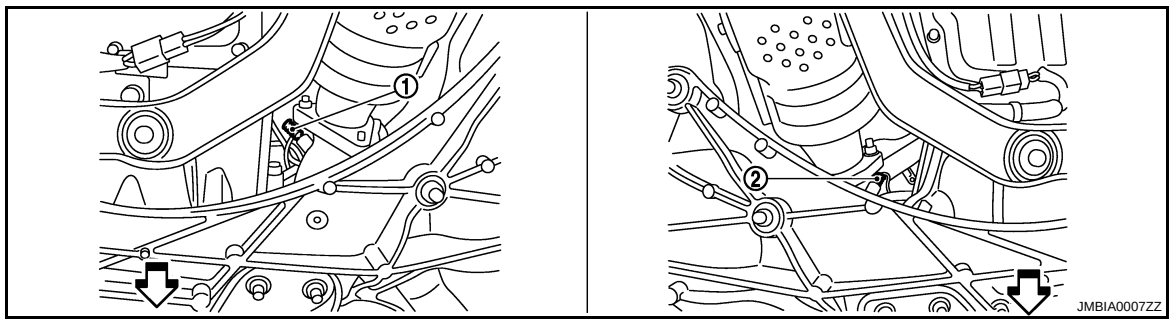

1. Electric throttle control actuator (bank 1)
2. Electric throttle control actuator (bank 2)




⇦ : Vehicle front

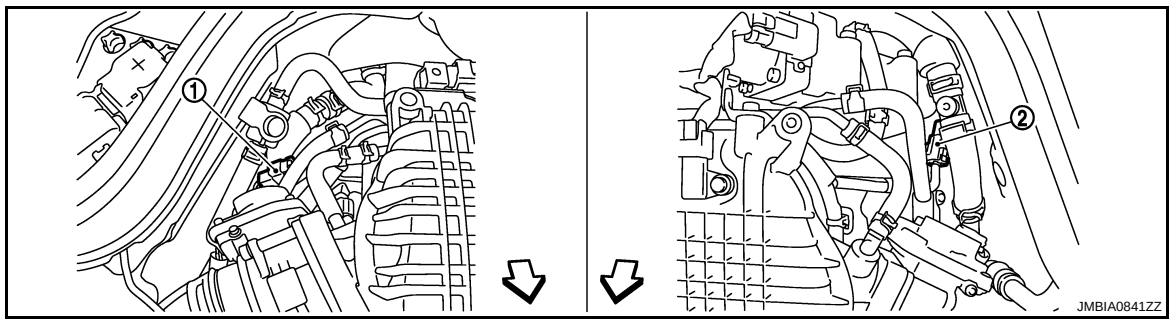
1. Cooling fan motor-2
2. Cooling fan control module
3. Cooling fan motor-1
4. Cooling fan relay



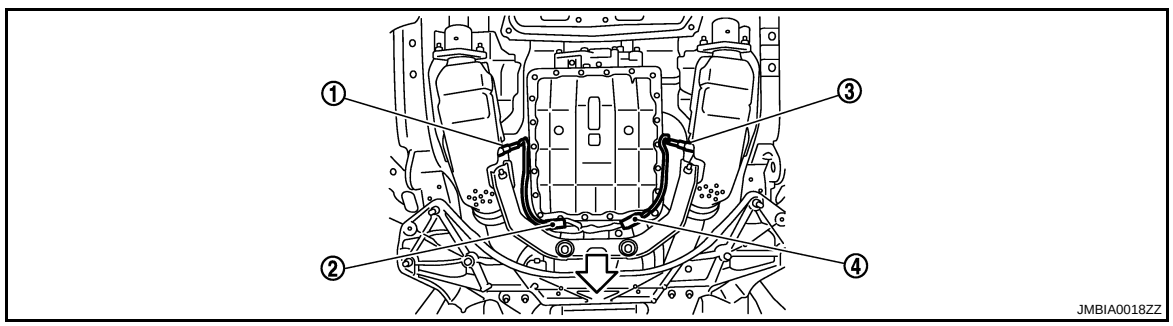

⇦ : Vehicle front

1. A/F sensor 1 (bank 1)
2. A/F sensor 1 (bank 2)



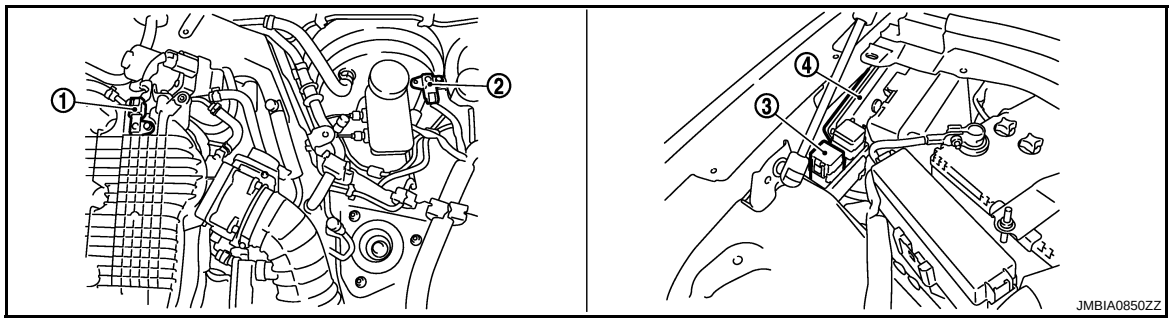

⇦ : Vehicle front

1. A/F sensor 1 (bank 1) harness connector
2. A/F sensor 1 (bank 2) harness connector

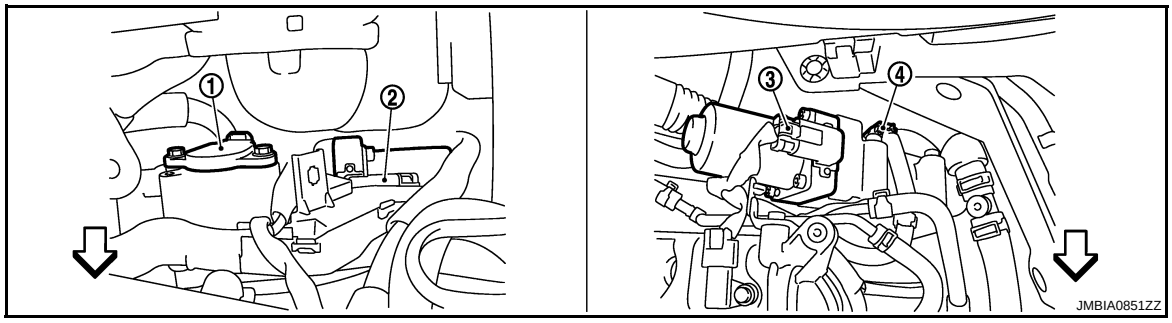


⇦ : Vehicle front

1. Heated oxygen sensor 2 (bank 2)
2. Heated oxygen sensor 2 (bank 2) harness connector
3. Heated oxygen sensor 2 (bank 1)
4. Heated oxygen sensor 2 (bank 1) harness connector

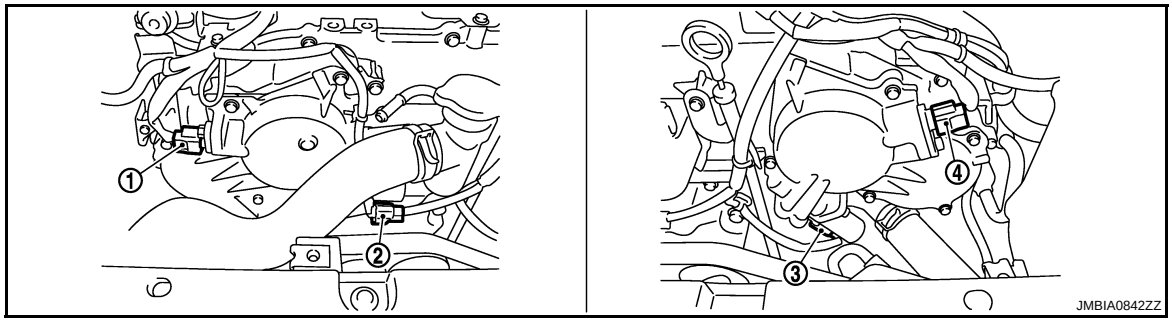



1. Manifold absolute pressure (MAP) sensor
2. Brake booster pressure sensor
3. VVEL actuator motor relay
4. VVEL control module

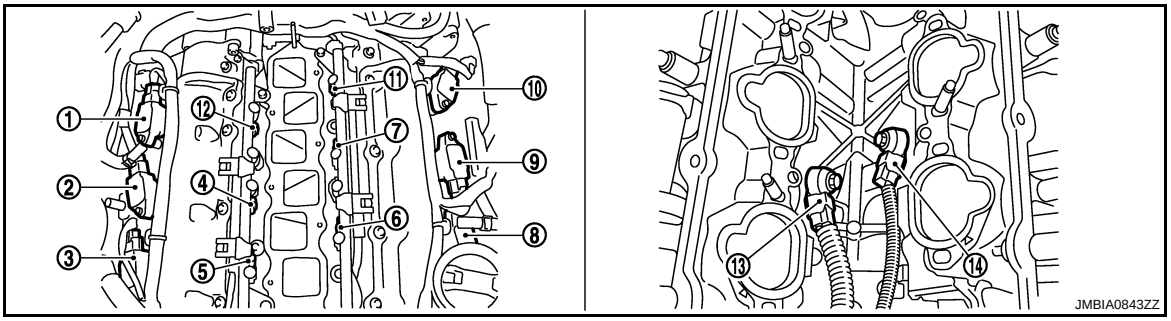



⇦ : Vehicle front

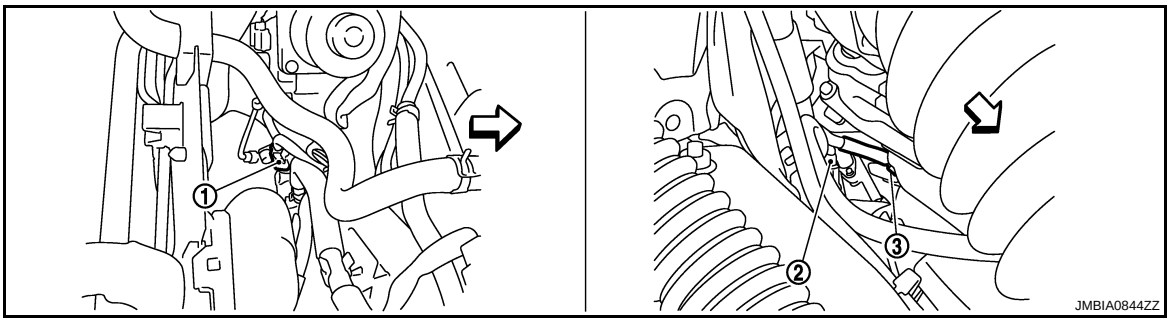
1. VVEL control shaft position sensor (bank 1)
2. VVEL actuator motor (bank 1)
3. VVEL actuator motor (bank 2)
4. VVEL control shaft position sensor (bank 2)




1. Camshaft position sensor (PHASE) (bank 1)
2. Intake valve timing control solenoid valve (bank 1) harness connector
3. Intake valve timing control solenoid valve (bank 2) harness connector
4. Camshaft position sensor (PHASE) (bank 2)

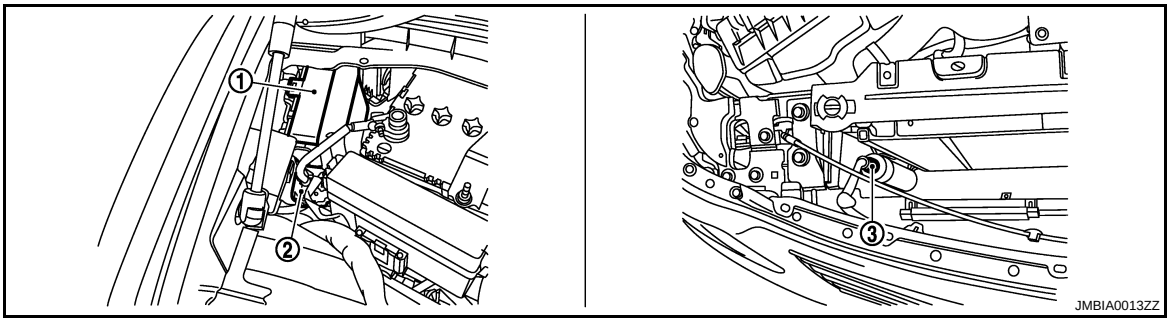



1. Ignition coil No.5 (with power transistor)
2. Ignition coil No.3 (with power transistor)
3. Ignition coil No.1 (with power transistor)
4. Fuel injector No.3
5. Fuel injector No.1
6. Fuel injector No.2
7. Fuel injector No.4
8. Ignition coil No.2 (with power transistor)
9. Ignition coil No.4 (with power transistor)
10. Ignition coil No.6 (with power transistor)
11. Fuel injector No.6
12. Fuel injector No.5
13. Knock sensor (bank 1)
14. Knock sensor (bank 2)

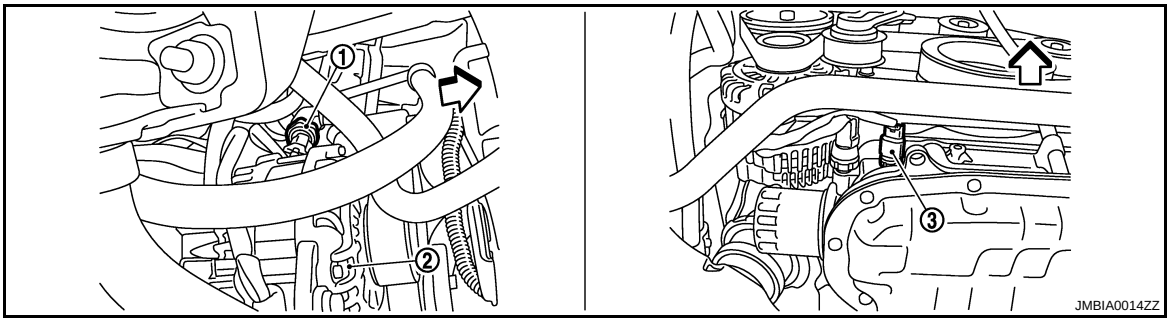



⇦: Vehicle front

1. Engine coolant temperature sensor
2. A/F sensor 1 (bank 1)
3. Crankshaft position sensor (POS)

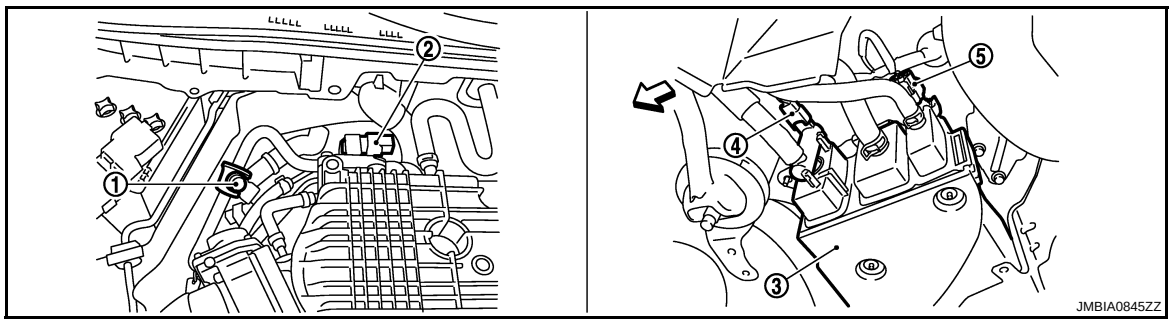



1. IPDM E/R
2. Battery current sensor
3. Refrigerant pressure sensor



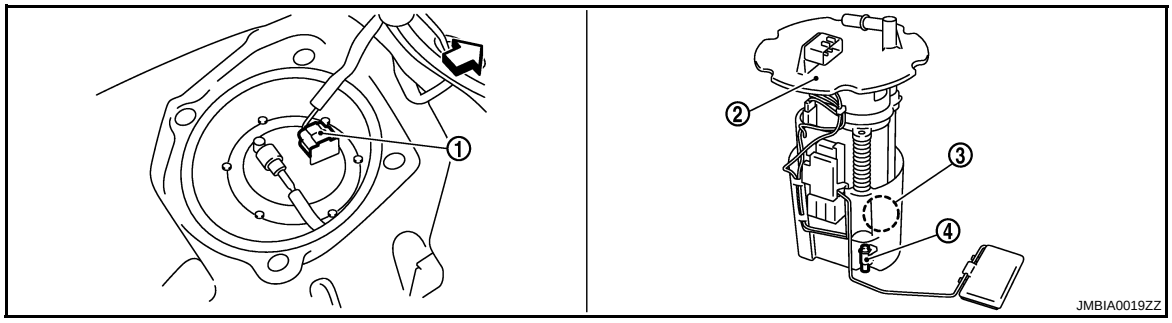
⇦ : Vehicle front

1. Power steering pressure sensor
2. Alternator
3. Engine oil temperature sensor



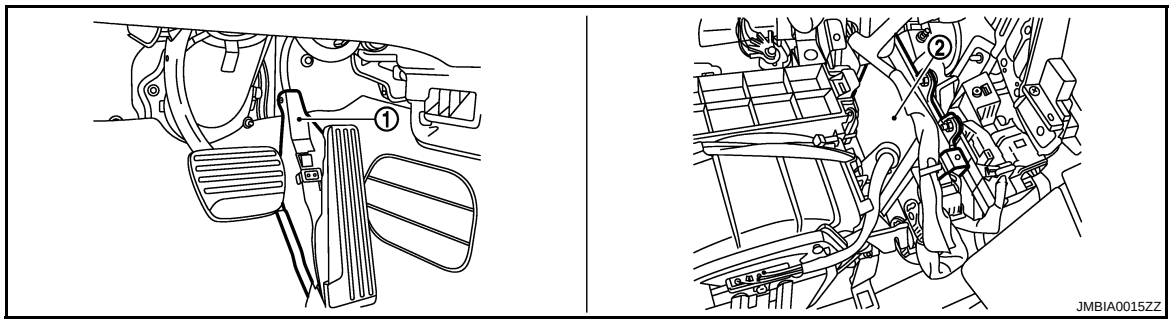

⇦ : Vehicle front

1. EVAP service port
2. EVAP canister purge volume control solenoid valve
3. EVAP canister
4. EVAP canister vent control valve
5. EVAP control system pressure sensor

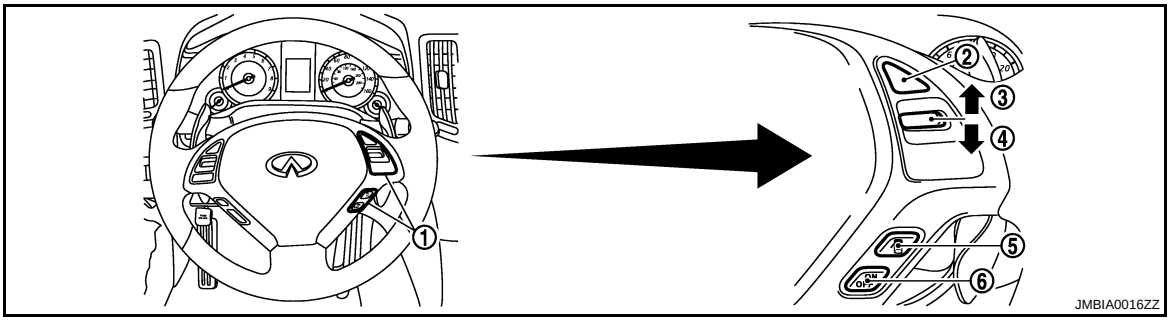



⇦ : Vehicle front

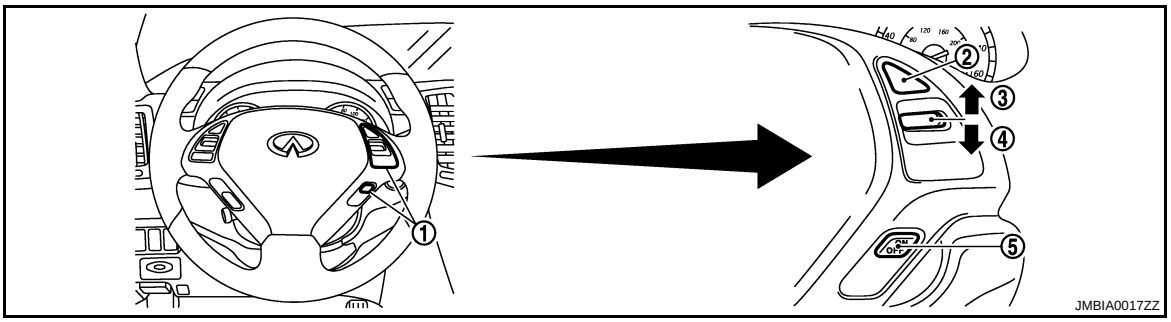
1. Fuel level sensor unit and fuel pump harness connector
2. Fuel level sensor unit and fuel pump
3. Fuel pressure regulator
4. Fuel tank temperature sensor



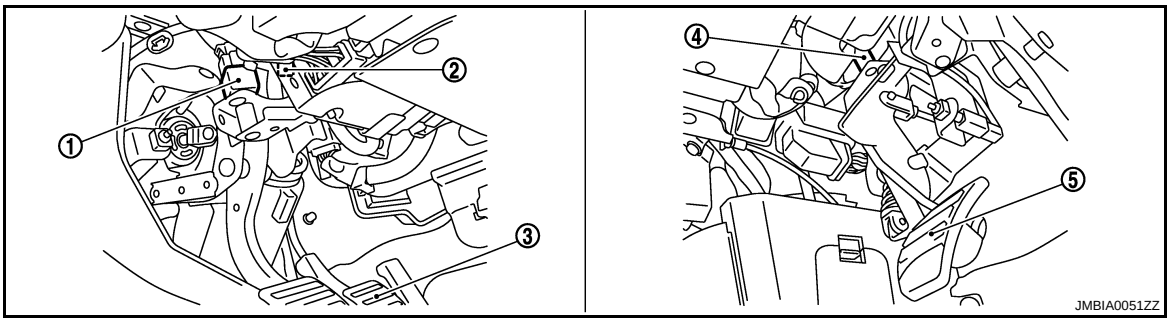

1. Accelerator pedal position sensor
2. ECM



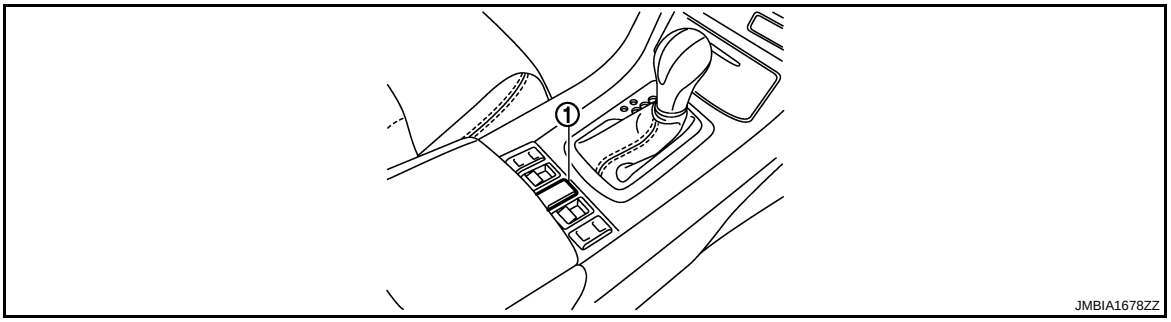

1. ICC steering switch
2. CANCEL switch
3. RESUME/ACCELERATE switch
4. SET/COAST switch
5. DISTANCE switch
6. MAIN switch




1. ASCD steering switch
2. CANCEL switch
3. RESUME/ACCELERATE switch
4. SET/COAST switch
5. MAIN switch




1. Stop lamp switch
2. ASCD brake switch (ASCD models)
   ICC brake switch (ICC models)
3. Brake pedal
4. ASCD clutch switch (ASCD models)
   ICC clutch switch (ICC models)
5. Clutch pedal




1. Snow mode switch

## Component Description

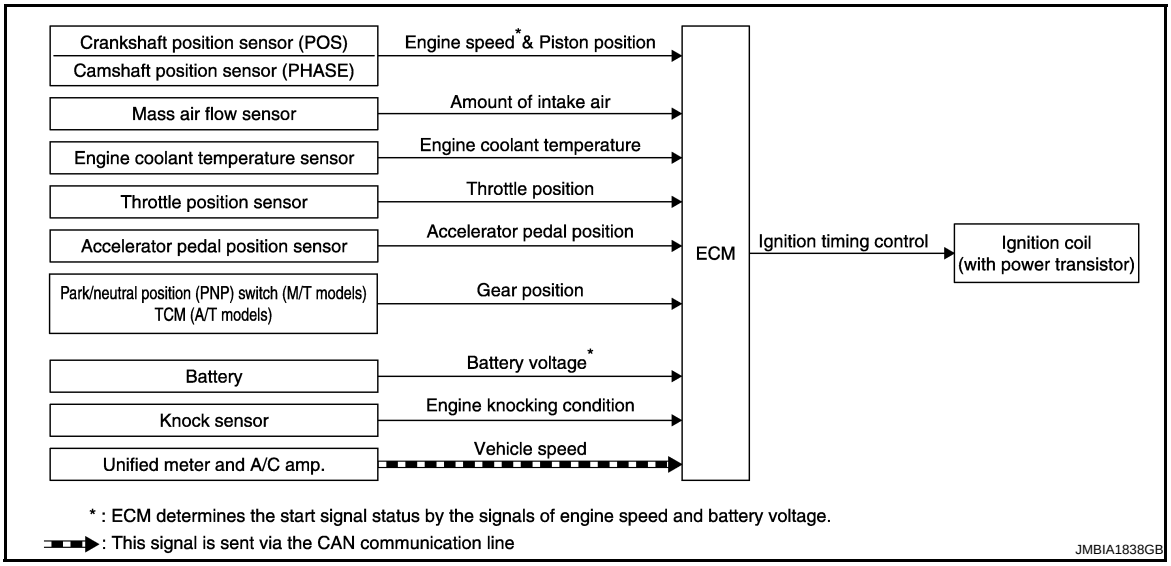
INFOID:0000000004476526

| Component | Reference |
|---|---|
| A/F sensor 1 | EC-205, "Description" |
| Accelerator pedal position sensor | EC-467, "Description" |
| Camshaft position sensor (PHASE) | EC-277, "Description" |
| Crankshaft position sensor (POS) | EC-273, "Description" |
| Engine coolant temperature sensor | EC-254, "Description" |
| Fuel injector | EC-496, "Description" |
| Heated oxygen sensor 2 | EC-220, "Description" |
| Intake air temperature sensor | EC-186, "Description" |
| Knock sensor | EC-270, "Description" |
| Mass air flow sensor | EC-168, "Description" |
| Power steering pressure sensor | EC-355, "Description" |
| Throttle position sensor | EC-260, "Description" |

# ELECTRIC IGNITION SYSTEM

## System Diagram

INFOID:0000000004476527




## System Description

INFOID:0000000004476528

### INPUT/OUTPUT SIGNAL CHART

| Sensor | Input Signal to ECM | ECM function | Actuator |
|---|---|---|---|
| Crankshaft position sensor (POS) | Engine speed*2<br>Piston position | Ignition timing control | Ignition coil (with power transistor) |
| Camshaft position sensor (PHASE) | | | |
| Mass air flow sensor | Amount of intake air | | |
| Engine coolant temperature sensor | Engine coolant temperature | | |
| Throttle position sensor | Throttle position | | |
| Accelerator pedal position sensor | Accelerator pedal position | | |
| Park/neutral position (PNP) switch (M/T models)<br>TCM (A/T models) | Gear position | | |
| Battery | Battery voltage*2 | | |
| Knock sensor | Engine knocking | | |
| Unified meter and A/C amp. | Vehicle speed*1 | | |

*1: This signal is sent to the ECM via the CAN communication line.

*2: ECM determines the start signal status by the signals of engine speed and battery voltage.

### SYSTEM DESCRIPTION

Ignition order: 1 - 2 - 3 - 4 - 5 - 6

The ignition timing is controlled by the ECM to maintain the best air-fuel ratio for every running condition of the engine. The ignition timing data is stored in the ECM.

The ECM receives information such as the injection pulse width and camshaft position sensor (PHASE) signal. Computing this information, ignition signals are transmitted to the power transistor.

During the following conditions, the ignition timing is revised by the ECM according to the other data stored in the ECM.

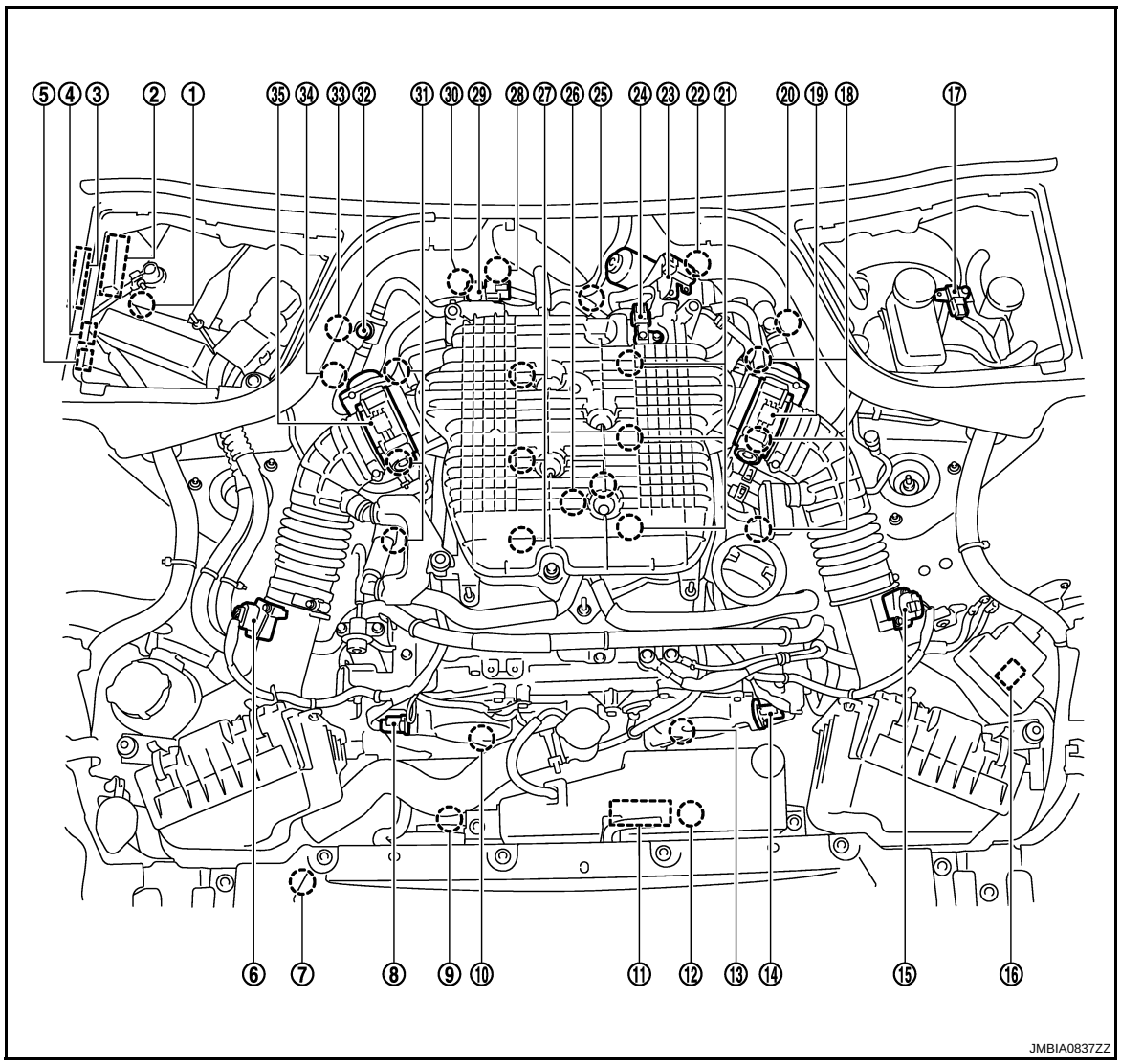
- At starting
- During warm-up
- At idle
- At low battery voltage
- During acceleration

The knock sensor retard system is designed only for emergencies. The basic ignition timing is programmed within the anti-knocking zone, if recommended fuel is used under dry conditions. The retard system does not

operate under normal driving conditions. If engine knocking occurs, the knock sensor monitors the condition. The signal is transmitted to the ECM. The ECM retards the ignition timing to eliminate the knocking condition.

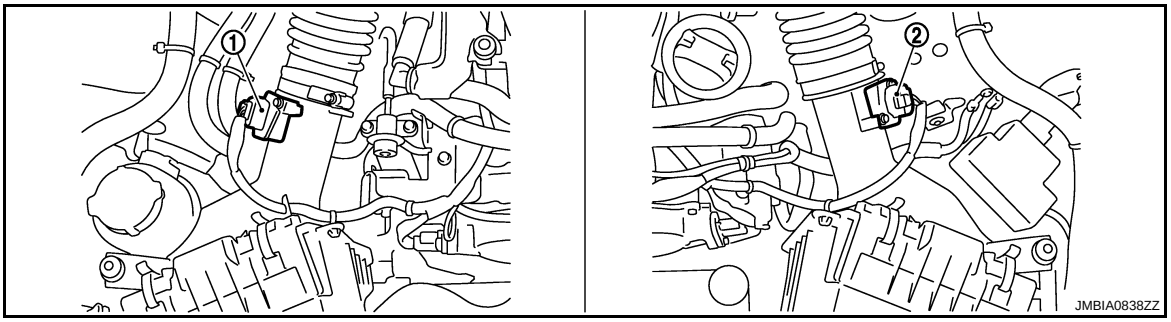
## Component Parts Location

INFOID:0000000004704637

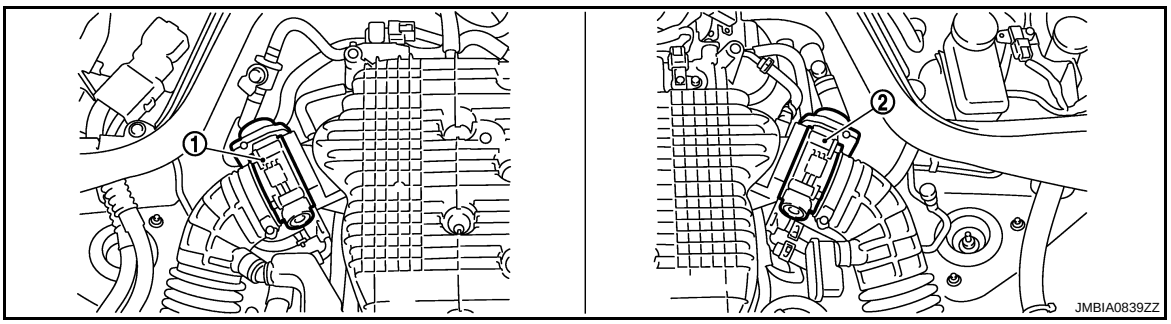



1. Battery current sensor
2. IPDM E/R
3. VVEL control module
4. Cooling fan relay
5. VVEL actuator motor relay
6. Mass air flow sensor (with intake air temperature sensor) (bank 1)
7. Refrigerant pressure sensor
8. Camshaft position sensor (PHASE) (bank 1)
9. Cooling fan motor-2
10. Intake valve timing control solenoid valve (bank 1)
11. Cooling fan control module
12. Cooling fan motor-1
13. Intake valve timing control solenoid valve (bank 2)
14. Camshaft position sensor (PHASE) (bank 2)
15. Mass air flow sensor (with intake air temperature sensor) (bank 2)
16. ICC brake hold relay (ICC models)
17. Brake booster pressure sensor
18. Ignition coil (with power transistor) and spark plug (bank 2)
19. Electric throttle control actuator (bank 2)
20. A/F sensor 1 (bank 2)
21. Fuel injector (bank 2)
22. VVEL control shaft position sensor (bank 2)
23. VVEL actuator motor (bank 2)
24. Manifold absolute pressure (MAP) sensor
25. Engine coolant temperature sensor
26. Knock sensor
27. Fuel injector (bank 1)
28. VVEL actuator motor (bank 1)
29. EVAP canister purge volume control solenoid valve
30. VVEL control shaft position sensor (bank 1)

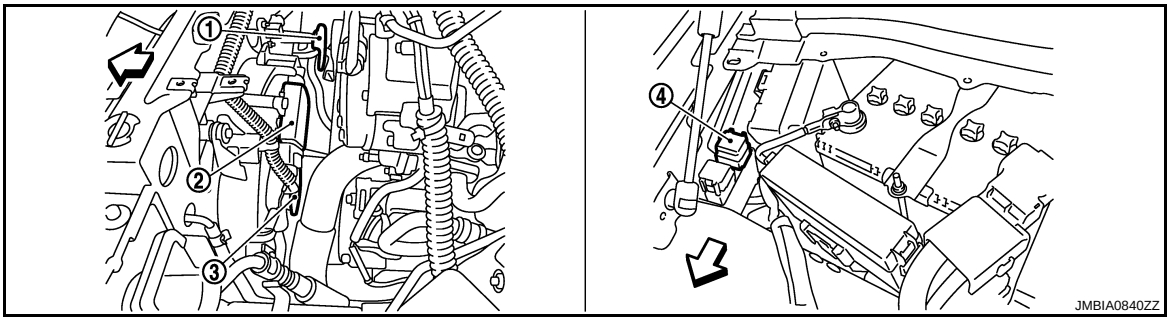
31. Ignition coil (with power transistor) and spark plug (bank 1)
32. EVAP service port
33. A/F sensor 1 (bank 1)
34. Crankshaft position sensor (POS)
35. Electric throttle control actuator (bank 1)




1. Mass air flow sensor (with intake air temperature sensor) (bank 1)
2. Mass air flow sensor (with intake air temperature sensor) (bank 2)

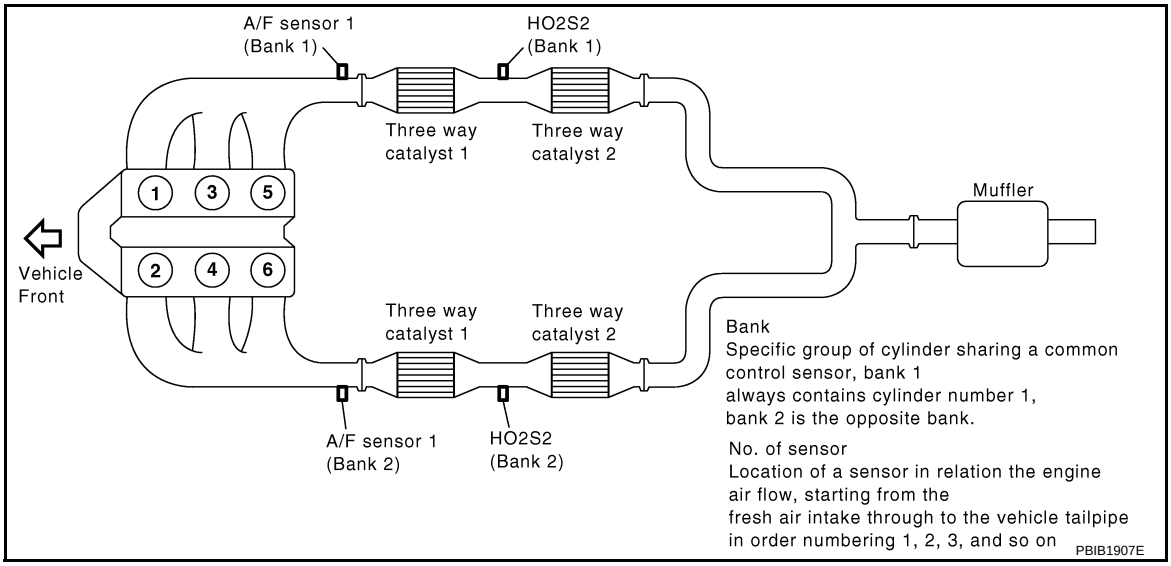


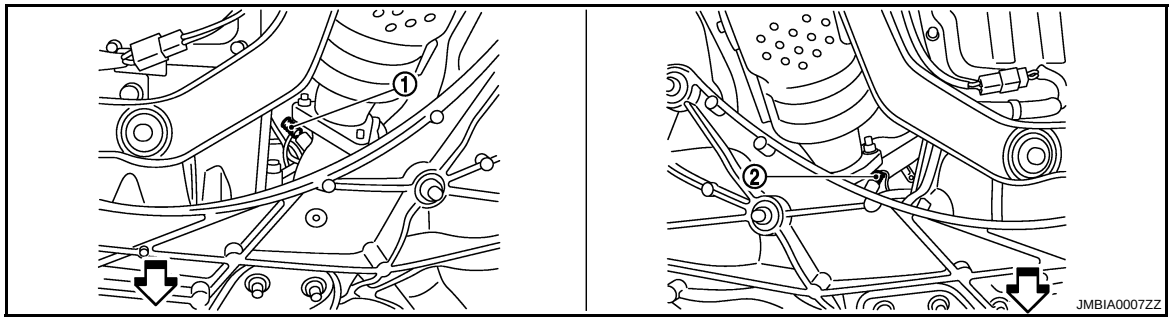

1. Electric throttle control actuator (bank 1)
2. Electric throttle control actuator (bank 2)




⇦ : Vehicle front

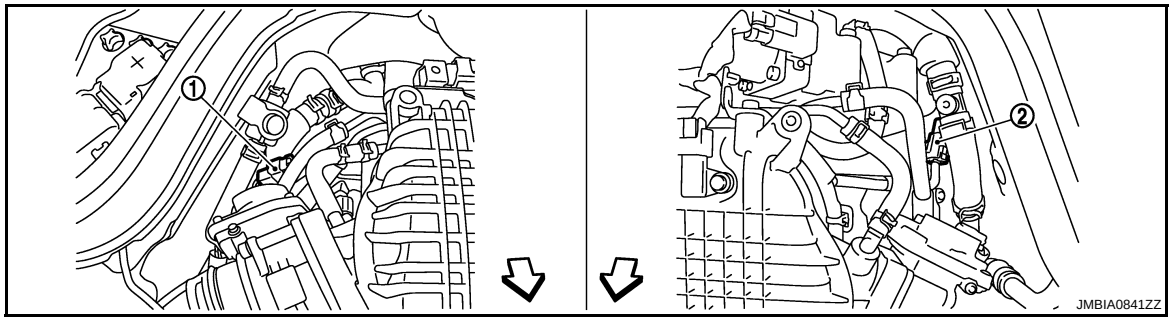
1. Cooling fan motor-2
2. Cooling fan control module
3. Cooling fan motor-1
4. Cooling fan relay



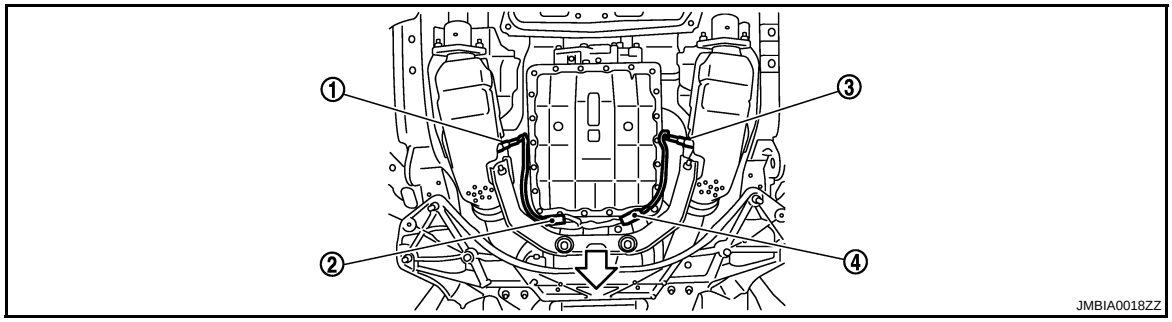

⇦ : Vehicle front

1. A/F sensor 1 (bank 1)
2. A/F sensor 1 (bank 2)



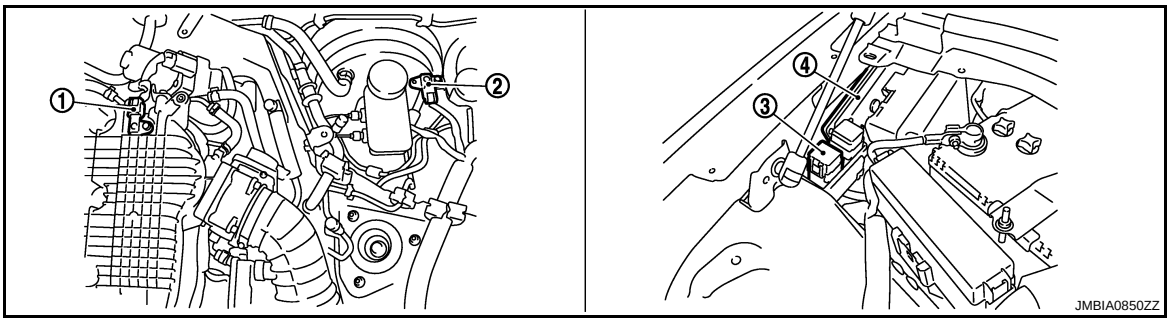

⇦ : Vehicle front

1. A/F sensor 1 (bank 1) harness connector
2. A/F sensor 1 (bank 2) harness connector

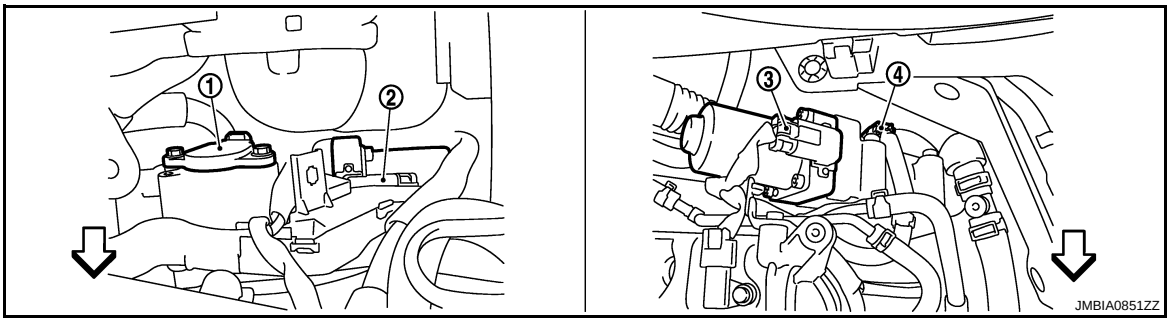


⇦ : Vehicle front

1. Heated oxygen sensor 2 (bank 2)
2. Heated oxygen sensor 2 (bank 2) harness connector
3. Heated oxygen sensor 2 (bank 1)
4. Heated oxygen sensor 2 (bank 1) harness connector

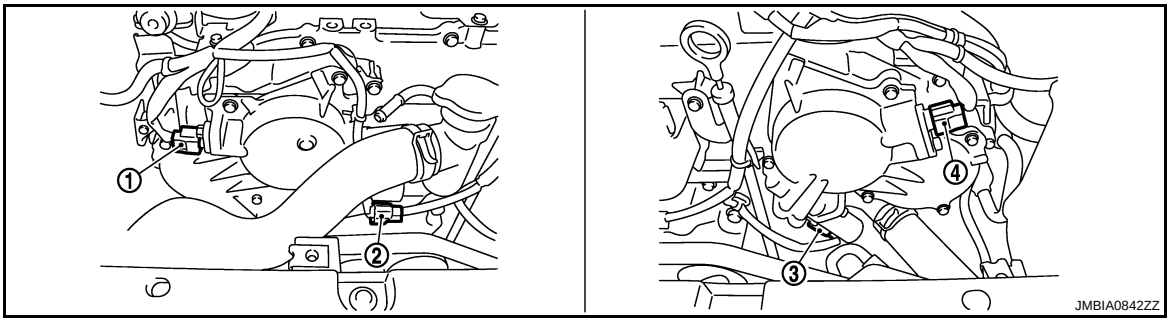



1. Manifold absolute pressure (MAP) sensor
2. Brake booster pressure sensor
3. VVEL actuator motor relay
4. VVEL control module

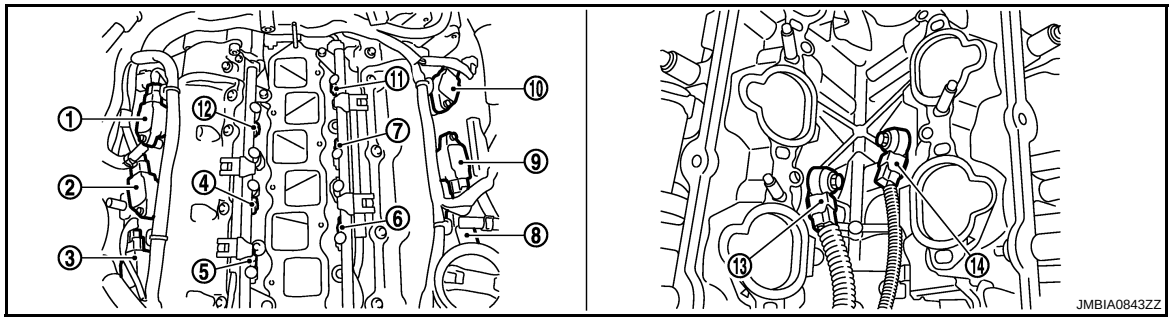



⇦ : Vehicle front

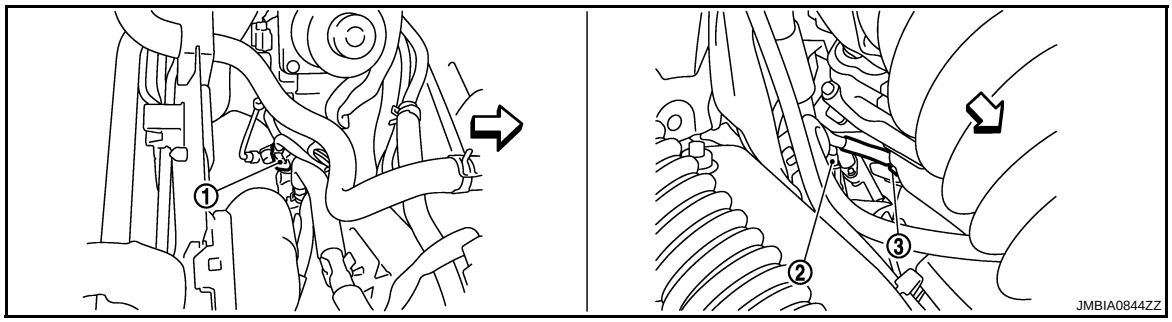
1. VVEL control shaft position sensor (bank 1)
2. VVEL actuator motor (bank 1)
3. VVEL actuator motor (bank 2)
4. VVEL control shaft position sensor (bank 2)




1. Camshaft position sensor (PHASE) (bank 1)
2. Intake valve timing control solenoid valve (bank 1) harness connector
3. Intake valve timing control solenoid valve (bank 2) harness connector
4. Camshaft position sensor (PHASE) (bank 2)

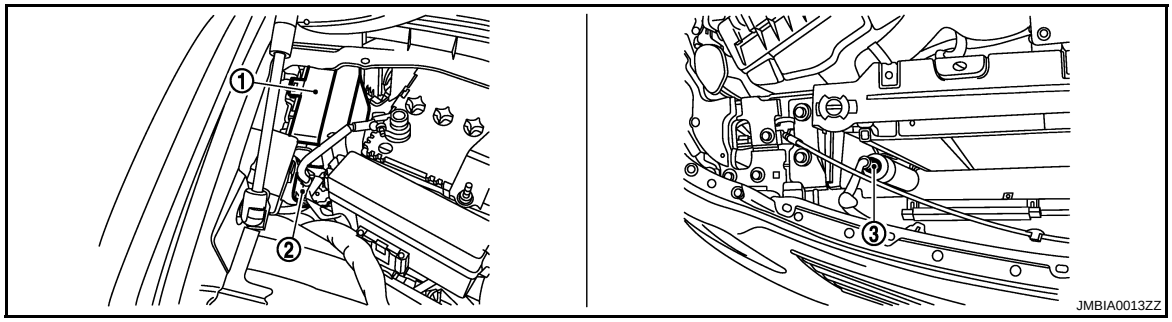



1. Ignition coil No.5 (with power transistor)
2. Ignition coil No.3 (with power transistor)
3. Ignition coil No.1 (with power transistor)
4. Fuel injector No.3
5. Fuel injector No.1
6. Fuel injector No.2
7. Fuel injector No.4
8. Ignition coil No.2 (with power transistor)
9. Ignition coil No.4 (with power transistor)
10. Ignition coil No.6 (with power transistor)
11. Fuel injector No.6
12. Fuel injector No.5
13. Knock sensor (bank 1)
14. Knock sensor (bank 2)

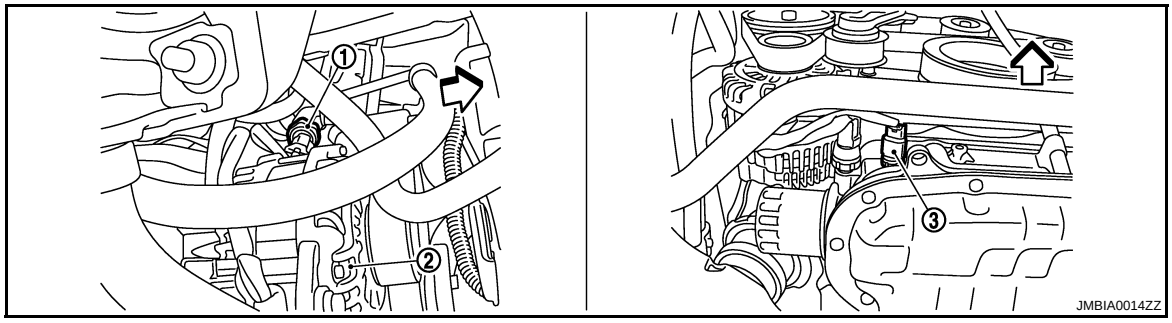



⇦ : Vehicle front

1. Engine coolant temperature sensor
2. A/F sensor 1 (bank 1)
3. Crankshaft position sensor (POS)

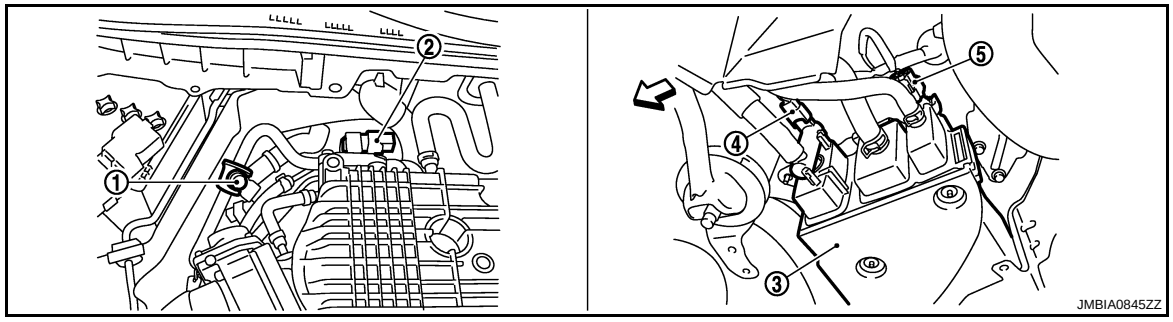



1. IPDM E/R
2. Battery current sensor
3. Refrigerant pressure sensor



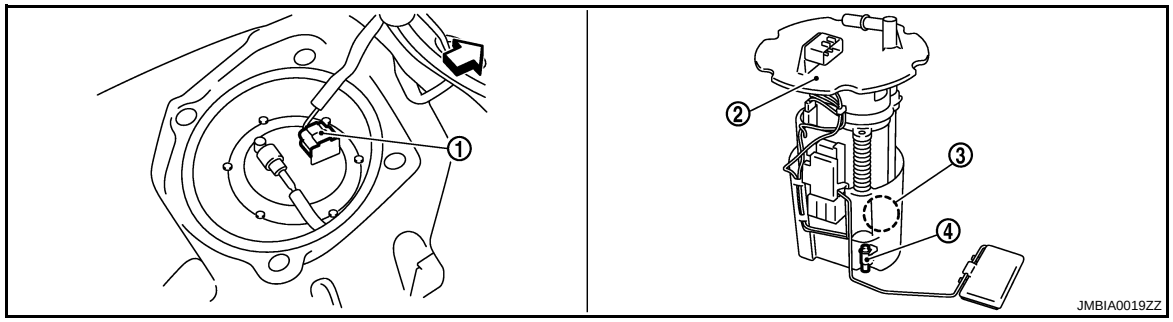
⇦ : Vehicle front

1. Power steering pressure sensor
2. Alternator
3. Engine oil temperature sensor



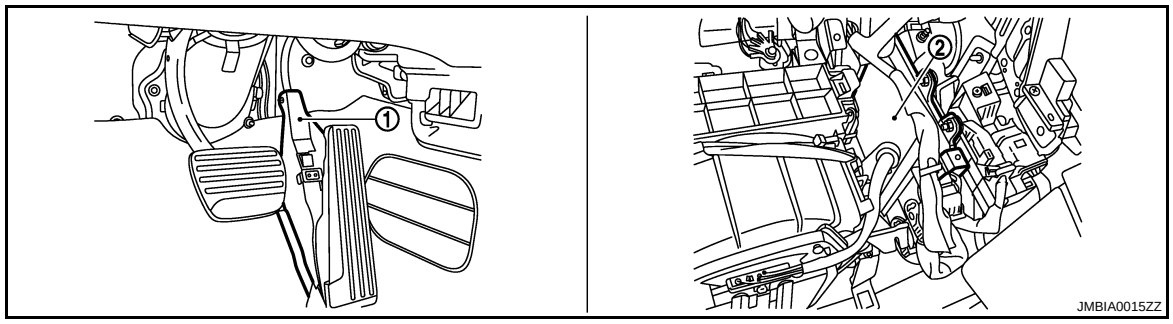

⇦ : Vehicle front

1. EVAP service port
2. EVAP canister purge volume control solenoid valve
3. EVAP canister
4. EVAP canister vent control valve
5. EVAP control system pressure sensor

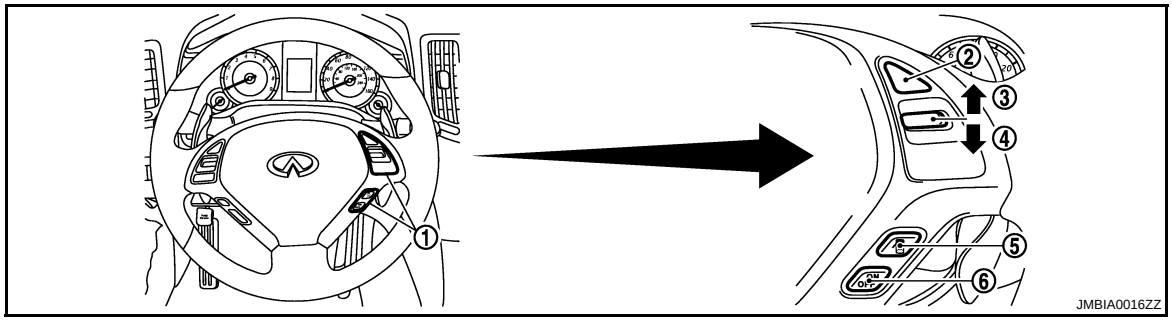



⇦ : Vehicle front

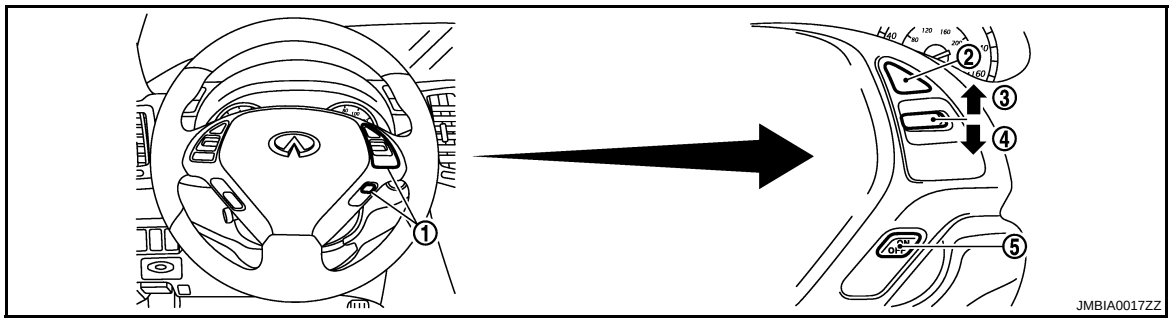
1. Fuel level sensor unit and fuel pump harness connector
2. Fuel level sensor unit and fuel pump
3. Fuel pressure regulator
4. Fuel tank temperature sensor



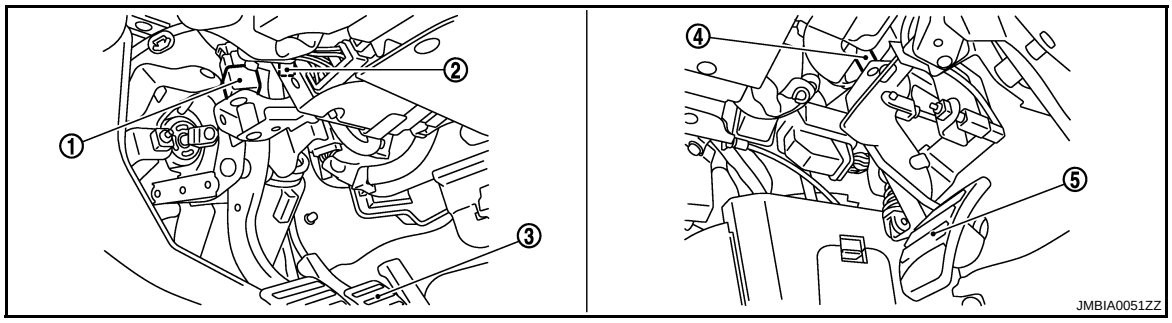

1. Accelerator pedal position sensor
2. ECM



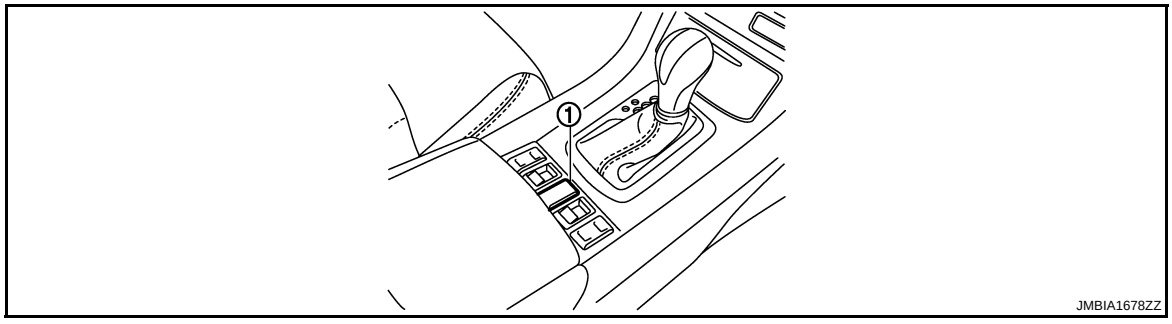

1. ICC steering switch
2. CANCEL switch
3. RESUME/ACCELERATE switch
4. SET/COAST switch
5. DISTANCE switch
6. MAIN switch




1. ASCD steering switch
2. CANCEL switch
3. RESUME/ACCELERATE switch
4. SET/COAST switch
5. MAIN switch




1. Stop lamp switch
2. ASCD brake switch (ASCD models)
   ICC brake switch (ICC models)
3. Brake pedal
4. ASCD clutch switch (ASCD models)
   ICC clutch switch (ICC models)
5. Clutch pedal




1. Snow mode switch

## Component Description

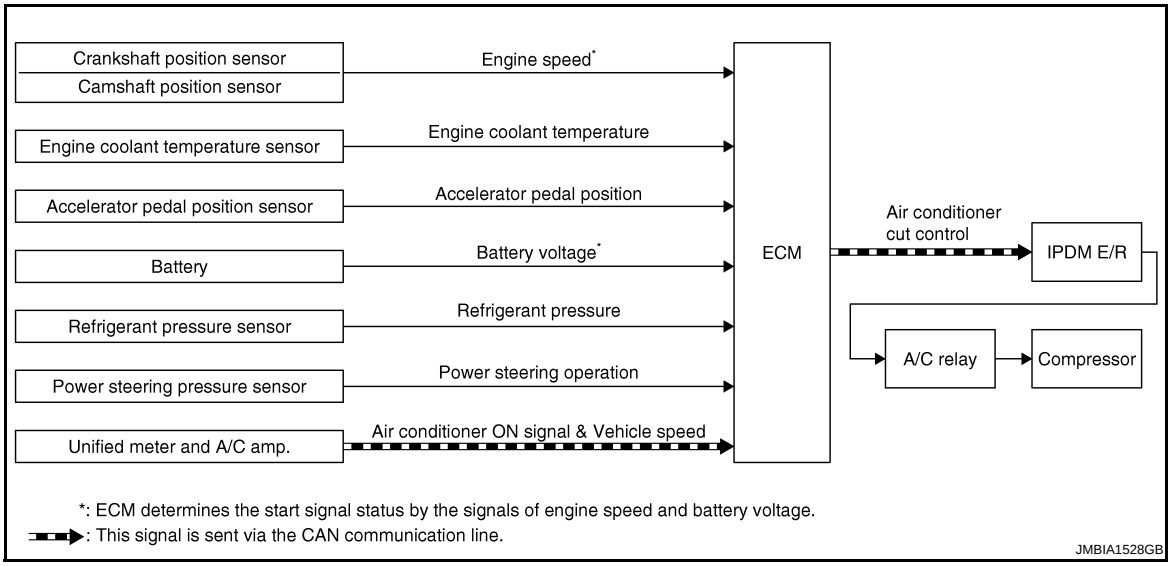
INFOID:0000000004476530

| Component | Reference |
|---|---|
| Accelerator pedal position sensor | EC-467, "Description" |
| Camshaft position sensor (PHASE) | EC-277, "Description" |
| Crankshaft position sensor (POS) | EC-273, "Description" |
| Engine coolant temperature sensor | EC-191, "Description" |
| Ignition signal | EC-507, "Description" |
| Knock sensor | EC-270, "Description" |
| Mass air flow sensor | EC-168, "Description" |
| Throttle position sensor | EC-260, "Description" |

# AIR CONDITIONING CUT CONTROL

## System Diagram

INFOID:0000000004476531




## System Description

INFOID:0000000004476532

### INPUT/OUTPUT SIGNAL CHART

| Sensor | Input Signal to ECM | ECM function | Actuator |
|---|---|---|---|
| Crankshaft position sensor (POS)<br>Camshaft position sensor (PHASE) | Engine speed*2 | Air conditioner cut control | IPDM E/R<br>↓<br>A/C relay<br>↓<br>Compressor |
| Engine coolant temperature sensor | Engine coolant temperature | | |
| Accelerator pedal position sensor | Accelerator pedal position | | |
| Battery | Battery voltage*2 | | |
| Refrigerant pressure sensor | Refrigerant pressure | | |
| Power steering pressure sensor | Power steering operation | | |
| Unified meter and A/C amp. | Air conditioner ON signal*1 | | |
| | Vehicle speed*1 | | |

*1: This signal is sent to the ECM via the CAN communication line.

*2: ECM determines the start signal status by the signals of engine speed and battery voltage.

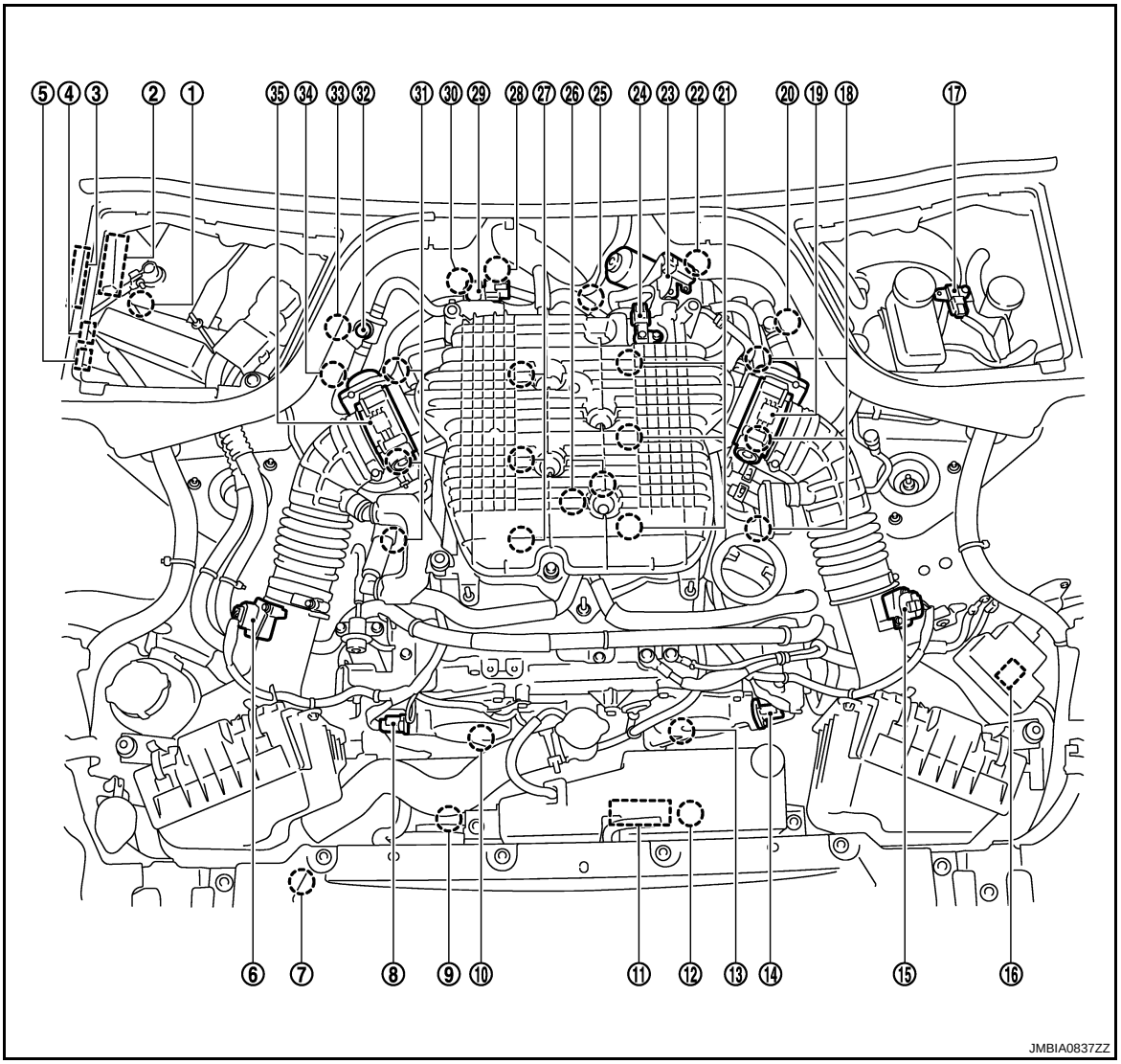
### SYSTEM DESCRIPTION

This system improves engine operation when the air conditioner is used.
Under the following conditions, the air conditioner is turned off.

- When the accelerator pedal is fully depressed.
- When cranking the engine.
- At high engine speeds.
- When the engine coolant temperature becomes excessively high.
- When operating power steering during low engine speed or low vehicle speed.
- When engine speed is excessively low.
- When refrigerant pressure is excessively low or high.

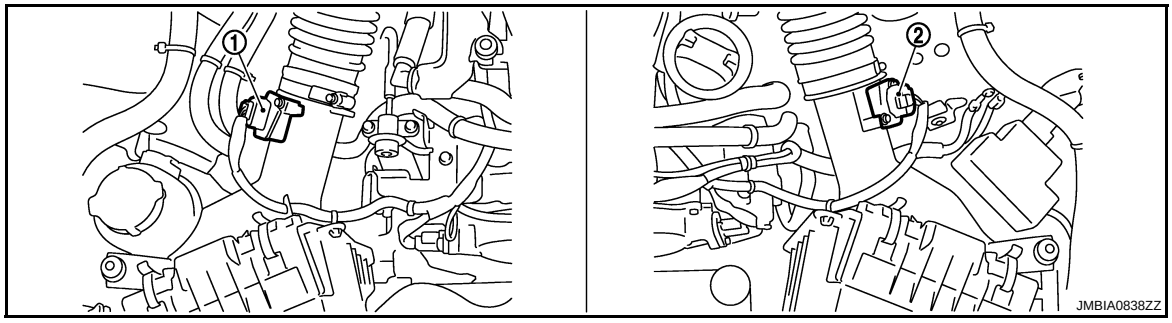
## Component Parts Location

INFOID:0000000004704638

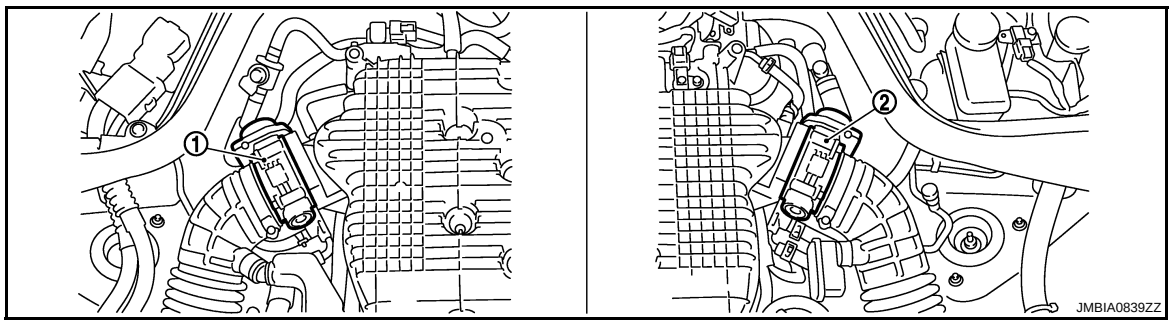



1. Battery current sensor
2. IPDM E/R
3. VVEL control module
4. Cooling fan relay
5. VVEL actuator motor relay
6. Mass air flow sensor (with intake air temperature sensor) (bank 1)
7. Refrigerant pressure sensor
8. Camshaft position sensor (PHASE) (bank 1)
9. Cooling fan motor-2
10. Intake valve timing control solenoid valve (bank 1)
11. Cooling fan control module
12. Cooling fan motor-1
13. Intake valve timing control solenoid valve (bank 2)
14. Camshaft position sensor (PHASE) (bank 2)
15. Mass air flow sensor (with intake air temperature sensor) (bank 2)
16. ICC brake hold relay (ICC models)
17. Brake booster pressure sensor
18. Ignition coil (with power transistor) and spark plug (bank 2)
19. Electric throttle control actuator (bank 2)
20. A/F sensor 1 (bank 2)
21. Fuel injector (bank 2)
22. VVEL control shaft position sensor (bank 2)
23. VVEL actuator motor (bank 2)
24. Manifold absolute pressure (MAP) sensor
25. Engine coolant temperature sensor
26. Knock sensor
27. Fuel injector (bank 1)
28. VVEL actuator motor (bank 1)
29. EVAP canister purge volume control solenoid valve
30. VVEL control shaft position sensor (bank 1)

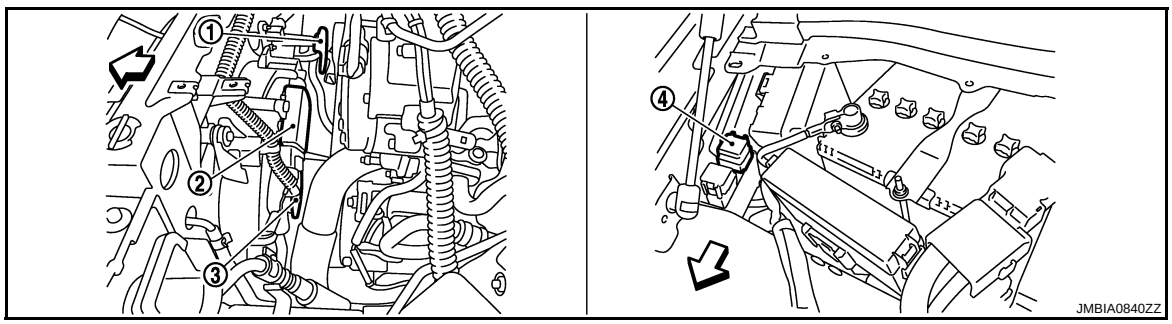
31. Ignition coil (with power transistor) and spark plug (bank 1)
32. EVAP service port
33. A/F sensor 1 (bank 1)
34. Crankshaft position sensor (POS)
35. Electric throttle control actuator (bank 1)




1. Mass air flow sensor (with intake air temperature sensor) (bank 1)
2. Mass air flow sensor (with intake air temperature sensor) (bank 2)

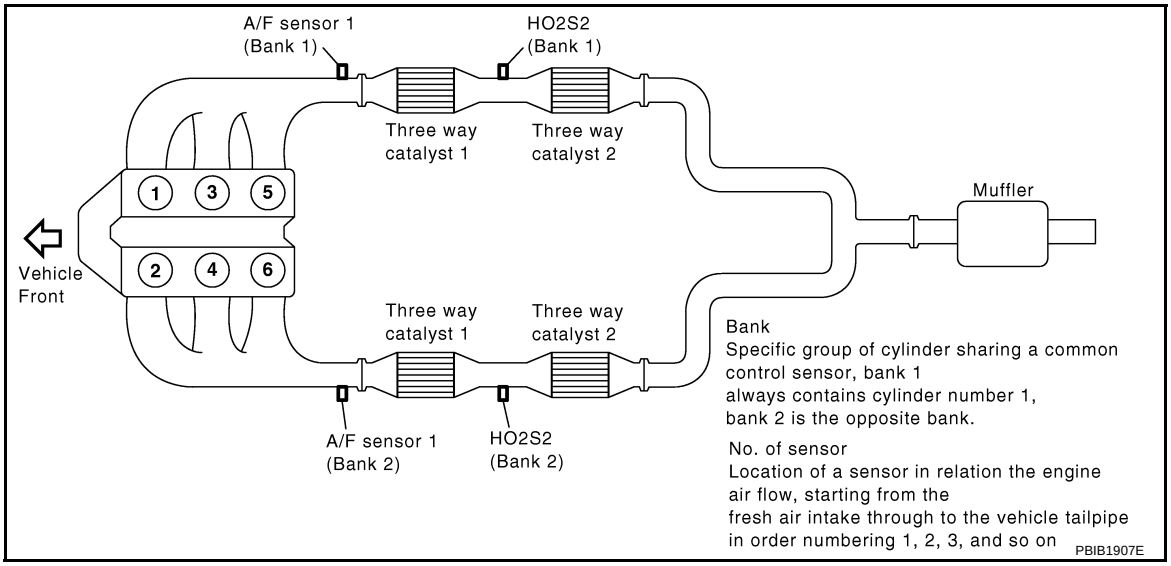


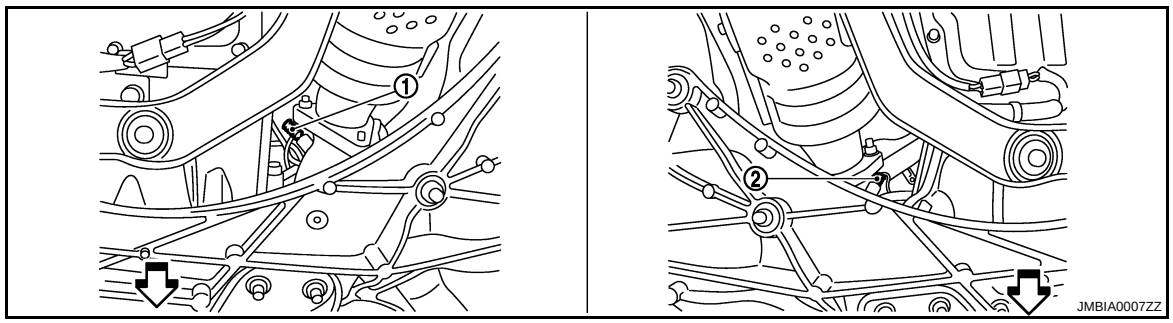

1. Electric throttle control actuator (bank 1)
2. Electric throttle control actuator (bank 2)




⇦ : Vehicle front

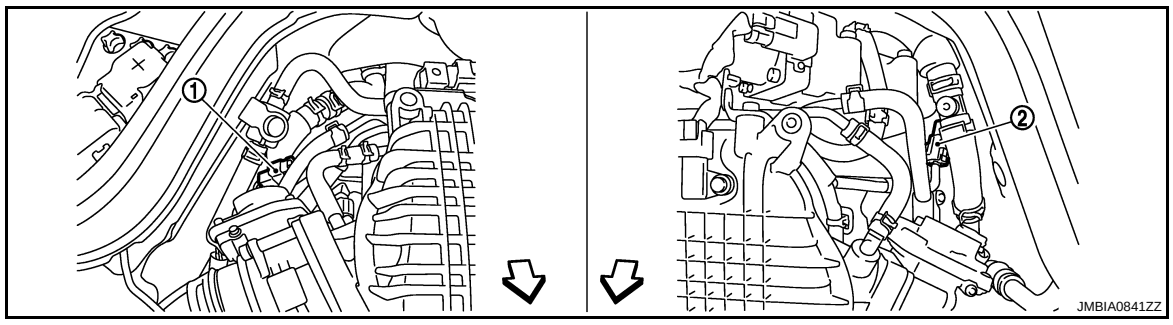
1. Cooling fan motor-2
2. Cooling fan control module
3. Cooling fan motor-1
4. Cooling fan relay



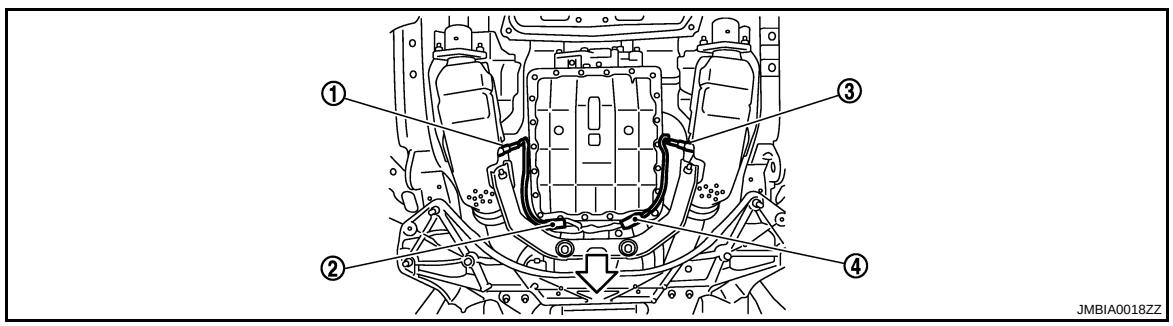

⇦ : Vehicle front

1. A/F sensor 1 (bank 1)
2. A/F sensor 1 (bank 2)



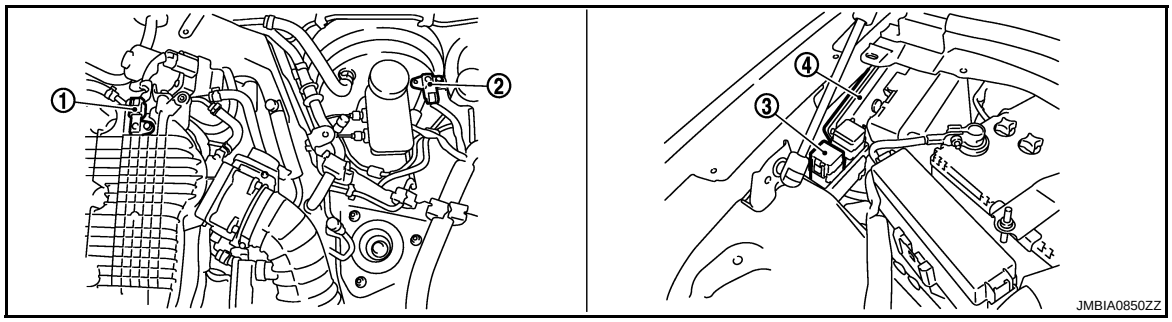

⇦ : Vehicle front

1. A/F sensor 1 (bank 1) harness connector
2. A/F sensor 1 (bank 2) harness connector

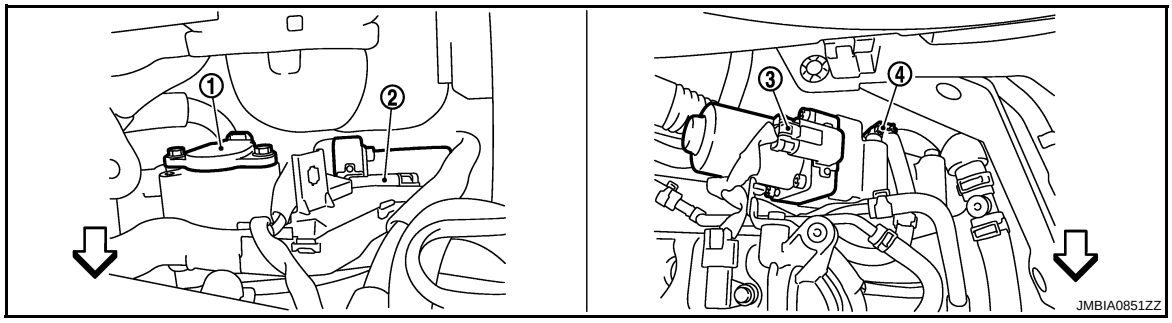


⇦ : Vehicle front

1. Heated oxygen sensor 2 (bank 2)
2. Heated oxygen sensor 2 (bank 2) harness connector
3. Heated oxygen sensor 2 (bank 1)
4. Heated oxygen sensor 2 (bank 1) harness connector

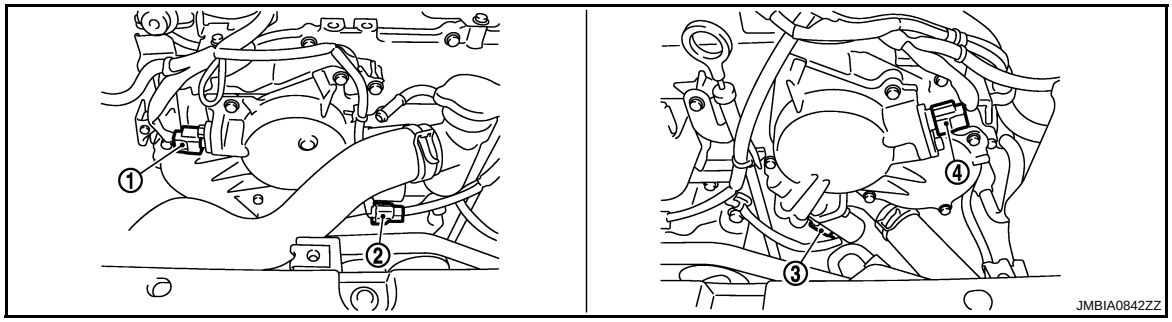



1. Manifold absolute pressure (MAP) sensor
2. Brake booster pressure sensor
3. VVEL actuator motor relay
4. VVEL control module

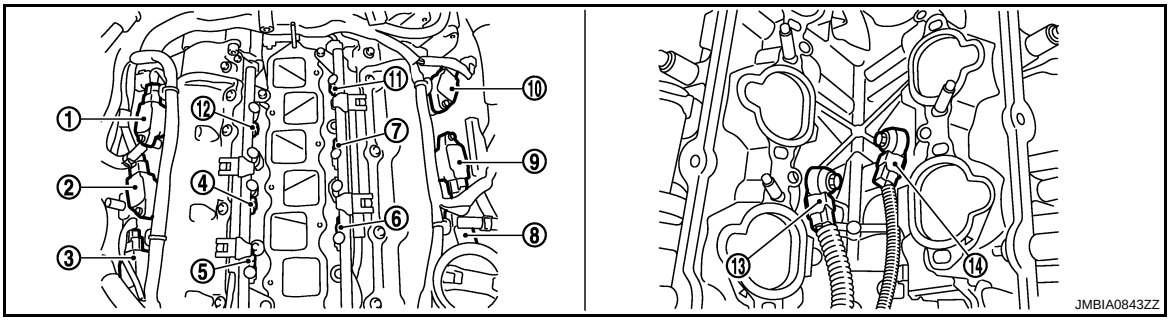



⇦ : Vehicle front

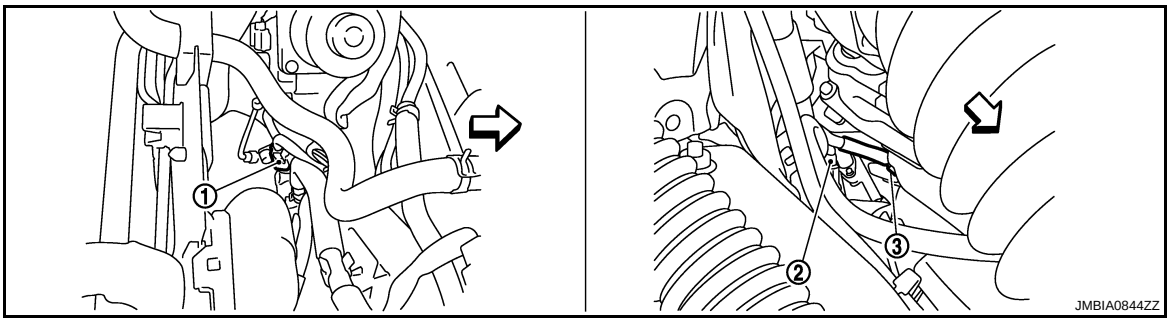
1. VVEL control shaft position sensor (bank 1)
2. VVEL actuator motor (bank 1)
3. VVEL actuator motor (bank 2)
4. VVEL control shaft position sensor (bank 2)




1. Camshaft position sensor (PHASE) (bank 1)
2. Intake valve timing control solenoid valve (bank 1) harness connector
3. Intake valve timing control solenoid valve (bank 2) harness connector
4. Camshaft position sensor (PHASE) (bank 2)

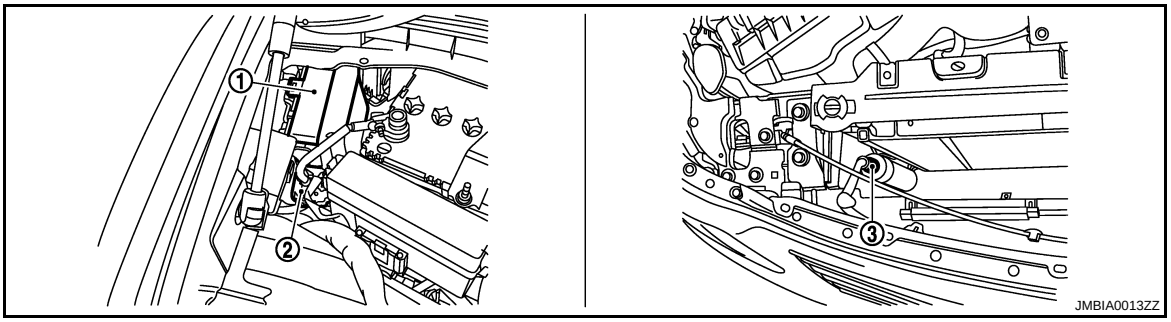



1. Ignition coil No.5 (with power transistor)
2. Ignition coil No.3 (with power transistor)
3. Ignition coil No.1 (with power transistor)
4. Fuel injector No.3
5. Fuel injector No.1
6. Fuel injector No.2
7. Fuel injector No.4
8. Ignition coil No.2 (with power transistor)
9. Ignition coil No.4 (with power transistor)
10. Ignition coil No.6 (with power transistor)
11. Fuel injector No.6
12. Fuel injector No.5
13. Knock sensor (bank 1)
14. Knock sensor (bank 2)

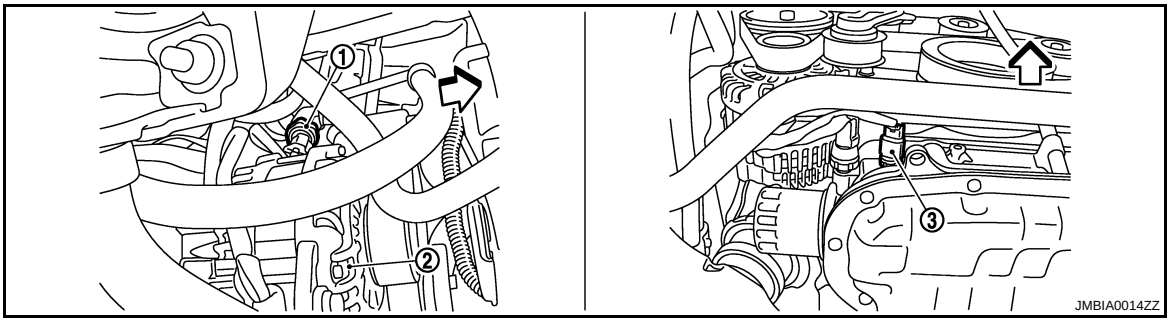



⇦: Vehicle front

1. Engine coolant temperature sensor
2. A/F sensor 1 (bank 1)
3. Crankshaft position sensor (POS)

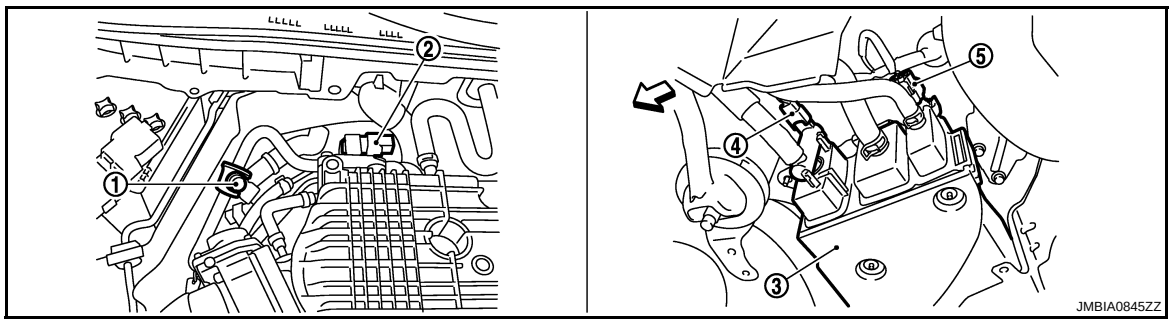



1. IPDM E/R
2. Battery current sensor
3. Refrigerant pressure sensor



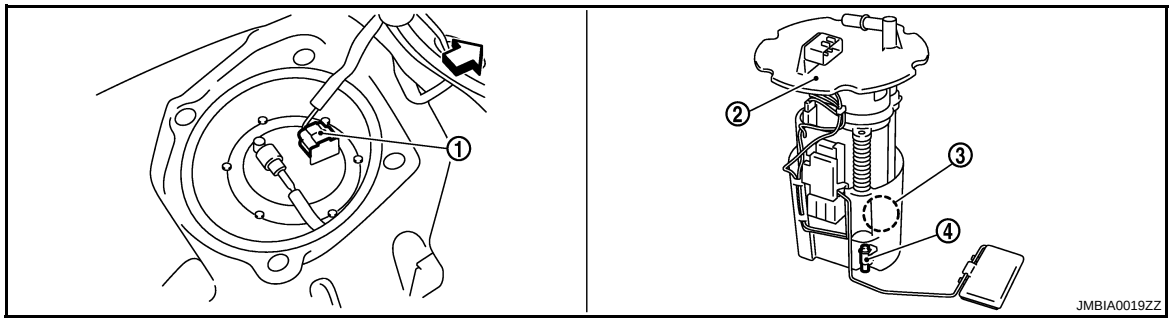
⇦ : Vehicle front

1. Power steering pressure sensor
2. Alternator
3. Engine oil temperature sensor



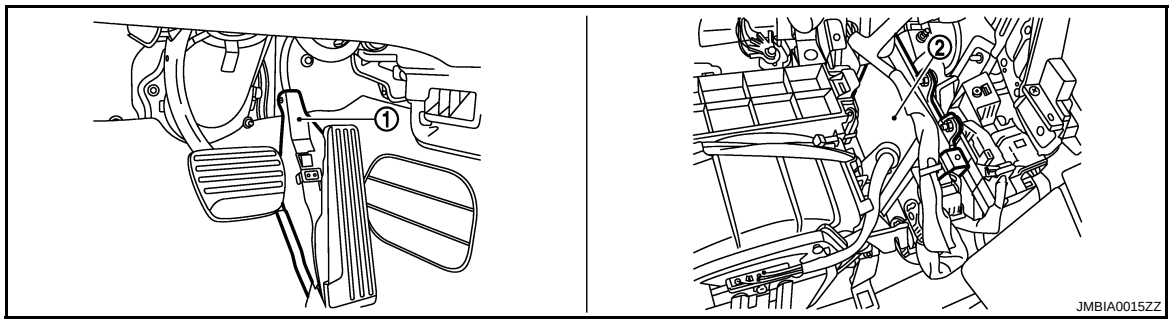

⇦ : Vehicle front

1. EVAP service port
2. EVAP canister purge volume control solenoid valve
3. EVAP canister
4. EVAP canister vent control valve
5. EVAP control system pressure sensor

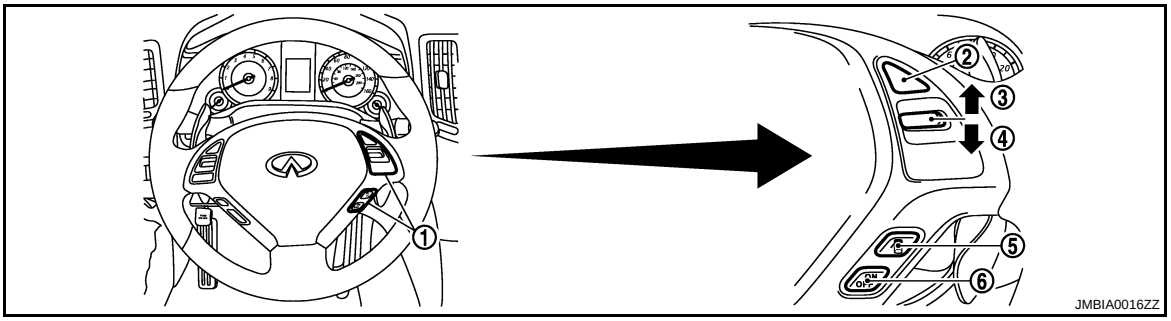



⇦ : Vehicle front

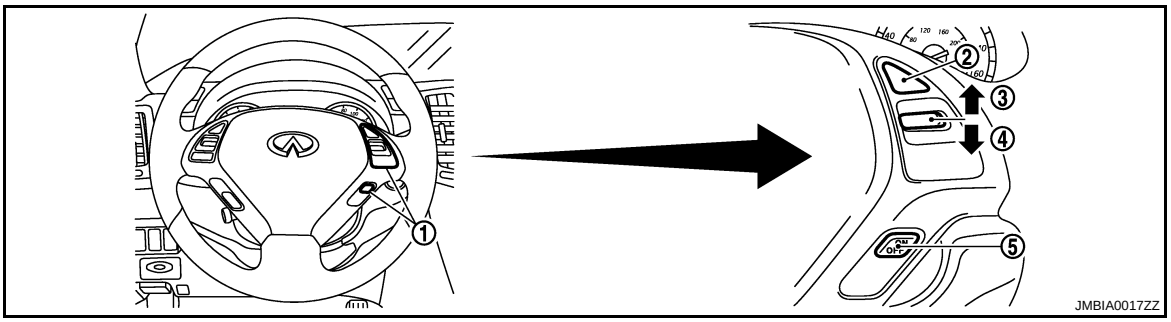
1. Fuel level sensor unit and fuel pump harness connector
2. Fuel level sensor unit and fuel pump
3. Fuel pressure regulator
4. Fuel tank temperature sensor



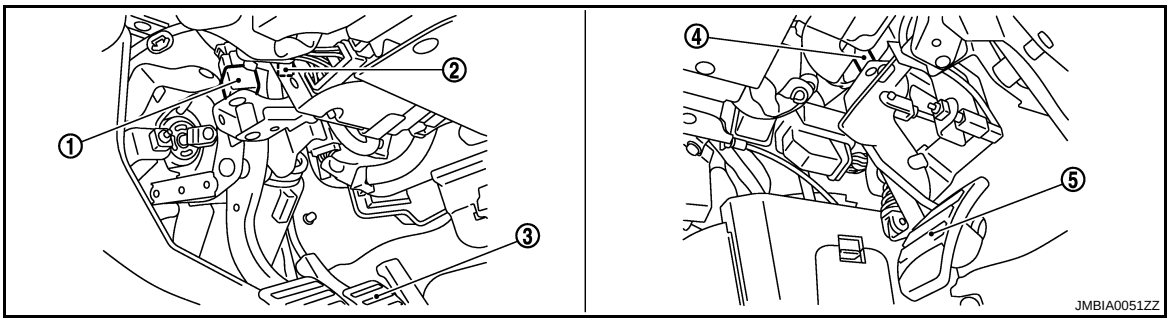

1. Accelerator pedal position sensor
2. ECM



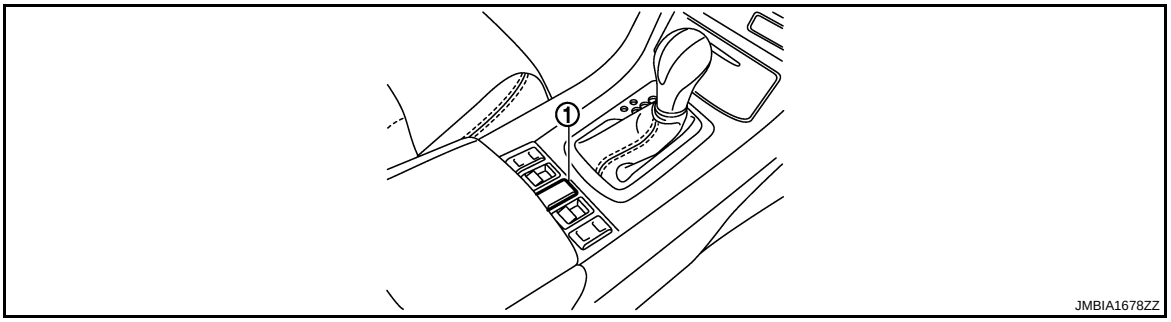

1. ICC steering switch
2. CANCEL switch
3. RESUME/ACCELERATE switch
4. SET/COAST switch
5. DISTANCE switch
6. MAIN switch




1. ASCD steering switch
2. CANCEL switch
3. RESUME/ACCELERATE switch
4. SET/COAST switch
5. MAIN switch




1. Stop lamp switch
2. ASCD brake switch (ASCD models)
   ICC brake switch (ICC models)
3. Brake pedal
4. ASCD clutch switch (ASCD models)
   ICC clutch switch (ICC models)
5. Clutch pedal




1. Snow mode switch

## Component Description

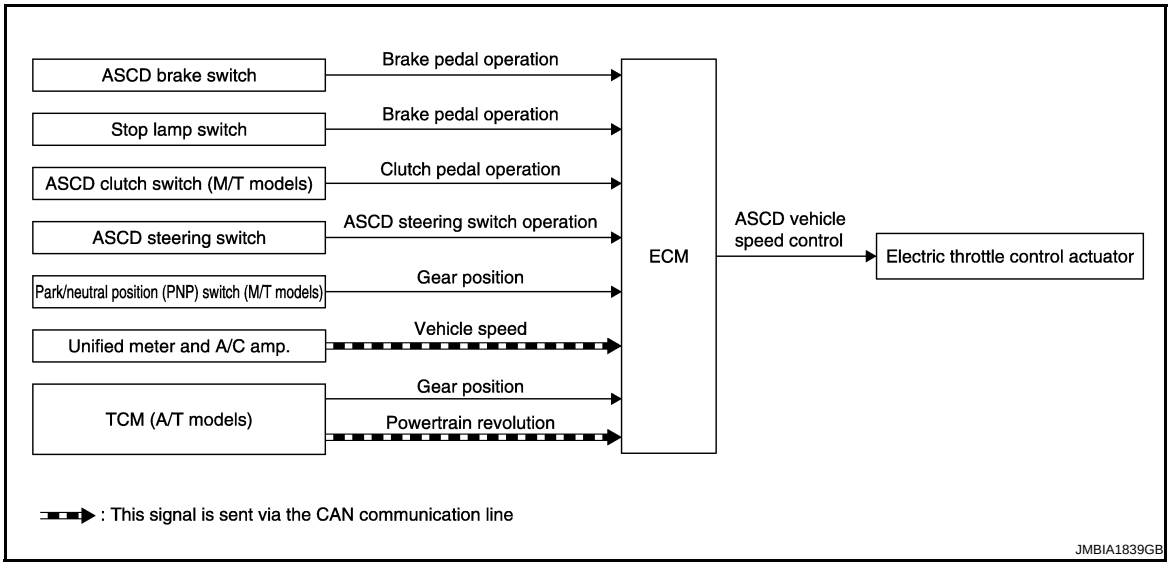
INFOID:0000000004476534

| Component | Reference |
|---|---|
| Accelerator pedal position sensor | EC-467, "Description" |
| Camshaft position sensor (PHASE) | EC-277, "Description" |
| Crankshaft position sensor (POS) | EC-273, "Description" |
| Engine coolant temperature sensor | EC-189, "Description" |
| Power steering pressure sensor | EC-355, "Description" |
| Refrigerant pressure sensor | EC-520, "Description" |

# AUTOMATIC SPEED CONTROL DEVICE (ASCD)

## System Diagram

INFOID:0000000004476535




## System Description

INFOID:0000000004476536

### INPUT/OUTPUT SIGNAL CHART

| Sensor | Input signal to ECM | ECM function | Actuator |
|---|---|---|---|
| ASCD brake switch | Brake pedal operation | ASCD vehicle speed control | Electric throttle control actuator |
| Stop lamp switch | Brake pedal operation | | |
| ASCD clutch switch (M/T models) | Clutch pedal operation | | |
| ASCD steering switch | ASCD steering switch operation | | |
| Park/neutral position (PNP) switch (M/T models) | Gear position | | |
| Unified meter and A/C amp. | Vehicle speed* | | |
| TCM (A/T models) | Gear position | | |
| | Powertrain revolution* | | |

*: This signal is sent to the ECM via the CAN communication line

### BASIC ASCD SYSTEM

Refer to Owner's Manual for ASCD operating instructions.

Automatic Speed Control Device (ASCD) allows a driver to keep vehicle at predetermined constant speed without depressing accelerator pedal. Driver can set vehicle speed in advance between approximately 40 km/h (25 MPH) and 144 km/h (89 MPH).

ECM controls throttle angle of electric throttle control actuator to regulate engine speed.

Operation status of ASCD is indicated by CRUISE indicator and SET indicator in combination meter. If any malfunction occurs in the ASCD system, it automatically deactivates control.

**NOTE:**

**Always drive vehicle in a safe manner according to traffic conditions and obey all traffic laws.**

### SET OPERATION

Press MAIN switch. (The CRUISE lamp in combination meter illuminates.)

When vehicle speed reaches a desired speed between approximately 40 km/h (25 MPH) and 144 km/h (89 MPH), press SET/COAST switch. (Then SET indicator in combination meter is displayed.)

### ACCELERATE OPERATION

If the RESUME/ACCELERATE switch is pressed during cruise control driving, increase the vehicle speed until the switch is released or vehicle speed reaches maximum speed controlled by the system.

And then ASCD will maintain the new set speed.

### CANCEL OPERATION

When any of following conditions exist, cruise operation will be canceled.

- CANCEL switch is pressed
- More than 2 switches at ASCD steering switch are pressed at the same time (Set speed will be cleared)
- Brake pedal is depressed
- Clutch pedal is depressed or gear position is changed to neutral position. (M/T models)
- Selector lever is in the N, P, R position (A/T models)
- Vehicle speed decreased to 13 km/h (8 MPH) lower than the set speed
- TCS system is operated

When the ECM detects any of the following conditions, the ECM will cancel the cruise operation and inform the driver by blinking indicator lamp.

- Engine coolant temperature is slightly higher than the normal operating temperature, CRUISE lamp may blink slowly.
  When the engine coolant temperature decreases to the normal operating temperature, CRUISE lamp will stop blinking and the cruise operation will be able to work by pressing SET/COAST switch or RESUME/ ACCELERATE switch.
- Malfunction for some self-diagnoses regarding ASCD control: SET indicator will blink quickly.

If MAIN switch is turned to OFF while ASCD is activated, all of ASCD operations will be canceled and vehicle speed memory will be erased.

### COAST OPERATION

When the SET/COAST switch is pressed during cruise control driving, decrease vehicle set speed until the switch is released. And then ASCD will maintain the new set speed.

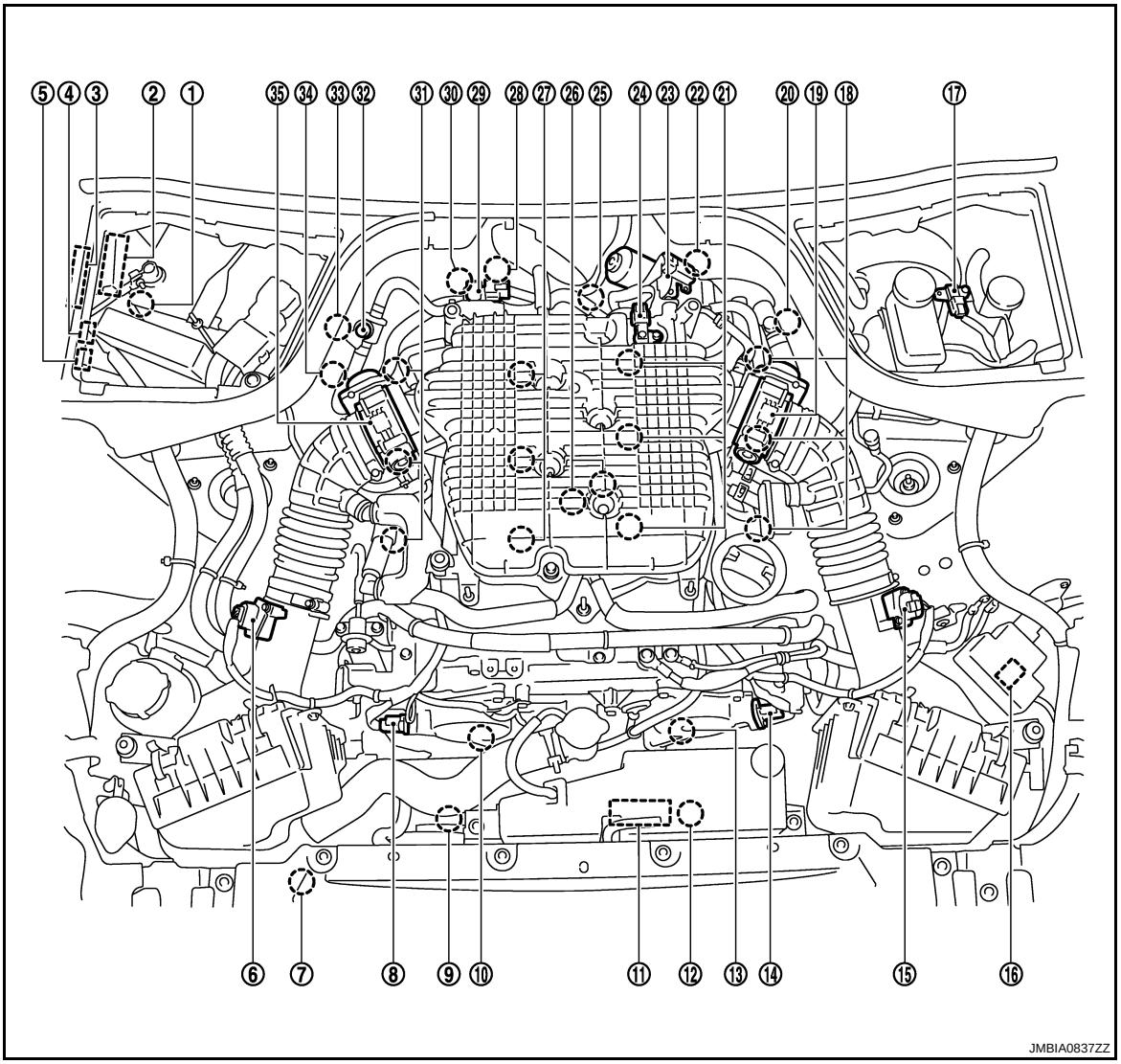
### RESUME OPERATION

When the RESUME/ACCELERATE switch is pressed after cancel operation other than pressing MAIN switch is performed, vehicle speed will return to last set speed. To resume vehicle set speed, vehicle condition must meet following conditions.

- Brake pedal is released
- Clutch pedal is released (M/T models)
- A/T selector lever is in the P and N positions (A/T models)
- Vehicle speed is greater than 40 km/h (25 MPH) and less than 144 km/h (89 MPH)

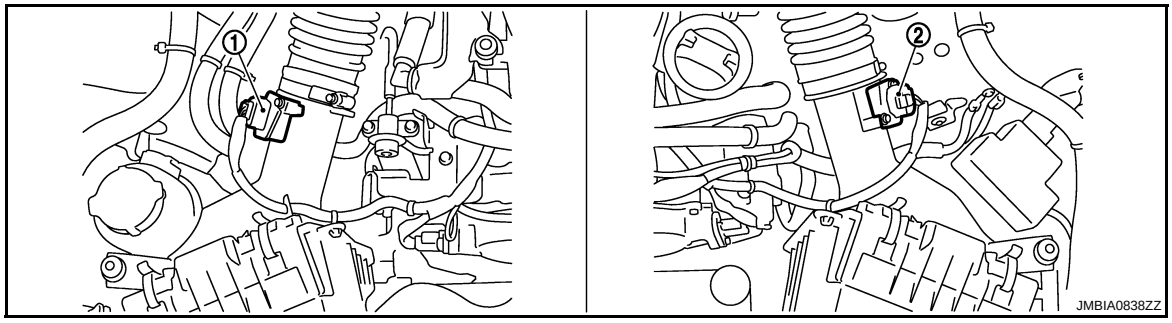
## Component Parts Location

INFOID:0000000004704644

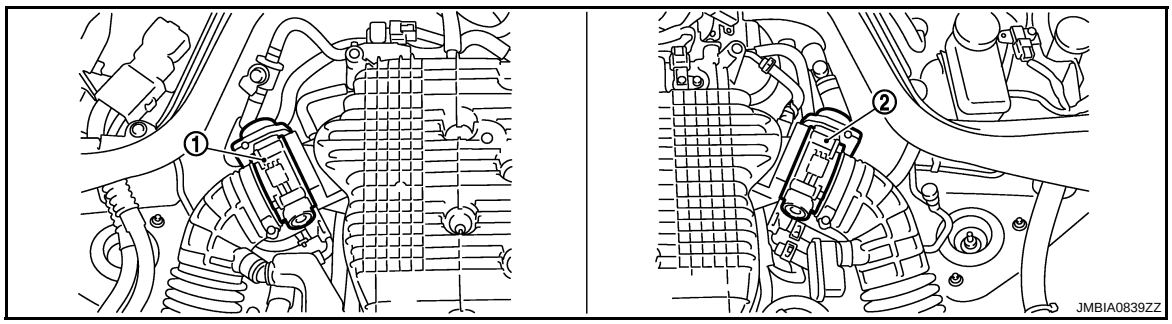



1. Battery current sensor
2. IPDM E/R
3. VVEL control module
4. Cooling fan relay
5. VVEL actuator motor relay
6. Mass air flow sensor (with intake air temperature sensor) (bank 1)
7. Refrigerant pressure sensor
8. Camshaft position sensor (PHASE) (bank 1)
9. Cooling fan motor-2
10. Intake valve timing control solenoid valve (bank 1)
11. Cooling fan control module
12. Cooling fan motor-1
13. Intake valve timing control solenoid valve (bank 2)
14. Camshaft position sensor (PHASE) (bank 2)
15. Mass air flow sensor (with intake air temperature sensor) (bank 2)
16. ICC brake hold relay (ICC models)
17. Brake booster pressure sensor
18. Ignition coil (with power transistor) and spark plug (bank 2)
19. Electric throttle control actuator (bank 2)
20. A/F sensor 1 (bank 2)
21. Fuel injector (bank 2)
22. VVEL control shaft position sensor (bank 2)
23. VVEL actuator motor (bank 2)
24. Manifold absolute pressure (MAP) sensor
25. Engine coolant temperature sensor
26. Knock sensor
27. Fuel injector (bank 1)
28. VVEL actuator motor (bank 1)
29. EVAP canister purge volume control solenoid valve
30. VVEL control shaft position sensor (bank 1)

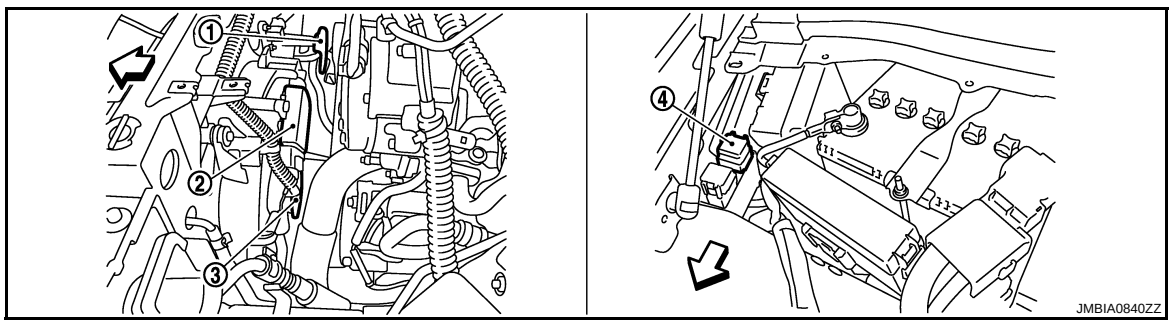
31. Ignition coil (with power transistor) and spark plug (bank 1)
32. EVAP service port
33. A/F sensor 1 (bank 1)
34. Crankshaft position sensor (POS)
35. Electric throttle control actuator (bank 1)




1. Mass air flow sensor (with intake air temperature sensor) (bank 1)
2. Mass air flow sensor (with intake air temperature sensor) (bank 2)

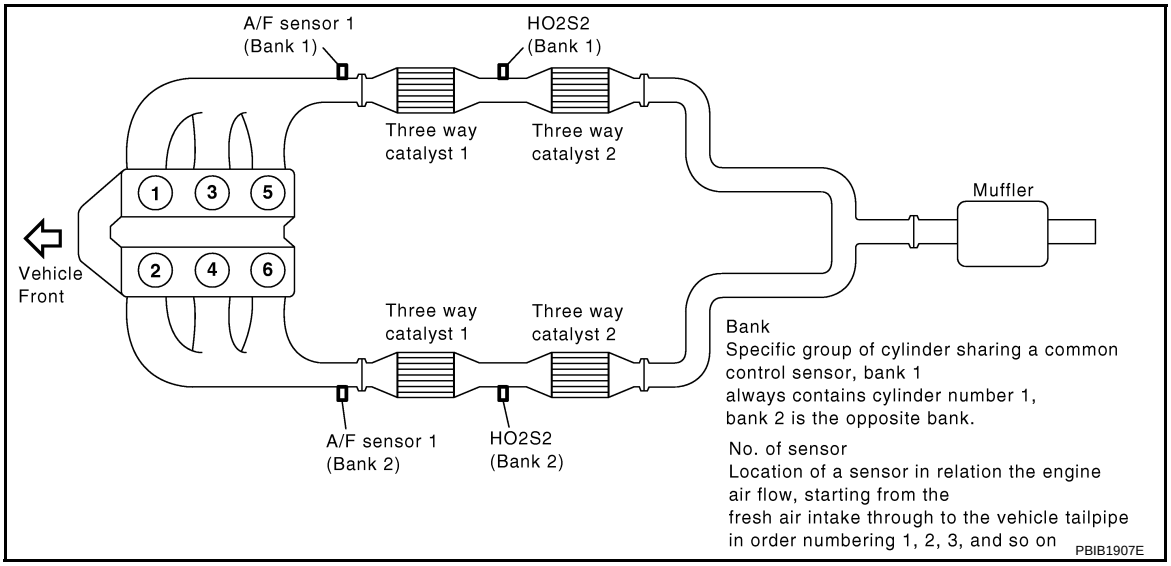


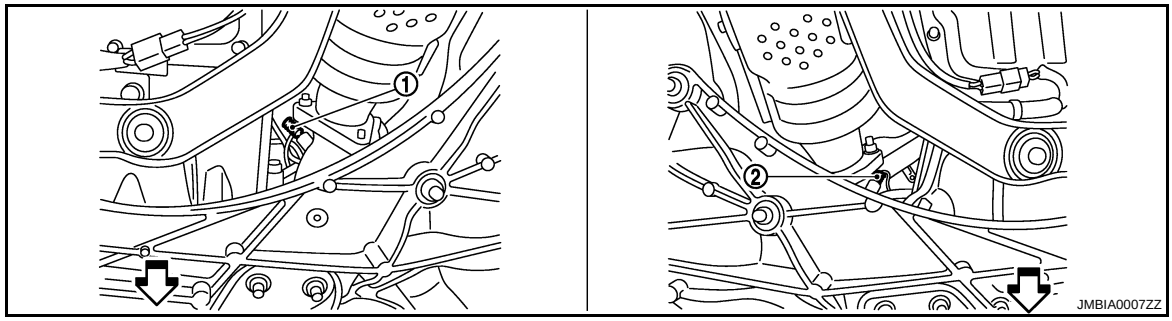

1. Electric throttle control actuator (bank 1)
2. Electric throttle control actuator (bank 2)




⇦ : Vehicle front

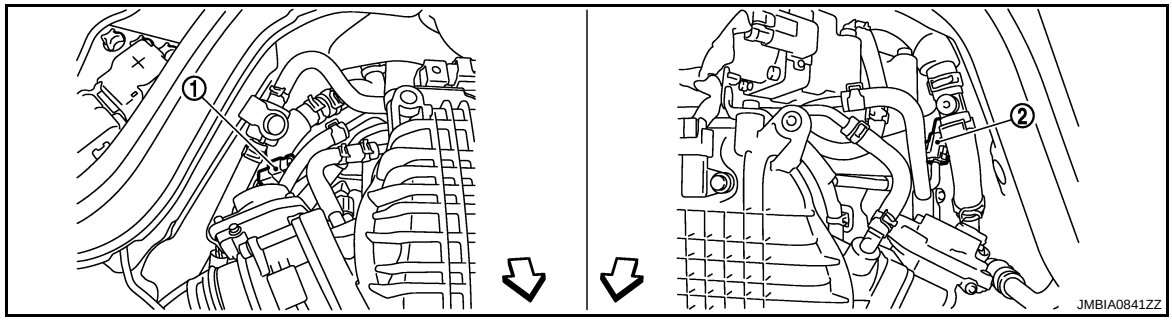
1. Cooling fan motor-2
2. Cooling fan control module
3. Cooling fan motor-1
4. Cooling fan relay



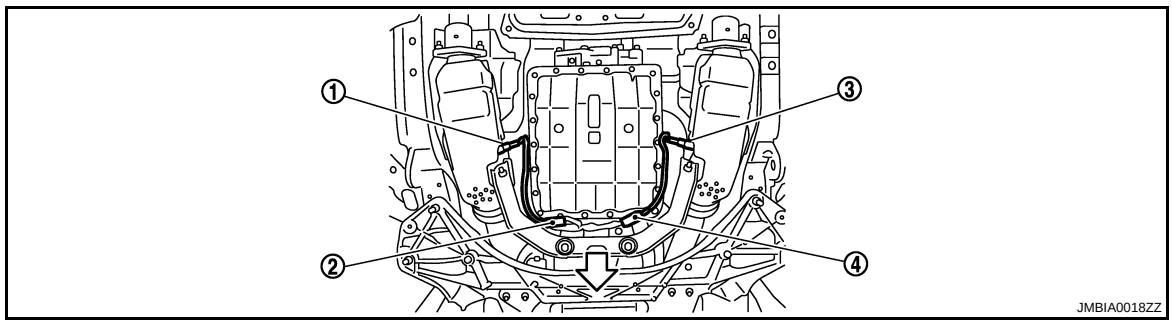

⇦ : Vehicle front

1. A/F sensor 1 (bank 1)
2. A/F sensor 1 (bank 2)



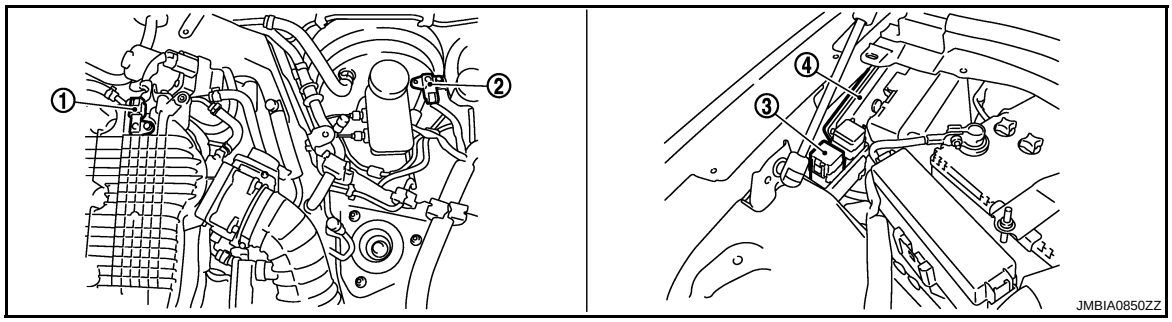

⇦ : Vehicle front

1. A/F sensor 1 (bank 1) harness connector
2. A/F sensor 1 (bank 2) harness connector

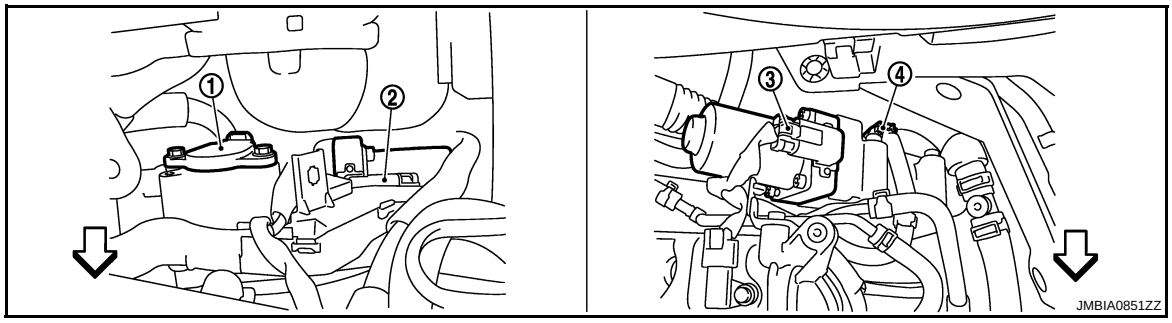


⇦ : Vehicle front

1. Heated oxygen sensor 2 (bank 2)
2. Heated oxygen sensor 2 (bank 2) harness connector
3. Heated oxygen sensor 2 (bank 1)
4. Heated oxygen sensor 2 (bank 1) harness connector

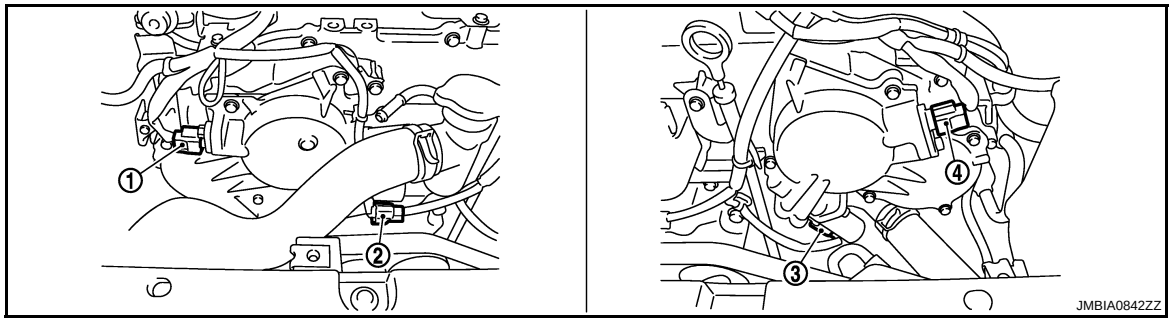



1. Manifold absolute pressure (MAP) sensor
2. Brake booster pressure sensor
3. VVEL actuator motor relay
4. VVEL control module

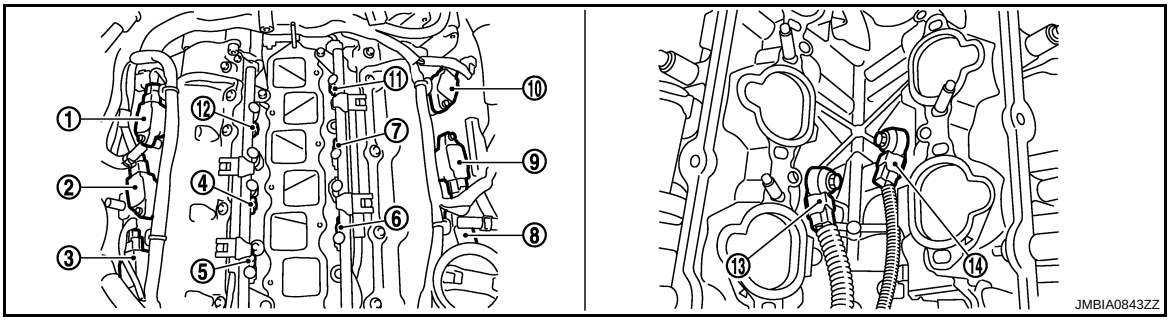



⇦ : Vehicle front

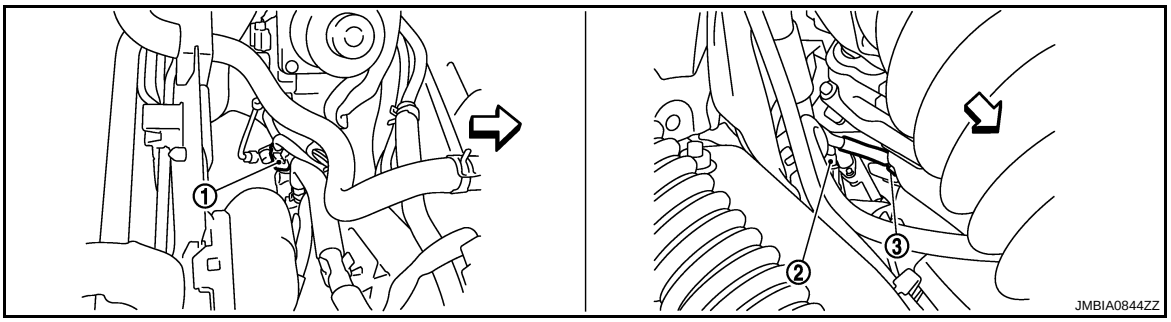
1. VVEL control shaft position sensor (bank 1)
2. VVEL actuator motor (bank 1)
3. VVEL actuator motor (bank 2)
4. VVEL control shaft position sensor (bank 2)




1. Camshaft position sensor (PHASE) (bank 1)
2. Intake valve timing control solenoid valve (bank 1) harness connector
3. Intake valve timing control solenoid valve (bank 2) harness connector
4. Camshaft position sensor (PHASE) (bank 2)

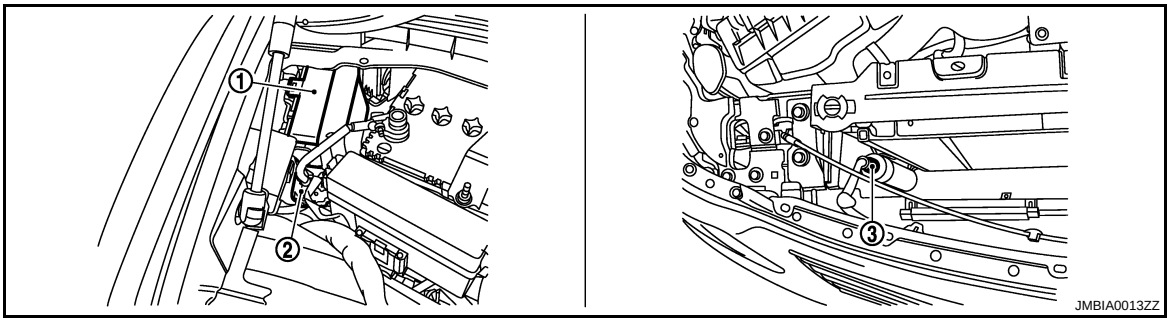



1. Ignition coil No.5 (with power transistor)
2. Ignition coil No.3 (with power transistor)
3. Ignition coil No.1 (with power transistor)
4. Fuel injector No.3
5. Fuel injector No.1
6. Fuel injector No.2
7. Fuel injector No.4
8. Ignition coil No.2 (with power transistor)
9. Ignition coil No.4 (with power transistor)
10. Ignition coil No.6 (with power transistor)
11. Fuel injector No.6
12. Fuel injector No.5
13. Knock sensor (bank 1)
14. Knock sensor (bank 2)

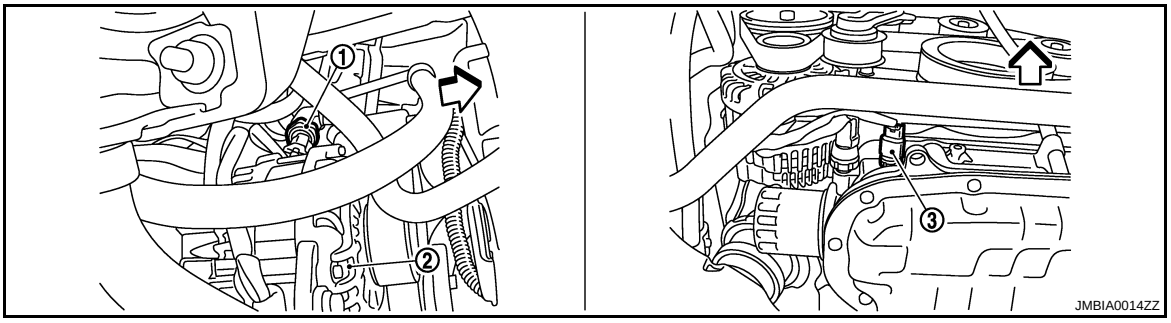



⇦ : Vehicle front

1. Engine coolant temperature sensor
2. A/F sensor 1 (bank 1)
3. Crankshaft position sensor (POS)

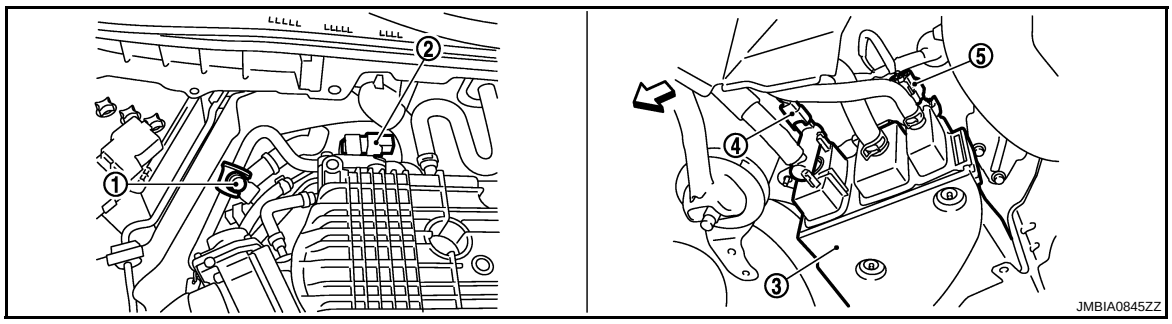



1. IPDM E/R
2. Battery current sensor
3. Refrigerant pressure sensor



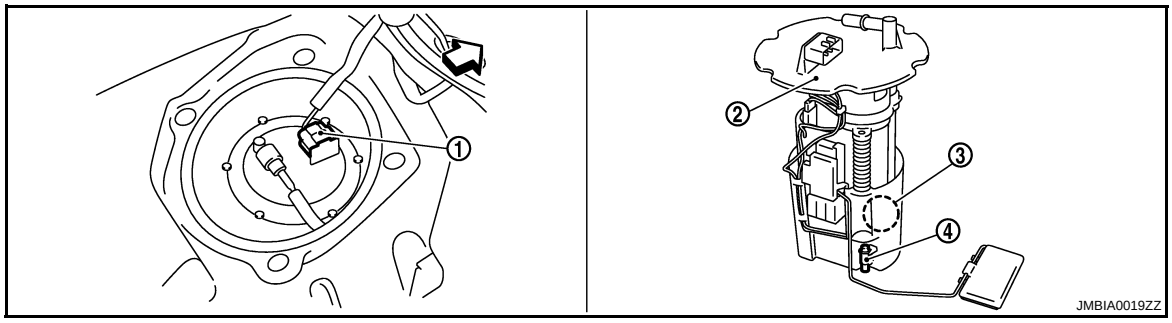
⇦ : Vehicle front

1. Power steering pressure sensor
2. Alternator
3. Engine oil temperature sensor



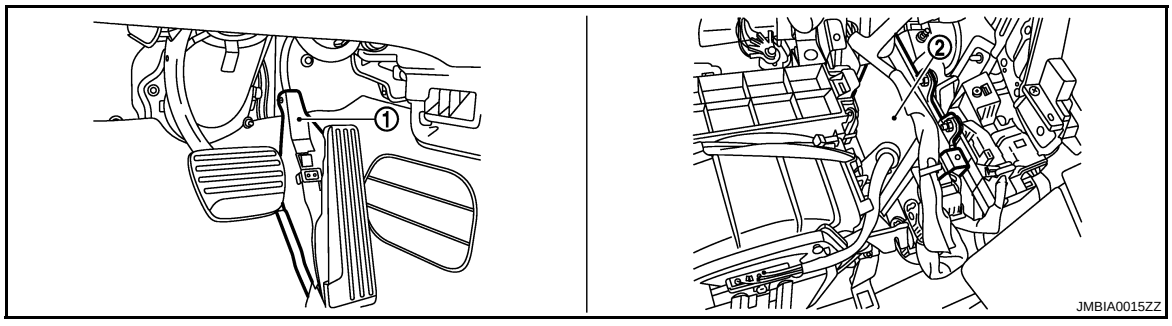

⇦ : Vehicle front

1. EVAP service port
2. EVAP canister purge volume control solenoid valve
3. EVAP canister
4. EVAP canister vent control valve
5. EVAP control system pressure sensor

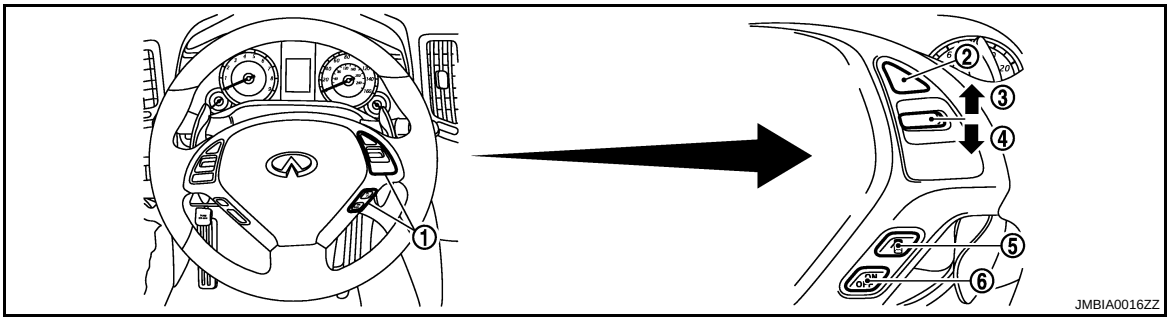



⇦ : Vehicle front

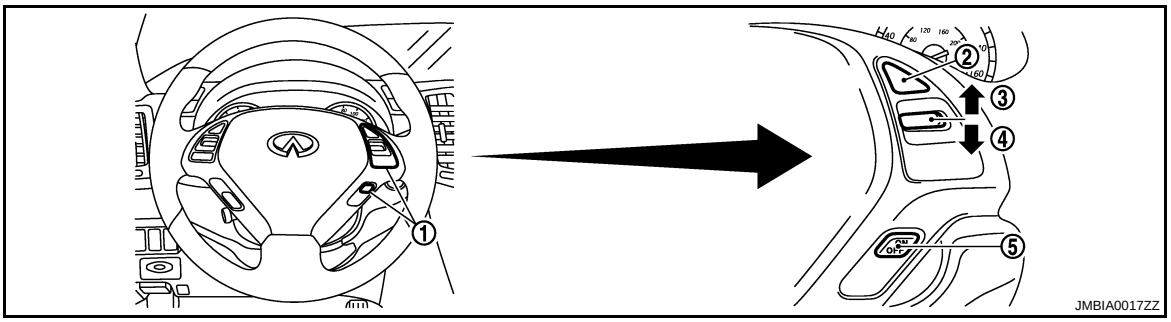
1. Fuel level sensor unit and fuel pump harness connector
2. Fuel level sensor unit and fuel pump
3. Fuel pressure regulator
4. Fuel tank temperature sensor



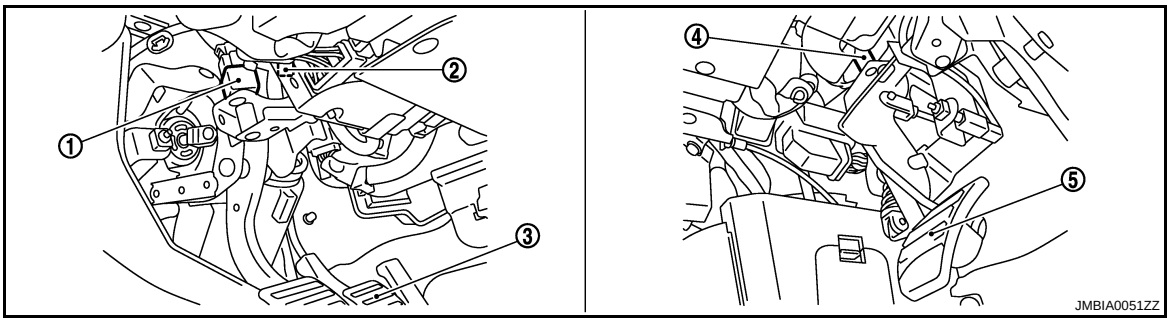

1. Accelerator pedal position sensor
2. ECM



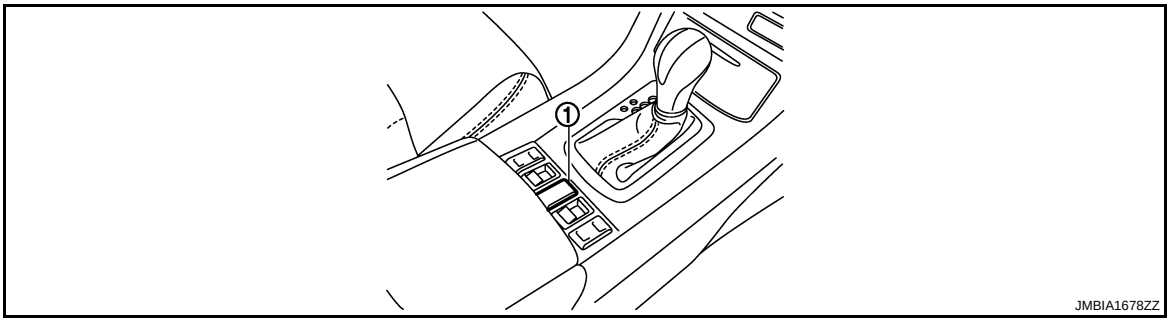

1. ICC steering switch
2. CANCEL switch
3. RESUME/ACCELERATE switch
4. SET/COAST switch
5. DISTANCE switch
6. MAIN switch




1. ASCD steering switch
2. CANCEL switch
3. RESUME/ACCELERATE switch
4. SET/COAST switch
5. MAIN switch




1. Stop lamp switch
2. ASCD brake switch (ASCD models)
   ICC brake switch (ICC models)
3. Brake pedal
4. ASCD clutch switch (ASCD models)
   ICC clutch switch (ICC models)
5. Clutch pedal




1. Snow mode switch

## Component Description

INFOID:0000000004476538

| Component | Reference |
|---|---|
| ASCD brake switch | EC-438, "Description" |
| ASCD indicator | EC-489, "Description" |
| ASCD steering switch | EC-431, "Description" |
| Electric throttle control actuator | EC-409, "Description" |
| Stop lamp switch | EC-464, "Description" |

# CAN COMMUNICATION

## System Description

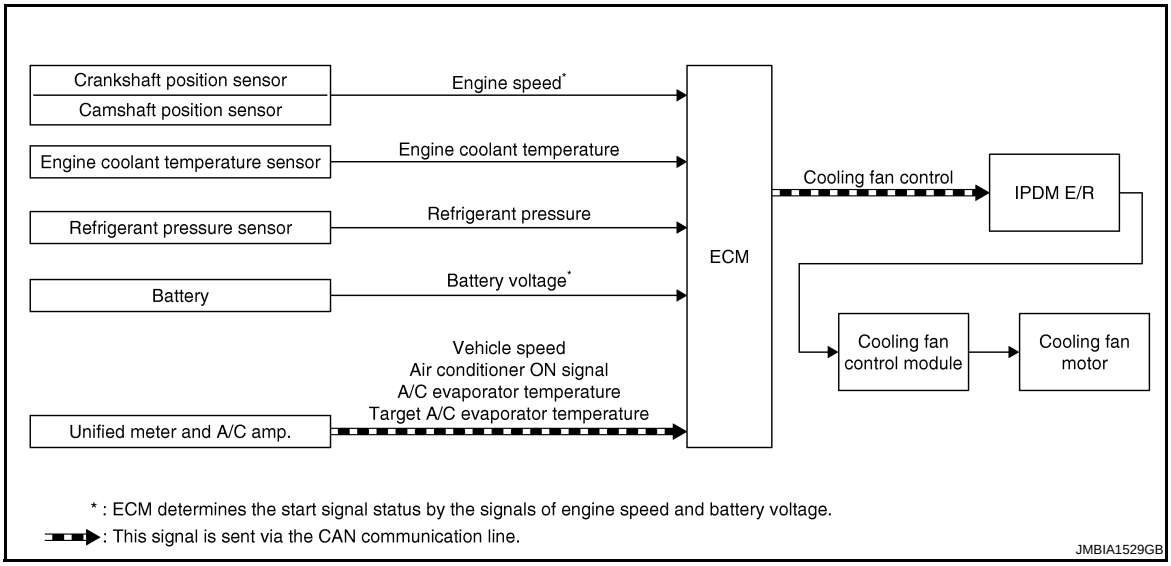
INFOID:0000000004476539

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.
Refer to LAN-11, "CAN Communication Control Circuit", about CAN communication for detail..

# COOLING FAN CONTROL

## System Diagram

INFOID:0000000004476540




## System Description

INFOID:0000000004476541

### INPUT/OUTPUT SIGNAL CHART

| Sensor | Input signal to ECM | ECM function | Actuator |
|---|---|---|---|
| Crankshaft position sensor (POS)<br>Camshaft position sensor (PHASE) | Engine speed*1 | Cooling fan control | IPDM E/R<br>↓<br>Cooling fan control module<br>↓<br>Cooling fan motor |
| Engine coolant temperature sensor | Engine coolant temperature | | |
| Refrigerant pressure sensor | Refrigerant pressure | | |
| Battery | Battery voltage*1 | | |
| Unified meter and A/C amp. | Vehicle speed*2 | | |
| | Air conditioner ON signal*2 | | |
| | A/C evaporator temperature*2 | | |
| | Target A/C evaporator temperature*2 | | |

*1: The ECM determines the start signal status by the signals of engine speed and battery voltage.

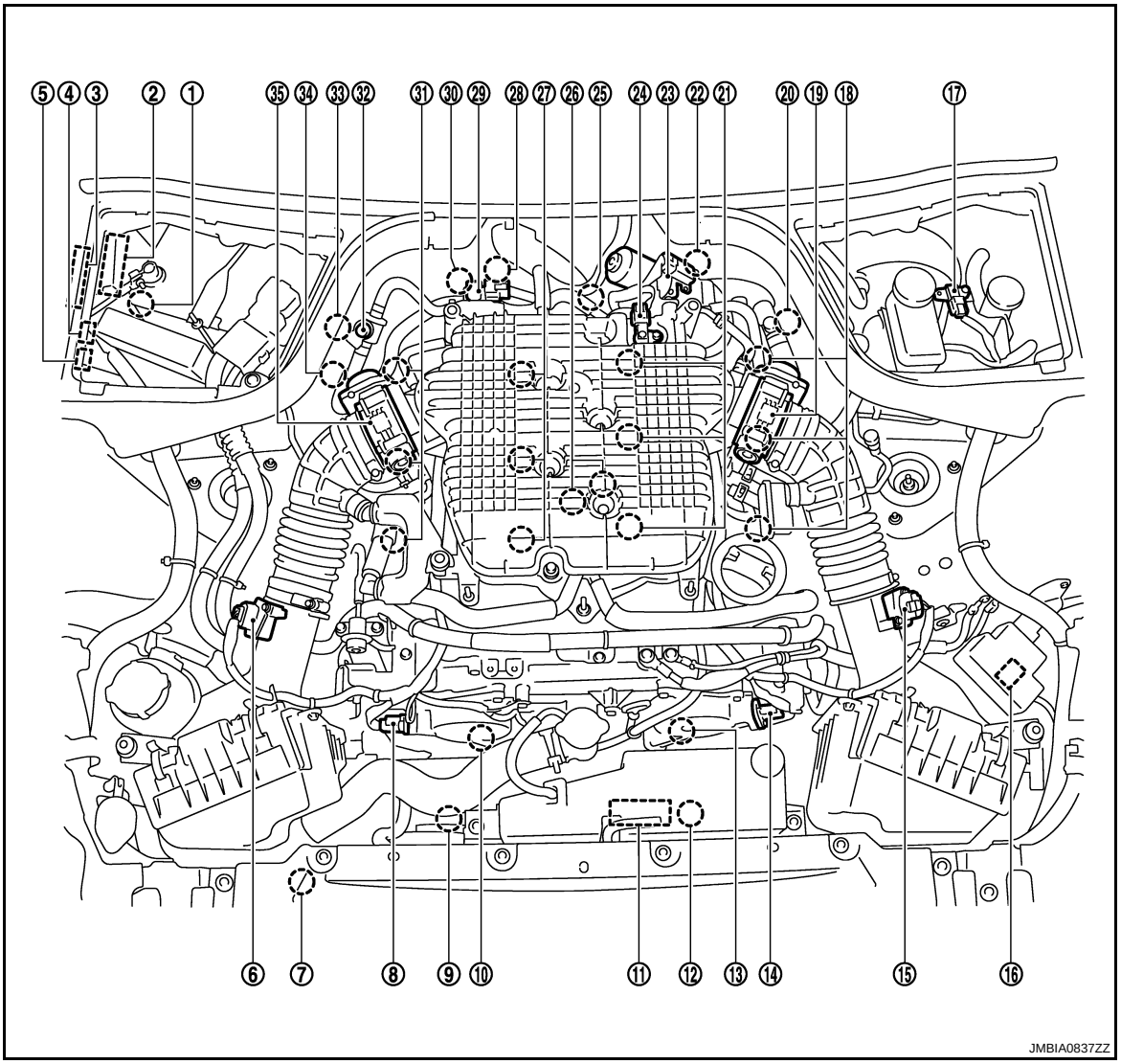
*2: This signal is sent to ECM via the CAN communication line.

### SYSTEM DESCRIPTION

ECM controls cooling fan speed corresponding to vehicle speed, engine coolant temperature, air conditioner ON signal, refrigerant pressure, target A/C evaporator temperature and A/C evaporator temperature.
Cooling fan control signal is sent to IPDM E/R from ECM by CAN communication line. Then, IPDM E/R sends ON/OFF pulse duty signal to cooling fan control module. Corresponding to this ON/OFF pulse duty signal, cooling fan control module gives cooling fan motor operating voltage to cooling fan motors. Cooling fan speed is controlled by duty cycle of cooling fan motor operating voltage sent from cooling fan control module.

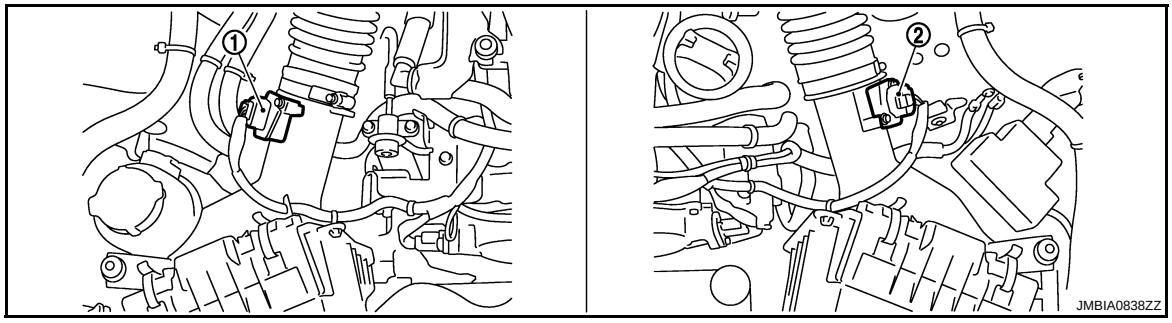
## Component Parts Location

INFOID:0000000004704645

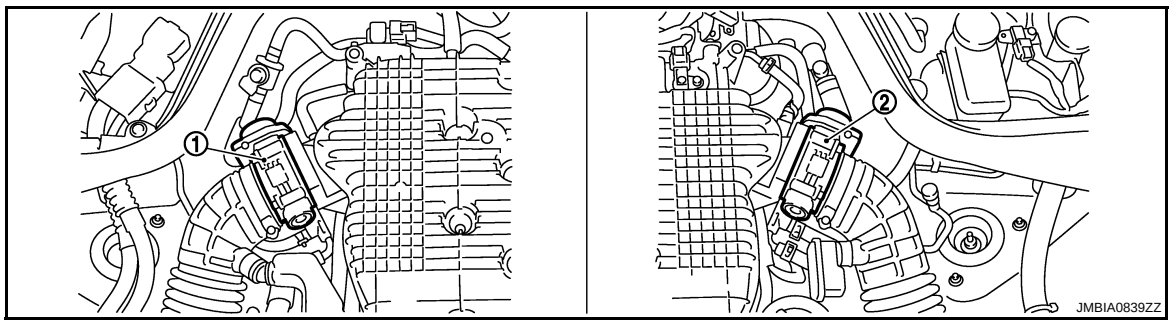



1. Battery current sensor
2. IPDM E/R
3. VVEL control module
4. Cooling fan relay
5. VVEL actuator motor relay
6. Mass air flow sensor (with intake air temperature sensor) (bank 1)
7. Refrigerant pressure sensor
8. Camshaft position sensor (PHASE) (bank 1)
9. Cooling fan motor-2
10. Intake valve timing control solenoid valve (bank 1)
11. Cooling fan control module
12. Cooling fan motor-1
13. Intake valve timing control solenoid valve (bank 2)
14. Camshaft position sensor (PHASE) (bank 2)
15. Mass air flow sensor (with intake air temperature sensor) (bank 2)
16. ICC brake hold relay (ICC models)
17. Brake booster pressure sensor
18. Ignition coil (with power transistor) and spark plug (bank 2)
19. Electric throttle control actuator (bank 2)
20. A/F sensor 1 (bank 2)
21. Fuel injector (bank 2)
22. VVEL control shaft position sensor (bank 2)
23. VVEL actuator motor (bank 2)
24. Manifold absolute pressure (MAP) sensor
25. Engine coolant temperature sensor
26. Knock sensor
27. Fuel injector (bank 1)
28. VVEL actuator motor (bank 1)
29. EVAP canister purge volume control solenoid valve
30. VVEL control shaft position sensor (bank 1)

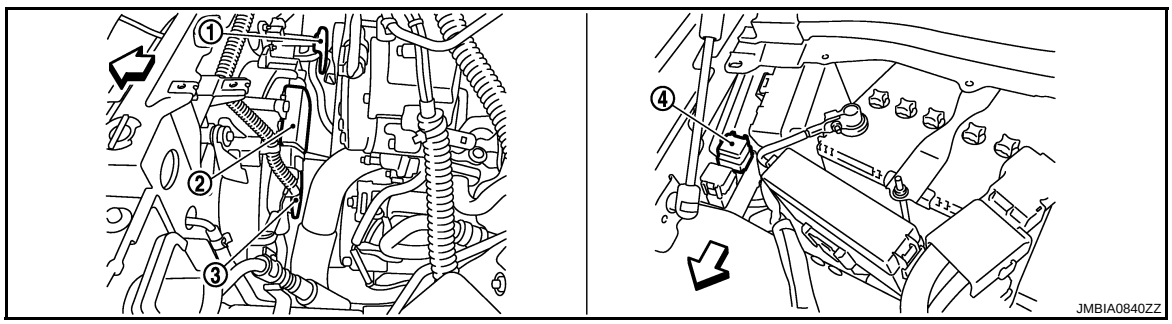
31. Ignition coil (with power transistor) and spark plug (bank 1)
32. EVAP service port
33. A/F sensor 1 (bank 1)
34. Crankshaft position sensor (POS)
35. Electric throttle control actuator (bank 1)




1. Mass air flow sensor (with intake air temperature sensor) (bank 1)
2. Mass air flow sensor (with intake air temperature sensor) (bank 2)

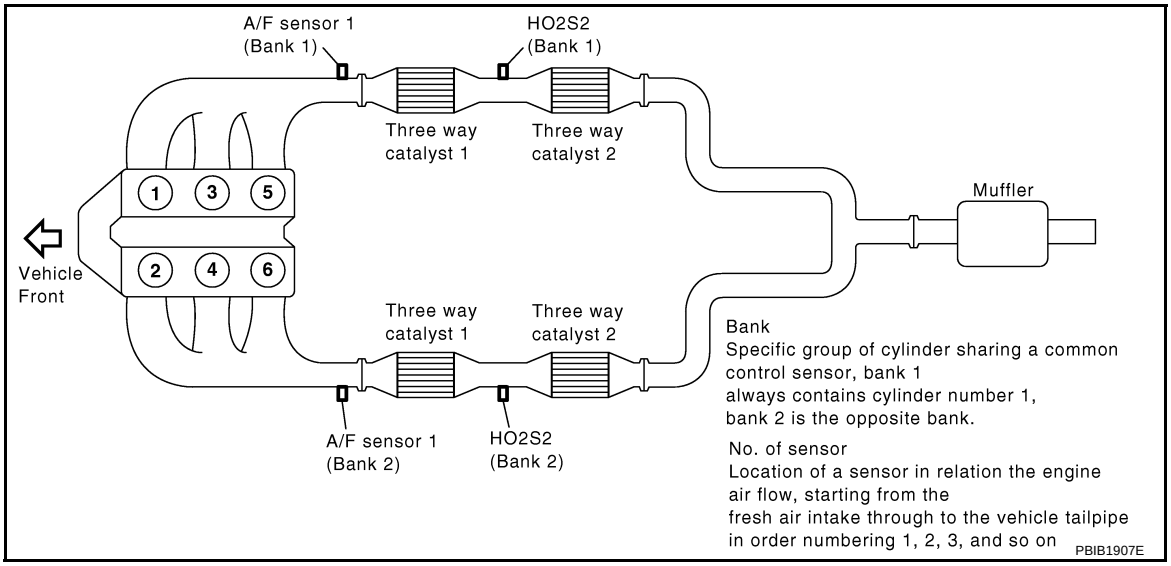


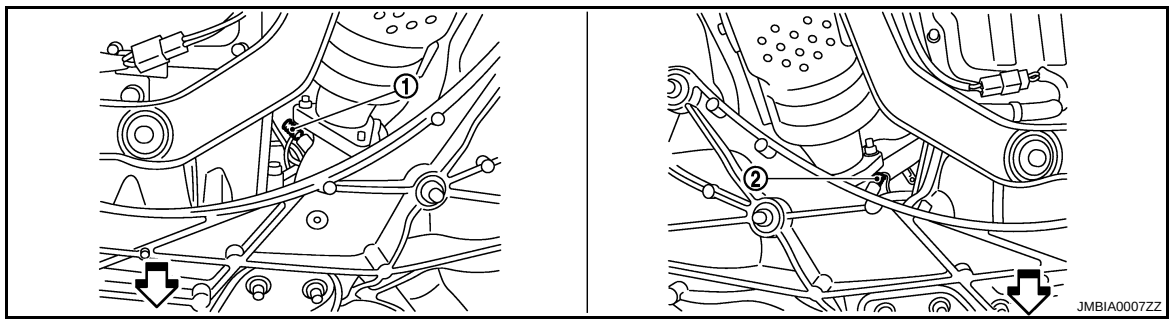

1. Electric throttle control actuator (bank 1)
2. Electric throttle control actuator (bank 2)




⇦ : Vehicle front

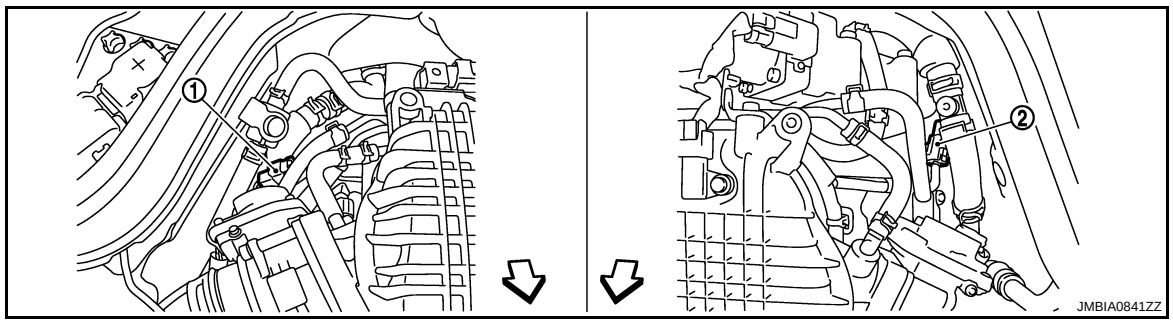
1. Cooling fan motor-2
2. Cooling fan control module
3. Cooling fan motor-1
4. Cooling fan relay



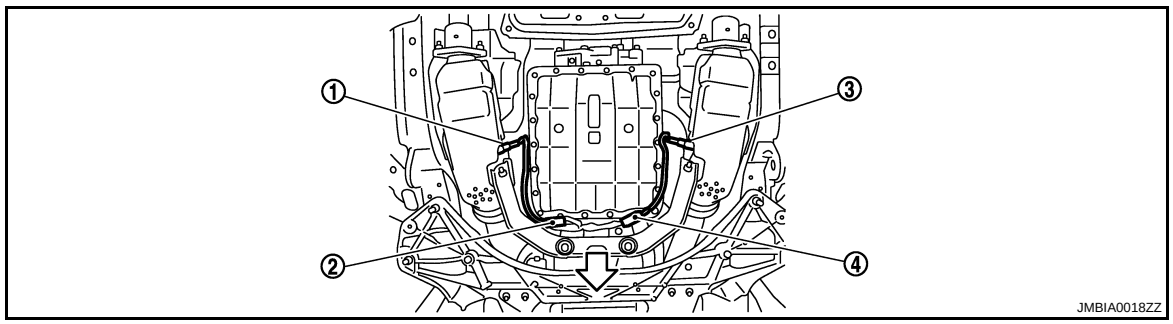

⇦ : Vehicle front

1. A/F sensor 1 (bank 1)
2. A/F sensor 1 (bank 2)



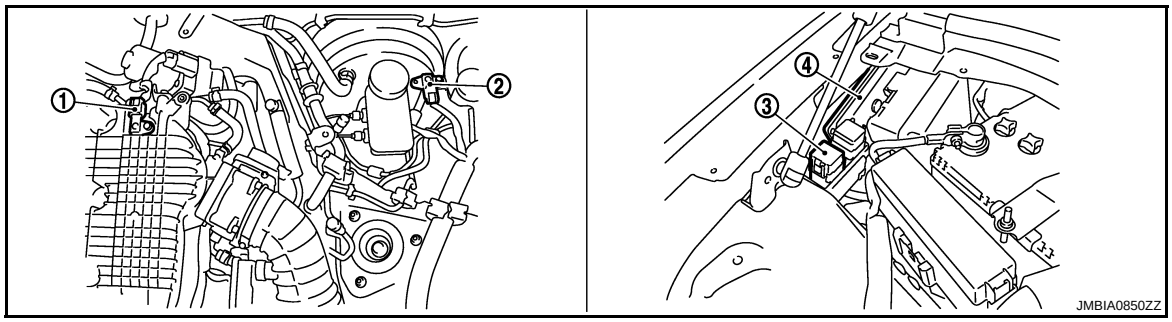

⇦ : Vehicle front

1. A/F sensor 1 (bank 1) harness connector
2. A/F sensor 1 (bank 2) harness connector

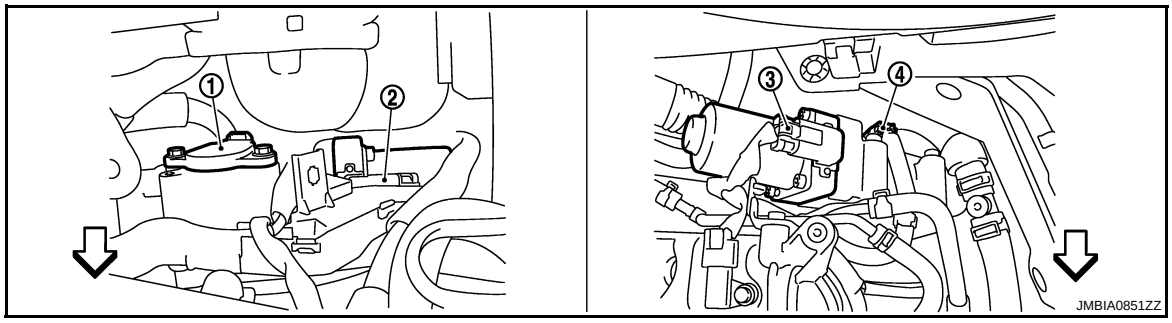


⇦ : Vehicle front

1. Heated oxygen sensor 2 (bank 2)
2. Heated oxygen sensor 2 (bank 2) harness connector
3. Heated oxygen sensor 2 (bank 1)
4. Heated oxygen sensor 2 (bank 1) harness connector

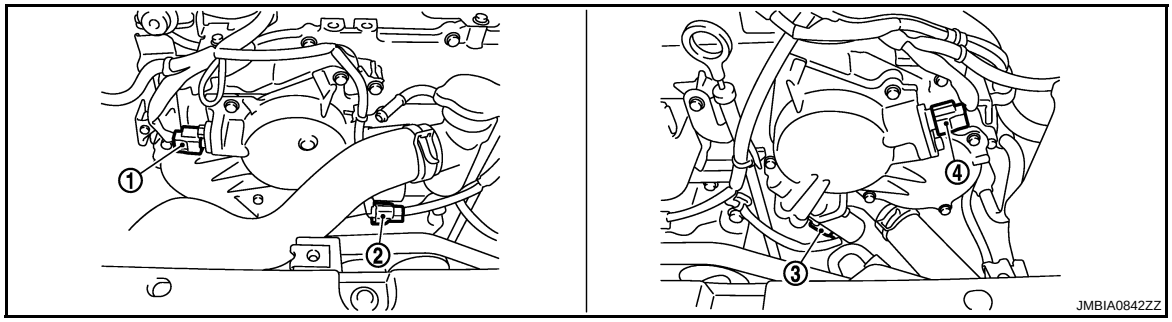



1. Manifold absolute pressure (MAP) sensor
2. Brake booster pressure sensor
3. VVEL actuator motor relay
4. VVEL control module

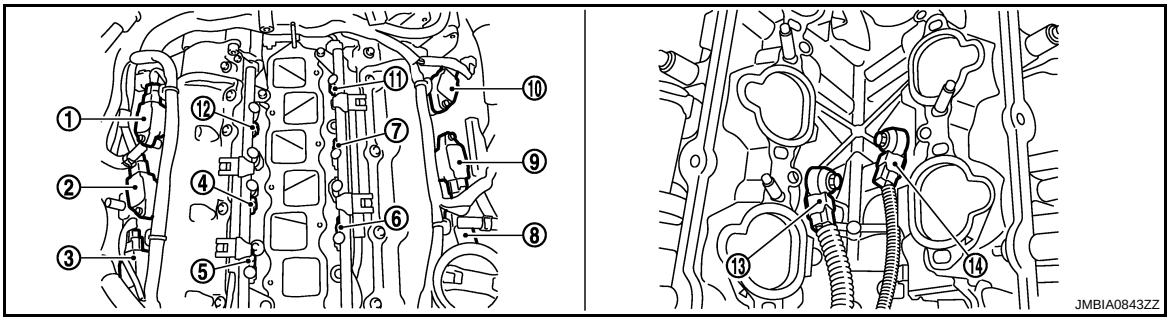



⇦ : Vehicle front

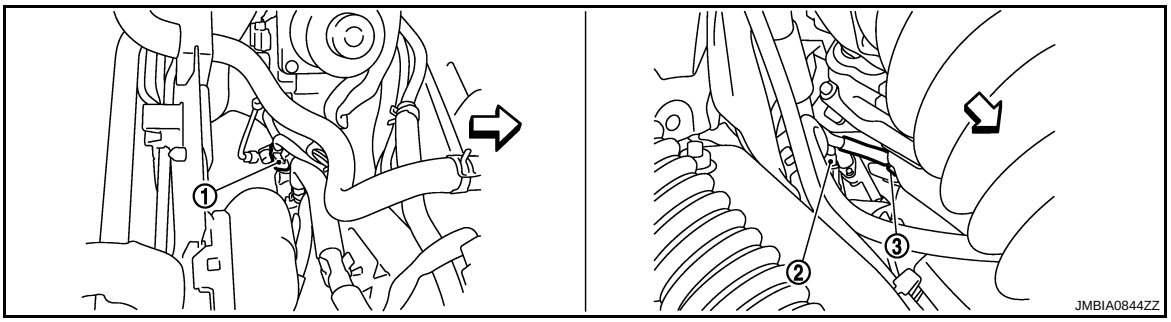
1. VVEL control shaft position sensor (bank 1)
2. VVEL actuator motor (bank 1)
3. VVEL actuator motor (bank 2)
4. VVEL control shaft position sensor (bank 2)




1. Camshaft position sensor (PHASE) (bank 1)
2. Intake valve timing control solenoid valve (bank 1) harness connector
3. Intake valve timing control solenoid valve (bank 2) harness connector
4. Camshaft position sensor (PHASE) (bank 2)

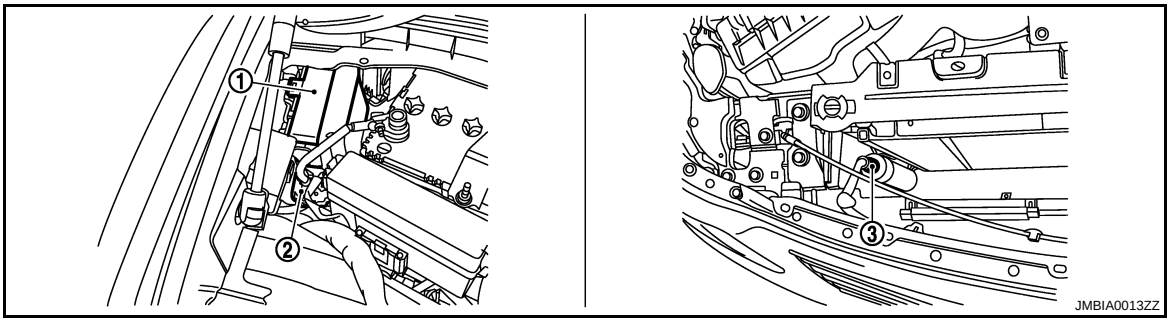



1. Ignition coil No.5 (with power transistor)
2. Ignition coil No.3 (with power transistor)
3. Ignition coil No.1 (with power transistor)
4. Fuel injector No.3
5. Fuel injector No.1
6. Fuel injector No.2
7. Fuel injector No.4
8. Ignition coil No.2 (with power transistor)
9. Ignition coil No.4 (with power transistor)
10. Ignition coil No.6 (with power transistor)
11. Fuel injector No.6
12. Fuel injector No.5
13. Knock sensor (bank 1)
14. Knock sensor (bank 2)

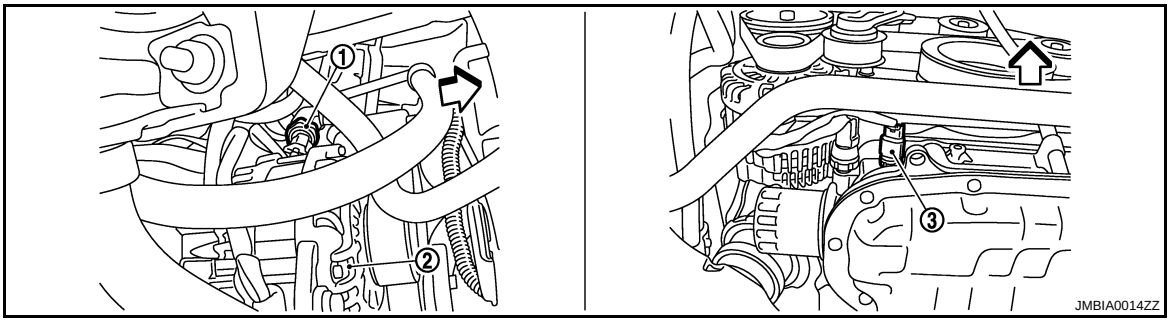



⇦ : Vehicle front

1. Engine coolant temperature sensor
2. A/F sensor 1 (bank 1)
3. Crankshaft position sensor (POS)

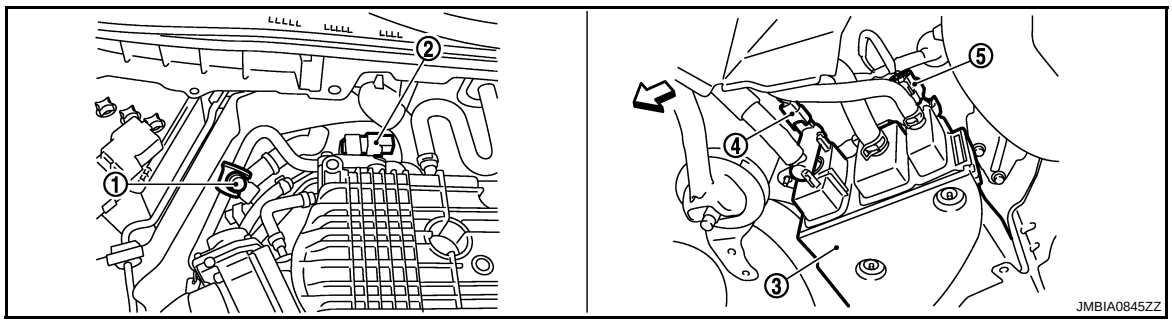



1. IPDM E/R
2. Battery current sensor
3. Refrigerant pressure sensor



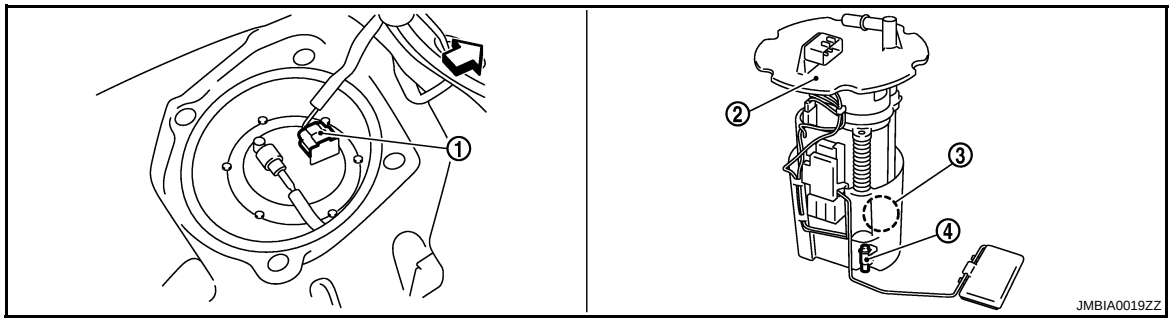
⇦ : Vehicle front

1. Power steering pressure sensor
2. Alternator
3. Engine oil temperature sensor



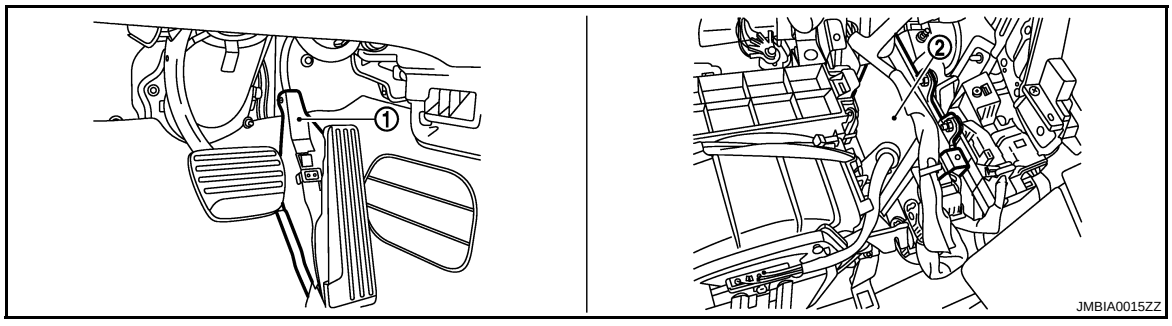

⇦ : Vehicle front

1. EVAP service port
2. EVAP canister purge volume control solenoid valve
3. EVAP canister
4. EVAP canister vent control valve
5. EVAP control system pressure sensor

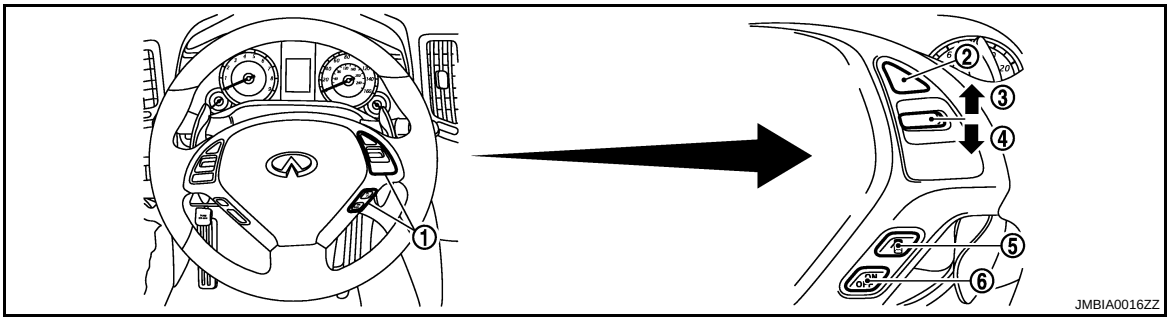



⇦ : Vehicle front

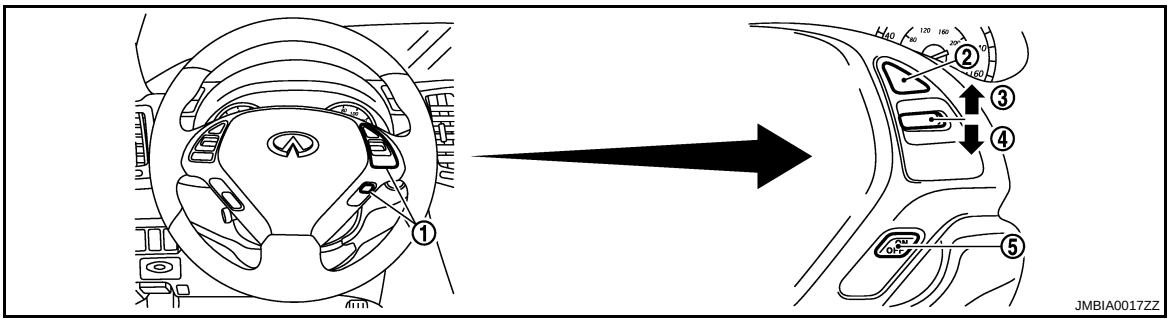
1. Fuel level sensor unit and fuel pump harness connector
2. Fuel level sensor unit and fuel pump
3. Fuel pressure regulator
4. Fuel tank temperature sensor



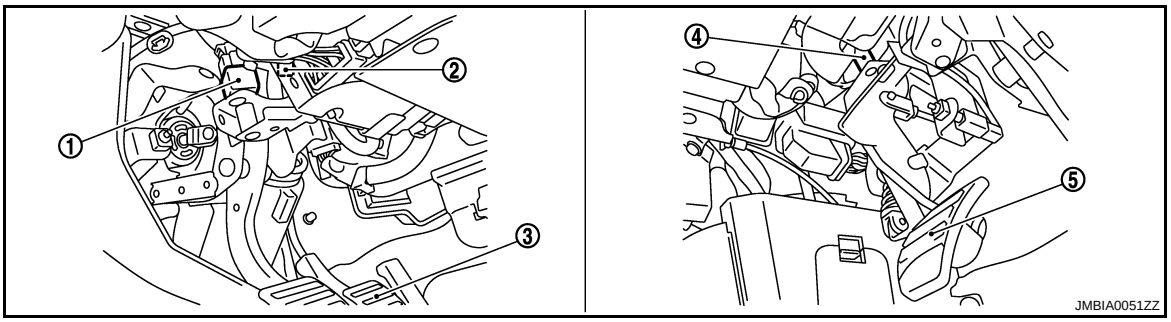

1. Accelerator pedal position sensor
2. ECM



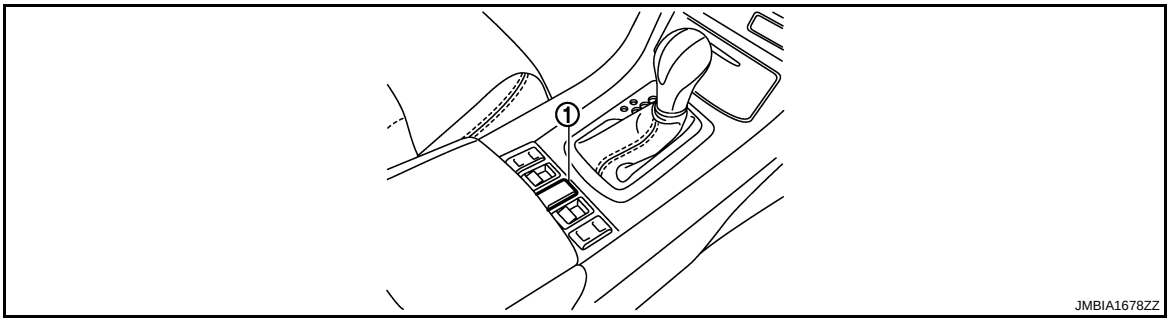

1. ICC steering switch
2. CANCEL switch
3. RESUME/ACCELERATE switch
4. SET/COAST switch
5. DISTANCE switch
6. MAIN switch




1. ASCD steering switch
2. CANCEL switch
3. RESUME/ACCELERATE switch
4. SET/COAST switch
5. MAIN switch




1. Stop lamp switch
2. ASCD brake switch (ASCD models)
   ICC brake switch (ICC models)
3. Brake pedal
4. ASCD clutch switch (ASCD models)
   ICC clutch switch (ICC models)
5. Clutch pedal




1. Snow mode switch

## Component Description

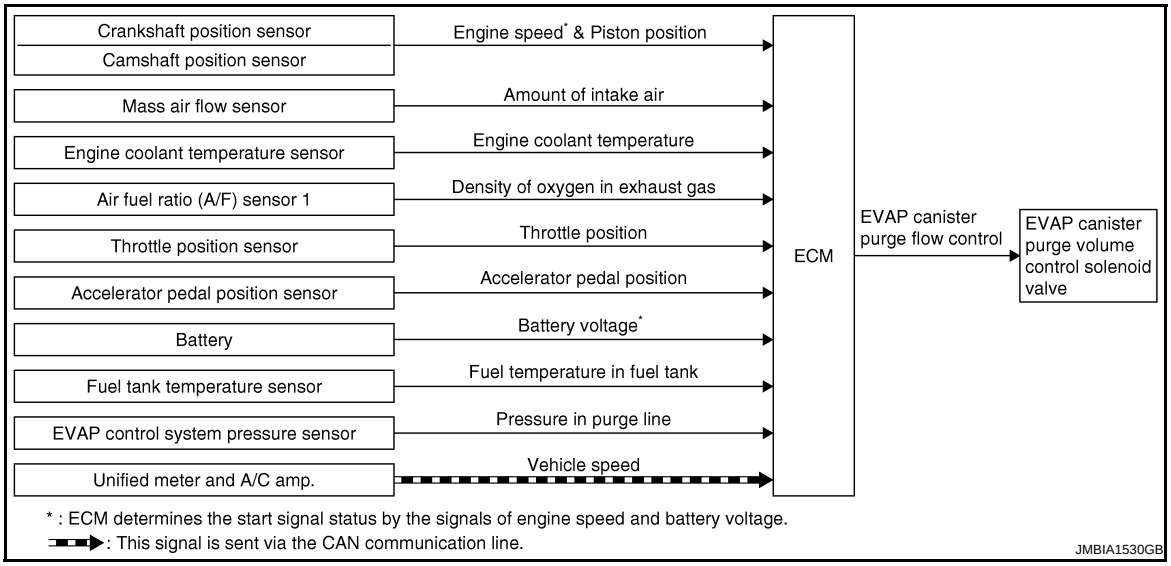
INFOID:0000000004476543

| Component | Reference |
|---|---|
| Camshaft position sensor (PHASE) | EC-277, "Description" |
| Cooling fan control module | EC-490, "Description" |
| Cooling fan motor | EC-490, "Description" |
| Crankshaft position sensor (POS) | EC-273, "Description" |
| Engine coolant temperature sensor | EC-191, "Description" |
| Refrigerant pressure sensor | EC-520, "Description" |

# EVAPORATIVE EMISSION SYSTEM

## System Diagram

INFOID:0000000004476544




## System Description

INFOID:0000000004476545

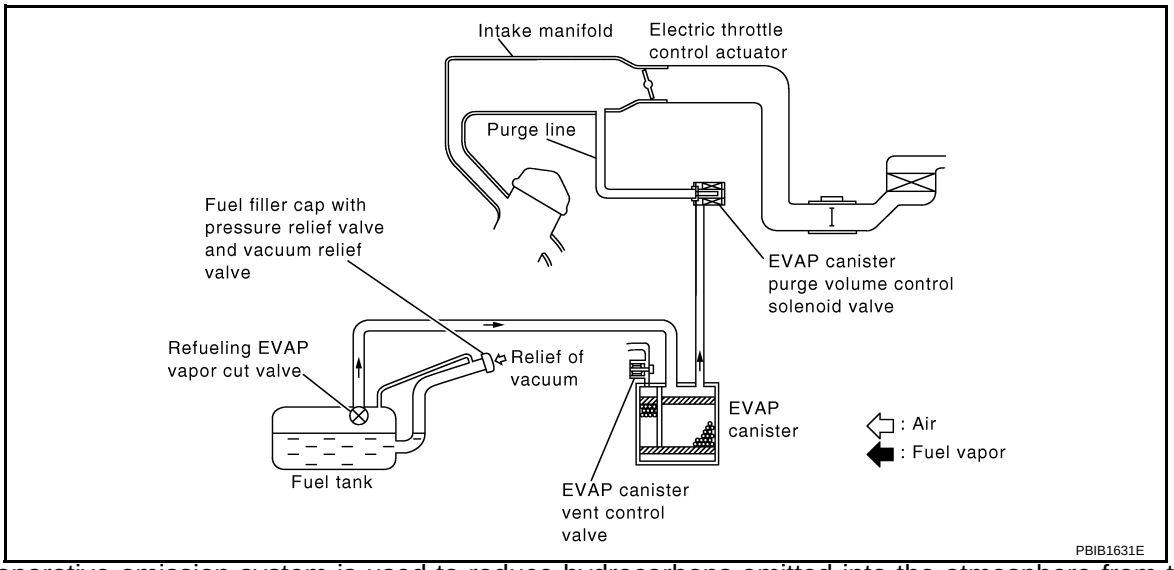
### INPUT/OUTPUT SIGNAL CHART

| Sensor | Input signal to ECM | ECM function | Actuator |
|---|---|---|---|
| Crankshaft position sensor (POS)<br>Camshaft position sensor (PHASE) | Engine speed*1 | EVAP canister purge flow control | EVAP canister purge volume control solenoid valve |
| Mass air flow sensor | Amount of intake air | | |
| Engine coolant temperature sensor | Engine coolant temperature | | |
| Battery | Battery voltage*1 | | |
| Throttle position sensor | Throttle position | | |
| Accelerator pedal position sensor | Accelerator pedal position | | |
| Air fuel ratio (A/F) sensor 1 | Density of oxygen in exhaust gas (Mixture ratio feedback signal) | | |
| Fuel tank temperature sensor | Fuel temperature in fuel tank | | |
| EVAP control system pressure sensor | Pressure in purge line | | |
| Unified meter and A/C amp. | Vehicle speed*2 | | |

*1: ECM determines the start signal status by the signals of engine speed and battery voltage.

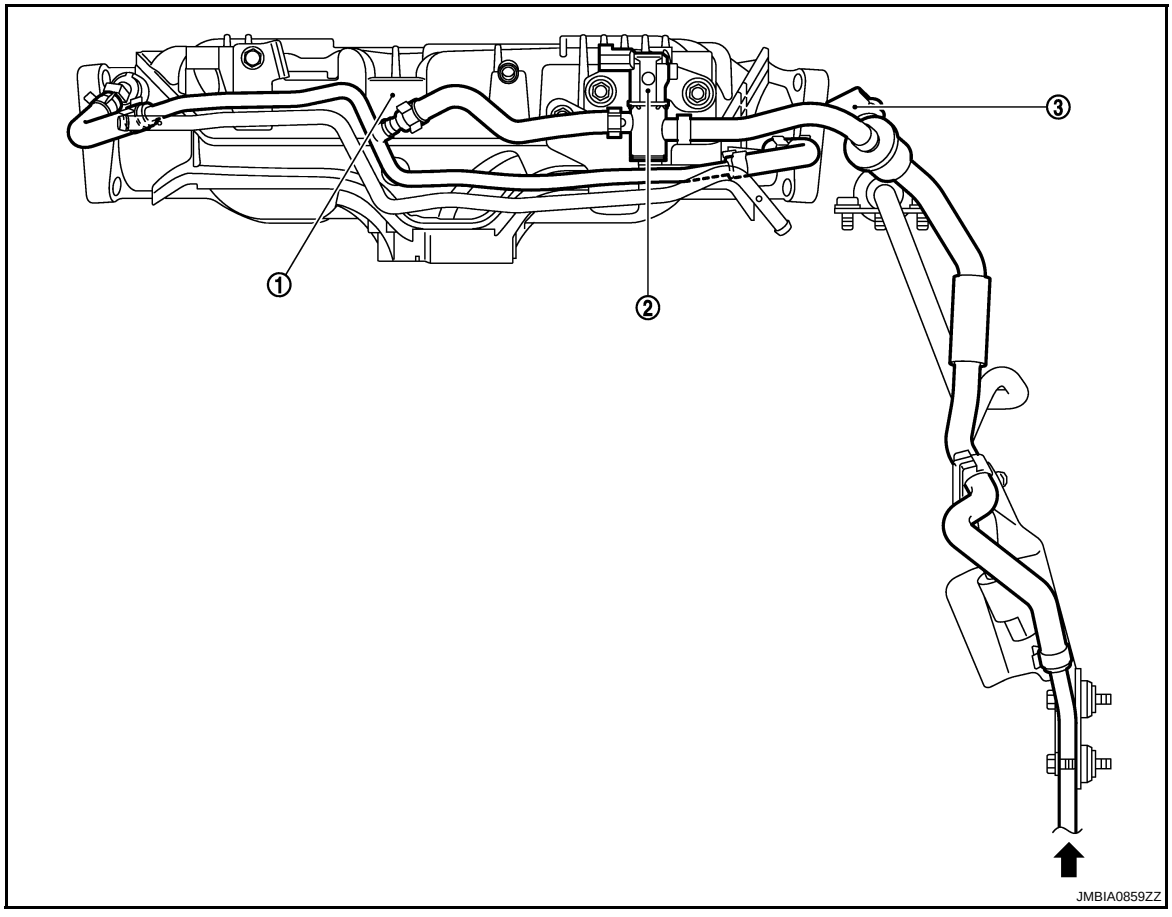
*2: This signal is sent to the ECM via the CAN communication line.

SYSTEM DESCRIPTION



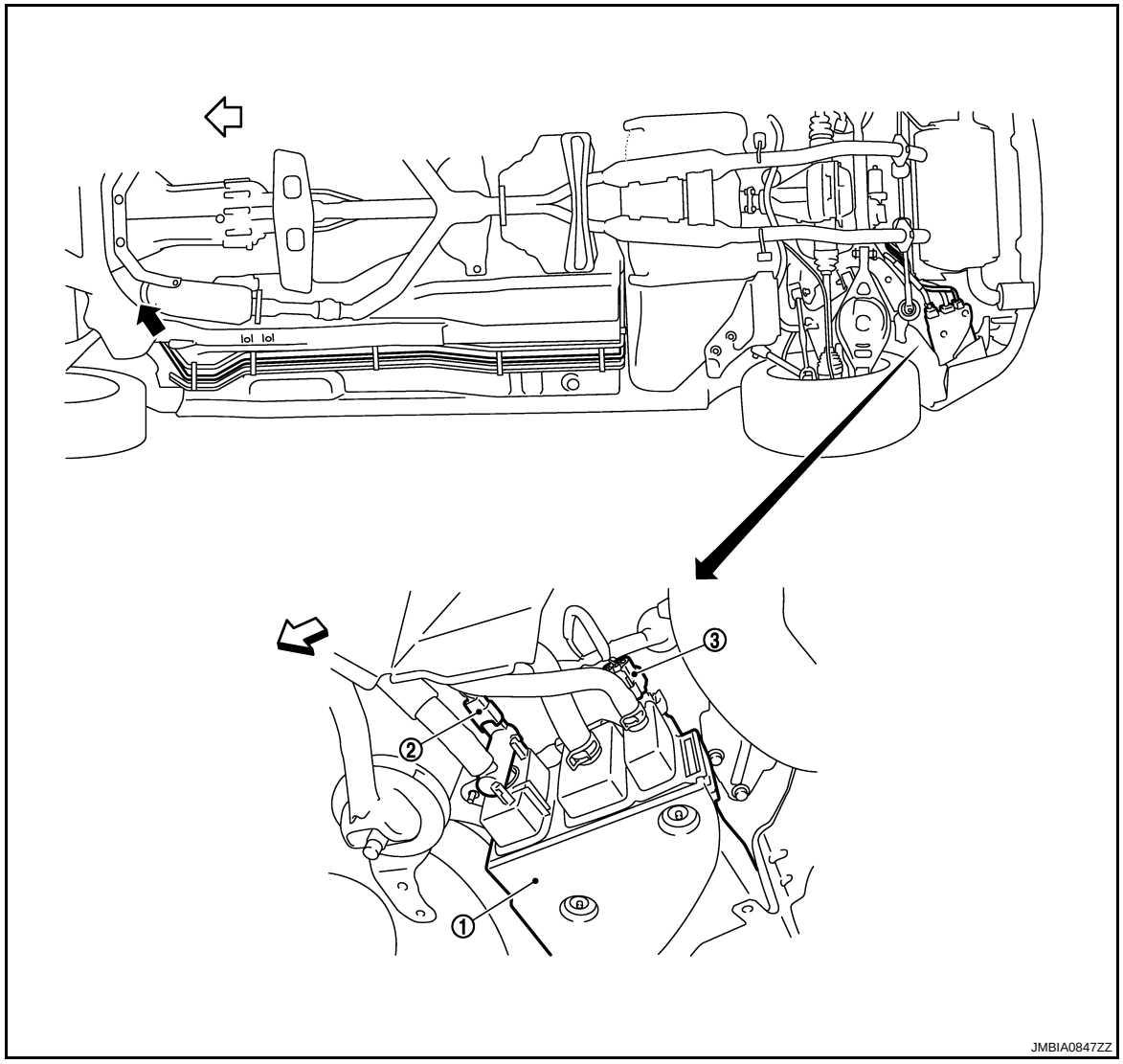

The evaporative emission system is used to reduce hydrocarbons emitted into the atmosphere from the fuel system. This reduction of hydrocarbons is accomplished by activated charcoals in the EVAP canister.
The fuel vapor in the sealed fuel tank is led into the EVAP canister which contains activated carbon and the vapor is stored there when the engine is not operating or when refueling to the fuel tank.
The vapor in the EVAP canister is purged by the air through the purge line to the intake manifold when the engine is operating. EVAP canister purge volume control solenoid valve is controlled by ECM. When the engine operates, the flow rate of vapor controlled by EVAP canister purge volume control solenoid valve is proportionally regulated as the air flow increases.
EVAP canister purge volume control solenoid valve also shuts off the vapor purge line during decelerating and idling.

EVAPORATIVE EMISSION LINE DRAWING



1. Intake manifold collector
2. EVAP canister purge volume control solenoid valve
3. EVAP service port

⬅ : From next figure




⇦ : Vehicle front

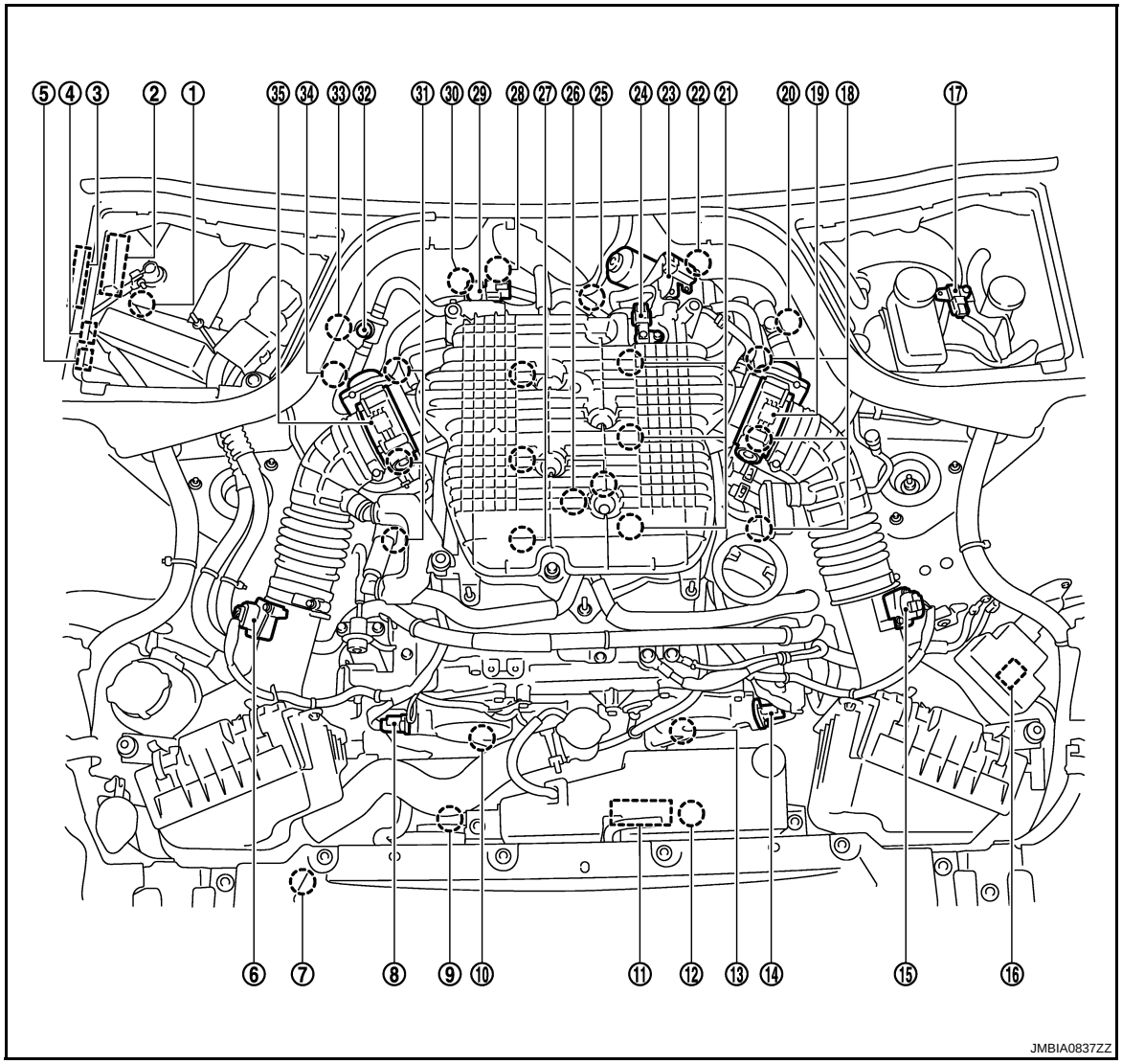
1. EVAP canister
2. EVAP canister vent control valve
3. EVAP control system pressure sensor

⬅ : To previous figure

**NOTE:**
Do not use soapy water or any type of solvent while installing vacuum hose or purge hoses.

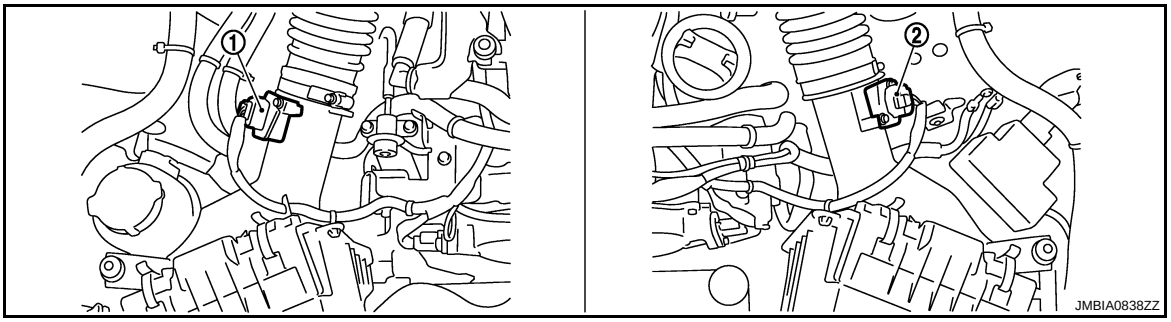
## Component Parts Location

INFOID:0000000004704646

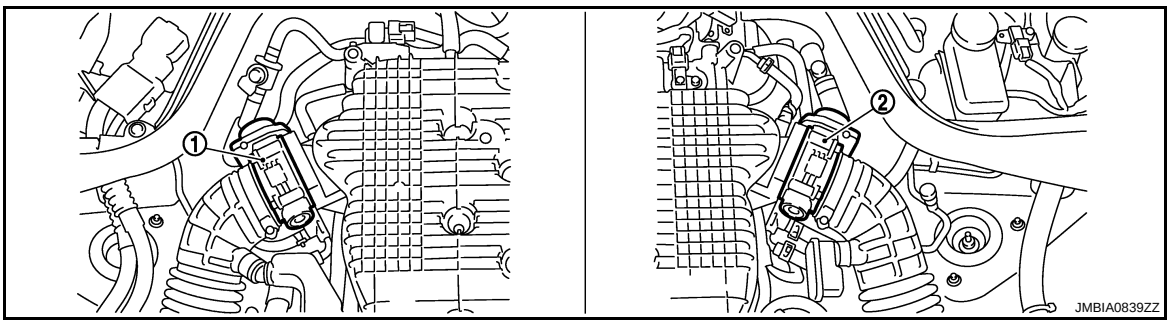



1. Battery current sensor
2. IPDM E/R
3. VVEL control module
4. Cooling fan relay
5. VVEL actuator motor relay
6. Mass air flow sensor (with intake air temperature sensor) (bank 1)
7. Refrigerant pressure sensor
8. Camshaft position sensor (PHASE) (bank 1)
9. Cooling fan motor-2
10. Intake valve timing control solenoid valve (bank 1)
11. Cooling fan control module
12. Cooling fan motor-1
13. Intake valve timing control solenoid valve (bank 2)
14. Camshaft position sensor (PHASE) (bank 2)
15. Mass air flow sensor (with intake air temperature sensor) (bank 2)
16. ICC brake hold relay (ICC models)
17. Brake booster pressure sensor
18. Ignition coil (with power transistor) and spark plug (bank 2)
19. Electric throttle control actuator (bank 2)
20. A/F sensor 1 (bank 2)
21. Fuel injector (bank 2)
22. VVEL control shaft position sensor (bank 2)
23. VVEL actuator motor (bank 2)
24. Manifold absolute pressure (MAP) sensor
25. Engine coolant temperature sensor
26. Knock sensor
27. Fuel injector (bank 1)
28. VVEL actuator motor (bank 1)
29. EVAP canister purge volume control solenoid valve
30. VVEL control shaft position sensor (bank 1)

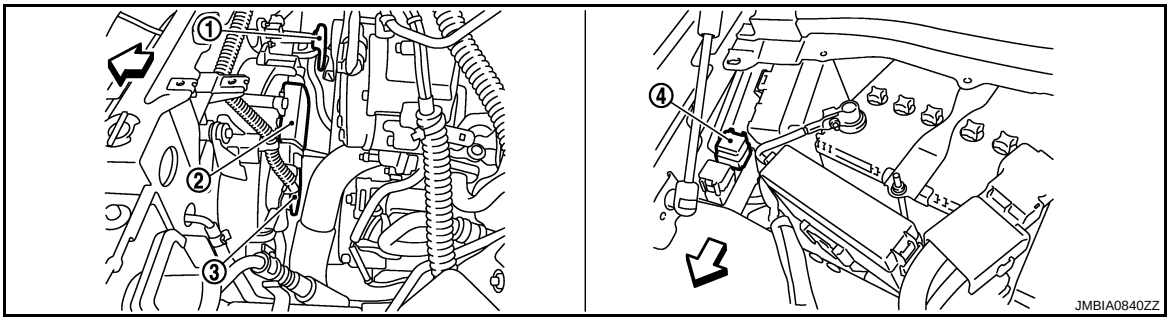
31. Ignition coil (with power transistor) and spark plug (bank 1)
32. EVAP service port
33. A/F sensor 1 (bank 1)
34. Crankshaft position sensor (POS)
35. Electric throttle control actuator (bank 1)




1. Mass air flow sensor (with intake air temperature sensor) (bank 1)
2. Mass air flow sensor (with intake air temperature sensor) (bank 2)

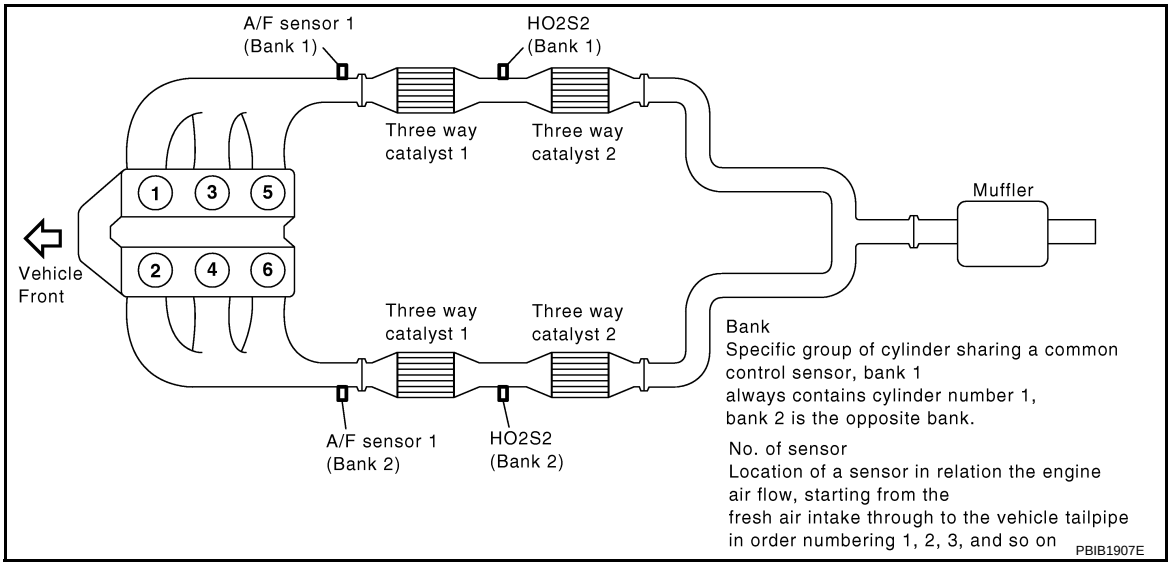


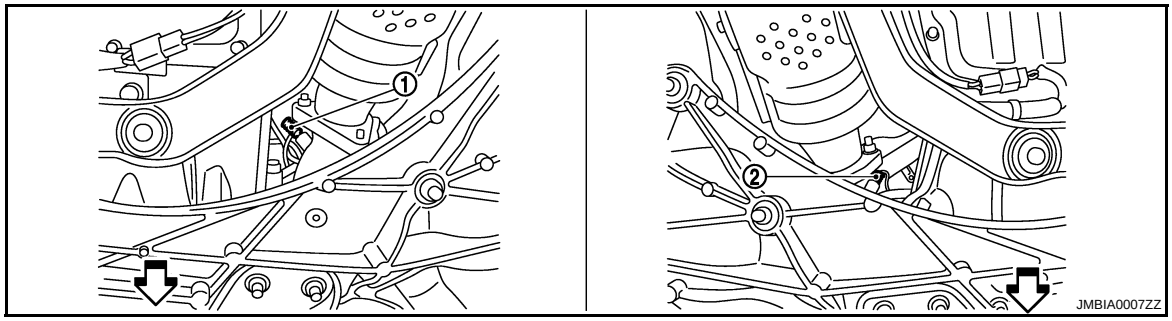

1. Electric throttle control actuator (bank 1)
2. Electric throttle control actuator (bank 2)




⇦ : Vehicle front

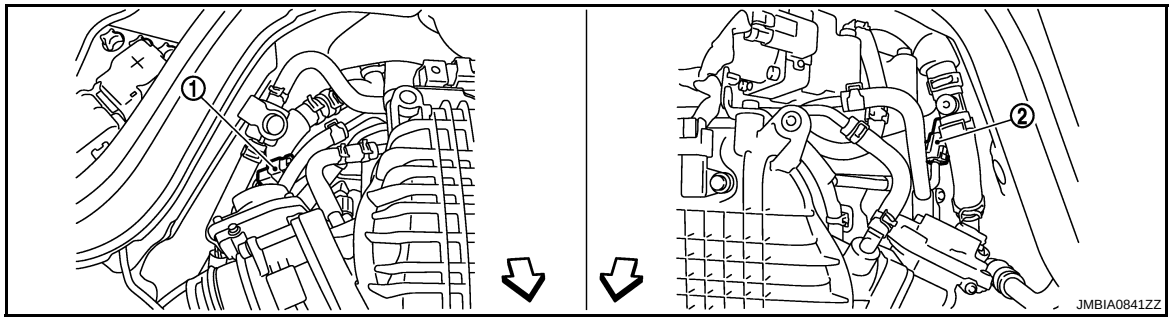
1. Cooling fan motor-2
2. Cooling fan control module
3. Cooling fan motor-1
4. Cooling fan relay



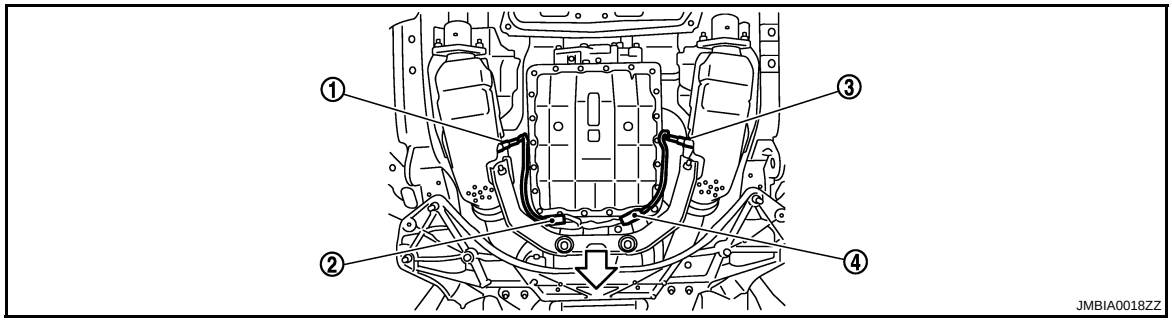

⇦ : Vehicle front

1. A/F sensor 1 (bank 1)
2. A/F sensor 1 (bank 2)



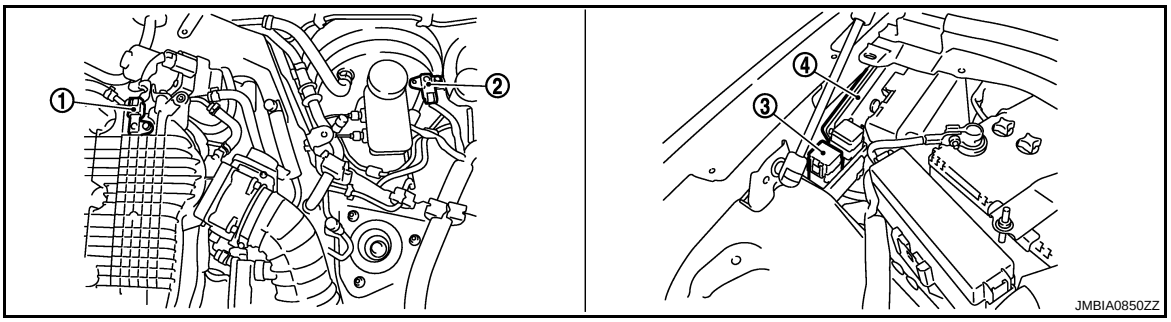

⇦ : Vehicle front

1. A/F sensor 1 (bank 1) harness connector
2. A/F sensor 1 (bank 2) harness connector

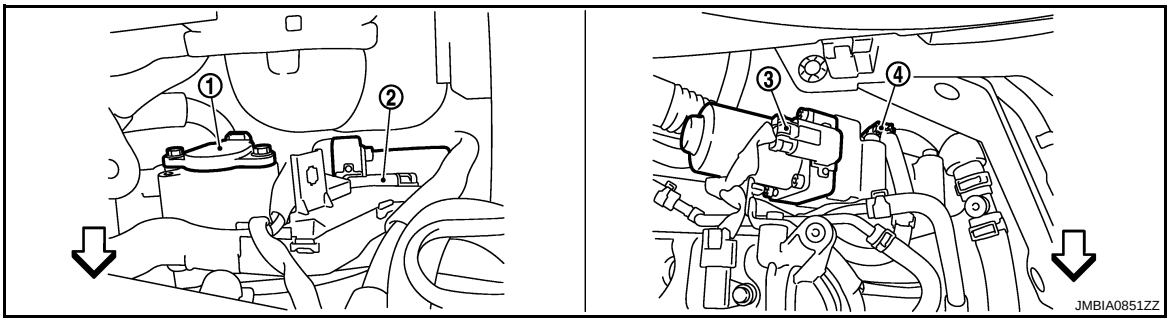


⇦: Vehicle front

1. Heated oxygen sensor 2 (bank 2)
2. Heated oxygen sensor 2 (bank 2) harness connector
3. Heated oxygen sensor 2 (bank 1)
4. Heated oxygen sensor 2 (bank 1) harness connector

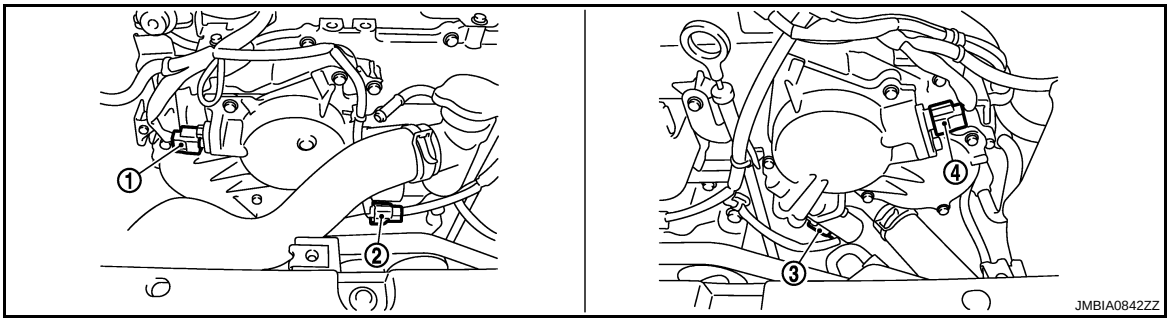



1. Manifold absolute pressure (MAP) sensor
2. Brake booster pressure sensor
3. VVEL actuator motor relay
4. VVEL control module

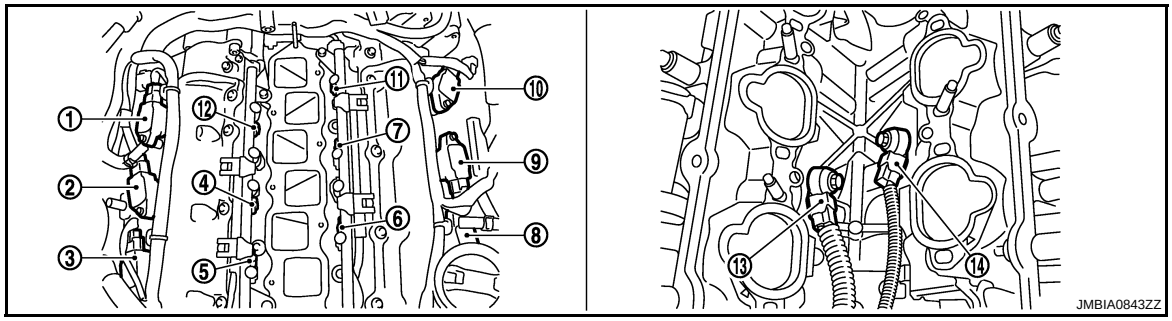



⇦: Vehicle front

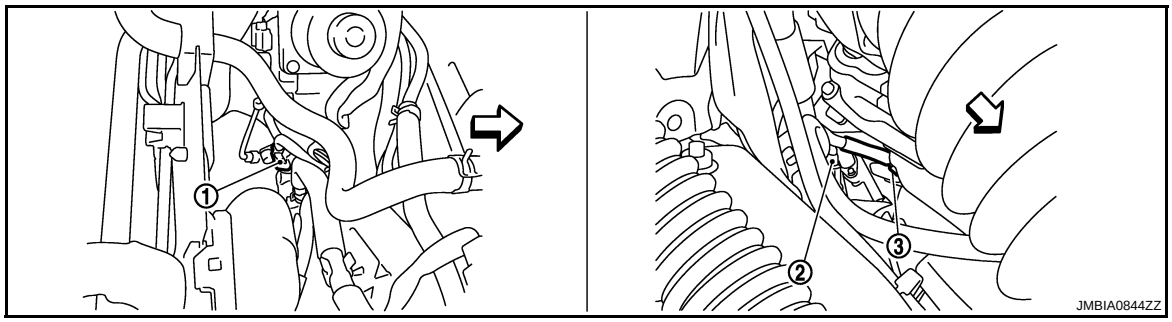
1. VVEL control shaft position sensor (bank 1)
2. VVEL actuator motor (bank 1)
3. VVEL actuator motor (bank 2)
4. VVEL control shaft position sensor (bank 2)




1. Camshaft position sensor (PHASE) (bank 1)
2. Intake valve timing control solenoid valve (bank 1) harness connector
3. Intake valve timing control solenoid valve (bank 2) harness connector
4. Camshaft position sensor (PHASE) (bank 2)

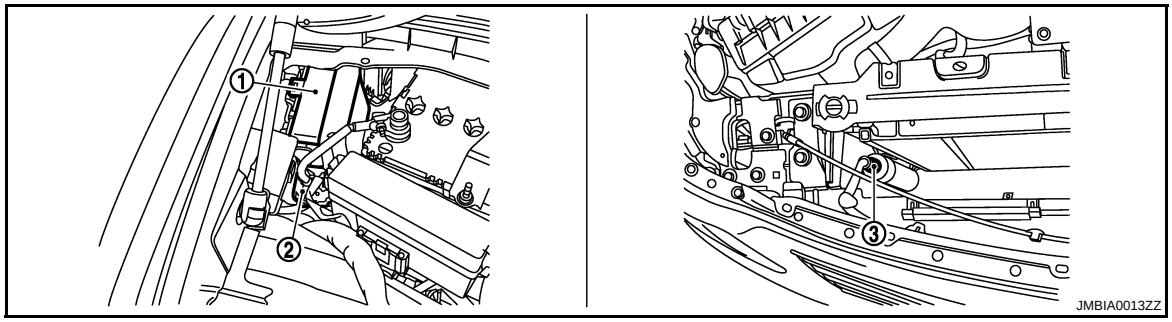



1. Ignition coil No.5 (with power transistor)
2. Ignition coil No.3 (with power transistor)
3. Ignition coil No.1 (with power transistor)
4. Fuel injector No.3
5. Fuel injector No.1
6. Fuel injector No.2
7. Fuel injector No.4
8. Ignition coil No.2 (with power transistor)
9. Ignition coil No.4 (with power transistor)
10. Ignition coil No.6 (with power transistor)
11. Fuel injector No.6
12. Fuel injector No.5
13. Knock sensor (bank 1)
14. Knock sensor (bank 2)

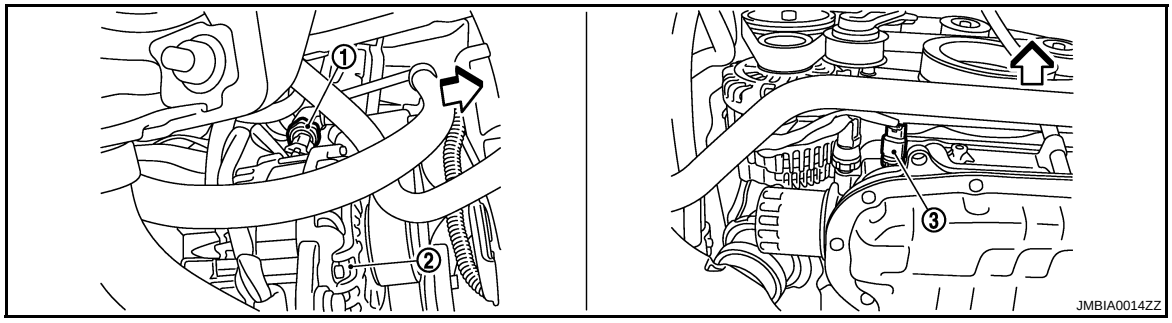



⇦ : Vehicle front

1. Engine coolant temperature sensor
2. A/F sensor 1 (bank 1)
3. Crankshaft position sensor (POS)

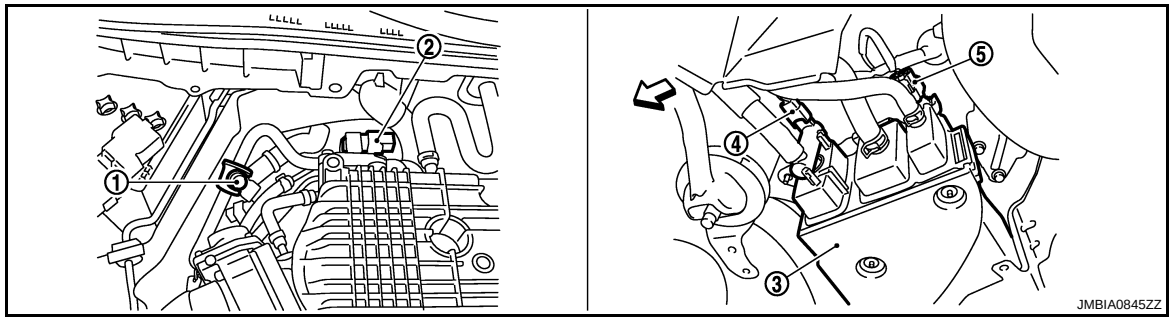



1. IPDM E/R
2. Battery current sensor
3. Refrigerant pressure sensor



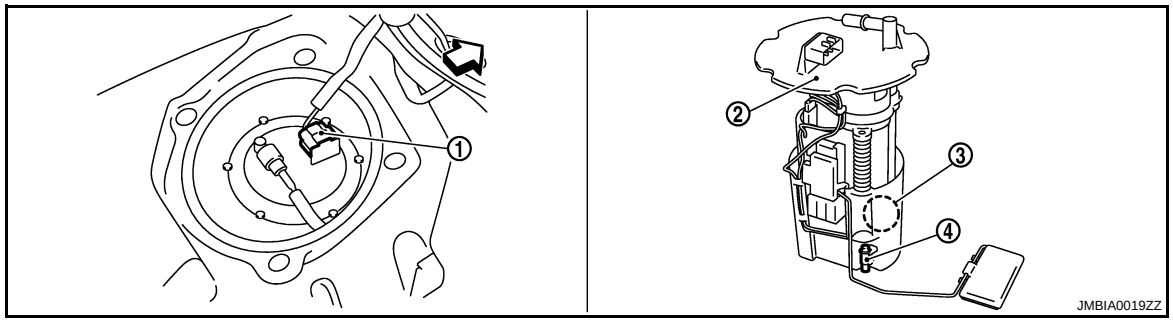
⇦ : Vehicle front

1. Power steering pressure sensor
2. Alternator
3. Engine oil temperature sensor



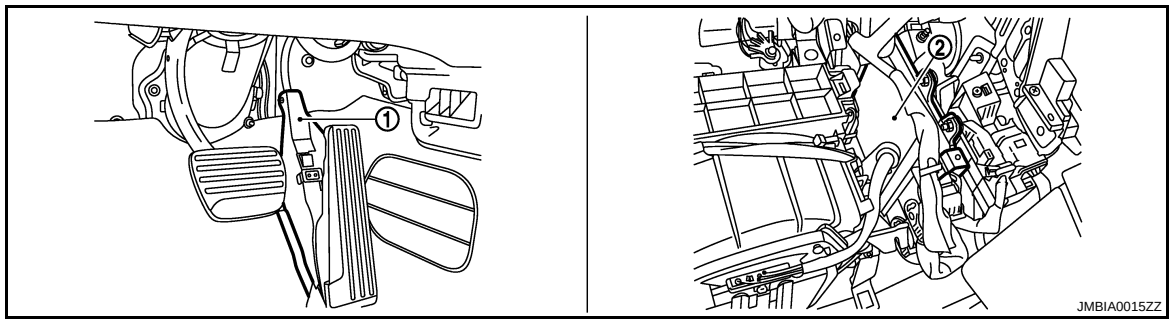

⇦ : Vehicle front

1. EVAP service port
2. EVAP canister purge volume control solenoid valve
3. EVAP canister
4. EVAP canister vent control valve
5. EVAP control system pressure sensor

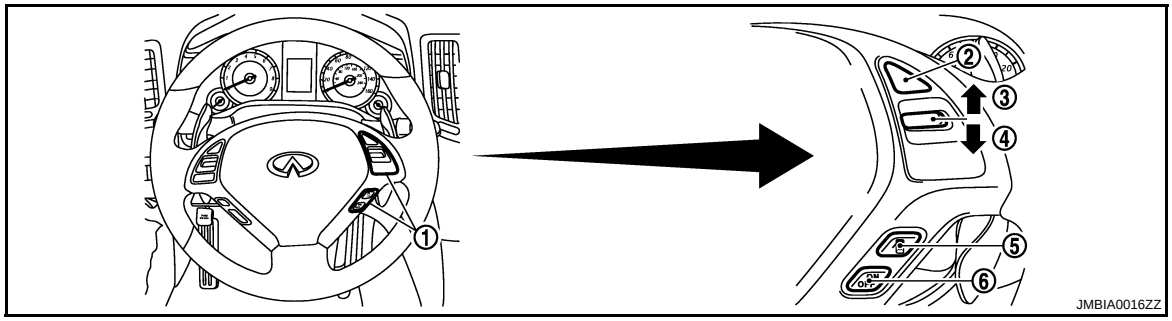



⇦ : Vehicle front

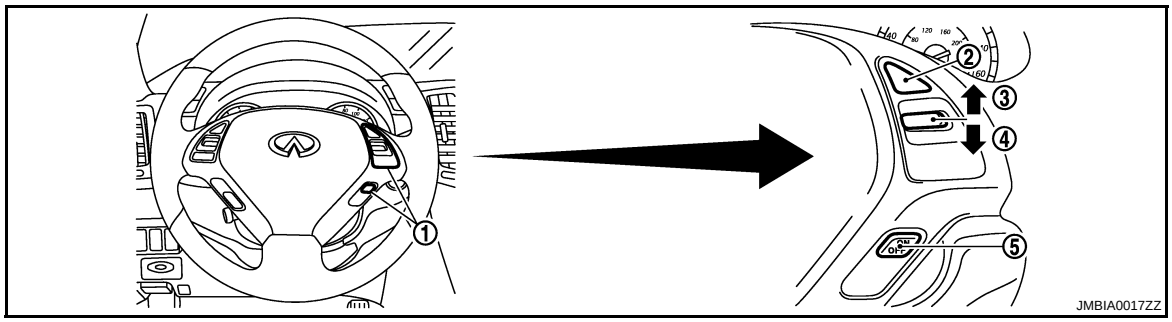
1. Fuel level sensor unit and fuel pump harness connector
2. Fuel level sensor unit and fuel pump
3. Fuel pressure regulator
4. Fuel tank temperature sensor



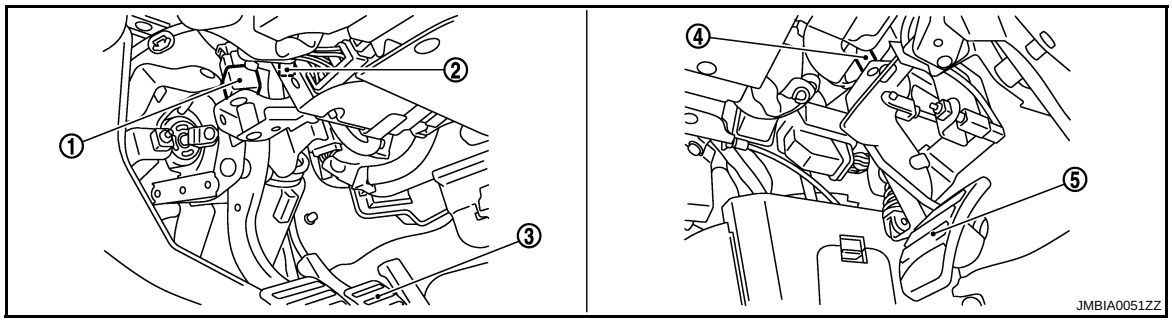

1. Accelerator pedal position sensor
2. ECM



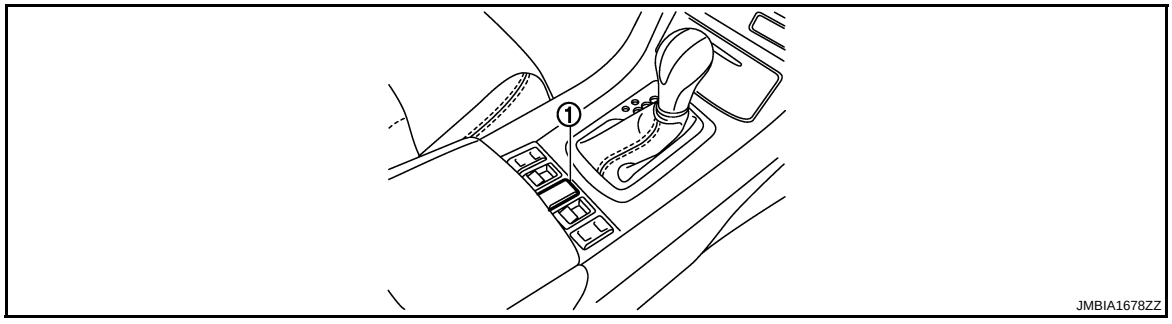

1. ICC steering switch
2. CANCEL switch
3. RESUME/ACCELERATE switch
4. SET/COAST switch
5. DISTANCE switch
6. MAIN switch




1. ASCD steering switch
2. CANCEL switch
3. RESUME/ACCELERATE switch
4. SET/COAST switch
5. MAIN switch




1. Stop lamp switch
2. ASCD brake switch (ASCD models)
   ICC brake switch (ICC models)
3. Brake pedal
4. ASCD clutch switch (ASCD models)
   ICC clutch switch (ICC models)
5. Clutch pedal




1. Snow mode switch

## Component Description

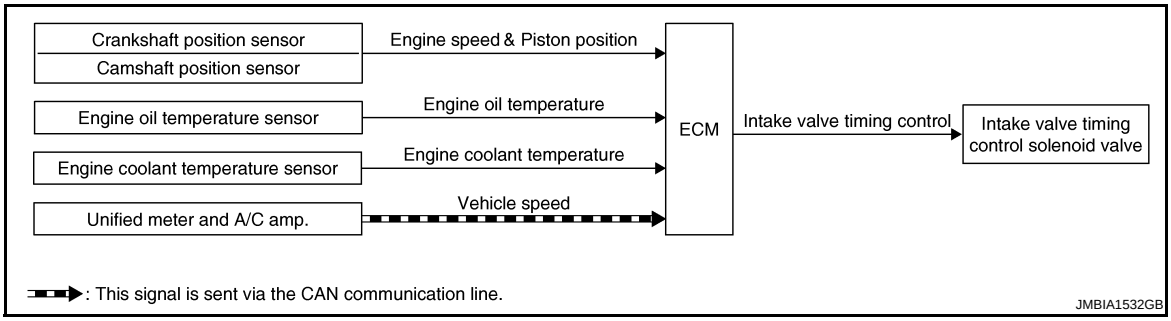
INFOID:0000000004476547

| Component | Reference |
|---|---|
| A/F sensor 1 | EC-205, "Description" |
| Accelerator pedal position sensor | EC-467, "Description" |
| Camshaft position sensor (PHASE) | EC-277, "Description" |
| Crankshaft position sensor (POS) | EC-273, "Description" |
| Engine coolant temperature sensor | EC-191, "Description" |
| EVAP canister purge volume control solenoid valve | EC-302, "Description" |
| EVAP control system pressure sensor | EC-313, "Description" |
| Fuel tank temperature sensor | EC-248, "Description" |
| Mass air flow sensor | EC-168, "Description" |
| Throttle position sensor | EC-260, "Description" |

# INTAKE VALVE TIMING CONTROL

## System Diagram

INFOID:0000000004476548




## System Description

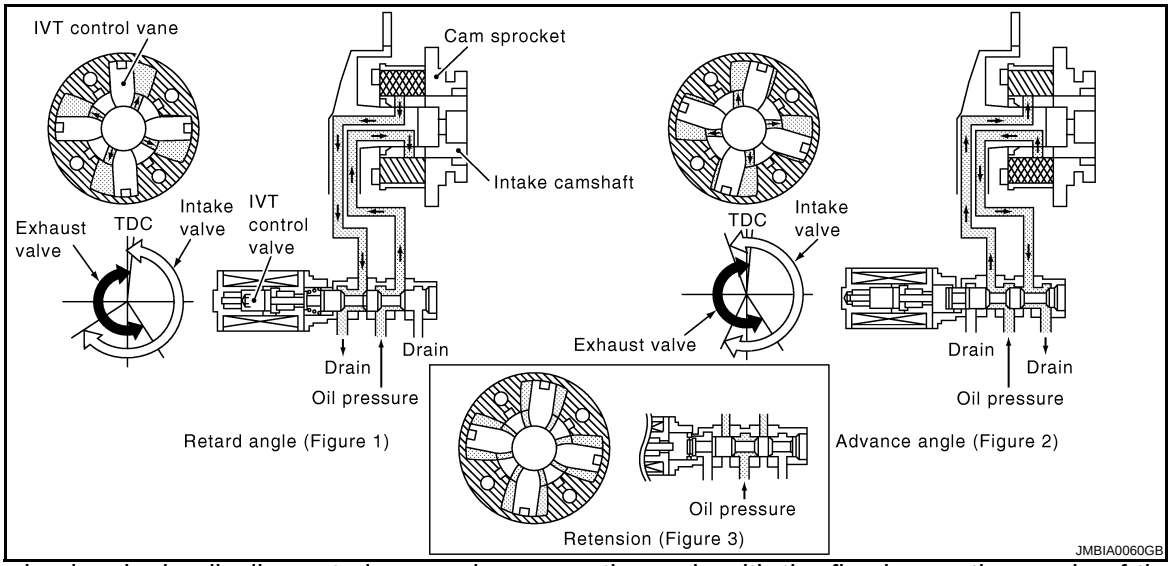
INFOID:0000000004476549

### INPUT/OUTPUT SIGNAL CHART

| Sensor | Input signal to ECM | ECM function | Actuator |
|---|---|---|---|
| Crankshaft position sensor (POS) | Engine speed and piston position | Intake valve timing control | Intake valve timing control solenoid valve |
| Camshaft position sensor (PHASE) | | | |
| Engine oil temperature sensor | Engine oil temperature | | |
| Engine coolant temperature sensor | Engine coolant temperature | | |
| Unified meter and A/C amp. | Vehicle speed* | | |

*: This signal is sent to the ECM via the CAN communication line

### SYSTEM DESCRIPTION

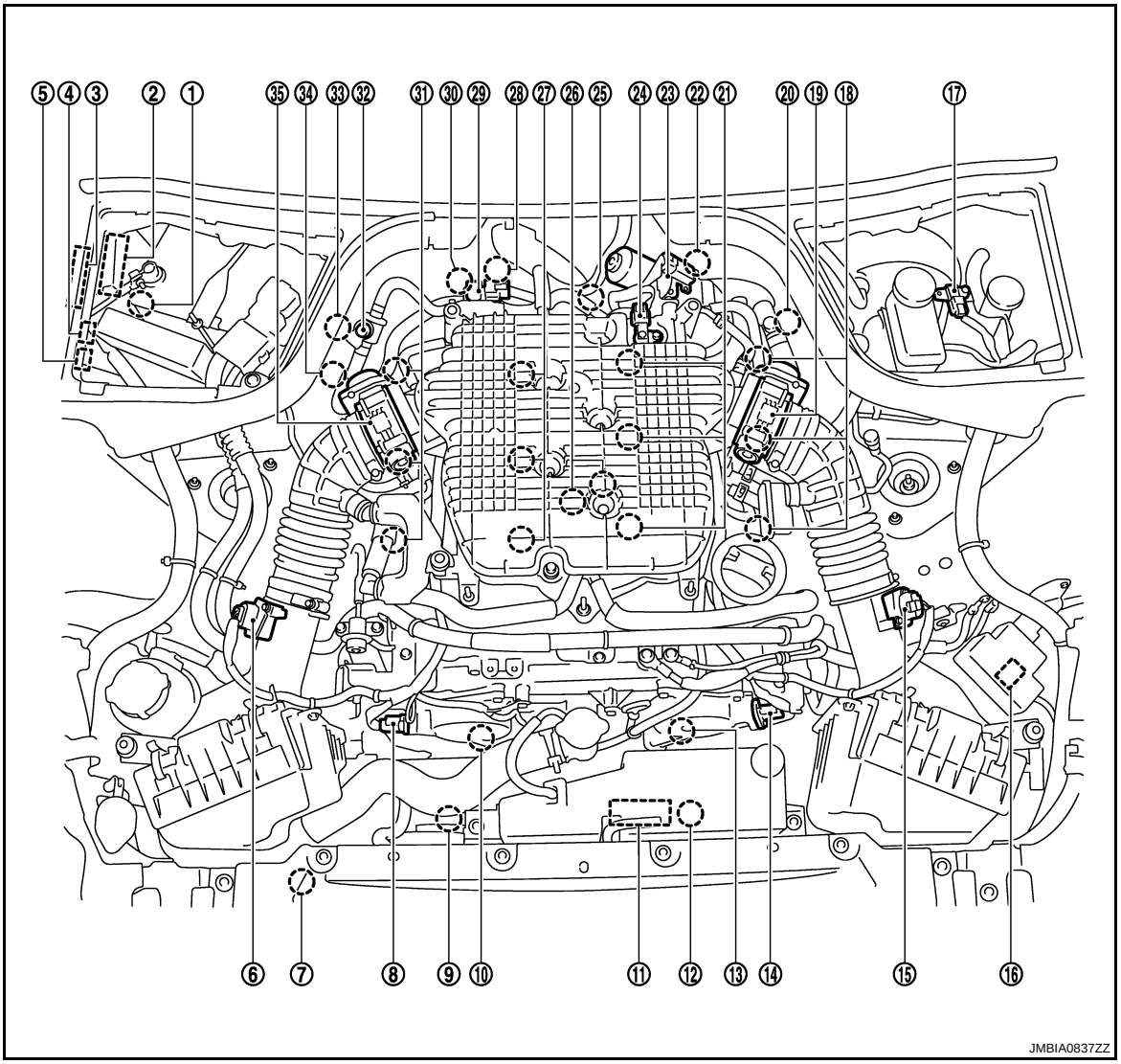



This mechanism hydraulically controls cam phases continuously with the fixed operating angle of the intake valve.

The ECM receives signals such as crankshaft position, camshaft position, engine speed, and engine coolant temperature. Then, the ECM sends ON/OFF pulse duty signals to the intake valve timing (IVT) control solenoid valve depending on driving status. This makes it possible to control the shut/open timing of the intake valve to increase engine torque in low/mid speed range and output in high-speed range.

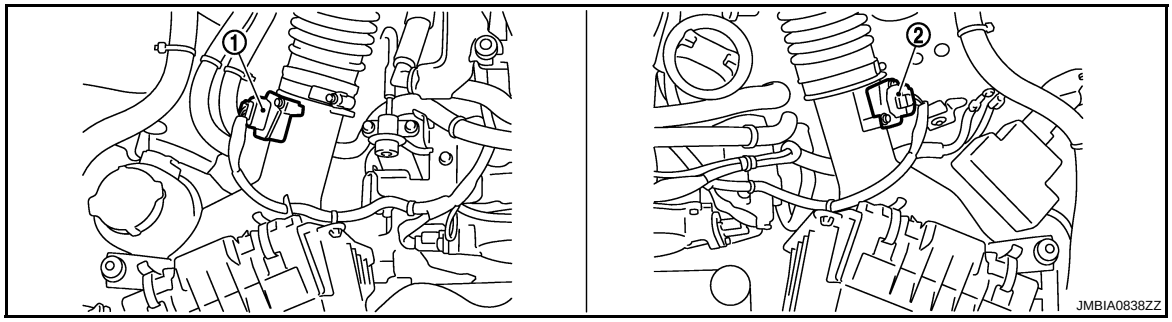
## Component Parts Location

INFOID:0000000004704647

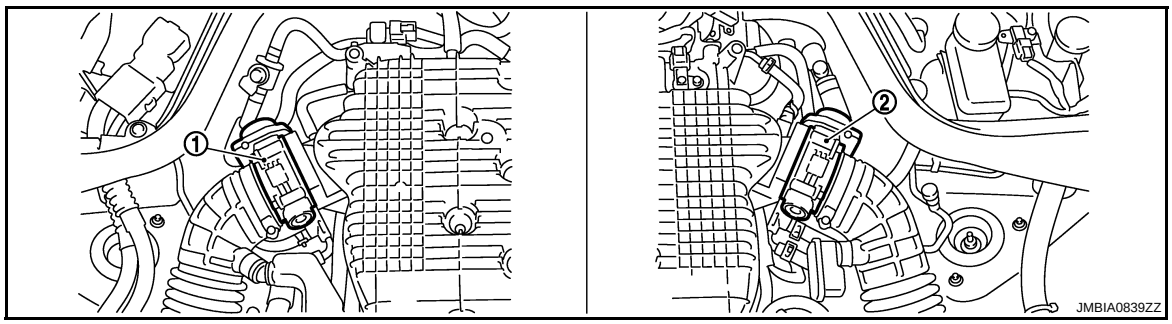



1. Battery current sensor
2. IPDM E/R
3. VVEL control module
4. Cooling fan relay
5. VVEL actuator motor relay
6. Mass air flow sensor (with intake air temperature sensor) (bank 1)
7. Refrigerant pressure sensor
8. Camshaft position sensor (PHASE) (bank 1)
9. Cooling fan motor-2
10. Intake valve timing control solenoid valve (bank 1)
11. Cooling fan control module
12. Cooling fan motor-1
13. Intake valve timing control solenoid valve (bank 2)
14. Camshaft position sensor (PHASE) (bank 2)
15. Mass air flow sensor (with intake air temperature sensor) (bank 2)
16. ICC brake hold relay (ICC models)
17. Brake booster pressure sensor
18. Ignition coil (with power transistor) and spark plug (bank 2)
19. Electric throttle control actuator (bank 2)
20. A/F sensor 1 (bank 2)
21. Fuel injector (bank 2)
22. VVEL control shaft position sensor (bank 2)
23. VVEL actuator motor (bank 2)
24. Manifold absolute pressure (MAP) sensor
25. Engine coolant temperature sensor
26. Knock sensor
27. Fuel injector (bank 1)
28. VVEL actuator motor (bank 1)
29. EVAP canister purge volume control solenoid valve
30. VVEL control shaft position sensor (bank 1)

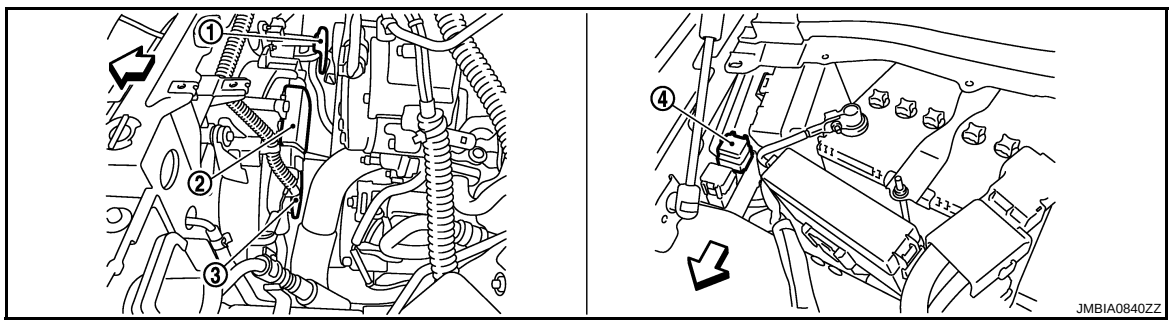
31. Ignition coil (with power transistor) and spark plug (bank 1)
32. EVAP service port
33. A/F sensor 1 (bank 1)
34. Crankshaft position sensor (POS)
35. Electric throttle control actuator (bank 1)




1. Mass air flow sensor (with intake air temperature sensor) (bank 1)
2. Mass air flow sensor (with intake air temperature sensor) (bank 2)

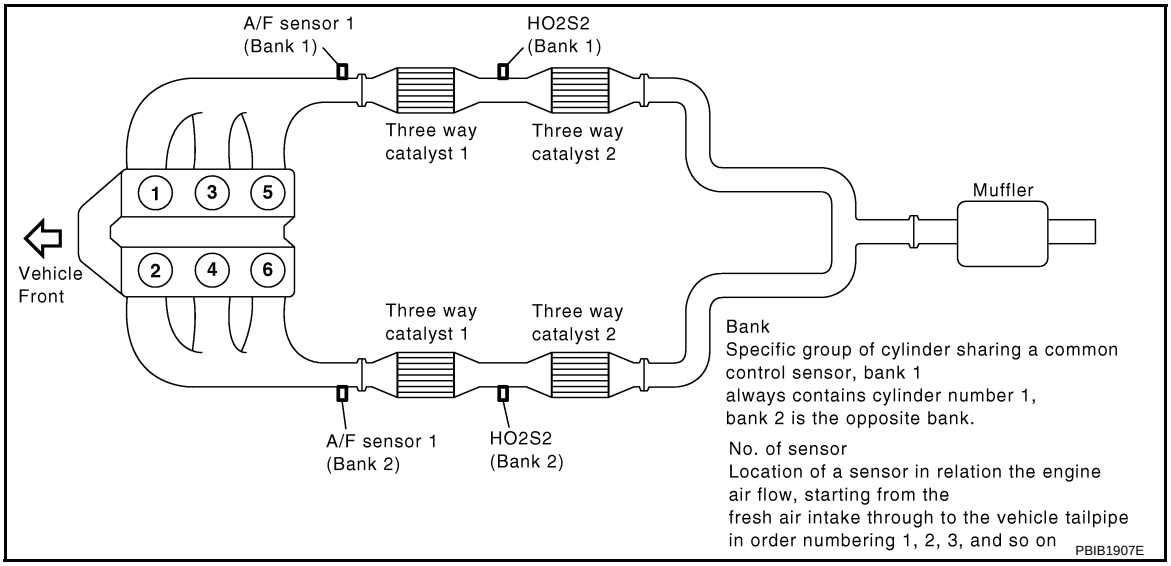


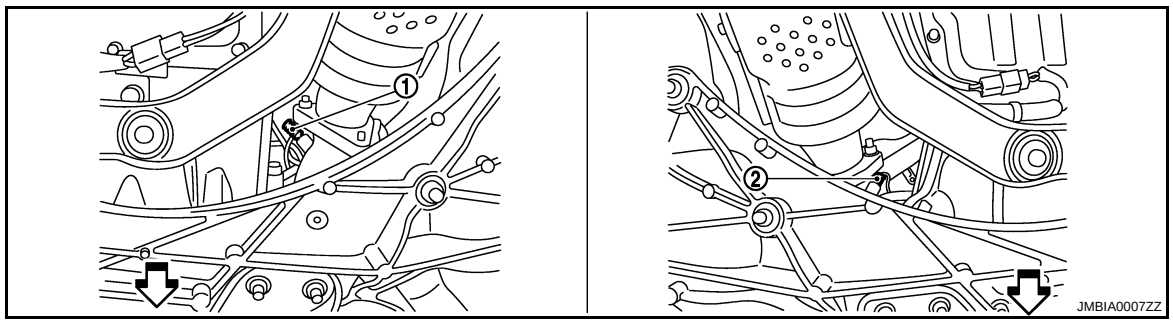

1. Electric throttle control actuator (bank 1)
2. Electric throttle control actuator (bank 2)




⇦ : Vehicle front

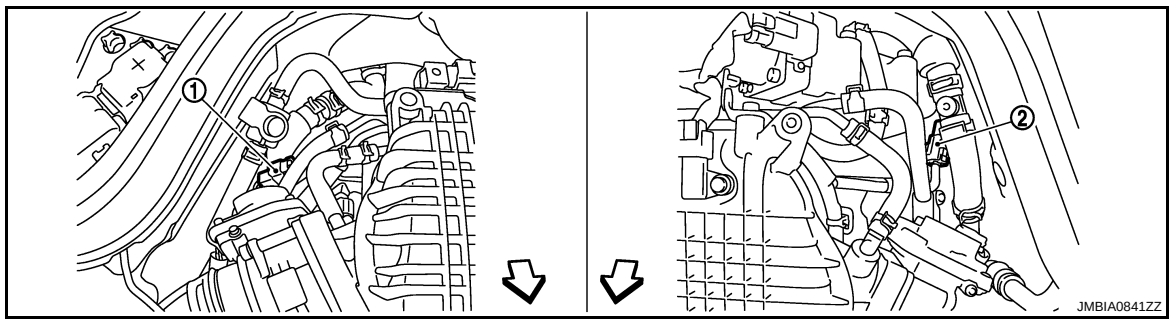
1. Cooling fan motor-2
2. Cooling fan control module
3. Cooling fan motor-1
4. Cooling fan relay



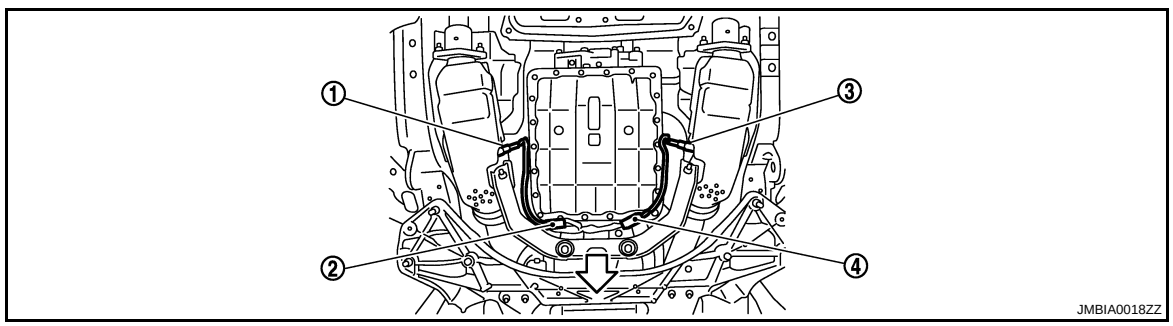

⇦ : Vehicle front

1. A/F sensor 1 (bank 1)
2. A/F sensor 1 (bank 2)



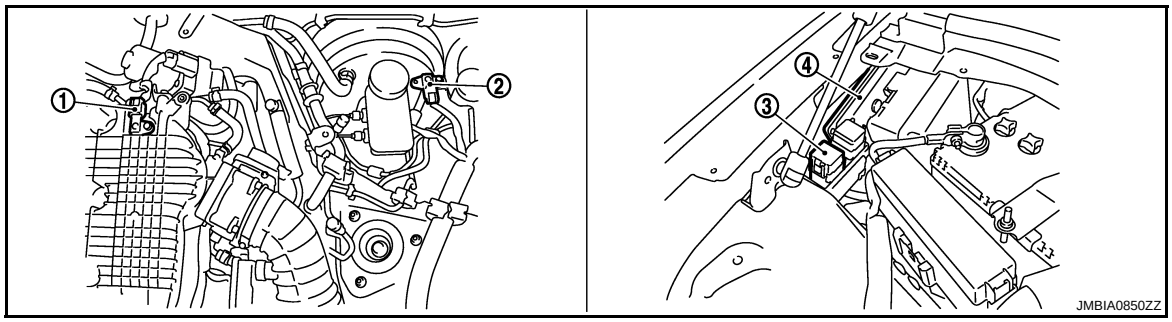

⇦ : Vehicle front

1. A/F sensor 1 (bank 1) harness connector
2. A/F sensor 1 (bank 2) harness connector

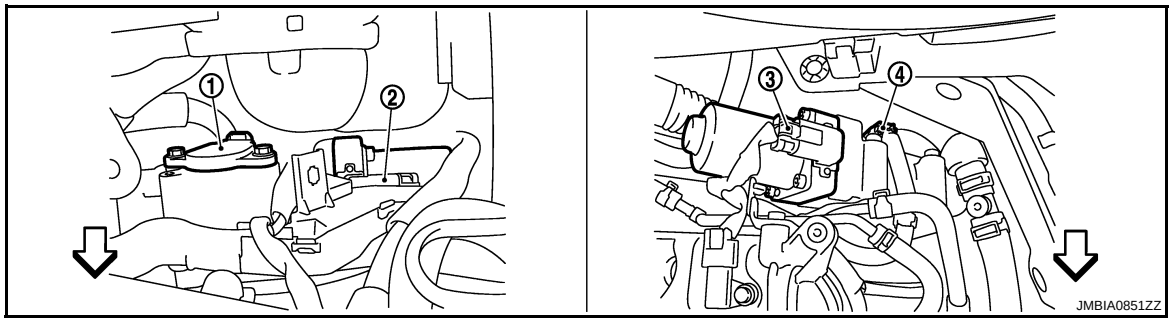


⇦ : Vehicle front

1. Heated oxygen sensor 2 (bank 2)
2. Heated oxygen sensor 2 (bank 2) harness connector
3. Heated oxygen sensor 2 (bank 1)
4. Heated oxygen sensor 2 (bank 1) harness connector

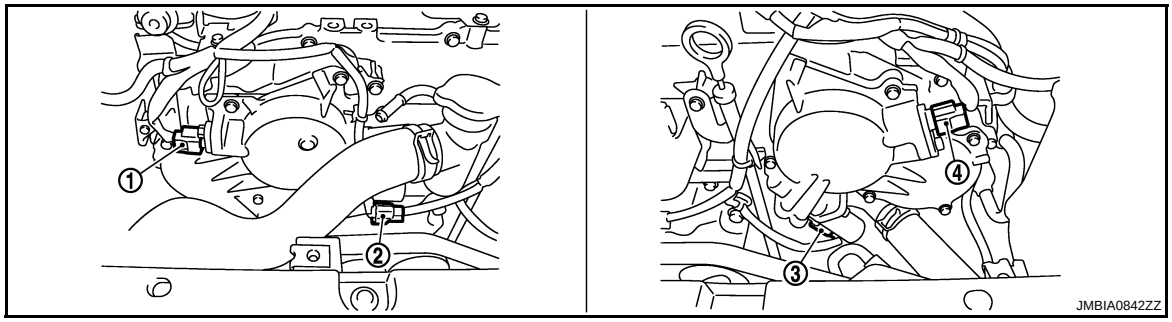



1. Manifold absolute pressure (MAP) sensor
2. Brake booster pressure sensor
3. VVEL actuator motor relay
4. VVEL control module

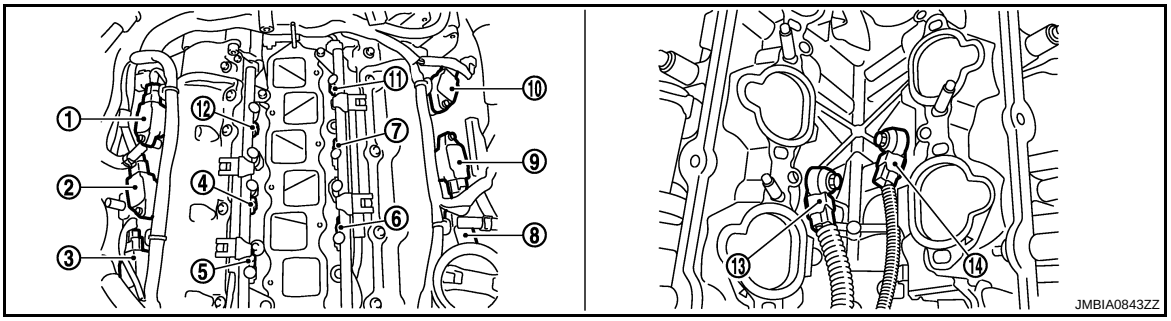



⇦ : Vehicle front

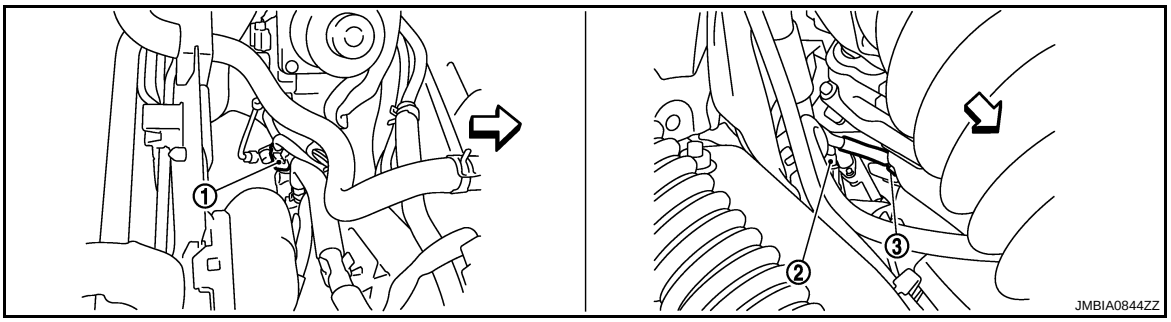
1. VVEL control shaft position sensor (bank 1)
2. VVEL actuator motor (bank 1)
3. VVEL actuator motor (bank 2)
4. VVEL control shaft position sensor (bank 2)




1. Camshaft position sensor (PHASE) (bank 1)
2. Intake valve timing control solenoid valve (bank 1) harness connector
3. Intake valve timing control solenoid valve (bank 2) harness connector
4. Camshaft position sensor (PHASE) (bank 2)

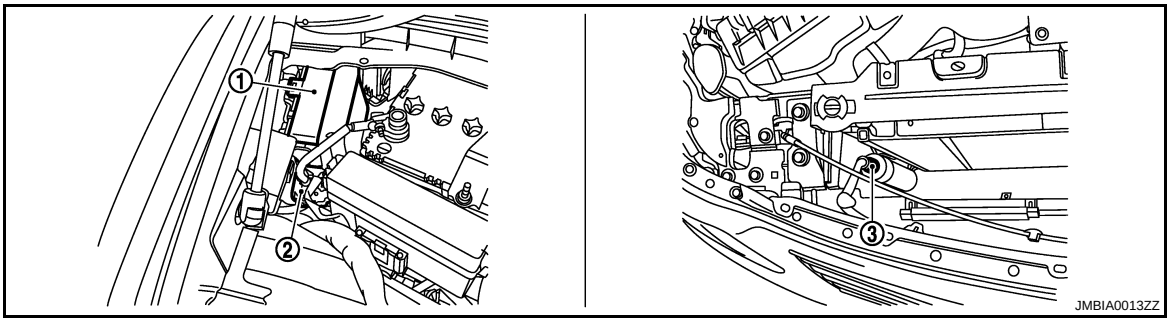



1. Ignition coil No.5 (with power transistor)
2. Ignition coil No.3 (with power transistor)
3. Ignition coil No.1 (with power transistor)
4. Fuel injector No.3
5. Fuel injector No.1
6. Fuel injector No.2
7. Fuel injector No.4
8. Ignition coil No.2 (with power transistor)
9. Ignition coil No.4 (with power transistor)
10. Ignition coil No.6 (with power transistor)
11. Fuel injector No.6
12. Fuel injector No.5
13. Knock sensor (bank 1)
14. Knock sensor (bank 2)

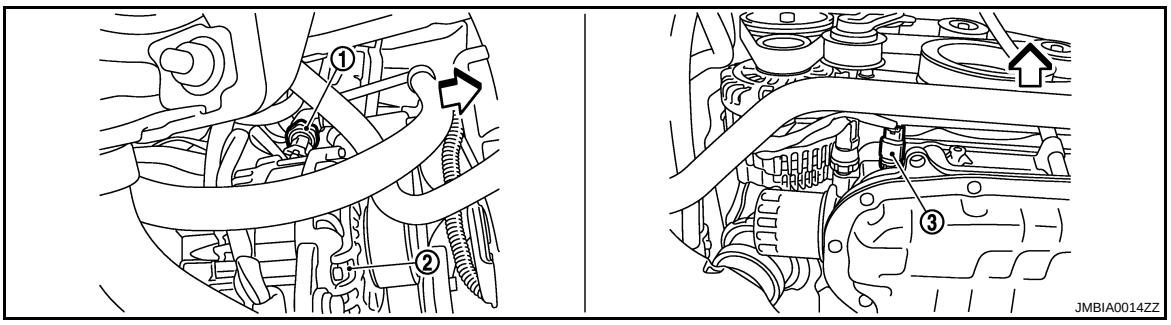



⇦: Vehicle front

1. Engine coolant temperature sensor
2. A/F sensor 1 (bank 1)
3. Crankshaft position sensor (POS)

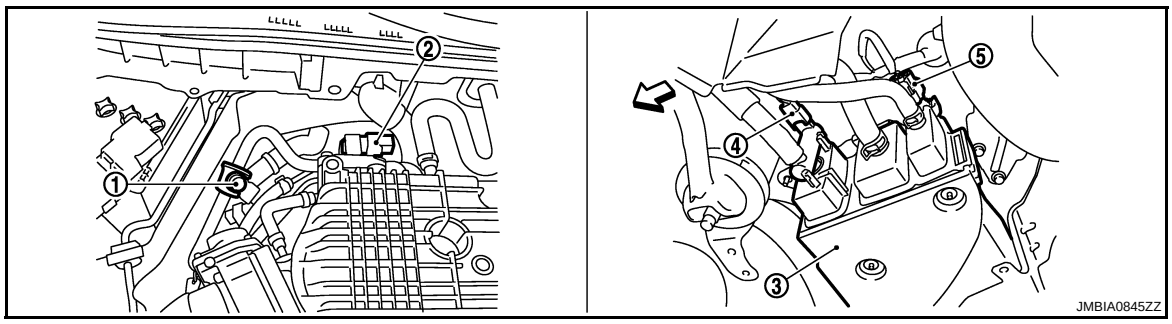



1. IPDM E/R
2. Battery current sensor
3. Refrigerant pressure sensor



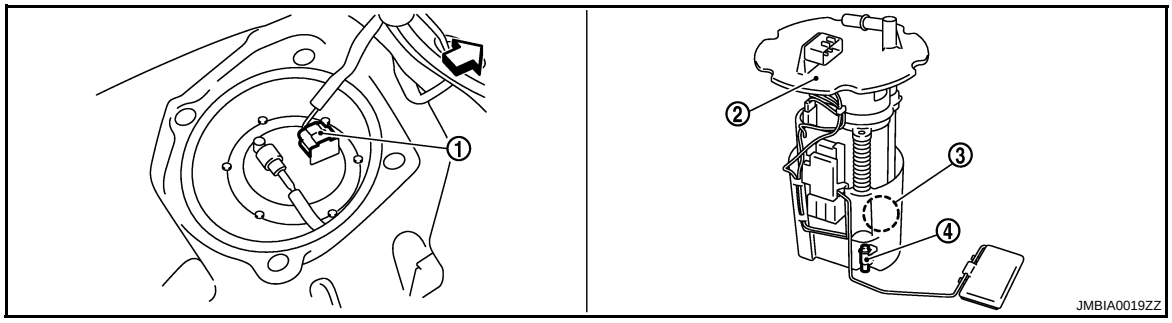
⇦ : Vehicle front

1. Power steering pressure sensor
2. Alternator
3. Engine oil temperature sensor



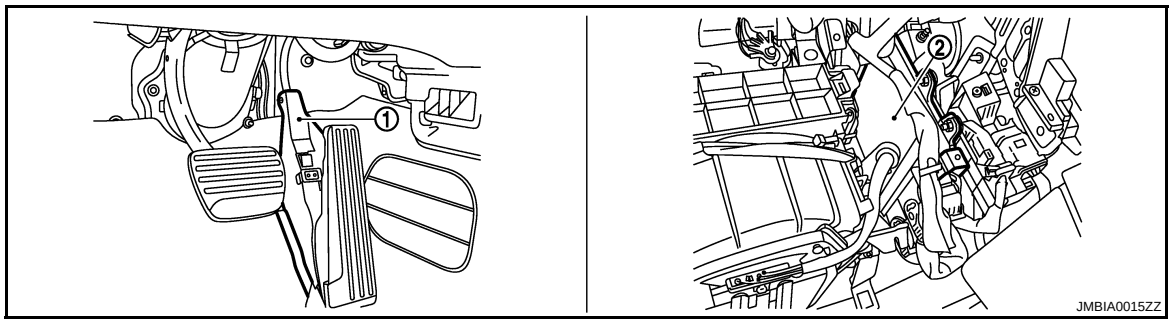

⇦ : Vehicle front

1. EVAP service port
2. EVAP canister purge volume control solenoid valve
3. EVAP canister
4. EVAP canister vent control valve
5. EVAP control system pressure sensor

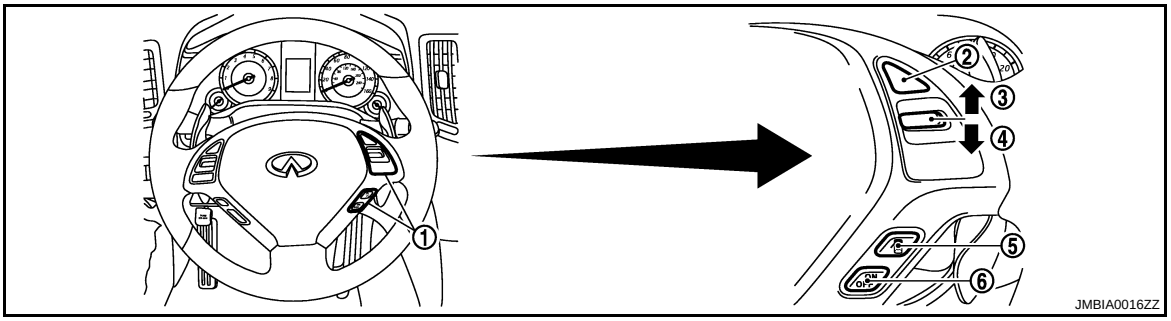



⇦ : Vehicle front

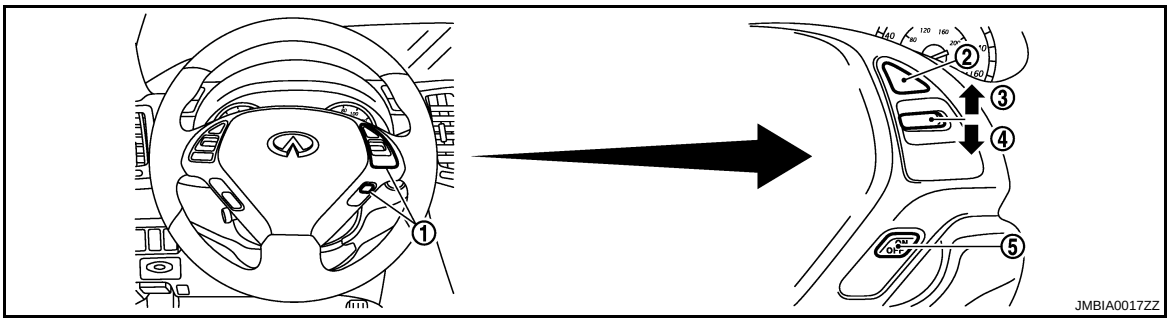
1. Fuel level sensor unit and fuel pump harness connector
2. Fuel level sensor unit and fuel pump
3. Fuel pressure regulator
4. Fuel tank temperature sensor



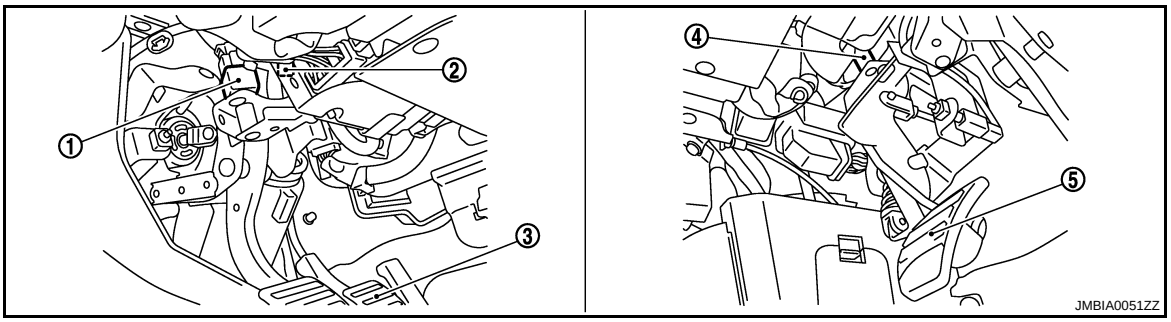

1. Accelerator pedal position sensor
2. ECM



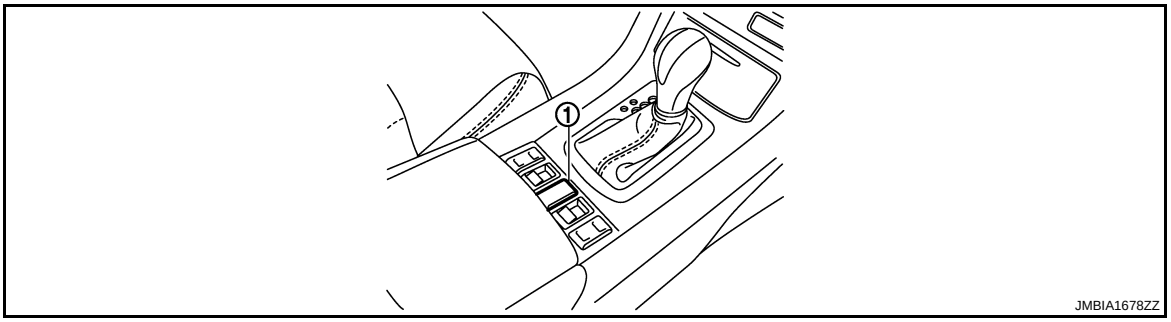

1. ICC steering switch
2. CANCEL switch
3. RESUME/ACCELERATE switch
4. SET/COAST switch
5. DISTANCE switch
6. MAIN switch




1. ASCD steering switch
2. CANCEL switch
3. RESUME/ACCELERATE switch
4. SET/COAST switch
5. MAIN switch




1. Stop lamp switch
2. ASCD brake switch (ASCD models)
   ICC brake switch (ICC models)
3. Brake pedal
4. ASCD clutch switch (ASCD models)
   ICC clutch switch (ICC models)
5. Clutch pedal




1. Snow mode switch

## Component Description

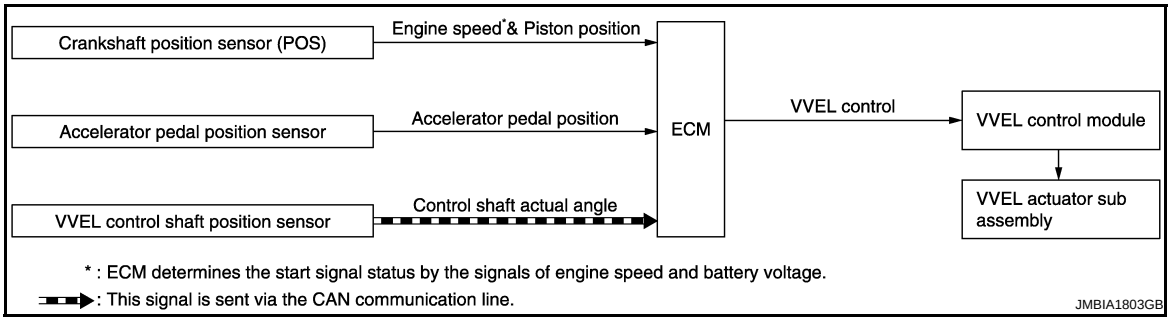
INFOID:0000000004476551

| Component | Reference |
|---|---|
| Camshaft position sensor (PHASE) | EC-277, "Description" |
| Crankshaft position sensor (POS) | EC-273, "Description" |
| Engine coolant temperature sensor | EC-189, "Description" |
| Engine oil temperature sensor | EC-254, "Description" |
| Intake valve timing control solenoid valve | EC-165, "Description" |

# VVEL SYSTEM

## System Diagram

INFOID:0000000004476552




## System Description

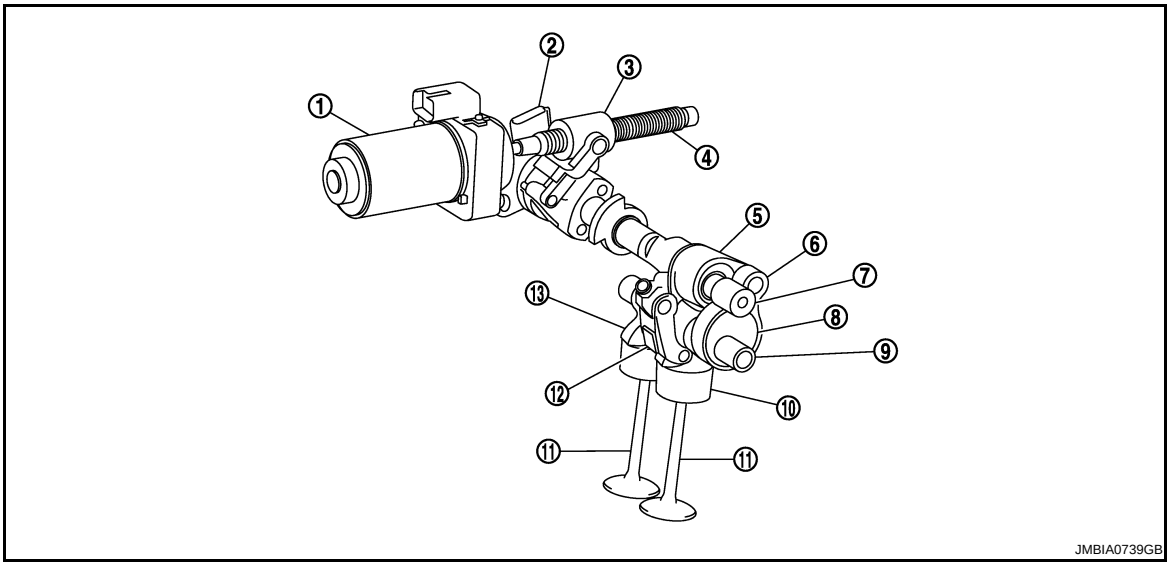
INFOID:0000000004476553

### INPUT/OUTPUT SIGNAL CHART

| Sensor | Input signal to ECM | ECM function | Actuator |
|---|---|---|---|
| Crankshaft position sensor (POS) | Engine speed and piston position | VVEL control | VVEL control module ↓ VVEL actuator sub assembly |
| Accelerator pedal position sensor | Accelerator pedal position | | |
| VVEL control shaft position sensor | Control shaft actual angle* | | |

*: This signal is sent to the ECM via the CAN communication line

### SYSTEM DESCRIPTION




1. VVEL actuator motor
2. VVEL control shaft position sensor
3. Ball screw nut
4. Ball screw shaft
5. Rocker arm
6. Link A
7. Control shaft
8. Eccentric cam
9. Drive shaft
10. Valve lifter
11. Intake valve
12. Link B
13. Output cam

VVEL (Variable Valve Event & Lift) is a system that controls valve event and valve lift continuously. Rotational movement of the drive shaft equipped with eccentric cam is transmitted to output cam via the rocker arm and two kinds of links to depress the intake valve. ECM decides the target valve lift according to the driving condition and sends the command signal to the VVEL control module. The VVEL control module controls the rotation of the control shaft using the VVEL actuator motor and changes the movement of the output cam by shifting the link supporting point. As a result, valve lift changes continuously to improve engine output and response.

## Component Parts Location

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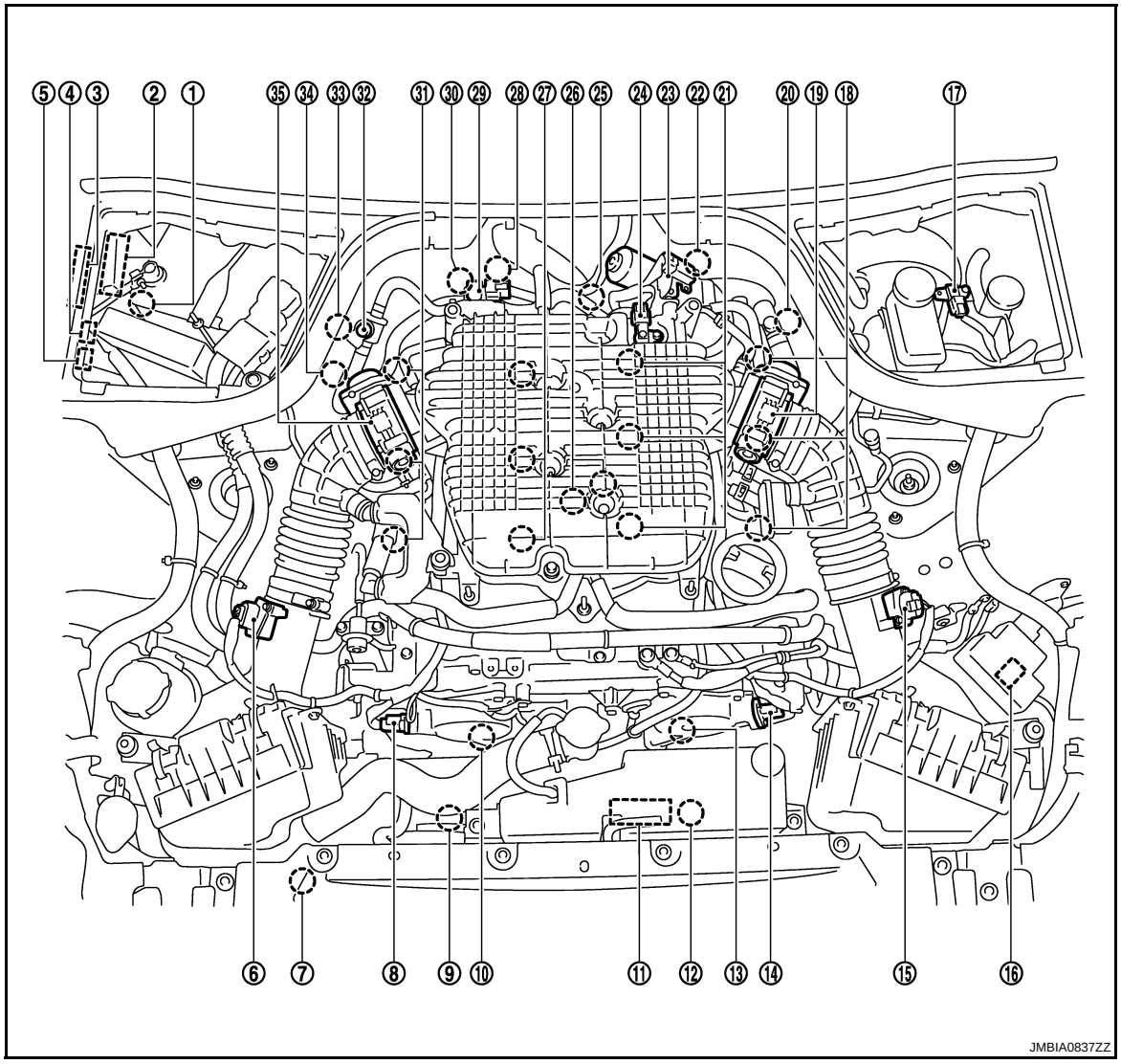
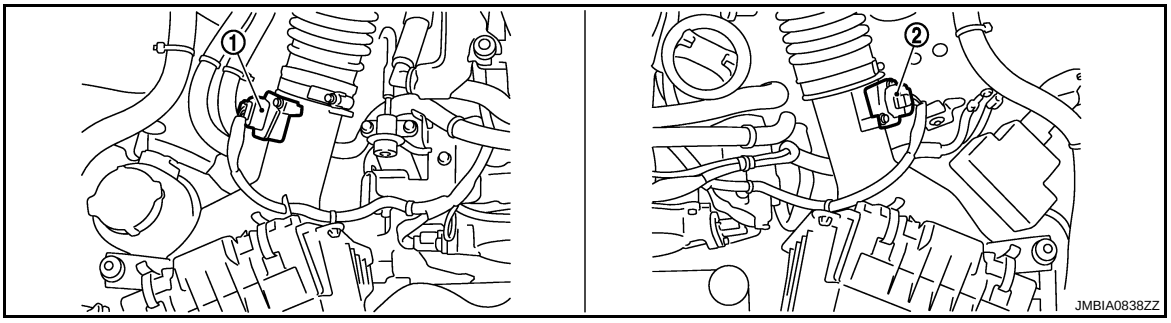
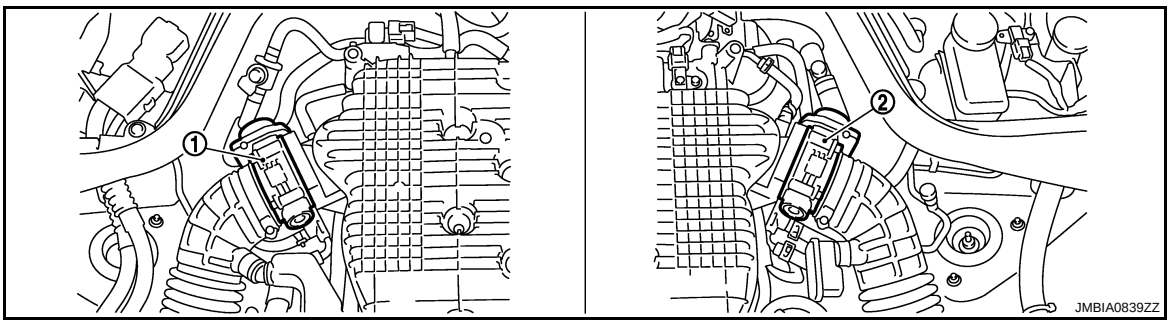



1. Battery current sensor
2. IPDM E/R
3. VVEL control module
4. Cooling fan relay
5. VVEL actuator motor relay
6. Mass air flow sensor (with intake air temperature sensor) (bank 1)
7. Refrigerant pressure sensor
8. Camshaft position sensor (PHASE) (bank 1)
9. Cooling fan motor-2
10. Intake valve timing control solenoid valve (bank 1)
11. Cooling fan control module
12. Cooling fan motor-1
13. Intake valve timing control solenoid valve (bank 2)
14. Camshaft position sensor (PHASE) (bank 2)
15. Mass air flow sensor (with intake air temperature sensor) (bank 2)
16. ICC brake hold relay (ICC models)
17. Brake booster pressure sensor
18. Ignition coil (with power transistor) and spark plug (bank 2)
19. Electric throttle control actuator (bank 2)
20. A/F sensor 1 (bank 2)
21. Fuel injector (bank 2)
22. VVEL control shaft position sensor (bank 2)
23. VVEL actuator motor (bank 2)
24. Manifold absolute pressure (MAP) sensor
25. Engine coolant temperature sensor
26. Knock sensor
27. Fuel injector (bank 1)
28. VVEL actuator motor (bank 1)
29. EVAP canister purge volume control solenoid valve
30. VVEL control shaft position sensor (bank 1)

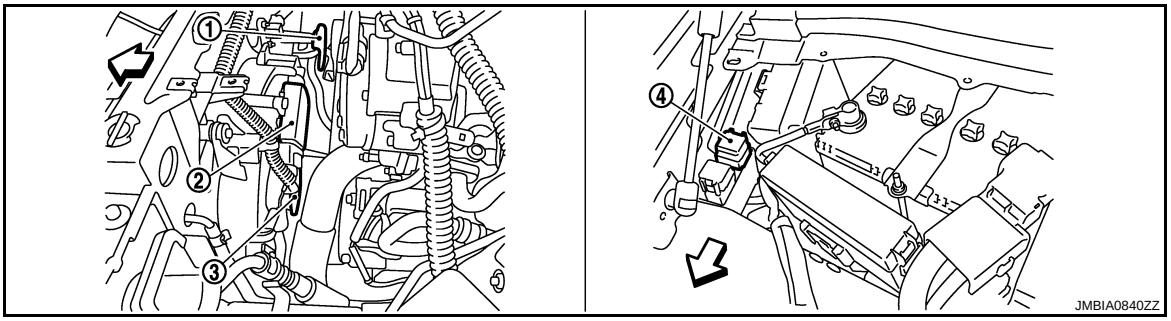
31. Ignition coil (with power transistor) and spark plug (bank 1)
32. EVAP service port
33. A/F sensor 1 (bank 1)
34. Crankshaft position sensor (POS)
35. Electric throttle control actuator (bank 1)




1. Mass air flow sensor (with intake air temperature sensor) (bank 1)
2. Mass air flow sensor (with intake air temperature sensor) (bank 2)

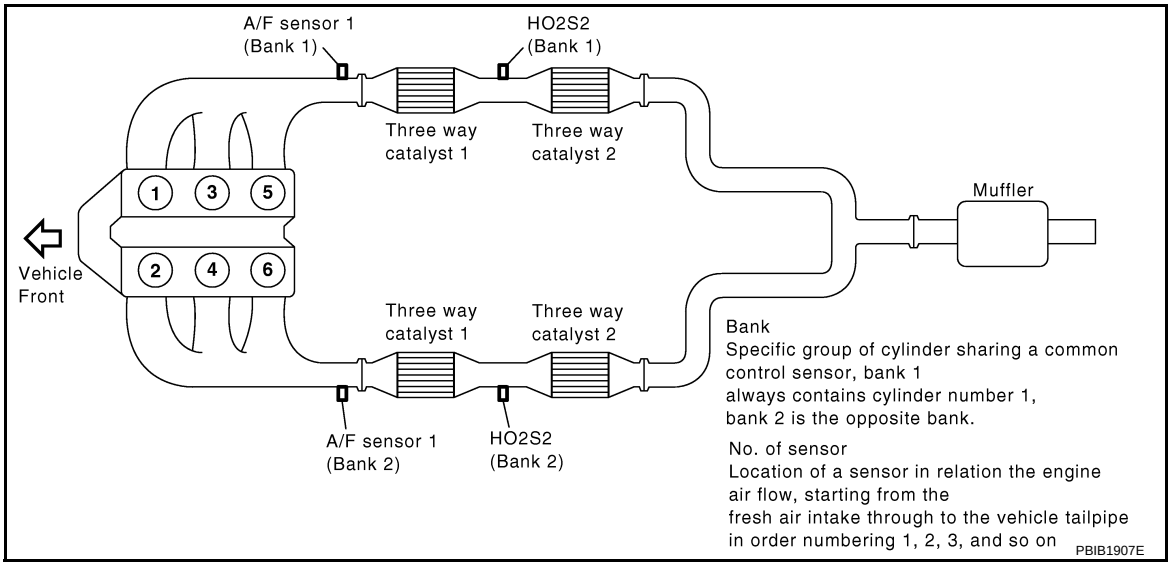


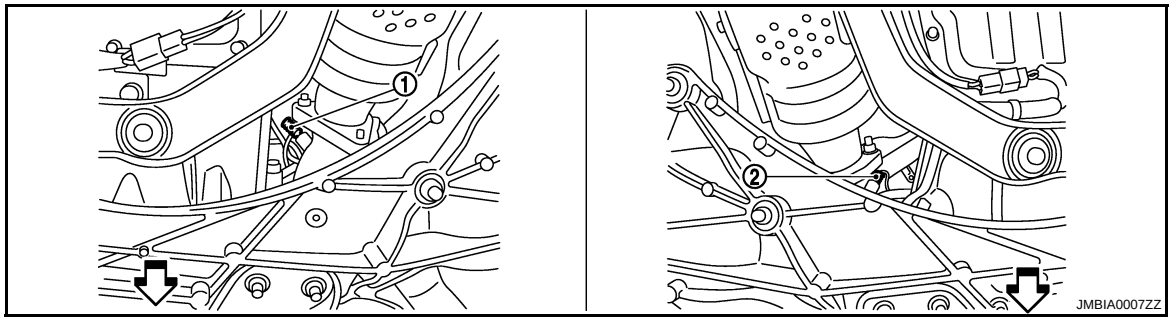

1. Electric throttle control actuator (bank 1)
2. Electric throttle control actuator (bank 2)




⇦ : Vehicle front

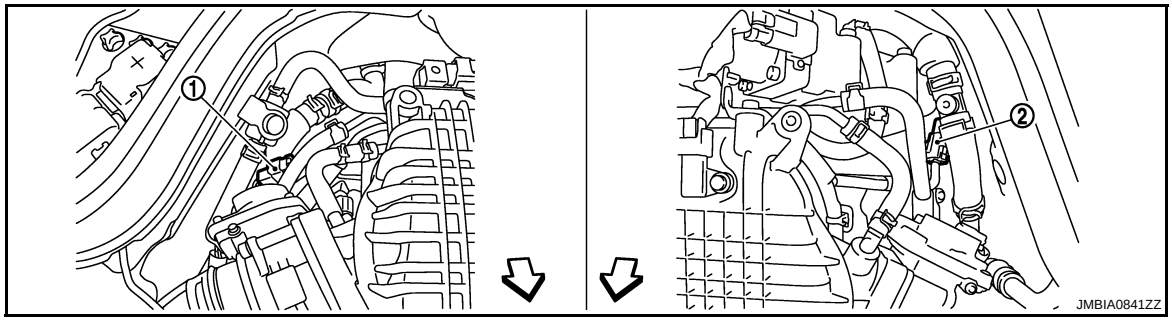
1. Cooling fan motor-2
2. Cooling fan control module
3. Cooling fan motor-1
4. Cooling fan relay



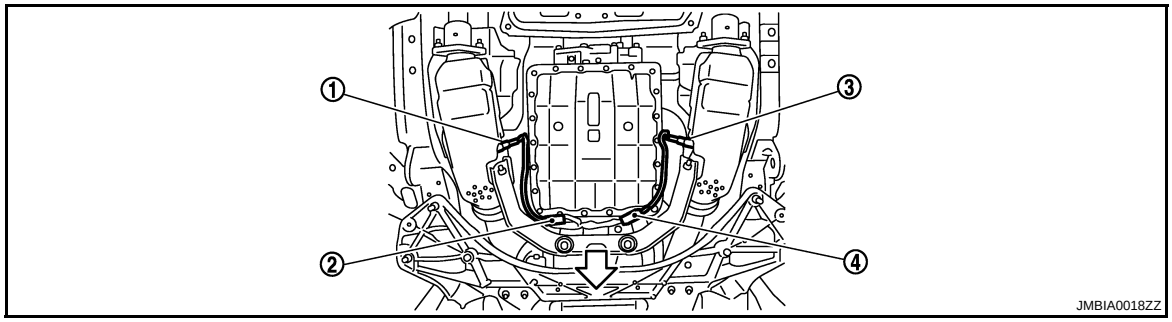

⇦ : Vehicle front

1. A/F sensor 1 (bank 1)
2. A/F sensor 1 (bank 2)



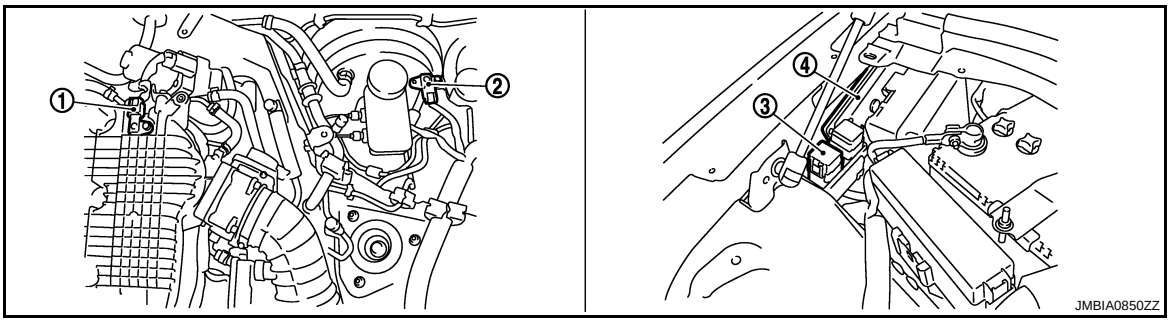

⇦ : Vehicle front

1. A/F sensor 1 (bank 1) harness connector
2. A/F sensor 1 (bank 2) harness connector

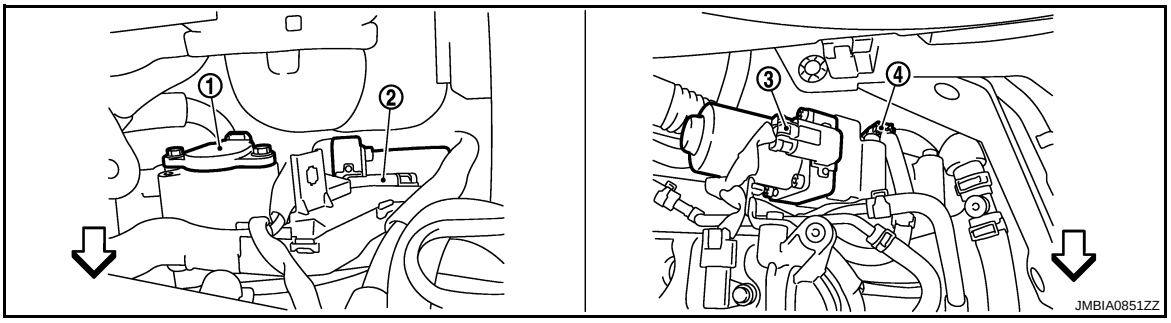


⇦: Vehicle front

1. Heated oxygen sensor 2 (bank 2)
2. Heated oxygen sensor 2 (bank 2) harness connector
3. Heated oxygen sensor 2 (bank 1)
4. Heated oxygen sensor 2 (bank 1) harness connector

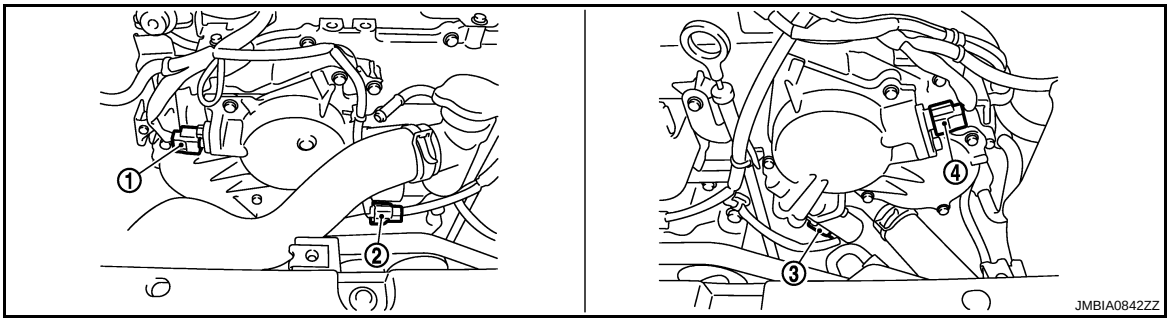



1. Manifold absolute pressure (MAP) sensor
2. Brake booster pressure sensor
3. VVEL actuator motor relay
4. VVEL control module

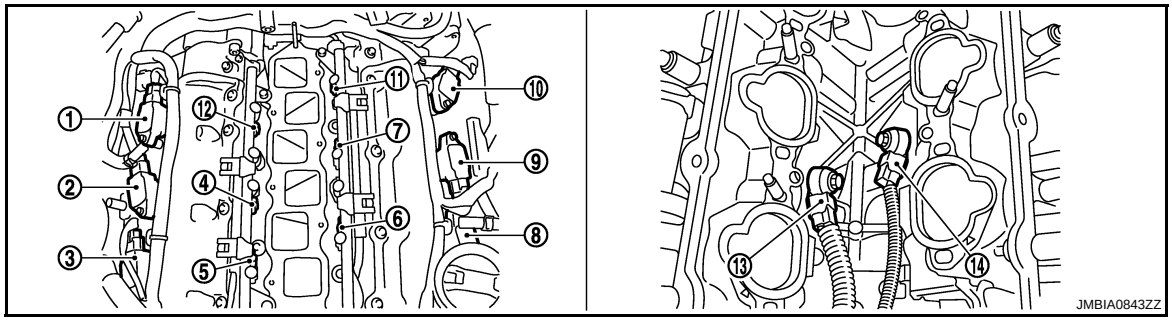



⇦: Vehicle front

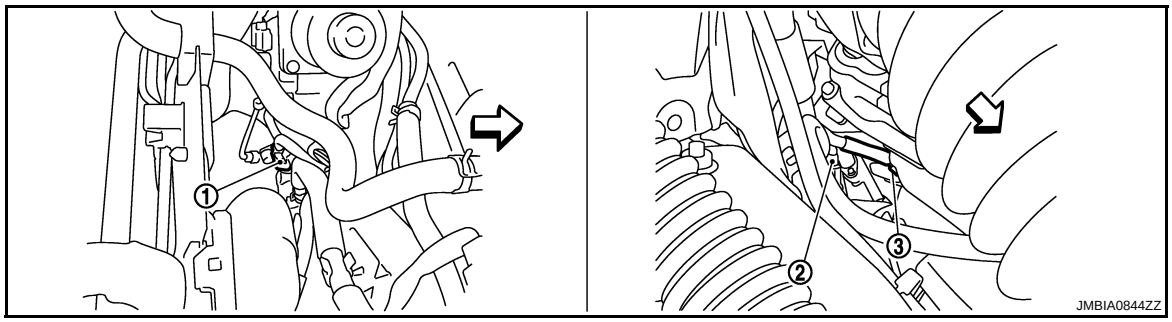
1. VVEL control shaft position sensor (bank 1)
2. VVEL actuator motor (bank 1)
3. VVEL actuator motor (bank 2)
4. VVEL control shaft position sensor (bank 2)




1. Camshaft position sensor (PHASE) (bank 1)
2. Intake valve timing control solenoid valve (bank 1) harness connector
3. Intake valve timing control solenoid valve (bank 2) harness connector
4. Camshaft position sensor (PHASE) (bank 2)

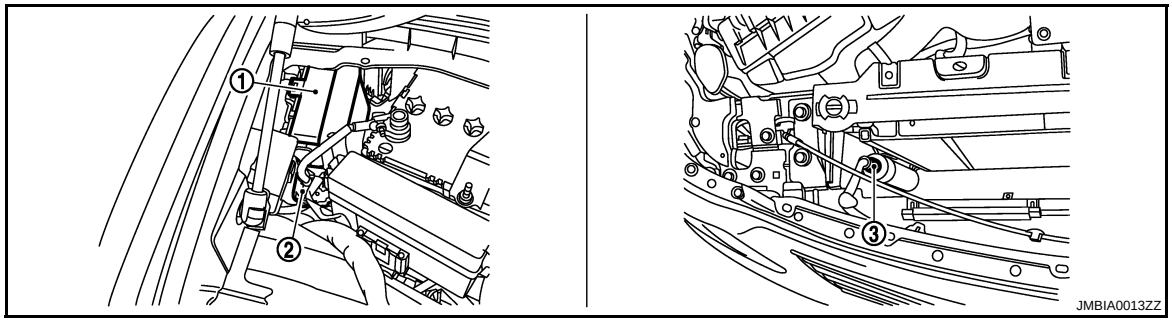



1. Ignition coil No.5 (with power transistor)
2. Ignition coil No.3 (with power transistor)
3. Ignition coil No.1 (with power transistor)
4. Fuel injector No.3
5. Fuel injector No.1
6. Fuel injector No.2
7. Fuel injector No.4
8. Ignition coil No.2 (with power transistor)
9. Ignition coil No.4 (with power transistor)
10. Ignition coil No.6 (with power transistor)
11. Fuel injector No.6
12. Fuel injector No.5
13. Knock sensor (bank 1)
14. Knock sensor (bank 2)

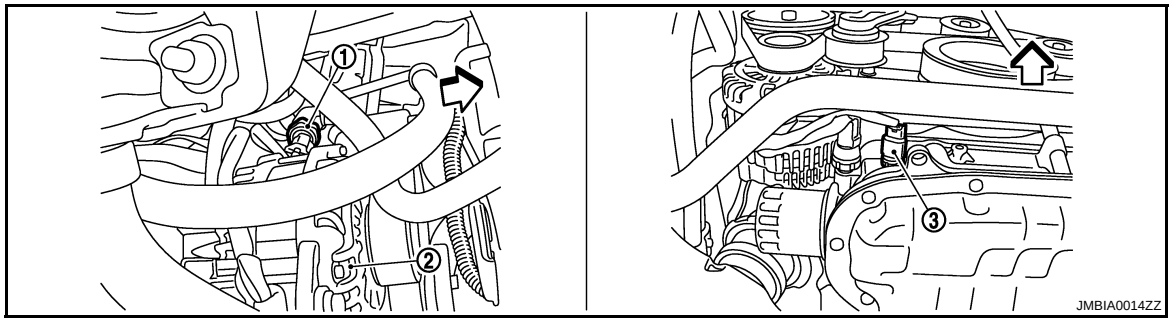



⇦ : Vehicle front

1. Engine coolant temperature sensor
2. A/F sensor 1 (bank 1)
3. Crankshaft position sensor (POS)

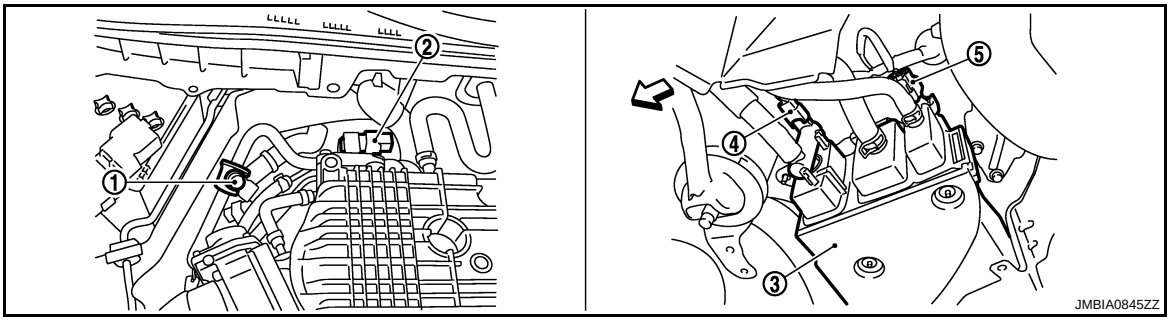



1. IPDM E/R
2. Battery current sensor
3. Refrigerant pressure sensor



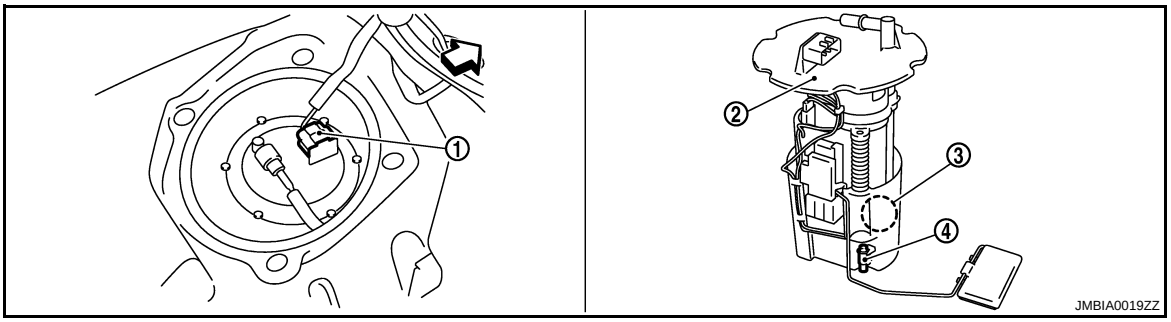
⇦: Vehicle front

1. Power steering pressure sensor
2. Alternator
3. Engine oil temperature sensor



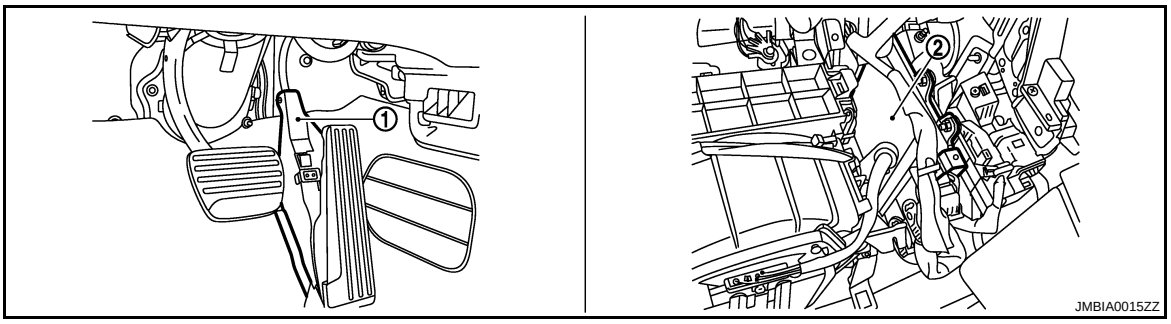

⇦: Vehicle front

1. EVAP service port
2. EVAP canister purge volume control solenoid valve
3. EVAP canister
4. EVAP canister vent control valve
5. EVAP control system pressure sensor

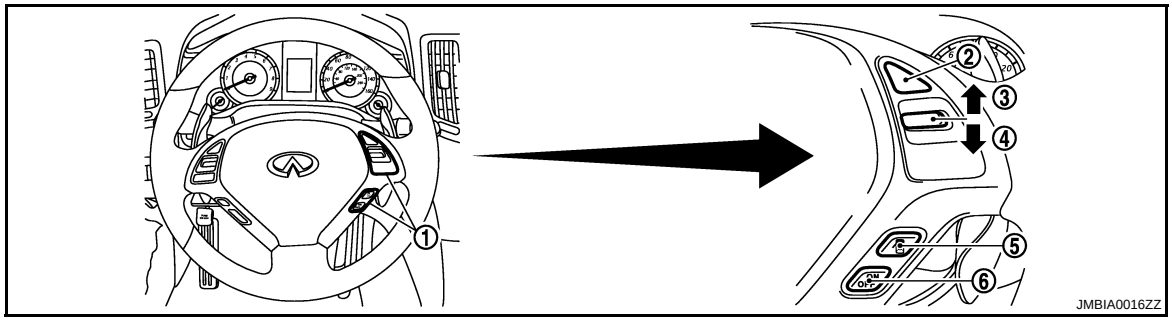



⇦: Vehicle front

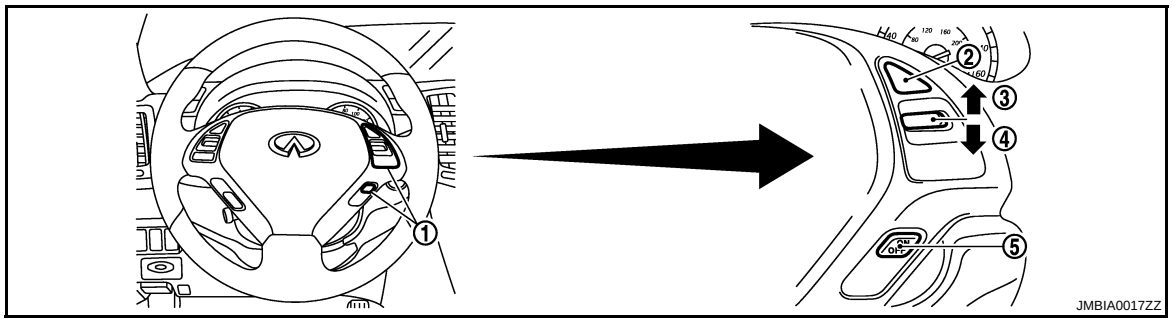
1. Fuel level sensor unit and fuel pump harness connector
2. Fuel level sensor unit and fuel pump
3. Fuel pressure regulator
4. Fuel tank temperature sensor



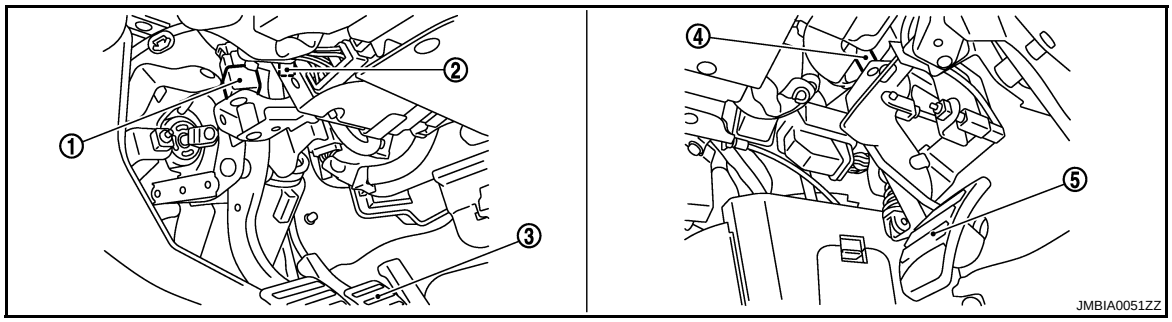

1. Accelerator pedal position sensor
2. ECM



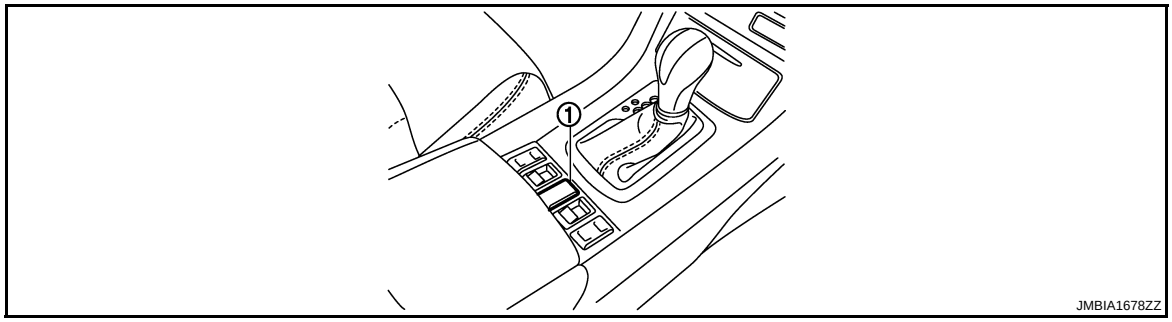

1. ICC steering switch
2. CANCEL switch
3. RESUME/ACCELERATE switch
4. SET/COAST switch
5. DISTANCE switch
6. MAIN switch




1. ASCD steering switch
2. CANCEL switch
3. RESUME/ACCELERATE switch
4. SET/COAST switch
5. MAIN switch




1. Stop lamp switch
2. ASCD brake switch (ASCD models)
   ICC brake switch (ICC models)
3. Brake pedal
4. ASCD clutch switch (ASCD models)
   ICC clutch switch (ICC models)
5. Clutch pedal




1. Snow mode switch

## Component Description

INFOID:0000000004476555

| Component | Reference |
|---|---|
| Accelerator pedal position sensor | EC-467, "Description" |
| Crankshaft position sensor (POS) | EC-273, "Description" |
| VVEL actuator motor | EC-384, "Description" |
| VVEL actuator motor relay | EC-388, "Description" |
| VVEL control module | EC-457, "Description" |
| VVEL control shaft position sensor | EC-380, "Description" |

# ON BOARD DIAGNOSTIC (OBD) SYSTEM

## Diagnosis Description

INFOID:0000000004476556

### INTRODUCTION

The ECM has an on board diagnostic system, which detects malfunctions related to engine sensors or actuators. The ECM also records various emission-related diagnostic information including:

| Emission-related diagnostic information | Diagnostic service |
|---|---|
| Diagnostic Trouble Code (DTC) | Service $03 of SAE J1979 |
| Freeze Frame data | Service $02 of SAE J1979 |
| System Readiness Test (SRT) code | Service $01 of SAE J1979 |
| 1st Trip Diagnostic Trouble Code (1st Trip DTC) | Service $07 of SAE J1979 |
| 1st Trip Freeze Frame data | — |
| Test values and Test limits | Service $06 of SAE J1979 |
| Calibration ID | Service $09 of SAE J1979 |

The above information can be checked using procedures listed in the table below.

×: Applicable —: Not applicable

| | DTC | 1st trip DTC | Freeze Frame data | 1st trip Freeze Frame data | SRT code | SRT status | Test value |
|---|---|---|---|---|---|---|---|
| CONSULT-III | × | × | × | × | × | × | — |
| GST | × | × | × | — | × | × | × |
| ECM | × | ×* | — | — | — | × | — |

*: When DTC and 1st trip DTC simultaneously appear on the display, they cannot be clearly distinguished from each other.

The malfunction indicator lamp (MIL) on the instrument panel illuminates when the same malfunction is detected in two consecutive trips (Two trip detection logic), or when the ECM enters fail-safe mode. (Refer to EC-560, "Fail safe".)

### TWO TRIP DETECTION LOGIC

When a malfunction is detected for the first time, 1st trip DTC and 1st trip Freeze Frame data are stored in the ECM memory. The MIL will not illuminate at this stage. <1st trip>

If the same malfunction is detected again during the next drive, the DTC and Freeze Frame data are stored in the ECM memory, and the MIL illuminates. The MIL illuminates at the same time the DTC is stored. <2nd trip>

The “trip” in the “Two Trip Detection Logic” means a driving mode in which self-diagnosis is performed during vehicle operation. Specific on board diagnostic items will cause the ECM to illuminate or blink the MIL, and store DTC and Freeze Frame data, even in the 1st trip, as shown below.

×: Applicable —: Not applicable

| Items | MIL | | | | DTC | | 1st trip DTC | |
|---|---|---|---|---|---|---|---|---|
| | 1st trip | | 2nd trip | | 1st trip displaying | 2nd trip displaying | 1st trip displaying | 2nd trip displaying |
| | Blinking | Illuminated | Blinking | Illuminated | | | | |
| Misfire (Possible three way catalyst damage) — DTC: P0300 - P0306 is being detected | × | — | — | — | — | — | × | — |
| Misfire (Possible three way catalyst damage) — DTC: P0300 - P0306 is being detected | — | — | × | — | — | × | — | — |
| One trip detection diagnoses (Refer to EC-564, "DTC Index".) | — | × | — | — | × | — | — | — |
| Except above | — | — | — | × | — | × | × | — |

### DTC AND FREEZE FRAME DATA

DTC and 1st Trip DTC

The 1st trip DTC (whose number is the same as the DTC number) is displayed for the latest self-diagnostic result obtained. If the ECM memory was cleared previously, and the 1st trip DTC did not reccur, the 1st trip DTC will not be displayed.
If a malfunction is detected during the 1st trip, the 1st trip DTC is saved in the ECM memory. The MIL will not illuminate (two trip detection logic). If the same malfunction is not detected in the 2nd trip (meeting the required driving pattern), the 1st trip DTC is cleared from the ECM memory. If the same malfunction is detected in the 2nd trip, both the 1st trip DTC and DTC are stored in the ECM memory and the MIL illuminates. In other words, the DTC is saved in the ECM memory and the MIL illuminates when the same malfunction occurs in two consecutive trips. If a 1st trip DTC is saved and a non-diagnostic operation is performed between the 1st and 2nd trips, only the 1st trip DTC will continue to be stored. For malfunctions that blink or illuminate the MIL during the 1st trip, the DTC and 1st trip DTC are stored in the ECM memory.
Procedures for clearing the DTC and the 1st trip DTC from the ECM memory are described in “HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION”.
For malfunctions in which 1st trip DTCs are displayed, refer to “EMISSION-RELATED DIAGNOSTIC INFORMATION ITEMS”. These items are required by legal regulations to continuously monitor the system/component. In addition, the items monitored non-continuously are also displayed on CONSULT-III.
1st trip DTC is specified in Service $07 of SAE J1979. 1st trip DTC detection occurs without illuminating the MIL and therefore does not warn the driver of a malfunction. However, 1st trip DTC detection will not prevent the vehicle from being tested, for example during Inspection/Maintenance (I/M) tests.
When a 1st trip DTC is detected, check, print out or write down and erase (1st trip) DTC and Freeze Frame data as specified in Work Flow procedure Step 2, refer to EC-9, "Work Flow". Then perform DTC Confirmation Procedure or Component Function Check to try to duplicate the malfunction. If the malfunction is duplicated, the item requires repair.

Freeze Frame Data and 1st Trip Freeze Frame Data

The ECM records the driving conditions such as fuel system status, calculated load value, engine coolant temperature, short-term fuel trim, long-term fuel trim, engine speed, vehicle speed, absolute throttle position, base fuel schedule and intake air temperature at the moment a malfunction is detected.
Data which are stored in the ECM memory, along with the 1st trip DTC, are called 1st trip freeze frame data. The data, stored together with the DTC data, are called freeze frame data and displayed on CONSULT-III or GST. The 1st trip freeze frame data can only be displayed on the CONSULT-III screen, not on the GST.
Only one set of freeze frame data (either 1st trip freeze frame data or freeze frame data) can be stored in the ECM. 1st trip freeze frame data is stored in the ECM memory along with the 1st trip DTC. There is no priority for 1st trip freeze frame data and it is updated each time a different 1st trip DTC is detected. However, once freeze frame data (2nd trip detection/MIL on) is saved in the ECM memory, 1st trip freeze frame data is no longer stored. Remember, only one set of freeze frame data can be stored in the ECM. The ECM has the following priorities to update the data.

| Priority | Items | |
|---|---|---|
| 1 | Freeze frame data | Misfire — DTC: P0300 - P0306<br>Fuel Injection System Function — DTC: P0171, P0172, P0174, P0175 |
| 2 | | Except the above items (Includes A/T related items) |
| 3 | 1st trip freeze frame data | |

For example, the EGR malfunction (Priority: 2) was detected and the freeze frame data was saved in the 2nd trip. After that when the misfire (Priority: 1) is detected in another trip, the freeze frame data will be updated from the EGR malfunction to the misfire. The 1st trip freeze frame data is updated each time a different malfunction is detected. There is no priority for 1st trip freeze frame data. However, once freeze frame data is stored in the ECM memory, 1st trip freeze data is no longer stored (because only one freeze frame data or 1st trip freeze frame data can be stored in the ECM). If freeze frame data is stored in the ECM memory and freeze frame data with the same priority occurs later, the first (original) freeze frame data remains unchanged in the ECM memory.
Both 1st trip freeze frame data and freeze frame data (along with the DTCs) are cleared when the ECM memory is erased. Procedures for clearing the ECM memory are described in “HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION”.

How to Read DTC and 1st Trip DTC

**With CONSULT-III**

**With GST**

CONSULT-III or GST (Generic Scan Tool) Examples: P0340, P0850, P1148, etc.
These DTCs are prescribed by SAE J2012.

(CONSULT-III also displays the malfunctioning component or system.)

**No Tools**

The number of blinks of the MIL in the Diagnostic Test Mode II (Self-Diagnostic Results) indicates the DTC. Example: 0340, 0850, 1148, etc.

These DTCs are controlled by NISSAN.

- **1st trip DTC No. is the same as DTC No.**
- **Output of a DTC indicates a malfunction. However, GST and the Diagnostic Test Mode II do not indicate whether the malfunction is still occurring or has occurred in the past and has returned to normal. CONSULT-III can identify malfunction status as shown below. Therefore, using CONSULT-III (if available) is recommended.**

DTC or 1st trip DTC of a malfunction is displayed in SELF-DIAGNOSTIC RESULTS mode of CONSULT-III. Time data indicates how many times the vehicle was driven after the last detection of a DTC.

If the DTC is being detected currently, the time data will be [0].

If a 1st trip DTC is stored in the ECM, the time data will be [1t].

How to Erase DTC and 1st Trip DTC

**With CONSULT-III**

**NOTE:**

- If the ignition switch stays ON after repair work, be sure to turn ignition switch OFF once. Wait at least 10 seconds and then turn it ON (engine stopped) again.
- If the DTC is not for A/T related items (see EC-564), skip step 1.

1. Erase DTC in TCM. Refer to TM-165, "Diagnosis Description".
2. Select “ENGINE” with CONSULT-III.
3. Select “SELF-DIAG RESULTS”.
4. Touch “ERASE”. (DTC in ECM will be erased.)

**With GST**

**NOTE:**

- If the ignition switch stays ON after repair work, be sure to turn ignition switch OFF once. Wait at least 10 seconds and then turn it ON (engine stopped) again.

1. Select Service $04 with GST (Generic Scan Tool).

**No Tools**

**NOTE:**

- If the ignition switch stays ON after repair work, be sure to turn ignition switch OFF once. Wait at least 10 seconds and then turn it ON (engine stopped) again.

1. Erase DTC in ECM. Refer to How to Erase Diagnostic Test Mode II (Self-diagnostic Results).

- **If the battery is disconnected, the emission-related diagnostic information will be cleared within 24 hours.**
- **The following data are cleared when the ECM memory is erased.**

- Diagnostic trouble codes
- 1st trip diagnostic trouble codes
- Freeze frame data
- 1st trip freeze frame data
- System readiness test (SRT) codes
- Test values

Actual work procedures are explained using a DTC as an example. Be careful so that not only the DTC, but all of the data listed above, are cleared from the ECM memory during work procedures.

## SYSTEM READINESS TEST (SRT) CODE

System Readiness Test (SRT) code is specified in Service $01 of SAE J1979.

As part of an enhanced emissions test for Inspection & Maintenance (I/M), certain states require the status of SRT be used to indicate whether the ECM has completed self-diagnosis of major emission systems and components. Completion must be verified in order for the emissions inspection to proceed.

If a vehicle is rejected for a State emissions inspection due to one or more SRT items indicating “INCMP”, use the information in this Service Manual to set the SRT to “CMPLT”.

In most cases the ECM will automatically complete its self-diagnosis cycle during normal usage, and the SRT status will indicate “CMPLT” for each application system. Once set as “CMPLT”, the SRT status remains “CMPLT” until the self-diagnosis memory is erased.

Occasionally, certain portions of the self-diagnostic test may not be completed as a result of the customer's normal driving pattern; the SRT will indicate “INCMP” for these items.

**NOTE:**

The SRT will also indicate “INCMP” if the self-diagnosis memory is erased for any reason or if the ECM memory power supply is interrupted for several hours.
If, during the state emissions inspection, the SRT indicates “CMPLT” for all test items, the inspector will continue with the emissions test. However, if the SRT indicates “INCMP” for one or more of the SRT items the vehicle is returned to the customer untested.

**NOTE:**
If MIL is illuminates during the state emissions inspection, the vehicle is also returned to the customer untested even though the SRT indicates “CMPLT” for all test items. Therefore, it is important to check SRT (“CMPLT”) and DTC (No DTCs) before the inspection.

SRT Item

The table below shows required self-diagnostic items to set the SRT to “CMPLT”.

| SRT item (CONSULT-III indication) | Performance Priority* | Required self-diagnostic items to set the SRT to “CMPLT” | Corresponding DTC No. |
|---|---|---|---|
| CATALYST | 2 | Three way catalyst function | P0420, P0430 |
| EVAP SYSTEM | 2 | EVAP control system purge flow monitoring | P0441 |
| | 1 | EVAP control system | P0442 |
| | 2 | EVAP control system | P0456 |
| HO2S | 2 | Air fuel ratio (A/F) sensor 1 | P0133, P0153 |
| | | Heated oxygen sensor 2 | P0137, P0157 |
| | | Heated oxygen sensor 2 | P0138, P0158 |
| | | Heated oxygen sensor 2 | P0139, P0159 |

*: If completion of several SRTs is required, perform driving patterns (DTC confirmation procedure), one by one based on the priority for models with CONSULT-III.

SRT Set Timing

SRT is set as “CMPLT” after self-diagnosis has been performed one or more times. Completion of SRT is done regardless of whether the result is OK or NG. The set timing is different between OK and NG results and is shown in the table below.

| Self-diagnosis result | | Example | | | | |
|---|---|---|---|---|---|---|
| | | Diagnosis | Ignition cycle ← ON → OFF ← ON → OFF ← ON → OFF ← ON → | | | |
| All OK | Case 1 | P0400 | OK (1) | — (1) | OK (2) | — (2) |
| | | P0402 | OK (1) | — (1) | — (1) | OK (2) |
| | | P1402 | OK (1) | OK (2) | — (2) | — (2) |
| | | SRT of EGR | “CMPLT” | “CMPLT” | “CMPLT” | “CMPLT” |
| | Case 2 | P0400 | OK (1) | — (1) | — (1) | — (1) |
| | | P0402 | — (0) | — (0) | OK (1) | — (1) |
| | | P1402 | OK (1) | OK (2) | — (2) | — (2) |
| | | SRT of EGR | “INCMP” | “INCMP” | “CMPLT” | “CMPLT” |
| NG exists | Case 3 | P0400 | OK | OK | — | — |
| | | P0402 | — | — | — | — |
| | | P1402 | NG | — | NG | NG (Consecutive NG) |
| | | (1st trip) DTC | 1st trip DTC | — | 1st trip DTC | DTC (= MIL ON) |
| | | SRT of EGR | “INCMP” | “INCMP” | “INCMP” | “CMPLT” |

OK: Self-diagnosis is carried out and the result is OK.

NG: Self-diagnosis is carried out and the result is NG.

—: Self-diagnosis is not carried out.

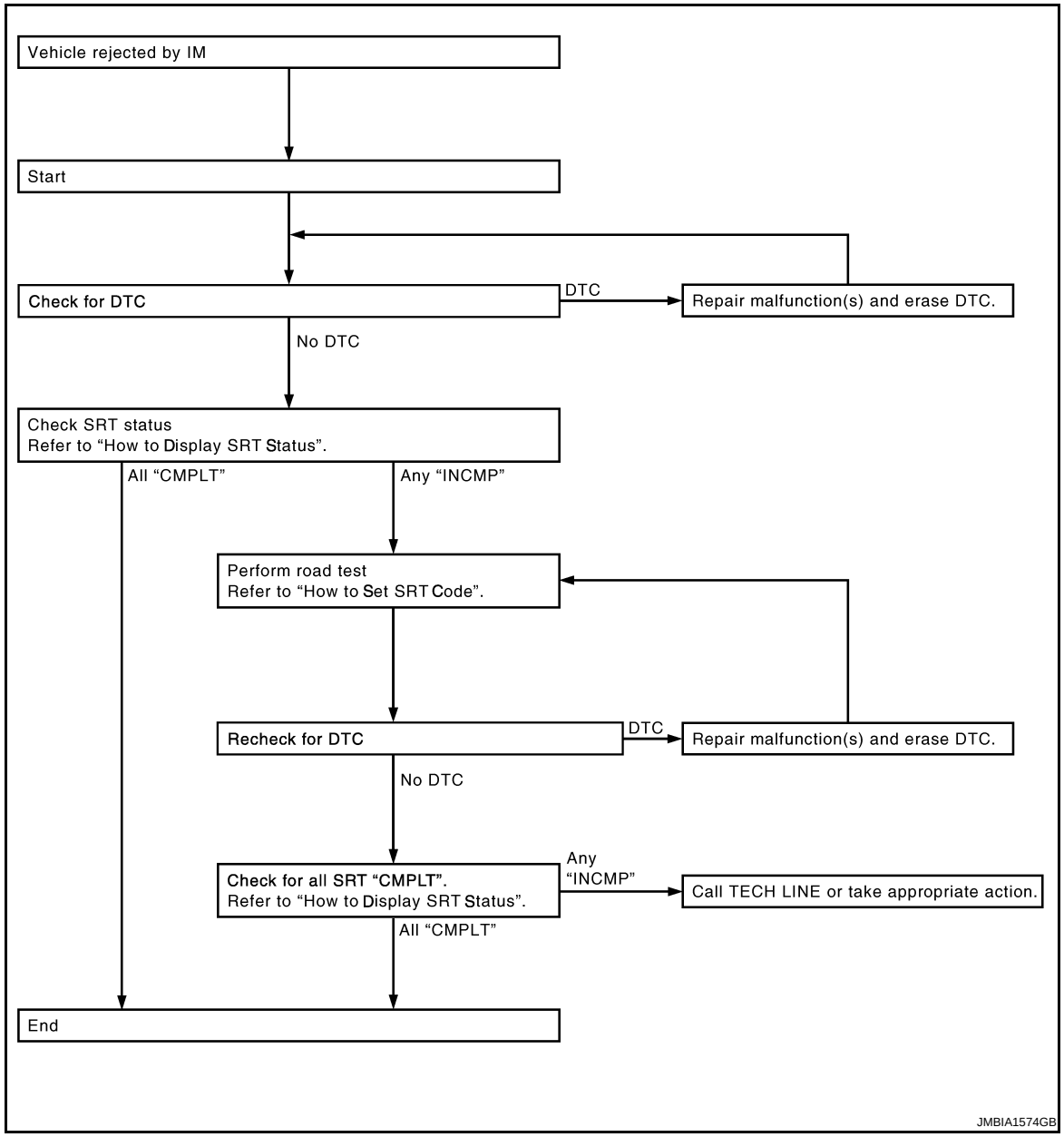
When all SRT related self-diagnoses show OK results in a single cycle (Ignition OFF-ON-OFF), the SRT will indicate “CMPLT”. → Case 1 above
When all SRT related self-diagnoses show OK results through several different cycles, the SRT will indicate “CMPLT” at the time the respective self-diagnoses have at least one OK result. → Case 2 above
If one or more SRT related self-diagnoses show NG results in 2 consecutive cycles, the SRT will also indicate “CMPLT”. → Case 3 above
The table above shows that the minimum number of cycles for setting SRT as “INCMP” is the number one (1) for each self-diagnosis (Case 1 & 2) or the number two (2) for one of self-diagnoses (Case 3). However, in preparation for the state emissions inspection, it is unnecessary for each self-diagnosis to be executed twice (Case 3) for the following reasons:

- The SRT will indicate “CMPLT” at the time the respective self-diagnoses have one (1) OK result.
- The emissions inspection requires “CMPLT” of the SRT only with OK self-diagnosis results.
- When, During SRT driving pattern, the 1st trip DTC (NG) is detected prior to “CMPLT” of SRT and the self-diagnosis memory must be erased from the ECM after repair.
- If the 1st trip DTC is erased, all the SRT will indicate “INCMP”.

  **NOTE:**
  SRT can be set as “CMPLT” together with the DTC(s). Therefore, DTC check must always be carried out prior to the state emission inspection even though the SRT indicates “CMPLT”.

SRT Service Procedure

If a vehicle has failed the state emissions inspection due to one or more SRT items indicating “INCMP”, review the flowchart diagnostic sequence on the next page.




How to Display SRT Status

**WITH CONSULT-III**

Selecting “SRT STATUS” in “DTC CONFIRMATION” mode with CONSULT-III.

For items whose SRT codes are set, “CMPLT” is displayed on the CONSULT-III screen; for items whose SRT codes are not set, “INCMP” is displayed.

**NOTE:**

Though displayed on the CONSULT-III screen, “HO2S HTR” is not SRT item.

**WITH GST**

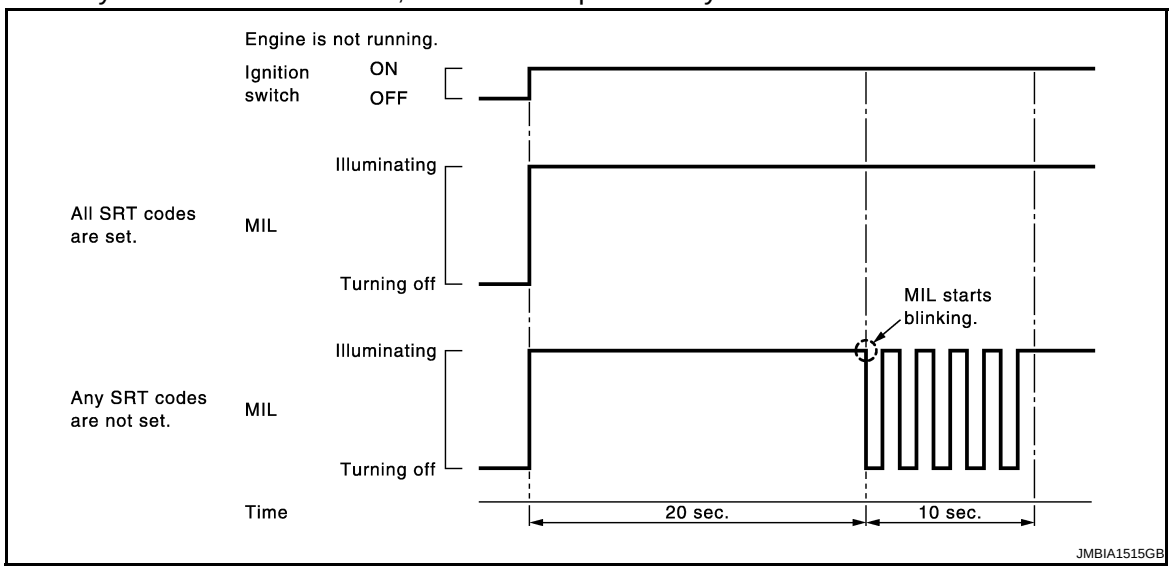
Selecting Service $01 with GST (Generic Scan Tool)

**NO TOOLS**

A SRT code itself cannot be displayed, however SRT status can.

1. Turn ignition switch ON and wait 20 seconds.
2. SRT status is indicated as shown below.
   - When all SRT codes are set, MIL illuminates continuously.

- When any SRT codes are not set, MIL will blink periodically for 10 seconds.

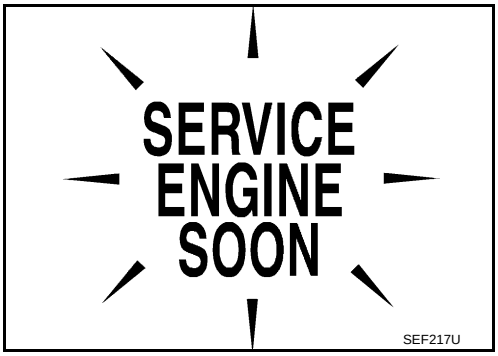



## MALFUNCTION INDICATOR LAMP (MIL)

Description

The MIL is located on the combination meter.

1. The MIL will illuminate when the ignition switch is turned ON without the engine running. This is a bulb check.
   If the MIL does not illuminate, check MIL circuit. Refer to EC-512, "Component Function Check".
2. When the engine is started, the MIL should turn off.
   If the MIL remains illuminating, the on board diagnostic system has detected an engine system malfunction.




On Board Diagnostic System Function

The on board diagnostic system has the following three functions.

| Diagnostic Test Mode | KEY and ENG. Status | Function | Explanation of Function |
|---|---|---|---|
| Mode I | Ignition switch in ON position  Engine stopped  | BULB CHECK | This function checks the MIL bulb for damage (blown, open circuit, etc.).<br>If the MIL does not come illuminate, check MIL circuit. |
| | Engine running  | MALFUNCTION WARNING | When a malfunction is detected twice in two consecutive driving cycles (two trip detection logic), the MIL will illuminate to inform the driver that a malfunction has been detected.<br>The following malfunctions will illuminate or blink the MIL in the 1st trip.<br>• Misfire (Possible three way catalyst damage)<br>• One trip detection diagnoses |
| Mode II | Ignition switch in ON position  Engine stopped  | SELF-DIAGNOSTIC RESULTS | This function allows DTCs and 1st trip DTCs to be read. |

Diagnostic Test Mode I — Bulb Check

In this mode, the MIL on the instrument panel should stay ON. If it remains OFF, check the bulb. Refer to EC-512, "Component Function Check".

Diagnostic Test Mode I — Malfunction Warning

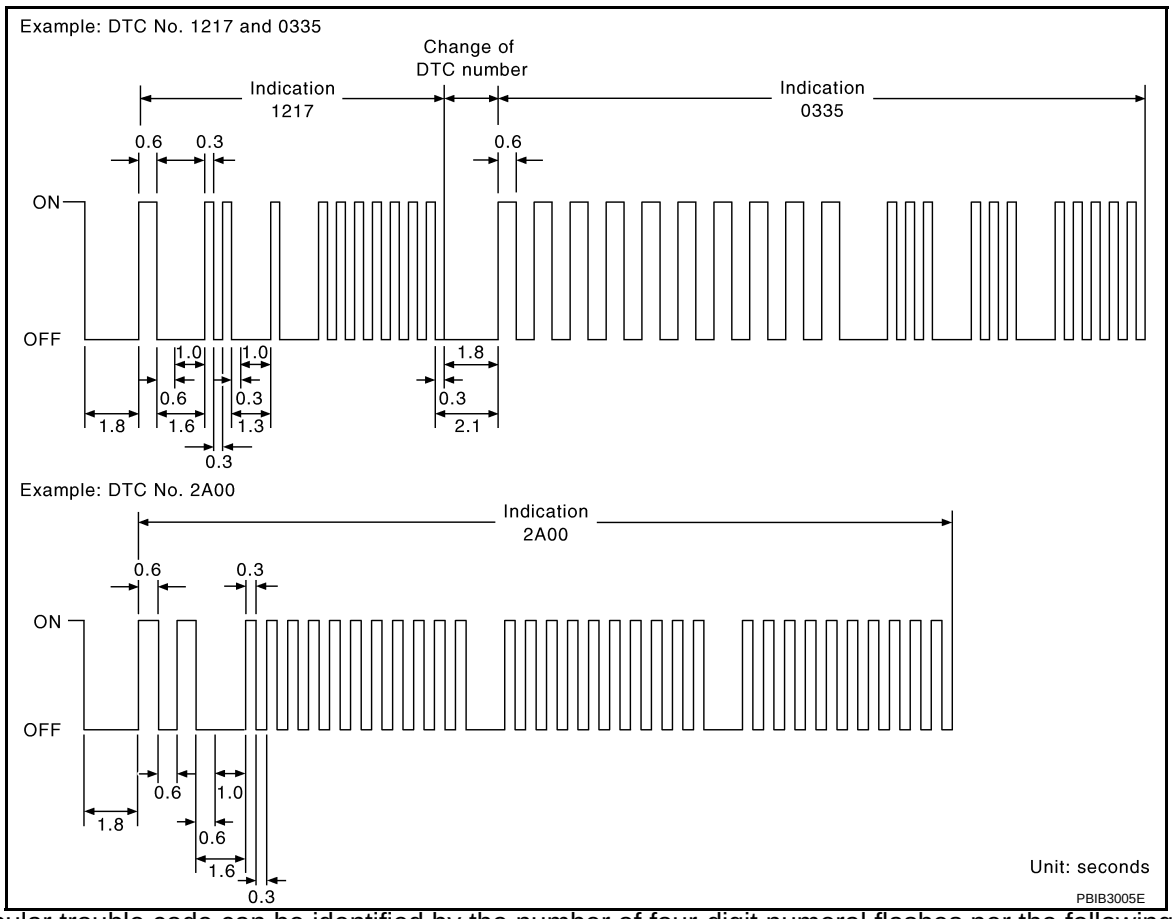
| MIL | Condition |
|---|---|
| ON | When the malfunction is detected. |
| OFF | No malfunction. |

This DTC number is clarified in Diagnostic Test Mode II (SELF-DIAGNOSTIC RESULTS)

Diagnostic Test Mode II — Self-diagnostic Results

In this mode, the DTC and 1st trip DTC are indicated by the number of blinks of the MIL as shown below.
The DTC and 1st trip DTC are displayed at the same time. If the MIL does not illuminate in diagnostic test mode I (Malfunction warning), all displayed items are 1st trip DTCs. If only one code is displayed when the MIL illuminates in diagnostic test mode II (SELF-DIAGNOSTIC RESULTS), it is a DTC; if two or more codes are displayed, they may be either DTCs or 1st trip DTCs. DTC No. is same as that of 1st trip DTC. These uniden-

tified codes can be identified by using the CONSULT-III or GST. A DTC will be used as an example for how to read a code.




A particular trouble code can be identified by the number of four-digit numeral flashes per the following.

| Number | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | A | B | C | D | E | F |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flashes | 10 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 11 | 12 | 13 | 14 | 15 | 16 |

The length of time the 1,000th-digit numeral flashes on and off is 1.2 seconds consisting of an ON (0.6-seconds) - OFF (0.6-seconds) cycle.
The 100th-digit numeral and lower digit numerals consist of a 0.3-seconds ON and 0.3-seconds OFF cycle.
A change from one digit numeral to another occurs at an interval of 1.0-second OFF. In other words, the later numeral appears on the display 1.3 seconds after the former numeral has disappeared.
A change from one trouble code to another occurs at an interval of 1.8-seconds OFF.
In this way, all the detected malfunctions are classified by their DTC numbers. The DTC 0000 refers to no malfunction. (See EC-564, "DTC Index")

How to Switch Diagnostic Test Mode

**NOTE:**

- **It is better to count the time accurately with a clock.**
- **It is impossible to switch the diagnostic mode when an accelerator pedal position sensor circuit has a malfunction.**
- **ECM always returns to Diagnostic Test Mode I after the ignition switch is turned OFF.**

**HOW TO SET DIAGNOSTIC TEST MODE II (SELF-DIAGNOSTIC RESULTS)**

1. Confirm that accelerator pedal is fully released, turn ignition switch ON and wait 3 seconds.
2. Repeat the following procedure quickly five times within 5 seconds.

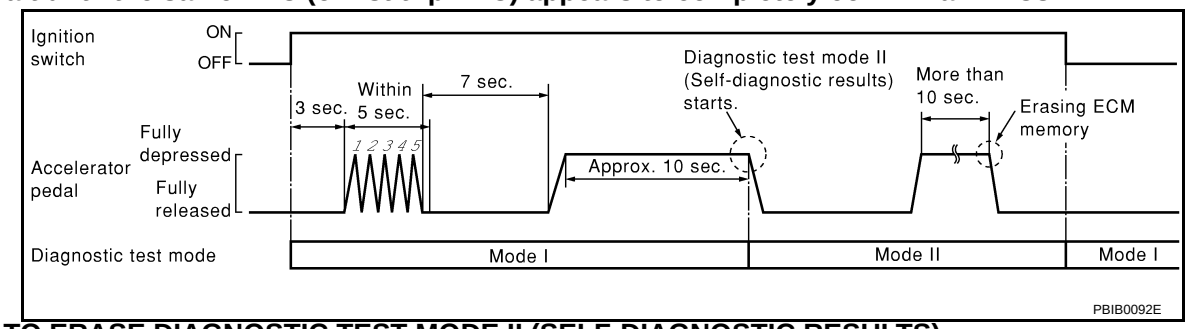
- Fully depress the accelerator pedal.
- Fully release the accelerator pedal.

3. Wait 7 seconds, fully depress the accelerator pedal and keep it depressed for approx. 10 seconds until the MIL starts blinking.

   **NOTE:**

   **Do not release the accelerator pedal for 10 seconds if MIL starts blinking during this period. This blinking is displaying SRT status and is continued for another 10 seconds.**

4. Fully release the accelerator pedal.
   ECM has entered to Diagnostic Test Mode II (Self-diagnostic results).
   **NOTE:**
   **Wait until the same DTC (or 1st trip DTC) appears to completely confirm all DTCs.**




**HOW TO ERASE DIAGNOSTIC TEST MODE II (SELF-DIAGNOSTIC RESULTS)**

1. Set ECM in Diagnostic Test Mode II (Self-diagnostic results). Refer to “How to Set Diagnostic Test Mode II (Self-diagnostic Results)”.
2. Fully depress the accelerator pedal and keep it depressed for more than 10 seconds.
   The emission-related diagnostic information has been erased from the backup memory in the ECM.
3. Fully release the accelerator pedal, and confirm the DTC 0000 is displayed.

How to Erase Diagnostic Test Mode II (Self-diagnostic Results)

The DTC can be erased from the back up memory in the ECM by depressing accelerator pedal. Refer to “How to Erase Diagnostic Test Mode II (Self-diagnostic Results)”.

- **If the battery is disconnected, the DTC will be cleared from the backup memory within 24 hours.**
- **Be careful not to erase the stored memory before starting trouble diagnoses.**

## OBD SYSTEM OPERATION CHART

Relationship Between MIL, 1st Trip DTC, DTC, and Detectable Items

- When a malfunction is detected for the first time, the 1st trip DTC and the 1st trip freeze frame data are stored in the ECM memory.
- When the same malfunction is detected in two consecutive trips, the DTC and the freeze frame data are stored in the ECM memory, and the MIL will illuminate.
- The MIL will turn off after the vehicle is driven 3 times (driving pattern B) with no malfunction. A drive is counted only when the recorded driving pattern is met (as stored in the ECM). If another malfunction occurs while counting, the counter will reset.
- The DTC and the freeze frame data will be stored until the vehicle is driven 40 times (driving pattern A) without the same malfunction recurring (except for Misfire and Fuel Injection System). For Misfire and Fuel Injection System, the DTC and freeze frame data will be stored until the vehicle is driven 80 times (driving pattern C) without the same malfunction recurring. The “TIME” in “SELF-DIAGNOSTIC RESULTS” mode of CONSULT-III will count the number of times the vehicle is driven.
- The 1st trip DTC is not displayed when the self-diagnosis results in OK for the 2nd trip.

Summary Chart

| Items | Fuel Injection System | Misfire | Other |
|---|---|---|---|
| MIL (turns off) | 3 (pattern B) | 3 (pattern B) | 3 (pattern B) |
| DTC, Freeze Frame Data (no display) | 80 (pattern C) | 80 (pattern C) | 40 (pattern A) |
| 1st Trip DTC (clear) | 1 (pattern C), *1 | 1 (pattern C), *1 | 1 (pattern B) |
| 1st Trip Freeze Frame Data (clear) | *1, *2 | *1, *2 | 1 (pattern B) |

For details about patterns B and C under “Fuel Injection System” and “Misfire”, see “EXPLANATION FOR DRIVING PATTERNS FOR “MISFIRE <EXHAUST QUALITY DETERIORATION>”, “FUEL INJECTION SYSTEM”.

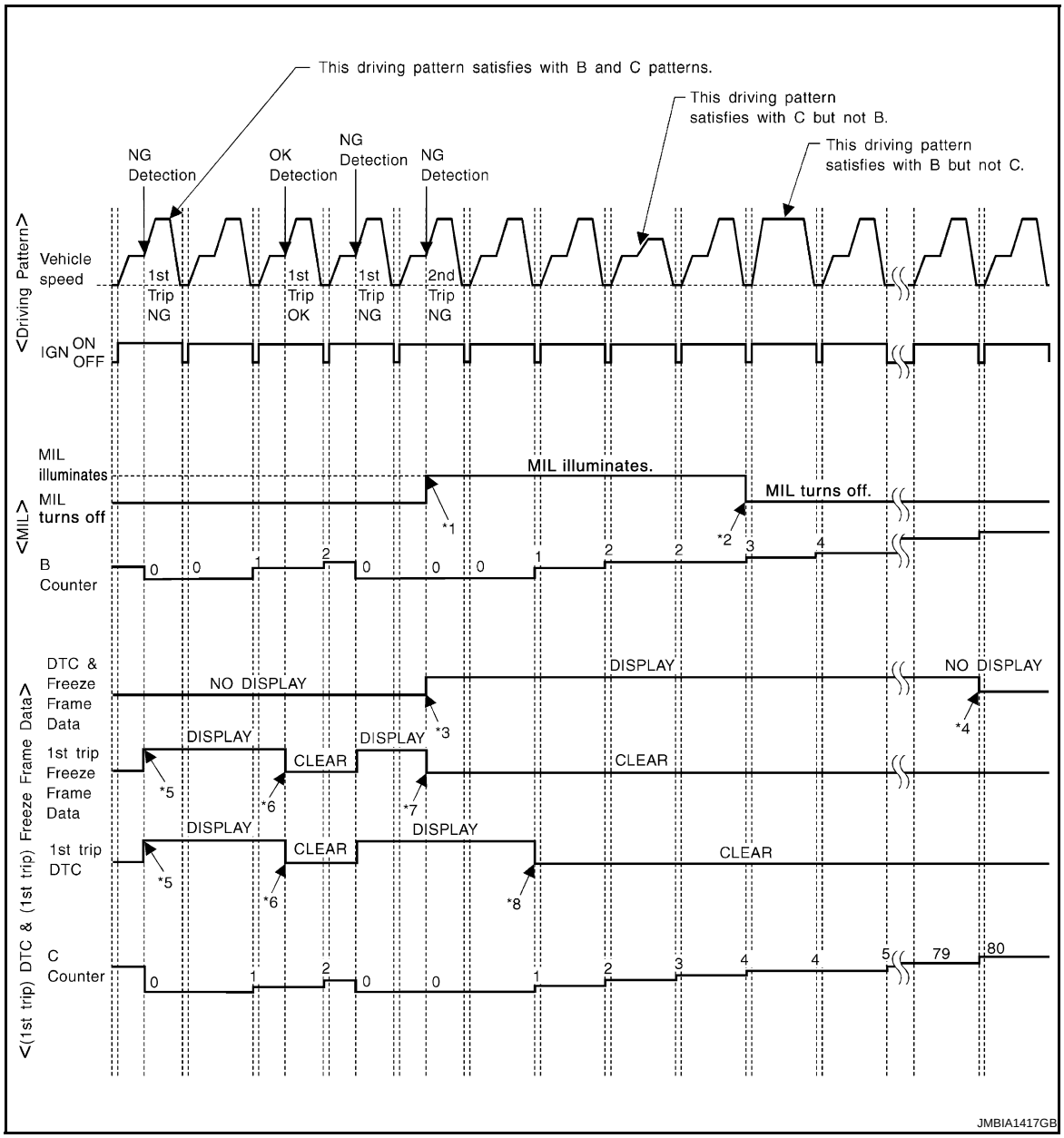
For details about patterns A and B under Other, see “EXPLANATION FOR DRIVING PATTERNS FOR “MISFIRE <EXHAUST QUALITY DETERIORATION>”, “FUEL INJECTION SYSTEM”.

*1: Clear timing is at the moment OK is detected.

*2: Clear timing is when the same malfunction is detected in the 2nd trip.

Relationship Between MIL, DTC, 1st Trip DTC and Driving Patterns for “Misfire <Exhaust Quality Deterioration>”,

"Fuel Injection System"




*1: When the same malfunction is detected in two consecutive trips, MIL will illuminate.

*2: MIL will turn off after vehicle is driven 3 times (pattern B) without any malfunctions.

*3: When the same malfunction is detected in two consecutive trips, the DTC and the freeze frame data will be stored in ECM.

*4: The DTC and the freeze frame data will not be displayed any longer after vehicle is driven 80 times (pattern C) without the same malfunction. (The DTC and the freeze frame data still remain in ECM.)

*5: When a malfunction is detected for the first time, the 1st trip DTC and the 1st trip freeze frame data will be stored in ECM.

*6: The 1st trip DTC and the 1st trip freeze frame data will be cleared at the moment OK is detected.

*7: When the same malfunction is detected in the 2nd trip, the 1st trip freeze frame data will be cleared.

*8: 1st trip DTC will be cleared when vehicle is driven once (pattern C) without the same malfunction after DTC is stored in ECM.

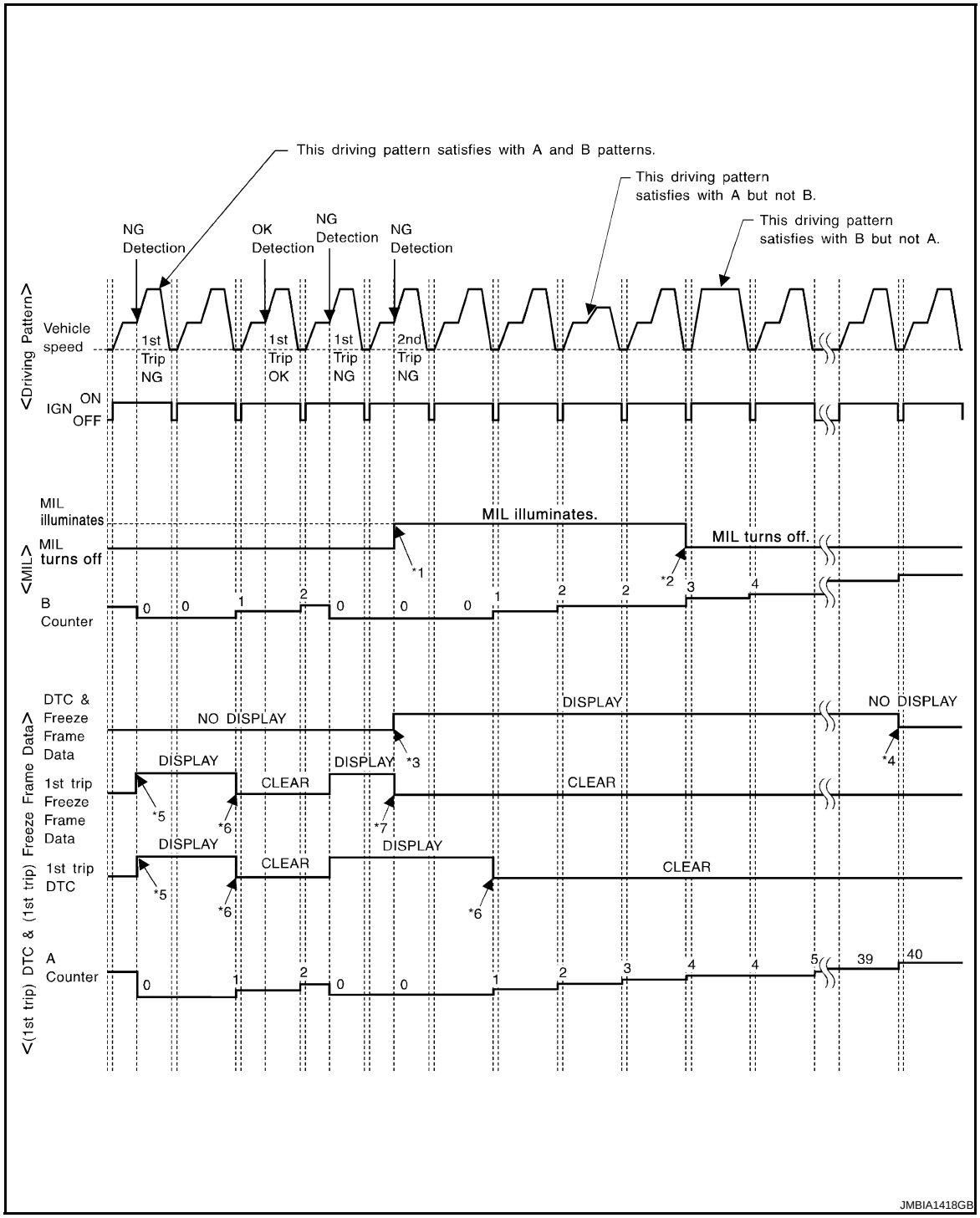
Explanation for Driving Patterns for "Misfire <Exhaust Quality Deterioration>", "Fuel Injection System"
<Driving Pattern B>
Driving pattern B means the vehicle operation as per the following:

All components and systems should be monitored at least once by the OBD system.
- The B counter will be cleared when the malfunction is detected once regardless of the driving pattern.
- The B counter will be counted up when driving pattern B is satisfied without any malfunction.
- The MIL will turn off when the B counter reaches 3. (*2 in “OBD SYSTEM OPERATION CHART”)

<Driving Pattern C>
Driving pattern C means operating vehicle as per the following:
The following conditions should be satisfied at the same time:
Engine speed: (Engine speed in the freeze frame data) ±375 rpm
Calculated load value: (Calculated load value in the freeze frame data) x (1±0.1) [%]
Engine coolant temperature (T) condition:
- When the freeze frame data shows lower than 70°C (158°F), T should be lower than 70°C (158°F).
- When the freeze frame data shows higher than or equal to 70°C (158°F), T should be higher than or equal to 70°C (158°F).

Example:
If the stored freeze frame data is as per the following:
Engine speed: 850 rpm, Calculated load value: 30%, Engine coolant temperature: 80°C (176°F)
To be satisfied with driving pattern C, the vehicle should run under the following conditions:
Engine speed: 475 - 1,225 rpm, Calculated load value: 27 - 33%, Engine coolant temperature: more than 70°C (158°F)
- The C counter will be cleared when the malfunction is detected regardless of vehicle conditions above.
- The C counter will be counted up when vehicle conditions above are satisfied without the same malfunction.
- The DTC will not be displayed after C counter reaches 80.
- The 1st trip DTC will be cleared when C counter is counted once without the same malfunction after DTC is stored in ECM.

Relationship Between MIL, DTC, 1st Trip DTC and Driving Patterns Except For “Misfire <Exhaust Quality Deterioration>”, “Fuel Injection System”




*1: When the same malfunction is detected in two consecutive trips, MIL will illuminate.

*2: MIL will turn off after vehicle is driven 3 times (pattern B) without any malfunctions.

*3: When the same malfunction is detected in two consecutive trips, the DTC and the freeze frame data will be stored in ECM.

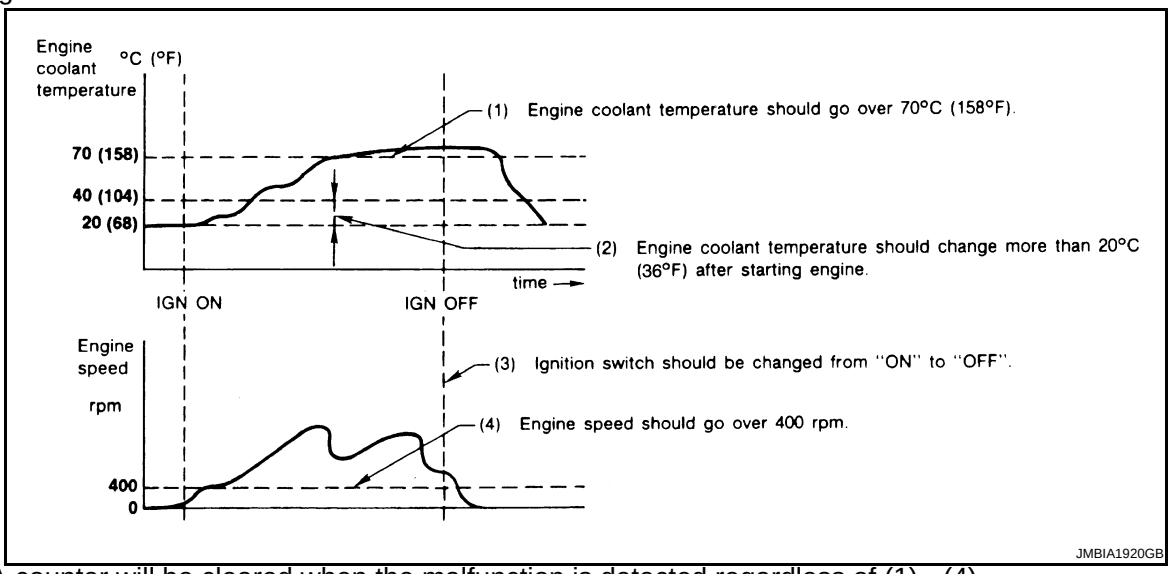
*4: The DTC and the freeze frame data will not be displayed any longer after vehicle is driven 40 times (pattern A) without the same malfunction. (The DTC and the freeze frame data still remain in ECM.)

*5: When a malfunction is detected for the first time, the 1st trip DTC and the 1st trip freeze frame data will be stored in ECM.

*6: 1st trip DTC will be cleared after vehicle is driven once (pattern B) without the same malfunction.

*7: When the same malfunction is detected in the 2nd trip, the 1st trip freeze frame data will be cleared.

Explanation for Driving Patterns Except for “Misfire <Exhaust Quality Deterioration>”, “Fuel Injection System”
<Driving Pattern A>




- The A counter will be cleared when the malfunction is detected regardless of (1) - (4).
- The A counter will be counted up when (1) - (4) are satisfied without the same malfunction.
- The DTC will not be displayed after the A counter reaches 40.

<Driving Pattern B>
Driving pattern B means operating vehicle as per the following:
All components and systems should be monitored at least once by the OBD system.

- The B counter will be cleared when the malfunction is detected once regardless of the driving pattern.
- The B counter will be counted up when driving pattern B is satisfied without any malfunctions.
- The MIL will turn off when the B counter reaches 3 (*2 in OBD SYSTEM OPERATION CHART).

## CONSULT-III Function

INFOID:0000000004476557

### FUNCTION

| Diagnostic test mode | Function |
|---|---|
| Work support | This mode enables a technician to adjust some devices faster and more accurately by following the indications on the CONSULT-III unit. |
| Selfdiagnostic result | Self-diagnostic results such as 1st trip DTC, DTCs and 1st trip freeze frame data or freeze frame data can be read and erased quickly.* |
| Data monitor | Input/Output data in the ECM can be read. |
| Active test | Diagnostic Test Mode in which CONSULT-III drives some actuators apart from the ECMs and also shifts some parameters in a specified range. |
| DTC & SRT confirmation | The status of system monitoring tests and the self-diagnosis status/results can be confirmed. |
| Function test | This mode is used to inform customers when their vehicle requires periodic maintenance. |
| ECU identification | ECM part number can be read. |

*: The following emission-related diagnostic information is cleared when the ECM memory is erased.

- Diagnostic trouble codes
- 1st trip diagnostic trouble codes
- Freeze frame data

- 1st trip freeze frame data
- System readiness test (SRT) codes
- Test values

## ENGINE CONTROL COMPONENT PARTS/CONTROL SYSTEMS APPLICATION

| Item | | | DIAGNOSTIC TEST MODE | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | WORK SUPPORT | SELF-DIAGNOSTIC RESULTS | | DATA MONITOR | ACTIVE TEST | DTC & SRT CONFIRMATION | |
| | | | | DTC*1 | FREEZE FRAME DATA*2 | | | SRT STATUS | DTC WORK SUPPORT |
| ENGINE CONTROL COMPONENT PARTS | INPUT | Crankshaft position sensor (POS) | | × | × | × | | | |
| | | Camshaft position sensor (PHASE) | | × | × | × | | | |
| | | Mass air flow sensor | | × | | × | | | |
| | | Engine coolant temperature sensor | | × | × | × | × | | |
| | | Engine oil temperature sensor | | × | | × | | | |
| | | Air fuel ratio (A/F) sensor 1 | | × | | × | | × | × |
| | | Heated oxygen sensor 2 | | × | | × | | × | × |
| | | Vehicle speed sensor | | × | × | × | | | |
| | | Accelerator pedal position sensor | | × | | × | | | |
| | | Throttle position sensor | | × | × | × | | | |
| | | Fuel tank temperature sensor | | × | | × | × | | |
| | | EVAP control system pressure sensor | | × | | × | | | |
| | | Intake air temperature sensor | | × | × | × | | | |
| | | Knock sensor | | × | | | | | |
| | | Refrigerant pressure sensor | | | | × | | | |
| | | Closed throttle position switch (accelerator pedal position sensor signal) | | | | × | | | |
| | | Air conditioner switch | | | | × | | | |
| | | Park/neutral position (PNP) signal | | × | | × | | | |
| | | Stop lamp switch | | × | | × | | | |
| | | Power steering pressure sensor | | × | | × | | | |
| | | Battery voltage | | | | × | | | |
| | | Load signal | | | | × | | | |
| | | Fuel level sensor | | × | | × | | | |
| | | Battery current sensor | | × | | × | | | |
| | | ICC steering switch | | × | | × | | | |
| | | ASCD steering switch | | × | | × | | | |
| | | ICC brake switch | | × | | × | | | |
| | | ASCD brake switch | | × | | × | | | |
| | | VVEL control shaft position sensor | | × | | × | | | |
| | | Manifold absolute pressure (MAP) sensor | | × | | | | | |
| | | Brake booster pressure sensor | | × | | | | | |
| | | Snow mode switch | | | | × | | | |

| Item | | | DIAGNOSTIC TEST MODE | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | WORK SUPPORT | SELF-DIAGNOSTIC RESULTS | | DATA MONITOR | ACTIVE TEST | DTC & SRT CONFIRMATION | |
| | | | | DTC*1 | FREEZE FRAME DATA*2 | | | SRT STATUS | DTC WORK SUPPORT |
| ENGINE CONTROL COMPONENT PARTS | OUTPUT | Fuel injector | | | | × | × | | |
| | | Power transistor (Ignition timing) | | | | × | × | | |
| | | Throttle control motor relay | | × | | × | | | |
| | | Throttle control motor | | × | | | | | |
| | | EVAP canister purge volume control solenoid valve | | × | | × | × | | × |
| | | Air conditioner relay | | | | × | | | |
| | | Fuel pump relay | × | | | × | × | | |
| | | Cooling fan control module | | × | | × | × | | |
| | | Air fuel ratio (A/F) sensor 1 heater | | × | | × | | ×*3 | |
| | | Heated oxygen sensor 2 heater | | × | | × | | ×*3 | |
| | | EVAP canister vent control valve | × | × | | × | × | | |
| | | Intake valve timing control solenoid valve | | × | | × | × | | |
| | | VVEL actuator motor relay | | × | | | | | |
| | | VVEL actuator motor | × | × | | | | | |
| | | Alternator | | | | × | × | | |
| | | Calculated load value | | | × | × | | | |

×: Applicable

*1: This item includes 1st trip DTCs.

*2: This mode includes 1st trip freeze frame data or freeze frame data. The items appear on CONSULT-III screen in freeze frame data mode only if a 1st trip DTC or DTC is detected. For details, refer to EC-112, "Diagnosis Description".

*3: Always “CMPLT” is displayed.

## WORK SUPPORT MODE

Work Item

| WORK ITEM | CONDITION | USAGE |
|---|---|---|
| IDLE AIR VOL LEARN | • THE IDLE AIR VOLUME THAT KEEPS THE ENGINE WITHIN THE SPECIFIED RANGE IS MEMORIZED IN ECM. | When learning the idle air volume |
| EVAP SYSTEM CLOSE | CLOSE THE EVAP CANISTER VENT CONTROL VALVE IN ORDER TO MAKE EVAP SYSTEM CLOSE UNDER THE FOLLOWING CONDITIONS.<br>• IGN SW ON<br>• ENGINE NOT RUNNING<br>• AMBIENT TEMPERATURE IS ABOVE 0°C (32°F).<br>• NO VACUUM AND NO HIGH PRESSURE IN EVAP SYSTEM<br>• FUEL TANK TEMP. IS MORE THAN 0°C (32°F).<br>• WITHIN 10 MINUTES AFTER STARTING “EVAP SYSTEM CLOSE”<br>• WHEN TRYING TO EXECUTE “EVAP SYSTEM CLOSE” UNDER THE CONDITION EXCEPT ABOVE, CONSULT-III WILL DISCONTINUE IT AND DISPLAY APPROPRIATE INSTRUCTION.<br>**NOTE:**<br>**WHEN STARTING ENGINE, CONSULT-III MAY DISPLAY “BATTERY VOLTAGE IS LOW. CHARGE BATTERY”, EVEN WHEN USING A CHARGED BATTERY.** | When detecting EVAP vapor leak in the EVAP system |
| FUEL PRESSURE RELEASE | • FUEL PUMP WILL STOP BY TOUCHING “START” DURING IDLING.<br>CRANK A FEW TIMES AFTER ENGINE STALLS. | When releasing fuel pressure from fuel line |
| SELF-LEARNING CONT | • THE COEFFICIENT OF SELF-LEARNING CONTROL MIXTURE RATIO RETURNS TO THE ORIGINAL COEFFICIENT. | When clearing mixture ratio self-learning value |
| TARGET IDLE RPM ADJ* | • IDLE CONDITION | When setting target idle speed |
| TARGET IGN TIM ADJ* | • IDLE CONDITION | When adjusting target ignition timing |
| VIN REGISTRATION | • IN THIS MODE, VIN IS REGISTERED IN ECM. | When registering VIN in ECM |
| VVEL POS SEN ADJ PREP | • USE THIS ITEM ONLY WHEN REPLACING VVEL ACTUATOR SUB ASSEMBLY.<br>• IGNITION ON AND ENGINE STOPPED. | When adjusting VVEL control shaft position sensor |

*: This function is not necessary in the usual service procedure.

## SELF-DIAG RESULTS MODE

Self Diagnostic Item
Regarding items of DTC and 1st trip DTC, refer to EC-564, "DTC Index".)

Freeze Frame Data and 1st Trip Freeze Frame Data

| Freeze frame data item* | Description |
|---|---|
| DIAG TROUBLE CODE [PXXXX] | • The engine control component part/control system has a trouble code that is displayed as PXXXX. (Refer to EC-564, "DTC Index".) |
| CAL/LD VALUE [%] | • The calculated load value at the moment a malfunction is detected is displayed. |
| COOLANT TEMP [°C] or [°F] | • The engine coolant temperature at the moment a malfunction is detected is displayed. |
| L-FUEL TRM-B1 [%] | • “Long-term fuel trim” at the moment a malfunction is detected is displayed.<br>• The long-term fuel trim indicates much more gradual feedback compensation to the base fuel schedule than short-term fuel trim. |
| L-FUEL TRM-B2 [%] | |
| S-FUEL TRM-B1 [%] | • “Short-term fuel trim” at the moment a malfunction is detected is displayed.<br>• The short-term fuel trim indicates dynamic or instantaneous feedback compensation to the base fuel schedule. |
| S-FUEL TRM-B2 [%] | |

| Freeze frame data item* | Description |
|---|---|
| ENGINE SPEED [rpm] | • The engine speed at the moment a malfunction is detected is displayed |
| VEHICL SPEED [km/h] or [mph] | • The vehicle speed at the moment a malfunction is detected is displayed |
| ABSOL TH·P/S [%] | • The throttle valve opening angle at the moment a malfunction is detected is displayed |
| B/FUEL SCHDL [msec] | • The base fuel schedule at the moment a malfunction is detected is displayed |
| INT/A TEMP SE [°C] or [°F] | • The intake air temperature at the moment a malfunction is detected is displayed |
| FUEL SYS-B1 | • “Fuel injection system status” at the moment a malfunction is detected is displayed.<br>• One of the following mode is displayed.<br>Mode2: Open loop due to detected system malfunction<br>Mode3: Open loop due to driving conditions (power enrichment, deceleration enleanment)<br>Mode4: Closed loop - using oxygen sensor(s) as feedback for fuel control<br>Mode5: Open loop - has not yet satisfied condition to go to closed loop |
| FUEL SYS-B2 | |
| INT MANI PRES [°C] | • These items are displayed but are not applicabld to this model. |
| COMBUST CONDITION | |

*: The items are the same as those of 1st trip freeze frame data.

## DATA MONITOR MODE

### Monitored Item

×: Applicable

| Monitored item | Unit | Description | Remarks |
|---|---|---|---|
| ENG SPEED | rpm | • Indicates the engine speed computed from the signal of the crankshaft position sensor (POS) and camshaft position sensor (PHASE). | • Accuracy becomes poor if engine speed drops below the idle rpm.<br>• If the signal is interrupted while the engine is running, an abnormal value may be indicated. |
| MAS A/F SE-B1 | V | • The signal voltage of the mass air flow sensor is displayed. | • When the engine is stopped, a certain value is indicated.<br>• When engine is running, specification range is indicated in “SPEC”. |
| MAS A/F SE-B2 | | | |
| B/FUEL SCHDL | msec | • “Base fuel schedule” indicates the fuel injection pulse width programmed into ECM, prior to any learned on board correction. | • When engine is running, specification range is indicated in “SPEC”. |
| A/F ALPHA-B1 | % | • The mean value of the air-fuel ratio feedback correction factor per cycle is indicated. | • When the engine is stopped, a certain value is indicated.<br>• This data also includes the data for the air-fuel ratio learning control.<br>• When engine is running, specification range is indicated in “SPEC”. |
| A/F ALPHA-B2 | | | |
| COOLAN TEMP/S | °C or °F | • The engine coolant temperature (determined by the signal voltage of the engine coolant temperature sensor) is displayed. | • When the engine coolant temperature sensor is open or short-circuited, ECM enters fail-safe mode. The engine coolant temperature determined by the ECM is displayed. |
| A/F SEN1 (B1) | V | • The A/F signal computed from the input signal of the air fuel ratio (A/F) sensor 1 is displayed. | |
| A/F SEN1 (B2) | | | |
| HO2S2 (B1) | V | • The signal voltage of the heated oxygen sensor 2 is displayed. | |
| HO2S2 (B2) | | | |
| HO2S2 MNTR (B1) | RICH/LEAN | • Display of heated oxygen sensor 2 signal:<br>RICH: means the amount of oxygen after three way catalyst is relatively small.<br>LEAN: means the amount of oxygen after three way catalyst is relatively large. | • When the engine is stopped, a certain value is indicated. |
| HO2S2 MNTR (B2) | | | |

| Monitored item | Unit | Description | Remarks |
|---|---|---|---|
| VHCL SPEED SE | km/h or mph | • The vehicle speed computed from the vehicle speed signal sent from combination meter is displayed. | |
| BATTERY VOLT | V | • The power supply voltage of ECM is displayed. | |
| ACCEL SEN 1 | V | • The accelerator pedal position sensor signal voltage is displayed. | • ACCEL SEN 2 signal is converted by ECM internally. Thus, they differs from ECM terminal voltage signal. |
| ACCEL SEN 2 | | | |
| TP SEN 1-B1 | V | • The throttle position sensor signal voltage is displayed. | • TP SEN 2-B1 signal is converted by ECM internally. Thus, they differs from ECM terminal voltage signal. |
| TP SEN 2-B1 | | | |
| FUEL T/TMP SE | °C or °F | • The fuel temperature (determined by the signal voltage of the fuel tank temperature sensor) is displayed. | |
| INT/A TEMP SE | °C or °F | • The intake air temperature (determined by the signal voltage of the intake air temperature sensor) is indicated. | |
| EVAP SYS PRES | V | • The signal voltage of EVAP control system pressure sensor is displayed. | |
| FUEL LEVEL SE | V | • The signal voltage of the fuel level sensor is displayed. | |
| START SIGNAL | ON/OFF | • Indicates start signal status [ON/OFF] computed by the ECM according to the signals of engine speed and battery voltage. | • After starting the engine, [OFF] is displayed regardless of the starter signal. |
| CLSD THL POS | ON/OFF | • Indicates idle position [ON/OFF] computed by ECM according to the accelerator pedal position sensor signal. | |
| AIR COND SIG | ON/OFF | • Indicates [ON/OFF] condition of the air conditioner switch as determined by the air conditioner signal. | |
| P/N POSI SW | ON/OFF | • Indicates [ON/OFF] condition from the park/neutral position (PNP) signal. | |
| PW/ST SIGNAL | ON/OFF | • [ON/OFF] condition of the power steering system (determined by the signal voltage of the power steering pressure sensor signal) is indicated. | |
| LOAD SIGNAL | ON/OFF | • Indicates [ON/OFF] condition from the electrical load signal.<br>ON: Rear window defogger switch is ON and/or lighting switch is in 2nd position.<br>OFF: Both rear window defogger switch and lighting switch are OFF. | |
| IGNITION SW | ON/OFF | • Indicates [ON/OFF] condition from ignition switch signal. | |
| HEATER FAN SW | ON/OFF | • Indicates [ON/OFF] condition from the heater fan switch signal. | |
| BRAKE SW | ON/OFF | • Indicates [ON/OFF] condition from the stop lamp switch signal. | |
| INJ PULSE-B1 | msec | • Indicates the actual fuel injection pulse width compensated by ECM according to the input signals. | • When the engine is stopped, a certain computed value is indicated. |
| INJ PULSE-B2 | | | |
| IGN TIMING | BTDC | • Indicates the ignition timing computed by ECM according to the input signals. | • When the engine is stopped, a certain value is indicated. |
| CAL/LD VALUE | % | • “Calculated load value” indicates the value of the current air flow divided by peak air flow. | |
| MASS AIRFLOW | g·m/s | • Indicates the mass air flow computed by ECM according to the signal voltage of the mass air flow sensor. | |

| Monitored item | Unit | Description | Remarks |
|---|---|---|---|
| PURG VOL C/V | % | • Indicates the EVAP canister purge volume control solenoid valve control value computed by the ECM according to the input signals.<br>• The opening becomes larger as the value increases. | |
| INT/V TIM (B1) | °CA | • Indicates [°CA] of intake camshaft advance angle. | |
| INT/V TIM (B2) | | | |
| INT/V SOL (B1) | % | • The control value of the intake valve timing control solenoid valve (determined by ECM according to the input signals) is indicated.<br>• The advance angle becomes larger as the value increases. | |
| INT/V SOL (B2) | | | |
| TP SEN 1-B2 | V | • The throttle position sensor signal voltage is displayed. | • TP SEN 2-B2 signal is converted by ECM internally. Thus, they differs from ECM terminal voltage signal. |
| TP SEN 2-B2 | | | |
| AIR COND RLY | ON/OFF | • The air conditioner relay control condition (determined by ECM according to the input signals) is indicated. | |
| FUEL PUMP RLY | ON/OFF | • Indicates the fuel pump relay control condition determined by ECM according to the input signals. | |
| VENT CONT/V | ON/OFF | • The control condition of the EVAP canister vent control valve (determined by ECM according to the input signals) is indicated.<br>ON: Closed<br>OFF: Open | |
| THRTL RELAY | ON/OFF | • Indicates the throttle control motor relay control condition determined by the ECM according to the input signals. | |
| HO2S2 HTR (B1) | ON/OFF | • Indicates [ON/OFF] condition of heated oxygen sensor 2 heater determined by ECM according to the input signals. | |
| HO2S2 HTR (B2) | | | |
| I/P PULLY SPD | rpm | • Indicates the engine speed computed from the input speed sensor signal. | |
| VEHICLE SPEED | km/h or mph | • The vehicle speed computed from the vehicle speed signal sent from TCM is displayed. | |
| IDL A/V LEARN | YET/CMPLT | • Displays the condition of Idle Air Volume Learning<br>YET: Idle air volume learning has not been performed yet.<br>CMPLT: Idle air volume learning has already been performed successfully. | |
| SNOW MODE SW | ON/OFF | • Indicates [ON/OFF] condition from the snow mode switch signal. | |
| ENG OIL TEMP | °C or °F | • The engine oil temperature (determined by the signal voltage of the engine oil temperature sensor) is displayed. | |
| TRVL AFTER MIL | km or mile | • Distance traveled while MIL is activated. | |
| A/F S1 HTR (B1) | % | • Air fuel ratio (A/F) sensor 1 heater control value computed by ECM according to the input signals.<br>• The current flow to the heater becomes larger as the value increases. | |
| A/F S1 HTR (B2) | | | |
| AC PRESS SEN | V | • The signal voltage from the refrigerant pressure sensor is displayed. | |
| VHCL SPEED SE | km/h or mph | • The vehicle speed computed from the vehicle speed signal sent from combination meter is displayed. | |

| Monitored item | Unit | Description | Remarks |
|---|---|---|---|
| MAIN SW | ON/OFF | • Indicates [ON/OFF] condition from MAIN switch signal. | |
| CANCEL SW | ON/OFF | • Indicates [ON/OFF] condition from CANCEL switch signal. | |
| RESUME/ACC SW | ON/OFF | • Indicates [ON/OFF] condition from RESUME/ACCELERATE switch signal. | |
| SET SW | ON/OFF | • Indicates [ON/OFF] condition from SET/COAST switch signal. | |
| BRAKE SW1 | ON/OFF | • Indicates [ON/OFF] condition from ASCD brake switch signal. | |
| BRAKE SW2 | ON/OFF | • Indicates [ON/OFF] condition of stop lamp switch signal. | |
| DIST SW | ON/OFF | • Indicates [ON/OFF] condition from DISTANCE switch signal. | |
| CRUISE LAMP | ON/OFF | • Indicates [ON/OFF] condition of CRUISE lamp determined by the ECM according to the input signals. | |
| BAT CUR SEN | mV | • The signal voltage of battery current sensor is displayed. | |
| ALT DUTY SIG | ON/OFF | • The control condition of the power generation voltage variable control (determined by ECM according to the input signals) is indicated.<br>ON: Power generation voltage variable control is active.<br>OFF: Power generation voltage variable control is inactive. | |
| A/F ADJ-B1 | — | • Indicates the correction of factor stored in ECM. The factor is calculated from the difference between the target air-fuel ratio stored in ECM and the air-fuel ratio calculated from A/F sensor 1 signal. | |
| A/F ADJ-B2 | | | |
| FAN DUTY | % | • Indicates a command value for cooling fan. The value is calculated by ECM based on input signals. | |
| AC EVA TEMP | °C or °F | • Indicates A/C evaporator temperature sent from “unified meter and A/C amp.”. | |
| AC EVA TARGET | °C or °F | • Indicates target A/C evaporator temperature sent from “unified meter and A/C amp.”. | |
| ALTDUTY | % | • Indicates the duty ratio of the power generation command value. The ratio is calculated by ECM based on the battery current sensor signal. | |
| ATOM PRES SEN | mv | • Always a certain value is displayed.<br>• This item is not efficient for V36 models. | |
| BRAKE BST PRESE | mv | • Always a certain value is displayed.<br>• This item is not efficient for V36 models. | |
| VVEL SEN LEARN-B1 | V | • Indicates the VVEL learning value. | |
| VVEL SEN LEARN-B2 | | | |
| VVEL POSITION SEN-B1 | V | • The VVEL control shaft position sensor signal voltage is displayed. | |
| VVEL POSITION SEN-B2 | | | |

| Monitored item | Unit | Description | Remarks |
|---|---|---|---|
| VVEL TIM-B1 | deg | • Indicates [deg] of VVEL control shaft angle. | |
| VVEL TIM-B2 | | | |
| VVEL LEARN | YET/DONE | • Display the condition of VVEL learning<br>YET: VVEL learning has not been performed yet.<br>DONE: VVEL learning has already been performed successfully. | |

**NOTE:**
Any monitored item that does not match the vehicle being diagnosed is deleted from the display automatically.

## ACTIVE TEST MODE

Test Item

| TEST ITEM | CONDITION | JUDGEMENT | CHECK ITEM (REMEDY) |
|---|---|---|---|
| VENT CONTROL/V | • Ignition switch: ON (Engine stopped)<br>• Turn solenoid valve ON and OFF with the CONSULT-III and listen to operating sound. | Solenoid valve makes an operating sound. | • Harness and connectors<br>• Solenoid valve |
| ENG COOLANT TEMP | • Engine: Return to the original trouble condition<br>• Change the engine coolant temperature using CONSULT-III. | If trouble symptom disappears, see CHECK ITEM. | • Harness and connectors<br>• Engine coolant temperature sensor<br>• Fuel injector |
| FUEL INJECTION | • Engine: Return to the original trouble condition<br>• Change the amount of fuel injection using CONSULT-III. | If trouble symptom disappears, see CHECK ITEM. | • Harness and connectors<br>• Fuel injector<br>• Air fuel ratio (A/F) sensor 1 |
| FUEL/T TEMP SEN | • Change the fuel tank temperature using CONSULT-III. | | |
| PURG VOL CONT/V | • Engine: After warming up, run engine at 1,500 rpm.<br>• Change the EVAP canister purge volume control solenoid valve opening percent using CONSULT-III. | Engine speed changes according to the opening percent. | • Harness and connectors<br>• Solenoid valve |
| FUEL PUMP RELAY | • Ignition switch: ON (Engine stopped)<br>• Turn the fuel pump relay ON and OFF using CONSULT-III and listen to operating sound. | Fuel pump relay makes the operating sound. | • Harness and connectors<br>• Fuel pump relay |
| IGNITION TIMING | • Engine: Return to the original trouble condition<br>• Timing light: Set<br>• Retard the ignition timing using CONSULT-III. | If trouble symptom disappears, see CHECK ITEM. | • Perform Idle Air Volume Learning. |
| FAN DUTY CONTROL* | • Ignition switch: ON<br>• Change duty ratio using CONSULT-III. | Cooling fan speed changes. | • Harness and connectors<br>• Cooling fan motor<br>• Cooling fan relay<br>• Cooling fan control module<br>• IPDM E/R |

| TEST ITEM | CONDITION | JUDGEMENT | CHECK ITEM (REMEDY) |
|---|---|---|---|
| ALTERNATOR DUTY | • Engine: Idle<br>• Change duty ratio using CONSULT-III. | Battery voltage changes. | • Harness and connectors<br>• IPDM E/R<br>• Alternator |
| POWER BALANCE | • Engine: After warming up, idle the engine.<br>• A/C switch OFF<br>• Selector lever: P or N (A/T), Neutral (M/T)<br>• Cut off each injector signal one at a time using CONSULT-III. | Engine runs rough or dies. | • Harness and connectors<br>• Compression<br>• Fuel injector<br>• Power transistor<br>• Spark plug<br>• Ignition coil |

*: Leaving cooling fan OFF with CONSULT-III while engine is running may cause the engine to overheat.

## DTC & SRT CONFIRMATION MODE

SRT STATUS Mode
For details, refer to EC-112, "Diagnosis Description".

SRT WORK SUPPORT Mode
This mode enables a technician to drive a vehicle to set the SRT while monitoring the SRT status.

DTC WORK SUPPORT Mode

| Test mode | Test item | Corresponding DTC No. | Reference page |
|---|---|---|---|
| EVAPORATIVE SYSTEM | EVP SML LEAK P0442/P1442* | P0442 | EC-291 |
| | | P0455 | EC-327 |
| | EVP V/S LEAK P0456/P1456* | P0456 | EC-333 |
| | PURG VOL CN/V P1444 | P0443 | EC-297 |
| | PURG FLOW P0441 | P0441 | EC-286 |
| A/F SEN1 | A/F SEN1 (B1) P1278/P1279 | P0133 | EC-215 |
| | A/F SEN1 (B1) P1276 | P0130 | EC-205 |
| | A/F SEN1 (B2) P1288/P1289 | P0153 | EC-215 |
| | A/F SEN1 (B2) P1286 | P0150 | EC-205 |
| HO2S2 | HO2S2 (B1) P1146 | P0138 | EC-226 |
| | HO2S2 (B1) P1147 | P0137 | EC-220 |
| | HO2S2 (B1) P0139 | P0139 | EC-234 |
| | HO2S2 (B2) P1166 | P0158 | EC-226 |
| | HO2S2 (B2) P1167 | P0157 | EC-220 |
| | HO2S2 (B2) P0159 | P0159 | EC-234 |

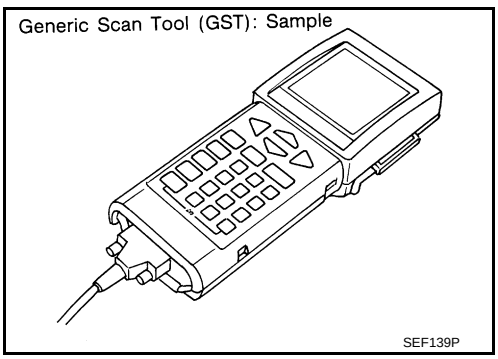
*: DTC P1442 and P1456 does not apply to V36 models but appears in DTC Work Support Mode screens.

# Diagnosis Tool Function

INFOID:0000000004476558

## DESCRIPTION

Generic Scan Tool (OBDII scan tool) complying with SAE J1978 has several functions explained below.
ISO15765-4 is used as the protocol.
The name GST or Generic Scan Tool is used in this service manual.

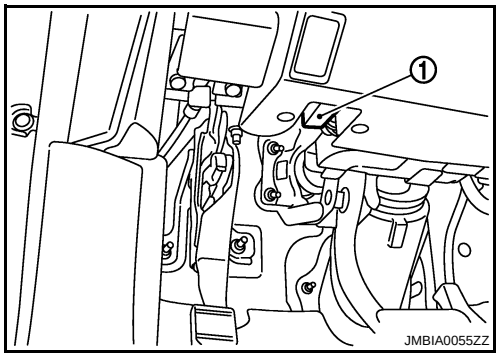


## FUNCTION

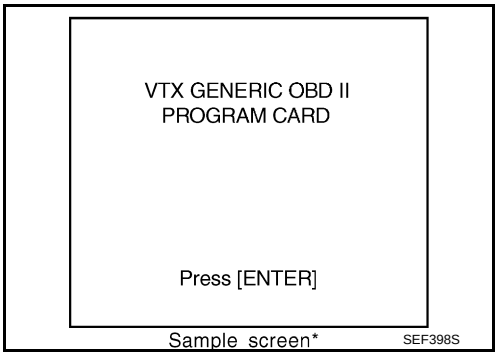
| Diagnostic Service | | Function |
|---|---|---|
| Service $01 | READINESS TESTS | This diagnostic service gains access to current emission-related data values, including analog inputs and outputs, digital inputs and outputs, and system status information. |
| Service $02 | (FREEZE DATA) | This diagnostic service gains access to emission-related data value which were stored by ECM during the freeze frame. For details, refer to EC-564, "DTC Index". |
| Service $03 | DTCs | This diagnostic service gains access to emission-related power train trouble codes which were stored by ECM. |
| Service $04 | CLEAR DIAG INFO | This diagnostic service can clear all emission-related diagnostic information. This includes:<br>• Clear number of diagnostic trouble codes (Service $01)<br>• Clear diagnostic trouble codes (Service $03)<br>• Clear trouble code for freeze frame data (Service $01)<br>• Clear freeze frame data (Service $02)<br>• Reset status of system monitoring test (Service $01)<br>• Clear on board monitoring test results (Service $06 and $07) |
| Service $06 | (ON BOARD TESTS) | This diagnostic service accesses the results of on board diagnostic monitoring tests of specific components/systems that are not continuously monitored. |
| Service $07 | (ON BOARD TESTS) | This diagnostic service enables the off board test drive to obtain test results for emission-related powertrain components/systems that are continuously monitored during normal driving conditions. |
| Service $08 | — | This diagnostic service can close EVAP system in ignition switch ON position (Engine stopped). When this diagnostic service is performed, EVAP canister vent control valve can be closed.<br>In the following conditions, this diagnostic service cannot function.<br>• Low ambient temperature<br>• Low battery voltage<br>• Engine running<br>• Ignition switch OFF<br>• Low fuel temperature<br>• Too much pressure is applied to EVAP system |
| Service $09 | (CALIBRATION ID) | This diagnostic service enables the off-board test device to request specific vehicle information such as Vehicle Identification Number (VIN) and Calibration IDs. |

## INSPECTION PROCEDURE

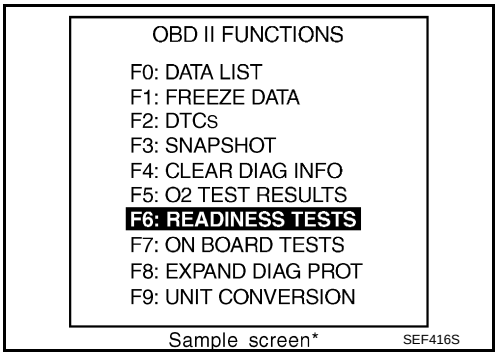
1. Turn ignition switch OFF.
2. Connect “GST” to data link connector (1), which is located under LH dash panel near the hood opener handle.



3. Turn ignition switch ON.
4. Enter the program according to instruction on the screen or in the operation manual.
   (*: Regarding GST screens in this section, sample screens are shown.)




5. Perform each diagnostic mode according to each service procedure.
   **For further information, see the GST Operation Manual of the tool maker.**



# DTC/CIRCUIT DIAGNOSIS

## TROUBLE DIAGNOSIS - SPECIFICATION VALUE

### Description

INFOID:0000000004673051

The specification (SP) value indicates the tolerance of the value that is displayed in “SPEC” in “DATA MONITOR” mode of CONSULT-III during normal operation of the Engine Control System. When the value in “SPEC” in “DATA MONITOR” mode is within the SP value, the Engine Control System is confirmed OK. When the value in “SPEC” in “DATA MONITOR” mode is NOT within the SP value, the Engine Control System may have one or more malfunctions.
The SP value is used to detect malfunctions that may affect the Engine Control System, but will not illuminate the MIL.
The SP value will be displayed for the following three items:
- B/FUEL SCHDL (The fuel injection pulse width programmed into ECM prior to any learned on board correction)
- A/F ALPHA-B1/B2 (The mean value of air-fuel ratio feedback correction factor per cycle)
- MAS A/F SE-B1/B2 (The signal voltage of the mass air flow sensor)

### Component Function Check

INFOID:0000000004673052

#### 1. PRECONDITIONING

Make sure that all of the following conditions are satisfied.
**TESTING CONDITION**
- Vehicle driven distance: More than 5,000 km (3,107 miles)
- Barometric pressure: 98.3 - 104.3 kPa (1.003 - 1.064 kg/cm$^2$, 14.25 - 15.12 psi)
- Atmospheric temperature: 20 - 30°C (68 - 86°F)
- Engine coolant temperature: 75 - 95°C (167 - 203°F)
- Transmission: Warmed-up
  - For A/T models: After the engine is warmed up to normal operating temperature, drive vehicle until “ATF TEMP 1” (A/T fluid temperature sensor signal) indicates more than 60°C (140°F).
  - For M/T models: After the engine is warmed up to normal operating temperature, drive for 5 minutes.
- Electrical load: Not applied
  - Rear window defogger switch, air conditioner switch, lighting switch are OFF. Steering wheel is straight ahead.
- Engine speed: Idle

>> GO TO 2.

#### 2. PERFORM SPEC IN DATA MONITOR MODE

**With CONSULT-III**
**NOTE:**
Perform “SPEC” in “DATA MONITOR” mode in maximum scale display.
1. Perform EC-13, "BASIC INSPECTION : Special Repair Requirement".
2. Select “B/FUEL SCHDL”, “A/F ALPHA-B1”, “A/F ALPHA-B2”, “MAS A/F SE-B1” and “MAS A/F SE-B2” in “SPEC” of “DATA MONITOR” mode with CONSULT-III.
3. Make sure that monitor items are within the SP value.

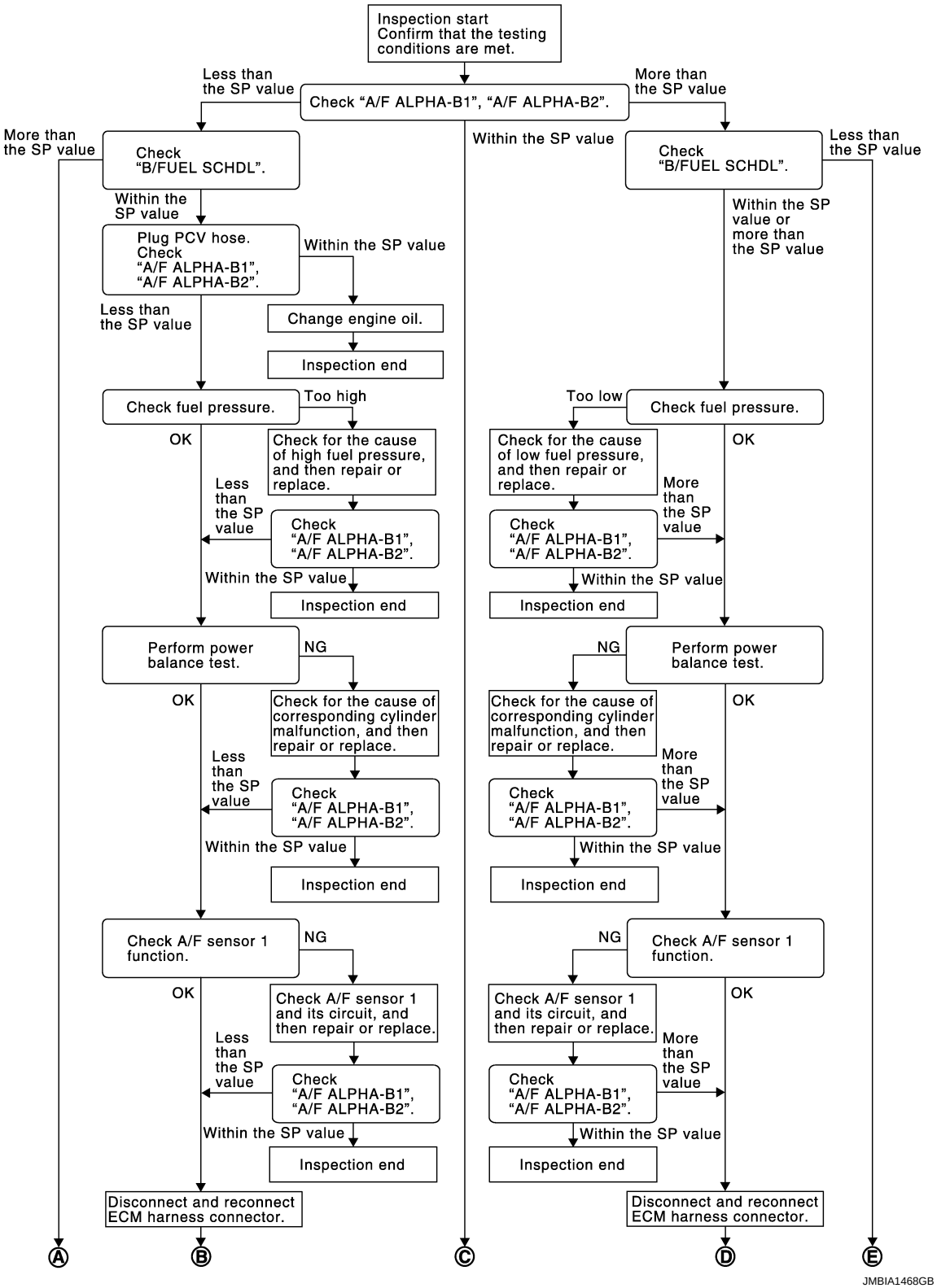
Is the measurement value within the SP value?

YES >> INSPECTION END
NO >> Go to EC-138, "Diagnosis Procedure".

## Diagnosis Procedure

INFOID:0000000004673053

### OVERALL SEQUENCE

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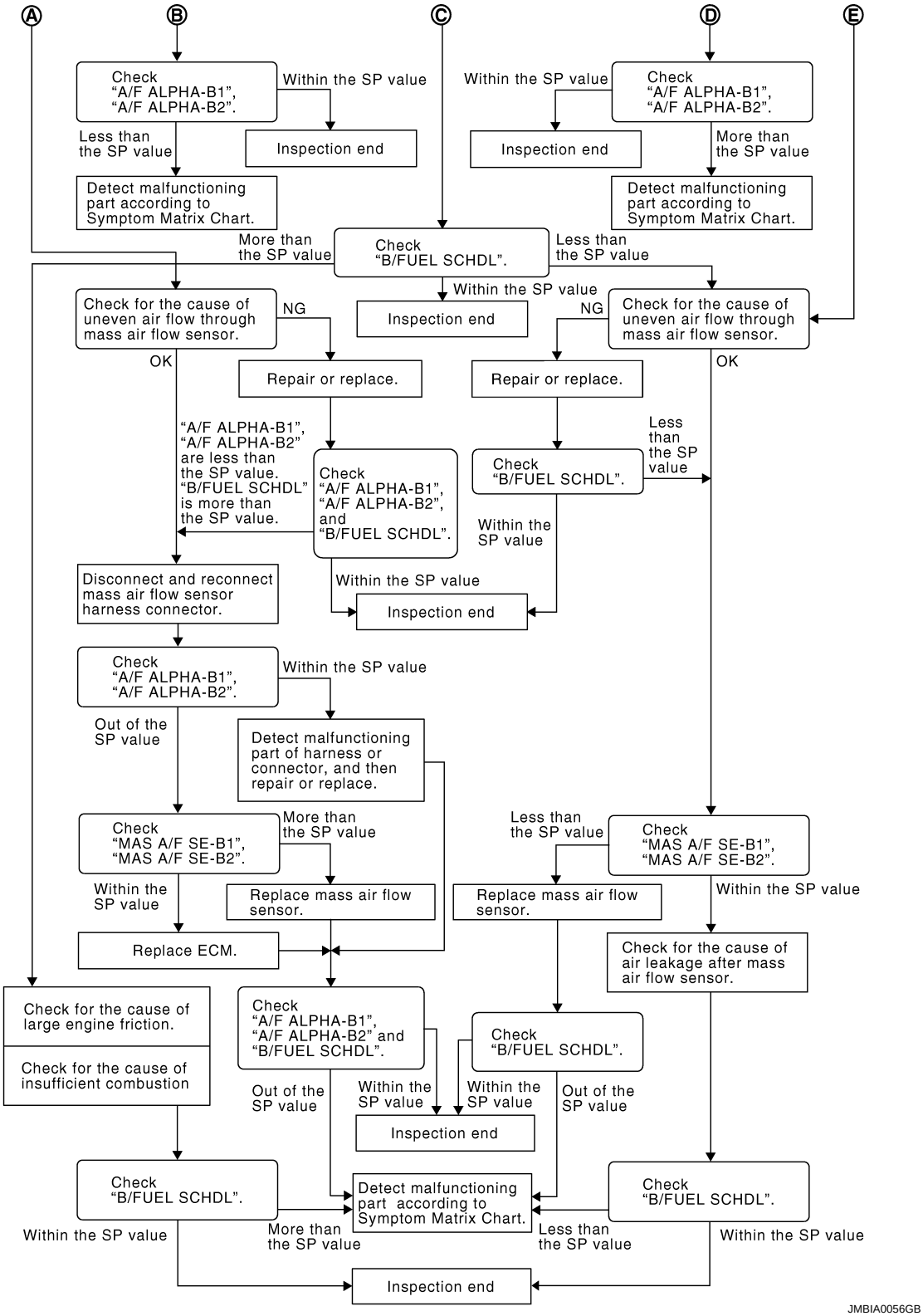



## DETAILED PROCEDURE

### 1. CHECK "A/F ALPHA-B1", "A/F ALPHA-B2"

**With CONSULT-III**

1. Start engine.
2. Confirm that the testing conditions are met. Refer to EC-137, "Component Function Check".
3. Select "A/F ALPHA-B1", "A/F ALPHA-B2" in "SPEC" of "DATA MONITOR" mode, and make sure that each indication is within the SP value.

**NOTE:**
Check “A/F ALPHA-B1”, “A/F ALPHA-B2” for approximately 1 minute because they may fluctuate. It is NG if the indication is out of the SP value even a little.

Is the measurement value within the SP value?

YES >> GO TO 17.
NO-1 >> Less than the SP value: GO TO 2.
NO-2 >> More than the SP value: GO TO 3.

## 2. CHECK “B/FUEL SCHDL”

Select “B/FUEL SCHDL” in “SPEC” of “DATA MONITOR” mode, and make sure that the indication is within the SP value.

Is the measurement value within the SP value?

YES >> GO TO 4.
NO >> More than the SP value: GO TO 19.

## 3. CHECK “B/FUEL SCHDL”

Select “B/FUEL SCHDL” in “SPEC” of “DATA MONITOR” mode, and make sure that the indication is within the SP value.

Is the measurement value within the SP value?

YES >> GO TO 6.
NO-1 >> More than the SP value: GO TO 6.
NO-2 >> Less than the SP value: GO TO 25.

## 4. CHECK “A/F ALPHA-B1”, “A/F ALPHA-B2”

1. Stop the engine.
2. Disconnect PCV hose, and then plug it.
3. Start engine.
4. Select “A/F ALPHA-B1”, “A/F ALPHA-B2” in “SPEC” of “DATA MONITOR” mode, and make sure that each indication is within the SP value.

Is the measurement value within the SP value?

YES >> GO TO 5.
NO >> GO TO 6.

## 5. CHANGE ENGINE OIL

1. Stop the engine.
2. Change engine oil.

**NOTE:**
This symptom may occur when a large amount of gasoline is mixed with engine oil because of driving conditions (such as when engine oil temperature does not rise enough since a journey distance is too short during winter). The symptom will not be detected after changing engine oil or changing driving conditions.

>> INSPECTION END

## 6. CHECK FUEL PRESSURE

Check fuel pressure. (Refer to EC-614, "Inspection".)

Is the inspection result normal?

YES >> GO TO 9.
NO-1 >> Fuel pressure is too high: Replace “fuel filter and fuel pump assembly” and then GO TO 8.
NO-2 >> Fuel pressure is too low: GO TO 7.

## 7. DETECT MALFUNCTIONING PART

Check fuel hoses and fuel tubes for clogging.

Is the inspection result normal?

YES >> Replace “fuel filter and fuel pump assembly” and then GO TO 8.
NO >> Repair or replace and then GO TO 8.

## 8. CHECK “A/F ALPHA-B1”, “A/F ALPHA-B2”

1. Start engine.
2. Select “A/F ALPHA-B1”, “A/F ALPHA-B2” in “SPEC” of “DATA MONITOR” mode, and make sure that each indication is within the SP value.

Is the measurement value within the SP value?

YES >> INSPECTION END
NO >> GO TO 9.

## 9. PERFORM POWER BALANCE TEST

1. Perform “POWER BALANCE” in “ACTIVE TEST” mode.
2. Make sure that the each cylinder produces a momentary engine speed drop.

Is the inspection result normal?

YES >> GO TO 12.
NO >> GO TO 10.

## 10. DETECT MALFUNCTIONING PART

Check the following bellow.
- Ignition coil and its circuit (Refer to EC-507, "Component Function Check".)
- Fuel injector and its circuit (Refer to EC-496, "Component Function Check".)
- Intake air leakage
- Low compression pressure (Refer to EM-23, "Inspection".)

Is the inspection result normal?

YES >> Replace fuel injector and then GO TO 11.
NO >> Repair or replace malfunctioning part and then GO TO 11.

## 11. CHECK “A/F ALPHA-B1”, “A/F ALPHA-B2”

1. Start engine.
2. Select “A/F ALPHA-B1”, “A/F ALPHA-B2” in “SPEC” of “DATA MONITOR” mode, and make sure that each indication is within the SP value.

Is the measurement value within the SP value?

YES >> INSPECTION END
NO >> GO TO 12.

## 12. CHECK A/F SENSOR 1 FUNCTION

Perform all DTC CONFIRMATION PROCEDURE related with A/F sensor 1.
- For DTC P0130, P0150, refer to EC-205, "DTC Logic".
- For DTC P0131, P0151, refer to EC-209, "DTC Logic".
- For DTC P0132, P0152, refer to EC-212, "DTC Logic".
- For DTC P0133, P0153, refer to EC-215, "DTC Logic".
- For DTC P2A00, P2A03, refer to EC-480, "DTC Logic".

Are any DTCs detected?

YES >> GO TO 13.
NO >> GO TO 15.

## 13. CHECK A/F SENSOR 1 CIRCUIT

Perform Diagnosis Procedure according to corresponding DTC.

>> GO TO 14.

## 14. CHECK “A/F ALPHA-B1”, “A/F ALPHA-B2”

1. Start engine.
2. Select “A/F ALPHA-B1”, “A/F ALPHA-B2” in “SPEC” of “DATA MONITOR” mode, and make sure that each indication is within the SP value.

Is the measurement value within the SP value?

YES >> INSPECTION END
NO >> GO TO 15.

## 15. DISCONNECT AND RECONNECT ECM HARNESS CONNECTOR

1. Stop the engine.

2. Disconnect ECM harness connector. Check pin terminal and connector for damage, and then reconnect it.

>> GO TO 16.

## 16. CHECK “A/F ALPHA-B1”, “A/F ALPHA-B2”

1. Start engine.
2. Select “A/F ALPHA-B1”, “A/F ALPHA-B2” in “SPEC” of “DATA MONITOR” mode, and make sure that each indication is within the SP value.

Is the measurement value within the SP value?

YES >> INSPECTION END
NO >> Detect malfunctioning part according to EC-602, "Symptom Table".

## 17. CHECK “B/FUEL SCHDL”

Select “B/FUEL SCHDL” in “SPEC” of “DATA MONITOR” mode, and make sure that the indication is within the SP value.

Is the measurement value within the SP value?

YES >> INSPECTION END
NO-1 >> More than the SP value: GO TO 18.
NO-2 >> Less than the SP value: GO TO 25.

## 18. DETECT MALFUNCTIONING PART

1. Check for the cause of large engine friction. Refer to the following.
- Engine oil level is too high
- Engine oil viscosity
- Belt tension of power steering, alternator, A/C compressor, etc. is excessive
- Noise from engine
- Noise from transmission, etc.
2. Check for the cause of insufficient combustion. Refer to the following.
- Valve clearance malfunction
- Intake valve timing control function malfunction
- Camshaft sprocket installation malfunction, etc.

>> Repair or replace malfunctioning part, and then GO TO 30.

## 19. CHECK INTAKE SYSTEM

Check for the cause of uneven air flow through mass air flow sensor. Refer to the following.
- Crushed air ducts
- Malfunctioning seal of air cleaner element
- Uneven dirt of air cleaner element
- Improper specification of intake air system

Is the inspection result normal?

YES >> GO TO 21.
NO >> Repair or replace malfunctioning part, and then GO TO 20.

## 20. CHECK “A/F ALPHA-B1”, “A/F ALPHA-B2”, AND “B/FUEL SCHDL”

Select “A/F ALPHA-B1”, “A/F ALPHA-B2”, and “B/FUEL SCHDL” in “SPEC” of “DATA MONITOR” mode, and make sure that each indication is within the SP value.

Is the measurement value within the SP value?

YES >> INSPECTION END
NO >> “B/FUEL SCHDL” is more, “A/F ALPHA-B1”, “A/F ALPHA-B2” are less than the SP value: GO TO 21.

## 21. DISCONNECT AND RECONNECT MASS AIR FLOW SENSOR HARNESS CONNECTOR

1. Stop the engine.
2. Disconnect mass air flow sensor harness connector. Check pin terminal and connector for damage and then reconnect it again.

>> GO TO 22.

## 22. CHECK “A/F ALPHA-B1”, “A/F ALPHA-B2”

1. Start engine.
2. Select “A/F ALPHA-B1”, “A/F ALPHA-B2” in “SPEC” of “DATA MONITOR” mode, and make sure that each indication is within the SP value.

Is the measurement value within the SP value?

YES >> Detect malfunctioning part of mass air flow sensor circuit and repair it. Refer to EC-177, "Diagnosis Procedure". Then GO TO 29.
NO >> GO TO 23.

## 23. CHECK “MAS A/F SE-B1”, “MAS A/F SE-B2”

Select “MAS A/F SE-B1”, “MAS A/F SE-B2” in “SPEC” of “DATA MONITOR” mode, and make sure that each indication is within the SP value.

Is the measurement value within the SP value?

YES >> GO TO 24.
NO >> More than the SP value: Replace malfunctioning mass air flow sensor, and then GO TO 29.

## 24. REPLACE ECM

1. Replace ECM.
2. Go to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".

>> GO TO 29.

## 25. CHECK INTAKE SYSTEM

Check for the cause of uneven air flow through mass air flow sensor. Refer to the following.
- Crushed air ducts
- Malfunctioning seal in air cleaner element
- Uneven dirt in air cleaner element
- Improper specification in intake air system

Is the inspection result normal?

YES >> GO TO 27.
NO >> Repair or replace malfunctioning part, and then GO TO 26.

## 26. CHECK “B/FUEL SCHDL”

Select “B/FUEL SCHDL” in “SPEC” of “DATA MONITOR” mode, and make sure that the indication is within the SP value.

Is the measurement value within the SP value?

YES >> INSPECTION END
NO >> Less than the SP value: GO TO 27.

## 27. CHECK “MAS A/F SE-B1”, “MAS A/F SE-B2”

Select “MAS A/F SE-B1”, “MAS A/F SE-B2” in “SPEC” of “DATA MONITOR” mode, and make sure that each indication is within the SP value.

Is the measurement value within the SP value?

YES >> GO TO 28.
NO >> Less than the SP value: Replace malfunctioning mass air flow sensor, and then GO TO 30.

## 28. CHECK INTAKE SYSTEM

Check for the cause of air leak after the mass air flow sensor. Refer to the following.
- Disconnection, looseness, and cracks in air duct
- Looseness of oil filler cap
- Disconnection of oil level gauge
- Open stuck, breakage, hose disconnection, or cracks in PCV valve
- Disconnection or cracks in EVAP purge hose, stuck open EVAP canister purge volume control solenoid valve
- Malfunctioning seal in rocker cover gasket
- Disconnection, looseness, or cracks in hoses, such as a vacuum hose, connecting to intake air system parts

- Malfunctioning seal in intake air system, etc.

>> GO TO 30.

## 29. CHECK “A/F ALPHA-B1”, “A/F ALPHA-B2”, AND “B/FUEL SCHDL”

Select “A/F ALPHA-B1”, “A/F ALPHA-B2”, and “B/FUEL SCHDL” in “SPEC” of “DATA MONITOR” mode, and make sure that each indication is within the SP value.

Is the measurement value within the SP value?

YES >> INSPECTION END
NO >> Detect malfunctioning part according to EC-602, "Symptom Table".

## 30. CHECK “B/FUEL SCHDL”

Select “B/FUEL SCHDL” in “SPEC” of “DATA MONITOR” mode, and then make sure that the indication is within the SP value.

Is the measurement value within the SP value?

YES >> INSPECTION END
NO >> Detect malfunctioning part according to EC-602, "Symptom Table".

# POWER SUPPLY AND GROUND CIRCUIT

## Diagnosis Procedure

INFOID:0000000004673054

### 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

### 2.CHECK ECM GROUND CIRCUIT FOR OPEN AND SHORT-I

1. Disconnect ECM harness connector.
2. Check the continuity between ECM harness connector and ground.

| ECM | | Ground | Continuity |
|---|---|---|---|
| Connector | Terminal | | |
| F101 | 8 | Ground | Existed |
| M107 | 123 | | |
| | 124 | | |
| | 127 | | |
| | 128 | | |

3. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 3.

### 3.DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors F103, M116
- Harness for open or short between ECM and ground

>> Repair open circuit or short to power in harness or connectors.

### 4.CHECK ECM POWER SUPPLY CIRCUIT-I

1. Reconnect ECM harness connector.
2. Turn ignition switch ON.
3. Check the voltage between ECM harness connector and ground.

| ECM | | | | Voltage |
|---|---|---|---|---|
| + | | – | | |
| Connector | Terminal | Connector | Terminal | |
| F102 | 53 | M107 | 128 | Battery voltage |

Is the inspection result normal?

YES >> GO TO 6.
NO >> GO TO 5.

### 5.DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- IPDM E/R harness connector E7
- 10 A fuse (No. 44)
- Harness for open or short between ECM and fuse

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 6.CHECK ECM POWER SUPPLY CIRCUIT-II

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Check the voltage between ECM harness connector terminals as follows.

| ECM | | | Voltage |
|---|---|---|---|
| Connector | + | – | |
| | Terminal | Terminal | |
| M107 | 125 | 128 | After turning ignition switch OFF, battery voltage will exist for a few seconds, then drop to approximately 0 V. |

Is the inspection result normal?

YES >> GO TO 7.
NO >> GO TO 9.

## 7.CHECK ECM POWER SUPPLY CIRCUIT-III

1. Turn ignition switch ON.
2. Check the voltage between IPDM E/R harness connector and ground.

| IPDM E/R | | Ground | Voltage |
|---|---|---|---|
| Connector | Terminal | | |
| E7 | 53 | Ground | Battery voltage |

Is the inspection result normal?

YES >> GO TO 8.
NO >> Replace IPDM E/R.

## 8.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

## 9.CHECK ECM POWER SUPPLY CIRCUIT-IV

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Check the voltage between ECM harness connector terminals as follows.

| ECM | | | | Voltage |
|---|---|---|---|---|
| + | | – | | |
| Connector | Terminal | Connector | Terminal | |
| F101 | 24 | M107 | 128 | Battery voltage |

Is the inspection result normal?

YES >> GO TO 13.
NO >> GO TO 10.

## 10.CHECK ECM POWER SUPPLY CIRCUIT-V

1. Disconnect ECM harness connector.
2. Disconnect IPDM E/R harness connector.
3. Check the continuity between ECM harness connector and IPDM E/R harness connector.

| ECM | | IPDM E/R | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| F101 | 24 | E7 | 69 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 12.
NO >> GO TO 11.

## 11. DETECT MALFUNCTIONING PART

Check the following.
- Harness or connectors E40, F39
- Harness for open or short between ECM and IPDM E/R

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 12. CHECK 15A FUSE

1. Disconnect 15 A fuse (No. 50) from IPDM E/R.
2. Check 15 A fuse.

Is the inspection result normal?

YES >> GO TO 15.
NO >> Replace 15 A fuse.

## 13. CHECK ECM POWER SUPPLY CIRCUIT-VI

1. Disconnect ECM harness connector.
2. Disconnect IPDM E/R harness connector.
3. Check the continuity between ECM harness connector and IPDM E/R harness connector.

| ECM | | IPDM E/R | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| M107 | 125 | E7 | 49 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 15.
NO >> GO TO 14.

## 14. DETECT MALFUNCTIONING PART

Check the following.
- Harness or connectors E106, M6
- Harness for open or short between ECM and IPDM E/R

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 15. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

Is the inspection result normal?

YES >> Replace IPDM E/R.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

# U0101 CAN COMM CIRCUIT

## Description

INFOID:0000000004673055

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

## DTC Logic

INFOID:0000000004673056

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| U0101 | Lost communication with TCM | When ECM is not transmitting or receiving CAN communication signal of OBD (emission related diagnosis) with TCM for 2 seconds or more. | • CAN communication line between TCM and ECM (CAN communication line is open or chorted) |

### DTC CONFIRMATION PROCEDURE

#### 1. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON and wait at least 3 seconds.
2. Check DTC.

Is DTC detected?

YES >> EC-148, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673057

Go to LAN-19, "Trouble Diagnosis Flow Chart".

# U0113, U1003 CAN COMM CIRCUIT

## Description

INFOID:0000000004673058

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. ECM and VVEL control module are connected with two communication lines (CAN H line and CAN L line) and transmit/receive data. ECM shares information and links with the VVEL control module during operation.

## DTC Logic

INFOID:0000000004673059

### DTC DETECTION LOGIC

**NOTE:**
If DTC U0113 or U1003 is displayed with DTC P0607, first perform the trouble diagnosis for DTC P0607.
Refer to EC-367, "DTC Logic".

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| U0113 | Lost communication with VVEL control module | CAN communication signal of OBD (emission related diagnosis) is not received VVEL control module and ECM for 2 seconds or more. | • Harness or connectors (VVEL CAN communication line is open or shorted)<br>• ECM<br>• VVEL control module |
| U1003 | | CAN communication signal other than OBD (emission related diagnosis) is not received between VVEL control module and ECM for 2 seconds or more. | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

**TESTING CONDITION:**
**Before performing the following procedure, confirm that battery voltage is more than 10 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON and wait at least 3 seconds.
2. Check DTC.

Is DTC detected?

YES >> Go to EC-149, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673060

#### 1.CHECK VVEL CAN COMMUNICATION CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Disconnect VVEL control module harness connector.
4. Check the continuity between ECM harness connector and VVEL control module harness connector.

| ECM | | VVEL control module | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| F102 | 54 | E15 | 24 | Existed |
| | 55 | | 11 | |

5. Also check harness for short to ground and power.

Is the inspection result normal?

YES >> GO TO 3.

NO >> GO TO 2.

## 2.DETECT MALFUNCTIONING PART

Check the following.
- Harness connector E40, F39
- Harness for open or short between ECM and VELL control module

>> Repair open circuit or short to ground or short to power in harness or connectors.

## 3.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace.

## 4.REPLACE VVEL CONTROL MODULE

1. Replace VVEL control module.
2. Go to EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (VVEL CONTROL MODULE) : Special Repair Requirement".

>> GO TO 5.

## 5.PERFORM DTC CONFIRMATION PROCEDURE

1. Reconndect all harness connectors desconnected.
2. Turn ignition switch ON.
3. Erase DTC.
4. Perform DTC Confirmation Procedure.
   See EC-149, "DTC Logic".
5. Check DTC.

Is the DTC U0113 or U1003 displayed again?

YES >> GO TO 6.
NO >> INSPECTION END

## 6.REPLACE ECM

1. Replace ECM.
2. Go to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".

>> INSPECTION END

# U0164 CAN COMM CIRCUIT

## Description

INFOID:0000000004673061

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

## DTC Logic

INFOID:0000000004673062

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| U0164 | Lost communication with Unified meter and A/C amp. | When ECM is not transmitting or receiving CAN communication signal of OBD (emission related diagnosis) with Unified meter and A/C amp. for 2 seconds or more. | • CAN communication line between Unified meter and A/C amp. and ECM (CAN communication line is open or shorted) |

### DTC CONFIRMATION PROCEDURE

#### 1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON and wait at least 3 seconds.
2. Check DTC.

Is DTC detected?

YES >> EC-151, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673063

Go to LAN-19, "Trouble Diagnosis Flow Chart".

# U1001 CAN COMM CIRCUIT

## Description

INFOID:0000000004673064

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

## DTC Logic

INFOID:0000000004673065

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| U1001 | CAN communication line | When ECM is not transmitting or receiving CAN communication signal other than OBD (emission related diagnosis) for 2 seconds or more. | • Harness or connectors (CAN communication line is open or shorted) |

### DTC CONFIRMATION PROCEDURE

#### 1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON and wait at least 3 seconds.
2. Check DTC.

Is DTC detected?

YES >> EC-152, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673066

Go to LAN-19, "Trouble Diagnosis Flow Chart".

# U1024 CAN COMM CIRCUIT

## Description

INFOID:0000000004673070

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. ECM and VVEL control module are connected with two communication lines (CAN H line and CAN L line) and transmit/receive data. ECM shares information and links with the VVEL control module during operation.

## DTC Logic

INFOID:0000000004673071

### DTC DETECTION LOGIC

**NOTE:**
If DTC U1024 is displayed with DTC P0607, first perform the trouble diagnosis for DTC P0607.
Refer to EC-367, "DTC Logic".

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| U1024 | VVEL CAN communication | • When VVEL control module cannot transmit/receive can communication signal from ECM.<br>• When detecting error during the initial diagnosis of CAN controller of VVEL control module. | • Harness or connectors (CAN communication line is open or shorted)<br>• ECM<br>• VVEL control module |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

**TESTING CONDITION:**
**Before performing the following procedure, confirm that battery voltage is more than 10 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON and wait at least 3 seconds.
2. Check DTC.

Is DTC detected?

YES >> Go to EC-153, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673072

#### 1.CHECK VVEL CAN COMMUNICATION CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Disconnect VVEL control module harness connector.
4. Check the continuity between ECM harness connector and VVEL control module harness connector.

| ECM | | VVEL control module | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| F102 | 54 | E15 | 24 | Existed |
| | 55 | | 11 | |

5. Also check harness for short to ground and power.

Is the inspection result normal?

YES >> GO TO 3.
NO >> GO TO 2.

#### 2.DETECT MALFUNCTIONING PART

Check the following.
- Harness connector E40, F39
- Harness for open or short between ECM and VVEL control module

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 3. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace.

## 4. REPLACE VVEL CONTROL MODULE

1. Replace VVEL control module.
2. Go to EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (VVEL CONTROL MODULE) : Special Repair Requirement".

>> GO TO 5.

## 5. PERFORM DTC CONFIRMATION PROCEDURE

1. Reconnect all harness connectors disconnected.
2. Turn ignition switch ON.
3. Erase DTC.
4. Perform DTC Confirmation Procedure.
   See EC-153, "DTC Logic".

Is the DTC U1024 displayed again?

YES >> GO TO 6.
NO >> INSPECTION END

## 6. REPLACE ECM

1. Replace ECM.
2. Go to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".

>> INSPECTION END

# P0011, P0021 IVT CONTROL

## DTC Logic

INFOID:0000000004673073

### DTC DETECTION LOGIC

**NOTE:**

- **If DTC P0011 or P0021 is displayed with DTC P0075 or P0081, first perform the trouble diagnosis for DTC P0075, P0081. Refer to EC-165, "DTC Logic".**
- **If DTC P0011 or P0021 is displayed with DTC P0524, first perform the trouble diagnosis for DTC P0524. Refer to EC-352, "DTC Logic".**

| DTC No. | Trouble diagnosis name | Detecting condition | Possible cause |
|---|---|---|---|
| P0011 | Intake valve timing control performance (bank 1) | There is a gap between angle of target and phase-control angle degree. | • Crankshaft position sensor (POS)<br>• Camshaft position sensor (PHASE)<br>• Intake valve control solenoid valve<br>• Accumulation of debris to the signal pick-up portion of the camshaft<br>• Timing chain installation<br>• Foreign matter caught in the oil groove for intake valve timing control |
| P0021 | Intake valve timing control performance (bank 2) | | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**

**Before performing the following procedure, confirm that battery voltage is between 10 V and 16 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE-I

1. Turn ignition switch ON and select “DATA MONITOR” mode with CONSULT-III.
2. Start engine and warm it up to the normal operating temperature.
3. Maintain the following conditions for at least 6 consecutive seconds. Hold the accelerator pedal as steady as possible.

| | |
|---|---|
| VHCL SPEED SE | 100 - 120 km/h (63 - 75 mph) |
| ENG SPEED | 1,200 - 2,000 rpm |
| COOLAN TEMP/S | More than 60°C (140°F) |
| B/FUEL SCHDL | More than 7.3 msec |
| Selector lever | D position (A/T)<br>5th position (M/T) |

**CAUTION:**

**Always drive at a safe speed.**

4. Stop vehicle with engine running and let engine idle for 10 seconds.
5. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-156, "Diagnosis Procedure"

NO >> GO TO 3.

#### 3.PERFORM DTC CONFIRMATION PROCEDURE-II

1. Select “DATA MONITOR” mode with CONSULT-III.
2. Maintain the following conditions for at least 20 consecutive seconds.

| | |
|---|---|
| ENG SPEED | 1,700 - 3,175 rpm (A constant rotation is maintained.) |
| COOLAN TEMP/S | More than 70°C (158°F) |
| Selector lever | 1st or 2nd position |
| Driving location | Driving vehicle uphill<br>(Increased engine load will help maintain the driving conditions required for this test.) |

**CAUTION:**
**Always drive at a safe speed.**

3. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-156, "Diagnosis Procedure"
NO >> INSPECTION END

## Diagnosis Procedure

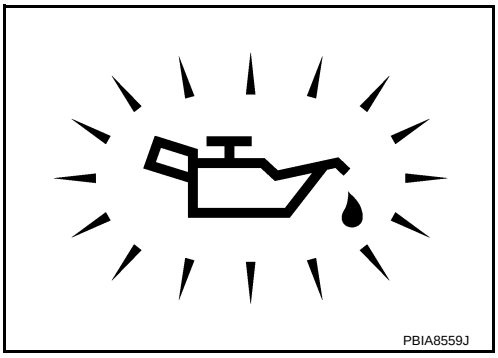
INFOID:0000000004673074

### 1.CHECK OIL PRESSURE WARNING LAMP

1. Start engine.
2. Check oil pressure warning lamp and confirm it is not illuminated.

Is oil pressure warning lamp illuminated?

YES >> Go to LU-6, "Inspection".
NO >> GO TO 2.




### 2.CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE

Refer to EC-157, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Replace malfunctioning intake valve timing control solenoid valve.

### 3.CHECK CRANKSHAFT POSITION SENSOR (POS)

Refer to EC-276, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 4.
NO >> Replace crankshaft position sensor (POS).

### 4.CHECK CAMSHAFT POSITION SENSOR (PHASE)

Refer to EC-279, "Component Inspection".

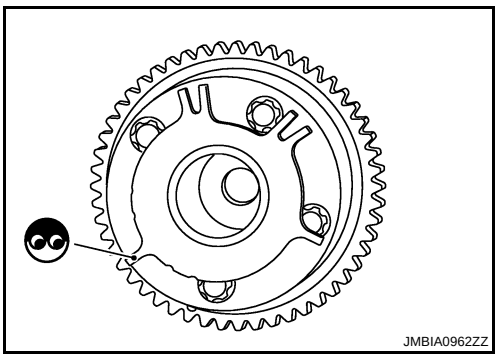
Is the inspection result normal?

YES >> GO TO 5.
NO >> Replace malfunctioning camshaft position sensor (PHASE).

### 5.CHECK CAMSHAFT (INTAKE)

Check the following.

- Accumulation of debris on the signal plate of camshaft front end
- Chipping signal plate of camshaft front end




Is the inspection result normal?

YES >> GO TO 6.
NO >> Remove debris and clean the signal plate of camshaft front end or replace camshaft.

## 6. CHECK TIMING CHAIN INSTALLATION

Check service records for any recent repairs that may cause timing chain misaligned.

Are there any service records that may cause timing chain misaligned?

YES >> Check timing chain installation. Refer to EM-51, "Removal and Installation".
NO >> GO TO 7.

## 7. CHECK LUBRICATION CIRCUIT

Perform “Inspection of Camshaft Sprocket (INT) Oil Groove”. Refer to EM-104, "Inspection".

Is the inspection result normal?

YES >> GO TO 8.
NO >> Clean lubrication line.

## 8. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# Component Inspection

INFOID:0000000004673075

## 1. CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE-I

1. Turn ignition switch OFF.
2. Disconnect intake valve timing control solenoid valve harness connector.
3. Check resistance between intake valve timing control solenoid valve terminals as follows.

| Terminals | Resistance (Ω) |
|---|---|
| 1 and 2 | 7.0 - 7.7 [at 20°C (68°F)] |
| 1 or 2 and ground | ∞ (Continuity should not exist) |

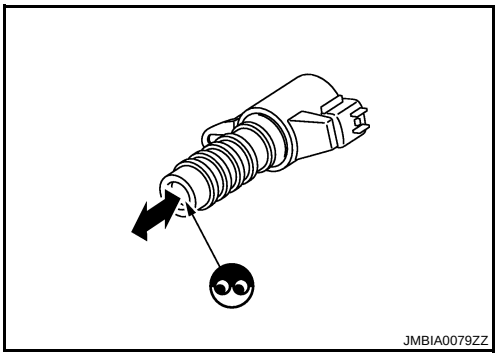
Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace malfunctioning intake valve timing control solenoid valve.

## 2. CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE-II

1. Remove intake valve timing control solenoid valve.
2. Provide 12 V DC between intake valve timing control solenoid valve terminals 1 and 2, and then interrupt it. Make sure that the plunger moves as shown in the figure.

**CAUTION:**
**Do not apply 12 V DC continuously for 5 seconds or more. Doing so may result in damage to the coil in intake valve timing control solenoid valve.**
**NOTE:**
**Always replace O-ring when intake valve timing control solenoid valve is removed.**




Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace malfunctioning intake valve timing control solenoid valve.

# P0031, P0032, P0051, P0052 A/F SENSOR 1 HEATER

## Description

INFOID:0000000004673076

### SYSTEM DESCRIPTION

| Sensor | Input Signal to ECM | ECM function | Actuator |
|---|---|---|---|
| Camshaft position sensor (PHASE)<br>Crankshaft position sensor (POS) | Engine speed | Air fuel ratio (A/F) sensor 1 heater control | Air fuel ratio (A/F) sensor 1 heater |
| Mass air flow sensor | Amount of intake air | | |

The ECM performs ON/OFF duty control of the A/F sensor 1 heater corresponding to the engine operating condition to keep the temperature of A/F sensor 1 element at the specified range.

## DTC Logic

INFOID:0000000004673077

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0031 | Air fuel ratio (A/F) sensor 1 heater (bank 1) control circuit low | The current amperage in the A/F sensor 1 heater circuit is out of the normal range.<br>(An excessively low voltage signal is sent to ECM through the A/F sensor 1 heater.) | • Harness or connectors<br>(The A/F sensor 1 heater circuit is open or shorted.)<br>• A/F sensor 1 heater |
| P0032 | Air fuel ratio (A/F) sensor 1 heater (bank 1) control circuit high | The current amperage in the A/F sensor 1 heater circuit is out of the normal range.<br>(An excessively high voltage signal is sent to ECM through the A/F sensor 1 heater.) | • Harness or connectors<br>(The A/F sensor 1 heater circuit is shorted.)<br>• A/F sensor 1 heater |
| P0051 | Air fuel ratio (A/F) sensor 1 heater (bank 2) control circuit low | The current amperage in the A/F sensor 1 heater circuit is out of the normal range.<br>(An excessively low voltage signal is sent to ECM through the A/F sensor 1 heater.) | • Harness or connectors<br>(The A/F sensor 1 heater circuit is open or shorted.)<br>• A/F sensor 1 heater |
| P0052 | Air fuel ratio (A/F) sensor 1 heater (bank 2) control circuit high | The current amperage in the A/F sensor 1 heater circuit is out of the normal range.<br>(An excessively high voltage signal is sent to ECM through the A/F sensor 1 heater.) | • Harness or connectors<br>(The A/F sensor 1 heater circuit is shorted.)<br>• A/F sensor 1 heater |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**

**Before performing the following procedure, confirm that battery voltage is between 10.5 V and 16 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and let it idle for at least 10 seconds.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-160, "Diagnosis Procedure".
NG >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673078

### 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

### 2.CHECK AIR FUEL RATIO (A/F) SENSOR 1 POWER SUPPLY CIRCUIT

1. Disconnect air fuel ratio (A/F) sensor 1 harness connector.
2. Turn ignition switch ON.
3. Check the voltage between A/F sensor 1 harness connector and ground.

| DTC | A/F sensor 1 | | | Ground | Voltage |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0031, P0032 | 1 | F3 | 4 | Ground | Battery voltage |
| P0051, P0052 | 2 | F20 | 4 | | |

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 3.

### 3.DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- IPDM E/R harness connector E7
- 15 A fuse (No. 46)
- Harness for open or short between A/F sensor 1 and fuse

>> Repair or replace harness or connectors.

### 4.CHECK A/F SENSOR 1 HEATER OUTPUT SIGNAL CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between A/F sensor 1 harness connector and ECM harness connector.

| DTC | A/F sensor 1 | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P0031, P0032 | 1 | F3 | 3 | F101 | 1 | Existed |
| P0051, P0052 | 2 | F20 | 3 | | 5 | |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

### 5.CHECK A/F SENSOR 1 HEATER

Refer to EC-161, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 7.
NO >> GO TO 6.

### 6.REPLACE AIR FUEL RATIO (A/F) SENSOR 1

Replace malfunctioning air fuel ratio (A/F) sensor 1.

**CAUTION:**

- **Discard any A/F sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.**
- **Before installing new A/F sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner [commercial service tool (J-43897-18 or J-43897-12)] and approved Anti-seize Lubricant (commercial service tool).**

>> INSPECTION END

## 7.CHECK INTERMITTENT INCIDENT

Perform GI-41, "Intermittent Incident".

>> Repair or replace.

## Component Inspection

INFOID:0000000004673079

## 1.CHECK AIR FUEL RATIO (A/F) SENSOR 1

1. Turn ignition switch OFF.
2. Disconnect A/F sensor 1 harness connector.
3. Check resistance between A/F sensor 1 terminals as follows.

| Terminal | Resistance (Ω) |
|---|---|
| 3 and 4 | 1.8 - 2.44 [at 25°C (77°F)] |
| 3 and 1, 2 | ∞ (Continuity should not exist) |
| 4 and 1, 2 | |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 2.

## 2.REPLACE AIR FUEL RATIO (A/F) SENSOR 1

Replace malfunctioning air fuel ratio (A/F) sensor 1.

**CAUTION:**

- **Discard any A/F sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.**
- **Before installing new A/F sensor, clean exhaust system threads using Heated Oxygen Sensor Thread Cleaner [commercial service tool (J-43897-18 or J-43897-12)] and approved Anti-seize Lubricant (commercial service tool).**

>> INSPECTION END

# P0037, P0038, P0057, P0058 HO2S2 HEATER

## Description

INFOID:0000000004673080

### SYSTEM DESCRIPTION

| Sensor | Input signal to ECM | ECM function | Actuator |
|---|---|---|---|
| Camshaft position sensor (PHASE)<br>Crankshaft position sensor (POS) | Engine speed | Heated oxygen sensor 2 heater control | Heated oxygen sensor 2 heater |
| Engine coolant temperature sensor | Engine coolant temperature | | |
| Mass air flow sensor | Amount of intake air | | |

The ECM performs ON/OFF control of the heated oxygen sensor 2 heater corresponding to the engine speed, amount of intake air and engine coolant temperature.

### OPERATION

| Engine speed rpm | Heated oxygen sensor 2 heater |
|---|---|
| Above 3,600 | OFF |
| Below 3,600 rpm after the following conditions are met.<br>• Engine: After warming up<br>• Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load | ON |

## DTC Logic

INFOID:0000000004673081

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0037 | Heated oxygen sensor 2 heater (bank 1) control circuit low | The current amperage in the heated oxygen sensor 2 heater circuit is out of the normal range. (An excessively low voltage signal is sent to ECM through the heated oxygen sensor 2 heater.) | • Harness or connectors (The heated oxygen sensor 2 heater circuit is open or shorted.)<br>• Heated oxygen sensor 2 heater |
| P0038 | Heated oxygen sensor 2 heater (bank 1) control circuit high | The current amperage in the heated oxygen sensor 2 heater circuit is out of the normal range. (An excessively high voltage signal is sent to ECM through the heated oxygen sensor 2 heater.) | • Harness or connectors (The heated oxygen sensor 2 heater circuit is shorted.)<br>• Heated oxygen sensor 2 heater |
| P0057 | Heated oxygen sensor 2 heater (bank 2) control circuit low | The current amperage in the heated oxygen sensor 2 heater circuit is out of the normal range. (An excessively low voltage signal is sent to ECM through the heated oxygen sensor 2 heater.) | • Harness or connectors (The heated oxygen sensor 2 heater circuit is open or shorted.)<br>• Heated oxygen sensor 2 heater |
| P0058 | Heated oxygen sensor 2 heater (bank 2) control circuit high | The current amperage in the heated oxygen sensor 2 heater circuit is out of the normal range. (An excessively high voltage signal is sent to ECM through the heated oxygen sensor 2 heater.) | • Harness or connectors (The heated oxygen sensor 2 heater circuit is shorted.)<br>• Heated oxygen sensor 2 heater |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**

**Before performing the following procedure, confirm that battery voltage is between 11 V and 16 V at idle.**

>> GO TO 2.

## 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Turn ignition switch ON.
4. Turn ignition switch OFF and wait at least 10 seconds.
5. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
6. Let engine idle for 1 minute.
7. Check 1st trip DTC.

Is 1st tip DTC detected?

YES >> Go to EC-163, "Diagnosis Procedure".
NO >> INSPECTION END

# Diagnosis Procedure

INFOID:0000000004673082

## 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

## 2.CHECK HO2S2 POWER SUPPLY CIRCUIT

1. Disconnect heated oxygen sensor 2 (HO2S2) harness connector.
2. Turn ignition switch ON.
3. Check the voltage between HO2S2 harness connector and ground.

| DTC | HO2S2 | | | Ground | Voltage |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0037, P0038 | 1 | F54 | 2 | Ground | Battery voltage |
| P0057, P0058 | 2 | F53 | 2 | | |

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 3.

## 3.DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- IPDM E/R harness connector E7
- 15 A fuse (No. 46)
- Harness for open or short between heated oxygen sensor 2 and fuse

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 4.CHECK HO2S2 OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between HO2S2 harness connector and ECM harness connector.

| DTC | HO2S2 | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P0037, P0038 | 1 | F54 | 3 | F101 | 17 | Existed |
| P0057, P0058 | 2 | F53 | 3 | | 33 | |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 5. CHECK HEATED OXYGEN SENSOR 2 HEATER

Refer to EC-164, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 7.
NO >> GO TO 6.

## 6. REPLACE HEATED OXYGEN SENSOR 2

Replace malfunctioning heated oxygen sensor 2.

**CAUTION:**

- **Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.**
- **Before installing new heated oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner [commercial service tool (J-43897-18 or J-43897-12)] and approved Anti-seize Lubricant (commercial service tool).**

>> INSPECTION END

## 7. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# Component Inspection

INFOID:0000000004673083

## 1. CHECK HEATED OXYGEN SENSOR 2 HEATER

1. Turn ignition switch OFF.
2. Disconnect heated oxygen sensor 2 harness connector.
3. Check resistance between HO2S2 terminals as follows.

| Terminal | Resistance (Ω) |
|---|---|
| 2 and 3 | 3.4 - 4.4 [at 25°C (77°F)] |
| 1 and 2, 3, 4 | ∞ (Continuity should not exist) |
| 4 and 1, 2, 3 | |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 2.

## 2. REPLACE HEATED OXYGEN SENSOR 2

Replace malfunctioning heated oxygen sensor 2.

**CAUTION:**

- **Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.**
- **Before installing new heated oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner [commercial service tool (J-43897-18 or J-43897-12)] and approved Anti-seize Lubricant (commercial service tool).**

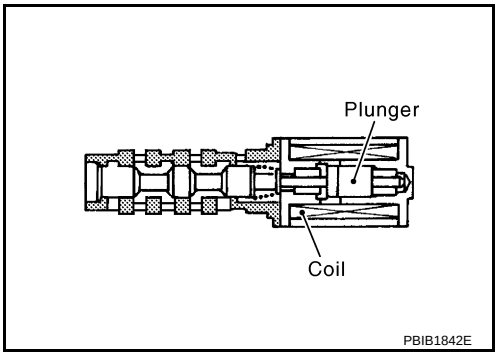
>> INSPECTION END

# P0075, P0081 IVT CONTROL SOLENOID VALVE

## Description

INFOID:0000000004673084

Intake valve timing control solenoid valve is activated by ON/OFF pulse duty (ratio) signals from the ECM.
The intake valve timing control solenoid valve changes the oil amount and direction of flow through intake valve timing control unit or stops oil flow.
The longer pulse width advances valve angle.
The shorter pulse width retards valve angle.
When ON and OFF pulse widths become equal, the solenoid valve stops oil pressure flow to fix the intake valve angle at the control position.




## DTC Logic

INFOID:0000000004673085

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0075 | Intake valve timing control solenoid valve (bank 1) circuit | An improper voltage is sent to the ECM through intake valve timing control solenoid valve. | • Harness or connectors (Intake valve timing control solenoid valve circuit is open or shorted.)<br>• Intake valve timing control solenoid valve |
| P0081 | Intake valve timing control solenoid valve (bank 2) circuit | | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.
1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and let it idle for 5 seconds.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-165, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673086

#### 1.CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect intake valve timing (IVT) control solenoid valve harness connector.
3. Turn ignition switch ON.
4. Check the voltage between intake valve timing control solenoid valve harness connector and ground.

| DTC | IVT control solenoid valve | | | Ground | Voltage |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0075 | 1 | F28 | 2 | Ground | Battery voltage |
| P0081 | 2 | F29 | 2 | | |

Is the inspection result normal?

YES >> GO TO 3.
NO >> GO TO 2.

## 2.DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- Harness for open or short between intake valve timing control solenoid valve and IPDM E/R

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 3.CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between intake valve timing control solenoid valve harness connector and ECM harness connector.

| DTC | IVT control solenoid valve | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P0075 | 1 | F28 | 1 | F101 | 18 | Existed |
| P0081 | 2 | F29 | 1 | | 29 | |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 4.CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE

Refer to EC-166, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 5.
NO >> Replace malfunctioning intake valve timing control solenoid valve.

## 5.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# Component Inspection

INFOID:0000000004673087

## 1.CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE-I

1. Turn ignition switch OFF.
2. Disconnect intake valve timing control solenoid valve harness connector.
3. Check resistance between intake valve timing control solenoid valve terminals as follows.

| Terminals | Resistance (Ω) |
|---|---|
| 1 and 2 | 7.0 - 7.7 [at 20°C (68°F)] |
| 1 or 2 and ground | ∞ (Continuity should not exist) |

Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace malfunctioning intake valve timing control solenoid valve.

## 2.CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE-II

1. Remove intake valve timing control solenoid valve.

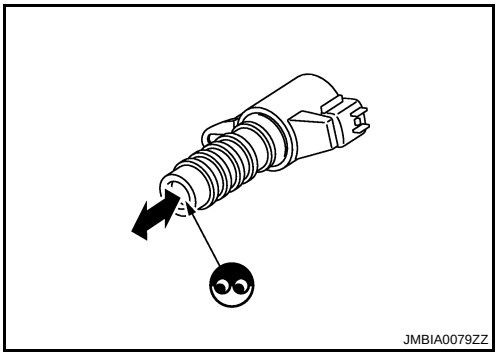
2. Provide 12 V DC between intake valve timing control solenoid valve terminals 1 and 2, and then interrupt it. Make sure that the plunger moves as shown in the figure.

**CAUTION:**

**Do not apply 12 V DC continuously for 5 seconds or more. Doing so may result in damage to the coil in intake valve timing control solenoid valve.**

**NOTE:**

**Always replace O-ring when intake valve timing control solenoid valve is removed.**




Is the inspection result normal?

YES >> INSPECTION END

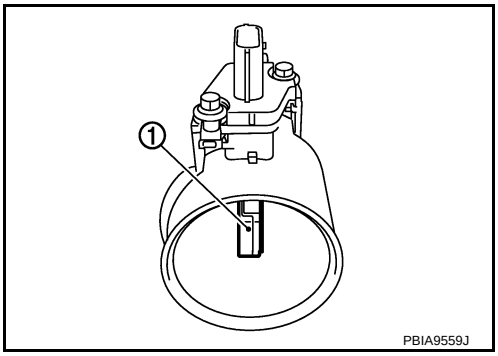
NO >> Replace malfunctioning intake valve timing control solenoid valve.

# P0101, P010B MAF SENSOR

## Description

INFOID:0000000004673088

The mass air flow sensor (1) is placed in the stream of intake air. It measures the intake flow rate by measuring a part of the entire intake flow. The mass air flow sensor controls the temperature of the hot wire to a certain amount. The heat generated by the hot wire is reduced as the intake air flows around it. The greater air flow, the greater the heat loss.
Therefore, the electric current supplied to hot wire is changed to maintain the temperature of the hot wire as air flow increases. The ECM detects the air flow by means of this current change.




## DTC Logic

INFOID:0000000004673089

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | | Possible cause |
|---|---|---|---|---|
| P0101 | Mass air flow sensor (bank 1) circuit range/ performance | A) | A high voltage from the sensor is sent to ECM under light load driving condition. | • Harness or connectors (The sensor circuit is open or shorted.)<br>• Mass air flow sensor<br>• EVAP control system pressure sensor |
| | | B) | A low voltage from the sensor is sent to ECM under heavy load driving condition. | • Harness or connectors (The sensor circuit is open or shorted.)<br>• Intake air leaks<br>• Mass air flow sensor<br>• EVAP control system pressure sensor<br>• Intake air temperature sensor |
| P010B | Mass air flow sensor (bank 2) circuit range/ performance | A) | A high voltage from the sensor is sent to ECM under light load driving condition. | • Harness or connectors (The sensor circuit is open or shorted.)<br>• Mass air flow sensor<br>• EVAP control system pressure sensor |
| | | B) | A low voltage from the sensor is sent to ECM under heavy load driving condition. | • Harness or connectors (The sensor circuit is open or shorted.)<br>• Intake air leaks<br>• Mass air flow sensor<br>• EVAP control system pressure sensor<br>• Intake air temperature sensor |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following before conducting the next test.
1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

## 2. PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION A

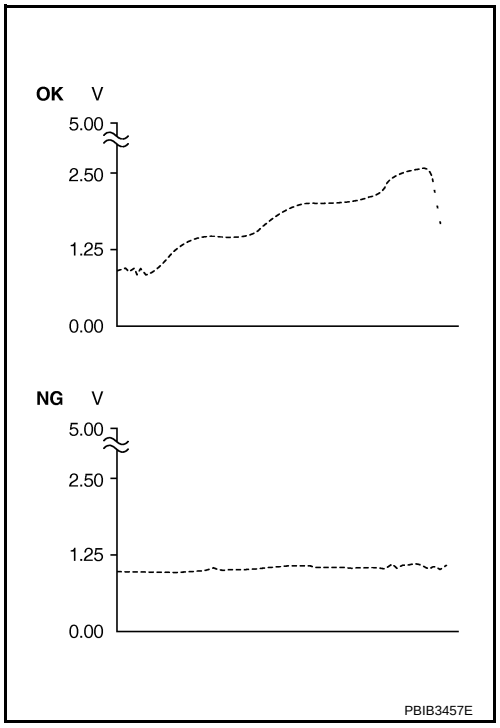
1. Start engine and warm it up to normal operating temperature.
   If engine will not start or stops soon, wait at least 10 seconds with engine stopped (Ignition switch ON) instead of running engine at idle speed.
2. Run engine for at least 10 seconds at idle speed.
3. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-170, "Diagnosis Procedure".
NO-1 >> With CONSULT-III: GO TO 3.
NO-2 >> Without CONSULT-III: GO TO 5.

## 3. CHECK MASS AIR FLOW SENSOR FUNCTION

1. Turn ignition switch ON.
2. Start engine and warm it up to normal operating temperature.
   **If engine cannot be started, go to EC-170, "Diagnosis Procedure".**
3. Select “DATA MONITOR” mode with CONSULT-III.
4. Check the voltage of “MAS A/F SE-B1/B2” with “DATA MONITOR”.
5. Increases engine speed to about 4,000 rpm.
6. Monitor the linear voltage rise in response to engine speed increases.




Is the inspection result normal?

YES >> GO TO 4.
NO >> Go to EC-170, "Diagnosis Procedure".

## 4. PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION B

1. Maintain the following conditions for at least 10 consecutive seconds.

| | |
|---|---|
| ENG SPEED | More than 1,400 rpm*1<br>More than 2,000 rpm*2 |
| TP SEN 1-B1 | More than 2 V |
| TP SEN 2-B1 | More than 2 V |
| TP SEN 1-B2 | More than 2 V |
| TP SEN 2-B2 | More than 2 V |
| Selector lever | Suitable position |
| Driving location | Driving vehicle uphill (Increased engine load) will help maintain the driving conditions required for this test. |

*1: ECM part number is follows.

- 23710 1NC4A
- 23710 1NC5A
- 23710 1NC6A

- 23710 1NC7A
- 23710 1NC8A
- 23710 1NC9A
- 23710 JU60A
- 23710 JU61A

*2: ECM part number is follows.

- 23710 1NC4B
- 23710 1NC5B
- 23710 1NC6B
- 23710 1NC7B
- 23710 1NC8B
- 23710 1NC9B
- 23710 JU60B
- 23710 JU61B

**CAUTION:**
**Always drive vehicle at a safe speed.**

2. Check 1st rip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-170, "Diagnosis Procedure".
NO >> INSPECTION END

## 5.PERFORM COMPONENT FUNCTION CHECK FOR MALFUNCTION B

Perform component function check. Refer to EC-170, "Component Function Check".

**NOTE:**
Use component function check to check the overall function of the mass air flow sensor circuit. During this check, a 1st trip DTC might not be confirmed.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-170, "Diagnosis Procedure".

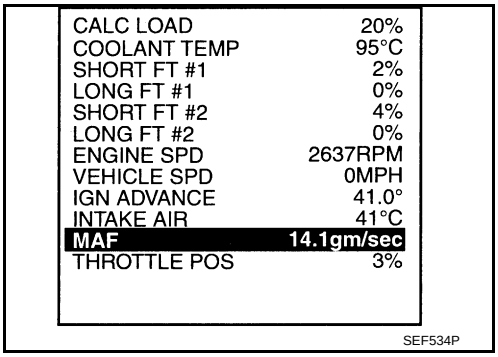
# Component Function Check

INFOID:0000000004673090

## 1.PERFORM COMPONENT FUNCTION CHECK FOR MALFUNCTION B

**With GST**

1. Start engine and warm it up to normal operating temperature.
2. Select Service $01 with GST.
3. Check the mass air flow sensor signal with Service $01.
4. Check for linear mass air flow sensor signal value rise in response to increases to about 4,000 rpm in engine speed.




Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-170, "Diagnosis Procedure".

# Diagnosis Procedure

INFOID:0000000004673091

## 1.INSPECTION START

Confirm the detected malfunction (A or B). Refer to EC-168, "DTC Logic".

Which malfunction is detected?

A >> GO TO 3.
B >> GO TO 2.

## 2.CHECK INTAKE SYSTEM

Check the following for connection.
- Air duct
- Vacuum hoses
- Intake air passage between air duct and intake manifold

Is the inspection result normal?

YES >> GO TO 3.
NO >> Reconnect the parts.

## 3. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace ground connection.

## 4. CHECK MAF SENSOR POWER SUPPLY CIRCUIT

1. Disconnect mass air flow (MAF) sensor harness connector.
2. Turn ignition switch ON.
3. Check the voltage between MAF sensor harness connector and ground.

| DTC | MAF sensor | | | Ground | Voltage |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0101 | 1 | F31 | 5 | Ground | Battery voltage |
| P010B | 2 | F42 | 5 | | |

Is the inspection result normal?

YES >> GO TO 6.
NO >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E106, M6
- Harness connectors M116, F103
- Harness for open or short between mass air flow sensor and ECM
- Harness for open or short between mass air flow sensor and IPDM E/R

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 6. CHECK MAF SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between MAF sensor harness connector and ECM harness connector.

| DTC | MAF sensor | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P0101 | 1 | F31 | 4 | F102 | 68 | Existed |
| P010B | 2 | F42 | 4 | | 94 | |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 7.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 7. CHECK MAF SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between MAF sensor harness connector and ECM harness connector.

| DTC | MAF sensor | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P0101 | 1 | F31 | 3 | F102 | 77 | Existed |
| P010B | 2 | F42 | 3 | | 79 | |

2. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 8.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 8.CHECK INTAKE AIR TEMPERATURE SENSOR

Check intake air temperature sensor.
Refer to EC-187, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 9.
NO >> Replace mass air flow sensor (bank 1) (with intake air temperature sensor).

## 9.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to EC-315, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 10.
NO >> Replace EVAP control system pressure sensor.

## 10.CHECK MASS AIR FLOW SENSOR

Refer to EC-178, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 11.
NO >> Replace malfunctioning mass air flow sensor.

## 11.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# Component Inspection

INFOID:0000000004673092

## 1.CHECK MASS AIR FLOW SENSOR-I

**With CONSULT-III**

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Start engine and warm it up to normal operating temperature.
4. Connect CONSULT-III and select “DATA MONITOR” mode.
5. Select “MAS A/F SE-B1” and “MAS A/F SE-B2”, and check the indication.

| Monitor item | Condition | Indication (V) |
|---|---|---|
| MAS A/F SE-B1<br>MAS A/F SE-B2 | Ignition switch ON (Engine stopped.) | Approx. 0.4 |
| | Idle (Engine is warmed-up to normal operating temperature.) | 0.8 - 1.1 |
| | 2,500 rpm (Engine is warmed-up to normal operating temperature.) | 1.4 - 1.7 |
| | Idle to about 4,000 rpm | 0.8 - 1.1 to Approx. 2.4* |

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

**Without CONSULT-III**

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Start engine and warm it up to normal operating temperature.

4. Check the voltage between ECM harness connector terminals under the following conditions.

| ECM | | | Condition | Voltage (V) |
|---|---|---|---|---|
| Connector | + | – | | |
| | Terminal | Terminal | | |
| F102 | 77 [MAF sensor (bank 1) signal] | 68 | Ignition switch ON (Engine stopped.) | Approx. 0.4 |
| | | | Idle (Engine is warmed-up to normal operating temperature.) | 0.8 - 1.1 |
| | | | 2,500 rpm (Engine is warmed-up to normal operating temperature.) | 1.4 - 1.7 |
| | | | Idle to about 4,000 rpm | 0.8 - 1.1 to Approx. 2.4* |
| | 79 [MAF sensor (bank 2) signal] | 94 | Ignition switch ON (Engine stopped.) | Approx. 0.4 |
| | | | Idle (Engine is warmed-up to normal operating temperature.) | 0.8 - 1.1 |
| | | | 2,500 rpm (Engine is warmed-up to normal operating temperature.) | 1.4 - 1.7 |
| | | | Idle to about 4,000 rpm | 0.8 - 1.1 to Approx. 2.4* |

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

Is the inspection result normal?

YES >> INSPECTION END.
NO >> GO TO 2.

## 2. CHECK FOR THE CAUSE OF UNEVEN AIR FLOW THROUGH MASS AIR FLOW SENSOR

1. Turn ignition switch OFF.
2. Check for the cause of uneven air flow through mass air flow sensor. Refer to the following.

- Crushed air ducts
- Malfunctioning seal of air cleaner element
- Uneven dirt of air cleaner element
- Improper specification of intake air system parts

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 3.

## 3. CHECK MASS AIR FLOW SENSOR-II

**With CONSULT-III**

1. Repair or replace malfunctioning part.
2. Start engine and warm it up to normal operating temperature.
3. Connect CONSULT-III and select “DATA MONITOR” mode.
4. Select “MAS A/F SE-B1” and “MAS A/F SE-B2”, and check the indication.

| Monitor item | Condition | Indication (V) |
|---|---|---|
| MAS A/F SE-B1<br>MAS A/F SE-B2 | Ignition switch ON (Engine stopped.) | Approx. 0.4 |
| | Idle (Engine is warmed-up to normal operating temperature.) | 0.8 - 1.1 |
| | 2,500 rpm (Engine is warmed-up to normal operating temperature.) | 1.4 - 1.7 |
| | Idle to about 4,000 rpm | 0.8 - 1.1 to Approx. 2.4* |

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

**Without CONSULT-III**

1. Repair or replace malfunctioning part.
2. Start engine and warm it up to normal operating temperature.
3. Check the voltage between ECM harness connector terminals under the following conditions.

| ECM | | | Condition | Voltage (V) |
|---|---|---|---|---|
| Connector | + | – | | |
| | Terminal | Terminal | | |
| F102 | 77 [MAF sensor (bank 1) signal] | 68 | Ignition switch ON (Engine stopped.) | Approx. 0.4 |
| | | | Idle (Engine is warmed-up to normal operating temperature.) | 0.8 - 1.1 |
| | | | 2,500 rpm (Engine is warmed-up to normal operating temperature.) | 1.4 - 1.7 |
| | | | Idle to about 4,000 rpm | 0.8 - 1.1 to Approx. 2.4* |
| | 79 [MAF sensor (bank 2) signal] | 94 | Ignition switch ON (Engine stopped.) | Approx. 0.4 |
| | | | Idle (Engine is warmed-up to normal operating temperature.) | 0.8 - 1.1 |
| | | | 2,500 rpm (Engine is warmed-up to normal operating temperature.) | 1.4 - 1.7 |
| | | | Idle to about 4,000 rpm | 0.8 - 1.1 to Approx. 2.4* |

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 4.

## 4. CHECK MASS AIR FLOW SENSOR-III

**With CONSULT-III**

1. Turn ignition switch OFF.
2. Disconnect mass air flow sensor harness connector and reconnect it again.
3. Start engine and warm it up to normal operating temperature.
4. Connect CONSULT-III and select “DATA MONITOR” mode.
5. Select “MAS A/F SE-B1” and “MAS A/F SE-B2”, and check the indication.

| Monitor item | Condition | Indication (V) |
|---|---|---|
| MAS A/F SE-B1<br>MAS A/F SE-B2 | Ignition switch ON (Engine stopped.) | Approx. 0.4 |
| | Idle (Engine is warmed-up to normal operating temperature.) | 0.8 - 1.1 |
| | 2,500 rpm (Engine is warmed-up to normal operating temperature.) | 1.4 - 1.7 |
| | Idle to about 4,000 rpm | 0.8 - 1.1 to Approx. 2.4* |

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

**Without CONSULT-III**

1. Turn ignition switch OFF.
2. Disconnect mass air flow sensor harness connector and reconnect it again.
3. Start engine and warm it up to normal operating temperature.
4. Check the voltage between ECM harness connector terminals under the following conditions.

| ECM | | | Condition | Voltage (V) |
|---|---|---|---|---|
| Connector | + | – | | |
| | Terminal | Terminal | | |
| F102 | 77 [MAF sensor (bank 1) signal] | 68 | Ignition switch ON (Engine stopped.) | Approx. 0.4 |
| | | | Idle (Engine is warmed-up to normal operating temperature.) | 0.8 - 1.1 |
| | | | 2,500 rpm (Engine is warmed-up to normal operating temperature.) | 1.4 - 1.7 |
| | | | Idle to about 4,000 rpm | 0.8 - 1.1 to Approx. 2.4* |
| | 79 [MAF sensor (bank 2) signal] | 94 | Ignition switch ON (Engine stopped.) | Approx. 0.4 |
| | | | Idle (Engine is warmed-up to normal operating temperature.) | 0.8 - 1.1 |
| | | | 2,500 rpm (Engine is warmed-up to normal operating temperature.) | 1.4 - 1.7 |
| | | | Idle to about 4,000 rpm | 0.8 - 1.1 to Approx. 2.4* |

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

Is the inspection result normal?

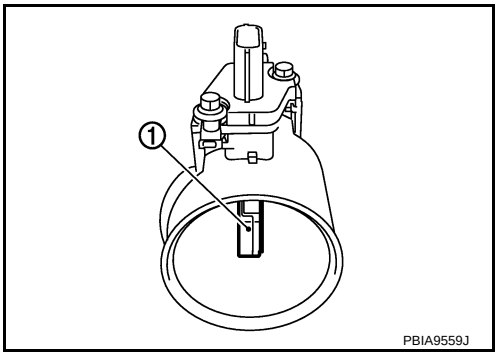
YES >> INSPECTION END
NO >> Clean or replace malfunctioning mass air flow sensor.

# P0102, P0103, P010C, P010D MAF SENSOR

## Description

INFOID:0000000004673093

The mass air flow sensor (1) is placed in the stream of intake air. It measures the intake flow rate by measuring a part of the entire intake flow. The mass air flow sensor controls the temperature of the hot wire to a certain amount. The heat generated by the hot wire is reduced as the intake air flows around it. The more air, the greater the heat loss.
Therefore, the electric current supplied to hot wire is changed to maintain the temperature of the hot wire as air flow increases. The ECM detects the air flow by means of this current change.




## DTC Logic

INFOID:0000000004673094

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0102 | Mass air flow sensor (bank 1) circuit low input | An excessively low voltage from the sensor is sent to ECM. | • Harness or connectors (The sensor circuit is open or shorted.)<br>• Intake air leaks<br>• Mass air flow sensor |
| P0103 | Mass air flow sensor (bank 1) circuit high input | An excessively high voltage from the sensor is sent to ECM. | • Harness or connectors (The sensor circuit is open or shorted.)<br>• Mass air flow sensor |
| P010C | Mass air flow sensor (bank 2) circuit low input | An excessively low voltage from the sensor is sent to ECM. | • Harness or connectors (The sensor circuit is open or shorted.)<br>• Intake air leaks<br>• Mass air flow sensor |
| P010D | Mass air flow sensor (bank 2) circuit high input | An excessively high voltage from the sensor is sent to ECM. | • Harness or connectors (The sensor circuit is open or shorted.)<br>• Mass air flow sensor |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.
1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

Which DTC is detected?

P0102, P010C>>GO TO 2.
P0103, P010D>>GO TO 3.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE FOR DTC P0102 AND P010C

1. Start engine and wait at least 5 seconds.
2. Check DTC.

Is DTC detected?

YES >> Go to EC-177, "Diagnosis Procedure".
NO >> INSPECTION END

#### 3.PERFORM DTC CONFIRMATION PROCEDURE FOR DTC P0103 AND P010D-I

1. Turn ignition switch ON and wait at least 5 seconds.
2. Check DTC.

Is DTC detected?

YES >> Go to EC-177, "Diagnosis Procedure".
NO >> GO TO 4.

## 4. PERFORM DTC CONFIRMATION PROCEDURE FOR DTC P0103 AND P010D-II

1. Start engine and wait at least 5 seconds.
2. Check DTC.

Is DTC detected?

YES >> Go to EC-177, "Diagnosis Procedure".
NO >> INSPECTION END

# Diagnosis Procedure

INFOID:0000000004673095

## 1. INSPECTION START

Confirm the detected DTC.

Which DTC is detected?

P0102, P010C>>GO TO 2.
P0103, P010D>>GO TO 3.

## 2. CHECK INTAKE SYSTEM

Check the following for connection.
- Air duct
- Vacuum hoses
- Intake air passage between air duct to intake manifold

Is the inspection result normal?

YES >> GO TO 3.
NO >> Reconnect the parts.

## 3. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace ground connection.

## 4. CHECK MAF SENSOR POWER SUPPLY CIRCUIT

1. Disconnect mass air flow (MAF) sensor harness connector.
2. Turn ignition switch ON.
3. Check the voltage between MAF sensor harness connector and ground.

| DTC | MAF sensor | | | Ground | Voltage |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0102, P0103 | 1 | F31 | 5 | Ground | Battery voltage |
| P010C, P010D | 2 | F42 | 5 | | |

Is the inspection result normal?

YES >> GO TO 6.
NO >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E106, M6
- Harness connectors M116, F103
- Harness for open or short between mass air flow sensor and ECM
- Harness for open or short between mass air flow sensor and IPDM E/R

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 6.CHECK MAF SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between MAF sensor harness connector and ECM harness connector.

| DTC | MAF sensor | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P0102, P0103 | 1 | F31 | 4 | F102 | 68 | Existed |
| P010C, P010D | 2 | F42 | 4 | | 94 | |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 7.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 7.CHECK MAF SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between MAF sensor harness connector and ECM harness connector.

| DTC | MAF sensor | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P0102, P0103 | 1 | F31 | 3 | F102 | 77 | Existed |
| P010C, P010D | 2 | F42 | 3 | | 79 | |

2. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 8.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 8.CHECK MASS AIR FLOW SENSOR

Refer to EC-178, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 9.
NO >> Replace malfunctioning mass air flow sensor.

## 9.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# Component Inspection

INFOID:0000000004673096

## 1.CHECK MASS AIR FLOW SENSOR-I

**With CONSULT-III**

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Start engine and warm it up to normal operating temperature.
4. Connect CONSULT-III and select “DATA MONITOR” mode.
5. Select “MAS A/F SE-B1” and “MAS A/F SE-B2”, and check the indication.

| Monitor item | Condition | Indication (V) |
|---|---|---|
| MAS A/F SE-B1<br>MAS A/F SE-B2 | Ignition switch ON (Engine stopped.) | Approx. 0.4 |
| | Idle (Engine is warmed-up to normal operating temperature.) | 0.8 - 1.1 |
| | 2,500 rpm (Engine is warmed-up to normal operating temperature.) | 1.4 - 1.7 |
| | Idle to about 4,000 rpm | 0.8 - 1.1 to Approx. 2.4* |

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

**Without CONSULT-III**

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Start engine and warm it up to normal operating temperature.
4. Check the voltage between ECM harness connector terminals under the following conditions.

| ECM | | | Condition | Voltage (V) |
|---|---|---|---|---|
| Connector | + | – | | |
| | Terminal | Terminal | | |
| F102 | 77 [MAF sensor (bank 1) signal] | 68 | Ignition switch ON (Engine stopped.) | Approx. 0.4 |
| | | | Idle (Engine is warmed-up to normal operating temperature.) | 0.8 - 1.1 |
| | | | 2,500 rpm (Engine is warmed-up to normal operating temperature.) | 1.4 - 1.7 |
| | | | Idle to about 4,000 rpm | 0.8 - 1.1 to Approx. 2.4* |
| | 79 [MAF sensor (bank 2) signal] | 94 | Ignition switch ON (Engine stopped.) | Approx. 0.4 |
| | | | Idle (Engine is warmed-up to normal operating temperature.) | 0.8 - 1.1 |
| | | | 2,500 rpm (Engine is warmed-up to normal operating temperature.) | 1.4 - 1.7 |
| | | | Idle to about 4,000 rpm | 0.8 - 1.1 to Approx. 2.4* |

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

Is the inspection result normal?

YES >> INSPECTION END.
NO >> GO TO 2.

## 2. CHECK FOR THE CAUSE OF UNEVEN AIR FLOW THROUGH MASS AIR FLOW SENSOR

1. Turn ignition switch OFF.
2. Check for the cause of uneven air flow through mass air flow sensor. Refer to the following.

- Crushed air ducts
- Malfunctioning seal of air cleaner element
- Uneven dirt of air cleaner element
- Improper specification of intake air system parts

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 3.

## 3. CHECK MASS AIR FLOW SENSOR-II

**With CONSULT-III**

1. Repair or replace malfunctioning part.
2. Start engine and warm it up to normal operating temperature.
3. Connect CONSULT-III and select “DATA MONITOR” mode.
4. Select “MAS A/F SE-B1” and “MAS A/F SE-B2”, and check the indication.

| Monitor item | Condition | Indication (V) |
|---|---|---|
| MAS A/F SE-B1 MAS A/F SE-B2 | Ignition switch ON (Engine stopped.) | Approx. 0.4 |
| | Idle (Engine is warmed-up to normal operating temperature.) | 0.8 - 1.1 |
| | 2,500 rpm (Engine is warmed-up to normal operating temperature.) | 1.4 - 1.7 |
| | Idle to about 4,000 rpm | 0.8 - 1.1 to Approx. 2.4* |

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

**Without CONSULT-III**

1. Repair or replace malfunctioning part.
2. Start engine and warm it up to normal operating temperature.

3. Check the voltage between ECM harness connector terminals under the following conditions.

| ECM | | | Condition | Voltage (V) |
|---|---|---|---|---|
| Connector | + | – | | |
| | Terminal | Terminal | | |
| F102 | 77 [MAF sensor (bank 1) signal] | 68 | Ignition switch ON (Engine stopped.) | Approx. 0.4 |
| | | | Idle (Engine is warmed-up to normal operating temperature.) | 0.8 - 1.1 |
| | | | 2,500 rpm (Engine is warmed-up to normal operating temperature.) | 1.4 - 1.7 |
| | | | Idle to about 4,000 rpm | 0.8 - 1.1 to Approx. 2.4* |
| | 79 [MAF sensor (bank 2) signal] | 94 | Ignition switch ON (Engine stopped.) | Approx. 0.4 |
| | | | Idle (Engine is warmed-up to normal operating temperature.) | 0.8 - 1.1 |
| | | | 2,500 rpm (Engine is warmed-up to normal operating temperature.) | 1.4 - 1.7 |
| | | | Idle to about 4,000 rpm | 0.8 - 1.1 to Approx. 2.4* |

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 4.

## 4. CHECK MASS AIR FLOW SENSOR-III

**With CONSULT-III**

1. Turn ignition switch OFF.
2. Disconnect mass air flow sensor harness connector and reconnect it again.
3. Start engine and warm it up to normal operating temperature.
4. Connect CONSULT-III and select “DATA MONITOR” mode.
5. Select “MAS A/F SE-B1” and “MAS A/F SE-B2”, and check the indication.

| Monitor item | Condition | Indication (V) |
|---|---|---|
| MAS A/F SE-B1<br>MAS A/F SE-B2 | Ignition switch ON (Engine stopped.) | Approx. 0.4 |
| | Idle (Engine is warmed-up to normal operating temperature.) | 0.8 - 1.1 |
| | 2,500 rpm (Engine is warmed-up to normal operating temperature.) | 1.4 - 1.7 |
| | Idle to about 4,000 rpm | 0.8 - 1.1 to Approx. 2.4* |

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

**Without CONSULT-III**

1. Turn ignition switch OFF.
2. Disconnect mass air flow sensor harness connector and reconnect it again.
3. Start engine and warm it up to normal operating temperature.
4. Check the voltage between ECM harness connector terminals under the following conditions.

| ECM | | | Condition | Voltage (V) |
|---|---|---|---|---|
| Connector | + | – | | |
| | Terminal | Terminal | | |
| F102 | 77 [MAF sensor (bank 1) signal] | 68 | Ignition switch ON (Engine stopped.) | Approx. 0.4 |
| | | | Idle (Engine is warmed-up to normal operating temperature.) | 0.8 - 1.1 |
| | | | 2,500 rpm (Engine is warmed-up to normal operating temperature.) | 1.4 - 1.7 |
| | | | Idle to about 4,000 rpm | 0.8 - 1.1 to Approx. 2.4* |
| | 79 [MAF sensor (bank 2) signal] | 94 | Ignition switch ON (Engine stopped.) | Approx. 0.4 |
| | | | Idle (Engine is warmed-up to normal operating temperature.) | 0.8 - 1.1 |
| | | | 2,500 rpm (Engine is warmed-up to normal operating temperature.) | 1.4 - 1.7 |
| | | | Idle to about 4,000 rpm | 0.8 - 1.1 to Approx. 2.4* |

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

Is the inspection result normal?

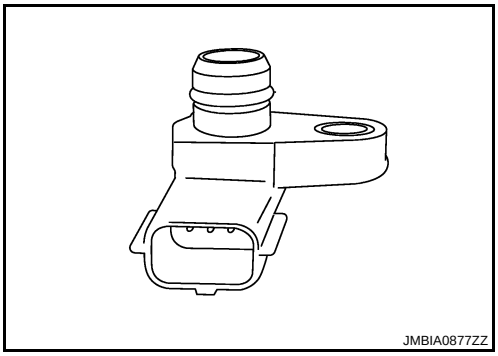
YES >> INSPECTION END
NO >> Clean or replace malfunctioning mass air flow sensor.

# P010A MANIFOLD ABSOLUTE PRESSURE SENSOR

## Description

INFOID:0000000004673097

The manifold absolute pressure (MAP) sensor is placed at intake manifold collector. It detects intake manifold pressure and sends the voltage signal to the ECM.
The sensor uses a silicon diaphragm which is sensitive to the change in pressure. As the pressure increases, the voltage rises.




## DTC Logic

INFOID:0000000004673098

### DTC DETECTION LOGIC

**NOTE:**
If DTC P010A is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643.
Refer to EC-368, "DTC Logic".

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P010A | Manifold absolute pressure sensor circuit | • An excessively low voltage from the sensor is sent to ECM.<br>• An excessively high voltage from the sensor is sent to ECM. | • Harness or connectors (The sensor circuit is open or shorted.)<br>• Manifold absolute pressure (MAP) sensor |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedur before conducting the next test.
1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and let it idle for 10 seconds.
2. Check 1st rip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-182, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673099

#### 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

#### 2.CHECK MAP SENSOR POWER SUPPLY CIRCUIT

1. Disconnect manifold absolute oressure (MAP) sensor harness connector.

2. Turn ignition switch ON.
3. Check the voltage between MAP sensor harness connector and ground.

| MAP sensor | | Ground | Voltage (V) |
|---|---|---|---|
| Connector | Terminal | | |
| F50 | 1 | Ground | Approx. 5 |

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 3. CHECK MAP SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between MAP sensor harness connector and ECM harness connector.

| MAP sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| F50 | 3 | F102 | 96 | Existed |

4. Also check harness for short to ground and power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 4. CHECK MAP SENSOR INTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between MAP sensor harness connector and ECM harness connector.

| MAP sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| F50 | 2 | F101 | 38 | Existed |

2. Also check harness for short to ground and power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 5. CHECK MAP SENSOR

Refer to EC-183, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 6.
NO >> Replace MAP sensor.

## 6. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# Component Inspection

INFOID:0000000004673100

## 1. CHECK MAP SENSOR-I

1. Turn ignition switch OFF.
2. Start engine and warm it up to normal operating temperature.
3. Turn ignition switch OFF, wait at least 5 seconds and then turn ON.
4. Check the voltage between ECM harness connector terminals as follows.

| ECM | | | |
|---|---|---|---|
| + | | – | |
| Connector | Terminal | Connector | Terminal |
| F101 | 38 | F102 | 96 |

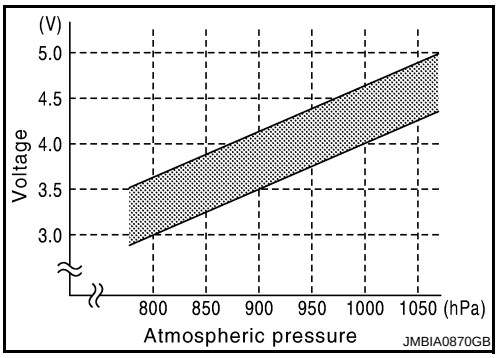
**NOTE:**
- To avoid the influence of intake manifold vacuum, check the voltage 1 or more minutes past after engine is stopped.
- Because the sensor is absolute pressure sensor, output value may differ depending on atmospheric pressure and altitude.

5. Measure the atmospheric pressure.
**NOTE:**
As the atmospheric pressure described on the synoptic chart is the value at sea level, compensate the pressure with the following chart.

| Altitude (m) | Compensated pressure (hPa) |
|---|---|
| 0 | 0 |
| 200 | -24 |
| 400 | -47 |
| 600 | -70 |
| 800 | -92 |
| 1000 | -114 |
| 1500 | -168 |
| 2000 | -218 |

6. Check the manifold absolute pressure sensor value corresponding to the atmospheric pressure.

| Atmospheric pressure (hPa) | Voltage (V) |
|---|---|
| 800 | 3.1 – 3.7 |
| 850 | 3.3 – 3.9 |
| 900 | 3.5 – 4.1 |
| 950 | 3.8 – 4.3 |
| 1000 | 4.0 – 4.6 |
| 1050 | 4.2 – 4.8 |




Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace MAP sensor.

## 2.CHECK MAP SENSOR-II

1. Start engine and let it idle.
2. Check intake manifold vacuum.
3. Check the voltage between ECM harness connector terminals as per the following.

| ECM | | | |
|---|---|---|---|
| + | | – | |
| Connector | Terminal | Connector | Terminal |
| F101 | 38 | F102 | 96 |

4. Confirm the difference of the voltage when engine is stopped and at idling is within the values shown in the following chart.

| Intake manifold vacuum | Voltage difference (V) |
|---|---|
| -40kPa (-300mmHg) | 1.5 – 2.0 |
| -53.3kPa (-400mmHg) | 2.0 – 2.6 |
| -66.7kPa (-500mmHg) | 2.6 – 3.2 |
| -80kPa (-600mmHg) | 3.2 – 3.8 |

Is the inspection result normal?

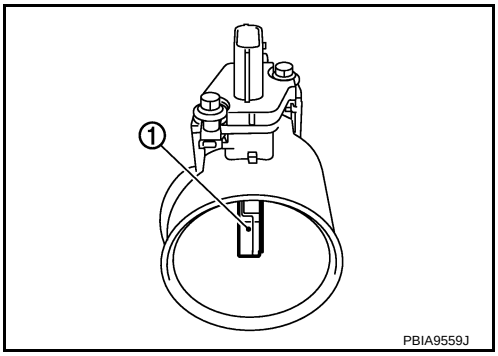
YES >> INSPECTION END
NO >> Replace MAP sensor.

# P0112, P0113 IAT SENSOR

## Description

INFOID:0000000004673101

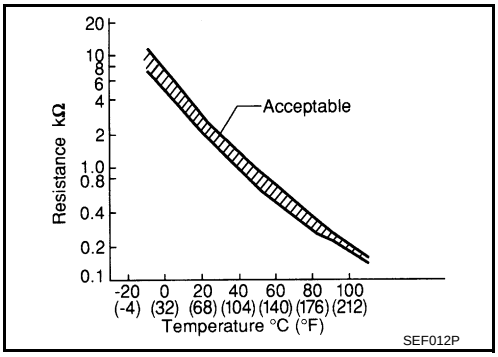
The intake air temperature sensor is built-into the mass air flow sensor (1). The sensor detects intake air temperature and transmits a signal to the ECM.
The temperature sensing unit uses a thermistor which is sensitive to the change in temperature. Electrical resistance of the thermistor decreases in response to the rise in temperature.




**<Reference data>**

| Intake air temperature [°C (°F)] | Voltage* (V) | Resistance (kΩ) |
|---|---|---|
| 25 (77) | 3.3 | 1.800 - 2.200 |
| 80 (176) | 1.2 | 0.283 - 0.359 |

*: These data are reference values and are measured between ECM terminals 67 (Intake air temperature sensor) and 68 (Sensor ground).




## DTC Logic

INFOID:0000000004673102

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0112 | Intake air temperature sensor circuit low input | An excessively low voltage from the sensor is sent to ECM. | • Harness or connectors (The sensor circuit is open or shorted.)<br>• Intake air temperature sensor |
| P0113 | Intake air temperature sensor circuit high input | An excessively high voltage from the sensor is sent to ECM. | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following prosedure before conducting the next test.
1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON and wait at least 5 seconds.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-187, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673103

### 1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

### 2. CHECK INTAKE AIR TEMPERATURE SENSOR POWER SUPPLY CIRCUIT

1. Disconnect mass air flow (MAF) sensor (bank1) (intake air temperature sensor is built-into) harness connector.
2. Turn ignition switch ON.
3. Check the voltage between mass air flow sensor (bank 1) harness connector and ground.

| MAF sensor (bank 1) | | Ground | Voltage (V) |
|---|---|---|---|
| Connector | Terminal | | |
| F31 | 2 | Ground | Approx. 5 |

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

### 3. CHECK INTAKE AIR TEMPERATURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between mass air flow sensor (bank 1) harness connector and ECM harness connector.

| MAF sensor (bank 1) | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| F31 | 1 | F102 | 68 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

### 4. CHECK INTAKE AIR TEMPERATURE SENSOR

Refer to EC-187, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 5.
NO >> Replace mass air flow sensor (bank1) (with intake air temperature sensor).

### 5. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

## Component Inspection

INFOID:0000000004673104

### 1. CHECK INTAKE AIR TEMPERATURE SENSOR

1. Turn ignition switch OFF.
2. Disconnect mass air flow sensor (bank 1) harness connector.
3. Check resistance between mass air flow sensor (bank 1) terminals as follows.

| Terminals | Condition | | Resistance (kΩ) |
|---|---|---|---|
| 1 and 2 | Temperature [ °C (°F)] | 25 (77) | 1.800 - 2.200 |

Is the inspection result normal?

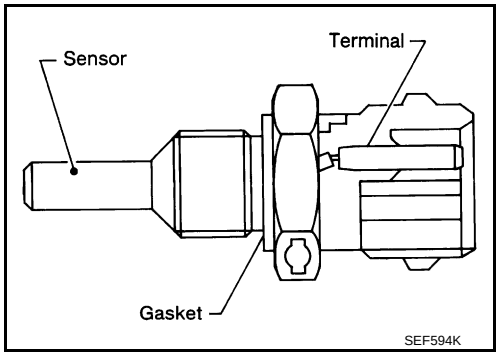
YES >> INSPECTION END
NO >> Replace mass air flow sensor (bank 1) (with intake air temperature sensor).

# P0116 ECT SENSOR

## Description

INFOID:0000000004673105

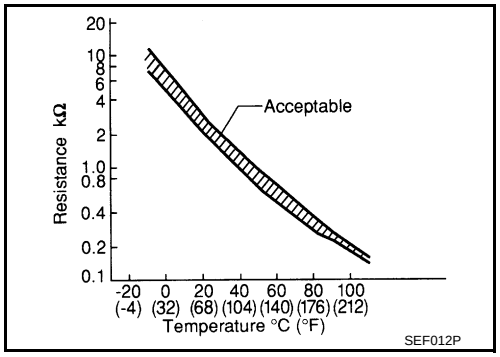
The engine coolant temperature sensor is used to detect the engine coolant temperature. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the engine coolant temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The electrical resistance of the thermistor decreases as temperature increases.




**<Reference data>**

| Engine coolant temperature [°C (°F)] | Voltage* (V) | Resistance (kΩ) |
|---|---|---|
| –10 (14) | 4.4 | 7.0 - 11.4 |
| 20 (68) | 3.5 | 2.37 - 2.63 |
| 50 (122) | 2.2 | 0.68 - 1.00 |
| 90 (194) | 0.9 | 0.236 - 0.260 |

*: These data are reference values and are measured between ECM terminals 71 (Engine coolant temperature sensor) and 84 (Sensor ground).




## DTC Logic

INFOID:0000000004673106

### DTC DETECTION LOGIC

**NOTE:**
**If DTC P0116 is displayed with P0117 or P0118, first perform the trouble diagnosis for DTC P0117, P0118. Refer to EC-191, "DTC Logic".**

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0116 | Engine coolant temperature sensor circuit range/performance | Engine coolant temperature signal from engine coolant temperature sensor does not fluctuate, even when some time has passed after starting the engine with pre-warming up condition. | • Harness or connectors (High or low resistance in the circuit)<br>• Engine coolant temperature sensor |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TEST CONDITION:**
**Before performing the following procedure, do not add fuel.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and warm it up to normal operating temperature.
2. Rev engine up to 2,000 rpm for more than 10 minutes.
3. Move the vehicle to a cool place, then stop engine.

4. Check resistance between “fuel level sensor unit and fuel pump (main)” terminals 4 and 5.
5. Soak the vehicle until the resistance between “fuel level sensor unit and fuel pump (main)” terminals 4 and 5 becomes 0.5 kΩ higher than the value measured before soaking.
   **CAUTION:**
   **Never turn ignition switch ON during soaking.**
   **NOTE:**
   **Soak time changes depending on ambient air temperature. It may take several hours.**
6. Start engine and let it idle for 20 minutes.
7. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-190, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673107

### 1.CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

OK >> GO TO 2.
NG >> Repair or replace ground connections.

### 2.CHECK ENGINE COOLANT TEMPERATURE SENSOR

Refer to EC-190, "Component Inspection".

Is the inspection result normal?

OK >> GO TO 3.
NG >> Replace engine coolant temperature sensor.

### 3.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

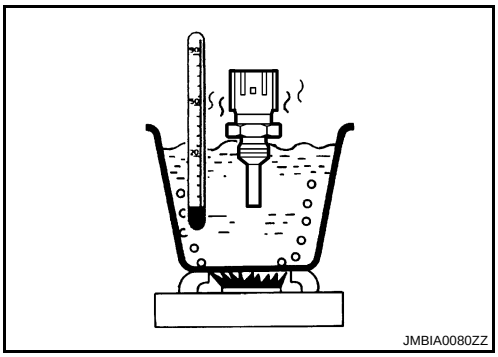
>> **INSPECTION END**

## Component Inspection

INFOID:0000000004673108

### 1.CHECK ENGINE COOLANT TEMPERATURE SENSOR

1. Turn ignition switch OFF.
2. Disconnect engine coolant temperature sensor harness connector.
3. Remove engine coolant temperature sensor.
4. Check resistance between engine coolant temperature sensor terminals by heating with hot water as shown in the figure.


JMBIA0080ZZ

| Terminals | Condition | | Resistance (kΩ) |
|---|---|---|---|
| 1 and 2 | Temperature [°C (°F)] | 20 (68) | 2.37 - 2.63 |
| | | 50 (122) | 0.68 - 1.00 |
| | | 90 (194) | 0.236 - 0.260 |

Is the inspection result normal?

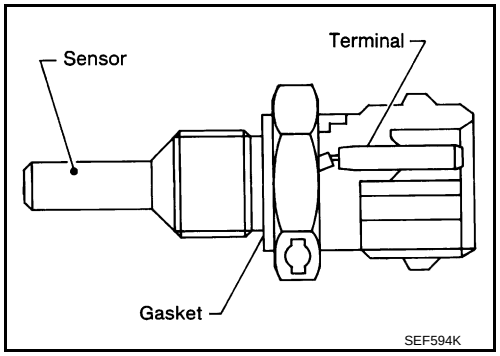
YES >> INSPECTION END
NO >> Replace engine coolant temperature sensor.

# P0117, P0118 ECT SENSOR

## Description

INFOID:0000000004673109

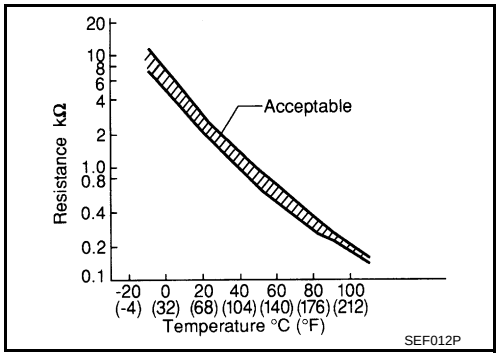
The engine coolant temperature sensor is used to detect the engine coolant temperature. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the engine coolant temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The electrical resistance of the thermistor decreases as temperature increases.




**<Reference data>**

| Engine coolant temperature [°C (°F)] | Voltage* (V) | Resistance (kΩ) |
|---|---|---|
| –10 (14) | 4.4 | 7.0 - 11.4 |
| 20 (68) | 3.5 | 2.37 - 2.63 |
| 50 (122) | 2.2 | 0.68 - 1.00 |
| 90 (194) | 0.9 | 0.236 - 0.260 |

*: These data are reference values and are measured between ECM terminals 71 (Engine coolant temperature sensor) and 84 (Sensor ground).




## DTC Logic

INFOID:0000000004673110

### DTC DETECTION LOGIC

| DTC No. | Trouble Diagnosis Name | DTC Detecting Condition | Possible Cause |
|---|---|---|---|
| P0117 | Engine coolant temperature sensor circuit low input | An excessively low voltage from the sensor is sent to ECM. | • Harness or connectors (The sensor circuit is open or shorted.)<br>• Engine coolant temperature sensor |
| P0118 | Engine coolant temperature sensor circuit high input | An excessively high voltage from the sensor is sent to ECM. | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON and wait at least 5 seconds.
2. Check DTC.

Is DTC detected?

YES >> Go to EC-192, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673111

### 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

### 2.CHECK ECT SENSOR POWER SUPPLY CIRCUIT

1. Disconnect engine coolant temperature (ECT) sensor harness connector.
2. Turn ignition switch ON.
3. Check the voltage between ECT sensor harness connector and ground.

| ECT sensor | | Ground | Voltage (V) |
|---|---|---|---|
| Connector | Terminal | | |
| F17 | 1 | Ground | Approx. 5 |

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

### 3.CHECK ECT SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between ECT sensor harness connector and ECM harness connector.

| ECT sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| F17 | 2 | F102 | 84 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

### 4.CHECK ENGINE COOLANT TEMPERATURE SENSOR

Refer to EC-192, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 5.
NO >> Replace engine coolant temperature sensor.

### 5.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

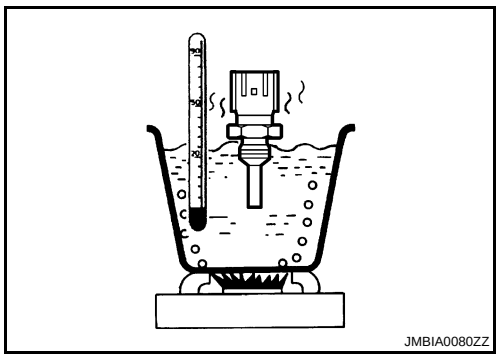
## Component Inspection

INFOID:0000000004673112

### 1.CHECK ENGINE COOLANT TEMPERATURE SENSOR

1. Turn ignition switch OFF.
2. Disconnect engine coolant temperature sensor harness connector.
3. Remove engine coolant temperature sensor.

4. Check resistance between engine coolant temperature sensor terminals by heating with hot water as shown in the figure.




| Terminals | Condition | | Resistance (kΩ) |
|---|---|---|---|
| 1 and 2 | Temperature °C (°F) | 20 (68) | 2.37 - 2.63 |
| | | 50 (122) | 0.68 - 1.00 |
| | | 90 (194) | 0.236 - 0.260 |

Is the inspection result normal?

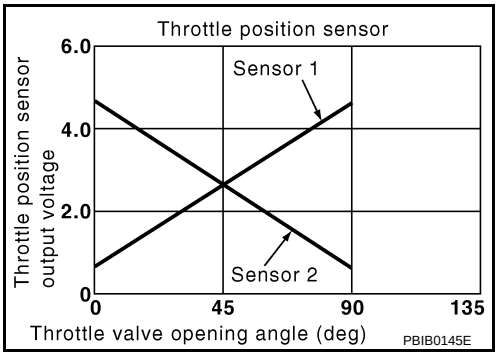
YES >> INSPECTION END
NO >> Replace engine coolant temperature sensor.

# P0122, P0123, P0227, P0228 TP SENSOR

## Description

INFOID:0000000004673113

Electric throttle control actuator consists of throttle control motor, throttle position sensor, etc. The throttle position sensor responds to the throttle valve movement.
The throttle position sensor has two sensors. These sensors are a kind of potentiometer which transform the throttle valve position into output voltage, and emit the voltage signals to the ECM. The ECM judges the current opening angle of the throttle valve from these signals and controls throttle valve opening angle in response to driving conditions via the throttle control motor.




## DTC Logic

INFOID:0000000004673114

### DTC DETECTION LOGIC

**NOTE:**
**If DTC P0122, P0123, P0227 or P0228 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643. Refer to EC-368, "DTC Logic".**

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0122 | Throttle position sensor 2 (bank 1) circuit low input | An excessively low voltage from the TP sensor 2 is sent to ECM. | • Harness or connectors (TP sensor 2 circuit is open or shorted.)<br>• Electric throttle control actuator (TP sensor 2) |
| P0123 | Throttle position sensor 2 (bank 1) circuit high input | An excessively high voltage from the TP sensor 2 is sent to ECM. | |
| P0227 | Throttle position sensor 2 (bank 2) circuit low input | An excessively low voltage from the TP sensor 2 is sent to ECM. | |
| P0228 | Throttle position sensor 2 (bank 2) circuit high input | An excessively high voltage from the TP sensor 2 is sent to ECM. | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.
1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**Before performing the following procedure, confirm that battery voltage is more than 10 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and let it idle for 1 second.
2. Check DTC.

Is DTC detected?

YES >> Go to EC-195, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673115

### 1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

### 2. CHECK THROTTLE POSITION SENSOR 2 POWER SUPPLY CIRCUIT

1. Disconnect electric throttle control actuator harness connector.
2. Turn ignition switch ON.
3. Check the voltage between electric throttle control actuator harness connector and ground.

| DTC | Electric throttle control actuator | | | Ground | Voltage (V) |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0122, P0123 | 1 | F6 | 6 | Ground | Approx. 5 |
| P0227, P0228 | 2 | F27 | 1 | | |

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

### 3. CHECK THROTTLE POSITION SENSOR 2 GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between electric throttle control actuator harness connector and ECM harness connector.

| DTC | Electric throttle control actuator | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P0122, P0123 | 1 | F6 | 3 | F101 | 40 | Existed |
| P0227, P0228 | 2 | F27 | 4 | | 48 | |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

### 4. CHECK THROTTLE POSITION SENSOR 2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between electric throttle control actuator harness connector and ECM harness connector.

| DTC | Electric throttle control actuator | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P0122, P0123 | 1 | F6 | 5 | F101 | 34 | Existed |
| P0227, P0228 | 2 | F27 | 3 | | 35 | |

2. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

### 5. CHECK THROTTLE POSITION SENSOR

Refer to EC-196, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 7.
NO >> GO TO 6.

## 6.REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace malfunctioning electric throttle control actuator.
2. Go to EC-196, "Special Repair Requirement".

>> INSPECTION END

## 7.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# Component Inspection

INFOID:0000000004673116

## 1.CHECK THROTTLE POSITION SENSOR

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Perform EC-18, "THROTTLE VALVE CLOSED POSITION LEARNING : Special Repair Requirement".
4. Turn ignition switch ON.
5. Set selector lever to D (A/T) or 1st (M/T) position.
6. Check the voltage between ECM harness connector terminals under the following conditions.

| ECM | | | Condition | | Voltage (V) |
|---|---|---|---|---|---|
| Connector | + | – | | | |
| | Terminal | Terminal | | | |
| F101 | 30 [TP sensor 1 (bank 1)] | 40 | Accelerator pedal | Fully released | More than 0.36 |
| | | | | Fully depressed | Less than 4.75 |
| | 31 [TP sensor 1 (bank 2)] | 48 | | Fully released | More than 0.36 |
| | | | | Fully depressed | Less than 4.75 |
| | 34 [TP sensor 2 (bank 1)] | 40 | | Fully released | Less than 4.75 |
| | | | | Fully depressed | More than 0.36 |
| | 35 [TP sensor 2 (bank 2)] | 48 | | Fully released | Less than 4.75 |
| | | | | Fully depressed | More than 0.36 |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 2.

## 2.REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace malfunctioning electric throttle control actuator.
2. Go to EC-196, "Special Repair Requirement".

>> INSPECTION END

# Special Repair Requirement

INFOID:0000000004673117

## 1.PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to EC-18, "THROTTLE VALVE CLOSED POSITION LEARNING : Special Repair Requirement"

>> GO TO 2.

## 2.PERFORM IDLE AIR VOLUME LEARNING

Refer to EC-19, "IDLE AIR VOLUME LEARNING : Special Repair Requirement"

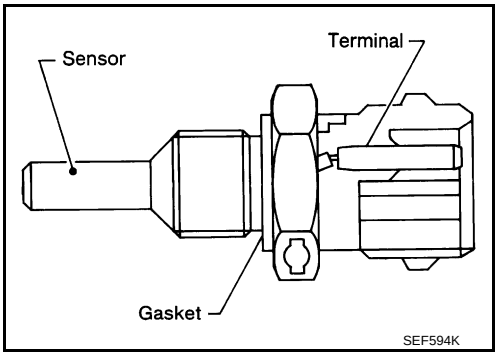
>> END

# P0125 ECT SENSOR

## Description

INFOID:0000000004673118

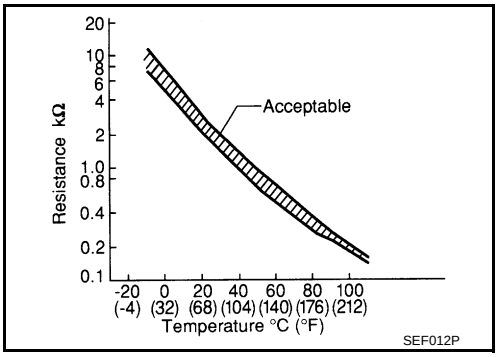
The engine coolant temperature sensor is used to detect the engine coolant temperature. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the engine coolant temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The electrical resistance of the thermistor decreases as temperature increases.




**<Reference data>**

| Engine coolant temperature [°C (°F)] | Voltage* (V) | Resistance (kΩ) |
|---|---|---|
| –10 (14) | 4.4 | 7.0 - 11.4 |
| 20 (68) | 3.5 | 2.37 - 2.63 |
| 50 (122) | 2.2 | 0.68 - 1.00 |
| 90 (194) | 0.9 | 0.236 - 0.260 |

*: These data are reference values and are measured between ECM terminals 71 (Engine coolant temperature sensor) and 84 (Sensor ground).




## DTC Logic

INFOID:0000000004673119

### DTC DETECTION LOGIC

**NOTE:**
**If DTC P0125 is displayed with P0117 or P0118, first perform the trouble diagnosis for DTC P0117 or P0118. Refer to EC-191, "DTC Logic".**

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0125 | Insufficient engine coolant temperature for closed loop fuel control | • Voltage sent to ECM from the sensor is not practical, even when some time has passed after starting the engine.<br>• Engine coolant temperature is insufficient for closed loop fuel control. | • Harness or connectors (High resistance in the circuit)<br>• Engine coolant temperature sensor<br>• Thermostat |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

#### 2.CHECK ENGINE COOLANT TEMPERATURE SENSOR FUNCTION

1. Turn ignition switch ON.
2. Select “DATA MONITOR” mode with CONSULT-III.
3. Check that “COOLAN TEMP/S” is above 10°C (50°F).

Is the temperature above 10°C (50°F)?

YES >> INSPECTION END
NO >> GO TO 3.

### 3. PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and run it for 65 minutes at idle speed.
   **If "COOLAN TEMP/S" increases to more than 10°C (50°F) within 65 minutes, stop engine because the test result will be OK.**
   **CAUTION:**
   **Be careful not to overheat engine.**
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> EC-199, "Diagnosis Procedure"
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673120

### 1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

### 2. CHECK ENGINE COOLANT TEMPERATURE SENSOR

Refer to EC-199, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Replace engine coolant temperature sensor.

### 3. CHECK THERMOSTAT OPERATION

When the engine is cold [lower than 70°C (158°F)] condition, grasp lower radiator hose and confirm the engine coolant does not flow.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace thermostat. Refer to CO-21, "Removal and Installation".

### 4. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

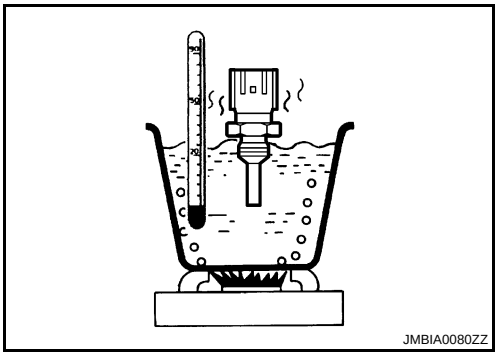
## Component Inspection

INFOID:0000000004673121

### 1. CHECK ENGINE COOLANT TEMPERATURE SENSOR

1. Turn ignition switch OFF.
2. Disconnect engine coolant temperature sensor harness connector.
3. Remove engine coolant temperature sensor.

4. Check resistance between engine coolant temperature sensor terminals by heating with hot water as shown in the figure.




| Terminals | Condition | | Resistance (kΩ) |
|---|---|---|---|
| 1 and 2 | Temperature [°C (°F)] | 20 (68) | 2.37 - 2.63 |
| | | 50 (122) | 0.68 - 1.00 |
| | | 90 (194) | 0.236 - 0.260 |

Is the inspection result normal?

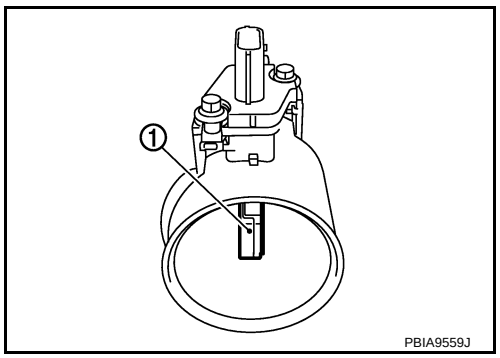
YES >> INSPECTION END
NO >> Replace engine coolant temperature sensor.

# P0127 IAT SENSOR

## Description

INFOID:0000000004673122

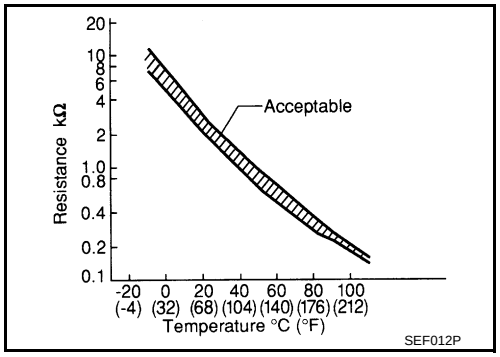
The intake air temperature sensor is built-into mass air flow sensor (1). The sensor detects intake air temperature and transmits a signal to the ECM.
The temperature sensing unit uses a thermistor which is sensitive to the change in temperature. Electrical resistance of the thermistor decreases in response to the temperature rise.




**<Reference data>**

| Intake air temperature [°C (°F)] | Voltage* (V) | Resistance (kΩ) |
|---|---|---|
| 25 (77) | 3.3 | 1.800 - 2.200 |
| 80 (176) | 1.2 | 0.283 - 0.359 |

*: These data are reference values and are measured between ECM terminals 67 (Intake air temperature sensor) and 68 (Sensor ground).




## DTC Logic

INFOID:0000000004673123

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0127 | Intake air temperature too high | Rationally incorrect voltage from the sensor is sent to ECM, compared with the voltage signal from engine coolant temperature sensor. | • Harness or connectors (The sensor circuit is open or shorted)<br>• Intake air temperature sensor |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.
1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**This test may be conducted with the drive wheels lifted in the shop or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Wait until engine coolant temperature is less than 90°C (194°F)
- Turn ignition switch ON.
- Select “DATA MONITOR” mode with CONSULT-III.
- Check the engine coolant temperature.
- If the engine coolant temperature is not less than 90°C (194°F), turn ignition switch OFF and cool down engine.

**NOTE:**
Perform the following steps before engine coolant temperature is above 90°C (194°F).

2. Turn ignition switch ON.
3. Select “DATA MONITOR” mode with CONSULT-III.
4. Start engine.
5. Hold vehicle speed at more than 70 km/h (43 MPH) for 100 consecutive seconds.
   **CAUTION:**
   **Always drive vehicle at a safe speed.**
6. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-202, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673124

### 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

### 2.CHECK INTAKE AIR TEMPERATURE SENSOR

Refer to EC-202, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Replace mass air flow sensor (bank 1) (with intake air temperature sensor).

### 3.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

## Component Inspection

INFOID:0000000004673125

### 1.CHECK INTAKE AIR TEMPERATURE SENSOR

1. Turn ignition switch OFF.
2. Disconnect mass air flow sensor (bank 1) harness connector.
3. Check resistance between mass air flow sensor (bank 1) terminals as follows.

| Terminals | Condition | | Resistance (kΩ) |
|---|---|---|---|
| 1 and 2 | Temperature [°C (°F)] | 25 (77) | 1.800 - 2.200 |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace mass air flow sensor (with intake air temperature sensor) (bank 1).

# P0128 THERMOSTAT FUNCTION

## DTC Logic

INFOID:0000000004673126

### DTC DETECTION LOGIC

**NOTE:**
**If DTC P0128 is displayed with DTC P0300, P0301, P0302, P0303, P0304, P0305 or P0306, first perform the trouble diagnosis for P0300, P0301, P0302, P0303, P0304, P0305, P0306. Refer to EC-264.**
Engine coolant temperature has not risen enough to open the thermostat even though the engine has run long enough.
This is due to a leak in the seal or the thermostat being stuck open.

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0128 | Thermostat function | The engine coolant temperature does not reach to specified temperature even though the engine has run long enough. | • Thermostat<br>• Leakage from sealing portion of thermostat<br>• Engine coolant temperature sensor |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.
1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
- **For best results, perform at ambient temperature of –10°C (14°F) or higher.**
- **For best results, perform at engine coolant temperature of –10°C (14°F) to 56°C (133°F).**
- **Before performing the following procedure, do not add fuel.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn A/C switch OFF.
2. Turn blower fan switch OFF.
3. Turn ignition switch ON.
4. Select “COOLAN TEMP/S” in “DATA MONITOR” mode with CONSULT-III.
5. Check the indication of “COOLAN TEMP/S”.
   If it is below 56°C (133°F), go to the next steps.
   If it is above 56°C (133°F), cool engine down to less than 56°C (133°F). Then go to next step.
6. Start engine.
7. Drive cehicle for 10 consecutive minutes under the following condition.

| | |
|---|---|
| VHCL SPEED SE | More than 56 km/h (35MPH) |

   **If “COOLAN TEMP/S” increases to more than 75°C (167°F) within 10 minutes, turn ignition switch OFF because the test result will be OK.**
   **CAUTION:**
   **Always drive vehicle at a safe speed.**
8. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-203, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673127

#### 1.CHECK ENGINE COOLANT TEMPERATURE SENSOR

Refer to EC-204, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace engine coolant temperature sensor.

## 2.CHECK THERMOSTAT

Check thermostat. Refer to CO-21, "Inspection".

Is the inspection result normal?

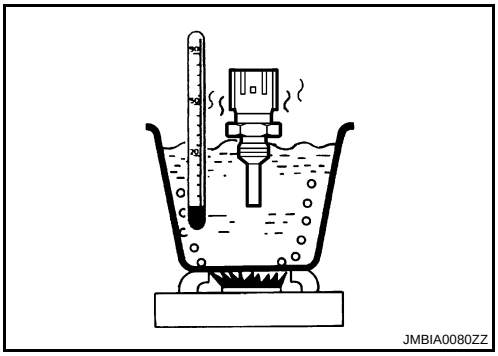
YES >> INSPECTION END
NO >> Replace thermostat.

# Component Inspection

INFOID:0000000004673128

## 1.CHECK ENGINE COOLANT TEMPERATURE SENSOR

1. Turn ignition switch OFF.
2. Disconnect engine coolant temperature sensor harness connector.
3. Remove engine coolant temperature sensor.
4. Check resistance between engine coolant temperature sensor terminals by heating with hot water as shown in the figure.




| Terminals | Condition | | Resistance (kΩ) |
|---|---|---|---|
| 1 and 2 | Temperature [°C (°F)] | 20 (68) | 2.37 - 2.63 |
| | | 50 (122) | 0.68 - 1.00 |
| | | 90 (194) | 0.236 - 0.260 |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace engine coolant temperature sensor.

# P0130, P0150 A/F SENSOR 1

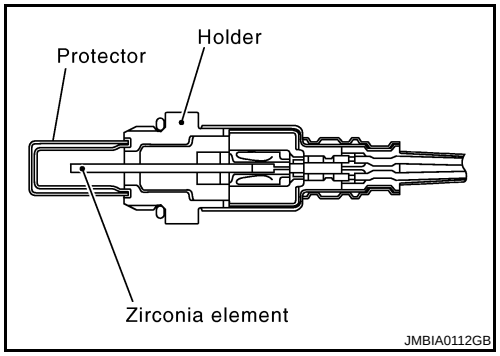
## Description

INFOID:0000000004673129

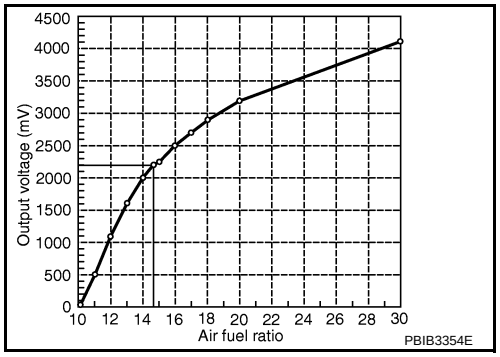
The air fuel ratio (A/F) sensor 1 is a planar one-cell limit current sensor. The sensor element of the A/F sensor 1 is composed an electrode layer, which transports ions. It has a heater in the element.

The sensor is capable of precise measurement $\lambda = 1$, but also in the lean and rich range. Together with its control electronics, the sensor outputs a clear, continuous signal throughout a wide $\lambda$ range.

The exhaust gas components diffuse through the diffusion layer at the sensor cell. An electrode layer is applied voltage, and this current relative oxygen density in lean. Also this current relative hydrocarbon density in rich.




Therefore, the A/F sensor 1 is able to indicate air fuel ratio by this electrode layer of current. In addition, a heater is integrated in the sensor to ensure the required operating temperature of about 800°C (1,472°F).




## DTC Logic

INFOID:0000000004673130

### DTC DETECTION LOGIC

To judge malfunctions, the diagnosis checks that the A/F signal computed by ECM from the A/F sensor 1 signal fluctuates according to fuel feedback control.

| DTC No. | Trouble diagnosis name | DTC detecting condition | | Possible Cause |
|---|---|---|---|---|
| P0130 | Air fuel ratio (A/F) sensor 1 (bank 1) circuit | A) | The A/F signal computed by ECM from the A/F sensor 1 signal is constantly in a range other than approx. 2.2 V. | • Harness or connectors (The A/F sensor 1 circuit is open or shorted.)<br>• A/F sensor 1 |
| | | B) | The A/F signal computed by ECM from the A/F sensor 1 signal is constantly approx. 2.2 V. | |
| P0150 | Air fuel ratio (A/F) sensor 1 (bank 2) circuit | A) | The A/F signal computed by ECM from the A/F sensor 1 signal is constantly in a range other than approx. 2.2 V. | |
| | | B) | The A/F signal computed by ECM from the A/F sensor 1 signal is constantly approx. 2.2 V. | |

### DTC CONFIRMATION PROCEDURE

#### 1. PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**

**Before performing the following procedure, confirm that battery voltage is more than 11 V at idle.**

>> GO TO 2.

## 2. PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION A

1. Start engine and warm it up to normal operating temperature.
2. Let engine idle for 2 minutes.
3. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-207, "Diagnosis Procedure".
NO-1 >> With CONSULT-III: GO TO 3.
NO-2 >> Without CONSULT-III: GO TO 7.

## 3. CHECK AIR FUEL RATIO (A/F) SENSOR 1 FUNCTION

1. Start engine and warm it up to normal operating temperature.
2. Select “A/F SEN1 (B1)” or “A/F SEN1 (B2)” in “DATA MONITOR” mode with CONSULT-III.
3. Check “A/F SEN1 (B1)” or “A/F SEN1 (B2)” indication.

Does the indication fluctuate around 2.2 V?

YES >> GO TO 4.
NO >> Go to EC-207, "Diagnosis Procedure".

## 4. PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION B-I

1. Select “A/F SEN1 (B1) P1276” (for DTC P0130) or “A/F SEN1 (B2) P1286” (for DTC P0150) of “A/F SEN1” in “DTC WORK SUPPORT” mode with CONSULT-III.
2. Touch “START”.
3. When the following conditions are met, “TESTING” will be displayed on the CONSULT-III screen.

| | |
|---|---|
| ENG SPEED | 1,100 - 3,200 rpm |
| VHCL SPEED SE | More than 64 km/h (40 mph) |
| B/FUEL SCHDL | 1.0 - 8.0 msec |
| Selector lever | D position (A/T)<br>5th position (M/T) |

**If “TESTING” is not displayed after 20 seconds, retry from step 2.**
**CAUTION:**
**Always drive vehicle at a safe speed.**

Is “TESTING” displayed on CONSULT-III screen?

YES >> GO TO 5.
NO >> Check A/F sensor 1 function again. GO TO 3.

## 5. PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION B-II

Release accelerator pedal fully.
**NOTE:**
Never apply brake when releasing the accelerator pedal.

Which does “TESTING” change to?

COMPLETED>>GO TO 6.
OUT OF CONDITION>>Retry DTC CONFIRMATION PROCEDURE. GO TO 4.

## 6. PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION B-III

Touch “SELF-DIAG RESULT”.

Which is displayed on CONSULT-III screen?

OK >> INSPECTION END
NG >> Go to EC-207, "Diagnosis Procedure".

## 7. PERFORM COMPONENT FUNCTION CHECK FOR MALFUNCTION B

Perform component function check. Refer to EC-207, "Component Function Check".
**NOTE:**
Use component function check to check the overall function of the A/F sensor 1 circuit. During this check, a 1st trip DTC might not be confirmed.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-207, "Diagnosis Procedure".

## Component Function Check

INFOID:0000000004673131

### 1. PERFORM COMPONENT FUNCTION CHECK

**With GST**

1. Start engine and warm it up to normal operating temperature.
2. Drive the vehicle at a speed of 80 km/h (50 MPH) for a few minutes in the suitable gear position.
3. Shift the selector lever to D position (A/T) or 5th position (M/T), then release the accelerator pedal fully until the vehicle speed decreases to 50 km/h (30 MPH).
   **CAUTION:**
   **Always drive vehicle at a safe speed.**
   **NOTE:**
   Never apply brake when releasing the accelerator pedal.
4. Repeat steps 2 and 3 for five times.
5. Stop the vehicle and turn ignition switch OFF.
6. Turn ignition switch ON.
7. Turn ignition switch OFF and wait at least 10 seconds.
8. Restart engine.
9. Repeat steps 2 and 3 for five times.
10. Stop the vehicle and connect GST to the vehicle.
11. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-207, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673132

### 1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

### 2. CHECK AIR FUEL RATIO (A/F) SENSOR 1 POWER SUPPLY CIRCUIT

1. Disconnect A/F sensor 1 harness connector.
2. Turn ignition switch ON.
3. Check the voltage between A/F sensor 1 harness connector and ground.

| DTC | A/F sensor 1 | | | Ground | Voltage |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0130 | 1 | F3 | 4 | Ground | Battery voltage |
| P0150 | 2 | F20 | 4 | | |

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 3.

### 3. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- IPDM E/R harness connector E7
- 15 A fuse (No. 46)
- Harness for open or short between A/F sensor 1 and fuse

>> Repair or replace harness or connectors.

## 4. CHECK A/F SENSOR 1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between A/F sensor 1 harness connector and ECM harness connector.

| DTC | A/F sensor 1 | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P0130 | 1 | F3 | 1 | F102 | 57 | Existed |
| | | | 2 | | 61 | |
| P0150 | 2 | F20 | 1 | | 65 | |
| | | | 2 | | 66 | |

4. Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

| DTC | A/F sensor 1 | | | Ground | Continuity |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0130 | 1 | F3 | 1 | Ground | Not existed |
| | | | 2 | | |
| P0150 | 2 | F20 | 1 | | |
| | | | 2 | | |

| DTC | ECM | | | Ground | Continuity |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0130 | 1 | F102 | 57 | Ground | Not existed |
| | | | 61 | | |
| P0150 | 2 | | 65 | | |
| | | | 66 | | |

5. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 5. CHECK INTERMITTENT INCIDENT

Perform GI-41, "Intermittent Incident".

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair or replace.

## 6. REPLACE AIR FUEL RATIO (A/F) SENSOR 1

Replace malfunctioning air fuel ratio (A/F) sensor 1.

**CAUTION:**

- **Discard any A/F sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.**
- **Before installing new A/F sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner [commercial service tool (J-43897-18 or J-43897-12)] and approved Anti-seize Lubricant (commercial service tool).**

>> INSPECTION END

# P0131, P0151 A/F SENSOR 1

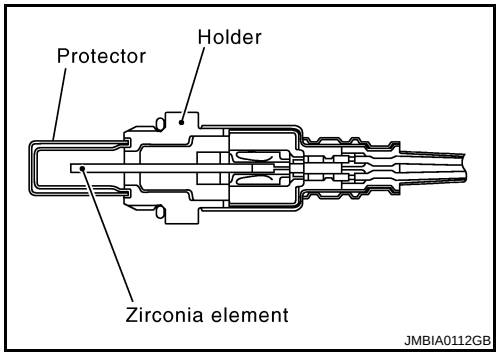
## Description

INFOID:0000000004673133

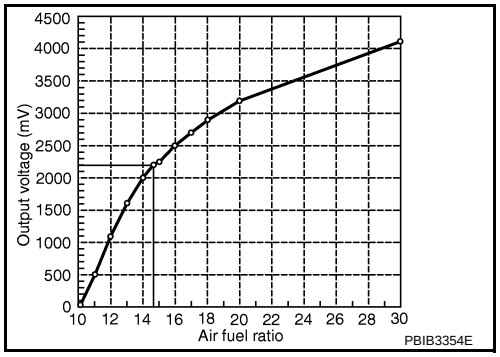
The air fuel ratio (A/F) sensor 1 is a planar one-cell limit current sensor. The sensor element of the A/F sensor 1 is composed an electrode layer, which transports ions. It has a heater in the element.

The sensor is capable of precise measurement $\lambda = 1$, but also in the lean and rich range. Together with its control electronics, the sensor outputs a clear, continuous signal throughout a wide $\lambda$ range.

The exhaust gas components diffuse through the diffusion layer at the sensor cell. An electrode layer is applied voltage, and this current relative oxygen density in lean. Also this current relative hydrocarbon density in rich.




Therefore, the A/F sensor 1 is able to indicate air fuel ratio by this electrode layer of current. In addition, a heater is integrated in the sensor to ensure the required operating temperature of about 800°C (1,472°F).




## DTC Logic

INFOID:0000000004673134

### DTC DETECTION LOGIC

To judge malfunctions, the diagnosis checks that the A/F signal computed by ECM from the A/F sensor 1 signal is not inordinately low.

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible Cause |
|---|---|---|---|
| P0131 | Air fuel ratio (A/F) sensor 1 (bank 1) circuit low voltage | • The A/F signal computed by ECM from the A/F sensor 1 signal is constantly approx. 0 V. | • Harness or connectors (The A/F sensor 1 circuit is open or shorted.)<br>• A/F sensor 1 |
| P0151 | Air fuel ratio (A/F) sensor 1 (bank 2) circuit low voltage | | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**

**Before performing the following procedure, confirm that battery voltage is more than 10.5 V at idle.**

>> GO TO 2.

#### 2.CHECK A/F SENSOR FUNCTION

1. Start engine and warm it up to normal operating temperature.
2. Select “A/F SEN1 (B1)” or “A/F SEN1 (B2)” in “DATA MONITOR” mode with CONSULT-III.
3. Check “A/F SEN1 (B1)” or “A/F SEN1 (B2)” indication.

Is the indication constantly approx. 0 V?

YES >> Go to EC-210, "Diagnosis Procedure".
NO >> GO TO 3.

## 3. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.
4. Restart engine.
5. Drive and accelerate vehicle to more than 40 km/h (25 MPH) within 20 seconds after restarting engine.
   **CAUTION:**
   **Always drive vehicle at a safe speed.**
6. Maintain the following conditions for about 20 consecutive seconds.

| | |
|---|---|
| ENG SPEED | 1,000 - 3,200 rpm |
| VHCL SPEED SE | More than 40 km/h (25 mph) |
| B/FUEL SCHDL | 1.5 - 9.0 msec |
| Selector lever | Suitable position |

**NOTE:**
- **Keep the accelerator pedal as steady as possible during cruising.**
- **If this procedure is not completed within 1 minute after restarting engine at step 4, return to step 1.**

7. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-210, "Diagnosis Procedure".
NO >> INSPECTION END

# Diagnosis Procedure

INFOID:0000000004673135

## 1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

## 2. CHECK AIR FUEL RATIO (A/F) SENSOR 1 POWER SUPPLY CIRCUIT

1. Disconnect A/F sensor 1 harness connector.
2. Turn ignition switch ON.
3. Check the voltage between A/F sensor 1 harness connector and ground.

| DTC | A/F sensor 1 | | | Ground | Voltage |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0130 | 1 | F3 | 4 | Ground | Battery voltage |
| P0150 | 2 | F20 | 4 | | |

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 3.

## 3. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- IPDM E/R harness connector E7
- 15 A fuse (No. 46)
- Harness for open or short between A/F sensor 1 and fuse

>> Repair or replace harness or connectors.

## 4. CHECK A/F SENSOR 1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between A/F sensor 1 harness connector and ECM harness connector.

| DTC | A/F sensor 1 | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P0130 | 1 | F3 | 1 | F102 | 57 | Existed |
| | | | 2 | | 61 | |
| P0150 | 2 | F20 | 1 | | 65 | |
| | | | 2 | | 66 | |

4. Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

| DTC | A/F sensor 1 | | | Ground | Continuity |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0130 | 1 | F3 | 1 | Ground | Not existed |
| | | | 2 | | |
| P0150 | 2 | F20 | 1 | | |
| | | | 2 | | |

| DTC | ECM | | | Ground | Continuity |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0130 | 1 | F102 | 57 | Ground | Not existed |
| | | | 61 | | |
| P0150 | 2 | | 65 | | |
| | | | 66 | | |

5. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 5. CHECK INTERMITTENT INCIDENT

Perform GI-41, "Intermittent Incident".

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair or replace.

## 6. REPLACE AIR FUEL RATIO (A/F) SENSOR 1

Replace malfunctioning air fuel ratio (A/F) sensor 1.

**CAUTION:**

- **Discard any A/F sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.**
- **Before installing new A/F sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner [commercial service tool (J-43897-18 or J-43897-12)] and approved Anti-seize Lubricant (commercial service tool).**

>> INSPECTION END

# P0132, P0152 A/F SENSOR 1

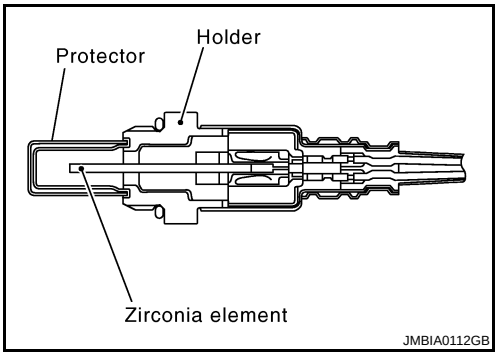
## Description

INFOID:0000000004673136

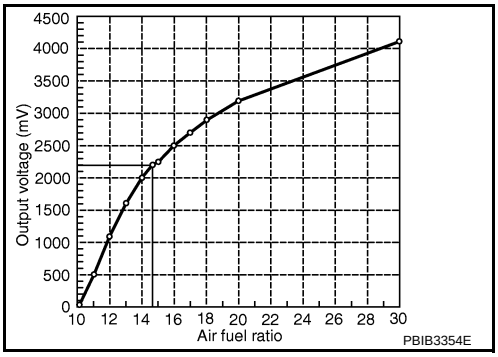
The air fuel ratio (A/F) sensor 1 is a planar one-cell limit current sensor. The sensor element of the A/F sensor 1 is composed an electrode layer, which transports ions. It has a heater in the element.

The sensor is capable of precise measurement $\lambda = 1$, but also in the lean and rich range. Together with its control electronics, the sensor outputs a clear, continuous signal throughout a wide $\lambda$ range.

The exhaust gas components diffuse through the diffusion layer at the sensor cell. An electrode layer is applied voltage, and this current relative oxygen density in lean. Also this current relative hydrocarbon density in rich.




Therefore, the A/F sensor 1 is able to indicate air fuel ratio by this electrode layer of current. In addition, a heater is integrated in the sensor to ensure the required operating temperature of about 800°C (1,472°F).




## DTC Logic

INFOID:0000000004673137

### DTC DETECTION LOGIC

To judge malfunctions, the diagnosis checks that the A/F signal computed by ECM from the A/F sensor 1 signal is not inordinately high.

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible Cause |
|---|---|---|---|
| P0132 | Air fuel ratio (A/F) sensor 1 (bank 1) circuit high voltage | • The A/F signal computed by ECM from the A/F sensor 1 signal is constantly approx. 5 V. | • Harness or connectors (The A/F sensor 1 circuit is open or shorted.)<br>• A/F sensor 1 |
| P0152 | Air fuel ratio (A/F) sensor 1 (bank 2) circuit high voltage | | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**

**Before performing the following procedure, confirm that battery voltage is more than 10.5 V at idle.**

>> GO TO 2.

#### 2.CHECK A/F SENSOR FUNCTION

1. Start engine and warm it up to normal operating temperature.
2. Select “A/F SEN1 (B1)” or “A/F SEN1 (B2)” in “DATA MONITOR” mode with CONSULT-III.
3. Check “A/F SEN1 (B1)” or “A/F SEN1 (B2)” indication.

Is the indication constantly approx. 5 V?

YES >> Go to EC-213, "Diagnosis Procedure".
NO >> GO TO 3.

## 3. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.
4. Restart engine.
5. Drive and accelerate vehicle to more than 40 km/h (25 MPH) within 20 seconds after restarting engine.
   **CAUTION:**
   **Always drive vehicle at a safe speed.**
6. Maintain the following conditions for about 20 consecutive seconds.

| | |
|---|---|
| ENG SPEED | 1,000 - 3,200 rpm |
| VHCL SPEED SE | More than 40 km/h (25 mph) |
| B/FUEL SCHDL | 1.5 - 9.0 msec |
| Selector lever | Suitable position |

**NOTE:**
- **Keep the accelerator pedal as steady as possible during cruising.**
- **If this procedure is not completed within 1 minute after restarting engine at step 4, return to step 1.**

7. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-213, "Diagnosis Procedure".
NO >> INSPECTION END

# Diagnosis Procedure

INFOID:0000000004673138

## 1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

## 2. CHECK AIR FUEL RATIO (A/F) SENSOR 1 POWER SUPPLY CIRCUIT

1. Disconnect A/F sensor 1 harness connector.
2. Turn ignition switch ON.
3. Check the voltage between A/F sensor 1 harness connector and ground.

| DTC | A/F sensor 1 | | | Ground | Voltage |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0130 | 1 | F3 | 4 | Ground | Battery voltage |
| P0150 | 2 | F20 | 4 | | |

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 3.

## 3. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- IPDM E/R harness connector E7
- 15 A fuse (No. 46)
- Harness for open or short between A/F sensor 1 and fuse

>> Repair or replace harness or connectors.

## 4. CHECK A/F SENSOR 1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between A/F sensor 1 harness connector and ECM harness connector.

| DTC | A/F sensor 1 | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P0130 | 1 | F3 | 1 | F102 | 57 | Existed |
| | | | 2 | | 61 | |
| P0150 | 2 | F20 | 1 | | 65 | |
| | | | 2 | | 66 | |

4. Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

| DTC | A/F sensor 1 | | | Ground | Continuity |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0130 | 1 | F3 | 1 | Ground | Not existed |
| | | | 2 | | |
| P0150 | 2 | F20 | 1 | | |
| | | | 2 | | |

| DTC | ECM | | | Ground | Continuity |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0130 | 1 | F102 | 57 | Ground | Not existed |
| | | | 61 | | |
| P0150 | 2 | | 65 | | |
| | | | 66 | | |

5. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 5. CHECK INTERMITTENT INCIDENT

Perform GI-41, "Intermittent Incident".

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair or replace.

## 6. REPLACE AIR FUEL RATIO (A/F) SENSOR 1

Replace malfunctioning air fuel ratio (A/F) sensor 1.

**CAUTION:**

- **Discard any A/F sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.**
- **Before installing new A/F sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner [commercial service tool (J-43897-18 or J-43897-12)] and approved Anti-seize Lubricant (commercial service tool).**

>> INSPECTION END

# P0133, P0153 A/F SENSOR 1

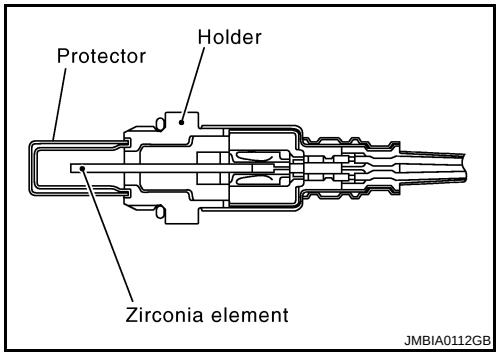
## Description

INFOID:0000000004673139

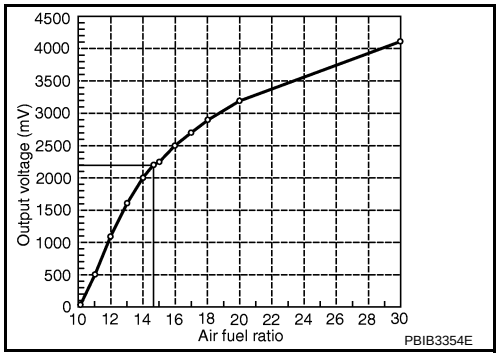
The air fuel ratio (A/F) sensor 1 is a planar one-cell limit current sensor. The sensor element of the A/F sensor 1 is composed an electrode layer, which transports ions. It has a heater in the element.

The sensor is capable of precise measurement $\lambda = 1$, but also in the lean and rich range. Together with its control electronics, the sensor outputs a clear, continuous signal throughout a wide $\lambda$ range.

The exhaust gas components diffuse through the diffusion layer at the sensor cell. An electrode layer is applied voltage, and this current relative oxygen density in lean. Also this current relative hydrocarbon density in rich.




Therefore, the A/F sensor 1 is able to indicate air fuel ratio by this electrode layer of current. In addition, a heater is integrated in the sensor to ensure the required operating temperature of about 800°C (1,472°F).




## DTC Logic

INFOID:0000000004673140

### DTC DETECTION LOGIC

To judge malfunctions, this diagnosis measures response time of the A/F signal computed by ECM from the A/F sensor 1 signal. The time is compensated by engine operating (speed and load), fuel feedback control constant, and the A/F sensor 1 temperature index. Judgment is based on whether the compensated time (the A/F signal cycling time index) is inordinately long or not.

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible Cause |
|---|---|---|---|
| P0133 | Air fuel ratio (A/F) sensor 1 (bank 1) circuit slow response | • The response of the A/F signal computed by ECM from A/F sensor 1 signal takes more than the specified time. | • Harness or connectors (The A/F sensor 1 circuit is open or shorted.)<br>• A/F sensor 1<br>• A/F sensor 1 heater<br>• Fuel pressure<br>• Fuel injector<br>• Intake air leaks<br>• Exhaust gas leaks<br>• PCV<br>• Mass air flow sensor |
| P0153 | Air fuel ratio (A/F) sensor 1 (bank 2) circuit slow response | | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**

**Before performing the following procedure, confirm that battery voltage is more than 11 V at idle.**

Do you have CONSULT-III?

YES >> GO TO 2.
NO >> GO TO 5.

## 2. PERFORM DTC CONFIRMATION PROCEDURE-I

**With CONSULT-III**

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Turn ignition switch ON.
4. Turn ignition switch OFF and wait at least 10 seconds.
5. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1minute under no load.
6. Let engine idle for 1 minute.
7. Select “A/F SEN1(B1) P1278/P1279” (for DTC P0133) or “A/F SEN1(B2) P1288/P1289” (for DTC P0153) of “A/F SEN1” in “DTC WORK SUPPORT” mode with CONSULT-III.
8. Touch “START”.

Is “COMPLETED” displayed on CONSULT-III screen?

YES >> GO TO 3
NO >> GO TO 4.

## 3. PERFORM DTC CONFIRMATION PROCEDURE-II

Touch “SELF-DIAG RESULT”.

Which is displayed on CONSULT-III screen?

OK >> INSPECTION END
NG >> Go to EC-217, "Diagnosis Procedure".

## 4. PERFORM DTC CONFIRMATION PROCEDURE-II

1. After perform the following procedure, “TESTING” will be displayed on the CONSULT-III screen.

- Increase the engine speed up to about 3,600 rpm and maintain that speed for 10 seconds.
- Fully release accelerator pedal and then let engine idle for about 10 seconds.

**If “TESTING” is not displayed after 10 seconds, go to EC-137, "Component Function Check".**

2. Wait for about 20 seconds at idle under the condition that “TESTING” is displayed on the CONSULT-III screen.
3. Make sure that “TESTING” changes to “COMPLETED”.
   **If “TESTING” changed to “OUT OF CONDITION”, go to EC-137, "Component Function Check".**
4. Touch “SELF-DIAG RESULT”.

Which is displayed on CONSULT-III screen?

OK >> INSPECTION END
NG >> Go to EC-217, "Diagnosis Procedure".

## 5. CHECK AIR-FUEL RATIO SELF-LEARNING VALUE

**With GST**

1. Start engine and warm it up to normal operating temperature.
2. Select Service $01 with GST.
3. Calculate the total value of “Short term fuel trim” and “Long term fuel trim” indications.

Is the total percentage within ±15%?

YES >> GO TO 7.
NO >> GO TO 6.

## 6. DETECT MALFUNCTIONING PART

Check the following.

- Intake air leaks
- Exhaust gas leaks
- Incorrect fuel pressure
- Lack of fuel
- Fuel injector
- Incorrect PCV hose connection
- PCV valve
- Mass air flow sensor

>> Repair or replace malfunctioning part.

## 7. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.
4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1minute under no load.
5. Let engine idle for 1 minute.
6. Increase the engine speed up to about 3,600 rpm and keep it for 10 seconds.
7. Fully release accelerator pedal and then let engine idle for about 1 minute.
8. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-217, "Diagnosis Procedure".
NO >> INSPECTION END

# Diagnosis Procedure

INFOID:0000000004673141

## 1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

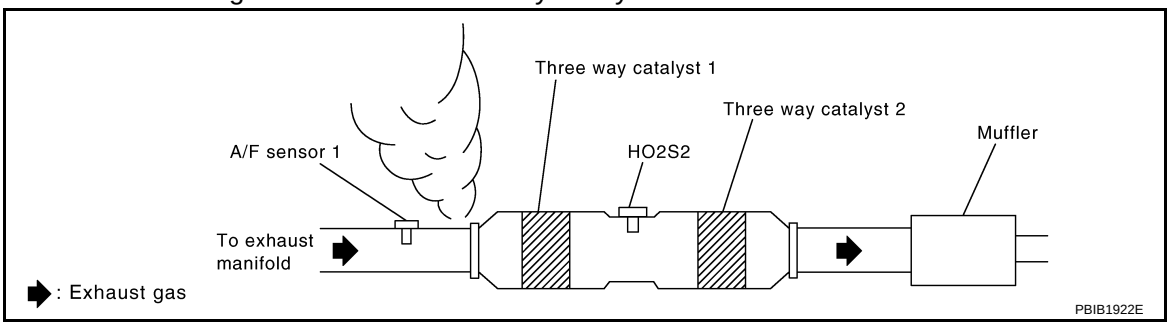
## 2. RETIGHTEN A/F SENSOR 1

Loosen and retighten the A/F sensor 1. Refer to EM-34, "Removal and Installation".

>> GO TO 3.

## 3. CHECK EXHAUST GAS LEAK

1. Start engine and run it at idle.
2. Listen for an exhaust gas leak before three way catalyst 1.




Is exhaust gas leak detected?

YES >> Repair or replace.
NO >> GO TO 4.

## 4. CHECK FOR INTAKE AIR LEAK

Listen for an intake air leak after the mass air flow sensor.

Is intake air leak detected?

YES >> Repair or replace.
NO >> GO TO 5.

## 5. CLEAR THE MIXTURE RATIO SELF-LEARNING VALUE

1. Clear the mixture ratio self-learning value. Refer to EC-22, "MIXTURE RATIO SELF-LEARNING VALUE CLEAR : Special Repair Requirement".
2. Run engine for at least 10 minutes at idle speed.

Is the 1st trip DTC P0171, P172, P0174 or P0175 detected? Is it difficult to start engine?

YES >> Perform trouble diagnosis for DTC P0171, P0174 or P0172, P0175. Refer to EC-240, "DTC Logic" or EC-244, "DTC Logic".
NO >> GO TO 6.

## 6. CHECK AIR FUEL RATIO (A/F) SENSOR 1 POWER SUPPLY CIRCUIT

1. Disconnect A/F sensor 1 harness connector.
2. Turn ignition switch ON.
3. Check the voltage between A/F sensor 1 harness connector and ground.

| DTC | A/F sensor 1 | | | Ground | Voltage |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0133 | 1 | F3 | 4 | Ground | Battery voltage |
| P0153 | 2 | F20 | 4 | | |

Is the inspection result normal?

YES >> GO TO 8.
NO >> GO TO 7.

## 7. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- IPDM E/R harness connector E7
- 15 A fuse (No. 46)
- Harness for open or short between A/F sensor 1 and fuse

>> Repair or replace harness or connectors.

## 8. CHECK A/F SENSOR 1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between A/F sensor 1 harness connector and ECM harness connector.

| DTC | A/F sensor 1 | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P0133 | 1 | F3 | 1 | F102 | 57 | Existed |
| | | | 2 | | 61 | |
| P0153 | 2 | F20 | 1 | | 65 | |
| | | | 2 | | 66 | |

4. Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

| DTC | A/F sensor 1 | | | Ground | Continuity |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0133 | 1 | F3 | 1 | Ground | Not existed |
| | | | 2 | | |
| P0153 | 2 | F20 | 1 | | |
| | | | 2 | | |

| DTC | ECM | | | Ground | Continuity |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0133 | 1 | F102 | 57 | Ground | Not existed |
| | | | 61 | | |
| P0153 | 2 | | 65 | | |
| | | | 66 | | |

5. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 9.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 9. CHECK AIR FUEL RATIO (A/F) SENSOR 1 HEATER

Refer to EC-161, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 10.
NO >> GO TO 13.

## 10. CHECK MASS AIR FLOW SENSOR

Check both mass air flow sensor (bank 1 and bank 2).
Refer to EC-172, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 11.
NO >> Replace malfunctioning mass air flow sensor.

## 11. CHECK PCV VALVE

Refer to EC-518, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 12.
NO >> Repair or replace PCV valve.

## 12. CHECK INTERMITTENT INCIDENT

Perform GI-41, "Intermittent Incident".

Is the inspection result normal?

YES >> GO TO 13.
NO >> Repair or replace.

## 13. REPLACE AIR FUEL RATIO (A/F) SENSOR 1

Replace malfunctioning air fuel ratio (A/F) sensor 1.

**CAUTION:**

- **Discard any A/F sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.**
- **Before installing new A/F sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner [commercial service tool (J-43897-18 or J-43897-12)] and approved Anti-seize Lubricant (commercial service tool).**

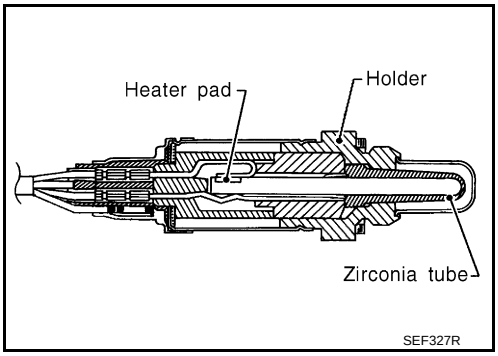
>> INSPECTION END

# P0137, P0157 HO2S2

## Description

INFOID:0000000004673142

The heated oxygen sensor 2, after three way catalyst 1, monitors the oxygen level in the exhaust gas on each bank.
Even if switching characteristics of the air fuel ratio (A/F) sensor 1 are shifted, the air-fuel ratio is controlled to stoichiometric, by the signal from the heated oxygen sensor 2.
This sensor is made of ceramic zirconia. The zirconia generates voltage from approximately 1 V in richer conditions to 0 V in leaner conditions.
Under normal conditions the heated oxygen sensor 2 is not used for engine control operation.

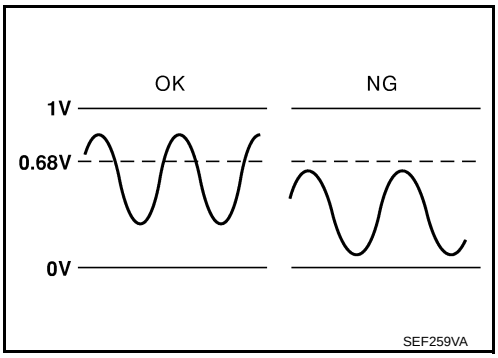



## DTC Logic

INFOID:0000000004673143

### DTC DETECTION LOGIC

The heated oxygen sensor 2 has a much longer switching time between rich and lean than the air fuel ratio (A/F) sensor 1. The oxygen storage capacity of the three way catalyst 1 causes the longer switching time. To judge the malfunctions of heated oxygen sensor 2, ECM monitors whether the maximum voltage of the sensor is sufficiently high during various driving conditions such as fuel-cut.




| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0137 | Heated oxygen sensor 2 (bank 1) circuit low voltage | The maximum voltage from the sensor does not reach the specified voltage. | • Harness or connectors (The sensor circuit is open or shorted)<br>• Heated oxygen sensor 2<br>• Fuel pressure<br>• Fuel injector<br>• Intake air leaks |
| P0157 | Heated oxygen sensor 2 (bank 2) circuit low voltage | | |

### DTC CONFIRMATION PROCEDURE

#### 1.INSPECTION START

Do you have CONSULT-III?

Do you have CONSULT-III?

YES >> GO TO 2.
NO >> GO TO 5.

#### 2.PRECONDITIONING

If DTC confirmation Procedure has been previously conducted, always perform the following before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**For better results, perform "DTC WORK SUPPORT" at a temperature of 0 to 30 °C (32 to 86 °F).**

>> GO TO 3.

## 3. PERFORM DTC CONFIRMATION PROCEDURE

**With CONSULT-III**

1. Turn ignition switch ON and select “DATA MONITOR” mode with CONSULT-III.
2. Start engine and warm it up to the normal operating temperature.
3. Turn ignition switch OFF and wait at least 10 seconds.
4. Turn ignition switch ON.
5. Turn ignition switch OFF and wait at least 10 seconds.
6. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
7. Let engine idle for 1 minute.
8. Make sure that “COOLAN TEMP/S” indicates more than 70°C (158°F).
   If not, warm up engine and go to next step when “COOLAN TEMP/S” indication reaches 70°C (158°F).
9. Open engine hood.
10. Select “HO2S2 (B1) P1147” (for DTC P0137) or “HO2S2 (B2) P1167” (for DTC P0157) of “HO2S2” in “DTC WORK SUPPORT” mode with CONSULT-III.
11. Start engine and follow the instruction of CONSULT-III display.
    **NOTE:**
    It will take at most 10 minutes until “COMPLETED” is displayed.
12. Touch “SELF-DIAG RESULTS”.

Which is displayed on CONSULT-III screen?

OK >> INSPECTION END
NG >> Go to EC-222, "Diagnosis Procedure".
CAN NOT BE DIAGNOSED>>GO TO 4.

## 4. PERFORM DTC CONFIRMATION PROCEDURE AGAIN

1. Turn ignition switch OFF and leave the vehicle in a cool place (soak the vehicle).
2. Perform DTC confirmation procedure again.

>> GO TO 3.

## 5. PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to EC-221, "Component Function Check".
**NOTE:**
Use component function check to check the overall function of the heated oxygen sensor 2 circuit. During this check, a 1st trip DTC might not be confirmed.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-222, "Diagnosis Procedure".

# Component Function Check

INFOID:0000000004673144

## 1. PERFORM COMPONENT FUNCTION CHECK-I

**Without CONSULT-III**

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
4. Let engine idle for 1 minute.
5. Check the voltage between ECM harness connector terminals under the following condition.

| DTC | ECM | | | Condition | Voltage |
|---|---|---|---|---|---|
| | Connector | + | – | | |
| | | Terminal | Terminal | | |
| P0137 | F102 | 76 | 84 | Revving up to 4,000 rpm under no load at least 10 times | The voltage should be above 0.68 V at least once during this procedure. |
| P0157 | | 80 | | | |

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

## 2.PERFORM COMPONENT FUNCTION CHECK-II

Check the voltage between ECM harness connector terminals under the following condition.

| DTC | ECM | | | Condition | Voltage |
|---|---|---|---|---|---|
| | Connector | + | – | | |
| | | Terminal | Terminal | | |
| P0137 | F102 | 76 | 84 | Keeping engine at idle for 10 minutes | The voltage should be above 0.68 V at least once during this procedure. |
| P0157 | | 80 | | | |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 3.

## 3.PERFORM COMPONENT FUNCTION CHECK-III

Check the voltage between ECM harness connector terminals under the following condition.

| DTC | ECM | | | Condition | Voltage |
|---|---|---|---|---|---|
| | Connector | + | – | | |
| | | Terminal | Terminal | | |
| P0137 | F102 | 76 | 84 | Coasting from 80 km/h (50 MPH) in D position (A/T), 4th gear position (M/T) | The voltage should be above 0.68 V at least once during this procedure. |
| P0157 | | 80 | | | |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-222, "Diagnosis Procedure".

# Diagnosis Procedure

INFOID:0000000004673145

## 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

## 2.CLEAR THE MIXTURE RATIO SELF-LEARNING VALUE

1. Clear the mixture ratio self-learning value. Refer to EC-22, "MIXTURE RATIO SELF-LEARNING VALUE CLEAR : Special Repair Requirement".
2. Run engine for at least 10 minutes at idle speed.

Is the 1st trip DTC P0171 or P0174 detected? Is it difficult to start engine?

YES >> Perform trouble diagnosis for DTC P0171 or P0174. Refer to EC-240, "DTC Logic".
NO >> GO TO 3.

## 3.CHECK HO2S2 GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect heated oxygen sensor 2 (HO2S2) harness connector.
3. Disconnect ECM harness connector.
4. Check the continuity between HO2S2 harness connector and ECM harness connector.

| DTC | HO2S2 | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P0137 | 1 | F54 | 1 | F102 | 84 | Existed |
| P0157 | 2 | F53 | 1 | | | |

5. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 4. CHECK HO2S2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between HO2S2 harness connector and ECM harness connector.

| DTC | HO2S2 | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P0137 | 1 | F54 | 4 | F102 | 76 | Existed |
| P0157 | 2 | F53 | 4 | | 80 | |

2. Check the continuity between HO2S2 harness connector and ground, or ECM harness connector and ground.

| DTC | HO2S2 | | | Ground | Continuity |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0137 | 1 | F54 | 4 | Ground | Not existed |
| P0157 | 2 | F53 | 4 | | |

| DTC | ECM | | | Ground | Continuity |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0137 | 1 | F102 | 76 | Ground | Not existed |
| P0157 | 2 | | 80 | | |

3. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 5. CHECK HEATED OXYGEN SENSOR 2

Refer to EC-224, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 7.
NO >> GO TO 6.

## 6. REPLACE HEATED OXYGEN SENSOR 2

Replace malfunctioning heated oxygen sensor 2.

**CAUTION:**

- **Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.**
- **Before installing new heated oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner [commercial service tool (J-43897-18 or J-43897-12)] and approved Anti-seize Lubricant (commercial service tool).**

>> INSPECTION END

## 7. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

## Component Inspection

INFOID:0000000004673146

### 1. INSPECTION START

Do you have CONSULT-III?

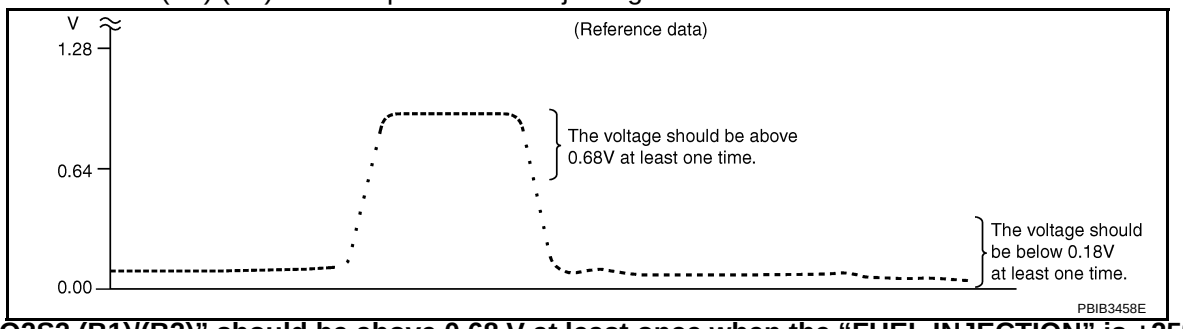
Do you have CONSULT-III?

YES >> GO TO 2.
NO >> GO TO 3.

### 2. CHECK HEATED OXYGEN SENSOR 2

**With CONSULT-III**

1. Turn ignition switch ON and select “DATA MONITOR” mode with CONSULT-III.
2. Start engine and warm it up to the normal operating temperature.
3. Turn ignition switch OFF and wait at least 10 seconds.
4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
5. Let engine idle for 1 minute.
6. Select “FUEL INJECTION” in “ACTIVE TEST” mode, and select “HO2S2 (B1)/(B2)” as the monitor item with CONSULT-III.
7. Check “HO2S2 (B1)/(B2)” at idle speed when adjusting “FUEL INJECTION” to ±25%.




**“HO2S2 (B1)/(B2)” should be above 0.68 V at least once when the “FUEL INJECTION” is +25%.**
**“HO2S2 (B1)/(B2)” should be below 0.18 V at least once when the “FUEL INJECTION” is −25%.**

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 6.

### 3. CHECK HEATED OXYGEN SENSOR 2-I

**Without CONSULT-III**

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
4. Let engine idle for 1 minute.
5. Check the voltage between ECM harness connector terminals under the following condition.

| ECM | | | Condition | Voltage |
|---|---|---|---|---|
| Connector | + | – | | |
| | Terminal | Terminal | | |
| F102 | 76 [HO2S2 (bank 1)] | 84 | Revving up to 4,000 rpm under no load at least 10 times | The voltage should be above 0.68 V at least once during this procedure.<br>The voltage should be below 0.18 V at least once during this procedure. |
| | 80 [HO2S2 (bank 2)] | | | |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 4.

### 4. CHECK HEATED OXYGEN SENSOR 2-II

Check the voltage between ECM harness connector terminals under the following condition.

| ECM | | | Condition | Voltage |
|---|---|---|---|---|
| Connector | + | – | | |
| | Terminal | Terminal | | |
| F102 | 76 [HO2S2 (bank 1)] | 84 | Keeping engine at idle for 10 minutes | The voltage should be above 0.68 V at least once during this procedure.<br>The voltage should be below 0.18 V at least once during this procedure. |
| | 80 [HO2S2 (bank 2)] | | | |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 5.

## 5. CHECK HEATED OXYGEN SENSOR 2-III

Check the voltage between ECM harness connector terminals under the following condition.

| ECM | | | Condition | Voltage |
|---|---|---|---|---|
| Connector | + | – | | |
| | Terminal | Terminal | | |
| F102 | 76 [HO2S2 (bank 1)] | 84 | Coasting from 80 km/h (50 MPH) in D position (A/T), 4th gear position (M/T) | The voltage should be above 0.68 V at least once during this procedure.<br>The voltage should be below 0.18 V at least once during this procedure. |
| | 80 [HO2S2 (bank 2)] | | | |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 6.

## 6. REPLACE HEATED OXYGEN SENSOR 2

Replace malfunctioning heated oxygen sensor 2.

**CAUTION:**

- **Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.**
- **Before installing new heated oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner [commercial service tool (J-43897-18 or J-43897-12)] and approved Anti-seize Lubricant (commercial service tool).**

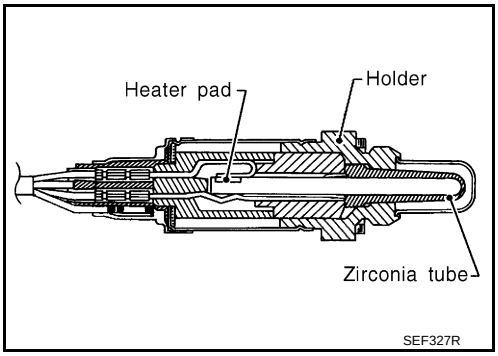
>> INSPECTION END

# P0138, P0158 HO2S2

## Description

INFOID:0000000004673147

The heated oxygen sensor 2, after three way catalyst 1, monitors the oxygen level in the exhaust gas on each bank.
Even if switching characteristics of the air fuel ratio (A/F) sensor 1 are shifted, the air-fuel ratio is controlled to stoichiometric, by the signal from the heated oxygen sensor 2.
This sensor is made of ceramic zirconia. The zirconia generates voltage from approximately 1 V in richer conditions to 0 V in leaner conditions.
Under normal conditions the heated oxygen sensor 2 is not used for engine control operation.




## DTC Logic

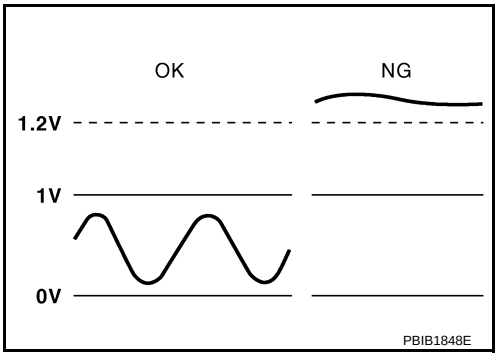
INFOID:0000000004673148

### DTC DETECTION LOGIC

The heated oxygen sensor 2 has a much longer switching time between rich and lean than the air fuel ratio (A/F) sensor 1. The oxygen storage capacity of the three way catalyst 1 causes the longer switching time.

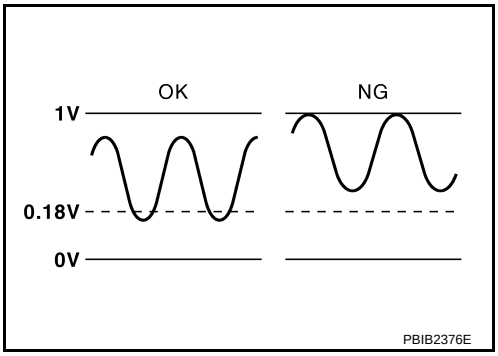
**MALFUNCTION A**

To judge malfunctions of heated oxygen sensor 2, ECM monitors whether the voltage is unusually high during various driving conditions such as fuel cut.




**MALFUNCTION B**

To judge malfunctions of heated oxygen sensor 2, ECM monitors whether the minimum voltage of sensor is sufficiently low during various driving conditions such as fuel cut.




| DTC No. | Trouble diagnosis name | DTC detecting condition | | Possible cause |
|---|---|---|---|---|
| P0138 | Heated oxygen sensor 2 (bank 1) circuit high voltage | A) | An excessively high voltage from the sensor is sent to ECM. | • Harness or connectors (The sensor circuit is open or shorted)<br>• Heated oxygen sensor 2 |
| | | B) | The minimum voltage from the sensor is not reached to the specified voltage. | • Harness or connectors (The sensor circuit is open or shorted)<br>• Heated oxygen sensor 2<br>• Fuel pressure<br>• Fuel injector |

| DTC No. | Trouble diagnosis name | DTC detecting condition | | Possible cause |
|---|---|---|---|---|
| P0158 | Heated oxygen sensor 2 (bank 2) circuit high voltage | A) | An excessively high voltage from the sensor is sent to ECM. | • Harness or connectors (The sensor circuit is open or shorted)<br>• Heated oxygen sensor 2 |
| | | B) | The minimum voltage from the sensor is not reached to the specified voltage. | • Harness or connectors (The sensor circuit is open or shorted)<br>• Heated oxygen sensor 2<br>• Fuel pressure<br>• Fuel injector |

## DTC CONFIRMATION PROCEDURE

### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

### 2.PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION A

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Turn ignition switch ON.
4. Turn ignition switch OFF and wait at least 10 seconds.
5. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
6. Let engine idle for 2 minutes.
7. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-229, "Diagnosis Procedure".
NO-1 >> With CONSULT-III: GO TO 3.
NO-2 >> Without CONSULT-III: GO TO 5.

### 3.PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION B

**NOTE:**
**For better results, perform “DTC WORK SUPPORT” at a temperature of 0 to 30°C (32 to 86°F).**

1. Select “DATA MONITOR” mode with CONSULT-III.
2. Start engine and warm it up to the normal operating temperature.
3. Turn ignition switch OFF and wait at least 10 seconds.
4. Turn ignition switch ON.
5. Turn ignition switch OFF and wait at least 10 seconds.
6. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
7. Let engine idle for 1 minute.
8. Make sure that “COOLAN TEMP/S” indicates more than 70°C (158°F).
   If not, warm up engine and go to next step when “COOLAN TEMP/S” indication reaches 70°C (158°F).
9. Open engine hood.
10. Select “HO2S2 (B1) P1146” (for DTC P0138) or “HO2S2 (B2) P1166” (for DTC P0158) of “HO2S2” in “DTC WORK SUPPORT” mode with CONSULT-III.
11. Start engine and follow the instruction of CONSULT-III display.
    **NOTE:**
    It will take at most 10 minutes until “COMPLETED” is displayed.
12. Touch “SELF-DIAG RESULTS”.

Which is displayed on CONSULT-III screen?

OK >> INSPECTION END
NG >> Go to EC-229, "Diagnosis Procedure".
CON NOT BE DIAGNOSED>>GO TO 4.

### 4.PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION B AGAIN

1. Turn ignition switch OFF and leave the vehicle in a cool place (soak the vehicle).

2. Perform DTC confirmation procedure again.

>> GO TO 3.

## 5. PERFORM COMPONENT FUNCTION CHECK FOR MALFUNCTION B

Perform component function check. Refer to EC-228, "Component Function Check".

**NOTE:**

Use component function check to check the overall function of the heated oxygen sensor 2 circuit. During this check, a 1st trip DTC might not be confirmed.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-229, "Diagnosis Procedure".

# Component Function Check

INFOID:0000000004673149

## 1. PERFORM COMPONENT FUNCTION CHECK-I

**Without CONSULT-III**

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
4. Let engine idle for 1 minute.
5. Check the voltage between ECM harness connector terminals under the following condition.

| DTC | ECM | | | Condition | Voltage |
|---|---|---|---|---|---|
| | Connector | + | – | | |
| | | Terminal | Terminal | | |
| P0138 | F102 | 76 | 84 | Revving up to 4,000 rpm under no load at least 10 times | The voltage should be below 0.18 V at least once during this procedure. |
| P0158 | | 80 | | | |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 2.

## 2. PERFORM COMPONENT FUNCTION CHECK-II

Check the voltage between ECM harness connector terminals under the following condition.

| DTC | ECM | | | Condition | Voltage |
|---|---|---|---|---|---|
| | Connector | + | – | | |
| | | Terminal | Terminal | | |
| P0138 | F102 | 76 | 84 | Keeping engine at idle for 10 minutes | The voltage should be below 0.18 V at least once during this procedure. |
| P0158 | | 80 | | | |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 3.

## 3. PERFORM COMPONENT FUNCTION CHECK-III

Check the voltage between ECM harness connector terminals under the following condition.

| DTC | ECM | | | Condition | Voltage |
|---|---|---|---|---|---|
| | Connector | + | – | | |
| | | Terminal | Terminal | | |
| P0138 | F102 | 76 | 84 | Coasting from 80 km/h (50 MPH) in D position (A/T), 4th gear position (M/T) | The voltage should be below 0.18 V at least once during this procedure. |
| P0158 | | 80 | | | |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-229, "Diagnosis Procedure".

## Diagnosis Procedure

INFOID:0000000004673150

### 1. INSPECTION START

Confirm the detected malfunction (A or B). Refer to EC-226, "DTC Logic".

Which malfunction is detected?

A >> GO TO 2
B >> GO TO 9.

### 2. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace ground connection.

### 3. CHECK HO2S2 GROUND CIRCUIT FOR OPEN AND SHORT

1. Disconnect heated oxygen sensor 2 (HO2S2) harness connector.
2. Disconnect ECM harness connector.
3. Check the continuity between HO2S2 harness connector and ECM harness connector.

| DTC | HO2S2 | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P0138 | 1 | F54 | 1 | F102 | 84 | Existed |
| P0158 | 2 | F53 | 1 | | | |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

### 4. CHECK HO2S2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between HO2S2 harness connector and ECM harness connector.

| DTC | HO2S2 | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P0138 | 1 | F54 | 4 | F102 | 76 | Existed |
| P0158 | 2 | F53 | 4 | | 80 | |

2. Check the continuity between HO2S2 harness connector ground, or ECM harness connector and ground.

| DTC | HO2S2 | | | Ground | Continuity |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0138 | 1 | F54 | 4 | Ground | Not existed |
| P0158 | 2 | F53 | 4 | | |

| DTC | ECM | | | Ground | Continuity |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0138 | 1 | F102 | 76 | Ground | Not existed |
| P0158 | 2 | | 80 | | |

3. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 5. CHECK HO2S2 CONNECTOR FOR WATER

Check connectors for water.

**Water should not exist.**

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair or replace harness or connectors.

## 6. CHECK HEATED OXYGEN SENSOR 2

Refer to EC-232, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 8.
NO >> GO TO 7.

## 7. REPLACE HEATED OXYGEN SENSOR 2

Replace malfunctioning heated oxygen sensor 2.

**CAUTION:**

- **Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.**
- **Before installing new heated oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner [commercial service tool (J-43897-18 or J-43897-12)] and approved Anti-seize Lubricant (commercial service tool).**

>> INSPECTION END

## 8. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

## 9. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 10.
NO >> Repair or replace ground connection.

## 10. CLEAR THE MIXTURE RATIO SELF-LEARNING VALUE

1. Clear the mixture ratio self-learning value. Refer to EC-22, "MIXTURE RATIO SELF-LEARNING VALUE CLEAR : Special Repair Requirement".
2. Run engine for at least 10 minutes at idle speed.

Is the 1st trip DTC P0172 or P0175 detected? Is it difficult to start engine?

YES >> Perform trouble diagnosis for DTC P0172, P0175. Refer to EC-244, "DTC Logic".
NO >> GO TO 11.

## 11. CHECK HO2S2 GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect heated oxygen sensor 2 harness connector.
3. Disconnect ECM harness connector.
4. Check the continuity between HO2S2 harness connector and ECM harness connector.

| DTC | HO2S2 | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P0138 | 1 | F54 | 1 | F102 | 84 | Existed |
| P0158 | 2 | F53 | 1 | | | |

5. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 12.
NO >> Repair open circuit or short to ground or short to power in harness or connectors.

## 12. CHECK HO2S2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between HO2S2 harness connector and ECM harness connector.

| DTC | HO2S2 | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P0138 | 1 | F54 | 4 | F102 | 76 | Existed |
| P0158 | 2 | F53 | 4 | | 80 | |

2. Check the continuity between HO2S2 harness connector and ground, or ECM harness connector and ground.

| DTC | HO2S2 | | | Ground | Continuity |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0138 | 1 | F54 | 4 | Ground | Not existed |
| P0158 | 2 | F53 | 4 | | |

| DTC | ECM | | | Ground | Continuity |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0138 | 1 | F102 | 76 | Ground | Not existed |
| P0158 | 2 | | 80 | | |

3. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 13.
NO >> Repair open circuit or short to ground or short to power in harness or connectors.

## 13. CHECK HEATED OXYGEN SENSOR 2

Refer to EC-232, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 15.
NO >> GO TO 14.

## 14. REPLACE HEATED OXYGEN SENSOR 2

Replace malfunctioning heated oxygen sensor 2.

**CAUTION:**

- **Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.**
- **Before installing new heated oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner [commercial service tool (J-43897-18 or J-43897-12)] and approved Anti-seize Lubricant (commercial service tool).**

>> INSPECTION END

## 15. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

## Component Inspection

INFOID:0000000004673151

### 1. INSPECTION START

Do you have CONSULT-III?

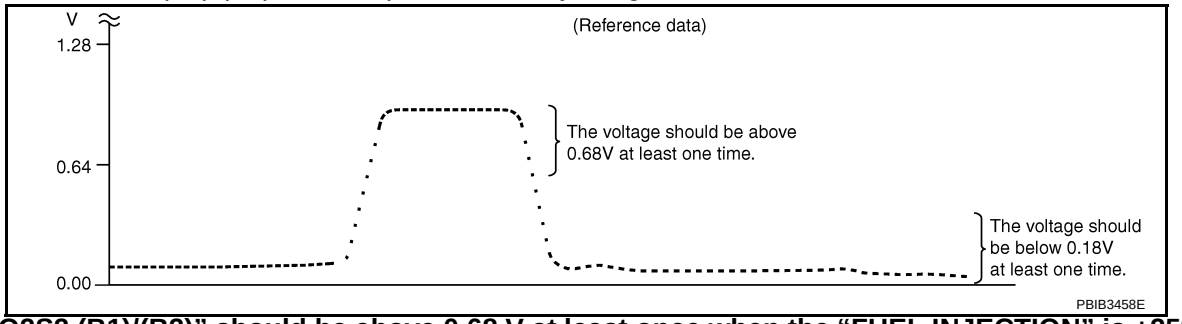
Do you have CONSULT-III?

YES >> GO TO 2.
NO >> GO TO 3.

### 2. CHECK HEATED OXYGEN SENSOR 2

**With CONSULT-III**

1. Turn ignition switch ON and select “DATA MONITOR” mode with CONSULT-III.
2. Start engine and warm it up to the normal operating temperature.
3. Turn ignition switch OFF and wait at least 10 seconds.
4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
5. Let engine idle for 1 minute.
6. Select “FUEL INJECTION” in “ACTIVE TEST” mode, and select “HO2S2 (B1)/(B2)” as the monitor item with CONSULT-III.
7. Check “HO2S2 (B1)/(B2)” at idle speed when adjusting “FUEL INJECTION” to ±25%.




**“HO2S2 (B1)/(B2)” should be above 0.68 V at least once when the “FUEL INJECTION” is +25%.**
**“HO2S2 (B1)/(B2)” should be below 0.18 V at least once when the “FUEL INJECTION” is −25%.**

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 6.

### 3. CHECK HEATED OXYGEN SENSOR 2-I

**Without CONSULT-III**

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
4. Let engine idle for 1 minute.
5. Check the voltage between ECM harness connector terminals under the following condition.

| ECM | | | Condition | Voltage |
|---|---|---|---|---|
| Connector | + | – | | |
| | Terminal | Terminal | | |
| F102 | 76 [HO2S2 (bank 1)] | 84 | Revving up to 4,000 rpm under no load at least 10 times | The voltage should be above 0.68 V at least once during this procedure.<br>The voltage should be below 0.18 V at least once during this procedure. |
| | 80 [HO2S2 (bank 2)] | | | |

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 4.

## 4. CHECK HEATED OXYGEN SENSOR 2-II

Check the voltage between ECM harness connector terminals under the following condition.

| ECM | | | Condition | Voltage |
|---|---|---|---|---|
| Connector | + | – | | |
| | Terminal | Terminal | | |
| F102 | 76 [HO2S2 (bank 1)] | 84 | Keeping engine at idle for 10 minutes | The voltage should be above 0.68 V at least once during this procedure.<br>The voltage should be below 0.18 V at least once during this procedure. |
| | 80 [HO2S2 (bank 2)] | | | |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 5.

## 5. CHECK HEATED OXYGEN SENSOR 2-III

Check the voltage between ECM harness connector terminals under the following condition.

| ECM | | | Condition | Voltage |
|---|---|---|---|---|
| Connector | + | – | | |
| | Terminal | Terminal | | |
| F102 | 76 [HO2S2 (bank 1)] | 84 | Coasting from 80 km/h (50 MPH) in D position (A/T), 4th gear position (M/T) | The voltage should be above 0.68 V at least once during this procedure.<br>The voltage should be below 0.18 V at least once during this procedure. |
| | 80 [HO2S2 (bank 2)] | | | |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 6.

## 6. REPLACE HEATED OXYGEN SENSOR 2

Replace malfunctioning heated oxygen sensor 2.

**CAUTION:**

- **Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.**
- **Before installing new heated oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner [commercial service tool (J-43897-18 or J-43897-12)] and approved Anti-seize Lubricant (commercial service tool).**

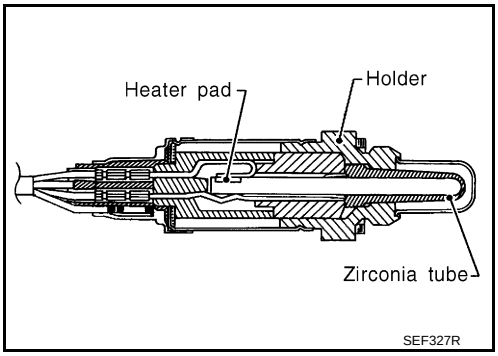
>> INSPECTION END

# P0139, P0159 HO2S2

## Description

INFOID:0000000004673152

The heated oxygen sensor 2, after three way catalyst 1, monitors the oxygen level in the exhaust gas on each bank.
Even if switching characteristics of the air fuel ratio (A/F) sensor 1 are shifted, the air-fuel ratio is controlled to stoichiometric, by the signal from the heated oxygen sensor 2.
This sensor is made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions.
Under normal conditions the heated oxygen sensor 2 is not used for engine control operation.

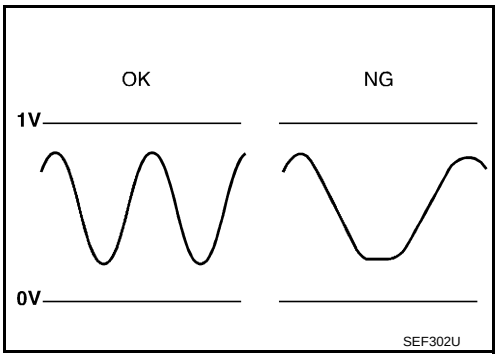



## DTC Logic

INFOID:0000000004673153

### DTC DETECTION LOGIC

The heated oxygen sensor 2 has a much longer switching time between rich and lean than the air fuel ratio (A/F) sensor 1. The oxygen storage capacity of the three way catalyst 1 causes the longer switching time. To judge the malfunctions of heated oxygen sensor 2, ECM monitors whether the switching response of the sensor's voltage is faster than specified during various driving conditions such as fuel cut.




| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0139 | Heated oxygen sensor 2 (bank 1) circuit slow response | It takes more time for the sensor to respond between rich and lean than the specified time. | • Harness or connectors (The sensor circuit is open or shorted)<br>• Heated oxygen sensor 2<br>• Fuel pressure<br>• Fuel injector<br>• Intake air leaks |
| P0159 | Heated oxygen sensor 2 (bank 2) circuit slow response | | |

### DTC CONFIRMATION PROCEDURE

#### 1.INSPECTION START

Do you have CONSULT-III?

Do you have CONSULT-III?

YES >> GO TO 2.
NO >> GO TO 5.

#### 2.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**For better results, perform “DTC WORK SUPPORT” at a temperature of 0 to 30°C (32 to 86°F).**

>> GO TO 3.

## 3. PERFORM DTC CONFIRMATION PROCEDURE

**With CONSULT-III**

1. Turn ignition switch ON and select “DATA MONITOR” mode with CONSULT-III.
2. Start engine and warm it up to the normal operating temperature.
3. Turn ignition switch OFF and wait at least 10 seconds.
4. Turn ignition switch ON.
5. Turn ignition switch OFF and wait at least 10 seconds.
6. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
7. Let engine idle for 1 minute.
8. Make sure that “COOLAN TEMP/S” indicates more than 70°C (158°F).
   If not, warm up engine and go to next step when “COOLAN TEMP/S” indication reaches to 70°C (158°F).
9. Open engine hood.
10. Select “HO2S2 (B1) P0139” or “HO2S2 (B2) P0159” of “HO2S2” in “DTC WORK SUPPORT” mode with CONSULT-III.
11. Start engine and follow the instruction of CONSULT-III display.
    **NOTE:**
    It will take at most 10 minutes until “COMPLETED” is displayed.
12. Touch “SELF-DIAG RESULTS”.

Which is displayed on CONSULT-III screen?

OK >> INSPECTION END
NG >> Go to EC-236, "Diagnosis Procedure".
CAN NOT BE DIAGNOSED>>GO TO 4.

## 4. PERFORM DTC CONFIRMATION PROCEDURE AGAIN

1. Turn ignition switch OFF and leave the vehicle in a cool place (soak the vehicle).
2. Perform DTC confirmation procedure again.

>> GO TO 3.

## 5. PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to EC-235, "Component Function Check".
**NOTE:**
Use component function check to check the overall function of the heated oxygen sensor 2 circuit. During this check, a 1st trip DTC might not be confirmed.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-236, "Diagnosis Procedure".

# Component Function Check

INFOID:0000000004673154

## 1. PERFORM COMPONENT FUNCTION CHECK-I

**Without CONSULT-III**

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
4. Let engine idle for 1 minute.
5. Check the voltage between ECM harness connector terminals under the following condition.

| DTC | ECM | | | Condition | Voltage |
|---|---|---|---|---|---|
| | Connector | + | – | | |
| | | Terminal | Terminal | | |
| P0139 | F102 | 76 | 84 | Revving up to 4,000 rpm under no load at least 10 times | A change of voltage should be more than 0.24 V for 1 second during this procedure. |
| P0159 | | 80 | | | |

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

## 2.PERFORM COMPONENT FUNCTION CHECK-II

Check the voltage between ECM harness connector terminals under the following condition.

| DTC | ECM | | | Condition | Voltage |
|---|---|---|---|---|---|
| | Connector | + | – | | |
| | | Terminal | Terminal | | |
| P0139 | F102 | 76 | 84 | Keeping engine at idle for 10 minutes | A change of voltage should be more than 0.24 V for 1 second during this procedure. |
| P0159 | | 80 | | | |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 3.

## 3.PERFORM COMPONENT FUNCTION CHECK-III

Check the voltage between ECM harness connector terminals under the following condition.

| DTC | ECM | | | Condition | Voltage |
|---|---|---|---|---|---|
| | Connector | + | – | | |
| | | Terminal | Terminal | | |
| P0139 | F102 | 76 | 84 | Coasting from 80 km/h (50 MPH) in D position (A/T), 4th gear positon (M/T) | A change of voltage should be more than 0.24 V for 1 second during this procedure. |
| P0159 | | 80 | | | |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-236, "Diagnosis Procedure".

# Diagnosis Procedure

INFOID:0000000004673155

## 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

## 2.CLEAR THE MIXTURE RATIO SELF-LEARNING VALUE

1. Clear the mixture ratio self-learning value. Refer to EC-22, "MIXTURE RATIO SELF-LEARNING VALUE CLEAR : Special Repair Requirement".
2. Run engine for at least 10 minutes at idle speed.

Is the 1st trip DTC P0171, P0172, P0174 or P0175 detected? Is it difficult to start engine?

YES >> Perform trouble diagnosis for DTC P0171, P0174 or P0172, P0175. Refer to EC-240, "DTC Logic" or EC-244, "DTC Logic".
NO >> GO TO 3.

## 3.CHECK HO2S2 GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect heated oxygen sensor 2 (HO2S2) harness connector.
3. Disconnect ECM harness connector.
4. Check the continuity between HO2S2 harness connector and ECM harness connector.

| DTC | HO2S2 | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P0139 | 1 | F54 | 1 | F102 | 84 | Existed |
| P0159 | 2 | F53 | 1 | | | |

5. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 4. CHECK HO2S2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between HO2S2 harness connector and ECM harness connector.

| DTC | HO2S2 | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P0139 | 1 | F54 | 4 | F102 | 76 | Existed |
| P0159 | 2 | F53 | 4 | | 80 | |

2. Check the continuity between HO2S2 harness connector and ground, or ECM harness connector and ground.

| DTC | HO2S2 | | | Ground | Continuity |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0139 | 1 | F54 | 4 | Ground | Not existed |
| P0159 | 2 | F53 | 4 | | |

| DTC | ECM | | | Ground | Continuity |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0139 | 1 | F102 | 76 | Ground | Not existed |
| P0159 | 2 | | 80 | | |

3. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 5. CHECK HEATED OXYGEN SENSOR 2

Refer to EC-238, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 7.
NO >> GO TO 6.

## 6. REPLACE HEATED OXYGEN SENSOR 2

Replace malfunctioning heated oxygen sensor 2.

**CAUTION:**

- **Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.**
- **Before installing new heated oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner [commercial service tool (J-43897-18 or J-43897-12)] and approved Anti-seize Lubricant (commercial service tool).**

>> INSPECTION END

## 7. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

## Component Inspection

INFOID:0000000004673156

### 1. INSPECTION START

Do you have CONSULT-III?

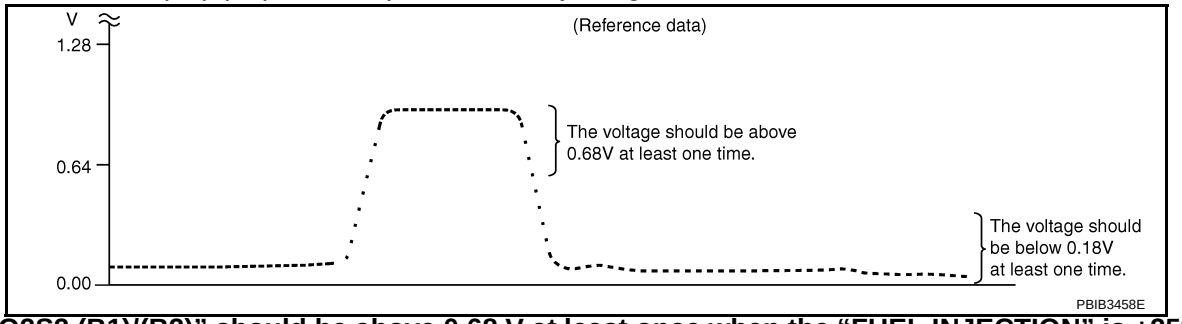
Do you have CONSULT-III?

YES >> GO TO 2.
NO >> GO TO 3.

### 2. CHECK HEATED OXYGEN SENSOR 2

**With CONSULT-III**

1. Turn ignition switch ON and select “DATA MONITOR” mode with CONSULT-III.
2. Start engine and warm it up to the normal operating temperature.
3. Turn ignition switch OFF and wait at least 10 seconds.
4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
5. Let engine idle for 1 minute.
6. Select “FUEL INJECTION” in “ACTIVE TEST” mode, and select “HO2S2 (B1)/(B2)” as the monitor item with CONSULT-III.
7. Check “HO2S2 (B1)/(B2)” at idle speed when adjusting “FUEL INJECTION” to ±25%.




**“HO2S2 (B1)/(B2)” should be above 0.68 V at least once when the “FUEL INJECTION” is +25%.**
**“HO2S2 (B1)/(B2)” should be below 0.18 V at least once when the “FUEL INJECTION” is −25%.**

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 6.

### 3. CHECK HEATED OXYGEN SENSOR 2-I

**Without CONSULT-III**

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
4. Let engine idle for 1 minute.
5. Check the voltage between ECM harness connector terminals under the following condition.

| ECM | | | Condition | Voltage |
|---|---|---|---|---|
| Connector | + | – | | |
| | Terminal | Terminal | | |
| F102 | 76 [HO2S2 (bank 1)] | 84 | Revving up to 4,000 rpm under no load at least 10 times | The voltage should be above 0.68 V at least once during this procedure.<br>The voltage should be below 0.18 V at least once during this procedure. |
| | 80 [HO2S2 (bank 2)] | | | |

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 4.

## 4. CHECK HEATED OXYGEN SENSOR 2-II

Check the voltage between ECM harness connector terminals under the following condition.

| ECM | | | Condition | Voltage |
|---|---|---|---|---|
| Connector | + | – | | |
| | Terminal | Terminal | | |
| F102 | 76 [HO2S2 (bank 1)] | 84 | Keeping engine at idle for 10 minutes | The voltage should be above 0.68 V at least once during this procedure.<br>The voltage should be below 0.18 V at least once during this procedure. |
| | 80 [HO2S2 (bank 2)] | | | |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 5.

## 5. CHECK HEATED OXYGEN SENSOR 2-III

Check the voltage between ECM harness connector terminals under the following condition.

| ECM | | | Condition | Voltage |
|---|---|---|---|---|
| Connector | + | – | | |
| | Terminal | Terminal | | |
| F102 | 76 [HO2S2 (bank 1)] | 84 | Coasting from 80 km/h (50 MPH) in D position (A/T), 4th gear position (M/T) | The voltage should be above 0.68 V at least once during this procedure.<br>The voltage should be below 0.18 V at least once during this procedure. |
| | 80 [HO2S2 (bank 2)] | | | |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 6.

## 6. REPLACE HEATED OXYGEN SENSOR 2

Replace malfunctioning heated oxygen sensor 2.

**CAUTION:**

- **Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.**
- **Before installing new heated oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner [commercial service tool (J-43897-18 or J-43897-12)] and approved Anti-seize Lubricant (commercial service tool).**

>> INSPECTION END

# P0171, P0174 FUEL INJECTION SYSTEM FUNCTION

## DTC Logic

INFOID:0000000004673157

### DTC DETECTION LOGIC

With the Air/Fuel Mixture Ratio Self-Learning Control, the actual mixture ratio can be brought closely to the theoretical mixture ratio based on the mixture ratio feedback signal from A/F sensor 1. The ECM calculates the necessary compensation to correct the offset between the actual and the theoretical ratios.
In case the amount of the compensation value is extremely large (the actual mixture ratio is too lean), the ECM judges the condition as the fuel injection system malfunction and illuminates the MIL (2 trip detection logic).

| Sensor | Input signal to ECM | ECM function | Actuator |
|---|---|---|---|
| A/F sensor 1 | Density of oxygen in exhaust gas (Mixture ratio feedback signal) | Fuel injection control | Fuel injector |

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0171 | Fuel injection system too lean (bank 1) | • Fuel injection system does not operate properly.<br>• The amount of mixture ratio compensation is too large. (The mixture ratio is too lean.) | • Intake air leaks<br>• A/F sensor 1<br>• Fuel injector<br>• Exhaust gas leaks<br>• Incorrect fuel pressure<br>• Lack of fuel<br>• Mass air flow sensor<br>• Incorrect PCV hose connection |
| P0174 | Fuel injection system too lean (bank 2) | | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE-I

1. Clear the mixture ratio self-learning value. Refer to EC-22, "MIXTURE RATIO SELF-LEARNING VALUE CLEAR : Special Repair Requirement".
2. Start engine.

Is it difficult to start engine?

YES >> GO TO 3.
NO >> GO TO 4.

#### 3.RESTART ENGINE

If it is difficult to start engine, the fuel injection system has a malfunction, too.
Crank engine while depressing accelerator pedal.

**NOTE:**
When depressing accelerator pedal three fourths (3/4) or more, the control system does not start the engine. Do not depess accelerator pedal too much.

Does engine start?

YES >> Go to EC-241, "Diagnosis Procedure".
NO >> Check exhaust and intake air leak visually.

#### 4.PERFORM DTC CONFIRMATION PROCEDURE-II

1. Keep engine idle for at least 5 minutes.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-241, "Diagnosis Procedure".
NO >> GO TO 5.

## 5. PERFORM DTC CONFIRMATION PROCEDURE-III

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Start engine.
4. Maintain the following conditions for at least 10 consecutive minutes.
   **Hold the accelerator pedal as steady as possible.**

| | |
|---|---|
| VHCL SPEED SE | 50 - 120 km/h (31 - 75 MPH) |

**CAUTION:**
**Always drive vehicle at a safe speed.**

5. Check 1st trip DTC.

Is 1st trip DTC detected?

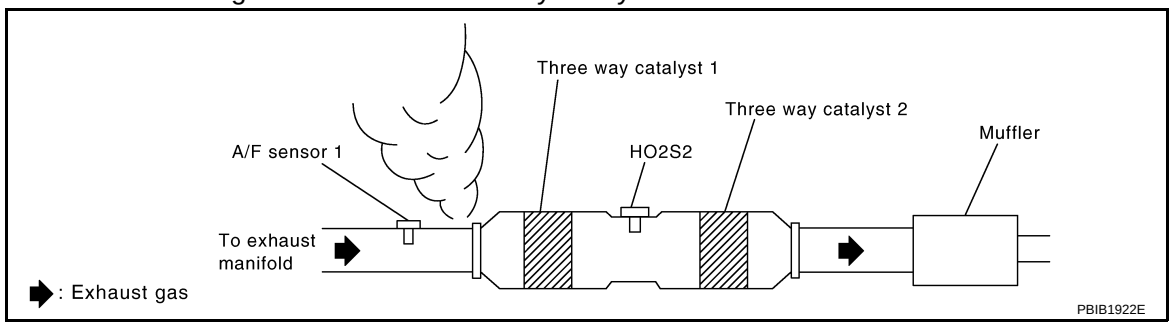
YES >> Go to EC-241, "Diagnosis Procedure".
NO >> INSPECTION END

# Diagnosis Procedure

INFOID:0000000004673158

## 1. CHECK EXHAUST GAS LEAK

1. Start engine and run it at idle.
2. Listen for an exhaust gas leak before three way catalyst 1.




Is exhaust gas leak detected?

YES >> Repair or replace.
NO >> GO TO 2.

## 2. CHECK FOR INTAKE AIR LEAK

1. Listen for an intake air leak after the mass air flow sensor.
2. Check PCV hose connection.

Is intake air leak detected?

YES >> Repair or replace.
NO >> GO TO 3.

## 3. CHECK A/F SENSOR 1 INPUT SIGNAL CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect corresponding A/F sensor 1 harness connector.
3. Disconnect ECM harness connector.
4. Check the continuity between A/F sensor 1 harness connector and ECM harness connector.

| DTC | A/F sensor 1 | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P0171 | 1 | F3 | 1 | F102 | 57 | Existed |
| | | | 2 | | 61 | |
| P0174 | 2 | F20 | 1 | | 65 | |
| | | | 2 | | 66 | |

5. Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

| DTC | A/F sensor 1 | | | Ground | Continuity |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0171 | 1 | F3 | 1 | Ground | Not existed |
| | | | 2 | | |
| P0174 | 2 | F20 | 1 | | |
| | | | 2 | | |

| DTC | ECM | | | Ground | Continuity |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0171 | 1 | F102 | 57 | Ground | Not existed |
| | | | 61 | | |
| P0174 | 2 | | 65 | | |
| | | | 66 | | |

6. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 4. CHECK FUEL PRESSURE

1. Release fuel pressure to zero. Refer to EC-614, "Inspection".
2. Install fuel pressure gauge and check fuel pressure. Refer to EC-614, "Inspection".

**At idling: Approximately 350 kPa (3.57 kg/cm$^2$, 51 psi)**

Is the inspection result normal?

YES >> GO TO 6.
NO >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check fuel hoses and fuel tubes for clogging.

Is the inspection result normal?

YES >> Replace “fuel filter and fuel pump assembly”.
NO >> Repair or replace.

## 6. CHECK MASS AIR FLOW SENSOR

**With CONSULT-III**

1. Install all removed parts.
2. Check “MASS AIR FLOW” in “DATA MONITOR” mode with CONSULT-III.
   For specification, refer to EC-619, "Mass Air Flow Sensor".

**With GST**

1. Install all removed parts.
2. Check mass air flow sensor signal in Service $01 with GST.

For specification, refer to EC-619, "Mass Air Flow Sensor".

Is the measurement value within the specification?

YES >> GO TO 7.
NO >> Check connectors for rusted terminals or loose connections in the mass air flow sensor circuit or grounds. Refer to EC-177, "Diagnosis Procedure".

## 7. CHECK FUNCTION OF FUEL INJECTOR

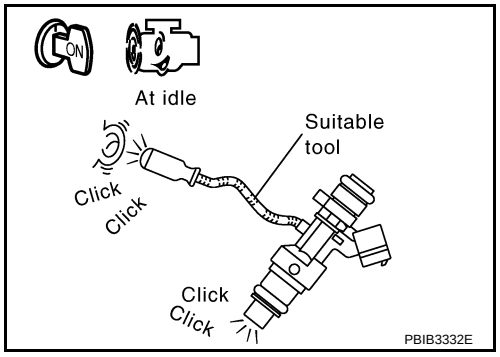
**With CONSULT-III**

1. Start engine.
2. Perform “POWER BALANCE” in “ACTIVE TEST” mode with CONSULT-III.
3. Make sure that each circuit produces a momentary engine speed drop.

**Without CONSULT-III**

1. Start engine and let it idle.
2. Listen to each fuel injector operating sound.

**Clicking sound should be heard.**



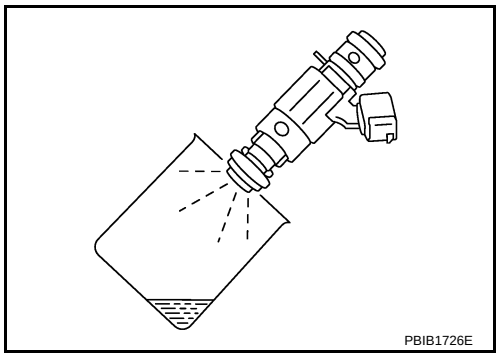

Is the inspection result normal?

YES >> GO TO 8.
NO >> Perform trouble diagnosis for FUEL INJECTOR, refer to EC-496, "Diagnosis Procedure".

## 8. CHECK FUEL INJECTOR

1. Turn ignition switch OFF.
2. Confirm that the engine is cooled down and there are no fire hazards near the vehicle.
3. Disconnect all fuel injector harness connectors.
4. Remove fuel tube assembly. Refer to EM-37, "Removal and Installation".
   Keep fuel hose and all fuel injectors connected to fuel tube.
5. For DTC P0171, reconnect fuel injector harness connectors on bank 1.
   For DTC P0174, reconnect fuel injector harness connectors on bank 2.
6. Disconnect all ignition coil harness connectors.
7. Prepare pans or saucers under each fuel injector.
8. Crank engine for about 3 seconds.
   For DTC P0171, make sure that fuel sprays out from fuel injectors on bank 1.
   For DTC P0174, make sure that fuel sprays out from fuel injectors on bank 2.

**Fuel should be sprayed evenly for each fuel injector.**




Is the inspection result normal?

YES >> GO TO 9.
NO >> Replace fuel injectors from which fuel does not spray out. Always replace O-ring with new ones.

## 9. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# P0172, P0175 FUEL INJECTION SYSTEM FUNCTION

## DTC Logic

INFOID:0000000004673159

### DTC DETECTION LOGIC

With the Air/Fuel Mixture Ratio Self-Learning Control, the actual mixture ratio can be brought closely to the theoretical mixture ratio based on the mixture ratio feedback signal from A/F sensor 1. The ECM calculates the necessary compensation to correct the offset between the actual and the theoretical ratios.
In case the amount of the compensation value is extremely large (the actual mixture ratio is too rich), the ECM judges the condition as the fuel injection system malfunction and illuminates the MIL (2 trip detection logic).

| Sensor | Input signal to ECM | ECM function | Actuator |
|---|---|---|---|
| A/F sensor 1 | Density of oxygen in exhaust gas (Mixture ratio feedback signal) | Fuel injection control | Fuel injector |

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0172 | Fuel injection system too rich (bank 1) | • Fuel injection system does not operate properly.<br>• The amount of mixture ratio compensation is too large. (The mixture ratio is too rich.) | • A/F sensor 1<br>• Fuel injector<br>• Exhaust gas leaks<br>• Incorrect fuel pressure<br>• Mass air flow sensor |
| P0175 | Fuel injection system too rich (bank 2) | | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE-I

1. Clear the mixture ratio self-learning value. Refer to EC-22, "MIXTURE RATIO SELF-LEARNING VALUE CLEAR : Special Repair Requirement".
2. Start engine.

Is it difficult to start engine?

YES >> GO TO 3.
NO >> GO TO 4.

#### 3.RESTART ENGINE

If it is difficult to start engine, the fuel injection system has a malfunction, too.
Crank engine while depressing accelerator pedal.

**NOTE:**
When depressing aaccelerrtor pedal three fourths (3/4) or more, the control system does not start the engine. Do not depress accelerator pedal too much.

Does engine start?

YES >> Go to EC-245, "Diagnosis Procedure".
NO >> Remove spark plugs and check for fouling, etc.

#### 4.PERFORM DTC CONFIRMATION PROCEDURE-II

1. Keep engine idle for at least 5 minutes.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-245, "Diagnosis Procedure".
NO >> GO TO 5.

## 5.PERFORM DTC CONFIRMATION PROCEDURE-III

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Start engine.
3. Maintain the following conditons for at lest 10 consecutive minutes.
**Hold the accelerator pedal as steady as possible.**

| | |
|---|---|
| VHCL SPEED SE | 50 - 120 km/h (31 - 75 MPH) |

**CAUTION:**
**Always drive cehicle at a safe speed.**

4. Check 1st trip DTC.

Is 1st trip DTC detected?

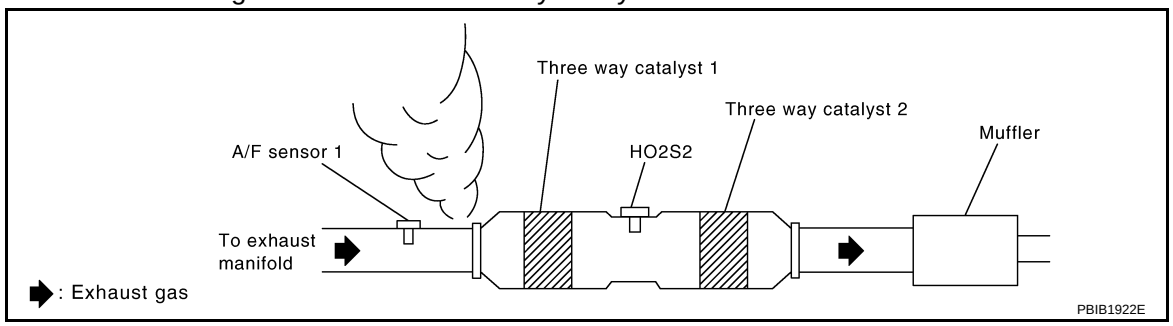
YES >> Go to EC-245, "Diagnosis Procedure".
NO >> INSPECTION END

# Diagnosis Procedure

INFOID:0000000004673160

## 1.CHECK EXHAUST GAS LEAK

1. Start engine and run it at idle.
2. Listen for an exhaust gas leak before three way catalyst 1.




Is exhaust gas leak detected?

YES >> Repair or replace.
NO >> GO TO 2.

## 2.CHECK FOR INTAKE AIR LEAK

Listen for an intake air leak after the mass air flow sensor.

Is intake air leak detected?

YES >> Repair or replace.
NO >> GO TO 3.

## 3.CHECK A/F SENSOR 1 INPUT SIGNAL CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect corresponding A/F sensor 1 harness connector.
3. Disconnect ECM harness connector.
4. Check the continuity between A/F sensor 1 harness connector and ECM harness connector.

| DTC | A/F sensor 1 | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P0172 | 1 | F3 | 1 | F102 | 57 | Existed |
| | | | 2 | | 61 | |
| P0175 | 2 | F20 | 1 | | 65 | |
| | | | 2 | | 66 | |

5. Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

| DTC | A/F sensor 1 | | | Ground | Continuity |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0172 | 1 | F3 | 1 | Ground | Not existed |
| | | | 2 | | |
| P0175 | 2 | F20 | 1 | | |
| | | | 2 | | |

| DTC | ECM | | | Ground | Continuity |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0172 | 1 | F102 | 57 | Ground | Not existed |
| | | | 61 | | |
| P0175 | 2 | | 65 | | |
| | | | 66 | | |

6. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 4. CHECK FUEL PRESSURE

1. Release fuel pressure to zero. Refer to EC-614, "Inspection".
2. Install fuel pressure gauge and check fuel pressure. Refer to EC-614, "Inspection".

**At idling: Approximately 350 kPa (3.57 kg/cm$^2$, 51 psi)**

Is the inspection result normal?

YES >> GO TO 5.
NO >> Replace “fuel filter and fuel pump assembly”.

## 5. CHECK MASS AIR FLOW SENSOR

**With CONSULT-III**

1. Install all removed parts.
2. Check “MASS AIR FLOW” in “DATA MONITOR” mode with CONSULT-III.
   For specification, refer to EC-619, "Mass Air Flow Sensor".

**With GST**

1. Install all removed parts.
2. Check mass air flow sensor signal in “Service $01” with GST.
   For specification, refer to EC-619, "Mass Air Flow Sensor".

Is the measurement value within the specification?

YES >> GO TO 6.
NO >> Check connectors for rusted terminals or loose connections in the mass air flow sensor circuit or grounds. Refer to EC-177, "Diagnosis Procedure".

## 6. CHECK FUNCTION OF FUEL INJECTOR

**With CONSULT-III**

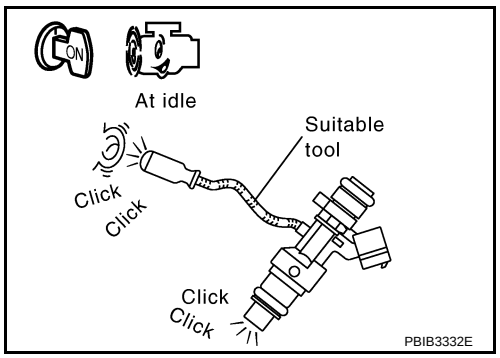
1. Start engine.
2. Perform “POWER BALANCE” in “ACTIVE TEST” mode with CONSULT-III.
3. Make sure that each circuit produces a momentary engine speed drop.

**Without CONSULT-III**

1. Start engine and let it idle.

2. Listen to each fuel injector operating sound.

**Clicking sound should be heard.**




Is the inspection result normal?

YES >> GO TO 7.
NO >> Perform trouble diagnosis for FUEL INJECTOR, refer to EC-496, "Diagnosis Procedure".

## 7. CHECK FUELINJECTOR

1. Remove fuel injector assembly. Refer to EM-37, "Removal and Installation".
   Keep fuel hose and all fuel injectors connected to fuel tube.
2. Confirm that the engine is cooled down and there are no fire hazards near the vehicle.
3. Disconnect all fuel injector harness connectors.
4. Disconnect all ignition coil harness connectors.
5. Prepare pans or saucers under each fuel injector.
6. Crank engine for about 3 seconds.
   Make sure fuel that does not drip from fuel injector.

Is the inspection result normal?

YES >> GO TO 8.
NO >> Replace the fuel injectors from which fuel is dripping. Always replace O-ring with new one.

## 8. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

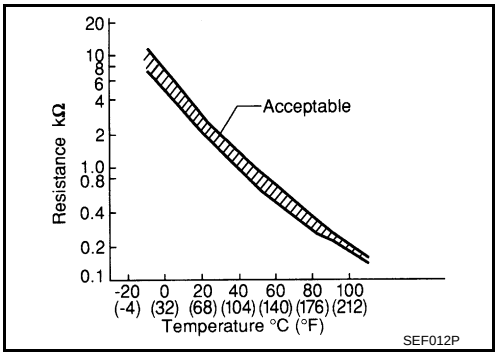
# P0181 FTT SENSOR

## Description

INFOID:0000000004673161

The fuel tank temperature sensor is used to detect the fuel temperature inside the fuel tank. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the fuel temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The electrical resistance of the thermistor decreases as temperature increases.

**<Reference data>**




| Fluid temperature [°C (°F)] | Voltage* (V) | Resistance (kΩ) |
|---|---|---|
| 20 (68) | 3.5 | 2.3 - 2.7 |
| 50 (122) | 2.2 | 0.79 - 0.90 |

*: These data are reference values and are measured between ECM terminals 106 (Fuel tank temperature sensor) and 128 (ECM ground).

## DTC Logic

INFOID:0000000004673162

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0181 | Fuel tank temperature sensor circuit range/performance | Rationally incorrect voltage from the sensor is sent to ECM, compared with the voltage signals from engine coolant temperature sensor and intake air temperature sensor. | • Harness or connectors (The sensor circuit is open or shorted)<br>• Fuel tank temperature sensor |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE-I

1. Turn ignition switch ON and wait at least 10 seconds.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-249, "Diagnosis Procedure".
NO >> GO TO 3.

#### 3.CHECK ENGINE COOLANT TEMPERATURE

1. Select “COOLAN TEMP/S” in “DATA MONITOR” with CONSULT-III.
2. Check “COOLAN TEMP/S” value.

“COOLAN TEMP/S” less than 60°C (140°F)?

YES >> INSPECTION END
NO >> GO TO 4.

#### 4.PERFORM DTC CONFIRMATION PROCEDURE-II

1. Cool engine down until “COOLAN TEMP/S” is less than 60°C (140°F).
2. Wait at least 10 seconds.

3. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-249, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673163

### 1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

### 2. CHECK DTC WITH “UNIFIED METER AND A/C AMP.”

Refer to MWI-38, "CONSULT-III Function (METER/M&A)".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Go to MWI-54, "Component Function Check".

### 3. CHECK FUEL TANK TEMPERATURE SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect “fuel level sensor unit and fuel pump” harness connector.
3. Turn ignition switch ON.
4. Check the voltage between “fuel level sensor unit and fuel pump” harness connector and ground.

| Fuel level sensor unit and fuel pump | | Ground | Voltage (V) |
|---|---|---|---|
| Connector | Terminal | | |
| B22 | 4 | Ground | Approx. 5 |

Is the inspection result normal?

YES >> GO TO 5.
NO >> GO TO 4.

### 4. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors M7, B1
- Harness for open or short between ECM and “fuel level sensor unit and fuel pump”

>> Repair open circuit, short to ground or short to power in harness or connector.

### 5. CHECK FUEL TANK TEMPERATURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect “unified meter and A/C amp.” harness connector.
3. Check the continuity between “fuel level sensor unit and fuel pump” harness connector and “unified meter and A/C amp.” harness connector.

| Fuel level sensor unit and fuel pump | | Unified meter and A/C amp. | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| B22 | 5 | M67 | 58 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 7.
NO >> GO TO 6.

## 6.DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors M7, B1
- Harness for open or short between “fuel level sensor unit and fuel pump” and “unified meter and A/C amp.”

>> Repair open circuit, short to ground or short to power in harness or connector.

## 7.CHECK FUEL TANK TEMPERATURE SENSOR

Refer to EC-250, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 8.
NO >> Replace “fuel level sensor unit and fuel pump”.

## 8.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

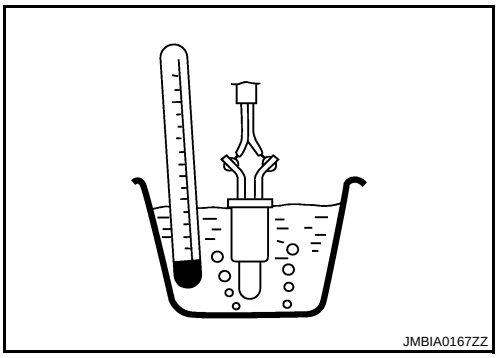
>> INSPECTION END

# Component Inspection

INFOID:0000000004673164

## 1.CHECK FUEL TANK TEMPERATURE SENSOR

1. Turn ignition switch OFF.
2. Disconnect “fuel level sensor unit and fuel pump” harness connector.
3. Remove fuel level sensor unit.
4. Check resistance between “fuel level sensor unit and fuel pump” terminals by heating with hot water as shown in the figure.




| Terminals | Condition | | Resistance (kΩ) |
|---|---|---|---|
| 4 and 5 | Temperature [°C (°F)] | 20 (68) | 2.3 - 2.7 |
| | | 50 (122) | 0.79 - 0.90 |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace “fuel level sensor unit and fuel pump”.

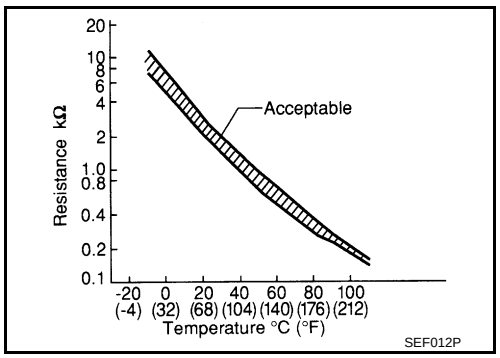
# P0182, P0183 FTT SENSOR

## Description

INFOID:0000000004673165

The fuel tank temperature sensor is used to detect the fuel temperature inside the fuel tank. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the fuel temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The electrical resistance of the thermistor decreases as temperature increases.

**<Reference data>**




| Fluid temperature [°C (°F)] | Voltage* (V) | Resistance (kΩ) |
|---|---|---|
| 20 (68) | 3.5 | 2.3 - 2.7 |
| 50 (122) | 2.2 | 0.79 - 0.90 |

*: These data are reference values and are measured between ECM terminals 106 (Fuel tank temperature sensor) and 128 (ECM ground).

## DTC Logic

INFOID:0000000004673166

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0182 | Fuel tank temperature sensor circuit low input | An excessively low voltage from the sensor is sent to ECM. | • Harness or connectors (The sensor circuit is open or shorted.)<br>• Fuel tank temperature sensor |
| P0183 | Fuel tank temperature sensor circuit high input | An excessively high voltage from the sensor is sent to ECM. | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON and wait at least 5 seconds.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-251, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673167

#### 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

#### 2.CHECK DTC WITH “UNIFIED METER AND A/C AMP.”

Refer to MWI-38, "CONSULT-III Function (METER/M&A)".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Go to MWI-54, "Component Function Check".

## 3.CHECK FUEL TANK TEMPERATURE SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect “fuel level sensor unit and fuel pump” harness connector.
3. Turn ignition switch ON.
4. Check the voltage between “fuel level sensor unit and fuel pump” harness connector and ground.

| Fuel level sensor unit and fuel pump | | Ground | Voltage (V) |
|---|---|---|---|
| Connector | Terminal | | |
| B22 | 4 | Ground | Approx. 5 |

Is the inspection result normal?

YES >> GO TO 5.
NO >> GO TO 4.

## 4.DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors M7, B1
- Harness for open or short between ECM and “fuel level sensor unit and fuel pump”

>> Repair open circuit, short to ground or short to power in harness or connector.

## 5.CHECK FUEL TANK TEMPERATURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect “unified meter and A/C amp.” harness connector.
3. Check the continuity between “fuel level sensor unit and fuel pump” harness connector and “unified meter and A/C amp.” harness connector.

| Fuel level sensor unit and fuel pump | | Unified meter and A/C amp. | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| B22 | 5 | M67 | 58 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 7.
NO >> GO TO 6.

## 6.DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors M7, B1
- Harness for open or short between “fuel level sensor unit and fuel pump” and “unified meter and A/C amp.”

>> Repair open circuit, short to ground or short to power in harness or connector.

## 7.CHECK FUEL TANK TEMPERATURE SENSOR

Refer to EC-253, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 8.
NO >> Replace “fuel level sensor unit and fuel pump”.

## 8.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

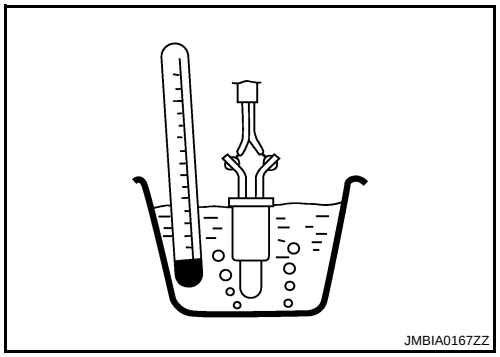
>> INSPECTION END

## Component Inspection

INFOID:0000000004673168

### 1. CHECK FUEL TANK TEMPERATURE SENSOR

1. Turn ignition switch OFF.
2. Disconnect “fuel level sensor unit and fuel pump” harness connector.
3. Remove fuel level sensor unit.
4. Check resistance between “fuel level sensor unit and fuel pump” terminals by heating with hot water as shown in the figure.




| Terminals | Condition | | Resistance (kΩ) |
|---|---|---|---|
| 4 and 5 | Temperature [°C (°F)] | 20 (68) | 2.3 - 2.7 |
| | | 50 (122) | 0.79 - 0.90 |

Is the inspection result normal?

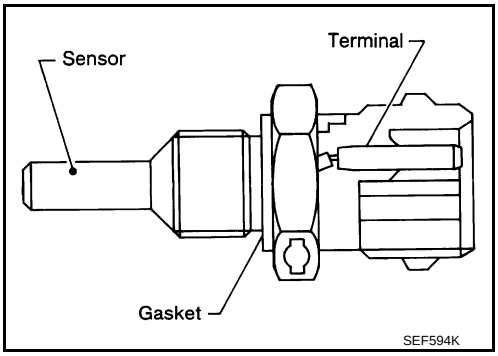
YES >> INSPECTION END
NO >> Replace “fuel level sensor unit and fuel pump”.

# P0196 EOT SENSOR

## Description

INFOID:0000000004673169

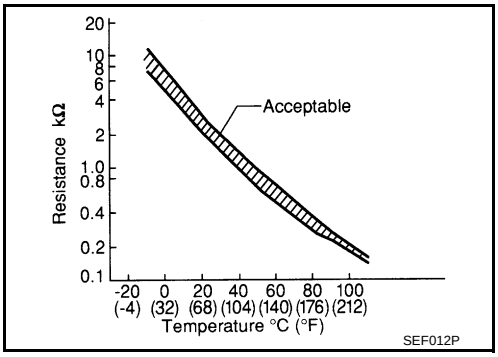
The engine oil temperature sensor is used to detect the engine oil temperature. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the engine oil temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The electrical resistance of the thermistor decreases as temperature increases.




**<Reference data>**

| Engine oil temperature [°C (°F)] | Voltage* (V) | Resistance (kΩ) |
|---|---|---|
| –10 (14) | 4.4 | 7.0 - 11.4 |
| 20 (68) | 3.5 | 2.1 - 2.9 |
| 50 (122) | 2.2 | 0.68 - 1.00 |
| 90 (194) | 0.9 | 0.236 - 0.260 |
| 110 (230) | 0.6 | 0.143 - 0.153 |

*: These data are reference values and are measured between ECM terminals 78 (Engine oil temperature sensor) and 84 (Sensor ground).




## DTC Logic

INFOID:0000000004673170

### DTC DETECTION LOGIC

**NOTE:**
**If DTC P0196 is displayed with P0197 or P0198, first perform the trouble diagnosis for DTC P0197 or P0198. Refer to EC-257, "DTC Logic".**

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0196 | Engine oil temperature sensor range/performance | Rationally incorrect voltage from the sensor is sent to ECM, compared with the voltage signals from engine coolant temperature sensor and intake air temperature sensor. | • Harness or connectors (The sensor circuit is open or shorted)<br>• Engine oil temperature sensor |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**Before performing the following procedure, confirm that battery voltage is more than 11 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE-I

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.

3. Turn ignition switch ON.
4. Turn ignition switch OFF and wait at least 10 seconds.
5. Start engine and let it idle for 5 minutes and 10 seconds.
6. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> EC-255, "Diagnosis Procedure".
NO >> GO TO 3.

### 3. PERFORM DTC CONFIRMATION PROCEDURE-II

1. Select “DATA MONITOR” mode with CONSULT-III.
2. Check that “COOLAN TEMP/S” indicates above 80°C (176°F).
   If it is above 80°C (176°F), go to the following steps.
   If it is below 80°C (176°F), warm engine up until “COOLAN TEMP/S” indicates more than 80°C (176°F). Then perform the following steps.
3. Turn ignition switch OFF and soak the vehicle in a cool place.
4. Turn ignition switch ON.
5. Turn ignition switch OFF and wait at least 10 seconds.
6. Turn ignition switch ON.
   **NOTE:**
   **Do not turn ignition switch OFF until step 10.**
7. Select “DATA MONITOR” mode with CONSULT-III.
8. Check the following.

| | |
|---|---|
| COOLAN TEMP/S | Below 40°C (104°F) |
| INT/A TEMP SE | Below 40°C (104°F) |
| Difference between “COOLAN TEMP/S” and “INT/A TEMP SE” | Within 6°C (11°F) |

   If they are within the specified range, perform the following steps.
   If they are out of the specified range, soak the vehicle to meet the above conditions. Then perform the following steps.
   **NOTE:**
   - **Do not turn ignition switch OFF.**
   - **If it is supposed to need a long period of time, do not deplete the battery.**
9. Start engine and let it idle for 5 minutes.
10. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> EC-255, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673171

### 1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

### 2. CHECK ENGINE OIL TEMPERATURE SENSOR

Refer to EC-256, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Replace engine oil temperature sensor.

### 3. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

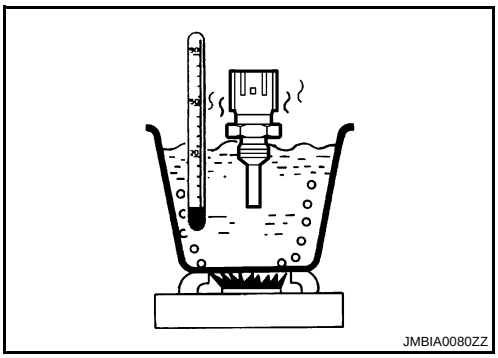
>> INSPECTION END

## Component Inspection

INFOID:0000000004673172

### 1. CHECK ENGINE OIL TEMPERATURE SENSOR

1. Turn ignition switch OFF.
2. Disconnect engine oil temperature sensor harness connector.
3. Remove engine oil temperature sensor.
4. Check resistance between engine oil temperature sensor terminals by heating with hot water as shown in the figure.




| Terminals | Condition | | Resistance (kΩ) |
|---|---|---|---|
| 1 and 2 | Temperature [°C (°F)] | 20 (68) | 2.1 - 2.9 |
| | | 50 (122) | 0.68 - 1.00 |
| | | 90 (194) | 0.236 - 0.260 |

Is the inspection result normal?

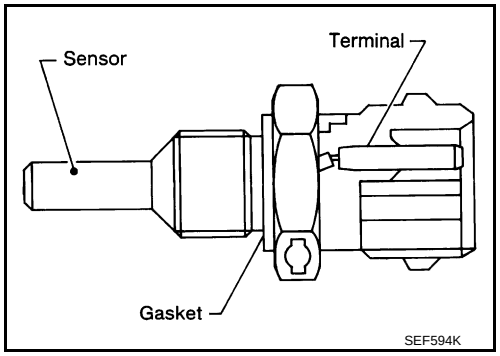
YES >> INSPECTION END
NO >> Replace engine oil temperature sensor.

# P0197, P0198 EOT SENSOR

## Description

INFOID:0000000004673173

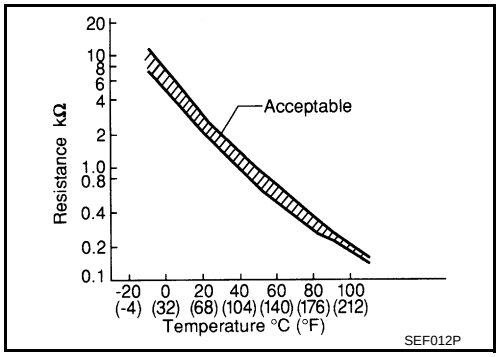
The engine oil temperature sensor is used to detect the engine oil temperature. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the engine oil temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The electrical resistance of the thermistor decreases as temperature increases.




**<Reference data>**

| Engine oil temperature [°C (°F)] | Voltage* (V) | Resistance (kΩ) |
|---|---|---|
| –10 (14) | 4.4 | 7.0 - 11.4 |
| 20 (68) | 3.5 | 2.1 - 2.9 |
| 50 (122) | 2.2 | 0.68 - 1.00 |
| 90 (194) | 0.9 | 0.236 - 0.260 |
| 110 (230) | 0.6 | 0.143 - 0.153 |

*: These data are reference values and are measured between ECM terminals 78 (Engine oil temperature sensor) and 84 (Sensor ground).




## DTC Logic

INFOID:0000000004673174

### DTC DETECTION LOGIC

| DTC No. | Trouble Diagnosis Name | DTC Detecting Condition | Possible Cause |
|---|---|---|---|
| P0197 | Engine oil temperature sensor circuit low input | An excessively low voltage from the sensor is sent to ECM. | • Harness or connectors (The sensor circuit is open or shorted.)<br>• Engine oil temperature sensor |
| P0198 | Engine oil temperature sensor circuit high input | An excessively high voltage from the sensor is sent to ECM. | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and wait at least 5 seconds.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-258, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673175

### 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

### 2.CHECK EOT SENSOR POWER SUPPLY CIRCUIT

1. Disconnect engine oil temperature (EOT) sensor harness connector.
2. Turn ignition switch ON.
3. Check the voltage between EOT sensor harness connector and ground.

| EOT sensor | | Ground | Voltage (V) |
|---|---|---|---|
| Connector | Terminal | | |
| F38 | 1 | Ground | Approx. 5 |

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

### 3.CHECK EOT SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between EOT sensor harness connector and ECM harness connector.

| EOT sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| F38 | 2 | F102 | 84 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

### 4.CHECK ENGINE OIL TEMPERATURE SENSOR

Refer to EC-258, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 5.
NO >> Replace engine oil temperature sensor.

### 5.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

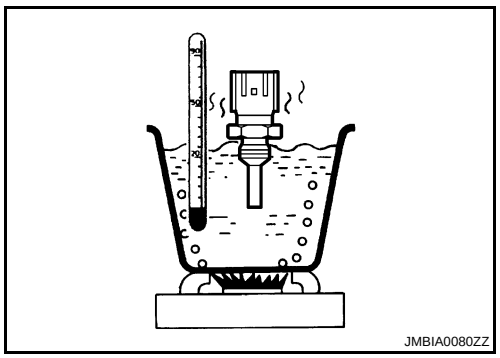
## Component Inspection

INFOID:0000000004673176

### 1.CHECK ENGINE OIL TEMPERATURE SENSOR

1. Turn ignition switch OFF.
2. Disconnect engine oil temperature sensor harness connector.
3. Remove engine oil temperature sensor.

4. Check resistance between engine oil temperature sensor terminals by heating with hot water as shown in the figure.




| Terminals | Condition | | Resistance (kΩ) |
|---|---|---|---|
| 1 and 2 | Temperature [°C (°F)] | 20 (68) | 2.1 - 2.9 |
| | | 50 (122) | 0.68 - 1.00 |
| | | 90 (194) | 0.236 - 0.260 |

Is the inspection result normal?

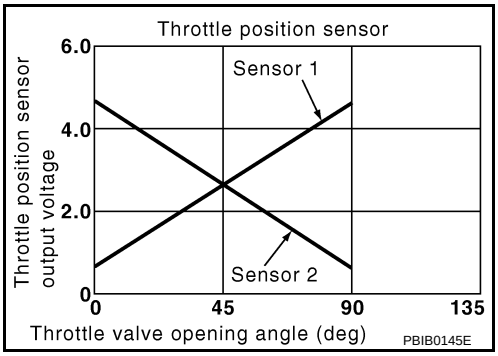
YES >> INSPECTION END
NO >> Replace engine oil temperature sensor.

# P0222, P0223, P2132, P2133 TP SENSOR

## Description

INFOID:0000000004673177

Electric throttle control actuator consists of throttle control motor, throttle position sensor, etc. The throttle position sensor responds to the throttle valve movement.
The throttle position sensor has two sensors. These sensors are a kind of potentiometer which transform the throttle valve position into output voltage, and emit the voltage signals to the ECM. The ECM judges the current opening angle of the throttle valve from these signals and the throttle valve opening angle properly in response to driving condition via the throttle control motor.




## DTC Logic

INFOID:0000000004673178

### DTC DETECTION LOGIC

**NOTE:**
**If DTC P0222, P0223, P2132 or P2133 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643. Refer to EC-368, "DTC Logic".**

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0222 | Throttle position sensor 1 (bank 1) circuit low input | An excessively low voltage from the TP sensor 1 is sent to ECM. | • Harness or connectors (TP sensor 1 circuit is open or shorted.)<br>• Electric throttle control actuator (TP sensor 1) |
| P0223 | Throttle position sensor 1 (bank 1) circuit high input | An excessively high voltage from the TP sensor 1 is sent to ECM. | |
| P2132 | Throttle position sensor 1 (bank 2) circuit low input | An excessively low voltage from the TP sensor 1 is sent to ECM. | |
| P2133 | Throttle position sensor 1 (bank 2) circuit high input | An excessively high voltage from the TP sensor 1 is sent to ECM. | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.
1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**Before performing the following procedure, confirm that battery voltage is more than 10 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and let it idle for 1 second.
2. Check DTC.

Is DTC detected?

YES >> Go to EC-261, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673179

### 1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

### 2. CHECK THROTTLE POSITION SENSOR 1 POWER SUPPLY CIRCUIT

1. Disconnect electric throttle control actuator harness connector.
2. Turn ignition switch ON.
3. Check the voltage between electric throttle control actuator harness connector and ground.

| DTC | Electric throttle control actuator | | | Ground | Voltage (V) |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0222, P0223 | 1 | F6 | 6 | Ground | Approx. 5 |
| P2132, P2133 | 2 | F27 | 1 | | |

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

### 3. CHECK THROTTLE POSITION SENSOR 1 GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between electric throttle control actuator harness connector and ECM harness connector.

| DTC | Electric throttle control actuator | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P0222, P0223 | 1 | F6 | 3 | F101 | 40 | Existed |
| P2132, P2133 | 2 | F27 | 4 | | 48 | |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

### 4. CHECK THROTTLE POSITION SENSOR 1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between electric throttle control actuator harness connector and ECM harness connector.

| DTC | Electric throttle control actuator | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P0222, P0223 | 1 | F6 | 4 | F101 | 30 | Existed |
| P2132, P2133 | 2 | F27 | 2 | | 31 | |

2. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

### 5. CHECK THROTTLE POSITION SENSOR

Refer to EC-262, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 7.
NO >> GO TO 6.

## 6.REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace malfunctioning electric throttle control actuator.
2. Go to EC-262, "Special Repair Requirement".

>> INSPECTION END

## 7.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# Component Inspection

INFOID:0000000004673180

## 1.CHECK THROTTLE POSITION SENSOR

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Perform EC-18, "THROTTLE VALVE CLOSED POSITION LEARNING : Special Repair Requirement".
4. Turn ignition switch ON.
5. Set selector lever to D (A/T) or 1st (M/T) position.
6. Check the voltage between ECM harness connector terminals when the followiing conditions.

| ECM | | | Condition | | Voltage (V) |
|---|---|---|---|---|---|
| Connector | + | – | | | |
| | Terminal | | | | |
| F101 | 30 [TP sensor 1 (bank 1)] | 40 | Accelerator pedal | Fully released | More than 0.36 |
| | | | | Fully depressed | Less than 4.75 |
| | 31 [TP sensor 1 (bank 2)] | 48 | | Fully released | More than 0.36 |
| | | | | Fully depressed | Less than 4.75 |
| | 34 [TP sensor 2 (bank 1)] | 40 | | Fully released | Less than 4.75 |
| | | | | Fully depressed | More than 0.36 |
| | 35 [TP sensor 2 (bank 2)] | 48 | | Fully released | Less than 4.75 |
| | | | | Fully depressed | More than 0.36 |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 2.

## 2.REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace malfunctioning electric throttle control actuator.
2. Go to EC-262, "Special Repair Requirement".

>> INSPECTION END

# Special Repair Requirement

INFOID:0000000004673181

## 1.PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to EC-18, "THROTTLE VALVE CLOSED POSITION LEARNING : Special Repair Requirement"

>> GO TO 2.

## 2.PERFORM IDLE AIR VOLUME LEARNING

Refer to EC-19, "IDLE AIR VOLUME LEARNING : Special Repair Requirement"

>> END

# P0300, P0301, P0302, P0303, P0304, P0305, P0306 MISFIRE

## DTC Logic

INFOID:0000000004673182

### DTC DETECTION LOGIC

When a misfire occurs, engine speed will fluctuate. If the engine speed fluctuates enough to cause the crankshaft position (CKP) sensor (POS) signal to vary, ECM can determine that a misfire is occurring.

| Sensor | Input signal to ECM | ECM function |
|---|---|---|
| Crankshaft position sensor (POS) | Engine speed | On board diagnosis of misfire |

The misfire detection logic consists of the following two conditions.

1. One Trip Detection Logic (Three Way Catalyst Damage)
   On the 1st trip, when a misfire condition occurs that can damage the three way catalyst (TWC) due to overheating, the MIL will blink.
   When a misfire condition occurs, the ECM monitors the CKP sensor signal every 200 engine revolutions for a change.
   When the misfire condition decreases to a level that will not damage the TWC, the MIL will turn off.
   If another misfire condition occurs that can damage the TWC on a second trip, the MIL will blink.
   When the misfire condition decreases to a level that will not damage the TWC, the MIL will remain illuminating.
   If another misfire condition occurs that can damage the TWC, the MIL will begin to blink again.
2. Two Trip Detection Logic (Exhaust quality deterioration)
   For misfire conditions that will not damage the TWC (but will affect vehicle emissions), the MIL will only illuminating when the misfire is detected on a second trip. During this condition, the ECM monitors the CKP sensor signal every 1,000 engine revolutions.
   A misfire malfunction can be detected in any one cylinder or in multiple cylinders.

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0300 | Multiple cylinder misfires detected | Multiple cylinders misfire. | • Improper spark plug<br>• Insufficient compression<br>• Incorrect fuel pressure<br>• The fuel injector circuit is open or shorted<br>• Fuel injector<br>• Intake air leak<br>• The ignition signal circuit is open or shorted<br>• Lack of fuel<br>• Signal plate<br>• A/F sensor 1<br>• Incorrect PCV hose connection |
| P0301 | No.1 cylinder misfire detected | No. 1 cylinder misfires. | |
| P0302 | No. 2 cylinder misfire detected | No. 2 cylinder misfires. | |
| P0303 | No. 3 cylinder misfire detected | No. 3 cylinder misfires. | |
| P0304 | No. 4 cylinder misfire detected | No. 4 cylinder misfires. | |
| P0305 | No. 5 cylinder misfire detected | No. 5 cylinder misfires. | |
| P0306 | No. 6 cylinder misfire detected | No. 6 cylinder misfires. | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE-I

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Turn ignition switch ON.
4. Turn ignition switch OFF and wait at least 10 seconds.
5. Restart engine and let it idle for about 15 minutes.
6. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-265, "Diagnosis Procedure".
NO >> GO TO 3.

## 3. PERFORM DTC CONFIRMATION PROCEDURE-II

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.
4. Start engine and drive the vehicle under similar conditions to (1st trip) Freeze Frame Data for a certain time. Refer to the table below.
   **Hold the accelerator pedal as steady as possible.**
   Similar conditions to (1st trip) Freeze Frame Data mean that the following conditions should be satisfied at the same time.
   **CAUTION:**
   **Always drive vehicle in safe manner according to traffic conditions and obey all traffic laws when driving.**

| | |
|---|---|
| Engine speed | Engine speed in the freeze frame data ± 400 rpm |
| Vehicle speed | Vehicle speed in the freeze frame data ± 10 km/h (6MPH) |
| Base fuel schedule | Base fuel schedule in the freeze frame data × (1 ± 0.1) |
| Engine coolant temperature (T) condition | When the freeze frame data shows lower than 70 °C (158 °F), T should be lower than 70 °C (158 °F). |
| | When the freeze frame data shows higher than or equal to 70 °C (158 °F), T should be higher than or equal to 70 °C (158 °F). |

Driving time varies according to the engine speed in the freeze frame data.

| Engine speed | Time |
|---|---|
| Around 1,000 rpm | Approximately 10 minutes |
| Around 2,000 rpm | Approximately 5 minutes |
| More than 3,000 rpm | Approximately 3.5 minutes |

5. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-265, "Diagnosis Procedure".
NO >> INSPECTION END

# Diagnosis Procedure

INFOID:0000000004673183

## 1. CHECK FOR INTAKE AIR LEAK AND PCV HOSE

1. Start engine and run it at idle speed.
2. Listen for the sound of the intake air leak.
3. Check PCV hose connection.

Is intake air leak detected?

YES >> Discover air leak location and repair.
NO >> GO TO 2.

## 2. CHECK FOR EXHAUST SYSTEM CLOGGING

Stop engine and visually check exhaust tube, three way catalyst and muffler for dents.

Is the inspection result normal?

YES-1 >> With CONSULT-III: GO TO 3.
YES-2 >> Without CONSULT-III: GO TO 4.
NO >> Repair or replace it.

## 3. PERFORM POWER BALANCE TEST

**With CONSULT-III**

1. Start engine.

2. Perform “POWER BALANCE” in “ACTIVE TEST” mode with CONSULT-III.
3. Make sure that each circuit produces a momentary engine speed drop.

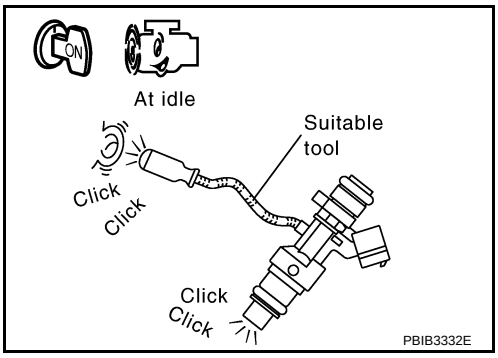
Is the inspection result normal?

YES >> GO TO 9.
NO >> GO TO 4.

## 4. CHECK FUNCTION OF FUEL INJECTOR-I

1. Start engine and let it idle.
2. Listen to each fuel injector operation sound.

**Clicking sound should be heard.**



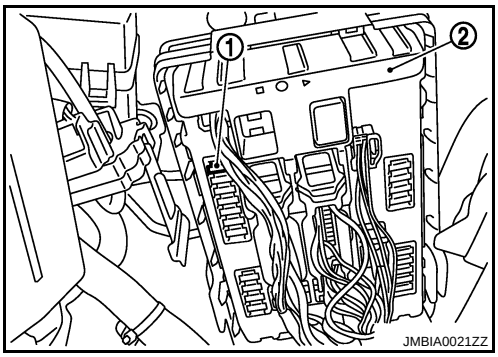

Is the inspection result normal?

YES >> GO TO 5.
NO >> Perform trouble diagnosis for FUEL INJECTOR, refer to EC-496, "Diagnosis Procedure".

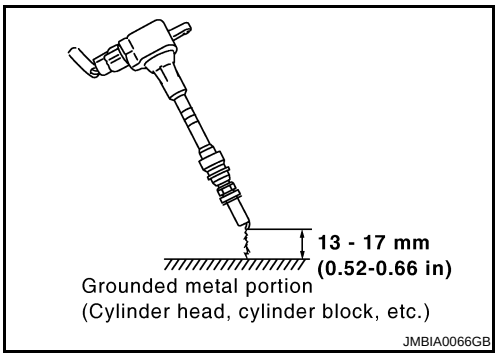
## 5. CHECK FUNCTION OF IGNITION COIL-I

**CAUTION:**
**Perform the following procedure in a place where with no combustible objects and good ventilation.**

1. Turn ignition switch OFF.
2. Remove fuel pump fuse (1) in IPDM E/R (2) to release fuel pressure.
   **NOTE:**
   Do not use CONSULT-III to release fuel pressure, or fuel pressure applies again during the following procedure.
3. Start engine.
4. After engine stalls, crank it two or three times to release all fuel pressure.
5. Turn ignition switch OFF.
6. Remove all ignition coil harness connectors to avoid the electrical discharge from the ignition coils.
7. Remove ignition coil and spark plug of the cylinder to be checked.
8. Crank engine for 5 seconds or more to remove combustion gas in the cylinder.
9. Connect spark plug and harness connector to ignition coil.
10. Fix ignition coil using a rope etc. with gap of 13 - 17 mm (0.52 - 0.66 in) between the edge of the spark plug and grounded metal portion as shown in the figure.
11. Crank engine for about 3 seconds, and check whether spark is generated between the spark plug and the grounded metal portion.




**Spark should be generated.**




**CAUTION:**

- **Never place the spark plug and the ignition coil within 50 cm (19.7 in) each other. Be careful not to get an electrical shock while checking, because the electrical discharge voltage becomes 20 kV or more.**
- **It might damage the ignition coil if the gap of more than 17 mm (0.66 in) is made.**

**NOTE:**
**When the gap is less than 13 mm (0.52 in), a spark might be generated even if the coil is malfunctioning.**

Is the inspection result normal?

YES >> GO TO 9.
NO >> GO TO 6.

## 6. CHECK FUNCTION OF IGNITION COIL-II

1. Turn ignition switch OFF.
2. Disconnect spark plug and connect a non-malfunctioning spark plug.
3. Crank engine for about 3 seconds, and recheck whether spark is generated between the spark plug and the grounded metal portion.

**Spark should be generated.**

Is the inspection result normal?

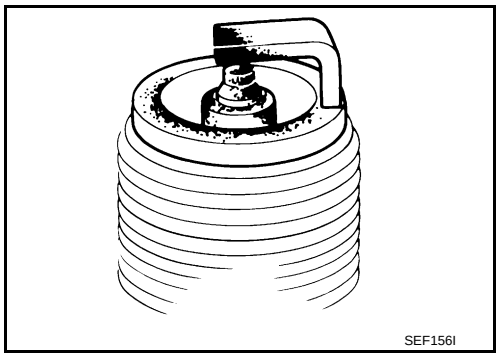
YES >> GO TO 7.
NO >> Check ignition coil, power transistor and their circuits. Refer to EC-507, "Diagnosis Procedure".

## 7. CHECK SPARK PLUG

Check the initial spark plug for fouling, etc.

Is the inspection result normal?

YES >> Replace spark plug(s) with standard type one(s). For spark plug type, refer to EM-17, "Inspection".
NO >> Repair or clean spark plug. Then GO TO 8.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## 8. CHECK FUNCTION OF IGNITION COIL-III

1. Reconnect the initial spark plugs.
2. Crank engine for about 3 seconds, and recheck whether spark is generated between the spark plug and the grounded portion.

**Spark should be generated.**

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace spark plug(s) with standard type one(s). For spark plug type, refer to EM-16, "Removal and Installation".

## 9. CHECK COMPRESSION PRESSURE

Check compression pressure. Refer to EM-17, "Inspection".

Is the inspection result normal?

YES >> GO TO 10.
NO >> Check pistons, piston rings, valves, valve seats and cylinder head gaskets.

## 10. CHECK FUEL PRESSURE

1. Install all removed parts.
2. Release fuel pressure to zero. Refer to EC-614, "Inspection".
3. Install fuel pressure gauge and check fuel pressure. Refer to EC-614, "Inspection".

**At idle: Approximately 350 kPa (3.57 kg/cm$^2$, 51 psi)**

Is the inspection result normal?

YES >> GO TO 12.
NO >> GO TO 11.

## 11. DETECT MALFUNCTIONING PART

Check fuel hoses and fuel tubes for clogging.

Is the inspection result normal?

YES >> Replace “fuel filter and fuel pump assembly”.
NO >> Repair or replace.

## 12. CHECK IDLE SPEED AND IGNITION TIMING

For procedure, refer to EC-13, "BASIC INSPECTION : Special Repair Requirement".
For specification, refer to EC-619, "Idle Speed" and EC-619, "Ignition Timing".

Is the inspection result normal?

YES >> GO TO 13.
NO >> Follow the EC-13, "BASIC INSPECTION : Special Repair Requirement".

## 13. CHECK A/F SENSOR 1 INPUT SIGNAL CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect corresponding A/F sensor 1 harness connector.
3. Disconnect ECM harness connector.
4. Check the continuity between A/F sensor 1 harness connector and ECM harness connector.

| A/F sensor 1 | | | ECM | | Continuity |
|---|---|---|---|---|---|
| Bank | Connector | Terminal | Connector | Terminal | |
| 1 | F3 | 1 | F102 | 57 | Existed |
| | | 2 | | 61 | |
| 2 | F20 | 1 | | 65 | |
| | | 2 | | 66 | |

5. Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

| A/F sensor 1 | | | Ground | Continuity |
|---|---|---|---|---|
| Bank | Connector | Terminal | | |
| 1 | F3 | 1 | Ground | Not existed |
| | | 2 | | |
| 2 | F20 | 1 | | |
| | | 2 | | |

| ECM | | | Ground | Continuity |
|---|---|---|---|---|
| Bank | Connector | Terminal | | |
| 1 | F102 | 57 | Ground | Not existed |
| | | 61 | | |
| 2 | | 65 | | |
| | | 66 | | |

6. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 14.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 14. CHECK A/F SENSOR 1 HEATER

Refer to EC-161, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 15.
NO >> Replace (malfunctioning) A/F sensor 1.

## 15. CHECK MASS AIR FLOW SENSOR

**With CONSULT-III**
Check mass air flow sensor signal in “DATA MONITOR” mode with CONSULT-III.
For specification, refer to EC-619, "Mass Air Flow Sensor".

**With GST**

Check mass air flow sensor signal in Service $01 with GST.
For specification, refer to EC-619, "Mass Air Flow Sensor".

Is the measurement value within the specification?

YES >> GO TO 16.
NO >> Check connectors for rusted terminals or loose connections in the mass air flow sensor circuit or ground. Refer to EC-177, "Diagnosis Procedure".

## 16. CHECK SYMPTOM TABLE

Check items on the rough idle symptom in EC-602, "Symptom Table".

Is the inspection result normal?

YES >> GO TO 17.
NO >> Repair or replace.

## 17. ERASE THE 1ST TRIP DTC

Some tests may cause a 1st trip DTC to be set.
Erase the 1st trip DTC from the ECM memory after performing the tests. Refer to EC-112, "Diagnosis Description".

>> GO TO 18.

## 18. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# P0327, P0328, P0332, P0333 KS

## Description

INFOID:0000000004673184

The knock sensor is attached to the cylinder block. It senses engine knocking using a piezoelectric element. A knocking vibration from the cylinder block is sensed as vibrational pressure. This pressure is converted into a voltage signal and sent to the ECM.

## DTC Logic

INFOID:0000000004673185

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detected condition | Possible cause |
|---|---|---|---|
| P0327 | Knock sensor (bank 1) circuit low input | An excessively low voltage from the sensor is sent to ECM. | • Harness or connectors (The sensor circuit is open or shorted.)<br>• Knock sensor |
| P0328 | Knock sensor (bank 1) circuit high input | An excessively high voltage from the sensor is sent to ECM. | |
| P0332 | Knock sensor (bank 2) circuit low input | An excessively low voltage from the sensor is sent to ECM. | |
| P0333 | Knock sensor (bank 2) circuit high input | An excessively high voltage from the sensor is sent to ECM. | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**Before performing the following procedure, confirm that battery voltage is more than 10 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and run it for at least 5 seconds at idle speed.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-270, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673186

#### 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

#### 2.CHECK KNOCK SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Disconnect knock sensor harness connector and ECM harness connector.
2. Check the continuity between knock sensor harness connector and ECM harness connector.

| DTC | Knock sensor | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P0327, P0328 | 1 | F203 | 2 | F102 | 72 | Existed |
| P0332, P0333 | 2 | F202 | 2 | | | |

3. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 3.

## 3.DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors F9, F201
- Harness for open or short between knock sensor and ECM

>> Repair open circuit or short to power in harness or connectors.

## 4.CHECK KNOCK SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between knock sensor harness connector and ECM harness connector.

| DTC | Knock sensor | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P0327, P0328 | 1 | F203 | 1 | F102 | 73 | Existed |
| P0332, P0333 | 2 | F202 | 1 | | 69 | |

2. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 6.
NO >> GO TO 5.

## 5.DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors F9, F201
- Harness for open or short between ECM and knock sensor

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 6.CHECK KNOCK SENSOR

Refer to EC-271, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 7.
NO >> Replace malfunctioning knock sensor.

## 7.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# Component Inspection

INFOID:0000000004673187

## 1.CHECK KNOCK SENSOR

1. Turn ignition switch OFF.
2. Disconnect knock sensor harness connector.
3. Check resistance between knock sensor terminals as per the following.

**NOTE:**

**It is necessary to use an ohmmeter which can measure more than 10 MΩ.**

| Terminals | Resistance (kΩ) |
|---|---|
| 1 and 2 | Approx. 532 - 588 [at 20°C (68°F)] |

**CAUTION:**

**Do not use any knock sensors that have been dropped or physically damaged. Use only new ones.**

Is the inspection result normal?

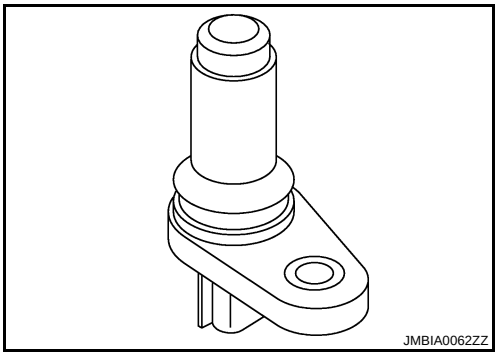
YES >> INSPECTION END
NO >> Replace malfunctioning knock sensor.

# P0335 CKP SENSOR (POS)

## Description

INFOID:0000000004673188

The crankshaft position sensor (POS) is located on the cylinder block facing the gear teeth (cogs) of the signal plate. It detects the fluctuation of the engine revolution.
The sensor consists of a permanent magnet and Hall IC.
When the engine is running, the high and low parts of the teeth cause the gap with the sensor to change.
The changing gap causes the magnetic field near the sensor to change.
Due to the changing magnetic field, the voltage from the sensor changes.
The ECM receives the voltage signal and detects the fluctuation of the engine revolution.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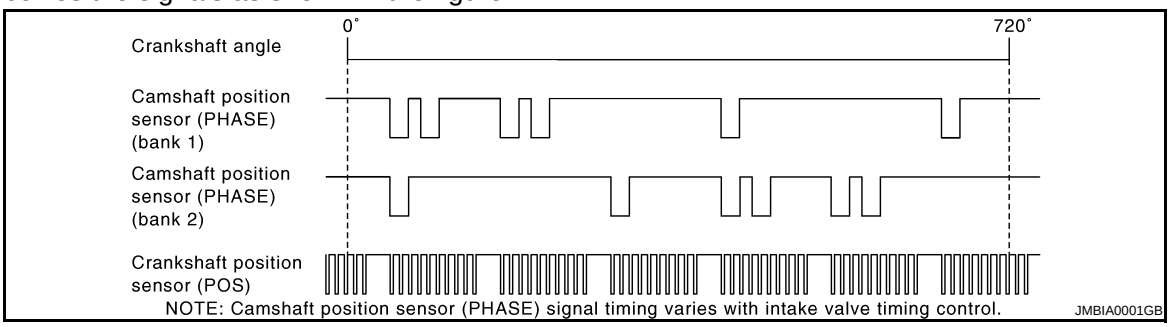
ECM receives the signals as shown in the figure.




## DTC Logic

INFOID:0000000004673189

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0335 | Crankshaft position sensor (POS) circuit | • The crankshaft position sensor (POS) signal is not detected by the ECM during the first few seconds of engine cranking.<br>• The proper pulse signal from the crankshaft position sensor (POS) is not sent to ECM while the engine is running.<br>• The crankshaft position sensor (POS) signal is not in the normal pattern during engine running. | • Harness or connectors<br>[CKP sensor (POS) circuit is open or shorted.]<br>(APP sensor 2 circuit is shorted.)<br>(EVAP control system pressure sensor circuit is shorted.)<br>(Refrigerant pressure sensor circuit is shorted.)<br>(Brake booster pressure sensor circuit is shorted)<br>• Crankshaft position sensor (POS)<br>• Accelerator pedal position sensor<br>• EVAP control system pressure sensor<br>• Refrigerant pressure sensor<br>• Brake booster pressure sensor.<br>• Signal plate |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**Before performing the following procedure, confirm that battery voltage is more than 10.5 V with ignition switch ON.**

>> GO TO 2.

## 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and let it idle for at least 5 seconds.
   If engine does not start, crank engine for at least 2 seconds.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-274, "Diagnosis Procedure".
NO >> INSPECTION END

# Diagnosis Procedure

INFOID:0000000004673190

## 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

## 2.CHECK CRANKSHAFT POSITION (CKP) SENSOR (POS) POWER SUPPLY CIRCUIT-I

1. Disconnect crankshaft position (CKP) sensor (POS) harness connector.
2. Turn ignition switch ON.
3. Check the voltage between CKP sensor (POS) harness connector and ground.

| CKP sensor (POS) | | Ground | Voltage (V) |
|---|---|---|---|
| Connector | Terminal | | |
| F2 | 1 | Ground | Approx. 5 |

Is the inspection result normal?

YES >> GO TO 8.
NO >> GO TO 3.

## 3.CHECK CRANKSHAFT POSITION (CKP) SENSOR (POS) POWER SUPPLY CIRCUIT-II

1. Turn ignition switch ON.
2. Disconnect ECM harness connector.
3. Check the continuity between CKP sensor (POS) harness connector and ECM harness connector.

| CKP sensor (POS) | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| F2 | 1 | F101 | 46 | Existed |

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair open circuit.

## 4.CHECK SENSOR POWER SUPPLY CIRCUIT

Check harness for short to power and short to ground, between the following terminals.

| ECM | | Sensor | | |
|---|---|---|---|---|
| Connector | Terminal | Name | Connector | Terminal |
| F101 | 45 | Brake booster pressure sensor | E48 | 1 |
| | 46 | CKP sensor (POS) | F2 | |

| ECM | | Sensor | | |
|---|---|---|---|---|
| Connector | Terminal | Name | Connector | Terminal |
| M107 | 103 | APP sensor | E112 | 6 |
| | 107 | EVAP control system pressure sensor | B252 | 3 |
| | | Refrigerant pressure sensor | E77 | 3 |

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair short to ground or short to power in harness or connectors.

## 5.CHECK COMPONENTS

Check the following.
- Brake booster pressure sensor (Refer to EC-361, "Component Inspection".)
- EVAP control system pressure sensor (Refer to EC-315, "Component Inspection".)
- Refrigerant pressure sensor (Refer to HAC-72, "Diagnosis Procedure".)

Is the inspection result normal?

YES >> GO TO 6.
NO >> Replace malfunctioning component.

## 6.CHECK APP SENSOR

Refer to EC-469, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 12.
NO >> GO TO 7.

## 7.REPLACE ACCELERATOR PEDAL ASSEMBLY

1. Replace accelerator pedal assembly.
2. Go to EC-469, "Special Repair Requirement".

>> INSPECTION END

## 8.CHECK CKP SENSOR (POS) GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between CKP sensor (POS) harness connector and ECM harness connector.

| CKP sensor (POS) | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| F2 | 2 | F101 | 47 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 9.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 9.CHECK CKP SENSOR (POS) INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between CKP sensor (POS) harness connector and ECM harness connector.

| CKP sensor (POS) | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| F2 | 3 | F101 | 37 | Existed |

2. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 10.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 10. CHECK CRANKSHAFT POSITION SENSOR (POS)

Refer to EC-276, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 11.
NO >> Replace crankshaft position sensor (POS).

## 11. CHECK GEAR TOOTH

Visually check for chipping signal plate gear tooth.

Is the inspection result normal?

YES >> GO TO 12.
NO >> Replace the signal plate.

## 12. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

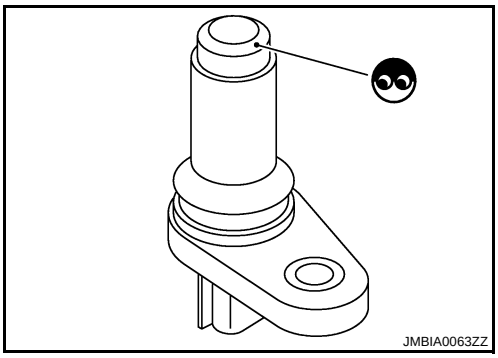
>> INSPECTION END

# Component Inspection

INFOID:0000000004673191

## 1. CHECK CRANKSHAFT POSITION SENSOR (POS)-I

1. Turn ignition switch OFF.
2. Loosen the fixing bolt of the sensor.
3. Disconnect crankshaft position sensor (POS) harness connector.
4. Remove the sensor.
5. Visually check the sensor for chipping.




Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace crankshaft position sensor (POS).

## 2. CHECK CRANKSHAFT POSITION SENSOR (POS)-II

Check resistance between crankshaft position sensor (POS) terminals as follows.

| Terminals (Polarity) | Resistance (Ω) |
|---|---|
| 1 (+) - 2 (-) | Except 0 or ∞ [at 25°C (77°F)] |
| 1 (+) - 3 (-) | |
| 2 (+) - 3 (-) | |

Is the inspection result normal?

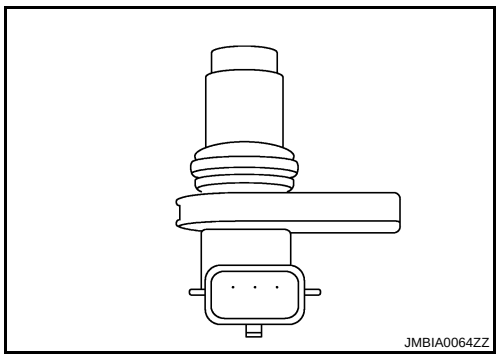
YES >> INSPECTION END
NO >> Replace crankshaft position sensor (POS).

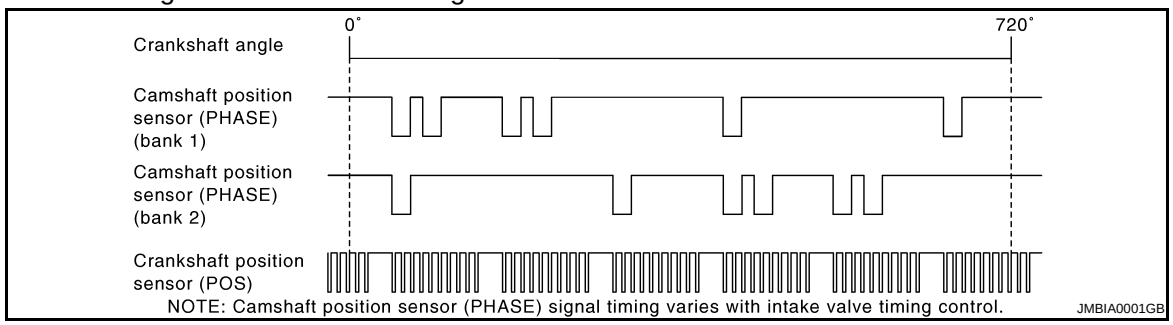
# P0340, P0345 CMP SENSOR (PHASE)

## Description

INFOID:0000000004673192

The camshaft position sensor (PHASE) senses the retraction of camshaft (INT) to identify a particular cylinder. The camshaft position sensor (PHASE) senses the piston position.
When the crankshaft position sensor (POS) system becomes inoperative, the camshaft position sensor (PHASE) provides various controls of engine parts instead, utilizing timing of cylinder identification signals.
The sensor consists of a permanent magnet and Hall IC.
When engine is running, the high and low parts of the teeth cause the gap with the sensor to change.
The changing gap causes the magnetic field near the sensor to change.
Due to the changing magnetic field, the voltage from the sensor changes.
ECM receives the signals as shown in the figure.




## DTC Logic

INFOID:0000000004673193

### DTC DETECTION LOGIC

**NOTE:**
**If DTC P0340 or P0345 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643. Refer to EC-368, "DTC Logic".**

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0340 | Camshaft position sensor (PHASE) (bank 1) circuit | • The cylinder No. signal is not sent to ECM for the first few seconds during engine cranking.<br>• The cylinder No. signal is not sent to ECM during engine running.<br>• The cylinder No. signal is not in the normal pattern during engine running. | • Harness or connectors [CMP sensor (PHASE) (bank 1) circuit is open or shorted.]<br>• Camshaft position sensor (PHASE) (bank 1)<br>• Camshaft (INT)<br>• Starter motor<br>• Starting system circuit<br>• Dead (Weak) battery |
| P0345 | Camshaft position sensor (PHASE) (bank 2) circuit | | • Harness or connectors [CMP sensor (PHASE) (bank 2) circuit is open or shorted.]<br>• Camshaft position sensor (PHASE) (bank 2)<br>• Camshaft (INT)<br>• Starter motor<br>• Starting system circuit<br>• Dead (Weak) battery |

### DTC CONFIRMATION PROCEDURE

#### 1. PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**Before performing the following procedure, confirm that battery voltage is more than 10.5 V with ignition switch ON.**

>> GO TO 2.

## 2.PERFORM DTC CONFIRMATION PROCEDURE-I

1. Start engine and let it idle for at least 5 seconds.
   If engine does not start, crank engine for at least 2 seconds.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-278, "Diagnosis Procedure".
NO >> GO TO 3.

## 3.PERFORM DTC CONFIRMATION PROCEDURE-II

1. Maintaining engine speed at more than 800 rpm for at least 5 seconds.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-278, "Diagnosis Procedure".
NO >> INSPECTION END

# Diagnosis Procedure

INFOID:0000000004673194

## 1.CHECK STARTING SYSTEM

Turn ignition switch to START position.

Does the engine turn over? Does the starter motor operate?

YES >> GO TO 2.
NO >> Check starting system. (Refer to EC-9, "Work Flow".)

## 2.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace ground connection.

## 3.CHECK CAMSHAFT POSITION (CMP) SENSOR (PHASE) POWER SUPPLY CIRCUIT

1. Disconnect camshaft position (CMP) sensor (PHASE) harness connector.
2. Turn ignition switch ON.
3. Check the voltage between CMP sensor (PHASE) harness connector and ground.

| DTC | CMP sensor (PHASE) | | | Ground | Voltage (V) |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P0340 | 1 | F5 | 1 | Ground | Approx. 5 |
| P0345 | 2 | F18 | 1 | | |

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 4.CHECK CMP SENSOR (PHASE) GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between CMP sensor (PHASE) harness connector and ECM harness connector.

| DTC | CMP sensor (PHASE) | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P0340 | 1 | F5 | 2 | F102 | 96 | Existed |
| P0345 | 2 | F18 | 2 | | 92 | |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 5. CHECK CMP SENSOR (PHASE) INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between CMP sensor (PHASE) harness connector and ECM harness connector.

| DTC | CMP sensor (PHASE) | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P0340 | 1 | F5 | 3 | F102 | 59 | Existed |
| P0345 | 2 | F18 | 3 | | 63 | |

2. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 6. CHECK CAMSHAFT POSITION SENSOR (PHASE)

Refer to EC-279, "Component Inspection".

Is the inspection result normal?

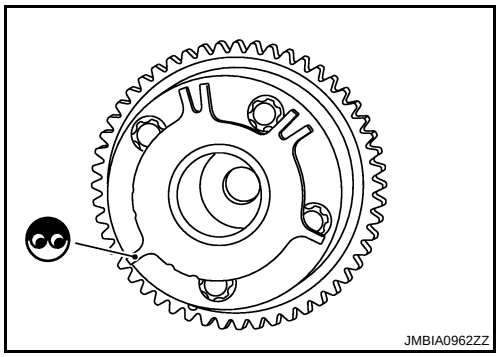
YES >> GO TO 7.
NO >> Replace malfunctioning camshaft position sensor (PHASE).

## 7. CHECK CAMSHAFT (INTAKE)

Check the following.
- Accumulation of debris to the signal plate of camshaft front end
- Chipping signal plate of camshaft front end

Is the inspection result normal?

YES >> GO TO 8.
NO >> Remove debris and clean the signal plate of camshaft front end or replace camshaft.




## 8. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# Component Inspection

INFOID:0000000004673195

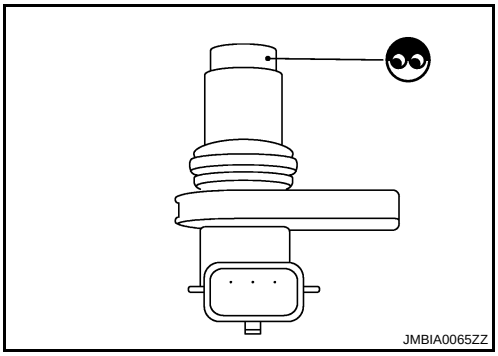
## 1. CHECK CAMSHAFT POSITION SENSOR (PHASE)-I

1. Turn ignition switch OFF.
2. Loosen the fixing bolt of the sensor.
3. Disconnect camshaft position sensor (PHASE) harness connector.
4. Remove the sensor.

5. Visually check the sensor for chipping.

Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace malfunctioning camshaft position sensor (PHASE).




## 2. CHECK CAMSHAFT POSITION SENSOR (PHASE)-II

Check resistance camshaft position sensor (PHASE) terminals as follows.

| Terminals (Polarity) | Resistance (Ω) |
|---|---|
| 1 (+) - 2 (-) | Except 0 or ∞ [at 25°C (77°F)] |
| 1 (+) - 3 (-) | |
| 2 (+) - 3 (-) | |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace malfunctioning camshaft position sensor (PHASE).

# P0420, P0430 THREE WAY CATALYST FUNCTION

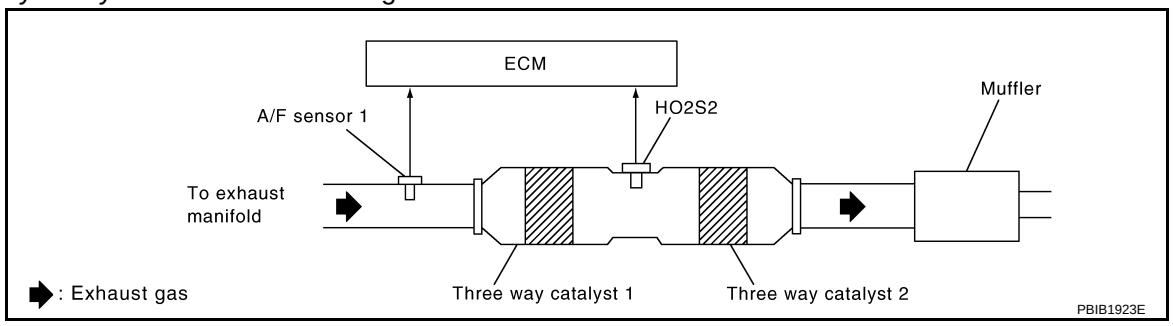
## DTC Logic

INFOID:0000000004673196

### DTC DETECTION LOGIC

The ECM monitors the switching frequency ratio of air fuel ratio (A/F) sensor 1 and heated oxygen sensor 2. A three way catalyst 1 with high oxygen storage capacity will indicate a low switching frequency of heated oxygen sensor 2. As oxygen storage capacity decreases, the heated oxygen sensor 2 switching frequency will increase.

When the frequency ratio of A/F sensor 1 and heated oxygen sensor 2 approaches a specified limit value, the three way catalyst 1 malfunction is diagnosed.




| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0420 | Catalyst system efficiency below threshold (bank 1) | • Three way catalyst (manifold) does not operate properly.<br>• Three way catalyst (manifold) does not have enough oxygen storage capacity. | • Three way catalyst (manifold)<br>• Exhaust tube<br>• Intake air leaks<br>• Fuel injector<br>• Fuel injector leaks<br>• Spark plug<br>• Improper ignition timing |
| P0430 | Catalyst system efficiency below threshold (bank 2) | | |

### DTC CONFIRMATION PROCEDURE

#### 1.INSPECTION START

Do you have CONSULT-III?

Do you have CONSULT-III?

YES >> GO TO 2.
NO >> GO TO 7.

#### 2.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**

**Do not hold engine speed for more than the specified minutes below.**

>> GO TO 3.

#### 3.PERFORM DTC CONFIRMATION PROCEDURE-I

**With CONSULT-III**

1. Turn ignition switch ON and select “DATA MONITOR” mode with CONSULT-III.
2. Start engine and warm it up to the normal operating temperature.
3. Turn ignition switch OFF and wait at least 10 seconds.
4. Turn ignition switch ON.
5. Turn ignition switch OFF and wait at least 10 seconds.
6. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
7. Let engine idle for 1 minute.

8. Make sure that “COOLAN TEMP/S” indicates more than 70°C (158°F).
   If not, warm up engine and go to next step when “COOLAN TEMP/S” indication reaches 70°C (158°F).
9. Open engine hood.
10. Select “DTC & SRT CONFIRMATION” then “SRT WORK SUPPORT” mode with CONSULT-III.
11. Rev engine up to about 2,000 rpm and hold it for 3 consecutive minutes then release the accelerator pedal completely.
12. Check the indication of “CATALYST”.

Which is displayed on CONSULT-III screen?

CMPLT >> GO TO 6.
INCMP >> GO TO 4.

## 4. PERFORM DTC CONFIRMATION PROCEDURE-II

1. Wait 5 seconds at idle.
2. Rev engine up to about 2,000 rpm and maintain it until “INCMP” of “CATALYST” changes to “CMPLT” (It will take approximately 5 minutes).

Does the indication change to “CMPLT”?

YES >> GO TO 6.
NO >> GO TO 5.

## 5. PERFORM DTC CONFIRMATION PROCEDURE AGAIN

1. Stop engine and cool it down to less than 70°C (158°F).
2. Perform DTC CONFIRMATION PROCEDURE again.

>> GO TO 3.

## 6. PERFORM DTC CONFIRMATION PROCEDURE-III

Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-283, "Diagnosis Procedure".
NO >> INSPECTION END

## 7. PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to EC-282, "Component Function Check".

**NOTE:**
Use component function check to check the overall function of the three way catalyst (manifold). During this check, a 1st trip DTC might not be confirmed.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-283, "Diagnosis Procedure".

# Component Function Check

INFOID:0000000004673197

## 1. PERFORM COMPONENT FUNCTION CHECK

**Without CONSULT-III**

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
4. Let engine idle for 1 minute.
5. Open engine hood.
6. Check the voltage between ECM harness connector terminals under the following condition.

| DTC | ECM | | | Condition | Voltage |
|---|---|---|---|---|---|
| | Connector | + | – | | |
| | | Terminal | Terminal | | |
| P0420 | F102 | 76 [HO2S2 (bank 1)] | 84 | Keeping engine speed at 2,500 rpm constant under no load | The voltage fluctuation cycle takes more than 5 seconds.<br>• 1 cycle: 0.6 - 1.0 → 0 - 0.3 → 0.6 - 1.0 |
| P0430 | | 80 [HO2S2 (bank 2)] | | | |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-283, "Diagnosis Procedure".

## Diagnosis Procedure

INFOID:0000000004673198

### 1. CHECK EXHAUST SYSTEM

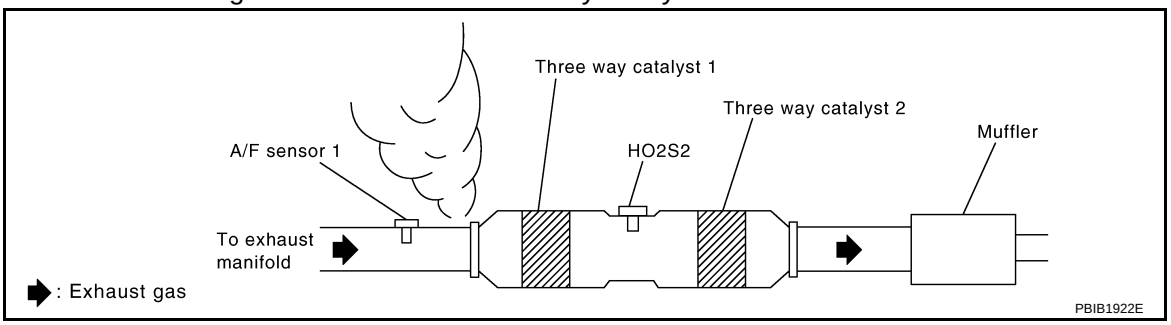
Visually check exhaust tubes and muffler for dents.

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace.

### 2. CHECK EXHAUST GAS LEAK

1. Start engine and run it at idle.
2. Listen for an exhaust gas leak before the three way catalyst 1.




Is exhaust gas leak detected?

YES >> Repair or replace.
NO >> GO TO 3.

### 3. CHECK INTAKE AIR LEAK

Listen for an intake air leak after the mass air flow sensor.

Is intake air leak detected?

YES >> Repair or replace.
NO >> GO TO 4.

### 4. CHECK IDLE SPEED AND IGNITION TIMING

For procedure, refer to EC-13, "BASIC INSPECTION : Special Repair Requirement".
For specification, refer to EC-619, "Idle Speed" and EC-619, "Ignition Timing".

Is the inspection result normal?

YES >> GO TO 5.
NO >> Follow the EC-13, "BASIC INSPECTION : Special Repair Requirement".

### 5. CHECK FUEL INJECTORS

1. Stop engine and then turn ignition switch ON.
2. Check the voltage between ECM harness connector terminals as per the following.

| ECM | | | | Voltage |
|---|---|---|---|---|
| + | | – | | |
| Connector | Terminal | Connector | Terminal | |
| F102 | 81 | M107 | 128 | Battery voltage |
| | 82 | | | |
| | 85 | | | |
| | 86 | | | |
| | 89 | | | |
| | 90 | | | |

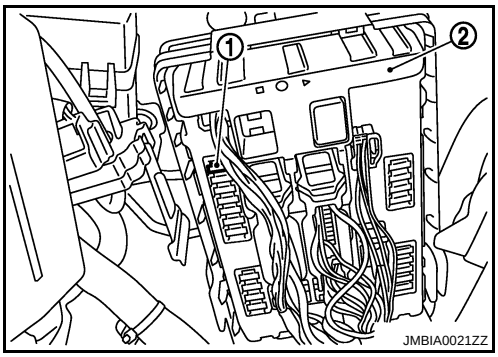
Is the inspection result normal?

YES >> GO TO 6.
NO >> Perform EC-496, "Diagnosis Procedure".

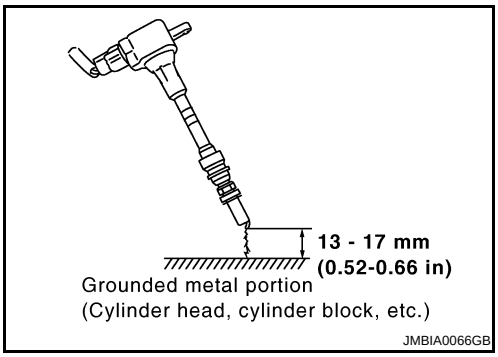
## 6. CHECK FUNCTION OF IGNITION COIL-I

**CAUTION:**
**Perform the following procedure in a place where with no combustible objects and good ventilation.**

1. Turn ignition switch OFF.
2. Remove fuel pump fuse (1) in IPDM E/R (2) to release fuel pressure.
   **NOTE:**
   Do not use CONSULT-III to release fuel pressure, or fuel pressure applies again during the following procedure.
3. Start engine.
4. After engine stalls, crank it two or three times to release all fuel pressure.
5. Turn ignition switch OFF.
6. Remove all ignition coil harness connectors to avoid the electrical discharge from the ignition coils.
7. Remove ignition coil and spark plug of the cylinder to be checked.
8. Crank engine for 5 seconds or more to remove combustion gas in the cylinder.
9. Connect spark plug and harness connector to ignition coil.
10. Fix ignition coil using a rope etc. with gap of 13 - 17 mm (0.52 - 0.66 in) between the edge of the spark plug and grounded metal portion as shown in the figure.
11. Crank engine for about 3 seconds, and check whether spark is generated between the spark plug and the grounded metal portion.




**Spark should be generated.**




**CAUTION:**
- **Never place the spark plug and the ignition coil within 50 cm (19.7 in) each other. Be careful not to get an electrical shock while checking, because the electrical discharge voltage becomes 20 kV or more.**
- **It might damage the ignition coil if the gap of more than 17 mm (0.66 in) is made.**

**NOTE:**
**When the gap is less than 13 mm (0.52 in), a spark might be generated even if the coil is malfunctioning.**

Is the inspection result normal?

YES >> GO TO 10.
NO >> GO TO 7.

## 7. CHECK FUNCTION OF IGNITION COIL-II

1. Turn ignition switch OFF.

2. Disconnect spark plug and connect a non-malfunctioning spark plug.
3. Crank engine for about 3 seconds, and recheck whether spark is generated between the spark plug and the grounded metal portion.

**Spark should be generated.**

Is the inspection result normal?

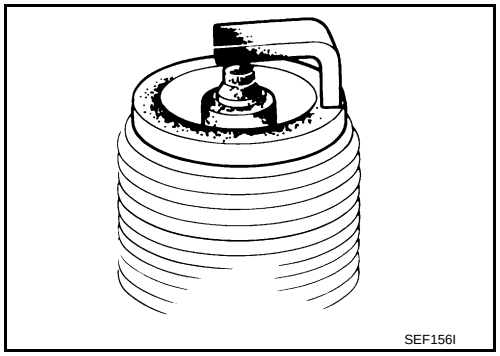
YES >> GO TO 8.
NO >> Check ignition coil, power transistor and their circuits. Refer to EC-507, "Diagnosis Procedure".

## 8. CHECK SPARK PLUG

Check the initial spark plug for fouling, etc.

Is the inspection result normal?

YES >> Replace spark plug(s) with standard type one(s). For spark plug type, refer to EM-17, "Inspection".
NO >> Repair or clean spark plug. Then GO TO 9.




## 9. CHECK FUNCTION OF IGNITION COIL-III

1. Reconnect the initial spark plugs.
2. Crank engine for about three seconds, and recheck whether spark is generated between the spark plug and the grounded portion.

**Spark should be generated.**

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace spark plug(s) with standard type one(s). For spark plug type, refer to EM-16, "Removal and Installation".

## 10. CHECK FUEL INJECTOR

1. Turn ignition switch OFF.
2. Remove fuel injector assembly.
   Refer to EM-37, "Removal and Installation".
   Keep fuel hose and all fuel injectors connected to fuel tube.
3. Disconnect all ignition coil harness connectors.
4. Reconnect all fuel injector harness connectors disconnected.
5. Turn ignition switch ON.
6. Check that fuel does not drip from fuel injector.

Does fuel drip from fuel injector?

YES >> Replace the fuel injector(s) from which fuel is dripping.
NO >> GO TO 11.

## 11. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

Is the inspection result nomal?

YES >> Replace three way catalyst assembly.
NO >> Repair or replace harness or connector.

# P0441 EVAP CONTROL SYSTEM

## DTC Logic

INFOID:0000000004673199

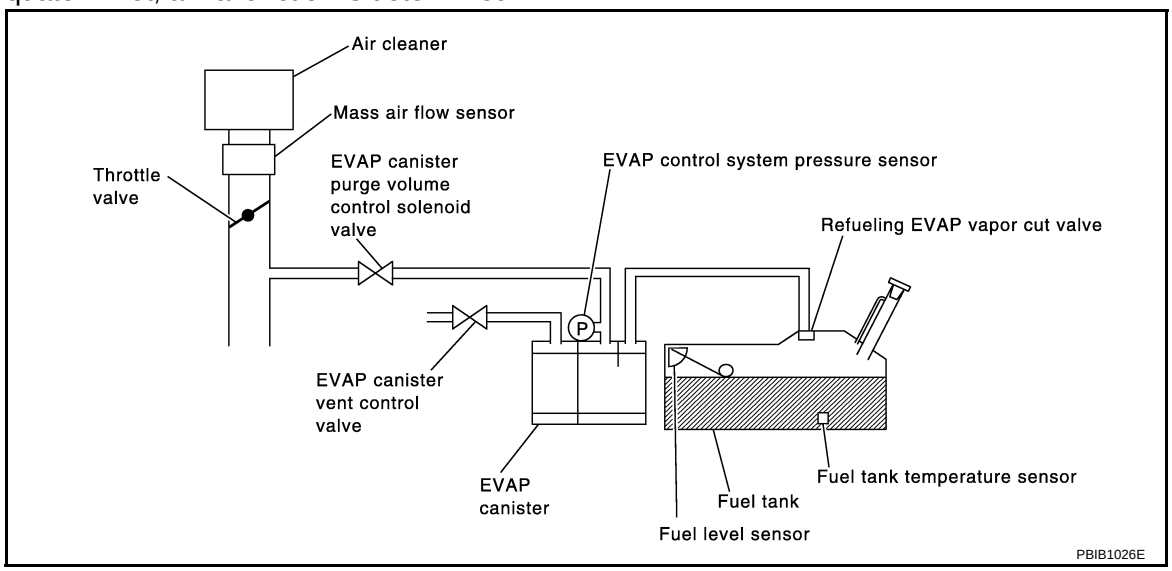
### DTC DETECTION LOGIC

**NOTE:**

**If DTC P0441 is displayed with other DTC such as P2122, P2123, P2127, P2128 or P2138, first perform trouble diagnosis for other DTC.**

In this evaporative emission (EVAP) control system, purge flow occurs during non-closed throttle conditions. Purge volume is related to air intake volume. Under normal purge conditions (non-closed throttle), the EVAP canister purge volume control solenoid valve is open to admit purge flow. Purge flow exposes the EVAP control system pressure sensor to intake manifold vacuum.

Under normal conditions (non-closed throttle), sensor output voltage indicates if pressure drop and purge flow are adequate. If not, a malfunction is determined.




| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0441 | EVAP control system incorrect purge flow | EVAP control system does not operate properly, EVAP control system has a leak between intake manifold and EVAP control system pressure sensor. | • EVAP canister purge volume control solenoid valve stuck closed<br>• EVAP control system pressure sensor and the circuit<br>• Loose, disconnected or improper connection of rubber tube<br>• Blocked rubber tube<br>• Cracked EVAP canister<br>• EVAP canister purge volume control solenoid valve circuit<br>• Accelerator pedal position sensor<br>• Blocked purge port<br>• EVAP canister vent control valve |

### DTC CONFIRMATION PROCEDURE

#### 1.INSPECTION START

Do you have CONSULT-III?

Do you have CONSULT-III?

YES >> GO TO 2.
NO >> GO TO 6.

#### 2.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.

2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**Always perform test at a temperature of 5°C (41°F) or more.**

>> GO TO 3.

## 3. PERFORM DTC CONFIRMATION PROCEDURE-I

**With CONSULT-III**

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Turn ignition switch ON.
4. Turn ignition switch OFF and wait at least 10 seconds.
5. Start engine and let it idle for at least 70 seconds.
6. Select “PURG FLOW P0441” of “EVAPORATIVE SYSTEM” in “DTC WORK SUPPORT” mode with CONSULT-III.
7. Touch “START”.

Is “COMPLETED” displayed on CONSULT-III screen?

YES >> GO TO 5.
NO >> GO TO 4.

## 4. PERFORM DTC CONFIRMATION PROCEDURE-II

When the following conditions are met, “TESTING” will be displayed on the CONSULT-III screen. Maintain the conditions continuously until “TESTING” changes to “COMPLETED”. (It will take at least 35 seconds.)

| Selector lever | Suitable position |
|---|---|
| VHCL SPEED SE | 32 - 120 km/h (20 - 75 mph) |
| ENG SPEED | 500 - 3,000 rpm |
| B/FUEL SCHDL | 1.3 - 9.0 msec |
| COOLAN TEMP/S | More than 0°C (32°F) |

**CAUTION:**
**Always drive vehicle at a safe speed.**

Is “COMPLETED” displayed on CONSULT-III screen?

YES >> GO TO 5.
NO >> Perform DTC CONFIRMATION PROCEDURE again. GO TO 3.

## 5. PERFORM DTC CONFIRMATION PROCEDURE-III

Touch “SELF-DIAG RESULTS”.

Which is displayed on CONSULT-III screen?

OK >> INSPECTION END
NG >> Go to EC-288, "Diagnosis Procedure".

## 6. PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to EC-287, "Component Function Check".

**NOTE:**
Use component function check to check the overall monitoring function of the EVAP control system purge flow monitoring. During this check, a 1st trip DTC might not be confirmed.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-288, "Diagnosis Procedure".

# Component Function Check

INFOID:0000000004673200

## 1. PERFORM COMPONENT FUNCTION CHECK

**Without CONSULT-III**

1. Lift up drive wheels.

2. Start engine (VDC switch OFF) and warm it up to normal operating temperature.
3. Turn ignition switch OFF and wait at least 10 seconds.
4. Turn ignition switch ON.
5. Turn ignition switch OFF and wait at least 10 seconds.
6. Start engine and wait at least 70 seconds.
7. Set voltmeter probes to ECM harness connector terminals as per the following.

| ECM | | |
|---|---|---|
| Connector | + | – |
| | Terminal | Terminal |
| M107 | 102<br>(EVAP control system pressure sensor signal) | 112 |

8. Check EVAP control system pressure sensor value at idle speed and note it.
9. Establish and maintain the following conditions for at least 1 minute.

| | |
|---|---|
| Air conditioner switch | ON |
| Headlamp switch | ON |
| Rear window defogger switch | ON |
| Engine speed | Approx. 3,000 rpm |
| Gear position | Any position other than P, N or R |

10. Verify that EVAP control system pressure sensor value stays 0.1 V less than the value at idle speed (measured at step 8) for at least 1 second.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-288, "Diagnosis Procedure".

## Diagnosis Procedure

INFOID:0000000004673201

### 1.CHECK EVAP CANISTER

1. Turn ignition switch OFF.
2. Check EVAP canister for cracks.

Is the inspection result normal?

YES-1 >> With CONSULT-III: GO TO 2.
YES-2 >> Without CONSULT-III: GO TO 3.
NO >> Replace EVAP canister.

### 2.CHECK PURGE FLOW

**With CONSULT-III**

1. Disconnect vacuum hose connected to EVAP canister purge volume control solenoid valve at EVAP service port.
2. Start engine and let it idle.
3. Select “PURG VOL CONT/V” in “ACTIVE TEST” mode with CONSULT-III.
4. Touch “Qd” and “Qu” on CONSULT-III screen to adjust “PURG VOL C/V” opening and check vacuum existence.

| PURG VOL C/V | Vacuum |
|---|---|
| 100% | Existed |
| 0% | Not existed |

Is the inspection result normal?

YES >> GO TO 7.
NO >> GO TO 4.

### 3.CHECK PURGE FLOW

**Without CONSULT-III**

1. Start engine and warm it up to normal operating temperature.
2. Stop engine.
3. Disconnect vacuum hose connected to EVAP canister purge volume control solenoid valve at EVAP service port and install vacuum gauge. For the location of EVAP service port, refer to EC-83, "System Diagram".
4. Start engine and let it idle.
   **Do not depress accelerator pedal even slightly.**
5. Check vacuum gauge indication before 60 seconds passed after starting engine.

   **Vacuum should not exist.**

6. Revving engine up to 2,000rpm after 100 seconds passed after starting engine.

   **Vacuum should exist.**

Is the inspection result normal?

YES >> GO TO 7.
NO >> GO TO 4.

## 4. CHECK EVAP PURGE LINE

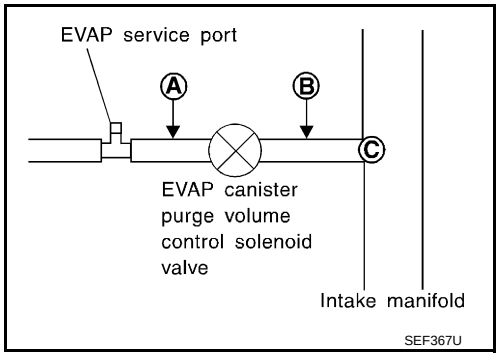
1. Turn ignition switch OFF.
2. Check EVAP purge line for improper connection or disconnection.
   Refer to EC-83, "System Diagram".

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair it.

## 5. CHECK EVAP PURGE HOSE AND PURGE PORT

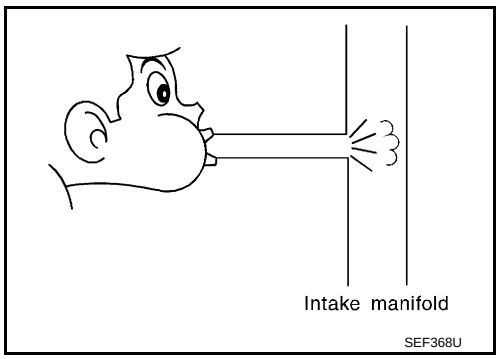
1. Disconnect purge hoses connected to EVAP service port **A** and EVAP canister purge volume control solenoid valve **B**.
2. Blow air into each hose and EVAP purge port **C**.




3. Check that air flows freely.

Is the inspection result normal?

YES-1 >> With CONSULT-III: GO TO 6.
YES-2 >> Without CONSULT-III: GO TO 7.
NO >> Repair or clean hoses and/or purge port.




## 6. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

**With CONSULT-III**

1. Start engine.
2. Perform “PURG VOL CONT/V” in “ACTIVE TEST” mode with CONSULT-III. Check that engine speed varies according to the valve opening.

Does engine speed vary according to the valve opening?

YES >> GO TO 8.

NO >> GO TO 7.

## 7. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to EC-300, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 8.
NO >> Replace EVAP canister purge volume control solenoid valve.

## 8. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR

1. Disconnect EVAP control system pressure sensor harness connector.
2. Check connectors for water.

**Water should not exist.**

Is the inspection result normal?

YES >> GO TO 9.
NO >> Replace EVAP control system pressure sensor.

## 9. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR FUNCTION

Refer to EC-316, "DTC Logic" for DTC P0452, EC-321, "DTC Logic" for DTC P0453.

Is the inspection result normal?

YES >> GO TO 10.
NO >> Replace EVAP control system pressure sensor.

## 10. CHECK RUBBER TUBE FOR CLOGGING

1. Disconnect rubber tube connected to EVAP canister vent control valve.
2. Check the rubber tube for clogging.

Is the inspection result normal?

YES >> GO TO 11.
NO >> Clean the rubber tube using an air blower.

## 11. CHECK EVAP CANISTER VENT CONTROL VALVE

Refer to EC-307, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 12.
NO >> Replace EVAP canister vent control valve.

## 12. CHECK EVAP PURGE LINE

Inspect EVAP purge line (pipe and rubber tube). Check for evidence of leaks.
Refer to EC-83, "System Diagram".

Is the inspection result normal?

YES >> GO TO 13.
NO >> Replace it.

## 13. CLEAN EVAP PURGE LINE

Clean EVAP purge line (pipe and rubber tube) using air blower.

>> GO TO 14.

## 14. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# P0442 EVAP CONTROL SYSTEM

## DTC Logic

INFOID:0000000004673202

### DTC DETECTION LOGIC

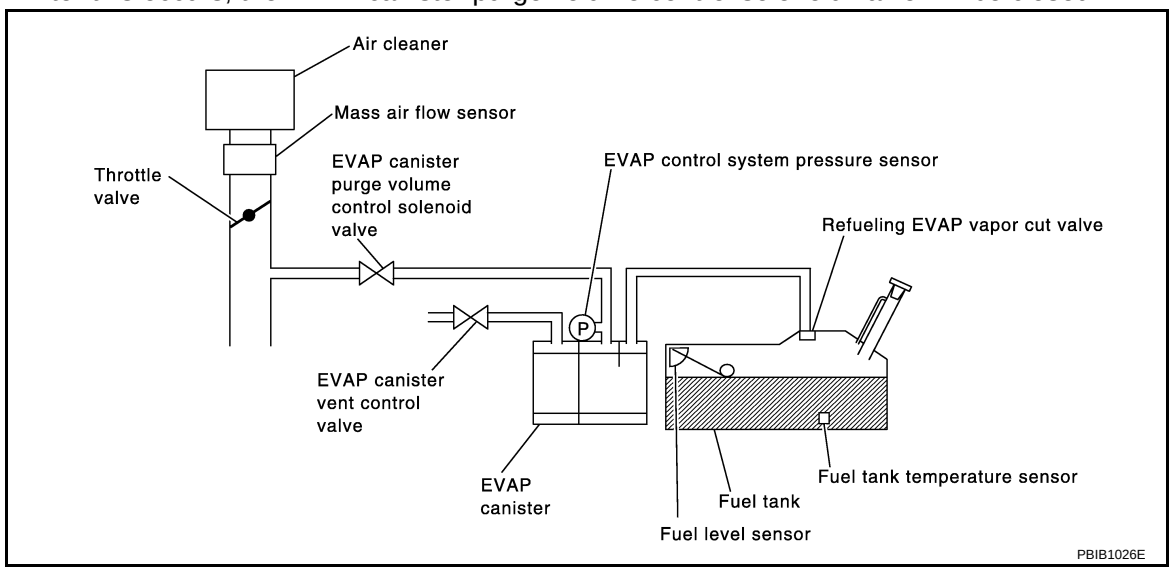
**NOTE:**

**If DTC P0442 is displayed with DTC P0456, first perform the trouble diagnosis for DTC P0456. Refer to EC-333, "DTC Logic".**

This diagnosis detects leaks in the EVAP purge line using engine intake manifold vacuum.

If pressure does not increase, the ECM will check for leaks in the line between the fuel tank and EVAP canister purge volume control solenoid valve, under the following “Vacuum test” conditions.

The EVAP canister vent control valve is closed to shut the EVAP purge line off. The EVAP canister purge volume control solenoid valve will then be opened to depressurize the EVAP purge line using intake manifold vacuum. After this occurs, the EVAP canister purge volume control solenoid valve will be closed.




| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0442 | EVAP control system small leak detected (negative pressure) | EVAP control system has a leak, EVAP control system does not operate properly. | • Incorrect fuel tank vacuum relief valve<br>• Incorrect fuel filler cap used<br>• Fuel filler cap remains open or fails to close.<br>• Foreign matter caught in fuel filler cap.<br>• Leak is in line between intake manifold and EVAP canister purge volume control solenoid valve.<br>• Foreign matter caught in EVAP canister vent control valve.<br>• EVAP canister or fuel tank leaks<br>• EVAP purge line (pipe and rubber tube) leaks<br>• EVAP purge line rubber tube bent<br>• Loose or disconnected rubber tube<br>• EVAP canister vent control valve and the circuit<br>• EVAP canister purge volume control solenoid valve and the circuit<br>• Fuel tank temperature sensor<br>• O-ring of EVAP canister vent control valve is missing or damaged<br>• EVAP canister is saturated with water<br>• EVAP control system pressure sensor<br>• Fuel level sensor and the circuit<br>• Refueling EVAP vapor cut valve<br>• ORVR system leaks |

**CAUTION:**

- **Use only a genuine NISSAN fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may illuminate.**
- **If the fuel filler cap is not tightened properly, the MIL may illuminate.**

- **Use only a genuine NISSAN rubber tube as a replacement.**

DTC CONFIRMATION PROCEDURE

## 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

**TESTING CONDITION:**

- **Perform "DTC WORK SUPPORT" when the fuel level is between 1/4 and 3/4 full, and vehicle is placed on flat level surface.**
- **Always perform test at a temperature of 0 to 30°C (32 to 86°F).**

**NOTE:**

**Make sure that EVAP hoses are connected to EVAP canister purge volume control solenoid valve properly.**

Do you have CONSULT-III?

YES >> GO TO 2.
NO >> GO TO 3.

## 2.PERFORM DTC CONFIRMATION PROCEDURE

**With CONSULT-III**

1. Turn ignition switch ON.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT-III.
4. Make sure that the following conditions are met.
   **COOLAN TEMP/S: 0 - 70°C (32 - 158°F)**
   **INT/A TEMP SE: 0 - 30°C (32 - 86°F)**
5. Select "EVAP SML LEAK P0442/P1442" of "EVAPORATIVE SYSTEM" in "DTC WORK SUPPORT" mode with CONSULT-III.
   Follow the instructions displayed on CONSULT-III screen.
   **NOTE:**
   If the engine speed cannot be maintained within the range displayed on the CONSULT-III screen, refer to EC-13, "BASIC INSPECTION : Special Repair Requirement".

Which is displayed on CONSULT-III screen?

OK >> INSPECTION END
NG >> Refer to EC-292, "Diagnosis Procedure".

## 3.PERFORM DTC CONFIRMATION PROCEDURE

**With GST**

**NOTE:**

Be sure to read the explanation of Driving Pattern in EC-569, "How to Set SRT Code" before driving vehicle.

1. Start engine.
2. Drive vehicle according to Driving Pattern,
3. Stop vehicle.
4. Turn ignition switch OFF and wait at least 10 seconds.
5. Turn ignition switch ON.
6. Turn ignition switch OFF and wait at least 10 seconds.
7. Check 1st trip DTC.

Is 1st trip DTC displayed?

YES-1 >> P0441: Refer to EC-288, "Diagnosis Procedure".
YES-2 >> P0442: Refer to EC-292, "Diagnosis Procedure".
NO >> INSPECTION END

# Diagnosis Procedure

INFOID:0000000004673203

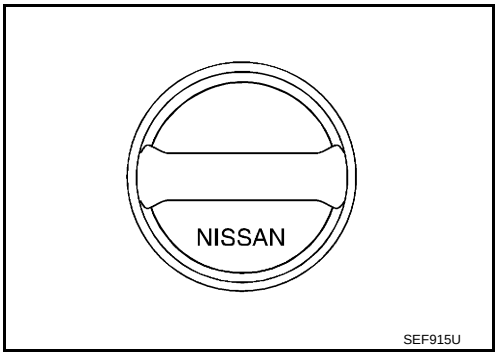
## 1.CHECK FUEL FILLER CAP DESIGN

1. Turn ignition switch OFF.

2. Check for genuine NISSAN fuel filler cap design.

Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace with genuine NISSAN fuel filler cap.




## 2. CHECK FUEL FILLER CAP INSTALLATION

Check that the cap is tightened properly by rotating the cap clockwise.

Is the inspection result normal?

YES >> GO TO 3.
NO >> Open fuel filler cap, then clean cap and fuel filler neck threads using air blower. Retighten until ratcheting sound is heard.

## 3. CHECK FUEL FILLER CAP FUNCTION

Check for air releasing sound while opening the fuel filler cap.

Is the inspection result normal?

YES >> GO TO 5.
NO >> GO TO 4.

## 4. CHECK FUEL TANK VACUUM RELIEF VALVE

Refer to EC-296, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 5.
NO >> Replace fuel filler cap with a genuine one.

## 5. CHECK FOR EVAP LEAK

Refer to EC-615, "Inspection".

Is there any leak in EVAP line?

YES >> Repair or replace.
NO >> GO TO 6.

## 6. CHECK EVAP CANISTER VENT CONTROL VALVE

Check the following.

- EVAP canister vent control valve is installed properly.
  Refer to EC-617, "Removal and Installation".
- EVAP canister vent control valve.
  Refer to EC-307, "Component Inspection".

Is the inspection result normal?

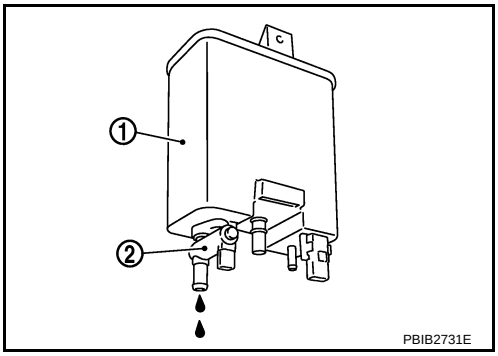
YES >> GO TO 7.
NO >> Repair or replace EVAP canister vent control valve and O-ring.

## 7. CHECK IF EVAP CANISTER IS SATURATED WITH WATER

1. Remove EVAP canister with EVAP canister vent control valve and EVAP control system pressure sensor attached.

2. Check if water will drain from EVAP canister (1).

2 : EVAP canister vent control valve




Does water drain from the EVAP canister?

YES >> GO TO 8.
NO-1 >> With CONSULT-III: GO TO 10.
NO-2 >> Without CONSULT-III: GO TO 11.

## 8. CHECK EVAP CANISTER

Weigh the EVAP canister with the EVAP canister vent control valve and EVAP control system pressure sensor attached.

**The weight should be less than 2.2 kg (4.9 lb).**

Is the inspection result normal?

YES-1 >> With CONSULT-III: GO TO 10.
YES-2 >> Without CONSULT-III: GO TO 11.
NO >> GO TO 9.

## 9. DETECT MALFUNCTIONING PART

Check the following.
- EVAP canister for damage
- EVAP hose between EVAP canister and vehicle frame for clogging or poor connection

>> Repair hose or replace EVAP canister.

## 10. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION

**With CONSULT-III**

1. Disconnect vacuum hose connected to EVAP canister purge volume control solenoid valve at EVAP service port.
2. Start engine and let it idle.
3. Select “PURG VOL CONT/V” in “ACTIVE TEST” mode.
4. Touch “Qu” on CONSULT-III screen to increase “PURG VOL C/V” opening to 100%.
5. Check vacuum hose for vacuum.

**Vacuum should exist.**

Is the inspection result normal?

YES >> GO TO 13.
NO >> GO TO 12.

## 11. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION

**Without CONSULT-III**

1. Start engine and warm it up to normal operating temperature.
2. Stop engine.
3. Disconnect vacuum hose connected to EVAP canister purge volume control solenoid valve at EVAP service port.
4. Start engine and let it idle for at least 80 seconds.
5. Check vacuum hose for vacuum when revving engine up to 2,000 rpm.

**Vacuum should exist.**

Is the inspection result normal?

YES >> GO TO 13.
NO >> GO TO 12.

## 12. CHECK VACUUM HOSE

Check vacuum hoses for clogging or disconnection. Refer to EC-83, "System Diagram".

Is the inspection result normal?

YES >> GO TO 13.
NO >> Repair or reconnect the hose.

## 13. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to EC-300, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 14.
NO >> Replace EVAP canister purge volume control solenoid valve.

## 14. CHECK FUEL TANK TEMPERATURE SENSOR

Refer to EC-250, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 15.
NO >> Replace fuel level sensor unit.

## 15. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to EC-315, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 16.
NO >> Replace EVAP control system pressure sensor.

## 16. CHECK EVAP PURGE LINE

Check EVAP purge line (pipe, rubber tube, fuel tank and EVAP canister) for cracks or improper connection. Refer to EC-83, "System Diagram".

Is the inspection result normal?

YES >> GO TO 17.
NO >> Repair or reconnect the hose.

## 17. CLEAN EVAP PURGE LINE

Clean EVAP purge line (pipe and rubber tube) using air blower.

>> GO TO 18.

## 18. CHECK EVAP/ORVR LINE

Check EVAP/ORVR line between EVAP canister and fuel tank for clogging, kinks, looseness and improper connection. For location, refer to EC-513, "Description".

Is the inspection result normal?

YES >> GO TO 19.
NO >> Repair or replace hoses and tubes.

## 19. CHECK RECIRCULATION LINE

Check recirculation line between filler neck tube and fuel tank for clogging, kinks, cracks, looseness and improper connection.

Is the inspection result normal?

YES >> GO TO 20.
NO >> Repair or replace hose, tube or filler neck tube.

## 20. CHECK REFUELING EVAP VAPOR CUT VALVE

Refer to EC-516, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 21.
NO >> Replace refueling EVAP vapor cut valve with fuel tank.

## 21. CHECK FUEL LEVEL SENSOR

Refer to MWI-55, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 22.
NO >> Replace fuel level sensor unit.

## 22.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

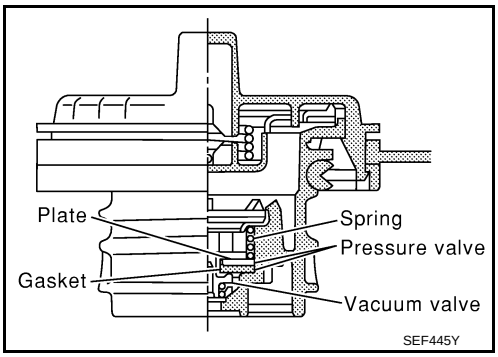
>> INSPECTION END

## Component Inspection

INFOID:0000000004673204

## 1.CHECK FUEL TANL VACUUM RELIEF VALVE

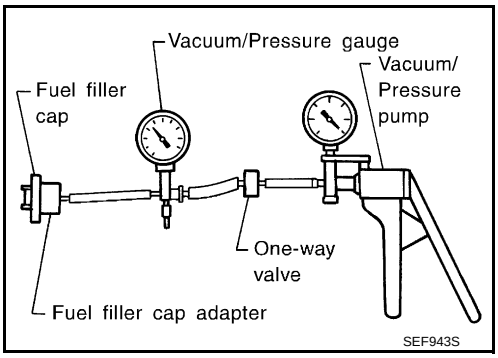
1. Turn ignition switch OFF.
2. Remove fuel filler cap.
3. Wipe clean valve housing.




4. Check valve opening pressure and vacuum.

**Pressure:** **15.3 - 20.0 kPa (0.156 - 0.204 kg/cm$^2$, 2.22 - 2.90 psi)**

**Vacuum:** **−6.0 to −3.3 kPa (−0.061 to −0.034 kg/cm$^2$, −0.87 to −0.48 psi)**




Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 2.

## 2.REPLACE FUEL FILLER CAP

Replace fuel filler cap.

**CAUTION:**

**Use only a genuine fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may illuminate.**

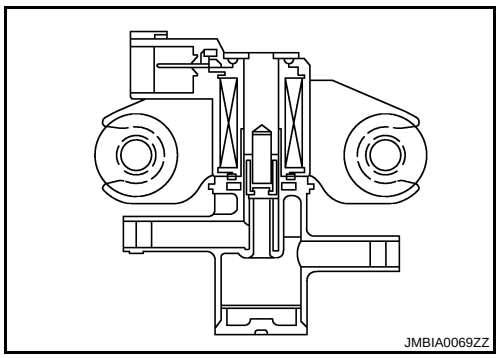
>> INSPECTION END

# P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

## Description

INFOID:0000000004673205

The EVAP canister purge volume control solenoid valve is used to control the flow rate of fuel vapor from the EVAP canister. The EVAP canister purge volume control solenoid valve is moved by ON/OFF pulses from the ECM. The longer the ON pulse, the greater the amount of fuel vapor that will flow through the valve.




## DTC Logic

INFOID:0000000004673206

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0443 | EVAP canister purge volume control solenoid valve | The canister purge flow is detected during the specified driving conditions, even when EVAP canister purge volume control solenoid valve is completely closed. | • EVAP control system pressure sensor<br>• EVAP canister purge volume control solenoid valve (The valve is stuck open.)<br>• EVAP canister vent control valve<br>• EVAP canister<br>• Hoses (Hoses are connected incorrectly or clogged.) |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**

**Always perform test at a temperature of 5°C (41°F) or more.**

Do you have CONSULT-III

YES >> GO TO 2.
NO >> GO TO 3.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

**With CONSULT-III**

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Turn ignition switch ON.
4. Turn ignition switch OFF and wait at least 10 seconds.
5. Turn ignition switch ON.
6. Select “PURG VOL CN/V P1444” of “EVAPORATIVE SYSTEM” in “DTC WORK SUPPORT” mode with CONSULT-III.
7. Touch “START”.
8. Start engine and let it idle until “TESTING” on CONSULT-III changes to “COMPLETED”. (It will take approximately 10 seconds.)
   **If “TESTING” is not displayed after 5 minutes, retry from step 2.**
9. Touch “SELF-DIAG RESULTS”.

Which is displayed on CONSULT-III screen?

OK >> INSPECTION END
NG >> Go to EC-298, "Diagnosis Procedure".

## 3. PERFORM DTC CONFIRMATION PROCEDURE

**With GST**

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Turn ignition switch ON.
4. Turn ignition switch OFF and wait at least 10 seconds.
5. Start engine and let it idle for at least 20 seconds.
6. Check 1st trip DTC.

Is 1st trip DTC displayed?

YES >> Go to EC-298, "Diagnosis Procedure".
NO >> INSPECTION END

# Diagnosis Procedure

INFOID:0000000004673207

## 1. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect EVAP canister purge volume control solenoid valve harness connector.
3. Turn ignition switch ON.
4. Check the voltage between EVAP canister purge volume control solenoid valve harness connector and ground.

| EVAP canister purge volume control solenoid valve | | Ground | Voltage |
|---|---|---|---|
| Connector | Terminal | | |
| F7 | 1 | Ground | Battery voltage |

Is the inspection result normal?

YES >> GO TO 3.
NO >> GO TO 2.

## 2. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E106, M6
- Harness connectors M116, F103
- Harness for open or short between EVAP canister purge volume control solenoid valve and IPDM E/R
- Harness for open or short between EVAP canister purge volume control solenoid valve and ECM

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 3. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between EVAP canister purge volume control solenoid valve harness connector and ECM harness connector.

| EVAP canister purge volume control solenoid valve | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| F7 | 2 | F101 | 21 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 4. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR

1. Disconnect EVAP control system pressure sensor harness connector.
2. Check connectors for water.

**Water should not exist.**

Is the inspection result normal?

YES >> GO TO 5.
NO >> Replace EVAP control system pressure sensor.

## 5. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to EC-315, "Component Inspection".

Is the inspection result normal?

YES-1 >> With CONSULT-III: GO TO 6.
YES-2 >> Without CONSULT-III: GO TO 7.
NO >> Replace EVAP control system pressure sensor.

## 6. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

**With CONSULT-III**

1. Turn ignition switch OFF.
2. Reconnect harness connectors disconnected.
3. Start engine.
4. Perform “PURG VOL CONT/V” in “ACTIVE TEST” mode with CONSULT-III. Check that engine speed varies according to the valve opening.

Does engine speed vary according to the valve opening?

YES >> GO TO 8.
NO >> GO TO 7.

## 7. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to EC-300, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 8.
NO >> Replace EVAP canister purge volume control solenoid valve.

## 8. CHECK RUBBER TUBE FOR CLOGGING

1. Disconnect rubber tube connected to EVAP canister vent control valve.
2. Check the rubber tube for clogging.

Is the inspection result normal?

YES >> GO TO 9.
NO >> Clean the rubber tube using an air blower.

## 9. CHECK EVAP CANISTER VENT CONTROL VALVE

Refer to EC-307, "Component Inspection".

Is the inspection result normal?

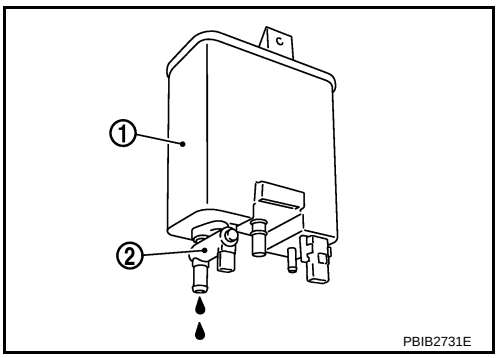
YES >> GO TO 10.
NO >> Replace EVAP canister vent control valve.

## 10. CHECK IF EVAP CANISTER IS SATURATED WITH WATER

1. Remove EVAP canister with EVAP canister vent control valve and EVAP control system pressure sensor attached.

2. Check if water will drain from EVAP canister (1).

2 : EVAP canister vent control valve




Does water drain from the EVAP canister?

YES >> GO TO 11.
NO >> GO TO 13.

## 11. CHECK EVAP CANISTER

Weigh the EVAP canister with the EVAP canister vent control valve and EVAP control system pressure sensor attached.

**The weight should be less than 2.2 kg (4.9 lb).**

Is the inspection result normal?

YES >> GO TO 13.
NO >> GO TO 12.

## 12. DETECT MALFUNCTIONING PART

Check the following.
- EVAP canister for damage
- EVAP hose between EVAP canister and vehicle frame for clogging or poor connection

>> Repair hose or replace EVAP canister.

## 13. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

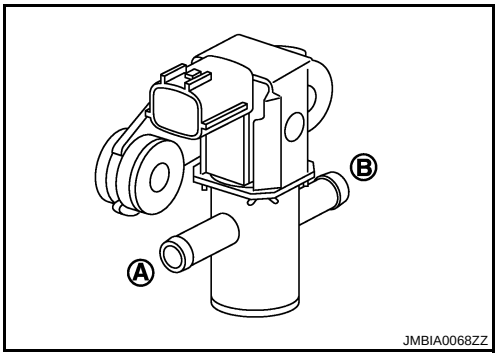
# Component Inspection

INFOID:0000000004673208

## 1. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

**With CONSULT-III**

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Disconnect EVAP purge hoses connected to EVAP canister purge volume control solenoid valve.
4. Turn ignition switch ON.
5. Select “PURG VOL CONT/V” in “ACTIVE TEST” mode with CONSULT-III.
6. Touch “Qd” and “Qu” on CONSULT-III screen to adjust “PURG VOL C/V” opening and check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.




| Condition (PURG VOL C/V value) | Air passage continuity between (A) and (B) |
|---|---|
| 100% | Existed |
| 0% | Not existed |

**Without CONSULT-III**

1. Turn ignition switch OFF.
2. Disconnect EVAP canister purge volume control solenoid valve harness connector.
3. Disconnect EVAP purge hoses connected to EVAP canister purge volume control solenoid valve.

4. Check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.

| Condition | Air passage continuity between (A) and (B) |
|---|---|
| 12V direct current supply between terminals 1 and 2 | Existed |
| No supply | Not existed |

Is the inspection result normal?

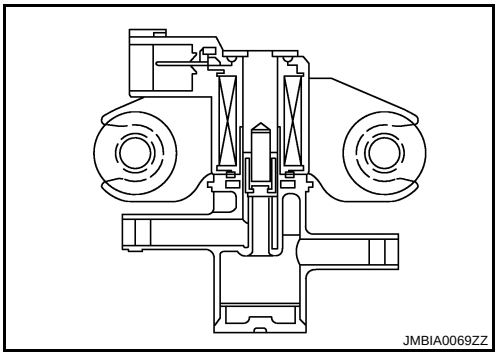
YES >> INSPECTION END
NO >> Replace EVAP canister purge volume control solenoid valve.

# P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

## Description

INFOID:0000000004673209

The EVAP canister purge volume control solenoid valve is used to control the flow rate of fuel vapor from the EVAP canister. The EVAP canister purge volume control solenoid valve is moved by ON/OFF pulses from the ECM. The longer the ON pulse, the greater the amount of fuel vapor that will flow through the valve.




## DTC Logic

INFOID:0000000004673210

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0444 | EVAP canister purge volume control solenoid valve circuit open | An excessively low voltage signal is sent to ECM through the valve | • Harness or connectors (The solenoid valve circuit is open or shorted.)<br>• EVAP canister purge volume control solenoid valve |
| P0445 | EVAP canister purge volume control solenoid valve circuit shorted | An excessively high voltage signal is sent to ECM through the valve | • Harness or connectors (The solenoid valve circuit is shorted.)<br>• EVAP canister purge volume control solenoid valve |

### DTC CONFIRMATION PROCEDURE

#### 1.CONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**Before performing the following procedure, confirm battery voltage is more than 11 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and let it idle for at least 13 seconds.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-302, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673211

#### 1.CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect EVAP canister purge volume control solenoid valve harness connector.
3. Turn ignition switch ON.

4. Check the voltage between EVAP canister purge volume control solenoid valve harness connector and ground.

| EVAP canister purge volume control solenoid valve | | Ground | Voltage |
|---|---|---|---|
| Connector | Terminal | | |
| F7 | 1 | Ground | Battery voltage |

Is the inspection result normal?

YES >> GO TO 3.
NO >> GO TO 2.

## 2. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E106, M6
- Harness connectors M116, F103
- Harness for open or short between EVAP canister purge volume control solenoid valve and IPDM E/R
- Harness for open or short between EVAP canister purge volume control solenoid valve and ECM

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 3. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between EVAP canister purge volume control solenoid valve harness connector and ECM harness connector.

| EVAP canister purge volume control solenoid valve | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| F7 | 2 | F101 | 21 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES-1 >> With CONSULT-III: GO TO 4.
YES-2 >> Without CONSULT-III: GO TO 5.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 4. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION

**With CONSULT-III**

1. Reconnect all harness connectors disconnected.
2. Start engine.
3. Perform “PURG VOL CONT/V” in “ACTIVE TEST” mode with CONSULT-III. Check that engine speed varies according to the valve opening.

Does engine speed vary according to the valve opening?

YES >> GO TO 6.
NO >> GO TO 5.

## 5. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to EC-304, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 6.
NO >> Replace EVAP canister purge volume control solenoid valve.

## 6. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

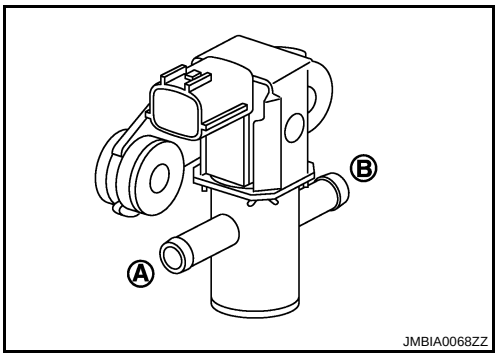
## Component Inspection

INFOID:0000000004673212

### 1. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

**With CONSULT-III**

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Disconnect EVAP purge hoses connected to EVAP canister purge volume control solenoid valve.
4. Turn ignition switch ON.
5. Select “PURG VOL CONT/V” in “ACTIVE TEST” mode with CONSULT-III.
6. Touch “Qd” and “Qu” on CONSULT-III screen to adjust “PURG VOL C/V” opening and check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.




| Condition (PURG VOL C/V value) | Air passage continuity between (A) and (B) |
|---|---|
| 100% | Existed |
| 0% | Not existed |

**Without CONSULT-III**

1. Turn ignition switch OFF.
2. Disconnect EVAP canister purge volume control solenoid valve harness connector.
3. Disconnect EVAP purge hoses connected to EVAP canister purge volume control solenoid valve.
4. Check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.

| Condition | Air passage continuity between (A) and (B) |
|---|---|
| 12 V direct current supply between terminals 1 and 2 | Existed |
| No supply | Not existed |

Is the inspection result normal?

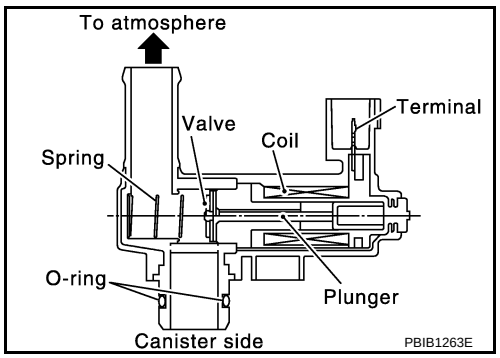
YES >> INSPECTION END
NO >> Replace EVAP canister purge volume control solenoid valve.

# P0447 EVAP CANISTER VENT CONTROL VALVE

## Description

INFOID:0000000004673213

The EVAP canister vent control valve is located on the EVAP canister and is used to seal the canister vent.
This solenoid valve responds to signals from the ECM. When the ECM sends an ON signal, the coil in the solenoid valve is energized. A plunger will then move to seal the canister vent. The ability to seal the vent is necessary for the on board diagnosis of other evaporative emission control system components.
This solenoid valve is used only for diagnosis, and usually remains opened.
When the vent is closed, under normal purge conditions, the evaporative emission control system is depressurized and allows “EVAP Control System” diagnosis.




## DTC Logic

INFOID:0000000004673214

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0447 | EVAP canister vent control valve circuit open | An improper voltage signal is sent to ECM through EVAP canister vent control valve. | • Harness or connectors (The valve circuit is open or shorted.)<br>• EVAP canister vent control valve |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.
1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**Before performing the following procedure, confirm battery voltage is more than 11 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and wait at least 8 seconds.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-305, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673215

#### 1.INSPECTION START

Do you have CONSULT-III?

Do you have CONSULT-III?

YES >> GO TO 2.
NO >> GO TO 3.

#### 2.CHECK EVAP CANISTER VENT CONTROL VALVE CIRCUIT

**With CONSULT-III**
1. Turn ignition switch OFF and then ON.
2. Select “VENT CONTROL/V” in “ACTIVE TEST” mode with CONSULT-III.

3. Touch “ON/OFF” on CONSULT-III screen.
4. Check for operating sound of the valve.

**Clicking sound should be heard.**

Is the inspection result normal?

YES >> GO TO 7.
NO >> GO TO 3.

## 3. CHECK EVAP CANISTER VENT CONTROL VALVE POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect EVAP canister vent control valve harness connector.
3. Turn ignition switch ON.
4. Check the voltage between EVAP canister vent control valve harness connector and ground.

| EVAP canister vent control valve | | Ground | Voltage |
|---|---|---|---|
| Connector | Terminal | | |
| B253 | 1 | Ground | Battery voltage |

Is the inspection result normal?

YES >> GO TO 5.
NO >> GO TO 4.

## 4. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- Harness connectors F103, M116
- Harness connectors M7, B1
- Harness connectors B31, B251
- Harness for open or short between EVAP canister vent control valve and IPDM E/R

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 5. CHECK EVAP CANISTER VENT CONTROL VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between EVAP canister vent control valve harness connector and ECM harness connector.

| EVAP canister vent control valve | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| B253 | 2 | M107 | 121 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 7.
NO >> GO TO 6.

## 6. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors B1, M7
- Harness connectors B31, B251
- Harness for open or short between EVAP canister vent control valve and ECM

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 7. CHECK RUBBER TUBE FOR CLOGGING

1. Disconnect rubber tube connected to EVAP canister vent control valve.
2. Check the rubber tube for clogging.

Is the inspection result normal?

YES >> GO TO 8.
NO >> Clean the rubber tube using an air blower.

## 8.CHECK EVAP CANISTER VENT CONTROL VALVE

Refer to EC-307, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 9.
NO >> Replace EVAP canister vent control valve.

## 9.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

## Component Inspection

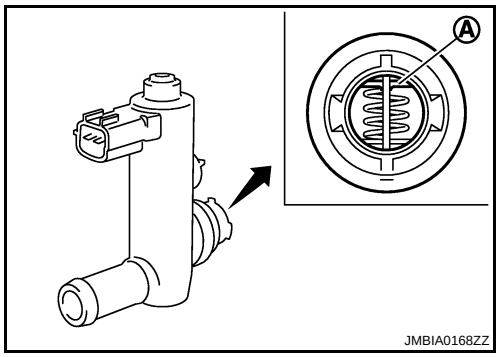
INFOID:0000000004673216

## 1.CHECK EVAP CANISTER VENT CONTROL VALVE-I

1. Turn ignition switch OFF.
2. Remove EVAP canister vent control valve from EVAP canister.
3. Check portion (A) of EVAP canister vent control valve for rust.

Is it rusted?

YES >> Replace EVAP canister vent control valve.
NO >> GO TO 2.



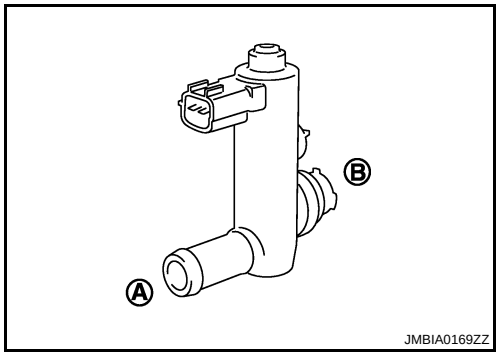

## 2.CHECK EVAP CANISTER VENT CONTROL VALVE-II

**With CONSULT-III**

1. Reconnect harness connectors disconnected.
2. Turn ignition switch ON.
3. Perform “VENT CONTROL/V” in “ACTIVE TEST” mode.
4. Check air passage continuity and operation delay time.
   **Make sure that new O-ring is installed properly.**

| Condition VENT CONT/V | Air passage continuity between (A) and (B) |
|---|---|
| ON | Not existed |
| OFF | Existed |

**Operation takes less than 1 second.**




**Without CONSULT-III**

1. Disconnect EVAP canister vent control valve harness connector.
2. Check air passage continuity and operation delay time under the following conditions.
   **Make sure that new O-ring is installed properly.**

| Condition | Air passage continuity between (A) and (B) |
|---|---|
| 12 V direct current supply between terminals 1 and 2 | Not existed |
| OFF | Existed |

**Operation takes less than 1 second.**

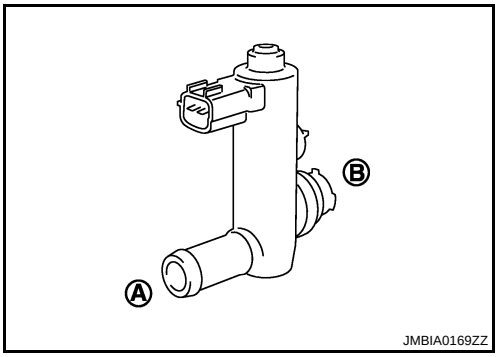
Is the inspection result normal?

YES >> GO TO 3.
NO >> Replace EVAP canister vent control valve.

## 3. CHECK EVAP CANISTER VENT CONTROL VALVE-III

**With CONSULT-III**

1. Clean the air passage [portion (A) to (B)] of EVAP canister vent control valve using an air blower.
2. Perform “VENT CONTROL/V” in “ACTIVE TEST” mode.
3. Check air passage continuity and operation delay time.
   **Make sure that new O-ring is installed properly.**




| Condition VENT CONT/V | Air passage continuity between (A) and (B) |
|---|---|
| ON | Not existed |
| OFF | Existed |

**Operation takes less than 1 second.**

**Without CONSULT-III**

1. Clean the air passage [portion (A) to (B)] of EVAP canister vent control valve using an air blower.
2. Check air passage continuity and operation delay time under the following conditions.
   **Make sure that new O-ring is installed properly.**

| Condition | Air passage continuity between (A) and (B) |
|---|---|
| 12 V direct current supply between terminals 1 and 2 | Not existed |
| OFF | Existed |

**Operation takes less than 1 second.**

Is the inspection result normal?

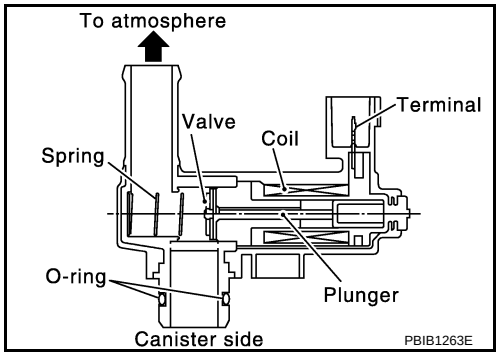
YES >> INSPECTION END
NO >> Replace EVAP canister vent control valve.

# P0448 EVAP CANISTER VENT CONTROL VALVE

## Description

INFOID:0000000004673217

The EVAP canister vent control valve is located on the EVAP canister and is used to seal the canister vent.
This solenoid valve responds to signals from the ECM. When the ECM sends an ON signal, the coil in the solenoid valve is energized. A plunger will then move to seal the canister vent. The ability to seal the vent is necessary for the on board diagnosis of other evaporative emission control system components.
This solenoid valve is used only for diagnosis, and usually remains opened.
When the vent is closed, under normal purge conditions, the evaporative emission control system is depressurized and allows “EVAP Control System” diagnosis.




## DTC Logic

INFOID:0000000004673218

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0448 | EVAP canister vent control valve close | EVAP canister vent control valve remains closed under specified driving conditions. | • EVAP canister vent control valve<br>• EVAP control system pressure sensor and the circuit<br>• Blocked rubber tube to EVAP canister vent control valve<br>• EVAP canister is saturated with water |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.
1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

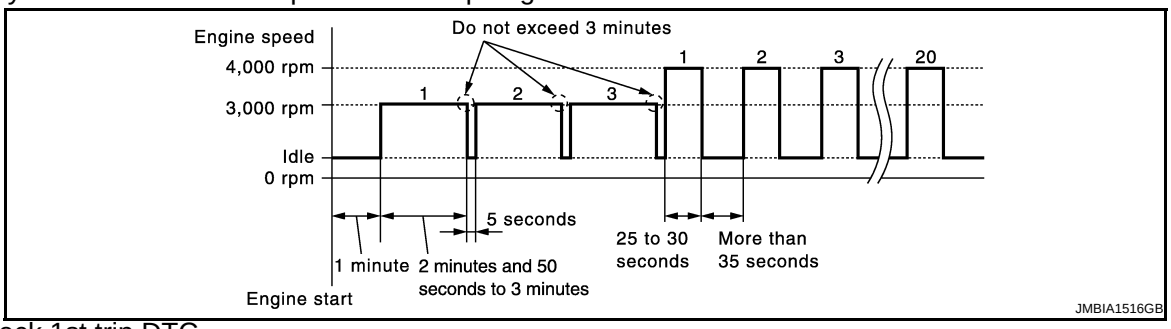
1. Turn ignition switch ON and wait at least 5 seconds.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Start engine and let it idle for at least 1 minute.
4. Repeat next procedures five times.

- Increase the engine speed up to between 3,000 and 3,500 rpm and maintain that speed for 2 minutes.
  **Do not exceed 2 minutes.**
- Fully released accelerator pedal and keep engine idle for about 5 seconds.

5. Repeat next procedure 27 times.

- Quickly increase the engine speed up to between 3,000 and 3,500 rpm and maintain that speed for 25 to 30 seconds.

- Fully released accelerator pedal and keep engine idle for at least 35 seconds.




6. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-310, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673219

### 1.CHECK RUBBER TUBE

1. Turn ignition switch OFF.
2. Disconnect rubber tube connected to EVAP canister vent control valve.
3. Check the rubber tube for clogging.

Is the inspection result normal?

YES >> GO TO 2.
NO >> Clean rubber tube using an air blower.

### 2.CHECK EVAP CANISTER VENT CONTROL VALVE

Refer to EC-311, "Component Inspection".

Is the inspection result normal?

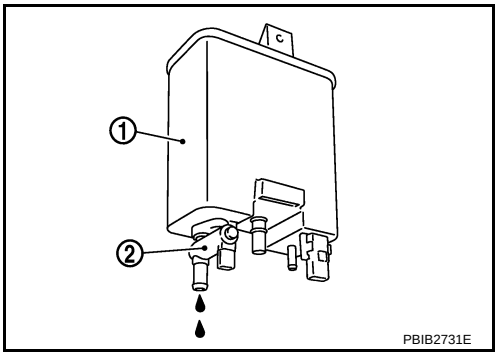
YES >> GO TO 3.
NO >> Replace EVAP canister vent control valve.

### 3.CHECK IF EVAP CANISTER IS SATURATED WITH WATER

1. Remove EVAP canister with EVAP canister vent control valve (2) and EVAP control system pressure sensor attached.
2. Check if water will drain from the EVAP canister (1).

Does water drain from EVAP canister?

YES >> GO TO 4.
NO >> GO TO 6.




### 4.CHECK EVAP CANISTER

Weigh the EVAP canister with the EVAP canister vent control valve and EVAP control system pressure sensor attached.

**The weight should be less than 2.2 kg (4.9 lb).**

Is the inspection result normal?

YES >> GO TO 6.
NO >> GO TO 5.

### 5.DETECT MALFUNCTIONING PART

Check the following.

- EVAP canister for damage

• EVAP hose between EVAP canister and vehicle frame for clogging or poor connection

>> Repair hose or replace EVAP canister.

## 6. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR

1. Disconnect EVAP control system pressure sensor harness connector.
2. Check connectors for water.

**Water should not exist.**

Is the inspection result normal?

YES >> GO TO 7.
NO >> Replace EVAP control system pressure sensor.

## 7. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to EC-315, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 8.
NO >> Replace EVAP control system pressure sensor.

## 8. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

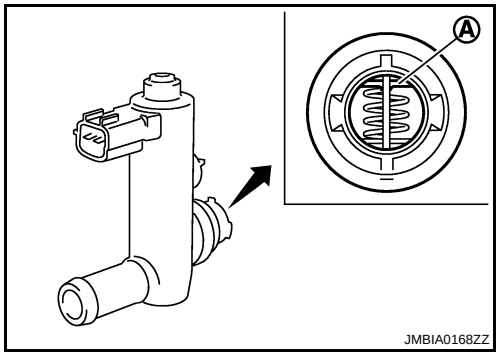
>> INSPECTION END

# Component Inspection

INFOID:0000000004673220

## 1. CHECK EVAP CANISTER VENT CONTROL VALVE-I

1. Turn ignition switch OFF.
2. Remove EVAP canister vent control valve from EVAP canister.
3. Check portion (A) of EVAP canister vent control valve for being rusted.




Is it rusted?

YES >> Replace EVAP canister vent control valve.
NO >> GO TO 2.

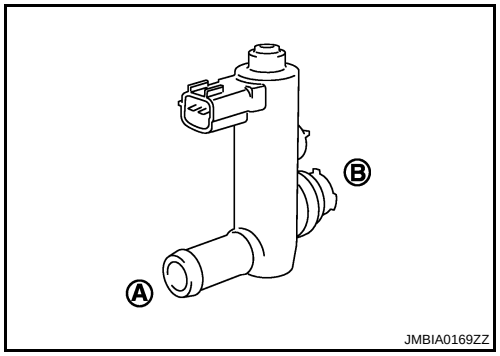
## 2. CHECK EVAP CANISTER VENT CONTROL VALVE-II

**With CONSULT-III**

1. Reconnect harness connectors disconnected.
2. Turn ignition switch ON.
3. Perform “VENT CONTROL/V” in “ACTIVE TEST” mode.
4. Check air passage continuity and operation delay time.
   **Make sure that new O-ring is installed properly.**

| Condition VENT CONT/V | Air passage continuity between (A) and (B) |
|---|---|
| ON | Not existed |
| OFF | Existed |

**Operation takes less than 1 second.**




**Without CONSULT-III**

1. Disconnect EVAP canister vent control valve harness connector.

2. Check air passage continuity and operation delay time under the following conditions.
**Make sure that new O-ring is installed properly.**

| Condition | Air passage continuity between (A) and (B) |
|---|---|
| 12 V direct current supply between terminals 1 and 2 | Not existed |
| OFF | Existed |

**Operation takes less than 1 second.**

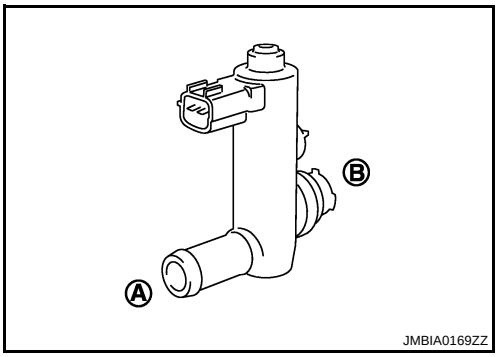
Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 3.

## 3. CHECK EVAP CANISTER VENT CONTROL VALVE-III

**With CONSULT-III**

1. Clean the air passage [portion (A) to (B)] of EVAP canister vent control valve using an air blower.
2. Perform “VENT CONTROL/V” in “ACTIVE TEST” mode.
3. Check air passage continuity and operation delay time.
**Make sure that new O-ring is installed properly.**




| Condition VENT CONT/V | Air passage continuity between (A) and (B) |
|---|---|
| ON | Not existed |
| OFF | Existed |

**Operation takes less than 1 second.**

**Without CONSULT-III**

1. Clean the air passage [portion (A) to (B)] of EVAP canister vent control valve using an air blower.
2. Check air passage continuity and operation delay time under the following conditions.
**Make sure that new O-ring is installed properly.**

| Condition | Air passage continuity between (A) and (B) |
|---|---|
| 12 V direct current supply between terminals 1 and 2 | Not existed |
| OFF | Existed |

**Operation takes less than 1 second.**

Is the inspection result normal?

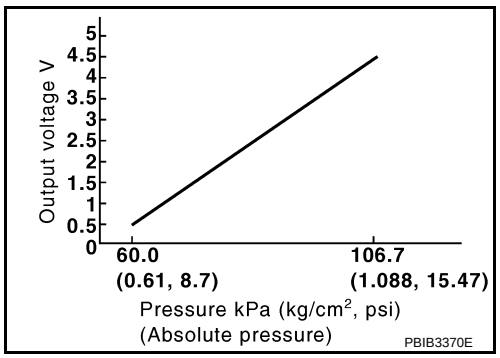
YES >> INSPECTION END
NO >> Replace EVAP canister vent control valve.

# P0451 EVAP CONTROL SYSTEM PRESSURE SENSOR

## Description

INFOID:0000000004673221

The EVAP control system pressure sensor detects pressure in the purge line. The sensor output voltage to the ECM increases as pressure increases.




## DTC Logic

INFOID:0000000004673222

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0451 | EVAP control system pressure sensor performance | ECM detects a sloshing signal from the EVAP control system pressure sensor | • Harness or connectors<br>(EVAP control system pressure sensor circuit is shorted.)<br>[CKP sensor (POS) circuit is shorted.]<br>(APP sensor 2 circuit is shorted.)<br>(Refrigerant pressure sensor circuit is shorted.)<br>(Brake booster pressure sensor circuit is shorted)<br>• EVAP control system pressure sensor<br>• Crankshaft position sensor (POS)<br>• Accelerator pedal position sensor<br>• Refrigerant pressure sensor<br>• Brake booster pressure sensor |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Start engine and wait at least 40 seconds.
   **NOTE:**
   **Do not depress accelerator pedal even slightly.**
3. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-313, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673223

#### 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

## 2.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR FOR WATER

1. Disconnect EVAP control system pressure sensor harness connector.
2. Check sensor harness connector for water.

**Water should not exist.**

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace harness connector.

## 3.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch ON.
2. Check the voltage between EVAP control system pressure sensor harness connector and ground.

| EVAP control system pressure sensor | | Ground | Voltage (V) |
|---|---|---|---|
| Connector | Terminal | | |
| B252 | 3 | Ground | Approx. 5 |

Is the inspection result normal?

YES >> GO TO 8.
NO >> GO TO 4.

## 4.CHECK SENSOR POWER SUPPLY CIRCUIT

Check harness for short to power and short to ground, between the following terminals.

| ECM | | Sensor | | |
|---|---|---|---|---|
| Connector | Terminal | Name | Connector | Terminal |
| F101 | 45 | Brake booster pressure sensor | E48 | 1 |
| | 46 | CKP sensor (POS) | F2 | 1 |
| M107 | 103 | APP sensor | E112 | 6 |
| | 107 | EVAP control system pressure sensor | B252 | 3 |
| | | Refrigerant pressure sensor | E77 | 3 |

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair short to ground or short to power in harness or connectors.

## 5.CHECK COMPONENTS

Check the following.
- Crankshaft position sensor (POS) (Refer to EC-276, "Component Inspection".)
- Brake booster pressure sensor (Refer to EC-361, "Component Inspection".)
- Refrigerant pressure sensor (Refer to HAC-72, "Diagnosis Procedure".)

Is the inspection result normal?

YES >> GO TO 6.
NO >> Replace malfunctioning component.

## 6.CHECK APP SENSOR

Refer to EC-469, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 9.

NO >> GO TO 7.

## 7. REPLACE ACCELERATOR PEDAL ASSEMBLY

1. Replace accelerator pedal assembly
2. Go to EC-469, "Special Repair Requirement".

>> INSPECTION END

## 8. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to EC-315, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 9.
NO >> Replace EVAP control system pressure sensor.

## 9. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# Component Inspection

INFOID:0000000004673224

## 1. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

1. Turn ignition switch OFF.
2. Remove EVAP control system pressure sensor with its harness connector.
   **Always replace O-ring with a new one.**
3. Install a vacuum pump to EVAP control system pressure sensor.
4. Turn ignition switch ON and check output voltage between ECM harness connector terminals under the following conditions.

| ECM | | | Condition [Applied vacuum kPa (kg/cm$^2$, psi)] | Voltage (V) |
|---|---|---|---|---|
| Connector | + | – | | |
| | Terminal | Terminal | | |
| M107 | 102 | 112 | Not applied | 1.8 - 4.8 |
| | | | -26.7 (-0.272, -3.87) | 2.1 to 2.5 lower than above value |

**CAUTION:**

- **Always calibrate the vacuum pump gauge when using it.**
- **Never apply below -93.3 kPa (-0.952 kg/cm$^2$, -13.53 psi) or pressure over 101.3 kPa (1.033 kg/cm$^2$, 14.69 psi).**

Is the inspection result normal?

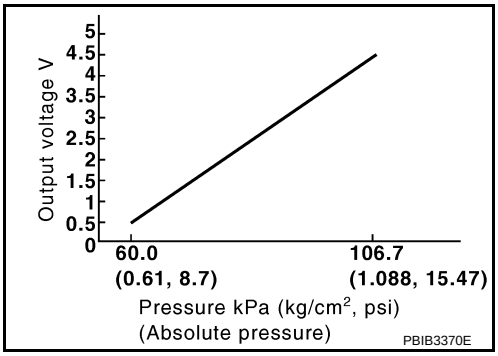
YES >> INSPECTION END
NO >> Replace EVAP control system pressure sensor.

# P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

## Description

INFOID:0000000004673225

The EVAP control system pressure sensor detects pressure in the purge line. The sensor output voltage to the ECM increases as pressure increases.




## DTC Logic

INFOID:0000000004673226

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0452 | EVAP control system pressure sensor low input | An excessively low voltage from the sensor is sent to ECM. | • Harness or connectors (EVAP control system pressure sensor circuit is open or shorted.) [CKP sensor (POS) circuit is shorted.] (APP sensor 2 circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.) (Brake booster pressure sensor circuit is shorted)<br>• EVAP control system pressure sensor<br>• Crankshaft position sensor (POS)<br>• Accelerator pedal position sensor<br>• Refrigerant pressure sensor<br>• Brake booster pressure sensor |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**Always perform test at a temperature of 5°C (41°F) or more.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

**With CONSULT-III**

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Turn ignition switch ON.
4. Turn ignition switch OFF and wait at least 10 seconds.
5. Turn ignition switch ON.
6. Select “DATA MONITOR” mode with CONSULT-III.
7. Make sure that “FUEL T/TMP SE” is more than 0°C (32°F).
8. Start engine and wait at least 20 seconds.
9. Check 1st trip DTC.

**With GST**

1. Start engine and warm it up to normal operating temperature.
2. Set voltmeter probes to ECM harness connector terminals as per the following.

| ECM | | |
|---|---|---|
| Connector | + | – |
| | Terminal | Terminal |
| M107 | 106 (Fuel tank temperature sensor signal) | 128 (ECM ground) |

3. Make sure that the voltage is less than 4.2 V.
4. Turn ignition switch OFF and wait at least 10 seconds.
5. Turn ignition switch ON.
6. Turn ignition switch OFF and wait at least 10 seconds.
7. Start engine and wait at least 20 seconds.
8. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-317, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673227

### 1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

### 2. CHECK CONNECTOR

1. Disconnect EVAP control system pressure sensor harness connector.
2. Check sensor harness connector for water.

**Water should not exist.**

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace harness connector.

### 3. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR POWER SUPPLY CIRCUIT-I

1. Turn ignition switch ON.
2. Check the voltage between EVAP control system pressure sensor harness connector and ground.

| EVAP control system pressure sensor | | Ground | Voltage (V) |
|---|---|---|---|
| Connector | Terminal | | |
| B252 | 3 | Ground | Approx. 5 |

Is the inspection result normal?

YES >> GO TO 10.
NO >> GO TO 4.

### 4. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR POWER SUPPLY CIRCUIT-II

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between EVAP control system pressure sensor harness connector and ECM harness connector.

| EVAP control system pressure sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| B252 | 3 | M107 | 107 | Existed |

Is the inspection result normal?

YES >> GO TO 6.
NO >> GO TO 5.

## 5.DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors M7, B1
- Harness connectors B31, B251
- Harness for open between ECM and EVAP control system pressure sensor

>> Repair open circuit.

## 6.CHECK SENSOR POWER SUPPLY CIRCUIT

Check harness for short to power and short to ground, between the following terminals.

| ECM | | Sensor | | |
|---|---|---|---|---|
| Connector | Terminal | Name | Connector | Terminal |
| F101 | 45 | Brake booster pressure sensor | E48 | 1 |
| | 46 | CKP sensor (POS) | F2 | 1 |
| M107 | 103 | APP sensor | E112 | 6 |
| | 107 | EVAP control system pressure sensor | B252 | 3 |
| | | Refrigerant pressure sensor | E77 | 3 |

Is the inspection result normal?

YES >> GO TO 7.
NO >> Repair short to ground or short to power in harness or connectors.

## 7.CHECK COMPONENTS

Check the following.
- Crankshaft position sensor (POS) (Refer to EC-276, "Component Inspection".)
- Brake booster pressure sensor (Refer to EC-361, "Component Inspection".)
- Refrigerant pressure sensor (Refer to HAC-72, "Diagnosis Procedure".)

Is the inspection result normal?

YES >> GO TO 8.
NO >> Replace malfunctioning component.

## 8.CHECK APP SENSOR

Refer to EC-469, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 15.
NO >> GO TO 9.

## 9.REPLACE ACCELERATOR PEDAL ASSEMBLY

1. Replace accelerator pedal assembly
2. Go to EC-469, "Special Repair Requirement".

>> INSPECTION END

## 10.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between EVAP control system pressure sensor harness connector and ECM harness connector.

| EVAP control system pressure sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| B252 | 1 | M107 | 112 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 12.
NO >> GO TO 11.

## 11. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors B1, M7
- Harness connectors BB31, B251
- Harness for open or short between EVAP control system pressure sensor and ECM

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 12. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between EVAP control system pressure sensor harness connector and ECM harness connector.

| EVAP control system pressure sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| B252 | 2 | M107 | 102 | Existed |

2. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 14.
NO >> GO TO 13.

## 13. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors B1, M7
- Harness connectors B31, B251
- Harness for open or short between EVAP control system pressure sensor and ECM

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 14. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to EC-320, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 15.
NO >> Replace EVAP control system pressure sensor.

## 15. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

## Component Inspection

INFOID:0000000004673228

### 1. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

1. Turn ignition switch OFF.
2. Remove EVAP control system pressure sensor with its harness connector.
   **Always replace O-ring with a new one.**
3. Install a vacuum pump to EVAP control system pressure sensor.
4. Turn ignition switch ON and check output voltage between ECM harness connector terminals under the following conditions.

| ECM | | | Condition [Applied vacuum kPa (kg/cm$^2$, psi)] | Voltage (V) |
|---|---|---|---|---|
| Connector | + | – | | |
| | Terminal | Terminal | | |
| M107 | 102 | 112 | Not applied | 1.8 - 4.8 |
| | | | -26.7 (-0.272, -3.87) | 2.1 to 2.5 lower than above value |

**CAUTION:**

- **Always calibrate the vacuum pump gauge when using it.**
- **Never apply below -93.3 kPa (-0.952 kg/cm$^2$, -13.53 psi) or pressure over 101.3 kPa (1.033 kg/cm$^2$, 14.69 psi).**

Is the inspection result normal?

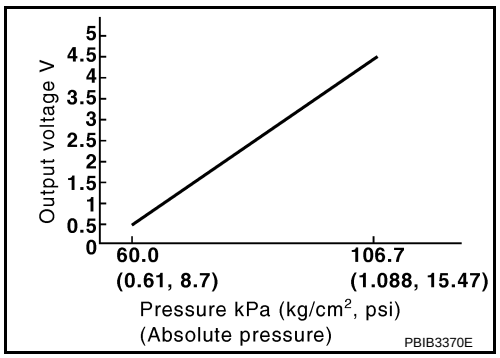
YES >> INSPECTION END
NO >> Replace EVAP control system pressure sensor.

# P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

## Description

INFOID:0000000004673229

The EVAP control system pressure sensor detects pressure in the purge line. The sensor output voltage to the ECM increases as pressure increases.




## DTC Logic

INFOID:0000000004673230

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0453 | EVAP control system pressure sensor high input | An excessively high voltage from the sensor is sent to ECM. | • Harness or connectors (EVAP control system pressure sensor circuit is open or shorted.) [CKP sensor (POS) circuit is shorted.] (APP sensor 2 circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.) (Brake booster pressure sensor circuit is shorted)<br>• EVAP control system pressure sensor<br>• Crankshaft position sensor (POS)<br>• Accelerator pedal position sensor<br>• Refrigerant pressure sensor<br>• Brake booster pressure sensor<br>• EVAP canister vent control valve<br>• EVAP canister<br>• Rubber hose from EVAP canister vent control valve to vehicle frame |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**Always perform test at a temperature of 5°C (41°F) or more.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

**With CONSULT-III**

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Turn ignition switch ON.
4. Turn ignition switch OFF and wait at least 10 seconds.
5. Turn ignition switch ON.
6. Select “DATA MONITOR” mode with CONSULT-III.

7. Make sure that “FUEL T/TMP SE” is more than 0°C (32°F).
8. Start engine and wait at least 20 seconds.
9. Check 1st trip DTC.

**With GST**

1. Start engine and warm it up to normal operating temperature.
2. Set voltmeter probes to ECM harness connector terminals as per the following.

| ECM | | |
|---|---|---|
| Connector | + | – |
| | Terminal | Terminal |
| M107 | 106 (Fuel tank temperature sensor signal) | 128 |

3. Make sure that the voltage is less than 4.2 V.
4. Turn ignition switch OFF and wait at least 10 seconds.
5. Turn ignition switch ON.
6. Turn ignition switch OFF and wait at least 10 seconds.
7. Start engine and wait at least 20 seconds.
8. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-322, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673231

### 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

### 2.CHECK CONNECTOR

1. Disconnect EVAP control system pressure sensor harness connector.
2. Check sensor harness connector for water.

**Water should not exist.**

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace harness connector.

### 3.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch ON.
2. Check the voltage between EVAP control system pressure sensor harness connector and ground.

| EVAP control system pressure sensor | | Ground | Voltage (V) |
|---|---|---|---|
| Connector | Terminal | | |
| B252 | 3 | Ground | Approx. 5 |

Is the inspection result normal?

YES >> GO TO 10.
NO >> GO TO 4.

### 4.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR POWER SUPPLY CIRCUIT-II

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.

3. Check the continuity between EVAP control system pressure sensor harness connector and ECM harness connector.

| EVAP control system pressure sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| B252 | 3 | M107 | 107 | Existed |

Is the inspection result normal?

YES >> GO TO 6.
NO >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors M7, B1
- Harness connectors B31, B251
- Harness for open between ECM and EVAP control system pressure sensor

>> Repair open circuit.

## 6. CHECK SENSOR POWER SUPPLY CIRCUIT

Check harness for short to power and short to ground, between the following terminals.

| ECM | | Sensor | | |
|---|---|---|---|---|
| Connector | Terminal | Name | Connector | Terminal |
| F101 | 45 | Brake booster pressure sensor | E48 | 1 |
| | 46 | CKP sensor (POS) | F2 | 1 |
| M107 | 103 | APP sensor | E112 | 6 |
| | 107 | EVAP control system pressure sensor | B252 | 3 |
| | | Refrigerant pressure sensor | E77 | 3 |

Is the inspection result normal?

YES >> GO TO 7.
NO >> Repair short to ground or short to power in harness or connectors.

## 7. CHECK COMPONENTS

Check the following.
- Crankshaft position sensor (POS) (Refer to EC-276, "Component Inspection".)
- Brake booster pressure sensor (Refer to EC-361, "Component Inspection".)
- Refrigerant pressure sensor (Refer to HAC-72, "Diagnosis Procedure".)

Is the inspection result normal?

YES >> GO TO 8.
NO >> Replace malfunctioning component.

## 8. CHECK APP SENSOR

Refer to EC-469, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 20.
NO >> GO TO 9.

## 9. REPLACE ACCELERATOR PEDAL ASSEMBLY

1. Replace accelerator pedal assembly
2. Go to EC-469, "Special Repair Requirement".

>> INSPECTION END

## 10. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR GROUND CIRCUIT FOR OPEN AND

SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between EVAP control system pressure sensor harness connector and ECM harness connector.

| EVAP control system pressure sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| B252 | 1 | M107 | 112 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 12.
NO >> GO TO 11.

## 11. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors B1, M7
- Harness connectors B31, B251
- Harness for open or short between EVAP control system pressure sensor and ECM

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 12. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between EVAP control system pressure sensor harness connector and ECM harness connector.

| EVAP control system pressure sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| B252 | 2 | M107 | 102 | Existed |

2. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 14.
NO >> GO TO 13.

## 13. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors B1, M7
- Harness connectors B31, B251
- Harness for open or short between EVAP control system pressure sensor and ECM

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 14. CHECK RUBBER TUBE

1. Disconnect rubber tube connected to EVAP canister vent control valve.
2. Check the rubber tube for clogging.

Is the inspection result normal?

YES >> GO TO 15.
NO >> Clean the rubber tube using an air blower, repair or replace rubber tube.

## 15. CHECK EVAP CANISTER VENT CONTROL VALVE

Refer to EC-307, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 16.
NO >> Replace EVAP canister vent control valve.

## 16. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to EC-325, "Component Inspection".

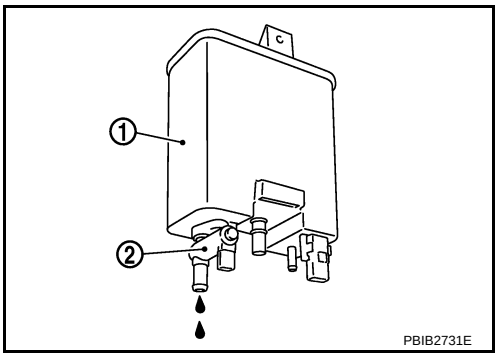
Is the inspection result normal?

YES >> GO TO 17.
NO >> Replace EVAP control system pressure sensor.

## 17. CHECK IF EVAP CANISTER IS SATURATED WITH WATER

1. Remove EVAP canister with EVAP canister vent control valve and EVAP control system pressure sensor attached.
2. Check if water will drain from the EVAP canister (1).

2 : EVAP canister vent control valve




Does water drain from EVAP canister?

YES >> GO TO 18.
NO >> GO TO 20.

## 18. CHECK EVAP CANISTER

Weigh the EVAP canister with the EVAP canister vent control valve and EVAP control system pressure sensor attached.

**The weight should be less than 2.2 kg (4.9 lb).**

Is the inspection result normal?

YES >> GO TO 20.
NO >> GO TO 19.

## 19. DETECT MALFUNCTIONING PART

Check the following.

- EVAP canister for damage
- EVAP hose between EVAP canister and vehicle frame for clogging or poor connection

>> Repair hose or replace EVAP canister.

## 20. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# Component Inspection

INFOID:0000000004673232

## 1. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

1. Turn ignition switch OFF.
2. Remove EVAP control system pressure sensor with its harness connector.
   **Always replace O-ring with a new one.**
3. Install a vacuum pump to EVAP control system pressure sensor.
4. Turn ignition switch ON and check output voltage between ECM harness connector terminals under the following conditions.

| ECM | | | Condition [Applied vacuum kPa (kg/cm$^2$, psi)] | Voltage (V) |
|---|---|---|---|---|
| Connector | + | – | | |
| | Terminal | Terminal | | |
| M107 | 102 | 112 | Not applied | 1.8 - 4.8 |
| | | | -26.7 (-0.272, -3.87) | 2.1 to 2.5 lower than above value |

**CAUTION:**

- **Always calibrate the vacuum pump gauge when using it.**
- **Do not apply below -93.3 kPa (-0.952 kg/cm$^2$, -13.53 psi) or pressure over 101.3 kPa (1.033 kg/cm$^2$, 14.69 psi).**

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace EVAP control system pressure sensor.

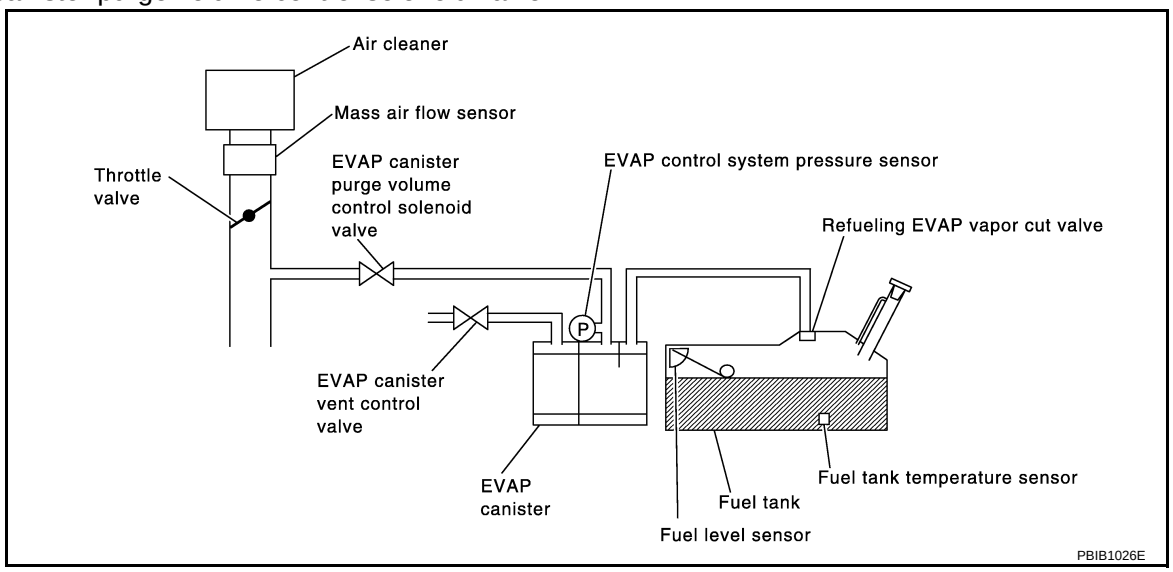
# P0455 EVAP CONTROL SYSTEM

## DTC Logic

INFOID:0000000004673233

### DTC DETECTION LOGIC

This diagnosis detects a very large leak (fuel filler cap fell off etc.) in EVAP system between the fuel tank and EVAP canister purge volume control solenoid valve.




| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0455 | EVAP control system gross leak detected | EVAP control system has a very large leak such as fuel filler cap fell off, EVAP control system does not operate properly. | • Fuel filler cap remains open or fails to close.<br>• Incorrect fuel tank vacuum relief valve<br>• Incorrect fuel filler cap used<br>• Foreign matter caught in fuel filler cap.<br>• Leak is in line between intake manifold and EVAP canister purge volume control solenoid valve.<br>• Foreign matter caught in EVAP canister vent control valve.<br>• EVAP canister or fuel tank leaks<br>• EVAP purge line (pipe and rubber tube) leaks<br>• EVAP purge line rubber tube bent.<br>• Loose or disconnected rubber tube<br>• EVAP canister vent control valve and the circuit<br>• EVAP canister purge volume control solenoid valve and the circuit<br>• Fuel tank temperature sensor<br>• O-ring of EVAP canister vent control valve is missing or damaged.<br>• EVAP control system pressure sensor<br>• Refueling EVAP vapor cut valve<br>• ORVR system leaks |

**CAUTION:**

- **Use only a genuine NISSAN fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may illuminate.**
- **If the fuel filler cap is not tightened properly, the MIL may illuminate.**
- **Use only a genuine NISSAN rubber tube as a replacement.**

### DTC CONFIRMATION PROCEDURE

#### 1. PRECONDITIONING

**CAUTION:**

**Never remove fuel filler cap during the DTC Confirmation Procedure.**
If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.
1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**NOTE:**
**Make sure that EVAP hoses are connected to EVAP canister purge volume control solenoid valve properly.**
**TESTING CONDITION:**
- **Perform "DTC WORK SUPPORT" when the fuel level is between 1/4 and 3/4 full, and vehicle is placed on flat level surface.**
- **Open engine hood before conducting the following procedures.**

Do you have CONSULT-III?

YES >> GO TO 2.
NO >> GO TO 4.

## 2. PERFORM DTC CONFIRMATION PROCEDURE

**With CONSULT-III**
1. Tighten fuel filler cap securely until ratcheting sound is heard.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.
4. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT-III.
5. Make sure that the following conditions are met.
   **COOLAN TEMP/S: 0 - 70°C (32 - 158°F)**
   **INT/A TEMP SE: 0 - 60°C (32 - 140°F)**
6. Select "EVAP SML LEAK P0442/P1442" of "EVAPORATIVE SYSTEM" in "DTC WORK SUPPORT" mode with CONSULT-III.
   Follow the instructions displayed on CONSULT-III screen.
   **NOTE:**
   If the engine speed cannot be maintained within the range displayed on the CONSULT-III screen, refer to EC-13, "BASIC INSPECTION : Special Repair Requirement".

Which is displayed on CONSULT-III screen?

OK >> INSPECTION END.
NG >> GO TO 3.

## 3. CHECK DTC

Check DTC.

Which DTC is detected?

P0455 >> Refer to EC-331, "Component Inspection".
P0442 >> Refer to EC-292, "Diagnosis Procedure".

## 4. PERFORM DTC CONFIRMATION PROCEDURE

**With GST**
**NOTE:**
Be sure to read the explanation of Driving Pattern in EC-569, "How to Set SRT Code" before driving vehicle.
1. Start engine.
2. Drive vehicle according to Driving Pattern.
3. Stop vehicle.
4. Turn ignition switch OFF, wait at least 10 seconds and then turn ON.
5. Check 1st trip DTC.

Is 1st trip DTC detected?

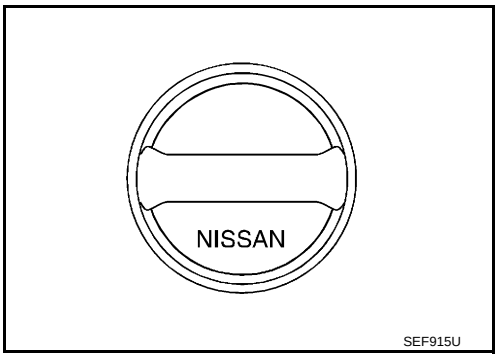
YES-1 >> P0455: Refer to EC-331, "Component Inspection".
YES-2 >> P0442: Refer to EC-292, "Diagnosis Procedure".
YES-3 >> P0441: Refer to EC-288, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673234

### 1. CHECK FUEL FILLER CAP DESIGN

1. Turn ignition switch OFF.
2. Check for genuine NISSAN fuel filler cap design.




Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace with genuine NISSAN fuel filler cap.

### 2. CHECK FUEL FILLER CAP INSTALLATION

Check that the cap is tightened properly by rotating the cap clockwise.

Is the inspection result normal?

YES >> GO TO 3.
NO >> Open fuel filler cap, then clean cap and fuel filler neck threads using air blower. Retighten until ratcheting sound is heard.

### 3. CHECK FUEL FILLER CAP FUNCTION

Check for air releasing sound while opening the fuel filler cap.

Is the inspection result normal?

YES >> GO TO 5.
NO >> GO TO 4.

### 4. CHECK FUEL TANK VACUUM RELIEF VALVE

Refer to EC-516, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 5.
NO >> Replace fuel filler cap with a genuine one.

### 5. CHECK EVAP PURGE LINE

Check EVAP purge line (pipe, rubber tube, fuel tank and EVAP canister) for cracks, improper connection or disconnection.
Refer to EC-83, "System Diagram".

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair or reconnect the hose.

### 6. CLEAN EVAP PURGE LINE

Clean EVAP purge line (pipe and rubber tube) using air blower.

>> GO TO 7.

### 7. CHECK EVAP CANISTER VENT CONTROL VALVE

Check the following.
- EVAP canister vent control valve is installed properly.
  Refer to EC-617, "Removal and Installation".
- EVAP canister vent control valve.
  Refer to EC-307, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 8.
NO >> Repair or replace EVAP canister vent control valve and O-ring.

## 8. CHECK FOR EVAP LEAK

Refer to EC-615, "Inspection".

Is there any leak in EVAP line?

YES >> Repair or replace.
NO-1 >> With CONSULT-III: GO TO 9.
NO-2 >> Without CONSULT-III: GO TO 10.

## 9. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION

**With CONSULT-III**

1. Disconnect vacuum hose connected to EVAP canister purge volume control solenoid valve at EVAP service port.
2. Start engine and let it idle.
3. Select “PURG VOL CONT/V” in “ACTIVE TEST” mode.
4. Touch “Qu” on CONSULT-III screen to increase “PURG VOL C/V” opening to 100%.
5. Check vacuum hose for vacuum.

**Vacuum should exist.**

Is the inspection result normal?

YES >> GO TO 12.
NO >> GO TO 11.

## 10. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION

**Without CONSULT-III**

1. Start engine and warm it up to normal operating temperature.
2. Stop engine.
3. Disconnect vacuum hose connected to EVAP canister purge volume control solenoid valve at EVAP service port.
4. Start engine and let it idle for at least 80 seconds.
5. Check vacuum hose for vacuum when revving engine up to 2,000 rpm.

**Vacuum should exist.**

Is the inspection result normal?

YES >> GO TO 13.
NO >> GO TO 11.

## 11. CHECK VACUUM HOSE

Check vacuum hoses for clogging or disconnection. Refer to EC-83, "System Diagram".

Is the inspection result normal?

YES-1 >> With CONSULT-III: GO TO 12.
YES-2 >> Without CONSULT-III: GO TO 13.
NO >> Repair or reconnect the hose.

## 12. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

**With CONSULT-III**

1. Start engine.
2. Perform “PURG VOL CONT/V” in “ACTIVE TEST” mode with CONSULT-III. Check that engine speed varies according to the valve opening.

Does engine speed vary according to the valve opening?

YES >> GO TO 14.
NO >> GO TO 13.

## 13. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to EC-300, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 14.
NO >> Replace EVAP canister purge volume control solenoid valve.

## 14. CHECK FUEL TANK TEMPERATURE SENSOR

Refer to EC-250, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 15.
NO >> Replace fuel level sensor unit.

## 15. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to EC-315, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 16.
NO >> Replace EVAP control system pressure sensor.

## 16. CHECK EVAP/ORVR LINE

Check EVAP/ORVR line between EVAP canister and fuel tank for clogging, kinks, looseness and improper connection. For location, refer to EC-513, "Description".

Is the inspection result normal?

YES >> GO TO 17.
NO >> Repair or replace hoses and tubes.

## 17. CHECK RECIRCULATION LINE

Check recirculation line between filler neck tube and fuel tank for clogging, kinks, cracks, looseness and improper connection.

Is the inspection result normal?

YES >> GO TO 18.
NO >> Repair or replace hose, tube or filler neck tube.

## 18. CHECK REFUELING EVAP VAPOR CUT VALVE

Refer to EC-516, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 19.
NO >> Replace refueling EVAP vapor cut valve with fuel tank.

## 19. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

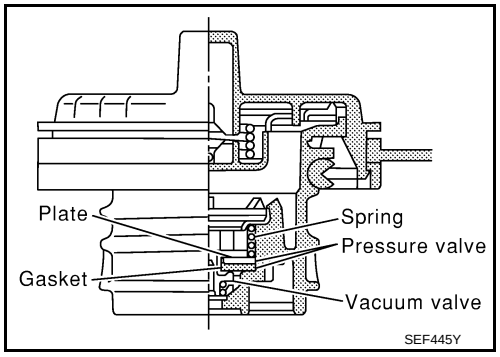
>> INSPECTION END

# Component Inspection

INFOID:0000000004673235

## 1. CHECK FUEL TANL VACUUM RELIEF VALVE

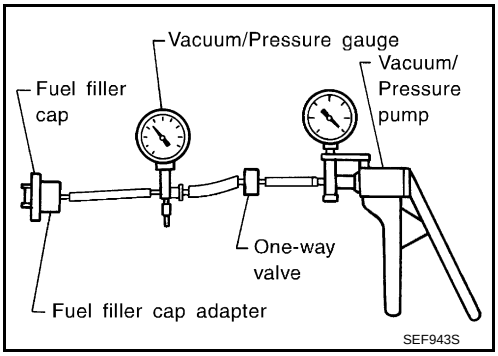
1. Turn ignition switch OFF.
2. Remove fuel filler cap.
3. Wipe clean valve housing.



4. Check valve opening pressure and vacuum.

**Pressure:** **15.3 - 20.0 kPa (0.156 - 0.204 kg/cm$^2$, 2.22 - 2.90 psi)**

**Vacuum:** **−6.0 to −3.3 kPa (−0.061 to −0.034 kg/cm$^2$, −0.87 to −0.48 psi)**




Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 2.

## 2. REPLACE FUEL FILLER CAP

Replace fuel filler cap.

**CAUTION:**

**Use only a genuine fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may illuminate.**

>> INSPECTION END

# P0456 EVAP CONTROL SYSTEM

## DTC Logic

INFOID:0000000004673236

### DTC DETECTION LOGIC

**NOTE:**

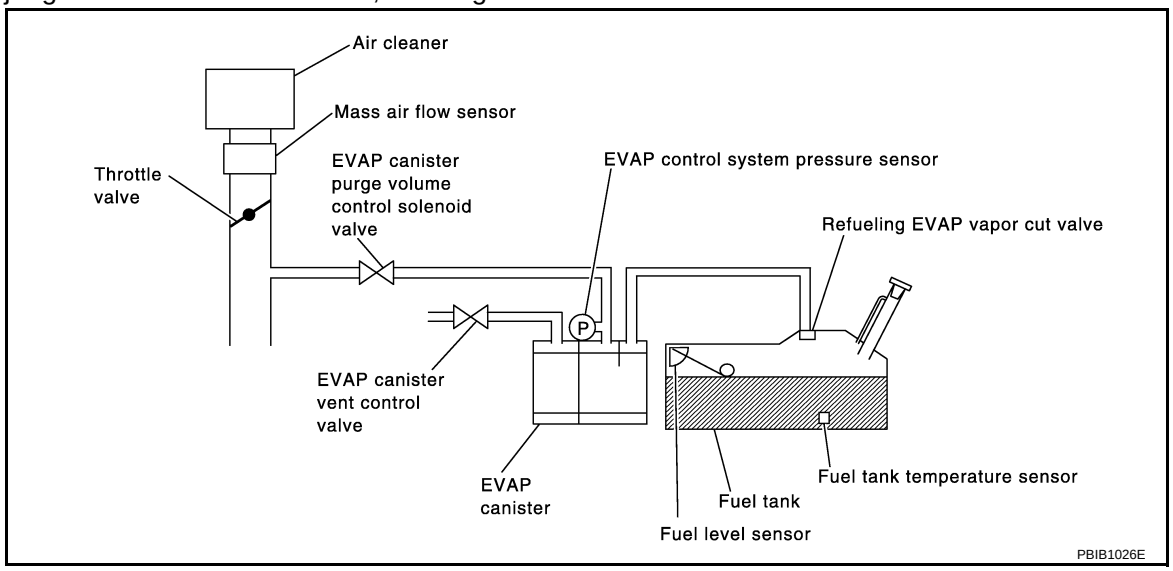
**If DTC P0456 is displayed with DTC P0442, first perform the trouble diagnosis for DTC P0456.**

This diagnosis detects very small leaks in the EVAP line between fuel tank and EVAP canister purge volume control solenoid valve, using the intake manifold vacuum in the same way as conventional EVAP small leak diagnosis.

If ECM judges a leak which corresponds to a very small leak, the very small leak P0456 will be detected.

If ECM judges a leak equivalent to a small leak, EVAP small leak P0442 will be detected.

If ECM judges that there are no leaks, the diagnosis will be OK.




| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0456 | Evaporative emission control system very small leak (negative pressure check) | • EVAP system has a very small leak.<br>• EVAP system does not operate properly. | • Incorrect fuel tank vacuum relief valve<br>• Incorrect fuel filler cap used<br>• Fuel filler cap remains open or fails to close.<br>• Foreign matter caught in fuel filler cap.<br>• Leak is in line between intake manifold and EVAP canister purge volume control solenoid valve.<br>• Foreign matter caught in EVAP canister vent control valve.<br>• EVAP canister or fuel tank leaks<br>• EVAP purge line (pipe and rubber tube) leaks<br>• EVAP purge line rubber tube bent<br>• Loose or disconnected rubber tube<br>• EVAP canister vent control valve and the circuit<br>• EVAP canister purge volume control solenoid valve and the circuit<br>• Fuel tank temperature sensor<br>• O-ring of EVAP canister vent control valve is missing or damaged<br>• EVAP canister is saturated with water<br>• EVAP control system pressure sensor<br>• Refueling EVAP vapor cut valve<br>• ORVR system leaks<br>• Fuel level sensor and the circuit<br>• Foreign matter caught in EVAP canister purge volume control solenoid valve |

**CAUTION:**

- **Use only a genuine NISSAN fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may illuminate.**

- **If the fuel filler cap is not tightened properly, the MIL may illuminate.**
- **Use only a genuine NISSAN rubber tube as a replacement.**

DTC CONFIRMATION PROCEDURE

## 1.INSPECTION START

Do you have CONSULT-III?

Do you have CONSULT-III?

YES >> GO TO 2.
NO >> GO TO 4.

## 2.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**NOTE:**
**After repair, make sure that the hoses and clips are installed properly.**
**TESTING CONDITION:**

- **Open engine hood before conducting the following procedure.**
- **If any of following conditions are met just before the DTC confirmation procedure, leave the vehicle for more than 1 hour.**
  - **Fuel filler cap is removed.**
  - **Fuel is refilled or drained.**
  - **EVAP component part/parts is/are removed.**
- **Before performing the following procedure, confirm that battery voltage is more than 11 V at idle.**
- **Make sure that EVAP hoses are connected to EVAP canister purge volume control solenoid valve properly.**

>> GO TO 3.

## 3.PERFORM DTC CONFIRMATION PROCEDURE

**With CONSULT-III**

1. Turn ignition switch ON and select “DATA MONITOR” mode with CONSULT-III.
2. Make sure that the following conditions are met.
   **FUEL LEVEL SE: 0.25 - 1.4 V**
   **COOLAN TEMP/S: 0 - 32°C (32 - 90°F)**
   **FUEL T/TMP SE: 0 - 35°C (32 - 95°F)**
   **INT A/TEMP SE: More than 0°C (32°F)**
   If NG, turn ignition switch OFF and leave the vehicle in a cool place (soak the vehicle), or refill/drain fuel until the output voltage condition of the “FUEL LEVEL SE” meets within the range above and leave the vehicle for more than 1 hour. Then start from step 1.
3. Turn ignition switch OFF and wait at least 10 seconds.
4. Turn ignition switch ON.
5. Select “EVAP V/S LEAK P0456/P1456” of “EVAPORATIVE SYSTEM” in “DTC WORK SUPPORT” mode with CONSULT-III.
   Follow the instructions displayed on CONSULT-III screen.
   **NOTE:**
   **If the engine speed cannot be maintained within the range displayed on CONSULT-III screen, go to EC-13, "BASIC INSPECTION : Special Repair Requirement".**

Which is displayed on CONSULT-III screen?

OK >> INSPECTION END
NG >> Go to EC-335, "Diagnosis Procedure".

## 4.PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to EC-335, "Component Function Check".
**NOTE:**
Use component function check to check the overall function of the EVAP very small leak function. During this check, a 1st trip DTC might not be confirmed.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-335, "Diagnosis Procedure".

## Component Function Check

INFOID:0000000004673237

### 1.PERFORM COMPONENT FUNCTION CHECK

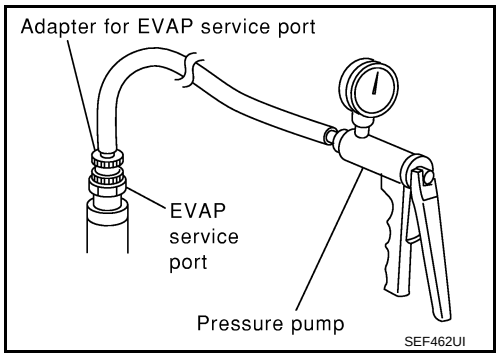
**With GST**

**CAUTION:**

- **Never use compressed air, doing so may damage the EVAP system.**
- **Never start engine.**
- **Never exceed 4.12 kPa (0.042 kg/cm$^2$, 0.6 psi).**

1. Attach the EVAP service port adapter securely to the EVAP service port.
2. Set the pressure pump and a hose.
3. Also set a vacuum gauge via 3-way connector and a hose.
4. Turn ignition switch ON.
5. Connect GST and select Service $08.
6. Using Service $08 control the EVAP canister vent control valve (close).
7. Apply pressure and make sure the following conditions are satisfied.

   **Pressure to be applied: 2.7 kPa (0.028 kg/cm$^2$, 0.39 psi)**
   **Time to be waited after the pressure drawn in to the EVAP system and the pressure to be dropped: 60 seconds and the pressure should not be dropped more than 0.4 kPa (0.004 kg/cm$^2$, 0.06 psi).**




Is the inspection result normal?

YES >> GO TO 2.
NO >> Go to EC-335, "Diagnosis Procedure".

### 2.RELEASE PRESSURE

1. Disconnect GST.
2. Start engine and warm it up to normal operating temperature.
3. Turn ignition switch OFF and wait at least 10 seconds.
4. Turn ignition switch ON.
5. Turn ignition switch OFF and wait at least 10 seconds.
6. Restart engine and let it idle for 90 seconds.
7. Keep engine speed at 2,000 rpm for 30 seconds.
8. Turn ignition switch OFF.

   **NOTE:**
   **For more information, refer to GST Instruction Manual.**

>> INSPECTION END

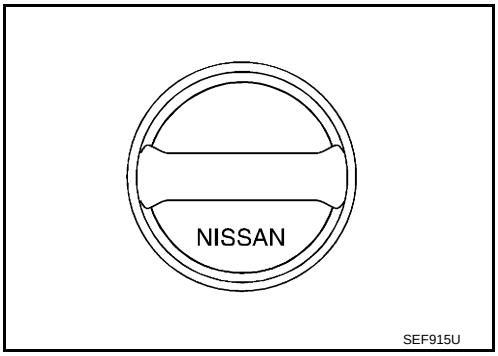
## Diagnosis Procedure

INFOID:0000000004673238

### 1.CHECK FUEL FILLER CAP DESIGN

1. Turn ignition switch OFF.

2. Check for genuine NISSAN fuel filler cap design.




Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace with genuine NISSAN fuel filler cap.

## 2. CHECK FUEL FILLER CAP INSTALLATION

Check that the cap is tightened properly by rotating the cap clockwise.

Is the inspection result normal?

YES >> GO TO 3.
NO >> Open fuel filler cap, then clean cap and fuel filler neck threads using air blower. Retighten until ratcheting sound is heard.

## 3. CHECK FUEL FILLER CAP FUNCTION

Check for air releasing sound while opening the fuel filler cap.

Is the inspection result normal?

YES >> GO TO 5.
NO >> GO TO 4.

## 4. CHECK FUEL TANK VACUUM RELIEF VALVE

Refer to EC-516, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 5.
NO >> Replace fuel filler cap with a genuine one.

## 5. CHECK FOR EVAP LEAK

Refer to EC-615, "Inspection".

Is there any leak in EVAP line?

YES >> Repair or replace.
NO >> GO TO 6.

## 6. CHECK EVAP CANISTER VENT CONTROL VALVE

Check the following.

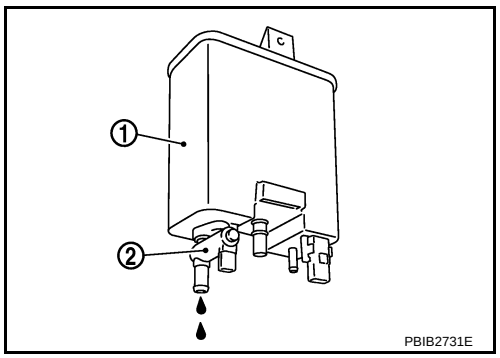
- EVAP canister vent control valve is installed properly.
  Refer to EC-617, "Removal and Installation".
- EVAP canister vent control valve.
  Refer to EC-307, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 7.
NO >> Repair or replace EVAP canister vent control valve and O-ring.

## 7. CHECK IF EVAP CANISTER IS SATURATED WITH WATER

1. Remove EVAP canister (1) with EVAP canister vent control valve (2) and EVAP control system pressure sensor attached.
2. Check if water will drain from EVAP canister (1).




Does water drain from the EVAP canister?

YES >> GO TO 8.
NO-1 >> With CONSULT-III: GO TO 10.
NO-2 >> Without CONSULT-III: GO TO 11.

## 8. CHECK EVAP CANISTER

Weigh the EVAP canister with the EVAP canister vent control valve and EVAP control system pressure sensor attached.

**The weight should be less than 2.2 kg (4.9 lb).**

Is the inspection result normal?

YES-1 >> With CONSULT-III: GO TO 10.
YES-2 >> Without CONSULT-III: GO TO 11.
NO >> GO TO 9.

## 9. DETECT MALFUNCTIONING PART

Check the following.
- EVAP canister for damage
- EVAP hose between EVAP canister and vehicle frame for clogging or poor connection

>> Repair hose or replace EVAP canister.

## 10. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION

**With CONSULT-III**

1. Disconnect vacuum hose connected to EVAP service port and EVAP canister purge volume control solenoid valve from EVAP service port.
2. Start engine and let it idle.
3. Select “PURG VOL CONT/V” in “ACTIVE TEST” mode.
4. Touch “Qu” on CONSULT-III screen to increase “PURG VOL C/V” opening to 100%.
5. Check vacuum hose for vacuum.

**Vacuum should exist.**

Is the inspection result normal?

YES >> GO TO 13.
NO >> GO TO 12.

## 11. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION

**Without CONSULT-III**

1. Start engine and warm it up to normal operating temperature.
2. Stop engine.
3. Disconnect vacuum hose connected to EVAP service port and EVAP canister purge volume control solenoid valve from EVAP service port.
4. Start engine and let it idle for at least 80 seconds.
5. Check vacuum hose for vacuum when revving engine up to 2,000 rpm.

**Vacuum should exist.**

Is the inspection result normal?

YES >> GO TO 14.
NO >> GO TO 12.

## 12. CHECK VACUUM HOSE

Check vacuum hoses for clogging or disconnection. Refer to EC-83, "System Diagram".

Is the inspection result normal?

YES >> GO TO 13.
NO >> Repair or reconnect the hose.

## 13. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to EC-300, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 14.
NO >> Replace EVAP canister purge volume control solenoid valve.

## 14. CHECK FUEL TANK TEMPERATURE SENSOR

Refer to EC-250, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 15.
NO >> Replace fuel level sensor unit.

## 15. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to EC-315, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 16.
NO >> Replace EVAP control system pressure sensor.

## 16. CHECK EVAP PURGE LINE

Check EVAP purge line (pipe, rubber tube, fuel tank and EVAP canister) for cracks or improper connection. Refer to EC-83, "System Diagram".

Is the inspection result normal?

YES >> GO TO 17.
NO >> Repair or reconnect the hose.

## 17. CLEAN EVAP PURGE LINE

Clean EVAP purge line (pipe and rubber tube) using air blower.

>> GO TO 18.

## 18. CHECK EVAP/ORVR LINE

Check EVAP/ORVR line between EVAP canister and fuel tank for clogging, kinks, looseness and improper connection. For location, refer to EC-513, "Description".

Is the inspection result normal?

YES >> GO TO 19.
NO >> Repair or replace hoses and tubes.

## 19. CHECK RECIRCULATION LINE

Check recirculation line between filler neck tube and fuel tank for clogging, kinks, cracks, looseness and improper connection.

Is the inspection result normal?

YES >> GO TO 20.
NO >> Repair or replace hose, tube or filler neck tube.

## 20. CHECK REFUELING EVAP VAPOR CUT VALVE

Refer to EC-516, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 21.
NO >> Replace refueling EVAP vapor cut valve with fuel tank.

## 21. CHECK FUEL LEVEL SENSOR

Refer to MWI-55, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 22.
NO >> Replace fuel level sensor unit.

## 22. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

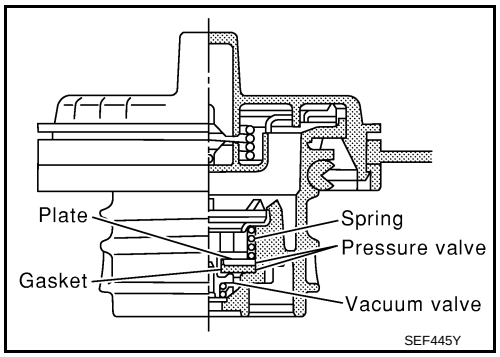
>> INSPECTION END

## Component Inspection

INFOID:0000000004673239

## 1. CHECK FUEL TANL VACUUM RELIEF VALVE

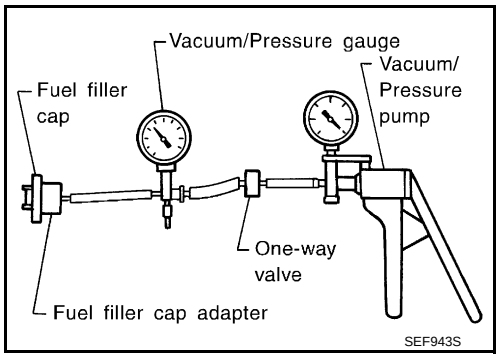
1. Turn ignition switch OFF.
2. Remove fuel filler cap.
3. Wipe clean valve housing.




4. Check valve opening pressure and vacuum.

**Pressure:** **15.3 - 20.0 kPa (0.156 - 0.204 kg/cm$^2$, 2.22 - 2.90 psi)**

**Vacuum:** **–6.0 to –3.3 kPa (–0.061 to –0.034 kg/cm$^2$, –0.87 to –0.48 psi)**




Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 2.

## 2. REPLACE FUEL FILLER CAP

Replace fuel filler cap.

**CAUTION:**

**Use only a genuine fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may illuminate.**

>> INSPECTION END

# P0460 FUEL LEVEL SENSOR

## Description

INFOID:0000000004673240

The fuel level sensor is mounted in the fuel level sensor unit.
The sensor detects a fuel level in the fuel tank and transmits a signal to the “unified meter and A/C amp.”. The “unified meter and A/C amp.” sends the fuel level sensor signal to the ECM via the CAN communication line.
It consists of two parts, one is mechanical float and the other is variable resistor. Fuel level sensor output voltage changes depending on the movement of the fuel mechanical float.

## DTC Logic

INFOID:0000000004673241

### DTC DETECTION LOGIC

**NOTE:**

- **If DTC P0460 is displayed with DTC UXXXX, first perform the trouble diagnosis for DTC UXXXX.**
- **If DTC P0460 is displayed with DTC P0607, first perform the trouble diagnosis for DTC P0607. Refer to EC-367, "DTC Logic".**

When the vehicle is parked, the fuel level in the fuel tank is naturally stable. It means that output signal of the fuel level sensor does not change. If ECM senses sloshing signal from the sensor, fuel level sensor malfunction is detected.

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0460 | Fuel level sensor circuit noise | Even though the vehicle is parked, a signal being varied is sent from the fuel level sensor to ECM. | • Harness or connectors (The CAN communication line is open or shorted)<br>• Harness or connectors (The sensor circuit is open or shorted)<br>• Unified meter and A/C amp.<br>• Fuel level sensor |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and wait maximum of 2 consecutive minutes.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-340, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673242

#### 1.CHECK DTC WITH “UNIFIED METER AND A/C AMP.”

Refer to MWI-38, "CONSULT-III Function (METER/M&A)".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Go to MWI-54, "Component Function Check".

#### 2.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# P0461 FUEL LEVEL SENSOR

## Description

INFOID:0000000004673243

The fuel level sensor is mounted in the fuel level sensor unit.
The sensor detects a fuel level in the fuel tank and transmits a signal to the “unified meter and A/C amp.”. The “unified meter and A/C amp.” sends the fuel level sensor signal to the ECM via the CAN communication line.
It consists of two parts, one is mechanical float and the other is variable resistor. Fuel level sensor output voltage changes depending on the movement of the fuel mechanical float.

## DTC Logic

INFOID:0000000004673244

### DTC DETECTION LOGIC

**NOTE:**
- **If DTC P0461 is displayed with DTC UXXXX, first perform the trouble diagnosis for DTC UXXXX.**
- **If DTC P0461 is displayed with DTC P0607, first perform the trouble diagnosis for DTC P0607. Refer to EC-367, "DTC Logic".**

Driving long distances naturally affect fuel gauge level.
This diagnosis detects the fuel gauge malfunction of the gauge not moving even after a long distance has been driven.

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0461 | Fuel level sensor circuit range/performance | The output signal of the fuel level sensor does not change within the specified range even though the vehicle has been driven a long distance. | • Harness or connectors (The CAN communication line is open or shorted)<br>• Harness or connectors (The sensor circuit is open or shorted)<br>• Unified meter and A/C amp.<br>• Fuel level sensor |

### DTC CONFIRMATION PROCEDURE

#### 1. PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to EC-342, "Component Function Check".
Use component function check to check the overall function of the fuel level sensor. During this check, a 1st trip DTC might not be confirmed.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-343, "Diagnosis Procedure".

## Component Function Check

INFOID:0000000004673245

#### 1. PRECONDITIONING

**WARNING:**
**When performing the following procedure, always observe the handling of the fuel. Refer to FL-5, "Removal and Installation".**
**TESTING CONDITION:**
**Before starting component function check, preparation of draining fuel and refilling fuel is required.**

Do you have CONSULT-III?

YES >> GO TO 2.
NO >> GO TO 3.

#### 2. PERFORM COMPONENT FUNCTION CHECK

**With CONSULT-III**
**NOTE:**
**Start from step 10, if it is possible to confirm that the fuel cannot be drained by 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal) in advance.**
1. Prepare a fuel container and a spare hose.

2. Release fuel pressure from fuel line, refer to EC-614, "Inspection".
3. Remove the fuel feed hose on the fuel level sensor unit.
4. Connect a spare fuel hose where the fuel feed hose was removed.
5. Turn ignition switch OFF and wait at least 10 seconds then turn ON.
6. Select “FUEL LEVEL SE” in “DATA MONITOR” mode with CONSULT-III.
7. Check “FUEL LEVEL SE” output voltage and note it.
8. Select “FUEL PUMP RELAY” in “ACTIVE TEST” mode with CONSULT-III.
9. Touch “ON” and drain fuel approximately 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal) and stop it.
10. Check “FUEL LEVEL SE” output voltage and note it.
11. Fill fuel into the fuel tank for 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal).
12. Check “FUEL LEVEL SE” output voltage and note it.
13. Confirm whether the voltage changes more than 0.03 V during step 7 to 10 and 10 to 12.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-343, "Diagnosis Procedure".

## 3.PERFORM COMPONENT FUNCTION CHECK

**Without CONSULT-III**
**NOTE:**
**Start from step 8, if it is possible to confirm that the fuel cannot be drained by 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal) in advance.**

1. Prepare a fuel container and a spare hose.
2. Release fuel pressure from fuel line. Refer to EC-614, "Inspection".
3. Remove the fuel feed hose on the fuel level sensor unit.
4. Connect a spare fuel hose where the fuel feed hose was removed.
5. Turn ignition switch ON.
6. Drain fuel by 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal) from the fuel tank using proper equipment.
7. Confirm that the fuel gauge indication varies.
8. Fill fuel into the fuel tank for 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal).
9. Confirm that the fuel gauge indication varies.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-343, "Diagnosis Procedure".

# Diagnosis Procedure

INFOID:0000000004673246

## 1.CHECK DTC WITH “UNIFIED METER AND A/C AMP.”

Refer to MWI-38, "CONSULT-III Function (METER/M&A)".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Go to MWI-54, "Component Function Check".

## 2.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# P0462, P0463 FUEL LEVEL SENSOR

## Description

INFOID:0000000004673247

The fuel level sensor is mounted in the fuel level sensor unit.
The sensor detects a fuel level in the fuel tank and transmits a signal to the “unified meter and A/C amp.”. The “unified meter and A/C amp.” sends the fuel level sensor signal to the ECM via the CAN communication line.
It consists of two parts, one is mechanical float and the other is variable resistor. Fuel level sensor output voltage changes depending on the movement of the fuel mechanical float.

## DTC Logic

INFOID:0000000004673248

### DTC DETECTION LOGIC

**NOTE:**

- **If DTC P0462 or P0463 is displayed with DTC UXXXX, first perform the trouble diagnosis for DTC UXXXX.**
- **If DTC P0462 or P0463 is displayed with DTC P0607, first perform the trouble diagnosis for DTC P0607.Refer to EC-367, "DTC Logic".**

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0462 | Fuel level sensor circuit low input | An excessively low voltage from the sensor is sent to ECM. | • Harness or connectors (The CAN communication line is open or shorted)<br>• Harness or connectors (The sensor circuit is open or shorted)<br>• Unified meter and A/C amp.<br>• Fuel level sensor |
| P0463 | Fuel level sensor circuit high input | An excessively high voltage from the sensor is sent to ECM. | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**

**Before performing the following procedure, confirm that battery voltage is more than 11 V at ignition switch ON.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON and wait at least 5 seconds.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-344, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673249

#### 1.CHECK DTC WITH “UNIFIED METER AND A/C AMP.”

Refer to MWI-38, "CONSULT-III Function (METER/M&A)".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Go to MWI-54, "Component Function Check".

#### 2.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# P0500 VSS

## Description

INFOID:0000000004673250

The vehicle speed signal is sent to the “unified meter and A/C amp.” from the “ABS actuator and electric unit (control unit)” via the CAN communication line. The “unified meter and A/C amp.” then sends a signal to the ECM via the CAN communication line.

## DTC Logic

INFOID:0000000004673251

### DTC DETECTION LOGIC

**NOTE:**

- **If DTC P0500 is displayed with DTC UXXXX, first perform the trouble diagnosis for DTC UXXXX.**
- **If DTC P0500 is displayed with DTC P0607, first perform the trouble diagnosis for DTC P0607. Refer to EC-367, "DTC Logic".**

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0500 | Vehicle speed sensor | The vehicle speed signal sent to ECM is almost 0 km/h (0 MPH) even when vehicle is being driven. | • Harness or connectors (The CAN communication line is open or shorted)<br>• Harness or connectors (The vehicle speed signal circuit is open or shorted)<br>• Wheel sensor<br>• Unified meter and A/C amp.<br>• ABS actuator and electric unit (control unit) |

### DTC CONFIRMATION PROCEDURE

#### 1.INSPECTION START

Do you have CONSULT-III?

Do you have CONSULT-III?

YES >> GO TO 2.
NO >> GO TO 5.

#### 2.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 3.

#### 3.CHECK VEHICLE SPEED SIGNAL

**NOTE:**

**This procedure may be conducted with the drive wheels lifted in the shop or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle.**

**With CONSULT-III**

1. Start engine (VDC switch OFF).
2. Read “VHCL SPEED SE” in “DATA MONITOR” mode with CONSULT-III. The vehicle speed on CONSULT-III should exceed 10 km/h (6 MPH) when rotating wheels with suitable gear position.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Go to EC-347, "Diagnosis Procedure".

#### 4.PERFORM DTC CONFIRMATION PROCEDURE

1. Select “DATA MONITOR” mode with CONSULT-III.
2. Warm engine up to normal operating temperature.

3. Maintain the following conditions for at least 50 consecutive seconds.
**CAUTION:**
**Always drive vehicle at a safe speed.**

| | |
|---|---|
| ENG SPEED | 1,800 - 6,000 rpm |
| COOLAN TEMP/S | More than 70°C (158°F) |
| B/FUEL SCHDL | 5.0 - 31.8 msec |
| Selector lever | Except P or N position (A/T)<br>Except Neutral position (M/T) |
| PW/ST SIGNAL | OFF |

4. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-347, "Diagnosis Procedure".
NO >> INSPECTION END

## 5. PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to EC-347, "Component Function Check".
Use component function check to check the overall function of the vehicle speed signal circuit. During this check, a 1st trip DTC might not be confirmed.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-347, "Diagnosis Procedure".

# Component Function Check

INFOID:0000000004673252

## 1. PERFORM COMPONENT FUNCTION CHECK

**With GST**
1. Lift up drive wheels.
2. Start engine.
3. Read vehicle speed signal in Service $01 with GST.
The vehicle speed signal on GST should be able to exceed 10 km/h (6 MPH) when rotating wheels with suitable gear position.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-347, "Diagnosis Procedure".

# Diagnosis Procedure

INFOID:0000000004673253

## 1. CHECK DTC WITH “ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)”

Refer to BRC-26, "CONSULT-III Function".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace.

## 2. CHECK DTC WITH “UNIFIED METER AND A/C AMP.”

Refer to MWI-38, "CONSULT-III Function (METER/M&A)".

>> INSPECTION END

# P0506 ISC SYSTEM

## Description

INFOID:0000000004673254

The ECM controls the engine idle speed to a specified level through the fine adjustment of the air, which is let into the intake manifold, by operating the electric throttle control actuator. The operating of the throttle valve is varied to allow for optimum control of the engine idling speed. The crankshaft position sensor (POS) detects the actual engine speed and sends a signal to the ECM.
The ECM controls the electric throttle control actuator so that the engine speed coincides with the target value memorized in the ECM. The target engine speed is the lowest speed at which the engine can operate steadily. The optimum value stored in the ECM is determined by taking into consideration various engine conditions, such as during warming up, deceleration and engine load (air conditioner, power steering and cooling fan operation, etc.).

## DTC Logic

INFOID:0000000004673255

### DTC DETECTION LOGIC

**NOTE:**
**If DTC P0506 is displayed with other DTC, first perform the trouble diagnosis for the other DTC.**

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0506 | Idle speed control system RPM lower than expected | The idle speed is less than the target idle speed by 100 rpm or more. | • Electric throttle control actuator<br>• Intake air leak |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.
1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**If the idle speed is out of the specified value, perform EC-19, "IDLE AIR VOLUME LEARNING : Special Repair Requirement", before conducting DTC Confirmation Procedure.**
**TESTING CONDITION:**
- **Before performing the following procedure, confirm that battery voltage is more than 11 V at idle.**
- **Always perform the test at a temperature above −10°C (14°F).**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Turn ignition switch ON.
4. Turn ignition switch OFF and wait at least 10 seconds.
5. Restart engine and run it for at least 1 minute at idle speed.
6. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-348, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673256

#### 1.CHECK INTAKE AIR LEAK

1. Start engine and let it idle.
2. Listen for an intake air leak after the mass air flow sensor.

Is intake air leak detected?

YES >> Discover air leak location and repair.
NO >> GO TO 2.

## 2.REPLACE ECM

1. Stop engine.
2. Replace ECM.
3. Go to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".

>> INSPECTION END

# P0507 ISC SYSTEM

## Description

INFOID:0000000004673257

The ECM controls the engine idle speed to a specified level through the fine adjustment of the air, which is let into the intake manifold, by operating the electric throttle control actuator. The operating of the throttle valve is varied to allow for optimum control of the engine idling speed. The crankshaft position sensor (POS) detects the actual engine speed and sends a signal to the ECM.
The ECM controls the electric throttle control actuator so that the engine speed coincides with the target value memorized in the ECM. The target engine speed is the lowest speed at which the engine can operate steadily. The optimum value stored in the ECM is determined by taking into consideration various engine conditions, such as during warming up, deceleration and engine load (air conditioner, power steering and cooling fan operation, etc.).

## DTC Logic

INFOID:0000000004673258

### DTC DETECTION LOGIC

**NOTE:**
**If DTC P0507 is displayed with other DTC, first perform the trouble diagnosis for the other DTC.**

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0507 | Idle speed control system RPM higher than expected | The idle speed is more than the target idle speed by 200 rpm or more. | • Electric throttle control actuator<br>• Intake air leak<br>• PCV system |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.
1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**If the idle speed is out of the specified value, perform EC-19, "IDLE AIR VOLUME LEARNING : Special Repair Requirement", before conducting DTC Confirmation Procedure.**
**TESTING CONDITION:**
- **Before performing the following procedure, confirm that battery voltage is more than 11 V at idle.**
- **Always perform the test at a temperature above −10°C (14°F).**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Turn ignition switch ON.
4. Turn ignition switch OFF and wait at least 10 seconds.
5. Start engine and run it for at least 1 minute at idle speed.
6. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-350, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673259

#### 1.CHECK PCV HOSE CONNECTION

Confirm that PCV hose is connected correctly.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace.

## 2.CHECK INTAKE AIR LEAK

1. Start engine and let it idle.
2. Listen for an intake air leak after the mass air flow sensor.

Is intake air leak detected?

YES >> Discover air leak location and repair.
NO >> GO TO 3.

## 3.REPLACE ECM

1. Stop engine.
2. Replace ECM.
3. Go to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".

>> INSPECTION END

# P0524 ENGINE OIL PRESSURE

## DTC Logic

INFOID:0000000004673260

### DTC DETECTION LOGIC

**NOTE:**
**If DTC P0524 is displayed with DTC P0075 or P0081, first perform the trouble diagnosis for DTC P0075, P0081. Refer to EC-165, "DTC Logic"**

| DTC No. | Trouble diagnosis name | Detecting condition | Possible cause |
|---|---|---|---|
| P0524 | Engine oil pressure too low | Engine oil pressure is low because there is a gap between angle of target and phase-control angle. | • Engine oil pressure or level too low<br>• Crankshaft position sensor (POS)<br>• Camshaft position sensor (PHASE)<br>• Intake valve control solenoid valve<br>• Accumulation of debris to the signal pick-up portion of the camshaft<br>• Timing chain installation<br>• Foreign matter caught in the oil groove for intake valve timing control |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING-I

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**Before performing the following procedure, confirm that battery voltage is between 10 V and 16 V at idle.**

>> GO TO 2.

#### 2.PRECONDITIONING-II

Check oil level and oil pressure. Refer to LU-6, "Inspection".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Go to LU-6, "Inspection".

#### 3.PERFORM DTC CONFIRMATION PROCEDURE

1. Select “DATA MONITOR” mode with CONSULT-III.
2. Maintain the following conditions for at least 20 consecutive seconds.

| | |
|---|---|
| ENG SPEED | More than 1,700 rpm |
| COOLAN TEMP/S | More than 70°C (158°F) |
| Selector lever | 1st or 2nd position |
| Driving location | Driving vehicle uphill<br>(Increased engine load will help maintain the driving conditions required for this test.) |

**CAUTION:**
**Always drive at a safe speed.**

3. Check 1st trip DTC.

Is 1st trip DTC detected?

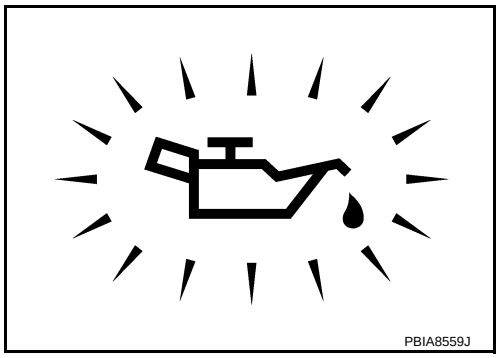
YES >> Go to EC-353, "Diagnosis Procedure"
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673261

### 1. CHECK OIL PRESSURE WARNING LAMP

1. Start engine.
2. Check oil pressure warning lamp and confirm it is not illuminated.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Is oil pressure warning lamp illuminated?

YES >> Go to LU-6, "Inspection".
NO >> GO TO 2.

### 2. CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE

Refer to EC-157, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Replace malfunctioning intake valve timing control solenoid valve.

### 3. CHECK CRANKSHAFT POSITION SENSOR (POS)

Refer to EC-276, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 4.
NO >> Replace crankshaft position sensor (POS).

### 4. CHECK CAMSHAFT POSITION SENSOR (PHASE)

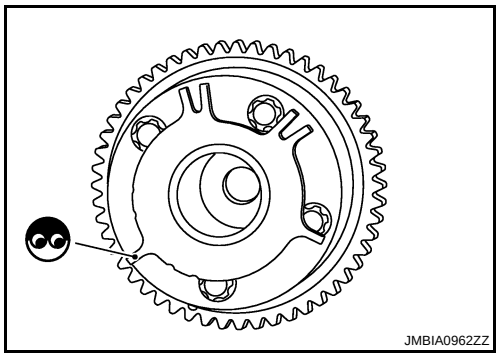
Refer to EC-279, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 5.
NO >> Replace malfunctioning camshaft position sensor (PHASE).

### 5. CHECK CAMSHAFT (INTAKE)

Check the following.
- Accumulation of debris to the signal plate of camshaft front end
- Chipping signal plate of camshaft front end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Is the inspection result normal?

YES >> GO TO 6.
NO >> Remove debris and clean the signal plate of camshaft front end or replace camshaft.

### 6. CHECK TIMING CHAIN INSTALLATION

Check service records for any recent repairs that may cause timing chain misaligned.

Are there any service records that may cause timing chain misaligned?

YES >> Check timing chain installation. Refer to EM-51, "Removal and Installation".
NO >> GO TO 7.

### 7. CHECK LUBRICATION CIRCUIT

Perform “Inspection of Camshaft Sprocket (INT) Oil Groove”. Refer to EM-104, "Inspection".

Is the inspection result normal?

YES >> GO TO 8.
NO >> Clean lubrication line.

## 8.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

## Component Inspection

INFOID:0000000004673262

## 1.CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE-I

1. Turn ignition switch OFF.
2. Disconnect intake valve timing control solenoid valve harness connector.
3. Check resistance between intake valve timing control solenoid valve terminals as per the following.

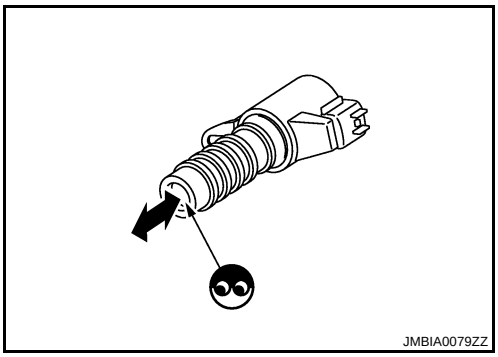
| Terminals | Resistance (Ω) |
|---|---|
| 1 and 2 | 7.0 - 7.7 [at 20°C (68°F)] |
| 1 or 2 and ground | ∞<br>(Continuity should not exist) |

Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace malfunctioning intake valve timing control solenoid valve.

## 2.CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE-II

1. Remove intake valve timing control solenoid valve.
2. Provide 12 V DC between intake valve timing control solenoid valve terminals 1 and 2, and then interrupt it. Make sure that the plunger moves as shown in the figure.
   **CAUTION:**
   **Never apply 12 V DC continuously for 5 seconds or more. Doing so may result in damage to the coil in intake valve timing control solenoid valve.**
   **NOTE:**
   **Always replace O-ring when intake valve timing control solenoid valve is removed.**




Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace malfunctioning intake valve timing control solenoid valve.

# P0550 PSP SENSOR

## Description

INFOID:0000000004673263

Power steering pressure (PSP) sensor is installed to the power steering high-pressure tube and detects a power steering load.
This sensor is a potentiometer which transforms the power steering load into output voltage, and emits the voltage signal to the ECM. The ECM controls the electric throttle control actuator and adjusts the throttle valve opening angle to increase the engine speed and adjusts the idle speed for the increased load.

## DTC Logic

INFOID:0000000004673264

### DTC DETECTION LOGIC

**NOTE:**
**If DTC P0550 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643. Refer to EC-368, "DTC Logic".**

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0550 | Power steering pressure sensor circuit | An excessively low or high voltage from the sensor is sent to ECM. | • Harness or connectors (The sensor circuit is open or shorted)<br>• Power steering pressure sensor |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.
1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and let it idle for at least 5 seconds.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-355, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673265

#### 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

#### 2.CHECK PSP SENSOR POWER SUPPLY CIRCUIT

1. Disconnect power steering pressure (PSP) sensor harness connector.
2. Turn ignition switch ON.
3. Check the voltage between PSP sensor harness connector and ground.

| PSP sensor | | Ground | Voltage (V) |
|---|---|---|---|
| Connector | Terminal | | |
| F35 | 3 | Ground | Approx. 5 |

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 3.CHECK PSP SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between PSP sensor harness connector and ECM harness connector.

| PSP sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| F35 | 1 | F102 | 96 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair open circuit, short to ground short to power in harness or connectors.

## 4.CHECK PSP SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between PSP sensor harness connector and ECM harness connector.

| PSP sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| F35 | 2 | F102 | 87 | Existed |

2. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 5.CHECK PSP SENSOR

Refer to EC-356, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 6.
NO >> Replace PSP sensor.

## 6.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# Component Inspection

INFOID:0000000004673266

## 1.CHECK POWER STEERING PRESSURE SENSOR

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Start engine and let it idle.
4. Check the voltage between ECM harness connector terminals under the following conditions.

| ECM | | | Condition | | Voltage (V) |
|---|---|---|---|---|---|
| Connector | + | – | | | |
| | Terminal | Terminal | | | |
| F102 | 87 | 96 | Steering wheel | Being turned | 0.5 - 4.5 |
| | | | | Not being turned | 0.4 - 0.8 |

Is the inspection result normal?

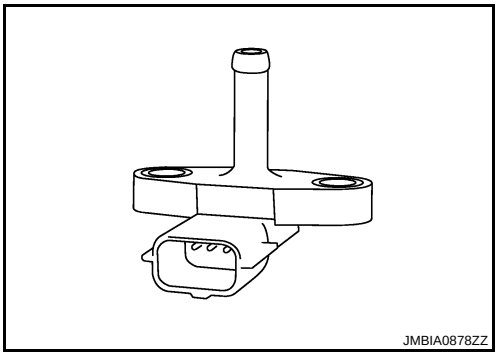
YES >> INSPECTION END
NO >> Replace power steering pressure sensor.

# P0555 BRAKE BOOSTER PRESSURE SENSOR

## Description

INFOID:0000000004673267

Brake booster pressure sensor is connected to brake booster by a hose. It detects brake booster pressure and sends the voltage signal to the ECM. The sensor uses a silicon diaphragm which is sensitive to the change in pressure. As the pressure increases, the voltage rises.




## DTC Logic

INFOID:0000000004673268

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0555 | Brake booster pressure sensor circuit | • An excessively low voltage from the sensor is sent to ECM.<br>• An excessively high voltage from the sensor is sent to ECM. | • Harness or connectors<br>(The sensor circuit is open or shorted.)<br>[CKP sensor (POS) circuit is shorted.]<br>(APP sensor 2 circuit is shorted)<br>(EVAP control system pressure sensor circuit is shorted.)<br>(Refrigerant pressure sensor circuit is shorted.)<br>• Brake booster pressure sensor<br>• Crankshaft position sensor (POS)<br>• Accelerator pedal position sensor<br>• EVAP control system pressure sensor<br>• Refrigerant pressure sensor |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and let it idle for 10 seconds.
2. Check DTC.

Is DTC detected?

YES >> Go to EC-358, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673269

#### 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

## 2. CHECK BRAKE BOOSTER PRESSURE SENSOR POWER SUPPLY CIRCUIT

1. Disconnect brake booster pressure sensor harness connector.
2. Turn ignition switch ON.
3. Check the voltage between brake booster pressure sensor harness connector and ground.

| Brake booster pressure sensor | | Ground | Voltage (V) |
|---|---|---|---|
| Connector | Terminal | | |
| E48 | 1 | Ground | Approx. 5 |

Is the inspection result normal?

YES >> GO TO 9.
NO >> GO TO 3.

## 3. CHECK BRAKE BOOSTER PRESSURE SENSOR POWER SUPPLY CIRCUIT-II

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between Brake booster pressure sensor harness connector and ECM harness connector.

| Brake booster pressure sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E48 | 1 | F101 | 45 | Existed |

Is the inspection result normal?

YES >> GO TO 5.
NO >> GO TO 4.

## 4. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- Harness for open between ECM and brake booster pressure sensor

>> Repair open circuit.

## 5. CHECK SENSOR POWER SUPPLY CIRCUIT

Check harness for short to power and short to ground, between the following terminals.

| ECM | | Sensor | | |
|---|---|---|---|---|
| Connector | Terminal | Name | Connector | Terminal |
| F101 | 45 | Brake booster pressure sensor | E48 | 1 |
| | 46 | CKP sensor (POS) | F2 | 1 |
| M107 | 103 | APP sensor | E112 | 6 |
| | 107 | EVAP control system pressure sensor | B252 | 3 |
| | | Refrigerant pressure sensor | E77 | 3 |

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair short to ground or short to power in harness or connectors.

## 6. CHECK COMPONENTS

Check the following.
- Crankshaft position sensor (POS) (Refer to EC-276, "Component Inspection".)
- EVAP control system pressure sensor (Refer to EC-315, "Component Inspection".)

• Refrigerant pressure sensor (Refer to HAC-72, "Component Function Check".)

Is the inspection result normal?

YES >> GO TO 7.
NO >> Replace malfunctioning component.

## 7.CHECK APP SENSOR

Refer to EC-469, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 14.
NO >> GO TO 8.

## 8.REPLACE ACCELERATOR PEDAL ASSEMBLY

1. Replace accelerator pedal assembly
2. Go to EC-469, "Special Repair Requirement".

>> INSPECTION END

## 9.CHECK BRAKE BOOSTER PRESSURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between brake booster pressure sensor harness connector and ECM harness connector.

| Brake booster pressure sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E48 | 3 | F101 | 36 | Existed |

4. Also check harness for short to ground and power.

Is the inspection result normal?

YES >> GO TO 11.
NO >> GO TO 10.

## 10.DETECT MALFUNCTIONING PART

Check the following.
• Harness connectors E40, F39
• Harness for open or short between brake booster pressure sensor and ECM

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 11.CHECK BRAKE BOOSTER PRESSURE SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between brake booster pressure sensor harness connector and ECM harness connector.

| Brake booster pressure sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E48 | 2 | F101 | 39 | Existed |

2. Also check harness for short to ground and power.

Is the inspection result normal?

YES >> GO TO 13.
NO >> GO TO 12.

## 12.DETECT MALFUNCTIONING PART

Check the following.
• Harness connectors E40, F39
• Harness for open or short between brake booster pressure sensor and ECM

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 13. CHECK BRAKE BOOSTER PRESSURE SENSOR

Refer to EC-361, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 14.
NO >> Replace brake booster pressure sensor.

## 14. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# Component Inspection

INFOID:0000000004673270

## 1. CHECK BRAKE BOOSTER PRESSURE SENSOR-I

1. Turn ignition switch OFF.
2. Start engine and warm it up to normal operating temperature.
3. Turn ignition switch OFF, wait at least 5 seconds and then turn ON.
4. Check the voltage between ECM harness connector terminals as per the following.

| ECM | | |
|---|---|---|
| Connector | + | – |
| | Terminal | Terminal |
| F101 | 39 | 36 |

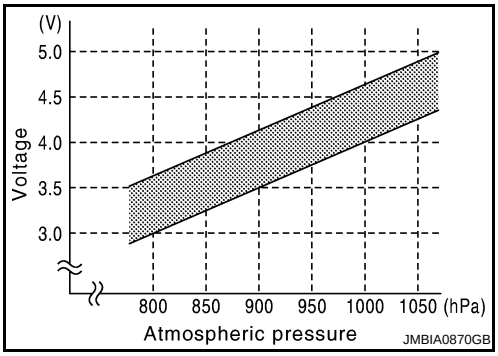
**NOTE:**
- To avoid the influence of intake manifold vacuum, check the voltage 1 or more minutes past after engine is stopped.
- Because the sensor is absolute pressure sensor, output value may differ depends on atmospheric pressure and altitude.

5. Measure the atmospheric pressure.
**NOTE:**
As the atmospheric pressure described on the synoptic chart is the value at sea level, compensate the pressure with the following chart.

| Altitude (m) | Compensated pressure (hPa) |
|---|---|
| 0 | 0 |
| 200 | -24 |
| 400 | -47 |
| 600 | -70 |
| 800 | -92 |
| 1000 | -114 |
| 1500 | -168 |
| 2000 | -218 |

6. Check the manifold absolute pressure sensor value corresponding to the atmospheric pressure.

| Atmospheric pressure (hPa) | Voltage (V) |
|---|---|
| 800 | 3.1 – 3.7 |
| 850 | 3.3 – 3.9 |
| 900 | 3.5 – 4.1 |
| 950 | 3.8 – 4.3 |
| 1000 | 4.0 – 4.6 |
| 1050 | 4.2 - 4.8 |

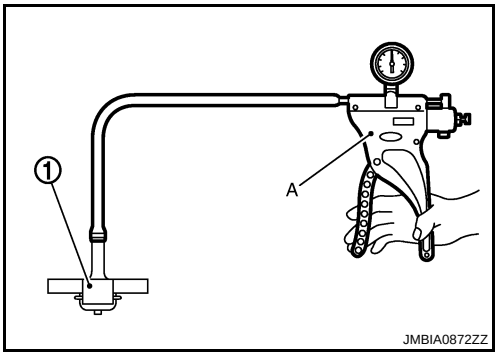



Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace brake booster pressure sensor.

## 2.CHECK BRAKE BOOSTER PRESSURE SENSOR-II

1. Turn ignition switch OFF.
2. Remove brake booster pressure sensor with its harness connected.
3. Connect the hose of vacuum pump (A) to brake booster pressure sensor (1).
4. Turn ignition switch ON.
5. Check the voltage between ECM harness connector terminals as per the following.




| ECM | | | |
|---|---|---|---|
| + | | – | |
| Connector | Terminal | Connector | Terminal |
| F101 | 39 | F101 | 36 |

6. Check that the difference of the voltage when engine is stopped and that when negative pressure is applied with vacuum pump is within the following limits.

| Vacuum | Voltage difference (V) |
|---|---|
| -40kPa (-300mmHg) | 1.5 – 2.0 |
| -53.3kPa (-400mmHg) | 2.0 – 2.6 |
| -66.7kPa (-500mmHg) | 2.6 – 3.2 |
| -80kPa (-600mmHg) | 3.2 – 3.8 |

Is the inspection result normal?

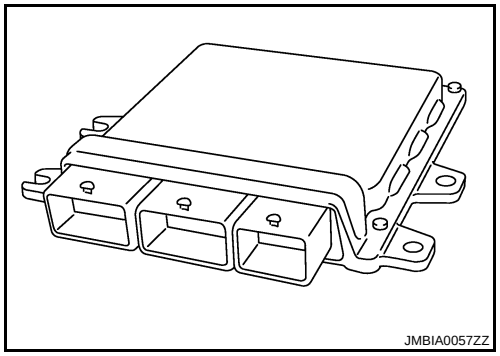
YES >> INSPECTION END
NO >> Replace brake booster pressure sensor.

# P0603 ECM POWER SUPPLY

## Description

INFOID:0000000004673271

Battery voltage is supplied to the ECM even when the ignition switch is turned OFF for the ECM memory function of the DTC memory, the air-fuel ratio feedback compensation value memory, the idle air volume learning value memory, etc.




## DTC Logic

INFOID:0000000004673272

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0603 | ECM power supply circuit | ECM back up RAM system does not function properly. | • Harness or connectors [ECM power supply (back up) circuit is open or shorted.]<br>• ECM |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON and wait at least 10 seconds.
2. Turn ignition switch OFF and wait at least 5 minutes.
3. Turn ignition switch ON and wait at least 10 seconds.
4. Repeat steps 2 and 3 for five times.
5. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-363, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673273

#### 1.CHECK ECM POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the voltage between ECM harness connector terminals as per the following.

| ECM | | | | Voltage |
|---|---|---|---|---|
| + | | – | | |
| Connector | Terminal | Connector | Terminal | |
| F102 | 93 | M107 | 128 | Battery voltage |

Is the inspection result normal?

YES >> GO TO 3.
NO >> GO TO 2.

## 2.DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- 15 A fuse (No. 50)
- IPDM E/R harness connector E7
- Harness for open or short between ECM and battery

>> Repair or replace harness or connectors.

## 3.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace harness or connectors.

## 4.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. **Perform DTC Confirmation Procedure.**
   See EC-363, "DTC Logic".

Is the 1st trip DTC P0603 displayed again?

YES >> GO TO 5.
NO >> INSPECTION END

## 5.REPLACE ECM

1. Replace ECM.
2. Go to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".

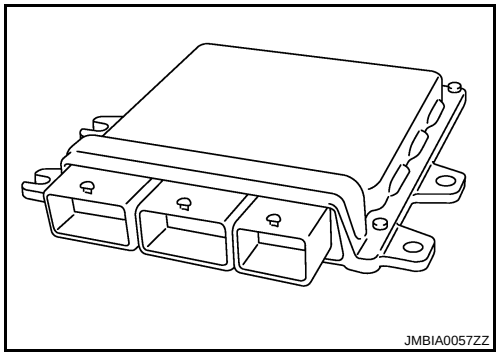
>> INSPECTION END

# P0605 ECM

## Description

INFOID:0000000004673274

The ECM consists of a microcomputer and connectors for signal input and output and for power supply. The ECM controls the engine.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## DTC Logic

INFOID:0000000004673275

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | | Possible cause |
|---|---|---|---|---|
| P0605 | Engine control module | A) | ECM calculation function is malfunctioning. | • ECM |
| | | B) | ECM EEP-ROM system is malfunctioning. | |
| | | C) | ECM self shut-off function is malfunctioning. | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION A

1. Turn ignition switch ON.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-366, "Diagnosis Procedure".
NO >> GO TO 3.

#### 3.PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION B

1. Turn ignition switch ON and wait at least 1 second.
2. Turn ignition switch OFF, wait at least 10 seconds, and then turn it ON.
3. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-366, "Diagnosis Procedure".
NO >> GO TO 4.

#### 4.PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION C

1. Turn ignition switch ON and wait at least 1 second.
2. Turn ignition switch OFF, wait at least 10 seconds, and then turn it ON.
3. Repeat step 2 for 32 times.
4. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-366, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673276

### 1. INSPECTION START

1. Turn ignition switch ON.
2. Erase DTC.
3. **Perform DTC Confirmation Procedure.**
   See EC-365, "DTC Logic".

Is the 1st trip DTC P0605 displayed again?

YES >> GO TO 2.
NO >> INSPECTION END

### 2. REPLACE ECM

1. Replace ECM.
2. Go to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".

>> INSPECTION END

# P0607 ECM

## Description

INFOID:0000000004673277

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

## DTC Logic

INFOID:0000000004673278

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0607 | CAN communication bus | When detecting error during the initial diagnosis of CAN controller of ECM. | • ECM |

### DTC CONFIRMATION PROCEDURE

#### 1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Check DTC.

Is DTC detected?

YES >> Go to EC-367, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673279

#### 1.INSPECTION START

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
   See EC-367, "DTC Logic".
4. Check DTC.

Is the DTC P0607 displayed again?

YES >> GO TO 2.
NO >> INSPECTION END

#### 2.REPLACE ECM

1. Replace ECM.
2. Go to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".

>> INSPECTION END

# P0643 SENSOR POWER SUPPLY

## DTC Logic

INFOID:0000000004673280

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0643 | Sensor power supply circuit short | ECM detects that the voltage of power source for sensor is excessively low or high. | • Harness or connectors<br>(APP sensor 1 circuit is shorted.)<br>(TP sensor circuit is shorted.)<br>[CMP sensor (PHASE) (bank 1) circuit is shorted.]<br>[Manifold absolute pressure (MAP) sensor circuit is shorted.]<br>(PSP sensor circuit is shorted.)<br>[CMP sensor (PHASE) (bank 2) circuit is shorted.]<br>[Battery current sensor circuit is shorted/]<br>• Accelerator pedal position sensor<br>• Throttle position sensor<br>• Camshaft position sensor (PHASE) (bank 1)<br>• Manifold absolute pressure (MAP) sensor<br>• Power steering pressure sensor<br>• Camshaft position sensor (PHASE) (bank 2)<br>• Battery current sensor |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**Before performing the following procedure, confirm that battery voltage is more than 10 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and let it idle for 1 second.
2. Check DTC.

Is DTC detected?

YES >> Go to EC-368, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673281

#### 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

#### 2.CHECK ACCELERATOR PEDAL POSITION SENSOR 1 POWER SUPPLY CIRCUIT

1. Disconnect accelerator pedal position (APP) sensor harness connector.
2. Turn ignition switch ON.
3. Check the voltage between APP sensor harness connector and ground.

| APP sensor | | Ground | Voltage (V) |
|---|---|---|---|
| Connector | Terminal | | |
| E112 | 5 | Ground | Approx. 5 |

Is the inspection result normal?

YES >> GO TO 7.
NO >> GO TO 3.

## 3. CHECK SENSOR POWER SUPPLY CIRCUITS

Check harness for short to power and short to ground, between the following terminals.

| ECM | | Sensor | | |
|---|---|---|---|---|
| Connector | Terminal | Name | Connector | Terminal |
| F101 | 43 | Electric throttle control actuator (bank 2) | F27 | 1 |
| | 44 | Electric throttle control actuator (bank 1) | F6 | 6 |
| F102 | 60 | CMP sensor (PHASE) (bank 1) | F5 | 1 |
| | | Manifold absolute pressure (MAP) sensor | F50 | 1 |
| | | PSP sensor | F35 | 3 |
| | 64 | CMP sensor (PHASE) (bank 2) | F18 | 1 |
| | | Battery current sensor | E21 | 1 |
| M107 | 99 | APP sensor | E112 | 5 |

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair short to ground or short to power in harness or connectors.

## 4. CHECK COMPONENTS

Check the following.
- Camshaft position sensor (PHASE) (bank 1) (Refer to EC-279, "Component Inspection".)
- Manifold absolute pressure (MAP) sensor (Refer to EC-183, "Component Inspection".)
- Power steering pressure sensor (Refer to EC-356, "Component Inspection".)
- Camshaft position sensor (PHASE) (bank 2) (Refer to EC-279, "Component Inspection".)
- Battery current sensor (Refer to EC-420, "Component Inspection".)

Is the inspection result normal?

YES >> GO TO 5.
NO >> Replace malfunctioning component.

## 5. CHECK TP SENSOR

Refer to EC-196, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 9.
NO >> GO TO 6.

## 6. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace electric throttle control actuator.
2. Go to EC-196, "Special Repair Requirement".

>> INSPECTION END

## 7. CHECK APP SENSOR

Refer to EC-469, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 9.

NO >> GO TO 8.

## 8.REPLACE ACCELERATOR PEDAL ASSEMBLY

1. Replace accelerator pedal assembly.
2. Go to EC-469, "Special Repair Requirement".

>> INSPECTION END

## 9.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# P0850 PNP SWITCH

## Description

INFOID:0000000004673282

When the selector lever position is P or N, park/neutral position (PNP) signal from the TCM is sent to ECM.(A/T models)
When the selector lever position is Neutral position, park/neutral position (PNP) switch is ON.(M/T models)
ECM detects the position because the continuity of the line (the ON signal) exists.

## DTC Logic

INFOID:0000000004673283

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P0850 | Park/neutral position switch | The signal of the park/neutral position (PNP) signal does not change during driving after the engine is started. | • Harness or connectors [The park/neutral position (PNP) signal circuit is open or shorted.]<br>• Park/neutral position (PNP) switch (M/T models)<br>• TCM (A/T models) |

### DTC CONFIRMATION PROCEDURE

#### 1.INSPECTION START

Do you have CONSULT-III?

Do you have CONSULT-III?

YES >> GO TO 2.
NO >> GO TO 5.

#### 2.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 3.

#### 3.CHECK PNP SWITCH SIGNAL

**With CONSULT-III**

1. Turn ignition switch ON.
2. Select “P/N POSI SW” in “DATA MONITOR” mode with CONSULT-III. Then check the “P/N POSI SW” signal under the following conditions.

| Position (Selector lever) | Known-good signal |
|---|---|
| N or P position (A/T)<br>Neutral position (M/T) | ON |
| Except above position | OFF |

Is the inspection result normal?

YES >> GO TO 4.
NO >> Go to EC-372, "Diagnosis Procedure".

#### 4.PERFORM DTC CONFIRMATION PROCEDURE

1. Select “DATA MONITOR” mode with CONSULT-III.
2. Start engine and warm it up to normal operating temperature.
3. Maintain the following conditions for at least 50 consecutive seconds.

**CAUTION:**
**Always drive vehicle at a safe speed.**

| | |
|---|---|
| ENG SPEED | 1,400 - 6,375 rpm |
| COOLAN TEMP/S | More than 70°C (158°F) |
| B/FUEL SCHDL | 2.0 - 31.8 msec |
| VHCL SPEED SE | More than 64 km/h (40 mph) |
| Selector lever | Suitable position |

4. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-372, "Diagnosis Procedure".
NO >> INSPECTION END

## 5.PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to EC-372, "Component Function Check".

**NOTE:**
Use component function check the overall function of the park/neutral position (PNP) signal circuit. During this check, a 1st trip DTC might not be confirmed.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-372, "Diagnosis Procedure".

# Component Function Check

INFOID:0000000004673284

## 1.PERFORM COMPONENT FUNCTION CHECK

1. Turn ignition switch ON.
2. Check the voltage between ECM harness connector terminals under the following conditions.

| ECM | | | Condition | | Voltage (V) |
|---|---|---|---|---|---|
| Connector | + | – | | | |
| | Terminal | Terminal | | | |
| M107 | 109 | 128 | Selector lever | P or N (A/T)<br>Neutral (M/T) | Battery voltage |
| | | | | Except above | Approx. 0 |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-372, "Diagnosis Procedure".

# Diagnosis Procedure

INFOID:0000000004673285

## 1.INSPECTION START

Check which type of transmission the vehicle is equipped with.

Which type of transmission?

A/T >> GO TO 2.
M/T >> GO TO 7.

## 2.CHECK DTC WITH TCM

Refer to TM-165, "Diagnosis Description".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace.

## 3.CHECK STARTING SYSTEM

Turn ignition switch OFF, then turn it to START.

Does starter motor operate?

YES >> GO TO 4.
NO >> Check DTC with BCM. Refer to SEC-29, "COMMON ITEM : CONSULT-III Function (BCM - COMMON ITEM)".

## 4. CHECK PNP SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect A/T assembly harness connector.
3. Disconnect ECM harness connector.
4. Check the continuity between A/T assembly harness connector and ECM harness connector.

| A/T assembly | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| F51 | 9 | M107 | 109 | Existed |

5. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 6.
NO >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- Harness connectors E106, M6
- Harness for open or short between A/T assembly and ECM

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 6. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

## 7. CHECK PNP SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect park/neutral position (PNP) switch harness connector.
3. Turn ignition switch ON.
4. Check the voltage between PNP switch harness connector and ground.

| PNP switch | | Ground | Voltage |
|---|---|---|---|
| Connector | Terminal | | |
| F55 | 2 | Ground | Battery voltage |

Is the inspection result normal?

YES >> GO TO 9.
NO >> GO TO 8.

## 8. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- 10 A fuse (No. 43)
- IPDM E/R harness connector E7
- Harness for open or short between PNP switch and fuse

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 9. CHECK PNP SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.

3. Check the continuity between PNP switch harness connector and ECM harness connector.

| PNP switch | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| F55 | 1 | M107 | 109 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 11.
NO >> GO TO 10.

## 10. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors F103, M116
- Harness for open or short between PNP switch and ECM

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 11. CHECK PNP SWITCH

Refer to TM-9, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 12.
NO >> Replace PNP switch.

## 12. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

Is the inspection result normal?

YES >> Replace IPDM E/R.
NO >> Repair or replace.

# P100A, P100B VVEL SYSTEM

## DTC Logic

INFOID:0000000004673286

### DTC DETECTION LOGIC

**NOTE:**
If DTC P100A or P100B is displayed with DTC P1090 or P1093, first perform the trouble diagnosis for DTC P1090 or P1093. Refer to EC-388, "DTC Logic".

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P100A | VVEL response malfunction (bank 1) | Actual event response to target is poor. | • Harness or connectors (VVEL actuator motor circuit is open or shorted.)<br>• VVEL actuator motor<br>• VVEL actuator sub assembly<br>• VVEL ladder assembly<br>• VVEL control module |
| P100B | VVEL response malfunction (bank 2) | | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.
1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**Before performing the following procedure, confirm that battery voltage is more than 10 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine.
2. Depress the accelerator pedal rapidly half or more under no load conditons, and then release it.
3. Wait at idle for 5 seconds or more.
4. Repeat steps 2 to 3 for three times.
5. Check 1st trip DTC.

Is DTC detected?

YES >> Go to EC-375, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673287

#### 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

#### 2.VVEL ACTUATOR MOTOR OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect VVEL control module harness connector.
2. Disconnect VVEL actuator motor harness connector.
3. Check the continuity between VVEL control module harness connector and VVEL actuator motor harness connector.

| DTC No. | VVEL control module | | | VVEL actuator motor | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P100A | 1 | E15 | 12 | F48 | 1 | Existed |
| | | | | | 2 | Not existed |
| | | | 25 | | 1 | Not existed |
| | | | | | 2 | Existed |
| P100B | 2 | | 2 | F49 | 1 | Existed |
| | | | | | 2 | Not existed |
| | | | 15 | | 1 | Not existed |
| | | | | | 2 | Existed |

4. Also check harness for short to ground and power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 3.

## 3.DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- Harness for open or short between VVEL actuator motor and VVEL control module

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 4.CHECK VVEL ACTUATOR MOTOR

Refer to EC-377, "Component Inspection (VVEL ACTUATOR MOTOR)".

Is the inspection result normal?

YES >> GO TO 6.
NO >> GO TO 5.

## 5.REPLACE VVEL ACTUATOR SUB ASSEMBLY

1. Replace VVEL actuator sub assembly.
2. Go to EC-378, "Special Repair Requirement".

>> INSPECTION END

## 6.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

Is the inspection result normal?

YES >> GO TO 7.
NO >> Repair or replace.

## 7.REPLACE VVEL CONTROL MODULE

1. Replace VVEL control module.
2. Go to EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (VVEL CONTROL MODULE) : Special Repair Requirement".

>> GO TO 8.

## 8.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
   See EC-375, "DTC Logic".

Is the DTC P100A or P100B displayed again?

YES >> GO TO 9.
NO >> INSPECTION END

## 9. CHECK VVEL ACTUATOR SUB ASSEMBLY

Refer to EC-377, "Component Inspection (VVEL ACTUATOR SUB ASSEMBLY)".

Is the inspection result normal?

YES >> GO TO 11.
NO >> GO TO 10.

## 10. REPLACE VVEL ACTUATOR SUB ASSEMBLY

1. Replace VVEL actuator sub assembly.
2. Go to EC-378, "Special Repair Requirement".

>> INSPECTION END

## 11. CHECK VVEL LADDER ASSEMBLY

Refer to EM-104, "Inspection".

Is the inspection result normal?

YES >> GO TO 13.
NO >> GO TO 12.

## 12. REPLACE CYLINDER HEAD, VVEL LADDER ASSEMBLY AND VVEL ACTUATOR SUB ASSEMBLY

1. Replace cylinder head, VVEL ladder assembly and VVEL actuator sub assembly.
2. Go to EC-378, "Special Repair Requirement".

>> INSPECTION END

## 13. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# Component Inspection (VVEL ACTUATOR MOTOR)

INFOID:0000000004673288

## 1. CHECK VVEL ACTUATOR MOTOR

1. Turn ignition switch OFF.
2. Disconnect VVEL actuator motor harness connector.
3. Check resistance between VVEL actuator motor terminals as follows.

| VVEL actuator motor | Resistance |
|---|---|
| Terminal | |
| 1 and 2 | 16 Ω or less |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 2.

## 2. REPLACE VVEL ACTUATOR SUB ASSEMBLY

1. Replace VVEL actuator sub assembly.
2. Go to EC-378, "Special Repair Requirement".

>> INSPECTION END

# Component Inspection (VVEL ACTUATOR SUB ASSEMBLY)

INFOID:0000000004673289

## 1. CHECK VVEL ACTUATOR SUB ASSEMBLY

1. Turn ignition switch OFF.

2. Remove VVEL actuator sub assembly. Refer to EM-95, "Disassembly and Assembly".
3. Turn the ball screw shaft to check that it works smoothly.

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 2.

## 2.REPLACE VVEL ACTUATOR SUB ASSEMBLY

1. Replace VVEL actuator sub assembly.
2. Go to EC-378, "Special Repair Requirement".

>> INSPECTION END

## Special Repair Requirement

INFOID:0000000004673290

## 1.PERFORM VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

Refer to EC-21, "VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT : Special Repair Requirement".

>> GO TO 2.

## 2.PERFORM IDLE AIR VOLUME LEARNING

Refer to EC-19, "IDLE AIR VOLUME LEARNING : Special Repair Requirement".

>> END

# P1087, P1088 VVEL SYSTEM

## DTC Logic

INFOID:0000000004673291

### DTC DETECTION LOGIC

**NOTE:**
If DTC P1087 or P1088 is displayed with DTC P1090 or P1093.
Perform the trouble diagnosis for DTC P1090 or P1093. Refer to EC-384, "DTC Logic".

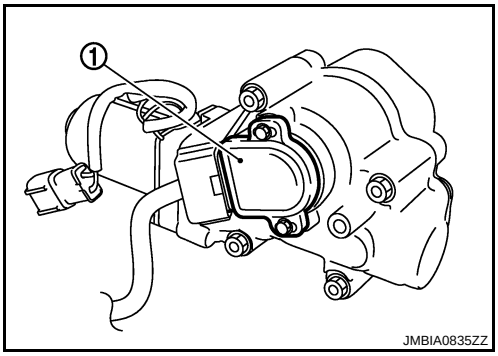
| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P1087 | VVEL small event angle malfunction (bank 1) | The event angle of VVEL control shaft is always small. | • Harness or connectors (VVEL actuator motor circuit is open or shorted.)<br>• VVEL actuator motor<br>• VVEL actuator sub assembly<br>• VVEL ladder assembly<br>• VVEL control module |
| P1088 | VVEL small event angle malfunction (bank 2) | | |

# P1089, P1092 VVEL CONTROL SHAFT POSITION SENSOR

## Description

INFOID:0000000004673292

VVEL control shaft position sensor (1) is placed on VVEL actuator sub assembly and detects the control shaft position angle.
A magnet is pressed into the arm on the edge of control shaft.
The magnetic field changes as the magnet rotates together with the arm resulting in the output voltage change of the sensor.
VVEL control module detects the actual position angle through the voltage change and sends the signal to ECM.




## DTC Logic

INFOID:0000000004673293

### DTC DETECTION LOGIC

**NOTE:**
If DTC P1089 or P1092 is displayed with DTC P1608, first perform the trouble diagnosis for DTC P1608. Refer to EC-461, "DTC Logic".

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P1089 | VVEL control shaft position sensor (bank 1) circuit | • An excessively low voltage from the sensor is sent to VVEL control module.<br>• An excessively high voltage from the sensor is sent to VVEL control module.<br>• Rationally incorrect voltage is sent to VVEL control module compared with the signals from VVEL control shaft position sensor 1 and VVEL control shaft position sensor 2. | • Harness or connectors (VVEL control shaft position sensor circuit is open or shorted.)<br>• VVEL control shaft position sensor<br>• VVEL control module |
| P1092 | VVEL control shaft position sensor (bank 2) circuit | | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.
1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**Before performing the following procedure, confirm that battery voltage is more than 10 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and let it idle for 1 second.
2. Check DTC.

Is DTC detected?

YES >> Go to EC-380, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673294

#### 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

## 2. VVEL CONTROL SHAFT POSITION SENSOR POWER SUPPLY CIRCUIT

1. Disconnect VVEL control shaft position sensor harness connector.
2. Turn ignition switch ON.
3. Check the voltage between VVEL control shaft position sensor harness connector and ground.

| DTC No. | VVEL control shaft position sensor | | | Ground | Voltage (V) |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P1089 | 1 | F46 | 3 | Ground | Approx. 5 |
| | | | 6 | | |
| P1092 | 2 | F47 | 3 | | |
| | | | 6 | | |

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 3.

## 3. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- Harness for open or short between VVEL control shaft position sensor and VVEL control module

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 4. CHECK VVEL CONTROL SHAFT POSITION SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect VVEL control module harness connector.
3. Check the continuity between VVEL control shaft position sensor harness connector and VVEL control module harness connector.

| DTC No. | VVEL control shaft position sensor | | | VVEL control module | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P1089 | 1 | F46 | 2 | E15 | 4 | Existed |
| | | | 5 | | 17 | |
| P1092 | 2 | F47 | 2 | | 6 | |
| | | | 5 | | 19 | |

4. Also check harness for short to ground and power.

Is the inspection result normal?

YES >> GO TO 6.
NO >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- Harness for open or short between VVEL control shaft position sensor and VVEL control module

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 6. VVEL CONTROL SHAFT POSITION SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between VVEL control shaft position sensor harness connector and VVEL control module harness connector.

| DTC No. | VVEL control shaft position sensor | | | VVEL control module | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P1089 | 1 | F46 | 1 | E15 | 3 | Existed |
| | | | 4 | | 16 | |
| P1092 | 2 | F47 | 1 | | 5 | |
| | | | 4 | | 18 | |

2. Also check harness for short to ground and power.

Is the inspection result normal?

YES >> GO TO 8.
NO >> GO TO 7.

## 7. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- Harness for open or short between VVEL control shaft position sensor and VVEL control module

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 8. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

Is the inspection result normal?

YES >> GO TO 9.
NO >> Repair or replace.

## 9. REPLACE VVEL CONTROL MODULE

1. Replace VVEL control module.
2. Go to EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (VVEL CONTROL MODULE) : Special Repair Requirement".

>> GO TO 10.

## 10. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
   See EC-380, "DTC Logic".

Is the DTC P1089 or P1092 displayed again?

YES >> GO TO 11.
NO >> INSPECTION END

## 11. REPLACE VVEL ACTUATOR SUB ASSEMBLY

1. Replace VVEL actuator sub assembly.
2. Go to EC-382, "Special Repair Requirement".

>> INSPECTION END

# Special Repair Requirement

INFOID:0000000004673295

## 1. PERFORM VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

Refer to EC-21, "VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT : Special Repair Requirement".

>> GO TO 2.

2.PERFORM IDLE AIR VOLUME LEARNING

Refer to EC-19, "IDLE AIR VOLUME LEARNING : Special Repair Requirement".

>> END

# P1090, P1093 VVEL ACTUATOR MOTOR

## Description

INFOID:0000000004673296

The VVEL actuator motor rotates the control shaft according to the control signal from the VVEL control module. The VVEL control module judges whether the VVEL actuator motor controls the angle properly by the VVEL control shaft position sensor signal.

## DTC Logic

INFOID:0000000004673297

### DTC DETECTION LOGIC

**NOTE:**
If DTC P1090 or P1093 is displayed with DTC P1091, first perform the trouble diagnosis for DTC P1091. Refer to EC-388, "DTC Logic".

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P1090 | VVEL system performance (bank 1) | • Event angle difference between the actual and the target is detected.<br>• Abnormal current is sent to VVEL actuator motor. | • Harness or connectors (VVEL actuator motor circuit is open or shorted.)<br>• VVEL actuator motor<br>• VVEL actuator sub assembly<br>• VVEL ladder assembly<br>• VVEL control module |
| P1093 | VVEL system performance (bank 2) | | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.
1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**Before performing the following procedure, confirm that battery voltage is more than 10 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and let it idle for 10 second.
2. Keep the engine speed at about 3,500 rpm for at least 10 seconds under no load.
3. Check DTC.

Is DTC detected?

YES >> Go to EC-384, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673298

#### 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

#### 2.VVEL ACTUATOR MOTOR OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect VVEL control module harness connector.
2. Disconnect VVEL actuator motor harness connector.
3. Check the continuity between VVEL control module harness connector and VVEL actuator motor harness connector.

| DTC No. | VVEL control module | | | VVEL actuator motor | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P1090 | 1 | E15 | 12 | F48 | 1 | Existed |
| | | | | | 2 | Not existed |
| | | | 25 | | 1 | Not existed |
| | | | | | 2 | Existed |
| P1093 | 2 | | 2 | F49 | 1 | Existed |
| | | | | | 2 | Not existed |
| | | | 15 | | 1 | Not existed |
| | | | | | 2 | Existed |

4. Also check harness for short to ground and power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 3.

## 3.DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- Harness for open or short between VVEL actuator motor and VVEL control module

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 4.CHECK VVEL ACTUATOR MOTOR

Refer to EC-386, "Component Inspection (VVEL ACTUATOR MOTOR)".

Is the inspection result normal?

YES >> GO TO 6.
NO >> GO TO 5.

## 5.REPLACE VVEL ACTUATOR SUB ASSEMBLY

1. Replace VVEL actuator sub assembly.
2. Go to EC-387, "Special Repair Requirement".

>> INSPECTION END

## 6.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

Is the inspection result normal?

YES >> GO TO 7.
NO >> Repair or replace.

## 7.REPLACE VVEL CONTROL MODULE

1. Replace VVEL control module.
2. Go to EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (VVEL CONTROL MODULE) : Special Repair Requirement".

>> GO TO 8.

## 8.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
   See EC-384, "DTC Logic".

Is the DTC P1090 or P1093 displayed again?

YES >> GO TO 9.
NO >> INSPECTION END

## 9.CHECK VVEL ACTUATOR SUB ASSEMBLY

Refer to EC-386, "Component Inspection (VVEL ACTUATOR SUB ASSEMBLY)".

Is the inspection result normal?

YES >> GO TO 11.
NO >> GO TO 10.

## 10.REPLACE VVEL ACTUATOR SUB ASSEMBLY

1. Replace VVEL actuator sub assembly.
2. Go to EC-387, "Special Repair Requirement".

>> INSPECTION END

## 11.CHECK VVEL LADDER ASSEMBLY

Refer to EM-104, "Inspection".

Is the inspection result normal?

YES >> GO TO 13.
NO >> GO TO 12.

## 12.REPLACE CYLINDER HEAD, VVEL LADDER ASSEMBLY AND VVEL ACTUATOR SUB ASSEMBLY

1. Replace cylinder head, VVEL ladder assembly and VVEL actuator sub assembly.
2. Go to EC-387, "Special Repair Requirement".

>> INSPECTION END

## 13.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# Component Inspection (VVEL ACTUATOR MOTOR)

INFOID:0000000004673299

## 1.CHECK VVEL ACTUATOR MOTOR

1. Turn ignition switch OFF.
2. Disconnect VVEL actuator motor harness connector.
3. Check resistance between VVEL actuator motor terminals as follows.

| VVEL actuator motor Terminal | Resistance |
|---|---|
| 1 and 2 | 16 Ω or less |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 2.

## 2.REPLACE VVEL ACTUATOR SUB ASSEMBLY

1. Replace VVEL actuator sub assembly.
2. Go to EC-387, "Special Repair Requirement".

>> INSPECTION END

# Component Inspection (VVEL ACTUATOR SUB ASSEMBLY)

INFOID:0000000004673300

## 1.CHECK VVEL ACTUATOR SUB ASSEMBLY

1. Turn ignition switch OFF.

2. Remove VVEL actuator sub assembly. Refer to EM-95, "Disassembly and Assembly".
3. Turn the ball screw shaft to check that it works smoothly.

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 2.

## 2.REPLACE VVEL ACTUATOR SUB ASSEMBLY

1. Replace VVEL actuator sub assembly.
2. Go to EC-387, "Special Repair Requirement".

>> INSPECTION END

## Special Repair Requirement

INFOID:0000000004673301

## 1.PERFORM VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

Refer to EC-21, "VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT : Special Repair Requirement".

>> GO TO 2.

## 2.PERFORM IDLE AIR VOLUME LEARNING

Refer to EC-19, "IDLE AIR VOLUME LEARNING : Special Repair Requirement".

>> END

# P1091 VVEL ACTUATOR MOTOR RELAY

## Description

INFOID:0000000004673302

Power supply for the VVEL actuator motor is provided to the VVEL control module via VVEL actuator motor relay. VVEL actuator motor relay is ON/OFF controlled by the VVEL control module. In addition, when the VVEL actuator motor relay cannot be controlled by the VVEL control module for some reason, it ON/OFF controlled by ECM.

## DTC Logic

INFOID:0000000004673303

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P1091 | VVEL actuator motor relay circuit | • VVEL control module detects the VVEL actuator motor relay is stuck OFF.<br>• VVEL control module detects the VVEL actuator motor relay is stuck ON. | • Harness or connectors (VVEL actuator motor relay circuit is open or shorted.) (Abort circuit is open or shorted.)<br>• VVEL actuator motor relay<br>• VVEL control module<br>• ECM |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**Before performing the following procedure, confirm that battery voltage is more than 10 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON and wait at least 1 seconds.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Turn ignition switch ON and wait at least 1 seconds.
4. Check DTC.

Is DTC detected?

YES >> Go to EC-388, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673304

#### 1.VVEL ACTUATOR MOTOR RELAY POWER SUPPLY CIRCUIT-I

1. Turn ignition switch OFF.
2. Disconnect VVEL actuator motor relay.
3. Check the voltage between VVEL actuator motor relay harness connector and ground.

| VVEL actuator motor relay | | Ground | Voltage |
|---|---|---|---|
| Connector | Terminal | | |
| E16 | 1 | Ground | Battery voltage |
| | 5 | | |

Is the inspection result normal?

YES >> GO TO 3.
NO >> GO TO 2.

## 2. DETECT MALFUNCTIONING PART

Check the following.
- 50 A fusible link (letter N)
- Harness for open or short between VVEL actuator motor relay and battery

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 3. VVEL ACTUATOR MOTOR RELAY POWER SUPPLY CIRCUIT-II

1. Disconnect VVEL control module harness connector.
2. Check the continuity between VVEL actuator motor relay harness connector and VVEL control module harness connector.

| VVEL control module | | VVEL actuator motor relay | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E15 | 23 | E16 | 2 | Existed |

3. Also check harness for short to ground and power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 4. VVEL ACTUATOR MOTOR RELAY INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between VVEL actuator motor relay harness connector and VVEL control module harness connector.

| VVEL control module | | | VVEL actuator motor relay | | Continuity |
|---|---|---|---|---|---|
| Bank | Connector | Terminal | Connector | Terminal | |
| 1 | E15 | 13 | E16 | 3 | Existed |
| 2 | | 1 | | | |

2. Also check harness for short to ground and power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 5. CHECK VVEL ACTUATOR MOTOR RELAY

Refer to EC-390, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 6.
NO >> Replace VVEL actuator motor relay.

## 6. CHECK ABORT CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check the continuity between VVEL control module harness connector and ECM harness connector.

| VVEL control module | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E15 | 21 | F101 | 28 | Existed |

3. Also check harness for short to ground and power.

Is the inspection result normal?

YES >> GO TO 8.
NO >> GO TO 7.

## 7. DETECT MALFUNCTIONING PART

Check the following.

- Harness connector E40, F39
- Harness for open or short between ECM and VVEL control module

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 8.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

Is the inspection result normal?

YES >> GO TO 9.
NO >> Repair or replace.

## 9.REPLACE VVEL CONTROL MODULE

1. Replace VVEL control module.
2. Go to EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (VVEL CONTROL MODULE) : Special Repair Requirement".

>> GO TO 10.

## 10.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
   See EC-388, "DTC Logic".

Is the DTC P1091 displayed again?

YES >> GO TO 11.
NO >> INSPECTION END

## 11.REPLACE ECM

1. Replace ECM.
2. Go to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".

>> INSPECTION END

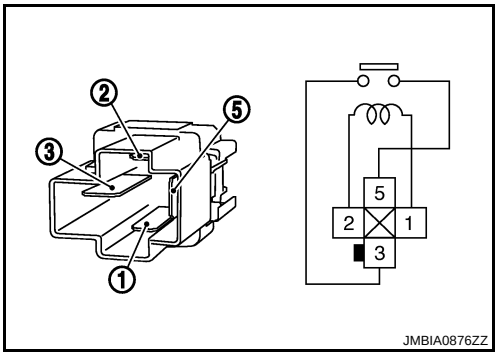
## Component Inspection

INFOID:0000000004673305

## 1.CHECK VVEL ACTUATOR MOTOR RELAY

1. Turn ignition switch OFF.
2. Remove VVEL actuator motor relay.
3. Check the continuity between VVEL actuator motor relay terminals under the following conditions.

| Terminal | Condition | Continuity |
|---|---|---|
| 3 and 5 | 12 V direct current supply between terminals 1 and 2 | Existed |
| | No current supply | Not existed |



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Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace VVEL actuator motor relay.

# P1148, P1168 CLOSED LOOP CONTROL

## DTC Logic

INFOID:0000000004673306

### DTC DETECTION LOGIC

**NOTE:**
**DTC P1148 or P1168 is displayed with another DTC for A/F sensor 1.**
**Perform the trouble diagnosis for the corresponding DTC.**

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P1148 | Closed loop control function (bank 1) | The closed loop control function for bank 1 does not operate even when vehicle is being driven in the specified condition. | • Harness or connectors (The A/F sensor 1 circuit is open or shorted.)<br>• A/F sensor 1<br>• A/F sensor 1 heater |
| P1168 | Closed loop control function (bank 2) | The closed loop control function for bank 2 does not operate even when vehicle is being driven in the specified condition. | |

# P1211 TCS CONTROL UNIT

## Description

INFOID:0000000004673307

The malfunction information related to TCS is transferred via the CAN communication line from “ABS actuator and electric unit (control unit)” to ECM.
**Be sure to erase the malfunction information such as DTC not only for “ABS actuator and electric unit (control unit)” but also for ECM after TCS related repair.**

## DTC Logic

INFOID:0000000004673308

### DTC DETECTION LOGIC

**Freeze frame data is not stored in the ECM for this self-diagnosis.**

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P1211 | TCS control unit | ECM receives malfunction information from “ABS actuator and electric unit (control unit)”. | • ABS actuator and electric unit (control unit)<br>• TCS related parts |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

**TESTING CONDITION:**
**Before performing the following procedure, confirm that battery voltage is more than 10.5 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and let it idle for at least 60 seconds.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> EC-392, "Diagnosis Procedure"
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673309

Go to BRC-4, "Work Flow".

# P1212 TCS COMMUNICATION LINE

## Description

INFOID:0000000004673310

This CAN communication line is used to control the smooth engine operation during the TCS operation. Pulse signals are exchanged between ECM and “ABS actuator and electric unit (control unit)”.
**Be sure to erase the malfunction information such as DTC not only for “ABS actuator and electric unit (control unit)” but also for ECM after TCS related repair.**

## DTC Logic

INFOID:0000000004673311

### DTC DETECTION LOGIC

**NOTE:**
- **If DTC P1212 is displayed with DTC UXXXX, first perform the trouble diagnosis for DTC UXXXX.**
- **If DTC P1212 is displayed with DTC P0607, first perform the trouble diagnosis for DTC P0607. Refer to EC-367, "DTC Logic".**

**Freeze frame data is not stored in the ECM for this self-diagnosis.**

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P1212 | TCS communication line | ECM cannot receive the information from “ABS actuator and electric unit (control unit)” continuously. | • Harness or connectors (The CAN communication line is open or shorted.)<br>• ABS actuator and electric unit (control unit)<br>• Dead (Weak) battery |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

**TESTING CONDITION:**
**Before performing the following procedure, confirm that battery voltage is more than 10.5 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and let it idle for at least 10 seconds.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-393, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673312

Go to BRC-4, "Work Flow".

# P1217 ENGINE OVER TEMPERATURE

## DTC Logic

INFOID:0000000004673313

### DTC DETECTION LOGIC

**NOTE:**

- **If DTC P1217 is displayed with DTC UXXXX, first perform the trouble diagnosis for DTC UXXXX.**
- **If DTC P1217 is displayed with DTC P0607, first perform the trouble diagnosis for DTC P0607. Refer to EC-367, "DTC Logic".**

If the cooling fan or another component in the cooling system malfunctions, engine coolant temperature will rise.

When the engine coolant temperature reaches an abnormally high temperature condition, a malfunction is indicated.

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P1217 | Engine over temperature (Overheat) | • Cooling fan does not operate properly (Overheat).<br>• Cooling fan system does not operate properly (Overheat).<br>• Engine coolant was not added to the system using the proper filling method.<br>• Engine coolant is not within the specified range. | • Harness or connectors (The cooling fan circuit is open or shorted.)<br>• IPDM E/R<br>• Cooling fan control module<br>• Cooling fan motor<br>• Radiator hose<br>• Radiator<br>• Radiator cap<br>• Water pump<br>• Thermostat |

**CAUTION:**

**When a malfunction is indicated, always replace the coolant. Refer to CO-7, "Draining" and CO-8, "Refilling". Also, replace the engine oil. Refer to LU-8, "Draining"and LU-8, "Refilling".**

1. **Fill radiator with coolant up to specified level with a filling speed of 2 liters per minute. Always use coolant with the proper mixture ratio. Refer to MA-11, "Anti-Freeze Coolant Mixture Ratio".**
2. **After refilling coolant, run engine to ensure that no water-flow noise is emitted.**

### DTC CONFIRMATION PROCEDURE

#### 1.PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to EC-394, "Component Function Check".

**NOTE:**

Use component function check to check the overall function of the cooling fan. During this check, a DTC might not be confirmed.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-395, "Diagnosis Procedure".

## Component Function Check

INFOID:0000000004673314

#### 1.PERFORM COMPONENT FUNCTION CHECK-I

**WARNING:**

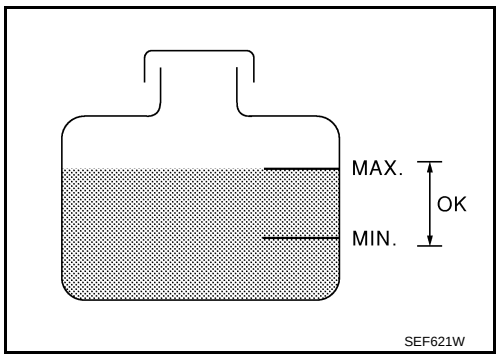
**Never remove the radiator cap when the engine is hot. Serious burns could be caused by high pressure fluid escaping from the radiator.**

**Wrap a thick cloth around cap. Carefully remove the cap by turning it a quarter turn to allow built-up pressure to escape. Then turn the cap all the way off.**

Check the coolant level in the reservoir tank and radiator.
**Allow engine to cool before checking coolant level.**

Is the coolant level in the reservoir tank and/or radiator below the proper range?

YES >> Go to EC-395, "Diagnosis Procedure".
NO >> GO TO 2.




## 2. PERFORM COMPONENT FUNCTION CHECK-II

Confirm whether customer filled the coolant or not.

Did customer fill the coolant?

YES >> Go to EC-395, "Diagnosis Procedure".
NO >> GO TO 3.

## 3. PERFORM COMPONENT FUNCTION CHECK-III

**With CONSULT-III**
1. Turn ignition switch ON.
2. Perform “FAN DUTY CONTROL” in “ACTIVE TEST” mode with CONSULT-III.
3. Make sure that cooling fan speed varies according to the percentage.

**Without CONSULT-III**
Perform IPDM E/R auto active test and check cooling fan motors operation, refer to PCS-10, "Diagnosis Description".

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-395, "Diagnosis Procedure".

# Diagnosis Procedure

INFOID:0000000004673315

## 1. CHECK COOLING FAN OPERATION

**With CONSULT-III**
1. Turn ignition switch ON.
2. Perform “FAN DUTY CONTROL” in “ACTIVE TEST” mode with CONSULT-III.
3. Make sure that cooling fan speed varies according to the percentage.

**Without CONSULT-III**
1. Perform IPDM E/R auto active test and check cooling fan motors operation, refer to PCS-10, "Diagnosis Description".
2. Make sure that cooling fan operates.

Is the inspection result normal?

YES >> GO TO 2.
NO >> Go to EC-490, "Diagnosis Procedure".

## 2. CHECK COOLING SYSTEM FOR LEAK-I

Check cooling system for leak. Refer to CO-7, "Inspection".

Is leakage detected?

YES >> GO TO 3.
NO >> GO TO 4.

## 3. CHECK COOLING SYSTEM FOR LEAK-II

Check the following for leak.
- Hose
- Radiator
- Water pump

>> Repair or replace malfunctioning part.

## 4. CHECK RADIATOR CAP

Check radiator cap. Refer to CO-11, "RADIATOR CAP : Inspection".

Is the inspection result normal?

YES >> GO TO 5.
NO >> Replace radiator cap.

## 5. CHECK THERMOSTAT

Check thermostat. Refer to CO-21, "Inspection".

Is the inspection result normal?

YES >> GO TO 6.
NO >> Replace thermostat

## 6. CHECK ENGINE COOLANT TEMPERATURE SENSOR

Refer to EC-192, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 7.
NO >> Replace engine coolant temperature sensor.

## 7. CHECK MAIN 12 CAUSES

If the cause cannot be isolated, check the following.

| Engine | Step | Inspection item | Equipment | Standard | Reference page |
|---|---|---|---|---|---|
| OFF | 1 | • Blocked radiator<br>• Blocked condenser<br>• Blocked radiator grille<br>• Blocked bumper | • Visual | No blocking | — |
| | 2 | • Coolant mixture | • Coolant tester | MA-11, "Anti-Freeze Coolant Mixture Ratio" | |
| | 3 | • Coolant level | • Visual | Coolant up to MAX level in reservoir tank and radiator filler neck | CO-7, "Inspection" |
| | 4 | • Radiator cap | • Pressure tester | 107 kPa (1.1 kg/cm$^2$, 16 psi) (Limit) | CO-11, "RADIATOR CAP : Inspection" |
| ON*2 | 5 | • Coolant leaks | • Visual | No leaks | CO-7, "Inspection" |
| ON*2 | 6 | • Thermostat | • Touch the upper and lower radiator hoses | Both hoses should be hot | CO-21, "Inspection" |
| ON*1 | 7 | • Cooling fan | • CONSULT-III | Operating | EC-490, "Component Function Check" |
| OFF | 8 | • Combustion gas leak | • Color checker chemical tester 4 Gas analyzer | Negative | — |
| ON*3 | 9 | • Coolant temperature gauge | • Visual | Gauge less than 3/4 when driving | — |
| | | • Coolant overflow to reservoir tank | • Visual | No overflow during driving and idling | CO-7, "Inspection" |
| OFF*4 | 10 | • Coolant return from reservoir tank to radiator | • Visual | Should be initial level in reservoir tank | CO-7, "Inspection" |
| OFF | 11 | • Cylinder head | • Straight gauge feeler gauge | 0.1 mm (0.004 in) Maximum distortion (warping) | EM-117, "Inspection" |
| | 12 | • Cylinder block and pistons | • Visual | No scuffing on cylinder walls or piston | EM-131, "Inspection" |

*1: Turn the ignition switch ON.

*2: Engine running at 3,000 rpm for 10 minutes.

*3: Drive at 90 km/h (55 MPH) for 30 minutes and then let idle for 10 minutes.

*4: After 60 minutes of cool down time.

For more information, refer to CO-3, "Troubleshooting Chart".

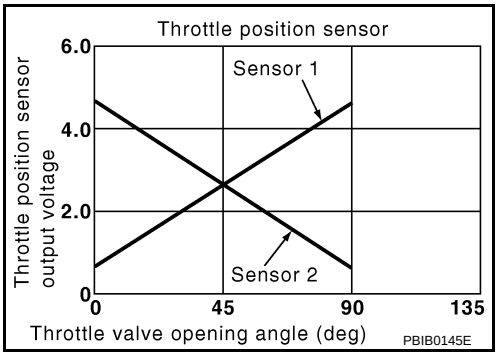
>> INSPECTION END

# P1225, P1234 TP SENSOR

## Description

INFOID:0000000004704200

Electric throttle control actuator consists of throttle control motor, throttle position sensor, etc. The throttle position sensor responds to the throttle valve movement.
The throttle position sensor has two sensors. These sensors are a kind of potentiometer which transform the throttle valve position into output voltage, and emit the voltage signals to the ECM. The ECM judges the current opening angle of the throttle valve from these signals and the throttle valve opening angle properly in response to driving condition via the throttle control motor.




## DTC Logic

INFOID:0000000004673317

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P1225 | Closed throttle position learning performance (bank 1) | Closed throttle position learning value is excessively low. | • Electric throttle control actuator (TP sensor 1 and 2) |
| P1234 | Closed throttle position learning performance (bank 2) | | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.
1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**Before performing the following procedure, confirm that battery voltage is more than 10 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Turn ignition switch ON.
4. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-398, "Diagnosis Procedure".
NO >> INSPECTION END

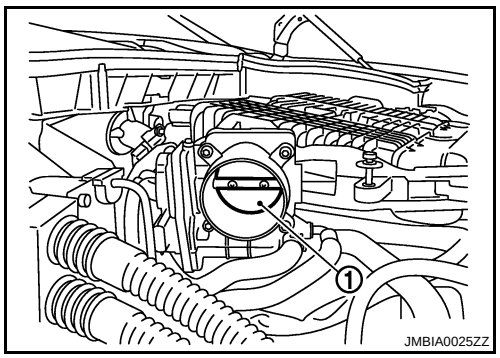
## Diagnosis Procedure

INFOID:0000000004673318

#### 1.CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

1. Turn ignition switch OFF.
2. Remove the intake air duct.

3. Check if foreign matter is caught between the throttle valve (1) and the housing.




Is the inspection result normal?

YES >> GO TO 2.
NO >> Remove the foreign matter and clean the electric throttle control actuator inside.

## 2.REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace malfunctioning electric throttle control actuator.
2. Go to EC-399, "Special Repair Requirement".

>> INSPECTION END

## Special Repair Requirement

INFOID:0000000004673319

## 1.PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to EC-18, "THROTTLE VALVE CLOSED POSITION LEARNING : Special Repair Requirement"

>> GO TO 2.

## 2.PERFORM IDLE AIR VOLUME LEARNING

Refer to EC-19, "IDLE AIR VOLUME LEARNING : Special Repair Requirement"

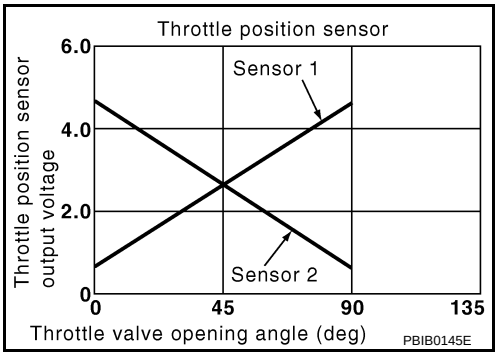
>> END

# P1226, P1235 TP SENSOR

## Description

INFOID:0000000004704235

Electric throttle control actuator consists of throttle control motor, throttle position sensor, etc. The throttle position sensor responds to the throttle valve movement.
The throttle position sensor has two sensors. These sensors are a kind of potentiometer which transform the throttle valve position into output voltage, and emit the voltage signals to the ECM. The ECM judges the current opening angle of the throttle valve from these signals and the throttle valve opening angle properly in response to driving condition via the throttle control motor.




## DTC Logic

INFOID:0000000004673321

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P1226 | Closed throttle position learning performance (bank 1) | Closed throttle position learning is not performed successfully, repeatedly. | • Electric throttle control actuator (TP sensor 1 and 2) |
| P1235 | Closed throttle position learning performance (bank 2) | | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.
1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**Before performing the following procedure, confirm that battery voltage is more than 10 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Turn ignition switch ON.
4. Repeat steps 2 and 3 for 32 times.
5. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-400, "Diagnosis Procedure".
NO >> INSPECTION END

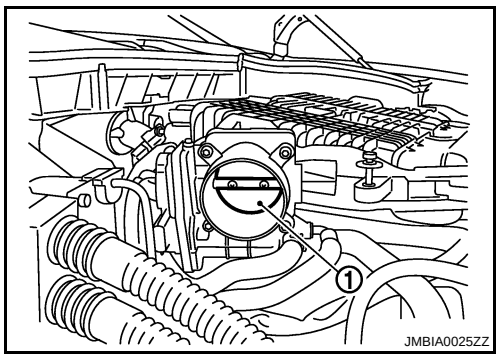
## Diagnosis Procedure

INFOID:0000000004673322

#### 1.CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

1. Turn ignition switch OFF.
2. Remove the intake air duct.

3. Check if foreign matter is caught between the throttle valve (1) and the housing.




Is the inspection result normal?

YES >> GO TO 2.
NO >> Remove the foreign matter and clean the electric throttle control actuator inside.

## 2.REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace malfunctioning electric throttle control actuator.
2. Go to EC-401, "Special Repair Requirement".

>> INSPECTION END

## Special Repair Requirement

INFOID:0000000004673323

## 1.PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to EC-18, "THROTTLE VALVE CLOSED POSITION LEARNING : Special Repair Requirement"

>> GO TO 2.

## 2.PERFORM IDLE AIR VOLUME LEARNING

Refer to EC-19, "IDLE AIR VOLUME LEARNING : Special Repair Requirement"

>> END

# P1233, P2101 ELECTRIC THROTTLE CONTROL FUNCTION

## Description

INFOID:0000000004673324

Electric throttle control actuator consists of throttle control motor, throttle position sensor, etc.
The throttle control motor is operated by the ECM and it opens and closes the throttle valve.
The current opening angle of the throttle valve is detected by the throttle position sensor and it provides feedback to the ECM to control the throttle control motor to make the throttle valve opening angle properly in response to driving condition.

## DTC Logic

INFOID:0000000004673325

### DTC DETECTION LOGIC

**NOTE:**
**If DTC P1233 or P2101 is displayed with DTC P1238, P1290, P2100 or 2119, first perform the trouble diagnosis for DTC P1238, P2119 or P1290, P2100. Refer to EC-409, "DTC Logic" or EC-414, "DTC Logic".**

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P1233 | Electric throttle control performance (bank 2) | Electric throttle control function does not operate properly. | • Harness or connectors (Throttle control motor circuit is open or shorted)<br>• Electric throttle control actuator |
| P2101 | Electric throttle control performance (bank 1) | | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.
1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**Before performing the following procedure, confirm that battery voltage is more than 11 V when engine is running.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON and wait at least 2 seconds.
2. Start engine and let it idle for 5 seconds.
3. Check DTC.

Is DTC detected?

YES >> Go to EC-402, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673326

#### 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-41, "Intermittent Incident".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

#### 2.CHECK THROTTLE CONTROL MOTOR RELAY INPUT SIGNAL CIRCUIT-I

Check the voltage between ECM harness connector terminals as per the following.

| DTC | ECM | | | | Condition | | Voltage (V) |
|---|---|---|---|---|---|---|---|
| | + | | – | | | | |
| | Connector | Terminal | Connector | Terminal | | | |
| P1233 | F102 | 52 | M107 | 128 | Ignition switch | OFF | Approx. 0 |
| | | | | | | ON | Battery voltage |
| P2101 | F101 | 3 | | | | OFF | Approx. 0 |
| | | | | | | ON | Battery voltage |

Is the inspection result normal?

YES >> GO TO 9.
NO >> GO TO 3.

## 3. CHECK THROTTLE CONTROL MOTOR RELAY POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Disconnect IPDM E/R harness connector E7.
4. Check the continuity between IPDM E/R harness connector and ECM harness connector.

| IPDM E/R | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E7 | 70 | F101 | 25 | Existed |

5. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> GO TO 4.

## 4. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- Harness for open or short between ECM and IPDM E/R

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 5. CHECK THROTTLE CONTROL MOTOR RELAY INPUT SIGNAL CIRCUIT-II

1. Check the continuity between IPDM E/R harness connector and ECM harness connector.

| DTC | IPDM E/R | | ECM | | Continuity |
|---|---|---|---|---|---|
| | Connector | Terminal | Connector | Terminal | |
| P1233 | E7 | 54 | F102 | 52 | Existed |
| P2101 | | | F101 | 3 | |

2. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 7.
NO >> GO TO 6.

## 6. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- Harness for open or short between ECM and IPDM E/R

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 7. CHECK FUSE

1. Disconnect 15 A fuse (No. 51) from IPDM E/R.
2. Check 15 A fuse for blown.

Is the inspection result normal?

YES >> GO TO 8.
NO >> Replace 15 A fuse.

## 8. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

Is the inspection result normal?

YES >> Replace IPDM E/R.
NO >> Repair or replace harness or connectors.

## 9. CHECK THROTTLE CONTROL MOTOR OUTPUT SIGNAL CIRCUIT FOR OPEN OR SHORT

1. Turn ignition switch OFF.
2. Disconnect electric throttle control actuator harness connector.
3. Disconnect ECM harness connector.
4. Check the continuity between electric throttle control actuator harness connector and ECM harness connector.

| DTC | Electric throttle control actuator | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P1233 | 2 | F27 | 5 | F102 | 49 | Existed |
| | | | | | 50 | Not existed |
| | | | 6 | | 49 | Not existed |
| | | | | | 50 | Existed |
| P2101 | 1 | F6 | 1 | F101 | 2 | Existed |
| | | | | | 4 | Not existed |
| | | | 2 | | 2 | Not existed |
| | | | | | 4 | Existed |

5. Also check harness for short to ground and short to power.

Is the inspection result normal?

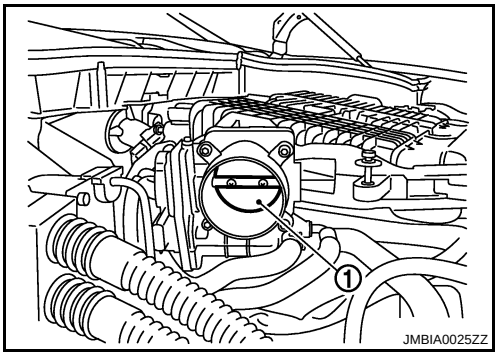
YES >> GO TO 10.
NO >> Repair or replace.

## 10. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

1. Remove the intake air duct.
2. Check if foreign matter is caught between the throttle valve (1) and the housing.

Is the inspection result normal?

YES >> GO TO 11.
NO >> Remove the foreign matter and clean the electric throttle control actuator inside.




## 11. CHECK THROTTLE CONTROL MOTOR

Refer to EC-405, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 12.
NO >> GO TO 13.

## 12. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

Is the inspection result normal?

YES >> GO TO 13.
NO >> Repair or replace harness or connectors.

## 13. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace malfunction electric throttle control actuator.
2. Go to EC-405, "Special Repair Requirement".

>> INSPECTION END

## Component Inspection

INFOID:0000000004673327

## 1. CHECK THROTTLE CONTROL MOTOR

1. Turn ignition switch OFF.
2. Disconnect electric throttle control actuator harness connector.
3. Check resistance between electric throttle control actuator terminals as per the following.

| Electric throttle control actuator | | Resistance (Ω) |
|---|---|---|
| Bank | Terminals | |
| 1 | 1 and 2 | Approx. 1 - 15 [at 25°C (77°F)] |
| 2 | 5 and 6 | |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 2.

## 2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace malfunctioning electric throttle control actuator.
2. Go to EC-405, "Special Repair Requirement".

>> INSPECTION END

## Special Repair Requirement

INFOID:0000000004673328

## 1. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to EC-18, "THROTTLE VALVE CLOSED POSITION LEARNING : Special Repair Requirement"

>> GO TO 2.

## 2. PERFORM IDLE AIR VOLUME LEARNING

Refer to EC-19, "IDLE AIR VOLUME LEARNING : Special Repair Requirement"

>> END

# P1236, P2118 THROTTLE CONTROL MOTOR

## Description

INFOID:0000000004673329

The throttle control motor is operated by the ECM and it opens and closes the throttle valve.
The current opening angle of the throttle valve is detected by the throttle position sensor and it provides feedback to the ECM to control the throttle control motor to make the throttle valve opening angle properly in response to driving condition.

## DTC Logic

INFOID:0000000004673330

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P1236 | Throttle control motor (bank 2) circuit short | ECM detects short in both circuits between ECM and throttle control motor. | • Harness or connectors (Throttle control motor circuit is shorted.)<br>• Electric throttle control actuator (Throttle control motor) |
| P2118 | Throttle control motor (bank 1) circuit short | | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.
1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON and wait at least 2 seconds.
2. Start engine and let it idle for 5 seconds.
3. Check DTC.

Is DTC detected?

YES >> Go to EC-406, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673331

#### 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

#### 2.CHECK THROTTLE CONTROL MOTOR OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect electric throttle control actuator harness connector.
2. Disconnect ECM harness connector.
3. Check the continuity between electric throttle control actuator harness connector and ECM harness connector.

| DTC | Electric throttle control actuator | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P1236 | 2 | F27 | 5 | F102 | 49 | Existed |
| | | | | | 50 | Not existed |
| | | | 6 | | 49 | Not existed |
| | | | | | 50 | Existed |
| P2118 | 1 | F6 | 1 | F101 | 2 | Existed |
| | | | | | 4 | Not existed |
| | | | 2 | | 2 | Not existed |
| | | | | | 4 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace.

## 3.CHECK THROTTLE CONTROL MOTOR

Refer to EC-407, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 5.

## 4.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair or replace harness or connectors.

## 5.REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace malfunctioning electric throttle control actuator.
2. Go to EC-408, "Special Repair Requirement".

>> INSPECTION END

# Component Inspection

INFOID:0000000004673332

## 1.CHECK THROTTLE CONTROL MOTOR

1. Turn ignition switch OFF.
2. Disconnect electric throttle control actuator harness connector.
3. Check resistance between electric throttle control actuator terminals as per the following.

| Electric throttle control actuator | | Resistance (Ω) |
|---|---|---|
| Bank | Terminals | |
| 1 | 1 and 2 | Approx. 1 - 15 [at 25°C (77°F)] |
| 2 | 5 and 6 | |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 2.

## 2.REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace malfunctioning electric throttle control actuator.
2. Go to EC-408, "Special Repair Requirement".

>> INSPECTION END

## Special Repair Requirement

INFOID:0000000004673333

1. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to EC-18, "THROTTLE VALVE CLOSED POSITION LEARNING : Special Repair Requirement"

>> GO TO 2.

2. PERFORM IDLE AIR VOLUME LEARNING

Refer to EC-19, "IDLE AIR VOLUME LEARNING : Special Repair Requirement"

>> END

# P1238, P2119 ELECTRIC THROTTLE CONTROL ACTUATOR

## Description

INFOID:0000000004673334

Electric throttle control actuator consists of throttle control motor, throttle position sensor, etc.
The throttle control motor is operated by the ECM and it opens and closes the throttle valve.
The throttle position sensor detects the throttle valve position and feeds the voltage signals to the ECM. The ECM judges the current opening angle of the throttle valve from these signals and controls the throttle valve opening angle properly in response to driving condition via the throttle control motor.

## DTC Logic

INFOID:0000000004673335

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | | Possible cause |
|---|---|---|---|---|
| P1238 | Electric throttle control actuator (bank 2) | A) | Electric throttle control actuator does not function properly due to the return spring malfunction. | • Electric throttle control actuator |
| | | B) | Throttle valve opening angle in fail-safe mode is not in specified range. | |
| | | C) | ECM detect the throttle valve is stuck open. | |
| P2119 | Electric throttle control actuator (bank 1) | A) | Electric throttle control actuator does not function properly due to the return spring malfunction. | |
| | | B) | Throttle valve opening angle in fail-safe mode is not in specified range. | |
| | | C) | ECM detect the throttle valve is stuck open. | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION A AND B

1. Turn ignition switch ON and wait at least 1 second.
2. Shift selector lever to D position (A/T) or 1st position (M/T) and wait at least 3 seconds.
3. Shift selector lever to P position (A/T) or Neutral position (M/T).
4. Turn ignition switch OFF and wait at least 10 seconds.
5. Turn ignition switch ON and wait at least 1 second.
6. Shift selector lever to D position (A/T) or 1st position (M/T) and wait at least 3 seconds.
7. Shift selector lever to P position (A/T) or Neutral position (M/T).
8. Turn ignition switch OFF, wait at least 10 seconds, and then turn ON.
9. Check DTC.

Is DTC detected?

YES >> Go to EC-410, "Diagnosis Procedure".
NO >> GO TO 3.

#### 3.PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION C

1. Turn ignition switch ON and wait at least 1 second.
2. Shift selector lever to D position (A/T) or 1st position (M/T) and wait at least 3 seconds.
3. Shift selector lever to P position (A/T) or Neutral position (M/T).
4. Start engine and let it idle for 3 seconds.

5. Check DTC.

Is DTC detected?

YES >> Go to EC-410, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

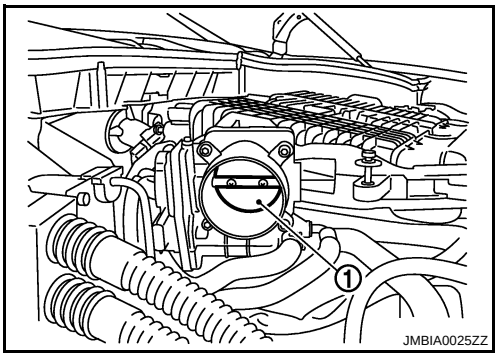
INFOID:0000000004673336

### 1.CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

1. Turn ignition switch OFF.
2. Remove the intake air duct.
3. Check if foreign matter is caught between the throttle valve (1) and the housing.

Is the inspection result normal?

YES >> GO TO 2.
NO >> Remove the foreign matter and clean the electric throttle control actuator inside.




### 2.REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace malfunctioning electric throttle control actuator.
2. Go to EC-410, "Special Repair Requirement".

>> INSPECTION END

## Special Repair Requirement

INFOID:0000000004673337

### 1.PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to EC-18, "THROTTLE VALVE CLOSED POSITION LEARNING : Special Repair Requirement"

>> GO TO 2.

### 2.PERFORM IDLE AIR VOLUME LEARNING

Refer to EC-19, "IDLE AIR VOLUME LEARNING : Special Repair Requirement"

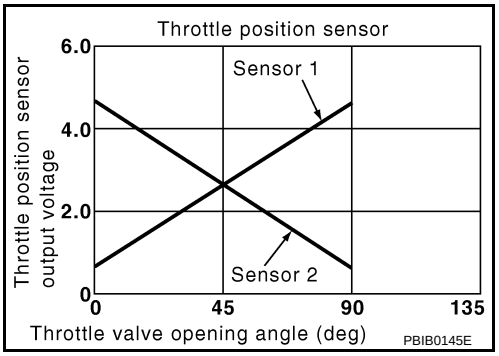
>> END

# P1239, P2135 TP SENSOR

## Description

INFOID:0000000004704251

Electric throttle control actuator consists of throttle control motor, throttle position sensor, etc. The throttle position sensor responds to the throttle valve movement.
The throttle position sensor has two sensors. These sensors are a kind of potentiometer which transform the throttle valve position into output voltage, and emit the voltage signals to the ECM. The ECM judges the current opening angle of the throttle valve from these signals and the throttle valve opening angle properly in response to driving condition via the throttle control motor.




## DTC Logic

INFOID:0000000004673339

### DTC DETECTION LOGIC

**NOTE:**
**If DTC P1239 or P2135 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643. Refer to EC-368, "DTC Logic".**

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P1239 | Throttle position sensor (bank 2) circuit range/ performance | Rationally incorrect voltage is sent to ECM compared with the signals from TP sensor 1 and TP sensor 2. | • Harness or connector (TP sensor 1 or 2 circuit is open or shorted.)<br>• Electric throttle control actuator (TP sensor 1 or 2) |
| P2135 | Throttle position sensor (bank 1) circuit range/ performance | | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.
1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**Before performing the following procedure, confirm that battery voltage is more than 10 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and let it idle for 1 second.
2. Check DTC.

Is DTC detected?

YES >> Go to EC-411, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673340

#### 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

## 2.CHECK THROTTLE POSITION SENSOR POWER SUPPLY CIRCUIT-I

1. Disconnect electric throttle control actuator harness connector.
2. Turn ignition switch ON.
3. Check the voltage between electric throttle control actuator harness connector and ground.

| DTC | Electric throttle control actuator | | | Ground | Voltage (V) |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P1239 | 2 | F27 | 1 | Ground | Approx. 5 |
| P2135 | 1 | F6 | 6 | | |

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 3.CHECK THROTTLE POSITION SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between electric throttle control actuator harness connector and ECM harness connector.

| DTC | Electric throttle control actuator | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P1239 | 2 | F27 | 4 | F101 | 48 | Existed |
| P2135 | 1 | F6 | 3 | | 40 | |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 4.CHECK THROTTLE POSITION SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between electric throttle control actuator harness connector and ECM harness connector.

| DTC | Electric throttle control actuator | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P1239 | 2 | F27 | 2 | F101 | 31 | Existed |
| | | | 3 | | 35 | |
| P2135 | 1 | F6 | 4 | | 30 | |
| | | | 5 | | 34 | |

2. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 5.CHECK THROTTLE POSITION SENSOR

Refer to EC-413, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 7.
NO >> GO TO 6.

## 6.REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace malfunctioning electric throttle control actuator.

2. EC-413, "Special Repair Requirement".

>> INSPECTION END

## 7. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

## Component Inspection

INFOID:0000000004673341

## 1. CHECK THROTTLE POSITION SENSOR

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Perform EC-18, "THROTTLE VALVE CLOSED POSITION LEARNING : Special Repair Requirement".
4. Turn ignition switch ON.
5. Set selector lever to D (A/T) or 1st (M/T) position.
6. Check the voltage between ECM harness connector terminals as per the following.

| ECM | | | Condition | | Voltage (V) |
|---|---|---|---|---|---|
| Connector | + | – | | | |
| | Terminal | Terminal | | | |
| F101 | 30 [TP sensor 1 (bank 1)] | 40 | Accelerator pedal | Fully released | More than 0.36 |
| | | | | Fully depressed | Less than 4.75 |
| | 31 [TP sensor 1 (bank 2)] | 48 | | Fully released | More than 0.36 |
| | | | | Fully depressed | Less than 4.75 |
| | 34 [TP sensor 2 (bank 1)] | 40 | | Fully released | Less than 4.75 |
| | | | | Fully depressed | More than 0.36 |
| | 35 [TP sensor 2 (bank 2)] | 48 | | Fully released | Less than 4.75 |
| | | | | Fully depressed | More than 0.36 |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 2.

## 2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace malfunctioning electric throttle control actuator.
2. Go to EC-413, "Special Repair Requirement".

>> INSPECTION END

## Special Repair Requirement

INFOID:0000000004673342

## 1. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to EC-18, "THROTTLE VALVE CLOSED POSITION LEARNING : Special Repair Requirement"

>> GO TO 2.

## 2. PERFORM IDLE AIR VOLUME LEARNING

Refer to EC-19, "IDLE AIR VOLUME LEARNING : Special Repair Requirement"

>> END

# P1290, P2100, P2103 THROTTLE CONTROL MOTOR RELAY

## Description

INFOID:0000000004673343

Power supply for the throttle control motor is provided to the ECM via throttle control motor relay. The throttle control motor relay is ON/OFF controlled by the ECM. When the ignition switch is turned ON, the ECM sends an ON signal to throttle control motor relay and battery voltage is provided to the ECM. When the ignition switch is turned OFF, the ECM sends an OFF signal to throttle control motor relay and battery voltage is not provided to the ECM.

## DTC Logic

INFOID:0000000004673344

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P1290 | Throttle control motor relay circuit open (bank 2) | ECM detects a voltage of power source for throttle control motor is excessively low. | • Harness or connectors (Throttle control motor relay circuit is open)<br>• Throttle control motor relay |
| P2100 | Throttle control motor relay circuit open (bank 1) | | |
| P2103 | Throttle control motor relay circuit short | ECM detect the throttle control motor relay is stuck ON. | • Harness or connectors (Throttle control motor relay circuit is shorted)<br>• Throttle control motor relay |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**

**Before performing the following procedure, confirm that battery voltage is more than 8 V.**

Which DTC is detected?

P1290, P2100>>GO TO 2.
P2103 >> GO TO 3.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE FOR DTC P1290 AND P2100

1. Turn ignition switch ON and wait at least 2 seconds.
2. Start engine and let it idle for 5 seconds.
3. Check DTC.

Is DTC detected?

YES >> Go to EC-414, "Diagnosis Procedure".
NO >> INSPECTION END

#### 3.PERFORM DTC CONFIRMATION PROCEDURE FOR DTC P2103

1. Turn ignition switch ON and wait at least 1 second.
2. Check DTC.

Is DTC detected?

YES >> Go to EC-414, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673345

#### 1.CHECK THROTTLE CONTROL MOTOR RELAY POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.

3. Disconnect IPDM E/R harness connector E7.
4. Check the continuity between IPDM E/R harness connector and ECM harness connector.

| IPDM E/R | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E7 | 70 | F101 | 25 | Existed |

5. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 3.
NO >> GO TO 2.

## 2.DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- Harness for open or short between ECM and IPDM E/R

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 3.CHECK THROTTLE CONTROL MOTOR RELAY INPUT SIGNAL CIRCUIT

1. Check the continuity between IPDM E/R sensor harness connector and ECM harness connector.

| DTC | IPDM E/R | | ECM | | Continuity |
|---|---|---|---|---|---|
| | Connector | Terminal | Connector | Terminal | |
| P1290 | E7 | 54 | F102 | 52 | Existed |
| P2100 | | | F101 | 3 | |
| P2103 | | | F101 | 3 | |
| | | | F102 | 52 | |

2. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> GO TO 4.

## 4.DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- Harness for open or short between ECM and IPDM E/R

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 5.CHECK FUSE

1. Disconnect 15 A fuse (No. 51) from IPDM E/R.
2. Check 15 A fuse for blown.

Is the inspection result normal?

YES >> GO TO 6.
NO >> Replace 15 A fuse.

## 6.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

Is the inspection result normal?

YES >> Replace IPDM E/R.
NO >> Repair or replace harness or connectors.

# P1421 COLD START CONTROL

## Description

INFOID:0000000004673346

ECM controls ignition timing and engine idle speed when engine is started with prewarming up condition. This control promotes the activation of three way catalyst by heating the catalyst and reduces emissions.

## DTC Logic

INFOID:0000000004673347

### DTC DETECTION LOGIC

**NOTE:**

- **If DTC P1421 is displayed with other DTC, first perform the trouble diagnosis for other DTC.**

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P1421 | Cold start emission reduction strategy monitoring | ECM does not control ignition timing and engine idle speed properly when engine is started with prewarming up condition. | • Lack of intake air volume<br>• Fuel injection system<br>• ECM |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**

**Before performing the following procedure, confirm that battery voltage is more than 11 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Select “DATA MONITOR” mode with CONSULT-III.
4. Check the indication of “COOLAN TEMP/S”.
   If it is between 4°C (39°F) and 36°C (97°F), go to the following steps.
   If it is below 4°C (39°F), warm engine up to more than 4°C (39°F) and retry from step 1.
   If it is above 36°C (97°F), cool engine down to less than 36°C (97°F) and retry from step 1.
5. Start engine and let it idle for 5 minutes.
6. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-416, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673348

#### 1.PERFORM IDLE AIR VOLUME LEARNING

Perform EC-19, "IDLE AIR VOLUME LEARNING : Special Repair Requirement".

Is Idle Air Volume Learning carried out successfully?

YES >> GO TO 2.
NO >> Follow the instruction of Idle Air Volume Learning.

#### 2.CHECK INTAKE SYSTEM

Check for the cause of intake air volume lacking. Refer to the following.

- Crushed intake air passage
- Intake air passage clogging

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace malfunctioning part

## 3. CHECK FUEL INJECTION SYSTEM FUNCTION

Perform DTC Confirmation Procedure for DTC P0171, P0174. Refer to EC-240, "DTC Logic".

Is the inspection result normal?

YES >> GO TO 4.
NO >> Go to EC-241, "Diagnosis Procedure" for DTC P0171, P0174.

## 4. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. **Perform DTC Confirmation Procedure.**
   See EC-416, "DTC Logic".

Is the 1st trip DTC P1421 displayed again?

YES >> GO TO 5.
NO >> INSPECTION END

## 5. REPLACE ECM

1. Replace ECM.
2. Go to EC-16, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (ECM) : Special Repair Requirement".

>> INSPECTION END

# P1550 BATTERY CURRENT SENSOR

## Description

INFOID:0000000004673349

The power generation voltage variable control enables fuel consumption to be decreased by reducing the engine load which is caused by the power generation of the generator. The battery current sensor is installed to the battery cable at the negative terminal. The sensor measures the charging/discharging current of the battery. Based on the sensor signal, ECM judges whether or not the power generation voltage variable control is performed. When performing the power generation voltage variable control, ECM calculates the target power generation voltage based on the sensor signal. And ECM sends the calculated value as the power generation command value to IPDM E/R. For the details of the power generation voltage variable control, refer to CHG-6, "System Description".

**CAUTION:**

**Never connect the electrical component or the ground wire directly to the battery terminal. The connection causes the malfunction of the power generation voltage variable control, and then battery discharge may occur.**

## DTC Logic

INFOID:0000000004673350

### DTC DETECTION LOGIC

**NOTE:**

If DTC P1550 is displayed with DTC P0643, first perform the trouble diagnosis for P0643. Refer to EC-368, "DTC Logic".

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P1550 | Battery current sensor circuit range/performance | The output voltage of the battery current sensor remains within the specified range while engine is running. | • Harness or connectors (Battery current sensor circuit is open or shorted.)<br>• Battery current sensor |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**

**Before performing the following procedure, confirm that battery voltage is more than 8 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and wait at least 10 seconds.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-418, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673351

#### 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

## 2. CHECK BATTERY CURRENT SENSOR POWER SUPPLY CIRCUIT-I

1. Disconnect battery current sensor harness connector.
2. Turn ignition switch ON.
3. Check the voltage between battery current sensor harness connector and ground.

| Battery current sensor | | Ground | Voltage (V) |
|---|---|---|---|
| Connector | Terminal | | |
| E21 | 1 | Ground | Approx. 5 |

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 3.

## 3. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- Harness for open or short between battery current sensor and ECM

>> Repair open circuit, short to ground or short to power in harness connectors.

## 4. CHECK BATTERY CURRENT SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between battery current sensor harness connector and ECM harness connector.

| Battery current sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E21 | 2 | F102 | 95 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 6.
NO >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- Harness for open or short between battery current sensor and ECM

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 6. CHECK BATTERY CURRENT SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between battery current sensor harness connector and ECM harness connector.

| Battery current sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E21 | 3 | F102 | 91 | Existed |

2. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 8.
NO >> GO TO 7.

## 7. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39

• Harness for open or short between battery current sensor and ECM

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 8.CHECK BATTERY CURRENT SENSOR

Refer to EC-420, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 9.
NO >> Replace battery negative cable assembly.

## 9.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

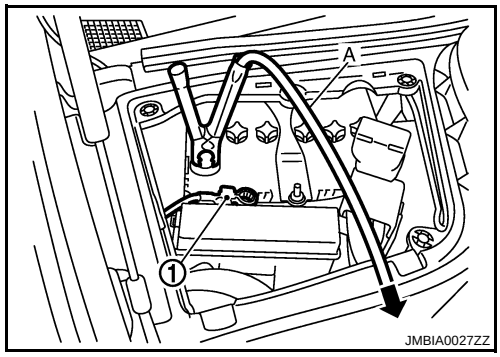
>> INSPECTION END

# Component Inspection

INFOID:0000000004673352

## 1.CHECK BATTERY CURRENT SENSOR

1. Turn ignition switch OFF.
2. Reconnect harness connectors disconnected.
3. Disconnect battery negative cable (1).




⬅: To body ground

4. Install jumper cable (A) between battery negative terminal and body ground.
5. Turn ignition switch ON.
6. Check the voltage between ECM harness connector terminals as per the following.

| ECM | | | Voltage (V) |
|---|---|---|---|
| Connector | + | – | |
| | Terminal | Terminal | |
| F102 | 91 (Battery current sensor signal) | 95 | Approx. 2.5 |

Before measuring the terminal voltage, confirm that the battery is fully charged. Refer to PG-3, "How to Handle Battery".

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace battery negative cable assembly.

# P1551, P1552 BATTERY CURRENT SENSOR

## Description

INFOID:0000000004673353

The power generation voltage variable control enables fuel consumption to be decreased by reducing the engine load which is caused by the power generation of the generator. The battery current sensor is installed to the battery cable at the negative terminal. The sensor measures the charging/discharging current of the battery. Based on the sensor signal, ECM judges whether or not the power generation voltage variable control is performed. When performing the power generation voltage variable control, ECM calculates the target power generation voltage based on the sensor signal. And ECM sends the calculated value as the power generation command value to IPDM E/R. For the details of the power generation voltage variable control, refer to CHG-6, "System Description".

**CAUTION:**

**Never connect the electrical component or the ground wire directly to the battery terminal. The connection causes the malfunction of the power generation voltage variable control, and then battery discharge may occur.**

## DTC Logic

INFOID:0000000004673354

### DTC DETECTION LOGIC

**NOTE:**

If DTC P1551 or P1552 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643. Refer to EC-368, "DTC Logic".

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P1551 | Battery current sensor circuit low input | An excessively low voltage from the sensor is sent to ECM. | • Harness or connectors (Battery current sensor circuit is open or shorted.)<br>• Battery current sensor |
| P1552 | Battery current sensor circuit high input | An excessively high voltage from the sensor is sent to ECM. | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**

**Before performing the following procedure, confirm that battery voltage is more than 8 V with ignition switch ON**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON and wait at least 10 seconds.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-421, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673355

#### 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

## 2. CHECK BATTERY CURRENT SENSOR POWER SUPPLY CIRCUIT-I

1. Disconnect battery current sensor harness connector.
2. Turn ignition switch ON.
3. Check the voltage between battery current sensor harness connector and ground.

| Battery current sensor | | Ground | Voltage (V) |
|---|---|---|---|
| Connector | Terminal | | |
| E21 | 1 | Ground | Approx. 5 |

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 3.

## 3. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- Harness for open or short between battery current sensor and ECM

>> Repair open circuit, short to ground or short to power in harness connectors.

## 4. CHECK BATTERY CURRENT SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between battery current sensor harness connector and ECM harness connector.

| Battery current sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E21 | 2 | F102 | 95 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 6.
NO >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- Harness for open or short between battery current sensor and ECM

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 6. CHECK BATTERY CURRENT SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between battery current sensor harness connector and ECM harness connector.

| Battery current sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E21 | 3 | F102 | 91 | Existed |

2. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 8.
NO >> GO TO 7.

## 7. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E40, F39
- Harness for open or short between battery current sensor and ECM

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 8. CHECK BATTERY CURRENT SENSOR

Refer to EC-429, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 9.
NO >> Replace battery negative cable assembly.

## 9. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

## Component Inspection

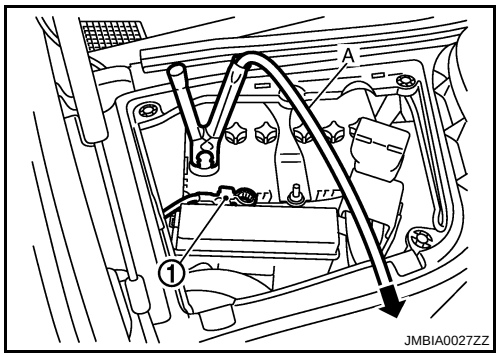
INFOID:0000000004673356

## 1. CHECK BATTERY CURRENT SENSOR

1. Turn ignition switch OFF.
2. Reconnect harness connectors disconnected.
3. Disconnect battery negative cable (1).

: To body ground

4. Install jumper cable (A) between battery negative terminal and body ground.
5. Turn ignition switch ON.
6. Check the voltage between ECM harness connector terminals as per the following.




| ECM | | | Voltage (V) |
|---|---|---|---|
| Connector | + | – | |
| | Terminal | Terminal | |
| F102 | 91 (Battery current sensor signal) | 95 | Approx. 2.5 |

Before measuring the terminal voltage, confirm that the battery is fully charged. Refer to PG-3, "How to Handle Battery".

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace battery negative cable assembly.

# P1553 BATTERY CURRENT SENSOR

## Description

INFOID:0000000004673357

The power generation voltage variable control enables fuel consumption to be decreased by reducing the engine load which is caused by the power generation of the generator. The battery current sensor is installed to the battery cable at the negative terminal. The sensor measures the charging/discharging current of the battery. Based on the sensor signal, ECM judges whether or not the power generation voltage variable control is performed. When performing the power generation voltage variable control, ECM calculates the target power generation voltage based on the sensor signal. And ECM sends the calculated value as the power generation command value to IPDM E/R. For the details of the power generation voltage variable control, refer to CHG-6, "System Description".

**CAUTION:**

**Never connect the electrical component or the ground wire directly to the battery terminal. The connection causes the malfunction of the power generation voltage variable control, and then battery discharge may occur.**

## DTC Logic

INFOID:0000000004673358

### DTC DETECTION LOGIC

**NOTE:**

If DTC P1553 is displayed with DTC P0643, first perform the trouble diagnosis for P0643. Refer to EC-368, "DTC Logic".

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P1553 | Battery current sensor performance | The signal voltage transmitted from the sensor to ECM is higher than the amount of the maximum power generation. | • Harness or connectors (Battery current sensor circuit is open or shorted.)<br>• Battery current sensor |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**

**Before performing the following procedure, confirm that battery voltage is more than 8 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and wait at least 10 seconds.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-424, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673359

#### 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

## 2. CHECK BATTERY CURRENT SENSOR POWER SUPPLY CIRCUIT-I

1. Disconnect battery current sensor harness connector.
2. Turn ignition switch ON.
3. Check the voltage between battery current sensor harness connector and ground.

| Battery current sensor | | Ground | Voltage (V) |
|---|---|---|---|
| Connector | Terminal | | |
| E21 | 1 | Ground | Approx. 5 |

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 3.

## 3. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- Harness for open or short between battery current sensor and ECM

>> Repair open circuit, short to ground or short to power in harness connectors.

## 4. CHECK BATTERY CURRENT SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between battery current sensor harness connector and ECM harness connector.

| Battery current sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E21 | 2 | F102 | 95 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 6.
NO >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- Harness for open or short between battery current sensor and ECM

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 6. CHECK BATTERY CURRENT SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between battery current sensor harness connector and ECM harness connector.

| Battery current sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E21 | 3 | F102 | 91 | Existed |

2. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 8.
NO >> GO TO 7.

## 7. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39

• Harness for open or short between battery current sensor and ECM

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 8.CHECK BATTERY CURRENT SENSOR

Refer to EC-429, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 9.
NO >> Replace battery negative cable assembly.

## 9.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# Component Inspection

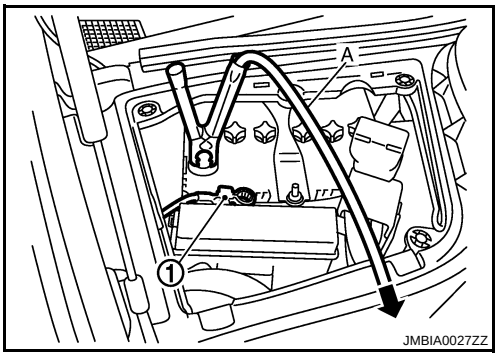
INFOID:0000000004673360

## 1.CHECK BATTERY CURRENT SENSOR

1. Turn ignition switch OFF.
2. Reconnect harness connectors disconnected.
3. Disconnect battery negative cable (1).

⬅: To body ground

4. Install jumper cable (A) between battery negative terminal and body ground.
5. Turn ignition switch ON.
6. Check the voltage between ECM harness connector terminals as per the following.




| ECM | | | Voltage (V) |
|---|---|---|---|
| Connector | + | – | |
| | Terminal | Terminal | |
| F102 | 91 (Battery current sensor signal) | 95 | Approx. 2.5 |

Before measuring the terminal voltage, confirm that the battery is fully charged. Refer to PG-3, "How to Handle Battery".

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace battery negative cable assembly.

# P1554 BATTERY CURRENT SENSOR

## Description

INFOID:0000000004673361

The power generation voltage variable control enables fuel consumption to be decreased by reducing the engine load which is caused by the power generation of the generator. The battery current sensor is installed to the battery cable at the negative terminal. The sensor measures the charging/discharging current of the battery. Based on the sensor signal, ECM judges whether or not the power generation voltage variable control is performed. When performing the power generation voltage variable control, ECM calculates the target power generation voltage based on the sensor signal. And ECM sends the calculated value as the power generation command value to IPDM E/R. For the details of the power generation voltage variable control, refer to CHG-6, "System Description".

**CAUTION:**

**Never connect the electrical component or the ground wire directly to the battery terminal. The connection causes the malfunction of the power generation voltage variable control, and then battery discharge may occur.**

## DTC Logic

INFOID:0000000004673362

### DTC DETECTION LOGIC

**NOTE:**

If DTC P1554 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643. Refer to EC-368, "DTC Logic".

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P1554 | Battery current sensor performance | The output voltage of the battery current sensor is lower than the specified value while the battery voltage is high enough. | • Harness or connectors (Battery current sensor circuit is open or shorted.)<br>• Battery current sensor |

### DTC CONFIRMATION PROCEDURE

#### 1. PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to EC-427, "Component Function Check".

**NOTE:**

Use component function check to check the overall function of the battery current sensor circuit. During this check, a 1st trip DTC might not be confirmed.

Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to EC-428, "Diagnosis Procedure".

## Component Function Check

INFOID:0000000004673363

#### 1. PRECONDITIONING

**TESTING CONDITION:**

- **Before performing the following procedure, confirm that battery voltage is more than 12.8 V at idle.**
- **Before performing the following procedure, confirm that all load switches and A/C switch are turned OFF.**

>> GO TO 2.

#### 2. PERFORM COMPONENT FUNCTION CHECK

**With CONSULT-III**

1. Start engine and let it idle.
2. Select “BAT CUR SEN” in “DATA MONITOR” mode with CONSULT-III.
3. Check “BAT CUR SEN” indication for 10 seconds.
   **“BAT CUR SEN” should be above 2,300 mV at least once.**

**Without CONSULT-III**

1. Start engine and let it idle.

2. Check the voltage between ECM harness connector terminals as per the following.

| ECM | | | Voltage (V) |
|---|---|---|---|
| Connector | + | – | |
| | Terminal | Terminal | |
| F102 | 91 (Battery current sensor signal) | 95 | Above 2.3 at least once |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-428, "Diagnosis Procedure"

## Diagnosis Procedure

INFOID:0000000004673364

### 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

### 2.CHECK BATTERY CURRENT SENSOR POWER SUPPLY CIRCUIT-I

1. Disconnect battery current sensor harness connector.
2. Turn ignition switch ON.
3. Check the voltage between battery current sensor harness connector and ground.

| Battery current sensor | | Ground | Voltage (V) |
|---|---|---|---|
| Connector | Terminal | | |
| E21 | 1 | Ground | Approx. 5 |

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 3.

### 3.DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- Harness for open or short between battery current sensor and ECM

>> Repair open circuit, short to ground or short to power in harness connectors.

### 4.CHECK BATTERY CURRENT SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between battery current sensor harness connector and ECM harness connector.

| Battery current sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E21 | 2 | F102 | 95 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 6.
NO >> GO TO 5.

### 5.DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E40, F39
- Harness for open or short between battery current sensor and ECM

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 6. CHECK BATTERY CURRENT SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between battery current sensor harness connector and ECM harness connector.

| Battery current sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E21 | 3 | F102 | 91 | Existed |

2. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 8.
NO >> GO TO 7.

## 7. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- Harness for open or short between battery current sensor and ECM

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 8. CHECK BATTERY CURRENT SENSOR

Refer to EC-429, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 9.
NO >> Replace battery negative cable assembly.

## 9. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# Component Inspection

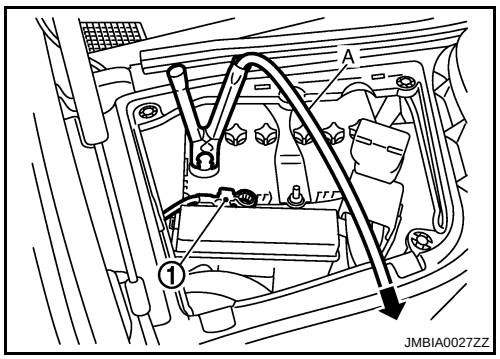
INFOID:0000000004673365

## 1. CHECK BATTERY CURRENT SENSOR

1. Turn ignition switch OFF.
2. Reconnect harness connectors disconnected.
3. Disconnect battery negative cable (1).

: To body ground

4. Install jumper cable (A) between battery negative terminal and body ground.
5. Turn ignition switch ON.
6. Check the voltage between ECM harness connector terminals as per the following.




| ECM | | | Voltage (V) |
|---|---|---|---|
| Connector | + | – | |
| | Terminal | Terminal | |
| F102 | 91 (Battery current sensor signal) | 95 | Approx. 2.5 |

Before measuring the terminal voltage, confirm that the battery is fully charged. Refer to PG-3, "How to Handle Battery".

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace battery negative cable assembly.

# P1564 ASCD STEERING SWITCH

## Description

INFOID:0000000004673366

ASCD steering switch has variant values of electrical resistance for each button. ECM reads voltage variation of switch, and determines which button is operated.
Refer to EC-63, "System Description" for the ASCD function.

## DTC Logic

INFOID:0000000004673367

### DTC DETECTION LOGIC

**NOTE:**
**If DTC P1564 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to EC-365, "DTC Logic".**

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P1564 | ASCD steering switch | • An excessively high voltage signal from the ASCD steering switch is sent to ECM.<br>• ECM detects that input signal from the ASCD steering switch is out of the specified range.<br>• ECM detects that the ASCD steering switch is stuck ON. | • Harness or connectors (The switch circuit is open or shorted.)<br>• ASCD steering switch<br>• ECM |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.
1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON and wait at least 10 seconds.
2. Press MAIN switch for at least 10 seconds, then release it and wait at least 10 seconds.
3. Press CANCEL switch for at least 10 seconds, then release it and wait at least 10 seconds.
4. Press RESUME/ACCELERATE switch for at least 10 seconds, then release it and wait at least 10 seconds.
5. Press SET/COAST switch for at least 10 seconds, then release it and wait at least 10 seconds.
6. Check DTC.

Is DTC detected?

YES >> Go to EC-431, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673368

#### 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

#### 2.CHECK ASCD STEERING SWITCH CIRCUIT

**With CONSULT-III**

1. Turn ignition switch ON.
2. Select “MAIN SW”, “CANCEL SW”, “RESUME/ACC SW” and “SET SW” in “DATA MONITOR” mode with CONSULT-III.
3. Check each item indication under the following conditions.

| Monitor item | Condition | | Indication |
|---|---|---|---|
| MAIN SW | MAIN switch | Pressed | ON |
| | | Released | OFF |
| CANCEL SW | CANCEL switch | Pressed | ON |
| | | Released | OFF |
| RESUME/ACC SW | RESUME/ACCEL-ERATE switch | Pressed | ON |
| | | Released | OFF |
| SET SW | SET/COAST switch | Pressed | ON |
| | | Released | OFF |

**Without CONSULT-III**

1. Turn ignition switch ON.
2. Check the voltage between ECM harness connector terminals as per the following.

| ECM | | | Condition | Voltage (V) |
|---|---|---|---|---|
| Connector | + | – | | |
| | Terminal | Terminal | | |
| M107 | 101 (ASCD steering switch signal) | 108 | MAIN switch: Pressed | Approx. 0 |
| | | | CANCEL switch: Pressed | Approx. 1 |
| | | | SET/COAST switch: Pressed | Approx. 2 |
| | | | RESUME/ACCELERATE switch: Pressed | Approx. 3 |
| | | | All ASCD steering switches: Released | Approx. 4 |

Is the inspection result normal?

YES >> GO TO 8.
NO >> GO TO 3.

## 3. CHECK ASCD STEERING SWITCH GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Disconnect combination switch harness connector M303.
4. Check the continuity between combination switch and ECM harness connector.

| Combination switch | ECM | | Continuity |
|---|---|---|---|
| Terminal | Connector | Terminal | |
| 16 | M107 | 108 | Existed |

5. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> GO TO 4.

## 4. DETECT MALFUNCTIONING PART

Check the following.

- Combination switch (spiral cable)
- Harness for open and short between ECM and combination switch

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 5.CHECK ASCD STEERING SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between combination switch and ECM harness connector.

| Combination switch | ECM | | Continuity |
|---|---|---|---|
| Terminal | Connector | Terminal | |
| 13 | M107 | 101 | Existed |

2. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 7.
NO >> GO TO 6.

## 6.DETECT MALFUNCTIONING PART

Check the following.
- Combination switch (spiral cable)
- Harness for open and short between ECM and combination switch

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 7.CHECK ASCD STEERING SWITCH

Refer to EC-433, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 8.
NO >> Replace ASCD steering switch.

## 8.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

## Component Inspection

INFOID:0000000004673369

## 1.CHECK ASCD STEERING SWITCH

1. Turn ignition switch OFF.
2. Disconnect combination switch (spiral cable) harness connector M303.
3. Check resistance between combination switch harness connector terminals under the following conditions.

| Combination switch | | Condition | Resistance (Ω) |
|---|---|---|---|
| Connector | Terminals | | |
| M303 | 13 and 16 | MAIN switch: Pressed | Approx. 0 |
| | | CANCEL switch: Pressed | Approx. 250 |
| | | SET/COAST switch: Pressed | Approx. 660 |
| | | RESUME/ACCELERATE switch: Pressed | Approx. 1,480 |
| | | All ASCD steering switches: Released | Approx. 4,000 |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace ASCD steering switch

# P1564 ICC STEERING SWITCH

## Description

INFOID:0000000004673370

ICC steering switch has variant values of electrical resistance for each button. ECM reads voltage variation of switch, and determines which button is operated.
Refer to CCS-17, "System Description" for the ICC function.

## DTC Logic

INFOID:0000000004673371

### DTC DETECTION LOGIC

**NOTE:**
**If DTC P1564 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to EC-365, "DTC Logic".**

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P1564 | ICC steering switch | • An excessively high voltage signal from the ICC steering switch is sent to ECM.<br>• ECM detects that input signal from the ICC steering switch is out of the specified range.<br>• ECM detects that the ICC steering switch is stuck ON. | • Harness or connectors (The switch circuit is open or shorted.)<br>• ICC steering switch<br>• ECM |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.
1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON and wait at least 10 seconds.
2. Press MAIN switch for at least 10 seconds, then release it and wait at least 10 seconds.
3. Press CANCEL switch for at least 10 seconds, then release it and wait at least 10 seconds.
4. Press RESUME/ACCELERATE switch for at least 10 seconds, then release it and wait at least 10 seconds.
5. Press SET/COAST switch for at least 10 seconds, then release it and wait at least 10 seconds.
6. Press DISTANCE switch for at least 10 seconds, then release it and wait at least 10 seconds.
7. Check DTC.

Is DTC detected?

YES >> Go to EC-434, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673372

#### 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

#### 2.CHECK ICC STEERING SWITCH CIRCUIT

**With CONSULT-III**

1. Turn ignition switch ON.
2. Select “MAIN SW”, “CANCEL SW”, “RESUME/ACC SW”, “SET SW” and “DIST SW” in “DATA MONITOR” mode with CONSULT-III.
3. Check each item indication under the following conditions.

| Monitor item | Condition | | Indication |
|---|---|---|---|
| MAIN SW | MAIN switch | Pressed | ON |
| | | Released | OFF |
| CANCEL SW | CANCEL switch | Pressed | ON |
| | | Released | OFF |
| RESUME/ACC SW | RESUME/ACCEL-ERATE switch | Pressed | ON |
| | | Released | OFF |
| SET SW | SET/COAST switch | Pressed | ON |
| | | Released | OFF |
| DIST SW | DISTANCE switch | Pressed | ON |
| | | Released | OFF |

**Without CONSULT-III**

1. Turn ignition switch ON.
2. Check the voltage between ECM harness connector terminals as per the following.

| ECM | | | Condition | Voltage (V) |
|---|---|---|---|---|
| Connector | + | – | | |
| | Terminal | Terminal | | |
| M107 | 101 (ICC steering switch signal) | 108 | MAIN switch: Pressed | Approx. 0 |
| | | | CANCEL switch: Pressed | Approx. 1.3 |
| | | | DISTANCE switch: Pressed | Approx. 2.2 |
| | | | SET/COAST switch: Pressed | Approx. 3.0 |
| | | | RESUME/ACCELERATE switch: Pressed | Approx. 3.7 |
| | | | All ICC steering switches: Released | Approx. 4.3 |

Is the inspection result normal?

YES >> GO TO 8.
NO >> GO TO 3.

## 3. CHECK ICC STEERING SWITCH GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Disconnect combination switch harness connector M303.
4. Check the continuity between combination switch and ECM harness connector.

| Combination switch | ECM | | Continuity |
|---|---|---|---|
| Terminal | Connector | Terminal | |
| 16 | M107 | 108 | Existed |

5. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> GO TO 4.

## 4. DETECT MALFUNCTIONING PART

Check the following.
- Combination switch (spiral cable)
- Harness for open and short between ECM and combination switch

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 5.CHECK ICC STEERING SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between combination switch and ECM harness connector.

| Combination switch | ECM | | Continuity |
|---|---|---|---|
| Terminal | Connector | Terminal | |
| 13 | M107 | 101 | Existed |

2. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 7.
NO >> GO TO 6.

## 6.DETECT MALFUNCTIONING PART

Check the following.
- Combination switch (spiral cable)
- Harness for open and short between ECM and combination switch

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 7.CHECK ICC STEERING SWITCH

Refer to EC-436, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 8.
NO >> Replace ICC steering switch.

## 8.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# Component Inspection

INFOID:0000000004673373

## 1.CHECK ICC STEERING SWITCH

1. Turn ignition switch OFF.
2. Disconnect combination switch (spiral cable) harness connector M303.
3. Check resistance between combination switch harness connector terminals under the following conditions.

| Combination switch | | Condition | Resistance (Ω) |
|---|---|---|---|
| Connector | Terminals | | |
| M303 | 13 and 16 | MAIN switch: Pressed | Approx. 0 |
| | | CANCEL switch: Pressed | Approx. 310 |
| | | DISTANCE switch: Pressed | Approx. 740 |
| | | SET/COAST switch: Pressed | Approx. 1,400 |
| | | RESUME/ACCELERATE switch: Pressed | Approx. 2,600 |
| | | All ICC steering switches: Released | Approx. 5,500 |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace ICC steering switch

# P1568 ICC FUNCTION

## DTC Logic

INFOID:0000000004673374

### DTC DETECTION LOGIC

**NOTE:**

- **If DTC P1568 is displayed with DTC UXXXX, first perform the trouble diagnosis for DTC UXXXX.**
- **If DTC P1568 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to EC-365, "DTC Logic".**
- **If DTC P1568 is displayed with DTC P0607, first perform the trouble diagnosis for DTC P0607. Refer to EC-367, "DTC Logic".**

| DTC No. | Trouble Diagnosis Name | DTC Detecting Condition | Possible Cause |
|---|---|---|---|
| P1568 | ICC function | ECM detects a difference between signals from ICC sensor integrated unit is out of specified range. | • Harness or connectors (The CAN communication line is open or shorted.)<br>• ICC sensor integrated unit<br>• ECM |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**

**Step 4 may be conducted with the drive wheels lifted in the shop or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Press MAIN switch on ICC steering switch.
3. Drive the vehicle at more than 40 km/h (25 MPH).

   **CAUTION:**

   **Always drive vehicle at a safe speed.**
4. Press SET/COAST switch.
5. Check DTC.

Is DTC detected?

YES >> Go to EC-437, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673375

#### 1.REPLACE ICC SENSOR INTEGRATED UNIT

1. Replace ICC sensor integrated unit.
2. Perform CCS-12, "ACTION TEST : Special Repair Requirement (Vehicle-To-Vehicle Distance Control Mode)".
3. Check DTC of ICC sensor integrated unit. Refer to CCS-37, "Diagnosis Description".

>> INSPECTION END

# P1572 ASCD BRAKE SWITCH

## Description

INFOID:0000000004673376

When the brake pedal is depressed, ASCD brake switch is turned OFF and stop lamp switch is turned ON. ECM detects the state of the brake pedal by those two types of input (ON/OFF signal).
Refer to EC-63, "System Description" for the ASCD function.

## DTC Logic

INFOID:0000000004673377

### DTC DETECTION LOGIC

**NOTE:**

- **If DTC P1572 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to EC-365, "DTC Logic".**
- **This self-diagnosis has the one trip detection logic. When malfunction A is detected, DTC is not stored in ECM memory. And in that case, 1st trip DTC and 1st trip freeze frame data are displayed. 1st trip DTC is erased when ignition switch is turned OFF. And even when malfunction A is detected in two consecutive trips, DTC is not stored in ECM memory.**

| DTC No. | Trouble diagnosis name | DTC detecting condition | | Possible cause |
|---|---|---|---|---|
| P1572 | ASCD brake switch | A) | When the vehicle speed is above 30 km/h (19 MPH), ON signals from the stop lamp switch and the ASCD brake switch are sent to the ECM at the same time. | • Harness or connectors (The stop lamp switch circuit is shorted.)<br>• Harness or connectors (The ASCD brake switch circuit is shorted.)<br>• Stop lamp switch<br>• ASCD brake switch<br>• Incorrect stop lamp switch installation<br>• Incorrect ASCD brake switch installation<br>• ECM |
| | | B) | ASCD brake switch signal is not sent to ECM for extremely long time while the vehicle is being driven. | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**NOTE:**

The procedure for malfunction B is not described. It takes an extremely long time to complete the procedure for malfunction B. By performing the procedure for malfunction A, the condition that causes malfunction B can be detected.

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION A

1. Start engine (VDC switch OFF).
2. Press MAIN switch and make sure that CRUISE lamp illuminates.
3. Drive the vehicle for at least 5 consecutive seconds under the following conditions.

   **CAUTION:**

   **Always drive vehicle at a safe speed.**

   **NOTE:**

   **This procedure may be conducted with the drive wheels lifted in the shop or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle.**

| | |
|---|---|
| Vehicle speed | More than 30 km/h (19 mph) |
| Selector lever | Suitable position |

4. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-439, "Diagnosis Procedure".
NO >> GO TO 3.

## 3. PERFORM DTC CONFIRMATION PROCEDURE

1. Drive the vehicle for at least 5 consecutive seconds under the following conditions.
**CAUTION:**
**Always drive vehicle at a safe speed.**
**NOTE:**
**This procedure may be conducted with the drive wheels lifted in the shop or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle.**

| | |
|---|---|
| Vehicle speed | More than 30 km/h (19 mph) |
| Selector lever | Suitable position |
| Driving location | Depress the brake pedal for more than five seconds so as not to come off from the above-mentioned vehicle speed. |

2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-439, "Diagnosis Procedure".
NO >> INSPECTION END

# Diagnosis Procedure

INFOID:0000000004673378

## 1. CHECK OVERALL FUNCTION-I

**With CONSULT-III**
1. Turn ignition switch ON.
2. Select “BRAKE SW1” in “DATA MONITOR” mode with CONSULT-III.
3. Check “BRAKE SW1” indication under the following conditions.

| Monitor item | Condition | | Indication |
|---|---|---|---|
| BRAKE SW1 | Brake pedal (A/T)<br>Brake pedal or clutch pedal (M/T) | Slightly depressed | OFF |
| | Brake pedal (A/T)<br>Brake pedal and clutch pedal (M/T) | Fully released | ON |

**Without CONSULT-III**
1. Turn ignition switch ON.
2. Check the voltage between ECM harness connector terminals as per the following.

| ECM | | | Condition | | Voltage (V) |
|---|---|---|---|---|---|
| Connector | + | – | | | |
| | Terminal | Terminal | | | |
| M107 | 126<br>(ASCD brake switch signal) | 128 | Brake pedal (A/T)<br>Brake pedal or clutch pedal (M/T) | Slightly depressed | Approx. 0 |
| | | | Brake pedal (A/T)<br>Brake pedal and clutch pedal (M/T) | Fully released | Battery voltage |

Is the inspection result normal?

YES >> GO TO 2.
NO-1 >> A/T models: GO TO 3.
NO-2 >> M/T models: GO TO 8.

## 2. CHECK OVERALL FUNCTION-II

**With CONSULT-III**
Select “BRAKE SW2” and check indication under the following conditions.

| Monitor item | Condition | | Indication |
|---|---|---|---|
| BRAKE SW2 | Brake pedal | Slightly depressed | ON |
| | | Fully released | OFF |

**Without CONSULT-III**

Check the voltage between ECM harness connector terminals as per the following.

| ECM | | | Condition | | Voltage (V) |
|---|---|---|---|---|---|
| Connector | + | – | | | |
| | Terminal | Terminal | | | |
| M107 | 122 (Stop lamp switch signal) | 128 | Brake pedal | Slightly depressed | Battery voltage |
| | | | | Fully released | Approx. 0 |

Is the inspection result normal?

YES >> GO TO 21.
NO >> GO TO 16.

## 3. CHECK ASCD BRAKE SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ASCD brake switch harness connector.
3. Turn ignition switch ON.
4. Check the voltage between ASCD brake switch harness connector and ground.

| ASCD brake switch | | Ground | Voltage |
|---|---|---|---|
| Connector | Terminal | | |
| E109 | 1 | Ground | Battery voltage |

Is the inspection result normal?

YES >> GO TO 5.
NO >> GO TO 4.

## 4. DETECT MALFUNCTIONING PART

Check the following.
- Fuse block (J/B) connector E103
- 10 A fuse (No. 3)
- Harness for open or short between ASCD brake switch and fuse

>> Repair open circuit or short to ground in harness or connectors.

## 5. CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between ASCD brake switch harness connector and ECM harness connector.

| ASCD brake switch | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E109 | 2 | M107 | 126 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 7.
NO >> GO TO 6.

## 6. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E106, M6

• Harness for open or short between ECM and ASCD brake switch

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 7. CHECK ASCD BRAKE SWITCH

Refer to EC-443, "Component Inspection (ASCD Brake Switch)"

Is the inspection result normal?

YES >> GO TO 21.
NO >> Replace ASCD brake switch.

## 8. CHECK ASCD BRAKE SWITCH CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ASCD clutch switch harness connector.
3. Turn ignition switch ON.
4. Check the voltage between ASCD clutch switch harness connector and ground.

| ASCD clutch switch | | Ground | Condition | | Voltage (V) |
|---|---|---|---|---|---|
| Connector | Terminal | | | | |
| E108 | 1 | Ground | Brake pedal | Slightly depressed | Approx. 0 |
| | | | | Fully released | Battery voltage |

Is the inspection result normal?

YES >> GO TO 13.
NO >> GO TO 9.

## 9. CHECK ASCD BRAKE SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ASCD brake switch harness connector.
3. Turn ignition switch ON.
4. Check the voltage between ASCD brake switch harness connector and ground.

| ASCD brake switch | | Ground | Voltage |
|---|---|---|---|
| Connector | Terminal | | |
| E109 | 1 | Ground | Battery voltage |

Is the inspection result normal?

YES >> GO TO 11.
NO >> GO TO 10.

## 10. DETECT MALFUNCTIONING PART

Check the following.
• Fuse block (J/B) connector E103
• 10 A fuse (No. 3)
• Harness for open or short between ASCD brake switch and fuse

>> Repair open circuit or short to ground in harness or connectors.

## 11. CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT-I

1. Turn ignition switch OFF.
2. Check the continuity between ASCD clutch switch harness connector and ASCD brake switch harness connector.

| ASCD clutch switch | | ASCD brake switch | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E108 | 1 | E109 | 2 | Existed |

3. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 12.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 12. CHECK ASCD BRAKE SWITCH

Refer to EC-443, "Component Inspection (ASCD Brake Switch)".

Is the inspection result normal?

YES >> GO TO 21.
NO >> Replace ASCD brake switch.

## 13. CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT-II

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between ASCD clutch switch harness connector and ECM harness connector.

| ASCD clutch switch | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E108 | 2 | M107 | 126 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 15.
NO >> GO TO 14.

## 14. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E106, M6
- Harness for open or short between ECM and ASCD clutch switch

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 15. CHECK ASCD CLUTCH SWITCH

Refer to EC-444, "Component Inspection (ASCD Clutch Switch)".

Is the inspection result normal?

YES >> GO TO 21.
NO >> Replace ASCD clutch switch.

## 16. CHECK STOP LAMP SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect stop lamp switch harness connector.
3. Check the voltage between stop lamp switch harness connector and ground.

| Stop lamp switch | | Ground | Voltage |
|---|---|---|---|
| Connector | Terminal | | |
| E110 | 1 | Ground | Battery voltage |

Is the inspection result normal?

YES >> GO TO 18.
NO >> GO TO 17.

## 17. DETECT MALFUNCTIONING PART

Check the following.
- Fuse block (J/B) connector E103
- 10 A fuse (No. 7)
- Harness for open or short between stop lamp switch and battery

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 18. CHECK STOP LAMP SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check the continuity between stop lamp switch harness connector and ECM harness connector.

| Stop lamp switch | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E110 | 2 | M107 | 122 | Existed |

3. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 20.
NO >> GO TO 19.

## 19. DETECT MALFUNCTIONING PART

Check the following.
- Fuse block (J/B) connectors E103, M2
- Harness for open or short between ECM and stop lamp switch

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 20. CHECK STOP LAMP SWITCH

Refer to EC-444, "Component Inspection (Stop Lamp Switch)"

Is the inspection result normal?

YES >> GO TO 21.
NO >> Replace stop lamp switch.

## 21. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

## Component Inspection (ASCD Brake Switch)

INFOID:0000000004673379

## 1. CHECK ASCD BRAKE SWITCH-I

1. Turn ignition switch OFF.
2. Disconnect ASCD brake switch harness connector.
3. Check the continuity between ASCD brake switch terminals under the following conditions.

| Terminals | Condition | | Continuity |
|---|---|---|---|
| 1 and 2 | Brake pedal | Fully released | Existed |
| | | Slightly depressed | Not existed |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 2.

## 2. CHECK ASCD BRAKE SWITCH-II

1. Adjust ASCD brake switch installation. Refer to BR-7, "Inspection and Adjustment".
2. Check the continuity between ASCD brake switch terminals under the following conditions.

| Terminals | Condition | | Continuity |
|---|---|---|---|
| 1 and 2 | Brake pedal | Fully released | Existed |
| | | Slightly depressed | Not existed |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace ASCD brake switch.

## Component Inspection (ASCD Clutch Switch)

INFOID:0000000004673380

### 1.CHECK ASCD CLUTCH SWITCH-I

1. Turn ignition switch OFF.
2. Disconnect ASCD clutch switch harness connector.
3. Check the continuity between ASCD clutch switch terminals under the following conditions.

| Terminals | Condition | | Continuity |
|---|---|---|---|
| 1 and 2 | Clutch pedal | Fully released | Existed |
| | | Slightly depressed | Not existed |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 2.

### 2.CHECK ASCD CLUTCH SWITCH-II

1. Adjust ASCD clutch switch installation. Refer to CL-8, "Inspection and Adjustment".
2. Check the continuity between ASCD clutch switch terminals under the following conditions.

| Terminals | Condition | | Continuity |
|---|---|---|---|
| 1 and 2 | Clutch pedal | Fully released | Existed |
| | | Slightly depressed | Not existed |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace ASCD clutch switch.

## Component Inspection (Stop Lamp Switch)

INFOID:0000000004673381

### 1.CHECK STOP LAMP SWITCH-I

1. Turn ignition switch OFF.
2. Disconnect stop lamp switch harness connector.
3. Check the continuity between stop lamp switch terminals under the following conditions.

| Terminals | Condition | | Continuity |
|---|---|---|---|
| 1 and 2 | Brake pedal | Fully released | Not existed |
| | | Slightly depressed | Existed |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 2.

### 2.CHECK STOP LAMP SWITCH-II

1. Adjust stop lamp switch installation. Refer to BR-7, "Inspection and Adjustment".
2. Check the continuity between stop lamp switch terminals under the following conditions.

| Terminals | Condition | | Continuity |
|---|---|---|---|
| 1 and 2 | Brake pedal | Fully released | Not existed |
| | | Slightly depressed | Existed |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace stop lamp switch.

# P1572 ICC BRAKE SWITCH

## Description

INFOID:0000000004673382

When the brake pedal is depressed, ICC brake switch is turned OFF and stop lamp switch is turned ON. ECM detects the state of the brake pedal by those two types of input (ON/OFF signal).
Refer to CCS-31, "System Description" for the ICC function.

## DTC Logic

INFOID:0000000004673383

### DTC DETECTION LOGIC

**NOTE:**

- **If DTC P1572 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to EC-365, "DTC Logic".**
- **This self-diagnosis has the one trip detection logic. When malfunction A is detected, DTC is not stored in ECM memory. And in that case, 1st trip DTC and 1st trip freeze frame data are displayed. 1st trip DTC is erased when ignition switch is turned OFF. And even when malfunction A is detected in two consecutive trips, DTC is not stored in ECM memory.**

| DTC No. | Trouble diagnosis name | DTC detecting condition | | Possible cause |
|---|---|---|---|---|
| P1572 | ICC brake switch | A) | ON signals from the stop lamp switch and the ICC brake switch are sent to ECM at the same time. | • Harness or connectors (The stop lamp switch circuit is shorted.)<br>• Harness or connectors (The ICC brake switch circuit is shorted.)<br>• Stop lamp switch<br>• ICC brake switch<br>• ICC brake hold relay<br>• Incorrect stop lamp switch installation<br>• Incorrect ICC brake switch installation<br>• ECM |
| | | B) | ICC brake switch signal is not sent to ECM for extremely long time while the vehicle is being driven | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**NOTE:**
The procedure for malfunction B is not described. It takes an extremely long time to complete the procedure for malfunction B. By performing the procedure for malfunction A, the condition that causes malfunction B can be detected.

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine (VDC switch OFF).
2. Press MAIN switch and make sure that CRUISE lamp illuminates.
3. Drive the vehicle for at least 5 consecutive seconds under the following conditions.

   **CAUTION:**
   **Always drive vehicle at a safe speed.**
   **NOTE:**
   **This procedure may be conducted with the drive wheels lifted in the shop or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle.**

| | |
|---|---|
| Vehicle speed | More than 30 km/h (19 mph) |
| Selector lever | Suitable position |

4. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-446, "Diagnosis Procedure".
NO >> GO TO 3.

## 3. PERFORM DTC CONFIRMATION PROCEDURE

1. Drive the vehicle for at least 5 consecutive seconds under the following conditions.
**CAUTION:**
**Always drive vehicle at a safe speed.**
**NOTE:**
**This procedure may be conducted with the drive wheels lifted in the shop or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle.**

| | |
|---|---|
| Vehicle speed | More than 30 km/h (19 mph) |
| Selector lever | Suitable position |
| Driving location | Depress the brake pedal for more than five seconds so as not to come off from the above-mentioned vehicle speed. |

2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-446, "Diagnosis Procedure".
NO >> INSPECTION END

# Diagnosis Procedure

INFOID:0000000004673384

## 1. CHECK OVERALL FUNCTION-I

**With CONSULT-III**
1. Turn ignition switch ON.
2. Select “BRAKE SW1” in “DATA MONITOR” mode with CONSULT-III.
3. Check “BRAKE SW1” indication under the following conditions.

| Monitor item | Condition | | Indication |
|---|---|---|---|
| BRAKE SW1 | Brake pedal (A/T)<br>Brake pedal or clutch pedal (M/T) | Slightly depressed | OFF |
| | Brake pedal (A/T)<br>Brake pedal and clutch pedal (M/T) | Fully released | ON |

**Without CONSULT-III**
1. Turn ignition switch ON.
2. Check the voltage between ECM harness connector and ground.

| ECM | | | Condition | | Voltage (V) |
|---|---|---|---|---|---|
| Connector | + | – | | | |
| | Terminal | Terminal | | | |
| M107 | 126<br>(ICC brake switch signal) | 128 | Brake pedal (A/T)<br>Brake pedal or clutch pedal (M/T) | Slightly depressed | Approx. 0 |
| | | | Brake pedal (A/T)<br>Brake pedal and clutch pedal (M/T) | Fully released | Battery voltage |

Is the inspection result normal?

YES >> GO TO 2.
NO-1 >> A/T models: GO TO 3.
NO-2 >> M/T models: GO TO 8.

## 2. CHECK OVERALL FUNCTION-II

**With CONSULT-III**
Select “BRAKE SW2” and check indication under the following conditions.

| Monitor item | Condition | | Indication |
|---|---|---|---|
| BRAKE SW2 | Brake pedal | Slightly depressed | ON |
| | | Fully released | OFF |

**Without CONSULT-III**

Check the voltage between ECM harness connector terminals as per the following.

| ECM | | | Condition | | Voltage (V) |
|---|---|---|---|---|---|
| Connector | + | – | | | |
| | Terminal | Terminal | | | |
| M107 | 122 (Stop lamp switch signal) | 128 | Brake pedal | Slightly depressed | Battery voltage |
| | | | | Fully released | Approx. 0 |

Is the inspection result normal?

YES >> GO TO 22.
NO >> GO TO 16.

## 3. CHECK ICC BRAKE SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ICC brake switch harness connector.
3. Turn ignition switch ON.
4. Check the voltage between ICC brake switch harness connector and ground.

| ICC brake switch | | Ground | Voltage |
|---|---|---|---|
| Connector | Terminal | | |
| E114 | 1 | Ground | Battery voltage |

Is the inspection result normal?

YES >> GO TO 5.
NO >> GO TO 4.

## 4. DETECT MALFUNCTIONING PART

Check the following.
- Fuse block (J/B) connector E103
- 10 A fuse (No. 3)
- Harness for open or short between ICC brake switch and fuse

>> Repair open circuit or short to ground in harness or connectors.

## 5. CHECK ICC BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between ICC brake switch harness connector and ECM harness connector.

| ICC brake switch | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E114 | 2 | M107 | 126 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 7.
NO >> GO TO 6.

## 6. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E106, M6
- Harness for open or short between ICC brake switch and ECM

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 7. CHECK ICC BRAKE SWITCH

Refer to EC-450, "Component Inspection (ICC Brake Switch)".

Is the inspection result normal?

YES >> GO TO 22.
NO >> Replace ICC brake switch.

## 8. CHECK ICC BRAKE SWITCH CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ICC clutch switch harness connector.
3. Turn ignition switch ON.
4. Check the voltage between ICC clutch switch harness connector and ground.

| ICC clutch switch | | Ground | Condition | | Voltage (V) |
|---|---|---|---|---|---|
| Connector | Terminal | | | | |
| E113 | 1 | Ground | Brake pedal | Slightly depressed | Approx. 0 |
| | | | | Fully released | Battery voltage |

Is the inspection result normal?

YES >> GO TO 13.
NO >> GO TO 9.

## 9. CHECK ICC BRAKE SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ICC brake switch harness connector.
3. Turn ignition switch ON.
4. Check the voltage between ICC brake switch harness connector and ground.

| ICC brake switch | | Ground | Voltage |
|---|---|---|---|
| Connector | Terminal | | |
| E114 | 1 | Ground | Battery voltage |

Is the inspection result normal?

YES >> GO TO 11.
NO >> GO TO 10.

## 10. DETECT MALFUNCTIONING PART

Check the following.
- Fuse block (J/B) connector E103
- 10 A fuse (No. 3)
- Harness for open or short between ICC brake switch and fuse

>> Repair open circuit or short to ground in harness or connectors.

## 11. CHECK ICC BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT-I

1. Turn ignition switch OFF.
2. Check the continuity between ICC clutch switch harness connector and ICC brake switch harness connector.

| ICC clutch switch | | ICC brake switch | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E113 | 1 | E114 | 2 | Existed |

3. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 12.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 12. CHECK ICC BRAKE SWITCH

Refer to EC-450, "Component Inspection (ICC Brake Switch)".

Is the inspection result normal?

YES >> GO TO 22.
NO >> Replace ICC brake switch.

## 13. CHECK ICC BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT-II

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between ICC clutch switch harness connector and ECM harness connector.

| ICC clutch switch | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E114 | 1 | M107 | 126 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 15.
NO >> GO TO 14.

## 14. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E106, M6
- Harness for open or short between ICC clutch switch and ECM

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 15. CHECK ICC CLUTCH SWITCH

Refer to EC-451, "Component Inspection (ICC Clutch Switch)".

Is the inspection result normal?

YES >> GO TO 22.
NO >> Replace ICC clutch switch.

## 16. CHECK STOP LAMP SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect stop lamp switch harness connector.
3. Disconnect ICC brake hold relay harness connector.
4. Check the voltage between stop lamp switch harness connector and ground.

| Stop lamp switch | | Ground | Voltage |
|---|---|---|---|
| Connector | Terminal | | |
| E110 | 1 | Ground | Battery voltage |

5. Check the voltage between ICC brake hold relay harness connector and ground.

| ICC brake hold relay | | Ground | Voltage |
|---|---|---|---|
| Connector | Terminal | | |
| E51 | 3 | Ground | Battery voltage |

Is the inspection result normal?

YES >> GO TO 18.
NO >> GO TO 17.

## 17.DETECT MALFUNCTIONING PART

Check the following.
- Fuse block (J/B) connector E103
- 10 A fuse (No. 7)
- Harness for open or short between battery and stop lamp switch
- Harness for open or short between battery and ICC brake hold relay

>> Repair open circuit or short to ground in harness or connectors.

## 18.CHECK STOP LAMP SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check the continuity between stop lamp switch harness connector and ECM harness connector.

| Stop lamp switch | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E110 | 2 | M107 | 122 | Existed |

3. Check the continuity between ICC brake hold relay harness connector and ECM harness connector.

| ICC brake hold relay | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E51 | 5 | M107 | 122 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 20.
NO >> GO TO 19.

## 19.DETECT MALFUNCTIONING PART

Check the following.
- Fuse block (J/B) connector E103, M2
- Harness for open or short between ECM and stop lamp switch
- Harness for open or short between ECM and ICC brake hold relay

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 20.CHECK STOP LAMP SWITCH

Refer to EC-451, "Component Inspection (Stop Lamp Switch)".

Is the inspection result normal?

YES >> GO TO 21.
NO >> Replace stop lamp switch.

## 21.CHECK ICC BRAKE HOLD RELAY

Refer to EC-452, "Component Inspection (ICC Brake Hold Relay)".

Is the inspection result normal?

YES >> GO TO 22.
NO >> Replace ICC brake hold relay.

## 22.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

## Component Inspection (ICC Brake Switch)

INFOID:0000000004673385

## 1.CHECK ICC BRAKE SWITCH-I

1. Turn ignition switch OFF.
2. Disconnect ICC brake switch harness connector.
3. Check the continuity between ICC brake switch terminals under the following conditions.

| Terminals | Condition | | Continuity |
|---|---|---|---|
| 1 and 2 | Brake pedal | Fully released | Existed |
| | | Slightly depressed | Not existed |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 2.

## 2.CHECK ICC BRAKE SWITCH-II

1. Adjust ICC brake switch installation. Refer to BR-7, "Inspection and Adjustment".
2. Check the continuity between ICC brake switch terminals under the following conditions.

| Terminals | Condition | | Continuity |
|---|---|---|---|
| 1 and 2 | Brake pedal | Fully released | Existed |
| | | Slightly depressed | Not existed |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace ICC brake switch.

# Component Inspection (ICC Clutch Switch)

INFOID:0000000004673386

## 1.CHECK ICC CLUTCH SWITCH-I

1. Turn ignition switch OFF.
2. Disconnect ICC clutch switch harness connector.
3. Check the continuity between ICC clutch switch terminals under the following conditions.

| Terminals | Condition | | Continuity |
|---|---|---|---|
| 1 and 2 | Clutch pedal | Fully released | Existed |
| | | Slightly depressed | Not existed |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 2.

## 2.CHECK ICC CLUTCH SWITCH-II

1. Adjust ICC clutch switch installation. Refer to CL-5, "Inspection and Adjustment".
2. Check the continuity between ICC clutch switch terminals under the following conditions.

| Terminals | Condition | | Continuity |
|---|---|---|---|
| 1 and 2 | Clutch pedal | Fully released | Existed |
| | | Slightly depressed | Not existed |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace ICC clutch switch.

# Component Inspection (Stop Lamp Switch)

INFOID:0000000004673387

## 1.CHECK STOP LAMP SWITCH-I

1. Turn ignition switch OFF.
2. Disconnect stop lamp switch harness connector.
3. Check the continuity between stop lamp switch terminals under the following conditions.

| Terminals | Condition | | Continuity |
|---|---|---|---|
| 1 and 2 | Brake pedal | Fully released | Not existed |
| | | Slightly depressed | Existed |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 2.

## 2.CHECK STOP LAMP SWITCH-II

1. Adjust stop lamp switch installation. Refer to BR-7, "Inspection and Adjustment".
2. Check the continuity between stop lamp switch terminals under the following conditions.

| Terminals | Condition | | Continuity |
|---|---|---|---|
| 1 and 2 | Brake pedal | Fully released | Not existed |
| | | Slightly depressed | Existed |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace stop lamp switch.

# Component Inspection (ICC Brake Hold Relay)

INFOID:0000000004673388

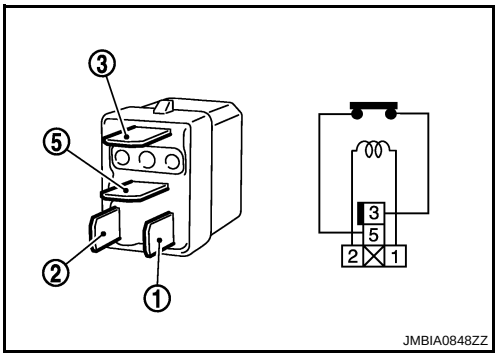
## 1.CHECK ICC BRAKE HOLD RELAY

1. Turn ignition switch OFF.
2. Remove ICC brake hold relay.
3. Check the continuity between ICC brake hold relay terminals under the following conditions.

| Terminals | Condition | Continuity |
|---|---|---|
| 3 and 5 | 12V direct current supply between terminals 1 and 2 | Existed |
| | No current supply | Not existed |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace ICC brake hold relay



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# P1574 ASCD VEHICLE SPEED SENSOR

## Description

INFOID:0000000004673389

The ECM receives two vehicle speed signals via CAN communication line. One is sent from “unified meter and A/C amp.”, and the other is from TCM (Transmission control module). The ECM uses these signals for ASCD control. Refer to EC-63, "System Description" for ASCD functions.

## DTC Logic

INFOID:0000000004673390

### DTC DETECTION LOGIC

**NOTE:**

- **If DTC P1574 is displayed with DTC UXXXX, first perform the trouble diagnosis for DTC UXXXX.**
- **If DTC P1574 is displayed with DTC P0500, first perform the trouble diagnosis for DTC P0500. Refer to EC-346, "DTC Logic".**
- **If DTC P1574 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to EC-365, "DTC Logic".**
- **If DTC P1574 is displayed with DTC P0607, first perform the trouble diagnosis for DTC P0607. Refer to EC-367, "DTC Logic".**

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P1574 | ASCD vehicle speed sensor | The difference between the two vehicle speed signals is out of the specified range. | • Harness or connectors (The CAN communication line is open or shorted.)<br>• Unified meter and A/C amp.<br>• ABS actuator and electric unit (control unit)<br>• Wheel sensor<br>• TCM<br>• ECM |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine (VDC switch OFF).
2. Drive the vehicle at more than 40 km/h (25 MPH).
   **CAUTION:**
   **Always drive vehicle at a safe speed.**
   **NOTE:**
   **This procedure may be conducted with the drive wheels lifted in the shop or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle.**
3. Check DTC.

Is DTC detected?

YES >> Go to EC-453, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673391

#### 1.CHECK DTC WITH TCM

Check DTC with TCM. Refer to TM-165, "Diagnosis Description".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Perform trouble shooting relevant to DTC indicated.

2.CHECK DTC WITH “ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)”

Refer to BRC-26, "CONSULT-III Function".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace.

3.CHECK DTC WITH “UNIFIED METER AND A/C AMP.”

Refer to MWI-38, "CONSULT-III Function (METER/M&A)".

>> INSPECTION END

# P1574 ICC VEHICLE SPEED SENSOR

## Description

INFOID:0000000004673392

The ECM receives two vehicle speed signals via the CAN communication line. One is sent from “unified meter and A/C amp.”, and the other is from TCM (Transmission control module). The ECM uses these signals for ICC control. Refer to CCS-17, "System Description" for ICC functions.

## DTC Logic

INFOID:0000000004673393

### DTC DETECTION LOGIC

**NOTE:**

- **If DTC P1574 is displayed with DTC UXXXX, first perform the trouble diagnosis for DTC UXXXX.**
- **If DTC P1574 is displayed with DTC P0500, first perform the trouble diagnosis for DTC P0500. Refer to EC-346, "DTC Logic".**
- **If DTC P1574 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to EC-365, "DTC Logic".**
- **If DTC P1574 is displayed with DTC P0607, first perform the trouble diagnosis for DTC P0607. Refer to EC-367, "DTC Logic".**

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P1574 | ICC vehicle speed sensor | The difference between the two vehicle speed signals is out of the specified range. | • Harness or connectors (The CAN communication line is open or shorted.)<br>• Unified meter and A/C amp.<br>• ABS actuator and electric unit (control unit)<br>• Wheel sensor<br>• TCM<br>• ECM |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine (VDC switch OFF).
2. Drive the vehicle at more than 40 km/h (25 MPH).
   **CAUTION:**
   **Always drive vehicle at a safe speed.**
   **NOTE:**
   **This procedure may be conducted with the drive wheels lifted in the shop or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle.**
3. Check DTC.

Is DTC detected?

YES >> Go to EC-455, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673394

#### 1.CHECK DTC WITH TCM

Check DTC with TCM. Refer to TM-165, "Diagnosis Description".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Perform trouble shooting relevant to DTC indicated.

2.CHECK DTC WITH “ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)”

Refer to BRC-26, "CONSULT-III Function".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace.

3.CHECK DTC WITH “UNIFIED METER AND A/C AMP.”

Check combination meter function.
Refer to MWI-38, "CONSULT-III Function (METER/M&A)".

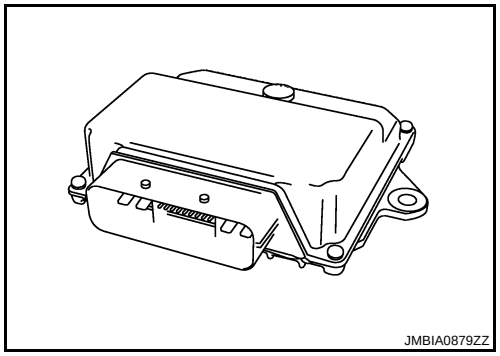
>> INSPECTION END

# P1606 VVEL CONTROL MODULE

## Description

INFOID:0000000004673395

The VVEL control module consists of a microcomputer and connectors for signal input and output and for power supply. The VVEL control module controls VVEL system.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## DTC Logic

INFOID:0000000004673396

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P1606 | VVEL control module | • VVEL control module calculation function is malfunctioning.<br>• VVEL EEP-ROM system is malfunctioning. | • VVEL control module |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**Before performing the following procedure, confirm that battery voltage is more than 10 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON and wait at least 1 second.
2. Check DTC.

Is DTC detected?

YES >> Go to EC-457, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673397

#### 1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
   See EC-457, "DTC Logic".

Is the DTC P1606 displayed again?

YES >> GO TO 2.
NO >> INSPECTION END

#### 2.REPLACE VVEL CONTROL MODULE

1. Replace VVEL control module.

2. Go to EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (VVEL CONTROL MODULE) : Special Repair Requirement".

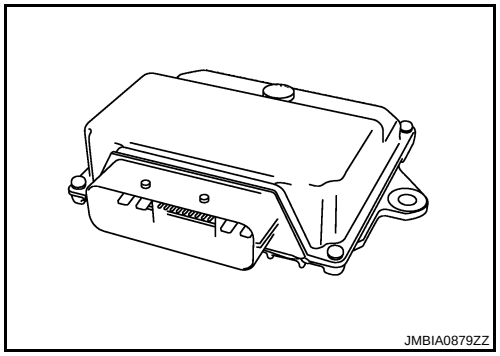
>> INSPECTION END

# P1607 VVEL CONTROL MODULE

## Description

INFOID:0000000004673398

The VVEL control module consists of a microcomputer and connectors for signal input and output and for power supply. The VVEL control module controls VVEL system.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## DTC Logic

INFOID:0000000004673399

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P1607 | VVEL control module circuit | • The internal circuit of the VVEL control module is malfunctioning. | • VVEL control module |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**Before performing the following procedure, confirm that battery voltage is more than 10 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and let it idle for at least 1 second.
2. Check DTC.

Is DTC detected?

YES >> Go to EC-459, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673400

#### 1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
   See EC-459, "DTC Logic".

Is the DTC P1607 displayed again?

YES >> GO TO 2.
NO >> INSPECTION END

#### 2.REPLACE VVEL CONTROL MODULE

1. Replace VVEL control module.

2. Go to EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (VVEL CONTROL MODULE) : Special Repair Requirement".

>> INSPECTION END

# P1608 VVEL SENSOR POWER SUPPLY

## DTC Logic

INFOID:0000000004673401

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P1608 | VVEL sensor power supply circuit | VVEL control module detects a voltage of power source for sensor is excessively low or high. | • Harness or connectors (VVEL control shaft position sensor power supply circuit is open or shorted.)<br>• VVEL control shaft position sensor<br>• VVEL control module |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**Before performing the following procedure, confirm that battery voltage is more than 10 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON and wait at least 1 second.
2. Check DTC.

Is DTC detected?

YES >> Go to EC-461, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673402

#### 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

#### 2.CHECK VVEL CONTROL SHAFT POSITION SENSOR POWER SUPPLY CIRCUIT

1. Disconnect VVEL control shaft position sensor harness connector.
2. Turn ignition switch ON.
3. Check the voltage between VVEL control shaft position sensor harness connector and ground.

| VVEL control shaft position sensor | | | Ground | Voltage (V) |
|---|---|---|---|---|
| Bank | Connector | Terminal | | |
| 1 | F46 | 3 | Ground | Approx. 5 |
| | | 6 | | |
| 2 | F47 | 3 | | |
| | | 6 | | |

Is the inspection result normal?

YES >> GO TO 7.
NO >> GO TO 3.

## 3.CHECK VVEL CONTROL SHAFT POSITION SENSOR POWER SUPPLY CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect VVEL control module harness connector.
3. Check the continuity between VVEL control shaft position sensor harness connector and VVEL control module harness connector.

| VVEL control shaft position sensor | | | VVEL control module | | Continuity |
|---|---|---|---|---|---|
| Bank | Connector | Terminal | Connector | Terminal | |
| 1 | F46 | 3 | E15 | 9 | Existed |
| | | 6 | | 22 | |
| 2 | F47 | 3 | | 7 | |
| | | 6 | | 20 | |

4. Also check harness for short to ground and power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> GO TO 4.

## 4.DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- Harness for open or short between VVEL control shaft position sensor and VVEL control module

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 5.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair or replace.

## 6.REPLACE VVEL CONTROL MODULE

1. Replace VVEL control module.
2. Go to EC-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT (VVEL CONTROL MODULE) : Special Repair Requirement".

>> INSPECTION END

## 7.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

Is the inspection result normal?

YES >> GO TO 8.
NO >> Repair or replace.

## 8.REPLACE VVEL ACTUATOR SUB ASSEMBLY

1. Replace VVEL actuator sub assembly.
2. Go to EC-462, "Special Repair Requirement".

>> INSPECTION END

## Special Repair Requirement

INFOID:0000000004673403

## 1.PERFORM VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

Refer to EC-21, "VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT : Special Repair Requirement".

>> GO TO 2.

## 2. PERFORM IDLE AIR VOLUME LEARNING

Refer to EC-19, "IDLE AIR VOLUME LEARNING : Special Repair Requirement".

>> END

# P1805 BRAKE SWITCH

## Description

INFOID:0000000004673404

Brake switch signal is applied to the ECM through the stop lamp switch when the brake pedal is depressed. This signal is used mainly to decrease the engine speed when the vehicle is being driven.

## DTC Logic

INFOID:0000000004673405

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P1805 | Brake switch | A brake switch signal is not sent to ECM for extremely long time while the vehicle is being driven. | • Harness or connectors (Stop lamp switch circuit is open or shorted.)<br>• Stop lamp switch |

### DTC CONFIRMATION PROCEDURE

#### 1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Fully depress the brake pedal for at least 5 seconds.
3. Erase the DTC.
4. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-464, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673406

#### 1.CHECK STOP LAMP SWITCH CIRCUIT

1. Turn ignition switch OFF.
2. Check the stop lamp when depressing and releasing the brake pedal.

| Brake pedal | Stop lamp |
|---|---|
| Fully released | Not illuminated |
| Slightly depressed | Illuminated |

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 2.

#### 2.CHECK STOP LAMP SWITCH POWER SUPPLY CIRCUIT

1. Disconnect stop lamp switch harness connector.
2. Check the voltage between stop lamp switch harness connector and ground.

| Stop lamp switch | | Ground | Voltage |
|---|---|---|---|
| Connector | Terminal | | |
| E110 | 1 | Ground | Battery voltage |

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 3.

#### 3.DETECT MALFUNCTIONING PART

Check the following.
- Fuse block (J/B) connector E103
- 10 A fuse (No. 7)

• Harness for open or short between stop lamp switch and battery

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 4. CHECK STOP LAMP SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect stop lamp switch harness connector.
2. Disconnect ECM harness connector.
3. Check the continuity between stop lamp switch harness connector and ECM harness connector.

| Stop lamp switch | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E110 | 2 | M107 | 122 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 6.
NO >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check the following.
• Fuse block (J/B) connector E103, M2
• Harness for open or short between ECM and stop lamp switch

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 6. CHECK STOP LAMP SWITCH

Refer to EC-465, "Component Inspection (Stop Lamp Switch)".

Is the inspection result normal?

YES >> GO TO 7.
NO >> Replace stop lamp switch.

## 7. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# Component Inspection (Stop Lamp Switch)

INFOID:0000000004673407

## 1. CHECK STOP LAMP SWITCH-I

1. Turn ignition switch OFF.
2. Disconnect stop lamp switch harness connector.
3. Check the continuity between stop lamp switch terminals under the following conditions.

| Terminals | Condition | | Continuity |
|---|---|---|---|
| 1 and 2 | Brake pedal | Fully released | Not existed |
| | | Slightly depressed | Existed |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 2.

## 2. CHECK STOP LAMP SWITCH-II

1. Adjust stop lamp switch installation. Refer to BR-7, "Inspection and Adjustment".
2. Check the continuity between stop lamp switch terminals under the following conditions.

| Terminals | Condition | | Continuity |
|---|---|---|---|
| 1 and 2 | Brake pedal | Fully released | Not existed |
| | | Slightly depressed | Existed |

Is the inspection result normal?

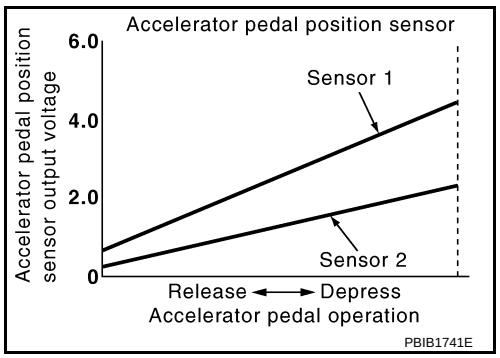
YES >> INSPECTION END
NO >> Replace stop lamp switch.

# P2122, P2123 APP SENSOR

## Description

INFOID:0000000004673408

The accelerator pedal position sensor is installed on the upper end of the accelerator pedal assembly. The sensor detects the accelerator position and sends a signal to the ECM.
Accelerator pedal position sensor has two sensors. These sensors are a kind of potentiometer which transform the accelerator pedal position into output voltage, and emit the voltage signal to the ECM. The ECM judges the current opening angle of the accelerator pedal from these signals and controls the throttle control motor based on these signals.
Idle position of the accelerator pedal is determined by the ECM receiving the signal from the accelerator pedal position sensor. The ECM uses this signal for engine operations such as fuel cut.




## DTC Logic

INFOID:0000000004673409

### DTC DETECTION LOGIC

**NOTE:**
**If DTC P2122 or P2123 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643. Refer to EC-368, "DTC Logic".**

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P2122 | Accelerator pedal position sensor 1 circuit low input | An excessively low voltage from the APP sensor 1 is sent to ECM. | • Harness or connectors (APP sensor 1 circuit is open or shorted.)<br>• Accelerator pedal position sensor (APP sensor 1) |
| P2123 | Accelerator pedal position sensor 1 circuit high input | An excessively high voltage from the APP sensor 1 is sent to ECM. | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.
1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**Before performing the following procedure, confirm that battery voltage is more than 10 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and let it idle for 1 second.
2. Check DTC.

Is DTC detected?

YES >> Go to EC-467, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673410

#### 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

## 2.CHECK APP SENSOR 1 POWER SUPPLY CIRCUIT

1. Disconnect accelerator pedal position (APP) sensor harness connector.
2. Turn ignition switch ON.
3. Check the voltage between APP sensor harness connector and ground.

| APP sensor | | Ground | Voltage (V) |
|---|---|---|---|
| Connector | Terminal | | |
| E112 | 5 | Ground | Approx. 5 |

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 3.

## 3.DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors M6, E106
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 4.CHECK APP SENSOR 1 GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between APP sensor harness connector and ECM harness connector.

| APP sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E112 | 4 | M107 | 100 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 6.
NO >> GO TO 5.

## 5.DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors M6, E106
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 6.CHECK APP SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between APP sensor harness connector and ECM harness connector.

| APP sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E112 | 3 | M107 | 97 | Existed |

2. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 8.
NO >> GO TO 7.

## 7.DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors M6, E106
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 8. CHECK APP SENSOR

Refer to EC-469, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 10.
NO >> GO TO 9.

## 9. REPLACE ACCELERATOR PEDAL ASSEMBLY

1. Replace accelerator pedal assembly.
2. Go to EC-469, "Special Repair Requirement".

>> INSPECTION END

## 10. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# Component Inspection

INFOID:0000000004673411

## 1. CHECK ACCELERATOR PEDAL POSITION SENSOR

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Turn ignition switch ON.
4. Check the voltage ECM harness connector terminals as per the following.

| ECM | | | Condition | | Voltage (V) |
|---|---|---|---|---|---|
| Connector | + | – | | | |
| | Terminal | Terminal | | | |
| M107 | 97 (APP sensor 1) | 100 | Accelerator pedal | Fully released | 0.45 - 1.0 |
| | | | | Fully depressed | 4.2 - 4.8 |
| | 98 (APP sensor 2) | 104 | | Fully released | 0.22 - 0.50 |
| | | | | Fully depressed | 2.1 - 2.5 |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 2.

## 2. REPLACE ACCELERATOR PEDAL ASSEMBLY

1. Replace accelerator pedal assembly.
2. Go to EC-469, "Special Repair Requirement".

>> INSPECTION END

# Special Repair Requirement

INFOID:0000000004673412

## 1. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

Refer to EC-18, "ACCELERATOR PEDAL RELEASED POSITION LEARNING : Special Repair Requirement".

>> GO TO 2.

2.PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to EC-18, "THROTTLE VALVE CLOSED POSITION LEARNING : Special Repair Requirement".

>> GO TO 3.

3.PERFORM IDLE AIR VOLUME LEARNING

Refer to EC-19, "IDLE AIR VOLUME LEARNING : Special Repair Requirement".

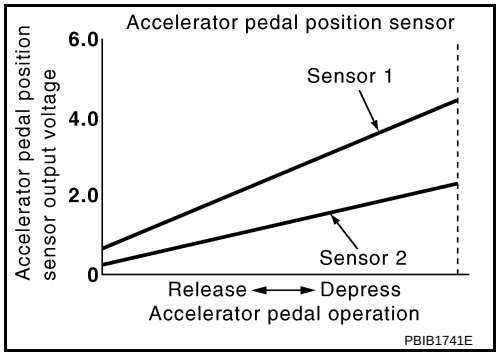
>> END

# P2127, P2128 APP SENSOR

## Description

INFOID:0000000004704290

The accelerator pedal position sensor is installed on the upper end of the accelerator pedal assembly. The sensor detects the accelerator position and sends a signal to the ECM.
Accelerator pedal position sensor has two sensors. These sensors are a kind of potentiometer which transform the accelerator pedal position into output voltage, and emit the voltage signal to the ECM. The ECM judges the current opening angle of the accelerator pedal from these signals and controls the throttle control motor based on these signals.
Idle position of the accelerator pedal is determined by the ECM receiving the signal from the accelerator pedal position sensor. The ECM uses this signal for engine operations such as fuel cut.




## DTC Logic

INFOID:0000000004673414

### DTC DETECTION LOGIC

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P2127 | Accelerator pedal position sensor 2 circuit low input | An excessively low voltage from the APP sensor 2 is sent to ECM. | • Harness or connectors<br>(APP sensor 2 circuit is open or shorted.)<br>[CKP sensor (POS) circuit is shorted.]<br>(EVAP control system pressure sensor circuit is shorted.)<br>(Refrigerant pressure sensor circuit is shorted.)<br>• Accelerator pedal position sensor (APP sensor 2)<br>(Brake booster pressure sensor circuit is shorted)<br>• Crankshaft position sensor (POS)<br>• EVAP control system pressure sensor<br>• Refrigerant pressure sensor<br>• Brake booster pressure sensor |
| P2128 | Accelerator pedal position sensor 2 circuit high input | An excessively high voltage from the APP sensor 2 is sent to ECM. | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.
1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**Before performing the following procedure, confirm that battery voltage is more than 10 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and let it idle for 1 second.
2. Check DTC.

Is DTC detected?

YES >> Go to EC-472, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673415

### 1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

### 2. CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-I

1. Disconnect accelerator pedal position (APP) sensor harness connector.
2. Turn ignition switch ON.
3. Check the voltage between APP sensor harness connector and ground.

| APP sensor | | Ground | Voltage (V) |
|---|---|---|---|
| Connector | Terminal | | |
| E112 | 6 | Ground | Approx. 5 |

Is the inspection result normal?

YES >> GO TO 7.
NO >> GO TO 3.

### 3. CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-II

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between APP sensor harness connector and ECM harness connector.

| APP sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E112 | 6 | M107 | 103 | Existed |

Is the inspection result normal?

YES >> GO TO 5.
NO >> GO TO 4.

### 4. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors M6, E106
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit.

### 5. CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-III

Check harness for short to power and short to ground, between the following terminals.

| ECM | | Sensor | | |
|---|---|---|---|---|
| Connector | Terminal | Name | Connector | Terminal |
| F101 | 45 | Brake booster pressure sensor | E48 | 1 |
| | 46 | CKP sensor (POS) | F2 | 1 |
| M107 | 103 | APP sensor | E112 | 6 |
| | 107 | EVAP control system pressure sensor | B30 | 3 |
| | | Refrigerant pressure sensor | E77 | 3 |

Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair short to ground or short to power in harness or connectors.

## 6. CHECK COMPONENTS

Check the following.
- Crankshaft position sensor (POS) (Refer to EC-276, "Component Inspection".)
- Brake booster pressure sensor (Refer to EC-361, "Component Inspection".)
- EVAP control system pressure sensor (Refer to EC-315, "Component Inspection".)
- Refrigerant pressure sensor (Refer to HAC-72, "Diagnosis Procedure".)

Is the inspection result normal?

YES >> GO TO 13.
NO >> Replace malfunctioning component.

## 7. CHECK APP SENSOR 2 GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between APP sensor harness connector and ECM harness connector.

| APP sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E112 | 2 | M107 | 104 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 9.
NO >> GO TO 8.

## 8. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors M6, E106
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 9. CHECK APP SENSOR 2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between APP sensor harness connector and ECM harness connector.

| APP sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E112 | 1 | M107 | 98 | Existed |

2. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 11.
NO >> GO TO 10.

## 10. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors M6, E106
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 11. CHECK APP SENSOR

Refer to EC-469, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 13.
NO >> GO TO 12.

## 12.REPLACE ACCELERATOR PEDAL ASSEMBLY

1. Replace accelerator pedal assembly.
2. Go to EC-474, "Special Repair Requirement".

>> INSPECTION END

## 13.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# Component Inspection

INFOID:0000000004673416

## 1.CHECK ACCELERATOR PEDAL POSITION SENSOR

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Turn ignition switch ON.
4. Check the voltage ECM harness connector terminals as per the following.

| ECM | | | Condition | | Voltage (V) |
|---|---|---|---|---|---|
| Connector | + | – | | | |
| | Terminal | Terminal | | | |
| M107 | 97 (APP sensor 1) | 100 | Accelerator pedal | Fully released | 0.45 - 1.0 |
| | | | | Fully depressed | 4.2 - 4.8 |
| | 98 (APP sensor 2) | 104 | | Fully released | 0.22 - 0.50 |
| | | | | Fully depressed | 2.1 - 2.5 |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 2.

## 2.REPLACE ACCELERATOR PEDAL ASSEMBLY

1. Replace accelerator pedal assembly.
2. Go to EC-469, "Special Repair Requirement".

>> INSPECTION END

# Special Repair Requirement

INFOID:0000000004673417

## 1.PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

Refer to EC-18, "ACCELERATOR PEDAL RELEASED POSITION LEARNING : Special Repair Requirement".

>> GO TO 2.

## 2.PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to EC-18, "THROTTLE VALVE CLOSED POSITION LEARNING : Special Repair Requirement".

>> GO TO 3.

## 3.PERFORM IDLE AIR VOLUME LEARNING

Refer to EC-19, "IDLE AIR VOLUME LEARNING : Special Repair Requirement".

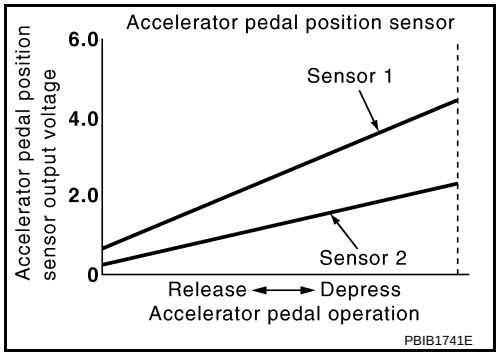
>> END

# P2138 APP SENSOR

## Description

INFOID:0000000004704291

The accelerator pedal position sensor is installed on the upper end of the accelerator pedal assembly. The sensor detects the accelerator position and sends a signal to the ECM.
Accelerator pedal position sensor has two sensors. These sensors are a kind of potentiometer which transform the accelerator pedal position into output voltage, and emit the voltage signal to the ECM. The ECM judges the current opening angle of the accelerator pedal from these signals and controls the throttle control motor based on these signals.
Idle position of the accelerator pedal is determined by the ECM receiving the signal from the accelerator pedal position sensor. The ECM uses this signal for engine operations such as fuel cut.




## DTC Logic

INFOID:0000000004673419

### DTC DETECTION LOGIC

**NOTE:**
**If DTC P2138 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643. Refer to EC-368, "DTC Logic".**

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible cause |
|---|---|---|---|
| P2138 | Accelerator pedal position sensor circuit range/ performance | Rationally incorrect voltage is sent to ECM compared with the signals from APP sensor 1 and APP sensor 2. | • Harness or connectors (APP sensor 2 circuit is open or shorted.) [CKP sensor (POS) circuit is shorted.] (EVAP control system pressure sensor circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.)<br>• Accelerator pedal position sensor (APP sensor 2) (Brake booster pressure sensor circuit is shorted)<br>• Crankshaft position sensor (POS)<br>• EVAP control system pressure sensor<br>• Brake booster pressure sensor<br>• Refrigerant pressure sensor |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.
1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**
**Before performing the following procedure, confirm that battery voltage is more than 10 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and let it idle for 1 second.
2. Check DTC.

Is DTC detected?

YES >> Go to EC-476, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673420

### 1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

### 2. CHECK APP SENSOR 1 POWER SUPPLY CIRCUIT

1. Disconnect accelerator pedal position (APP) sensor harness connector.
2. Turn ignition switch ON.
3. Check the voltage between APP sensor harness connector and ground.

| APP sensor | | Ground | Voltage (V) |
|---|---|---|---|
| Connector | Terminal | | |
| E112 | 5 | Ground | Approx. 5 |

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 3.

### 3. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors M6, E106
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit, short to ground or short to power in harness or connectors.

### 4. CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-I

1. Turn ignition switch ON.
2. Check the voltage between APP sensor harness connector and ground.

| APP sensor | | Ground | Voltage (V) |
|---|---|---|---|
| Connector | Terminal | | |
| E112 | 6 | Ground | Approx. 5 |

Is the inspection result normal?

YES >> GO TO 9.
NO >> GO TO 5.

### 5. CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-II

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between APP sensor harness connector and ECM harness connector.

| APP sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E112 | 6 | M107 | 103 | Existed |

Is the inspection result normal?

YES >> GO TO 7.
NO >> GO TO 6.

### 6. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors M6, E106

• Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit.

## 7. CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-III

Check harness for short to power and short to ground, between the following terminals.

| ECM | | Sensor | | |
|---|---|---|---|---|
| Connector | Terminal | Name | Connector | Terminal |
| F101 | 45 | Brake booster pressure sensor | E48 | 1 |
| | 46 | CKP sensor (POS) | F2 | 1 |
| M107 | 103 | APP sensor | E112 | 6 |
| | 107 | EVAP control system pressure sensor | B30 | 3 |
| | | Refrigerant pressure sensor | E77 | 3 |

Is the inspection result normal?

YES >> GO TO 8.
NO >> Repair short to ground or short to power in harness or connectors.

## 8. CHECK COMPONENTS

Check the following.
• Crankshaft position sensor (POS) (Refer to EC-276, "Component Inspection".)
• Brake booster pressure sensor (Refer to EC-361, "Component Inspection".)
• EVAP control system pressure sensor (Refer to EC-315, "Component Inspection".)
• Refrigerant pressure sensor (Refer to HAC-72, "Diagnosis Procedure".)

Is the inspection result normal?

YES >> GO TO 15.
NO >> Replace malfunctioning component.

## 9. CHECK APP SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between APP sensor harness connector and ECM harness connector.

| APP sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E112 | 4 | M107 | 100 | Existed |
| | 2 | | 104 | |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 11.
NO >> GO TO 10.

## 10. DETECT MALFUNCTIONING PART

Check the following.
• Harness connectors M6, E106
• Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 11. CHECK APP SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between APP sensor harness connector and ECM harness connector.

| APP sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E112 | 3 | M107 | 97 | Existed |
| | 1 | | 98 | |

2. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 13.
NO >> GO TO 12.

## 12. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors M6, E106
- Harness for open or short between ECM and accelerator pedal position sensor

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 13. CHECK APP SENSOR

Refer to EC-474, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 15.
NO >> GO TO 14.

## 14. REPLACE ACCELERATOR PEDAL ASSEMBLY

1. Replace accelerator pedal assembly.
2. Go to EC-479, "Special Repair Requirement".

>> INSPECTION END

## 15. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# Component Inspection

INFOID:0000000004673421

## 1. CHECK ACCELERATOR PEDAL POSITION SENSOR

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Turn ignition switch ON.
4. Check the voltage ECM harness connector terminals as per the following.

| ECM | | | Condition | | Voltage (V) |
|---|---|---|---|---|---|
| Connector | + | – | | | |
| | Terminal | Terminal | | | |
| M107 | 97 (APP sensor 1) | 100 | Accelerator pedal | Fully released | 0.45 - 1.0 |
| | | | | Fully depressed | 4.2 - 4.8 |
| | 98 (APP sensor 2) | 104 | | Fully released | 0.22 - 0.50 |
| | | | | Fully depressed | 2.1 - 2.5 |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 2.

## 2.REPLACE ACCELERATOR PEDAL ASSEMBLY

1. Replace accelerator pedal assembly.
2. Go to EC-469, "Special Repair Requirement".

>> INSPECTION END

## Special Repair Requirement

INFOID:0000000004673422

## 1.PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

Refer to EC-18, "ACCELERATOR PEDAL RELEASED POSITION LEARNING : Special Repair Requirement".

>> GO TO 2.

## 2.PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to EC-18, "THROTTLE VALVE CLOSED POSITION LEARNING : Special Repair Requirement".

>> GO TO 3.

## 3.PERFORM IDLE AIR VOLUME LEARNING

Refer to EC-19, "IDLE AIR VOLUME LEARNING : Special Repair Requirement".

>> END

# P2A00, P2A03 A/F SENSOR 1

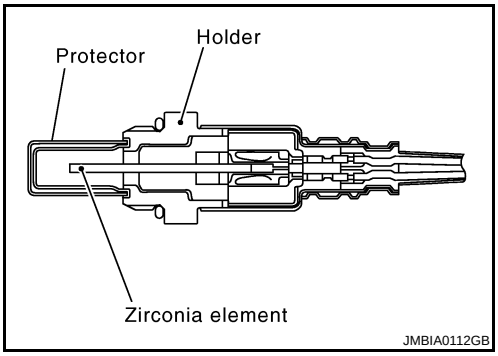
## Description

INFOID:0000000004673423

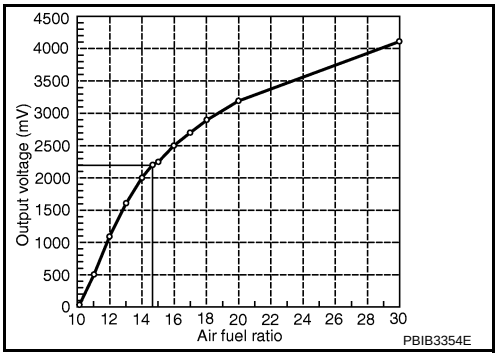
The air fuel ratio (A/F) sensor 1 is a planar one-cell limit current sensor. The sensor element of the A/F sensor 1 is composed an electrode layer, which transports ions. It has a heater in the element.

The sensor is capable of precise measurement $\lambda = 1$, but also in the lean and rich range. Together with its control electronics, the sensor outputs a clear, continuous signal throughout a wide $\lambda$ range.

The exhaust gas components diffuse through the diffusion layer at the sensor cell. An electrode layer is applied voltage, and this current relative oxygen density in lean. Also this current relative hydrocarbon density in rich.




Therefore, the A/F sensor 1 is able to indicate air fuel ratio by this electrode layer of current. In addition, a heater is integrated in the sensor to ensure the required operating temperature of about 800°C (1,472°F).




## DTC Logic

INFOID:0000000004673424

### DTC DETECTION LOGIC

To judge the malfunction, the A/F signal computed by ECM from the A/F sensor 1 signal is monitored not it will shift to LEAN side or RICH side.

| DTC No. | Trouble diagnosis name | DTC detecting condition | Possible Cause |
|---|---|---|---|
| P2A00 | Air fuel ratio (A/F) sensor 1 (bank 1) circuit range/performance | • The output voltage computed by ECM from the A/F sensor 1 signal is shifts to the lean side for a specified period.<br>• The A/F signal computed by ECM from the A/F sensor 1 signal is shifts to the rich side for a specified period. | • A/F sensor 1<br>• A/F sensor 1 heater<br>• Fuel pressure<br>• Fuel injector<br>• Intake air leaks |
| P2A03 | Air fuel ratio (A/F) sensor 1 (bank 2) circuit range/performance | | |

### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at least 10 seconds.

**TESTING CONDITION:**

**Before performing the following procedure, confirm that battery voltage is more than 11 V at idle.**

>> GO TO 2.

#### 2.PERFORM DTC CONFIRMATION PROCEDURE

1. Clear the mixture ratio self-learning value. Refer to EC-22, "MIXTURE RATIO SELF-LEARNING VALUE CLEAR : Special Repair Requirement".
2. Turn ignition switch OFF and wait at least 10 seconds.

3. Turn ignition switch ON.
4. Turn ignition switch OFF and wait at least 10 seconds.
5. Start engine and keep the engine speed between 3,500 and 4,000 rpm for 1 minute under no load.
6. Let engine idle for 1 minute.
7. Keep engine speed between 2,500 and 3,000 rpm for 20 minutes.
8. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to EC-481, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673425

### 1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

### 2.RETIGHTEN A/F SENSOR 1

1. Loosen and retighten the A/F sensor 1. Refer to EM-34, "Removal and Installation".

>> GO TO 3.

### 3.CHECK FOR INTAKE AIR LEAK

1. Start engine and run it at idle.
2. Listen for an intake air leak after the mass air flow sensor.

Is intake air leak detected?

YES >> Repair or replace.
NO >> GO TO 4.

### 4.CLEAR THE MIXTURE RATIO SELF-LEARNING VALUE

1. Clear the mixture ratio self-learning value. Refer to EC-22, "MIXTURE RATIO SELF-LEARNING VALUE CLEAR : Special Repair Requirement".
2. Run engine for at least 10 minutes at idle speed.

Is the 1st trip DTC P0171, P0172, P0174 or P0175 detected? Is it difficult to start engine?

YES >> Perform trouble diagnosis for DTC P0171, P0174 or P0172, P0175. Refer to EC-241, "Diagnosis Procedure" or EC-245, "Diagnosis Procedure".
NO >> GO TO 5.

### 5.CHECK HARNESS CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect A/F sensor 1 harness connector.
3. Check harness connector for water.

**Water should not exit.**

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair or replace harness connector.

### 6.CHECK A/F SENSOR 1 POWER SUPPLY CIRCUIT

1. Turn ignition switch ON.
2. Check the voltage between A/F sensor 1 harness connector and ground.

| DTC | A/F sensor 1 | | | Ground | Voltage |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P2A00 | 1 | F3 | 4 | Ground | Battery voltage |
| P2A03 | 2 | F20 | 4 | | |

Is the inspection result normal?

YES >> GO TO 8.
NO >> GO TO 7.

## 7. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- IPDM E/R harness connector E7
- 15 A fuse (No. 46)
- Harness for open or short between A/F sensor 1 and fuse

>> Repair or replace harness or connectors.

## 8. CHECK A/F SENSOR 1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between A/F sensor 1 harness connector and ECM harness connector.

| DTC | A/F sensor 1 | | | ECM | | Continuity |
|---|---|---|---|---|---|---|
| | Bank | Connector | Terminal | Connector | Terminal | |
| P2A00 | 1 | F3 | 1 | F102 | 57 | Existed |
| | | | 2 | | 61 | |
| P2A03 | 2 | F20 | 1 | | 65 | |
| | | | 2 | | 66 | |

4. Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

| DTC | A/F sensor 1 | | | Ground | Continuity |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P2A00 | 1 | F3 | 1 | Ground | Not existed |
| | | | 2 | | |
| P2A03 | 2 | F20 | 1 | | |
| | | | 2 | | |

| DTC | ECM | | | Ground | Continuity |
|---|---|---|---|---|---|
| | Bank | Connector | Terminal | | |
| P2A00 | 1 | F102 | 57 | Ground | Not existed |
| | | | 61 | | |
| P2A03 | 2 | | 65 | | |
| | | | 66 | | |

5. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 9.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 9. CHECK A/F SENSOR 1 HEATER

Refer to EC-161, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 10.
NO >> GO TO 11.

## 10. CHECK INTERMITTENT INCIDENT

Perform GI-41, "Intermittent Incident".

Is the inspection result normal?

YES >> GO TO 11.
NO >> Repair or replace.

## 11. REPLACE AIR FUEL RATIO (A/F) SENSOR 1

Replace air fuel ratio (A/F) sensor 1.

**CAUTION:**

- **Discard any A/F sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.**
- **Before installing new A/F sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner [commercial service tool (J-43897-18 or J-43897-12)] and approved Anti-seize Lubricant (commercial service tool).**

Do you have CONSULT-III?

YES >> GO TO 12.
NO >> GO TO 13.

## 12. CONFIRM A/F ADJUSTMENT DATA

**With CONSULT-III**

1. Turn ignition switch ON.
2. Select “A/F ADJ-B1” and “A/F ADJ-B2” in “DATA MONITOR” mode with CONSULT-III.
3. Make sure that “0.000” is displayed on CONSULT-III screen.

Is “0.000” displayed?

YES >> INSPECTION END
NO >> GO TO 13.

## 13. CLEAR THE MIXTURE RATIO SELF-LEARNING VALUE

Clear the mixture ratio self-learning value. Refer to EC-22, "MIXTURE RATIO SELF-LEARNING VALUE CLEAR : Special Repair Requirement".

Do you have CONSULT-III?

YES >> GO TO 14.
NO >> INSPECTION END

## 14. CONFIRM A/F ADJUSTMENT DATA

**With CONSULT-III**

1. Turn ignition switch ON.
2. Select “A/F ADJ-B1” and “A/F ADJ-B2” in “DATA MONITOR” mode with CONSULT-III.
3. Make sure that “0.000” is displayed on CONSULT-III screen.

>> INSPECTION END

# ASCD BRAKE SWITCH

## Description

INFOID:0000000004673426

When the brake pedal is depressed, ASCD brake switch is turned OFF and stop lamp switch is turned ON. ECM detects the state of the brake pedal by those two types of input (ON/OFF signal).
Refer to EC-63, "System Description" for the ASCD function.

## Component Function Check

INFOID:0000000004673427

### 1.CHECK ASCD BRAKE SWITCH FUNCTION

**With CONSULT-III**

1. Turn ignition switch ON.
2. Select “BRAKE SW1” in “DATA MONITOR” mode with CONSULT-III.
3. Check “BRAKE SW1” indication under the following conditions.

| Monitor item | Condition | | Indication |
|---|---|---|---|
| BRAKE SW1 | Brake pedal (A/T)<br>Brake pedal or clutch pedal (M/T) | Slightly depressed | OFF |
| | Brake pedal (A/T)<br>Brake pedal and clutch pedal (M/T) | Fully released | ON |

**Without CONSULT-III**

1. Turn ignition switch ON.
2. Check the voltage between ECM harness connector terminals as per the following.

| ECM | | | Condition | | Voltage (V) |
|---|---|---|---|---|---|
| Connector | + | – | | | |
| | Terminal | Terminal | | | |
| M107 | 126<br>(ASCD brake switch signal) | 128 | Brake pedal (A/T)<br>Brake pedal or clutch pedal (M/T) | Slightly depressed | Approx. 0 |
| | | | Brake pedal (A/T)<br>Brake pedal and clutch pedal (M/T) | Fully released | Battery voltage |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-484, "Diagnosis Procedure".

## Diagnosis Procedure

INFOID:0000000004673428

### 1.INSPECTION START

Check which type of transmission the vehicle is equipped with.

Which type of transmission?

A/T >> GO TO 2.
M/T >> GO TO 7.

### 2.CHECK ASCD BRAKE SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ASCD brake switch harness connector.
3. Turn ignition switch ON.
4. Check the voltage between ASCD brake switch harness connector and ground.

| ASCD brake switch | | Ground | Voltage |
|---|---|---|---|
| Connector | Terminal | | |
| E109 | 1 | Ground | Battery voltage |

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 3.

## 3. DETECT MALFUNCTIONING PART

Check the following.
- Fuse block (J/B) connector E103
- 10 A fuse (No. 3)
- Harness for open or short between ASCD brake switch and fuse

>> Repair open circuit or short to ground in harness or connectors.

## 4. CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between ASCD brake switch harness connector and ECM harness connector.

| ASCD brake switch | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E109 | 2 | M107 | 126 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 6.
NO >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E106, M6
- Harness for open or short between ECM and ASCD brake switch

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 6. CHECK ASCD BRAKE SWITCH

Refer to EC-487, "Component Inspection (ASCD Brake Switch)"

Is the inspection result normal?

YES >> GO TO 15.
NO >> Replace ASCD brake switch.

## 7. CHECK ASCD BRAKE SWITCH CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ASCD clutch switch harness connector.
3. Turn ignition switch ON.
4. Check the voltage between ASCD clutch switch harness connector and ground.

| ASCD clutch switch | | Ground | Condition | | Voltage (V) |
|---|---|---|---|---|---|
| Connector | Terminal | | | | |
| E108 | 1 | Ground | Brake pedal | Slightly depressed | Approx. 0 |
| | | | | Fully released | Battery voltage |

Is the inspection result normal?

YES >> GO TO 12.
NO >> GO TO 8.

## 8. CHECK ASCD BRAKE SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ASCD brake switch harness connector.
3. Turn ignition switch ON.

4. Check the voltage between ASCD brake switch harness connector and ground.

| ASCD brake switch | | Ground | Voltage |
|---|---|---|---|
| Connector | Terminal | | |
| E109 | 1 | Ground | Battery voltage |

Is the inspection result normal?

YES >> GO TO 10.
NO >> GO TO 9.

## 9. DETECT MALFUNCTIONING PART

Check the following.
- Fuse block (J/B) connector E103
- 10 A fuse (No. 3)
- Harness for open or short between ASCD brake switch and fuse

>> Repair open circuit or short to ground in harness or connectors.

## 10. CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Check the continuity between ASCD clutch switch harness connector and ASCD brake switch harness connector.

| ASCD clutch switch | | ASCD brake switch | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E108 | 1 | E109 | 2 | Existed |

3. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 11.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 11. CHECK ASCD BRAKE SWITCH

Refer to EC-487, "Component Inspection (ASCD Brake Switch)".

Is the inspection result normal?

YES >> GO TO 15.
NO >> Replace ASCD brake switch.

## 12. CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between ASCD clutch switch harness connector and ECM harness connector.

| ASCD clutch switch | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E108 | 2 | M107 | 126 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 14.
NO >> GO TO 13.

## 13. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E106, M6
- Harness for open or short between ECM and ASCD clutch switch

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 14. CHECK ASCD CLUTCH SWITCH

Refer to EC-487, "Component Inspection (ASCD Clutch Switch)".

Is the inspection result normal?

YES >> GO TO 15.
NO >> Replace ASCD clutch switch.

## 15. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

## Component Inspection (ASCD Brake Switch)

INFOID:0000000004673429

### 1. CHECK ASCD BRAKE SWITCH-I

1. Turn ignition switch OFF.
2. Disconnect ASCD brake switch harness connector.
3. Check the continuity between ASCD brake switch terminals under the following conditions.

| Terminals | Condition | | Continuity |
|---|---|---|---|
| 1 and 2 | Brake pedal | Fully released | Existed |
| | | Slightly depressed | Not existed |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 2.

### 2. CHECK ASCD BRAKE SWITCH-II

1. Adjust ASCD brake switch installation. Refer to BR-7, "Inspection and Adjustment".
2. Check the continuity between ASCD brake switch terminals under the following conditions.

| Terminals | Condition | | Continuity |
|---|---|---|---|
| 1 and 2 | Brake pedal | Fully released | Existed |
| | | Slightly depressed | Not existed |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace ASCD brake switch.

## Component Inspection (ASCD Clutch Switch)

INFOID:0000000004673430

### 1. CHECK ASCD CLUTCH SWITCH-I

1. Turn ignition switch OFF.
2. Disconnect ASCD clutch switch harness connector.
3. Check the continuity between ASCD clutch switch terminals under the following conditions.

| Terminals | Condition | | Continuity |
|---|---|---|---|
| 1 and 2 | Clutch pedal | Fully released | Existed |
| | | Slightly depressed | Not existed |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 2.

### 2. CHECK ASCD CLUTCH SWITCH-II

1. Adjust ASCD clutch switch installation. Refer to CL-5, "Inspection and Adjustment".

2. Check the continuity between ASCD clutch switch terminals under the following conditions.

| Terminals | Condition | | Continuity |
|---|---|---|---|
| 1 and 2 | Clutch pedal | Fully released | Existed |
| | | Slightly depressed | Not existed |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace ASCD clutch switch.

# ASCD INDICATOR

## Description

INFOID:0000000004704358

ASCD operation status is indicated by two indicators (CRUISE and SET) and CRUISE lamp in combination meter.
CRUISE indicator is displayed to indicated that ASCD system is ready for operation when MAIN switch on ASCD steering switch is turned ON.
SET indicator is displayed when the following conditions are met.
- CRUISE indicator is displayed.
- SET/COAST switch on ASCD steering switch is turned ON while vehicle speed is within the range of the ASCD setting.

SET indicator is displayed during ASCD control.
Refer to EC-63, "System Diagram" for the ASCD function.

## Component Function Check

INFOID:0000000004673432

### 1.CHECK ASCD INDICATOR FUNCTION

Check ASCD indicator under the following conditions.

| ASCD INDICATOR | CONDITION | | SPECIFICATION |
|---|---|---|---|
| CRUISE LAMP | • Ignition switch: ON | • MAIN switch: Pressed at the 1st time → at the 2nd time | ON → OFF |
| SET LAMP | • MAIN switch: ON<br>• When vehicle speed is between 40 km/h (25 MPH) and 144 km/h (89 MPH) | • ASCD: Operating | ON |
| | | • ASCD: Not operating | OFF |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-489, "Diagnosis Procedure".

## Diagnosis Procedure

INFOID:0000000004673433

### 1.CHECK DTC

Check that DTC UXXXX is not displayed.

Is the inspection result normal?

YES >> GO TO 2.
NO >> Perform trouble diagnosis for DTC UXXXX.

### 2.CHECK DTC WITH “UNIFIED METER AND A/C AMP.”

Refer to MWI-38, "CONSULT-III Function (METER/M&A)".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace.

### 3.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

Is the inspection result normal?

YES >> Replace combination meter.
NO >> Repair or replace.

# COOLING FAN

## Description

INFOID:0000000004673434

### COOLING FAN CONTROL MODULE

Cooling fan control module receives ON/OFF pulse duty signal from IPDM E/R. Corresponding to this ON/OFF pulse duty signal, cooling fan control module sends cooling fan motor operating voltage to cooling fan motor. The revolution speed of cooling fan motor is controlled by duty cycle of the voltage.

### COOLING FAN MOTOR

Cooling fan motor receives cooling fan motor operating voltage from cooling fan control module. The revolution speed of cooling fan motor is controlled by duty cycle of the voltage.

## Component Function Check

INFOID:0000000004673435

### 1.CHECK COOLING FAN FUNCTION

**With CONSULT-III**

1. Turn ignition switch ON.
2. Perform “FAN DUTY CONTROL” in “ACTIVE TEST” mode with CONSULT-III.
3. Make sure that cooling fan speed varies according to the percentage.

**Without CONSULT-III**

1. Perform IPDM E/R auto active test and check cooling fan motors operation, refer to PCS-10, "Diagnosis Description".
2. Make sure that cooling fan operates.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-490, "Diagnosis Procedure".

## Diagnosis Procedure

INFOID:0000000004673436

### 1.CHECK COOLING FAN CONTROL MODULE POWER SUPPLY CIRCUIT-I

1. Turn ignition switch OFF.
2. Disconnect cooling fan control module harness connector E37.
3. Turn ignition switch ON.
4. Check the voltage between cooling fan control module harness connector and ground.

| Cooling fan control module | | Ground | Voltage |
|---|---|---|---|
| Connector | Terminal | | |
| E37 | 3 | Ground | Battery voltage |

Is the inspection result normal?

YES >> GO TO 2.
NO >> GO TO 7.

### 2.CHECK COOLING FAN CONTROL MODULE GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Check the continuity between cooling fan control module harness connector and ground.

| Cooling fan control module | | Ground | Continuity |
|---|---|---|---|
| Connector | Terminal | | |
| E37 | 1 | Ground | Existed |

3. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair open circuit or short to power in harness or connectors.

## 3. CHECK IPDM E/R GROUND CIRCUIT

1. Disconnect IPDM E/R harness connectors E5, E6.
2. Check the continuity between IPDM E/R harness connector and ground.

| IPDM E/R | | Ground | Continuity |
|---|---|---|---|
| Connector | Terminal | | |
| E5 | 12 | Ground | Existed |
| E6 | 41 | | |

3. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair open circuit or short to power in harness or connectors.

## 4. CHECK COOLING FAN CONTROL SIGNAL CIRCUIT

1. Disconnect IPDM E/R harness connector E9.
2. Check the continuity between IPDM E/R harness connector and cooling fan control module harness connector.

| IPDM E/R | | Cooling fan control module | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E9 | 97 | E37 | 2 | Existed |

3. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 5. CHECK COOLING FAN CONTROL MODULE OUTPUT SIGNAL CIRCUIT

1. Reconnect all harness connectors disconnected.
2. Disconnect cooling fan control module harness connectors E301, E302.
3. Turn ignition switch ON.
4. Check the voltage between cooling fan control module harness connector and ground.

| Cooling fan control module | | Ground | Voltage |
|---|---|---|---|
| Connector | Terminal | | |
| — | 4 | Ground | Battery voltage |
| — | 6 | | |

Is the inspection result normal?

YES >> GO TO 6.
NO >> Replace cooling fan control module.

## 6. CHECK COOLING FAN MOTORS -1 AND -2

Refer to EC-492, "Component Inspection (Cooling Fan Motor)".

Is the inspection result normal?

YES >> GO TO 11.
NO >> Replace cooling fan motor.

## 7. CHECK COOLING FAN CONTROL MODULE POWER SUPPLY CIRCUIT-II

1. Turn ignition switch OFF.
2. Disconnect cooling fan relay.
3. Turn ignition switch ON.
4. Check the voltage between cooling fan relay harness connector and ground.

| Cooling fan relay | | Ground | Voltage |
|---|---|---|---|
| Connector | Terminal | | |
| E17 | 2 | Ground | Battery voltage |
| | 3 | | |

Is the inspection result normal?

YES >> GO TO 9.
NO >> GO TO 8.

## 8. DETECT MALFUNCTIONING PART

Check the following.
- 10 A fuse (No. 42)
- IPDM E/R harness connector E7
- 50 A fusible link (letter F)
- Harness for open or short between cooling fan relay and fuse
- Harness for open or short between cooling fan relay and battery

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 9. CHECK COOLING FAN CONTROL MODULE POWER SUPPLY CIRCUIT-III

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R harness connector E6.
3. Check the continuity between cooling fan relay harness connector and IPDM E/R harness connector.

| Cooling fan relay | | IPDM E/R | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E17 | 1 | E6 | 42 | Existed |

4. Check the continuity between cooling fan relay harness connector and cooling fan control module harness connector.

| Cooling fan relay | | Cooling fan control module | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E17 | 5 | E37 | 3 | Existed |

5. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 10.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 10. CHECK COOLING FAN RELAY

Refer to EC-493, "Component Inspection (Cooling Fan Relay)".

Is the inspection result normal?

YES >> GO TO 11.
NO >> Replace cooling fan relay.

## 11. CHECK INTERMITTENT INCIDENT

Perform GI-41, "Intermittent Incident".

Is the inspection result normal?

YES >> Replace IPDM E/R.
NO >> Repair or replace harness connectors.

# Component Inspection (Cooling Fan Motor)

INFOID:0000000004673437

## 1. CHECK COOLING FAN MOTOR

1. Turn ignition switch OFF.

2. Disconnect cooling fan control module harness connectors E301, E302.
3. Supply cooling fan control module terminals with battery voltage and check operation.

| Cooling fan control module | | | | Operation |
|---|---|---|---|---|
| Motor | Connector | Terminal | | |
| | | (+) | (–) | |
| 1 | E301 | 4 | 5 | Cooling fan operates. |
| 2 | E302 | 6 | 7 | |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace cooling fan motor.

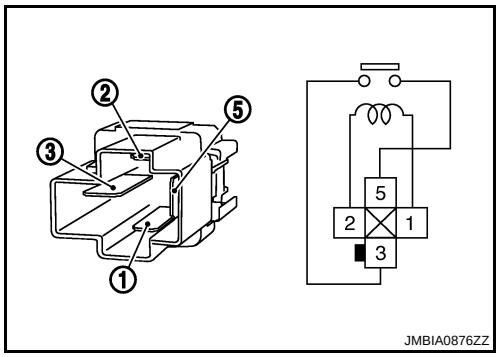
## Component Inspection (Cooling Fan Relay)

INFOID:0000000004673438

### 1. CHECK COOLING FAN RELAY

1. Turn ignition switch OFF.
2. Remove cooling fan relay.
3. Check the continuity between cooling fan relay terminals under the following conditions.

| Terminals | Conditions | Continuity |
|---|---|---|
| 3 and 5 | 12 V direct current supply between terminals 1 and 2 | Existed |
| | No current supply | Not existed |



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Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace cooling fan relay.

# ELECTRICAL LOAD SIGNAL

## Description

INFOID:0000000004673439

The electrical load signal (Headlamp switch signal, rear window defogger switch signal, etc.) is transferred via the CAN communication line.

## Component Function Check

INFOID:0000000004673440

### 1.CHECK REAR WINDOW DEFOGGER SWITCH FUNCTION

1. Turn ignition switch ON.
2. Connect CONSULT-III and select “DATA MONITOR” mode.
3. Select “LOAD SIGNAL” and check indication under the following conditions.

| Monitor item | Condition | | Indication |
|---|---|---|---|
| LOAD SIGNAL | Rear window defogger switch | ON | ON |
| | | OFF | OFF |

Is the inspection result normal?

YES >> GO TO 2.
NO >> Go to EC-494, "Diagnosis Procedure".

### 2.CHECK LIGHTING SWITCH FUNCTION

Check “LOAD SIGNAL” indication under the following conditions.

| Monitor item | Condition | | Indication |
|---|---|---|---|
| LOAD SIGNAL | Lighting switch | ON at 2nd position | ON |
| | | OFF | OFF |

Is the inspection result normal?

YES >> GO TO 3.
NO >> Go to EC-494, "Diagnosis Procedure".

### 3.CHECK HEATER FAN CONTROL SWITCH FUNCTION

Select “HEATER FAN SW” and check indication under the following conditions.

| Monitor item | Condition | | Indication |
|---|---|---|---|
| HEATER FAN SW | Heater fan control switch | ON | ON |
| | | OFF | OFF |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-494, "Diagnosis Procedure".

## Diagnosis Procedure

INFOID:0000000004673441

### 1.INSPECTION START

Confirm the malfunctioning circuit (rear window defogger, headlamp or heater fan). Refer to EC-494, "Component Function Check".

Which circuit is related to the incident?

Rear window defogger>>GO TO 2.
Headlamp>>GO TO 3.
Heater fan>>GO TO 4.

### 2.CHECK REAR WINDOW DEFOGGER SYSTEM

Refer to DEF-3, "Work Flow".

>> INSPECTION END

3.CHECK HEADLAMP SYSTEM

Refer to EXL-5, "Work Flow".

>> INSPECTION END

4.CHECK HEATER FAN CONTROL SYSTEM

Refer to HAC-4, "Work Flow".

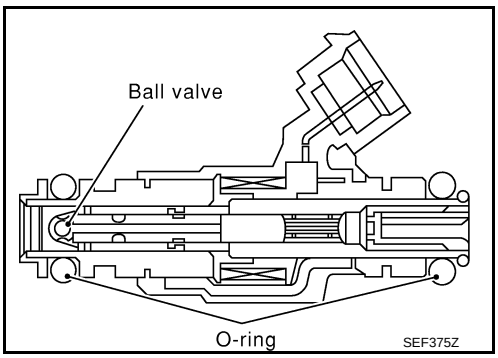
>> INSPECTION END

# FUEL INJECTOR

## Description

INFOID:0000000004673442

The fuel injector is a small, precise solenoid valve. When the ECM supplies a ground to the fuel injector circuit, the coil in the fuel injector is energized. The energized coil pulls the ball valve back and allows fuel to flow through the fuel injector into the intake manifold. The amount of fuel injected depends upon the injection pulse duration. Pulse duration is the length of time the fuel injector remains open. The ECM controls the injection pulse duration based on engine fuel needs.




## Component Function Check

INFOID:0000000004673443

### 1. INSPECTION START

Turn ignition switch to START.

Are any cylinders ignited?

YES >> GO TO 2.
NO >> Go to EC-496, "Diagnosis Procedure".

### 2. CHECK FUEL INJECTOR FUNCTION

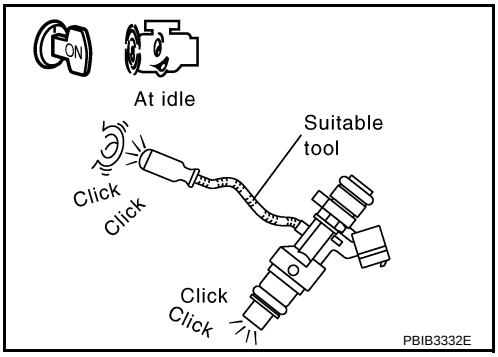
**With CONSULT-III**

1. Start engine.
2. Perform “POWER BALANCE” in “ACTIVE TEST” mode with CONSULT-III.
3. Make sure that each circuit produces a momentary engine speed drop.

**Without CONSULT-III**

1. Start engine.
2. Listen to each fuel injector operating sound.

**Clicking sound should be heard.**




Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-496, "Diagnosis Procedure".

## Diagnosis Procedure

INFOID:0000000004673444

### 1. CHECK FUEL INJECTOR POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect fuel injector harness connector.
3. Turn ignition switch ON.
4. Check the voltage between fuel injector harness connector and ground.

| Fuel injector | | | Ground | Voltage |
|---|---|---|---|---|
| Cylinder | Connector | Terminal | | |
| 1 | F121 | 1 | Ground | Battery voltage |
| 2 | F122 | 1 | | |
| 3 | F123 | 1 | | |
| 4 | F124 | 1 | | |
| 5 | F125 | 1 | | |
| 6 | F126 | 1 | | |

Is the inspection result normal?

YES >> GO TO 3.
NO >> GO TO 2.

## 2. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- Harness connectors F10, F120
- IPDM E/R harness connector E7
- 10 A fuse (No. 44)
- Harness for open or short between fuel injector and fuse

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 3. CHECK FUEL INJECTOR OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between fuel injector harness connector and ECM harness connector.

| Fuel injector | | | ECM | | Continuity |
|---|---|---|---|---|---|
| Cylinder | Connector | Terminal | Connector | Terminal | |
| 1 | F121 | 2 | F102 | 89 | Existed |
| 2 | F122 | 2 | | 85 | |
| 3 | F123 | 2 | | 81 | |
| 4 | F124 | 2 | | 90 | |
| 5 | F125 | 2 | | 86 | |
| 6 | F126 | 2 | | 82 | |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> GO TO 4

## 4. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors F10, F120
- Harness for open or short between fuel injector and ECM

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 5. CHECK FUEL INJECTOR

Refer to EC-498, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace malfunctioning fuel injector.

## 6.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

Is the inspection result normal?

YES >> Replace IPDM E/R.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

# Component Inspection

INFOID:0000000004673445

## 1.CHECK FUEL INJECTOR

1. Turn ignition switch OFF.
2. Disconnect fuel injector harness connector.
3. Check resistance between fuel injector terminals as follows.

| Terminals | Resistance (Ω) |
|---|---|
| 1 and 2 | 11.1 - 14.3 [at 10 - 60°C (60 - 140°F)] |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace malfunctioning fuel injector.

# FUEL PUMP

## Description

INFOID:0000000004673446

| Sensor | Input signal to ECM | ECM Function | Actuator |
|---|---|---|---|
| Crankshaft position sensor (POS)<br>Camshaft position sensor (PHASE) | Engine speed* | Fuel pump control | Fuel pump relay<br>↓<br>Fuel pump |
| Battery | Battery voltage* | | |

*: ECM determines the start signal status by the signals of engine speed and battery voltage.

The ECM activates the fuel pump for several seconds after the ignition switch is turned ON to improve engine startability. If the ECM receives a engine speed signal from the camshaft position sensor (PHASE), it knows that the engine is rotating, and causes the pump to operate. If the engine speed signal is not received when the ignition switch is ON, the engine stalls. The ECM stops pump operation and prevents battery discharging, thereby improving safety. The ECM does not directly drive the fuel pump. It controls the ON/OFF fuel pump relay, which in turn controls the fuel pump.

| Condition | Fuel pump operation |
|---|---|
| Ignition switch is turned to ON. | Operates for 1 second. |
| Engine running and cranking | Operates. |
| When engine is stopped | Stops in 1.5 seconds. |
| Except as shown above | Stops. |

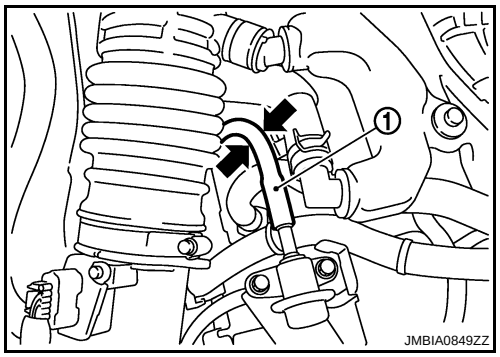
## Component Function Check

INFOID:0000000004673447

### 1.CHECK FUEL PUMP FUNCTION

1. Turn ignition switch ON.
2. Pinch fuel feed hose (1) with two fingers.

**Fuel pressure pulsation should be felt on the fuel feed hose for 1 second after ignition switch is turned ON.**




Is the inspection result normal?

YES >> INSPECTION END
NO >> EC-499, "Diagnosis Procedure".

## Diagnosis Procedure

INFOID:0000000004673448

### 1.CHECK FUEL PUMP POWER SUPPLY CIRCUIT-I

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Turn ignition switch ON.
4. Check the voltage between ECM harness connector and ground.

| ECM | | Ground | Voltage |
|---|---|---|---|
| Connector | Terminal | | |
| F101 | 22 | Ground | Battery voltage |

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 2.

### 2.CHECK FUEL PUMP POWER SUPPLY CIRCUIT-II

Check the voltage between IPDM E/R harness connector and ground.

| IPDM E/R | | Ground | Voltage |
|---|---|---|---|
| Connector | Terminal | | |
| E7 | 77 | Ground | Battery voltage |

Is the inspection result normal?

YES >> GO TO 3.
NO >> GO TO 10.

## 3.DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- Harness for open or short between IPDM E/R and ECM

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 4.CHECK FUEL PUMP POWER SUPPLY CIRCUIT-III

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Disconnect “fuel level sensor unit and fuel pump” harness connector.
4. Turn ignition switch ON.
5. Check the voltage between “fuel level sensor unit and fuel pump” harness connector and ground.

| Fuel level sensor unit and fuel pump | | Ground | Voltage |
|---|---|---|---|
| Connector | Terminal | | |
| B22 | 1 | Ground | Battery voltage should exist for 1 second after ignition switch is turned ON. |

Is the inspection result normal?

YES >> GO TO 8.
NO >> GO TO 5.

## 5.CHECK 15 A FUSE

1. Turn ignition switch OFF.
2. Disconnect 15 A fuse (No. 41) from IPDM E/R.
3. Check 15 A fuse.

Is the inspection result normal?

YES >> GO TO 6.
NO >> Replace fuse.

## 6.CHECK FUEL PUMP POWER SUPPLY CIRCUIT-IV

1. Disconnect IPDM E/R harness connector E5.
2. Check the continuity between IPDM E/R harness connector and “fuel level sensor unit and fuel pump” harness connector.

| IPDM E/R | | Fuel level sensor unit and fuel pump | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E5 | 13 | B22 | 1 | Existed |

3. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 10.
NO >> GO TO 7.

## 7.DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors B9, E117
- IPDM E/R harness connector E5
- Harness for open or short between IPDM E/R and “fuel level sensor unit and fuel pump”

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 8.CHECK FUEL PUMP GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Check the continuity between “fuel level sensor unit and fuel pump” harness connector and ground.

| Fuel level sensor unit and fuel pump | | Ground | Continuity |
|---|---|---|---|
| Connector | Terminal | | |
| B22 | 3 | Ground | Existed |

3. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 9.
NO >> Repair open circuit or short to power in harness or connectors.

## 9.CHECK FUEL PUMP

Refer to EC-501, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 10.
NO >> Replace fuel pump.

## 10.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

Is the inspection result normal?

YES >> Replace IPDM E/R.
NO >> Repair or replace harness or connectors.

# Component Inspection

INFOID:0000000004673449

## 1.CHECK FUEL PUMP

1. Turn ignition switch OFF.
2. Disconnect “fuel level sensor unit and fuel pump” harness connector.
3. Check resistance between “fuel level sensor unit and fuel pump” terminals as follows.

| Terminals | Resistance (Ω) |
|---|---|
| 1 and 3 | 0.2 - 5.0 [at 25°C (77°F)] |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace “fuel level sensor unit and fuel pump”

# ICC BRAKE SWITCH

## Description

INFOID:0000000004673450

When the brake pedal is depressed, ICC brake switch is turned OFF and stop lamp switch is turned ON. ECM detects the state of the brake pedal by those two types of input (ON/OFF signal).
Refer to CCS-17, "System Description" for the ICC function.

## Component Function Check

INFOID:0000000004673451

### 1.CHECK ICC BRAKE SWITCH FUNCTION

**With CONSULT-III**

1. Turn ignition switch ON.
2. Select “BRAKE SW1” in “DATA MONITOR” mode with CONSULT-III.
3. Check “BRAKE SW1” indication under the following conditions.

| Monitor item | Condition | | Indication |
|---|---|---|---|
| BRAKE SW1 | Brake pedal (A/T)<br>Brake pedal or clutch pedal (M/T) | Slightly depressed | OFF |
| | Brake pedal (A/T)<br>Brake pedal and clutch pedal (M/T) | Fully released | ON |

**Without CONSULT-III**

1. Turn ignition switch ON.
2. Check the voltage between ECM harness connector terminals as per the following.

| ECM | | | Condition | | Voltage (V) |
|---|---|---|---|---|---|
| Connector | + | – | | | |
| | Terminal | Terminal | | | |
| M107 | 126<br>(ICC brake switch signal) | 128 | Brake pedal (A/T)<br>Brake pedal or clutch pedal (M/T) | Slightly depressed | Approx. 0 |
| | | | Brake pedal (A/T)<br>Brake pedal and clutch pedal (M/T) | Fully released | Battery voltage |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-502, "Diagnosis Procedure".

## Diagnosis Procedure

INFOID:0000000004673452

### 1.INSPECTION START

Check which type of transmission the vehicle is equipped with.

Which type of transmission?

A/T >> GO TO 2.
M/T >> GO TO 7.

### 2.CHECK ICC BRAKE SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ICC brake switch harness connector.
3. Turn ignition switch ON.
4. Check the voltage between ICC brake switch harness connector and ground.

| ICC brake switch | | Ground | Voltage |
|---|---|---|---|
| Connector | Terminal | | |
| E114 | 1 | Ground | Battery voltage |

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 3.

## 3. DETECT MALFUNCTIONING PART

Check the following.
- Fuse block (J/B) connector E103
- 10 A fuse (No. 3)
- Harness for open or short between ICC brake switch and fuse

>> Repair open circuit or short to ground in harness or connectors.

## 4. CHECK ICC BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between ICC brake switch harness connector and ECM harness connector.

| ICC brake switch | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E114 | 2 | M107 | 126 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 6.
NO >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E106, M6
- Harness for open or short between ICC brake switch and ECM

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 6. CHECK ICC BRAKE SWITCH

Refer to EC-505, "Component Inspection (ICC Brake Switch)".

Is the inspection result normal?

YES >> GO TO 15.
NO >> Replace ICC brake switch.

## 7. CHECK ICC BRAKE SWITCH CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ICC clutch switch harness connector.
3. Turn ignition switch ON.
4. Check the voltage between ICC clutch switch harness connector and ground.

| ICC clutch switch | | Ground | Condition | | Voltage (V) |
|---|---|---|---|---|---|
| Connector | Terminal | | | | |
| E113 | 1 | Ground | Brake pedal | Slightly depressed | Approx. 0 |
| | | | | Fully released | Battery voltage |

Is the inspection result normal?

YES >> GO TO 12.
NO >> GO TO 8.

## 8. CHECK ICC BRAKE SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ICC brake switch harness connector.

3. Turn ignition switch ON.
4. Check the voltage between ICC brake switch harness connector and ground.

| ICC brake switch | | Ground | Voltage |
|---|---|---|---|
| Connector | Terminal | | |
| E114 | 1 | Ground | Battery voltage |

Is the inspection result normal?

YES >> GO TO 10.
NO >> GO TO 9.

## 9. DETECT MALFUNCTIONING PART

Check the following.
- Fuse block (J/B) connector E103
- 10 A fuse (No. 3)
- Harness for open or short between ICC brake switch and fuse

>> Repair open circuit or short to ground in harness or connectors.

## 10. CHECK ICC BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT-I

1. Turn ignition switch OFF.
2. Check the continuity between ICC clutch switch harness connector and ICC brake switch harness connector.

| ICC clutch switch | | ICC brake switch | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E113 | 1 | E114 | 2 | Existed |

3. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 11.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 11. CHECK ICC BRAKE SWITCH

Refer to EC-505, "Component Inspection (ICC Brake Switch)".

Is the inspection result normal?

YES >> GO TO 15.
NO >> Replace ICC brake switch.

## 12. CHECK ICC BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT=II

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between ICC clutch switch harness connector and ECM harness connector.

| ICC clutch switch | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E113 | 2 | M107 | 126 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 14.
NO >> GO TO 13.

## 13. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E106, M6
- Harness for open or short between ICC clutch switch and ECM

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 14. CHECK ICC CLUTCH SWITCH

Refer to EC-505, "Component Inspection (ICC Clutch Switch)".

Is the inspection result normal?

YES >> GO TO 15.
NO >> Replace ICC clutch switch.

## 15. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

## Component Inspection (ICC Brake Switch)

INFOID:0000000004673453

## 1. CHECK ICC BRAKE SWITCH-I

1. Turn ignition switch OFF.
2. Disconnect ICC brake switch harness connector.
3. Check the continuity between ICC brake switch terminals under the following conditions.

| Terminals | Condition | | Continuity |
|---|---|---|---|
| 1 and 2 | Brake pedal | Fully released | Existed |
| | | Slightly depressed | Not existed |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 2.

## 2. CHECK ICC BRAKE SWITCH-II

1. Adjust ICC brake switch installation. Refer to BR-7, "Inspection and Adjustment".
2. Check the continuity between ICC brake switch terminals under the following conditions.

| Terminals | Condition | | Continuity |
|---|---|---|---|
| 1 and 2 | Brake pedal | Fully released | Existed |
| | | Slightly depressed | Not existed |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace ICC brake switch.

## Component Inspection (ICC Clutch Switch)

INFOID:0000000004673454

## 1. CHECK ICC CLUTCH SWITCH-I

1. Turn ignition switch OFF.
2. Disconnect ICC clutch switch harness connector.
3. Check the continuity between ICC clutch switch terminals under the following conditions.

| Terminals | Condition | | Continuity |
|---|---|---|---|
| 1 and 2 | Clutch pedal | Fully released | Existed |
| | | Slightly depressed | Not existed |

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 2.

## 2. CHECK ICC CLUTCH SWITCH-II

1. Adjust ICC clutch switch installation. Refer to CL-5, "Inspection and Adjustment".
2. Check the continuity between ICC clutch switch terminals under the following conditions.

| Terminals | Condition | | Continuity |
|---|---|---|---|
| 1 and 2 | Clutch pedal | Fully released | Existed |
| | | Slightly depressed | Not existed |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace ICC clutch switch.

# IGNITION SIGNAL

## Description

INFOID:0000000004673455

The ignition signal from the ECM is sent to and amplified by the power transistor. The power transistor turns ON and OFF the ignition coil primary circuit. This ON/OFF operation induces the proper high voltage in the coil secondary circuit.

## Component Function Check

INFOID:0000000004673456

### 1.INSPECTION START

Turn ignition switch OFF, and restart engine.

Does the engine start?

YES-1 >> With CONSULT-III: GO TO 2.
YES-2 >> Without CONSULT-III: GO TO 3.
No >> Go to EC-507, "Diagnosis Procedure".

### 2.CHECK IGNITION SIGNAL FUNCTION

**With CONSULT-III**

1. Perform “POWER BALANCE” in “ACTIVE TEST” mode with CONSULT-III.
2. Make sure that each circuit produces a momentary engine speed drop.

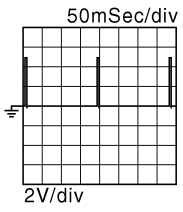
Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-507, "Diagnosis Procedure".

### 3.CHECK IGNITION SIGNAL FUNCTION

**Without CONSULT-III**

1. Let engine idle.
2. Read the voltage signal between ECM harness connector terminals under the following conditions with an oscilloscope.

| ECM | | | | Voltage signal |
|---|---|---|---|---|
| + | | – | | |
| Connector | Terminal | Connector | Terminal | |
| F101 | 11 | M107 | 128 |  |
| | 12 | | | |
| | 15 | | | |
| | 16 | | | |
| | 19 | | | |
| | 20 | | | |



**NOTE:**

The pulse cycle changes depending on rpm at idle.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-507, "Diagnosis Procedure".

## Diagnosis Procedure

INFOID:0000000004673457

### 1.CHECK IGNITION COIL POWER SUPPLY CIRCUIT-I

1. Turn ignition switch OFF, wait at least 10 seconds and then turn it ON.
2. Check the voltage between ECM harness connector terminals as per the following.

| ECM | | | Voltage |
|---|---|---|---|
| Connector | + | – | |
| | Terminal | Terminal | |
| M107 | 125 | 128 | Battery voltage |

Is the inspection result normal?

YES >> GO TO 2.
NO >> Go to EC-145, "Diagnosis Procedure".

## 2.CHECK IGNITION COIL POWER SUPPLY CIRCUIT-II

1. Turn ignition switch OFF.
2. Disconnect condenser harness connector.
3. Turn ignition switch ON.
4. Check the voltage between condenser harness connector and ground.

| Condenser | | Ground | Voltage |
|---|---|---|---|
| Connector | Terminal | | |
| F8 | 1 | Ground | Battery voltage |

Is the inspection result normal?

YES >> GO TO 5.
NO >> GO TO 3.

## 3.CHECK IGNITION COIL POWER SUPPLY CIRCUIT-III

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R harness connector E7.
3. Check the continuity between IPDM E/R harness connector and condenser harness connector.

| IPDM E/R | | Condenser | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E7 | 53 | F8 | 1 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> Go to EC-145, "Diagnosis Procedure".
NO >> GO TO 4.

## 4.DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E40, F39
- Harness for open or short between IPDM E/R and condenser

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 5.CHECK CONDENSER GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Check the continuity between condenser harness connector and ground.

| Condenser | | Ground | Continuity |
|---|---|---|---|
| Connector | Terminal | | |
| F8 | 2 | Ground | Existed |

3. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair open circuit or short to power in harness or connectors.

## 6.CHECK CONDENSER

Refer to EC-511, "Component Inspection (Condenser)"

Is the inspection result normal?

YES >> GO TO 7.
NO >> Replace condenser.

## 7.CHECK IGNITION COIL POWER SUPPLY CIRCUIT-IV

1. Reconnect all harness connectors disconnected.
2. Disconnect ignition coil harness connector.
3. Turn ignition switch ON.
4. Check the voltage between ignition coil harness connector and ground.

| Ignition coil | | | Ground | Voltage |
|---|---|---|---|---|
| Cylinder | Connector | Terminal | | |
| 1 | F11 | 3 | Ground | Battery voltage |
| 2 | F12 | 3 | | |
| 3 | F13 | 3 | | |
| 4 | F14 | 3 | | |
| 5 | F15 | 3 | | |
| 6 | F16 | 3 | | |

Is the inspection result normal?

YES >> GO TO 9.
NO >> GO TO 8.

## 8.DETECT MALFUNCTIONING PART

Check the following.
- Harness connector F39
- Harness for open or short between ignition coil and harness connector F39

>> Repair or replace harness or connectors.

## 9.CHECK IGNITION COIL GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Check the continuity between ignition coil harness connector and ground.

| Ignition coil | | | Ground | Continuity |
|---|---|---|---|---|
| Cylinder | Connector | Terminal | | |
| 1 | F11 | 2 | Ground | Existed |
| 2 | F12 | 2 | | |
| 3 | F13 | 2 | | |
| 4 | F14 | 2 | | |
| 5 | F15 | 2 | | |
| 6 | F16 | 2 | | |

3. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 10.
NO >> Repair open circuit or short to power in harness or connectors.

## 10.CHECK IGNITION COIL OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check the continuity between ignition coil harness connector and ECM harness connector.

| Ignition coil | | | ECM | | Continuity |
|---|---|---|---|---|---|
| Cylinder | Connector | Terminal | Connector | Terminal | |
| 1 | F11 | 1 | F101 | 20 | Existed |
| 2 | F12 | 1 | | 16 | |
| 3 | F13 | 1 | | 12 | |
| 4 | F14 | 1 | | 11 | |
| 5 | F15 | 1 | | 15 | |
| 6 | F16 | 1 | | 19 | |

3. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 11.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

## 11. CHECK IGNITION COIL WITH POWER TRANSISTOR

Refer to EC-510, "Component Inspection (Ignition Coil with Power Transistor)".

Is the inspection result normal?

YES >> GO TO 12.
NO >> Replace malfunctioning ignition coil with power transistor.

## 12. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

# Component Inspection (Ignition Coil with Power Transistor)

INFOID:0000000004673458

## 1. CHECK IGNITION COIL WITH POWER TRANSISTOR-I

1. Turn ignition switch OFF.
2. Disconnect ignition coil harness connector.
3. Check resistance between ignition coil terminals as per the following.

| Terminals | Resistance (Ω) [at 25°C (77°F)] |
|---|---|
| 1 and 2 | Except 0 or ∞ |
| 1 and 3 | Except 0 |
| 2 and 3 | |

Is the inspection result normal?

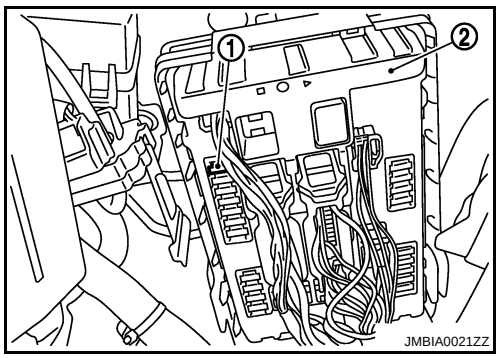
YES >> GO TO 2.
NO >> Replace malfunctioning ignition coil with power transistor.

## 2. CHECK IGNITION COIL WITH POWER TRANSISTOR-II

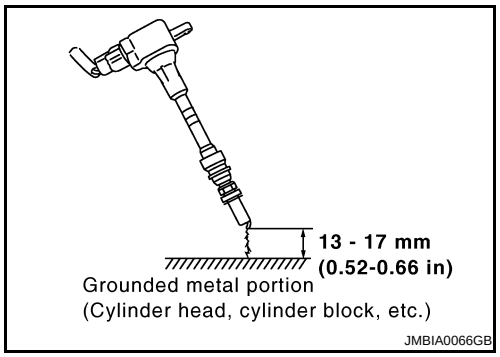
**CAUTION:**
**Perform the following procedure in a place where with no combustible objects and good ventilation.**

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.

3. Remove fuel pump fuse (1) in IPDM E/R (2) to release fuel pressure.
   **NOTE:**
   Do not use CONSULT-III to release fuel pressure, or fuel pressure applies again during the following procedure.
4. Start engine.
5. After engine stalls, crank it two or three times to release all fuel pressure.
6. Turn ignition switch OFF.
7. Remove all ignition coil harness connectors to avoid the electrical discharge from the ignition coils.
8. Remove ignition coil and spark plug of the cylinder to be checked.
9. Crank engine for 5 seconds or more to remove combustion gas in the cylinder.
10. Connect spark plug and harness connector to ignition coil.
11. Fix ignition coil using a rope etc. with gap of 13 - 17 mm (0.52 - 0.66 in) between the edge of the spark plug and grounded metal portion as shown in the figure.
12. Crank engine for about three seconds, and check whether spark is generated between the spark plug and the grounded metal portion.




**Spark should be generated.**




**CAUTION:**
- **Never place the spark plug and the ignition coil within 50 cm (19.7 in) each other. Be careful not to get an electrical shock while checking, because the electrical discharge voltage becomes 20 kV or more.**
- **It might damage the ignition coil if the gap of more than 17 mm (0.66 in) is made.**

**NOTE:**
**When the gap is less than 13 mm (0.52 in), spark might be generated even if the coil is malfunctioning.**

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace malfunctioning ignition coil with power transistor.

## Component Inspection (Condenser)

INFOID:0000000004673459

### 1. CHECK CONDENSER

1. Turn ignition switch OFF.
2. Disconnect condenser harness connector.
3. Check resistance between condenser terminals as per the following.

| Terminals | Resistance (MΩ) |
|---|---|
| 1 and 2 | Above 1 [at 25°C (77°F)] |

Is the inspection result normal?

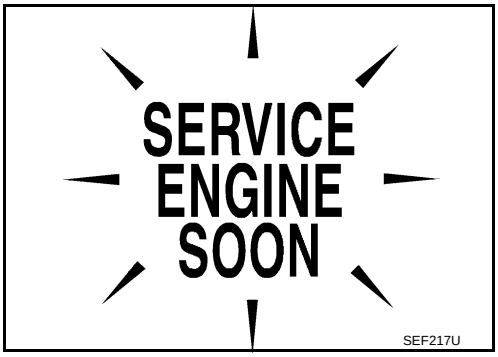
YES >> INSPECTION END
NO >> Replace condenser.

# MALFUNCTION INDICATOR LAMP

## Description

INFOID:0000000004673460

The Malfunction Indicator Lamp (MIL) is located on the combination meter.
The MIL will illuminate when the ignition switch is turned ON without the engine running. This is a bulb check.
When the engine is started, the MIL should turn off. If the MIL remains illuminated, the on board diagnostic system has detected an engine system malfunction.
For details, refer to EC-112, "Diagnosis Description".




## Component Function Check

INFOID:0000000004673461

### 1.CHECK MIL FUNCTION

1. Turn ignition switch ON.
2. Make sure that MIL illuminates.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-512, "Diagnosis Procedure".

## Diagnosis Procedure

INFOID:0000000004673462

### 1.CHECK DTC

Check that DTC UXXXX is not displayed.

Is the inspection result normal?

YES >> GO TO 2.
NO >> Perform trouble diagnosis for DTC UXXXX.

### 2.CHECK DTC WITH “UNIFIED METER AND A/C AMP.”

Refer to MWI-38, "CONSULT-III Function (METER/M&A)".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace.

### 3.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

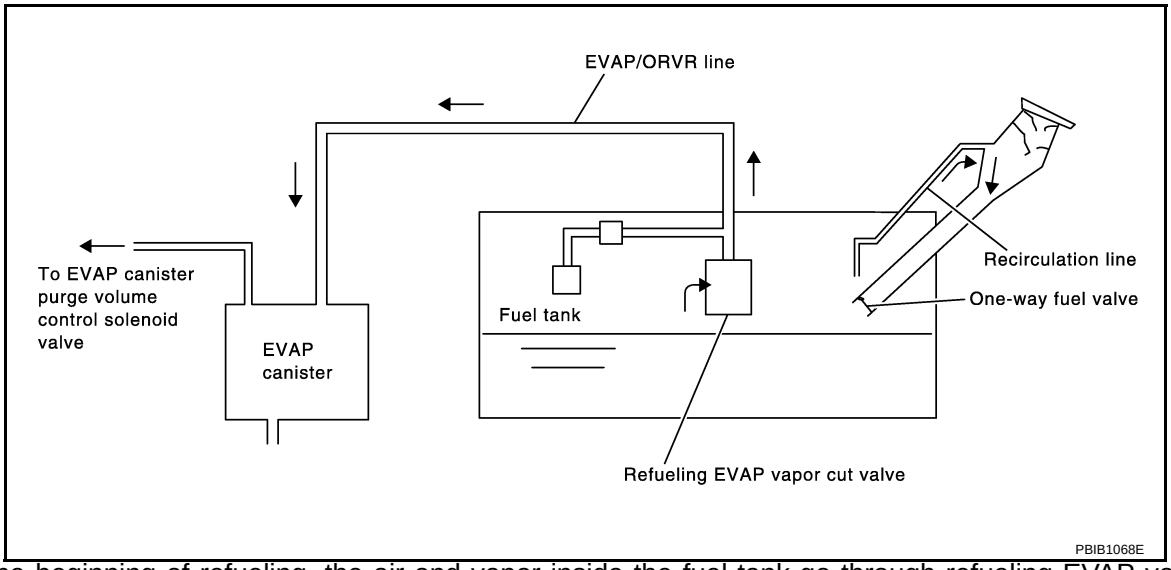
Is the inspection result normal?

YES >> Replace combination meter.
NO >> Repair or replace.

# ON BOARD REFUELING VAPOR RECOVERY (ORVR)

## Description

INFOID:0000000004673463




From the beginning of refueling, the air and vapor inside the fuel tank go through refueling EVAP vapor cut valve and EVAP/ORVR line to the EVAP canister. The vapor is absorbed by the EVAP canister and the air is released to the atmosphere.
When the refueling has reached the full level of the fuel tank, the refueling EVAP vapor cut valve is closed and refueling is stopped because of auto shut-off. The vapor which was absorbed by the EVAP canister is purged during driving.

**WARNING:**
**When conducting inspections below, be sure to observe the following:**
- **Put a "CAUTION: FLAMMABLE" sign in workshop.**
- **Never smoke while servicing fuel system. Keep open flames and sparks away from work area.**
- **Always furnish the workshop with a $CO_2$ fire extinguisher.**

**CAUTION:**
- **Before removing fuel line parts, carry out the following procedures:**
- **Put drained fuel in an explosion-proof container and put lid on securely.**
- **Release fuel pressure from fuel line. Refer to EC-614, "Inspection".**
- **Disconnect battery ground cable.**
- **Always replace O-ring when the fuel gauge retainer is removed.**
- **Never kink or twist hose and tube when they are installed.**
- **Never tighten hose and clamps excessively to avoid damaging hoses.**
- **After installation, run engine and check for fuel leaks at connections.**
- **Never attempt to top off the fuel tank after the fuel pump nozzle shuts off automatically. Continued refueling may cause fuel overflow, resulting in fuel spray and possibly a fire.**

## Component Function Check

INFOID:0000000004673464

### 1. CHECK ORVR FUNCTION

Check whether the following symptoms are present.
- Fuel odor from EVAP canister is strong.
- Cannot refuel/Fuel odor from the fuel filler opening is strong while refueling.

Are any symptoms present?

YES >> Go to EC-513, "Diagnosis Procedure".
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000004673465

### 1. INSPECTION START

Check whether the following symptoms are present.
A: Fuel odor from EVAP canister is strong.

B: Cannot refuel/Fuel odor from the fuel filler opening is strong while refueling.

Which symptom is present?

A >> GO TO 2.
B >> GO TO 7.

## 2. CHECK EVAP CANISTER

1. Remove EVAP canister with EVAP canister vent control valve and EVAP control system pressure sensor attached.
2. Weigh the EVAP canister with EVAP canister vent control valve and EVAP control system pressure sensor attached.
   **The weight should be less than 2.2 kg (4.9 lb).**

Is the inspection result normal?

YES >> GO TO 3.
NO >> GO TO 4.

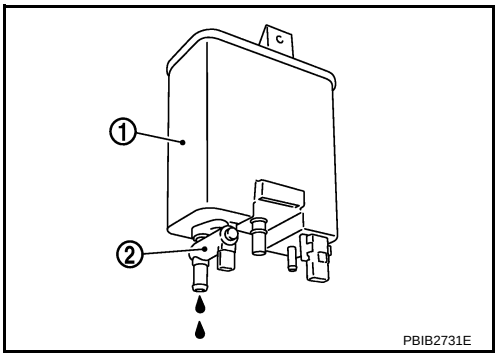
## 3. CHECK IF EVAP CANISTER IS SATURATED WITH WATER

Check if water will drain from EVAP canister (1).

- 2 : EVAP canister vent control valve

Does water drain from the EVAP canister?

YES >> GO TO 4.
NO >> GO TO 6.




## 4. REPLACE EVAP CANISTER

Replace EVAP canister with a new one.

>> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check the EVAP hose between EVAP canister and vehicle frame for clogging or poor connection.

>> Repair or replace EVAP hose.

## 6. CHECK REFUELING EVAP VAPOR CUT VALVE

Refer to EC-516, "Component Inspection".

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace refueling EVAP vapor cut valve with fuel tank.

## 7. CHECK EVAP CANISTER

1. Remove EVAP canister with EVAP canister vent control valve and EVAP control system pressure sensor attached.
2. Weigh the EVAP canister with EVAP canister vent control valve and EVAP control system pressure sensor attached.
   **The weight should be less than 2.2 kg (4.9 lb).**

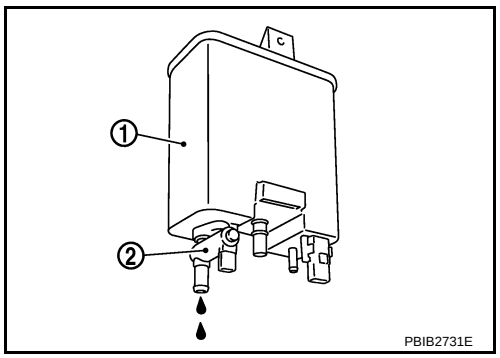
Is the inspection result normal?

YES >> GO TO 8.
NO >> GO TO 9.

## 8. CHECK IF EVAP CANISTER IS SATURATED WITH WATER

Check if water will drain from EVAP canister (1).

• 2 : EVAP canister vent control valve




Does water drain from the EVAP canister?

YES >> GO TO 9.
NO >> GO TO 11.

## 9. REPLACE EVAP CANISTER

Replace EVAP canister with a new one.

>> GO TO 10.

## 10. DETECT MALFUNCTIONING PART

Check the EVAP hose between EVAP canister and vehicle frame for clogging or poor connection.

>> Repair or replace EVAP hose.

## 11. CHECK VENT HOSES AND VENT TUBES

Check hoses and tubes between EVAP canister and refueling control valve for clogging, kinks, looseness and improper connection.

Is the inspection result normal?

YES >> GO TO 12.
NO >> Repair or replace hoses and tubes.

## 12. CHECK FILLER NECK TUBE

Check recirculation line for clogging, dents and cracks.

Is the inspection result normal?

YES >> GO TO 13.
NO >> Replace filler neck tube.

## 13. CHECK REFUELING EVAP VAPOR CUT VALVE

Refer to EC-516, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 14.
NO >> Replace refueling EVAP vapor cut valve with fuel tank.

## 14. CHECK FUEL FILLER TUBE

Check filler neck tube and hose connected to the fuel tank for clogging, dents and cracks.

Is the inspection result normal?

YES >> GO TO 15.
NO >> Replace fuel filler tube.

## 15. CHECK ONE-WAY FUEL VALVE-I

Check one-way valve for clogging.

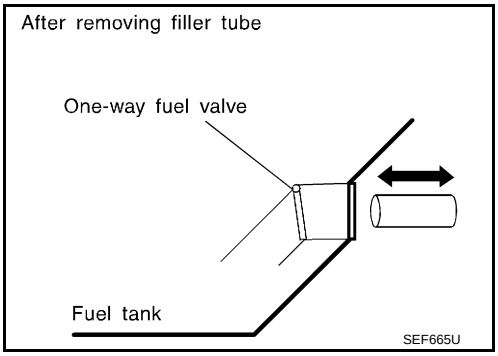
Is the inspection result normal?

YES >> GO TO 16.
NO >> Repair or replace one-way fuel valve with fuel tank.

## 16. CHECK ONE-WAY FUEL VALVE-II

1. Make sure that fuel is drained from the tank.
2. Remove fuel filler tube and hose.

3. Check one-way fuel valve for operation as follows.
When a stick is inserted, the valve should open, when removing stick it should close.
**Do not drop any material into the tank.**




Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace fuel filler tube or replace one-way fuel valve with fuel tank.

## Component Inspection

INFOID:0000000004673466

### 1. INSPECTION START

Do you have CONSULT-III?

Do you have CONSULT-III?

YES >> GO TO 2.
NO >> GO TO 3.

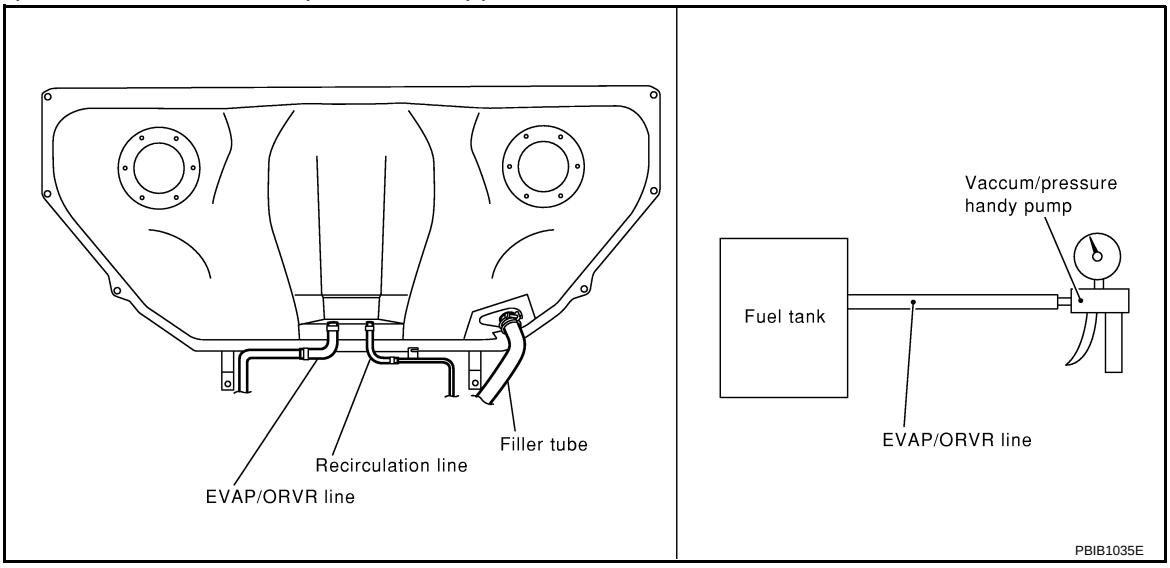
### 2. CHECK REFUELING EVAP VAPOR CUT VALVE

**With CONSULT-III**

1. Turn ignition switch OFF.
2. Remove fuel tank. Refer to FL-10, "Removal and Installation".
3. Drain fuel from the tank as follows:
- Remove fuel feed hose located on the fuel gauge retainer.
- Connect a spare fuel hose, one side to fuel gauge retainer where the hose was removed and the other side to a fuel container.
- Drain fuel using “FUEL PUMP RELAY” in “ACTIVE TEST” mode with CONSULT-III.
4. Check refueling EVAP vapor cut valve for being stuck to close as follows.
Blow air into the refueling EVAP vapor cut valve (from the end of EVAP/ORVR line hose), and check that the air flows freely into the tank.
5. Check refueling EVAP vapor cut valve for being stuck to open as follows.
- Connect vacuum pump to hose end.
- Remove fuel gauge retainer with fuel gauge unit.

**Always replace O-ring with new one.**

- Turn fuel tank upside down.
- Apply vacuum pressure to hose end [–13.3 kPa (–0.136 kg/cm$^3$, –1.93 psi)] with fuel gauge retainer remaining open and check that the pressure is applicable.




Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace refueling EVAP vapor cut valve with fuel tank.

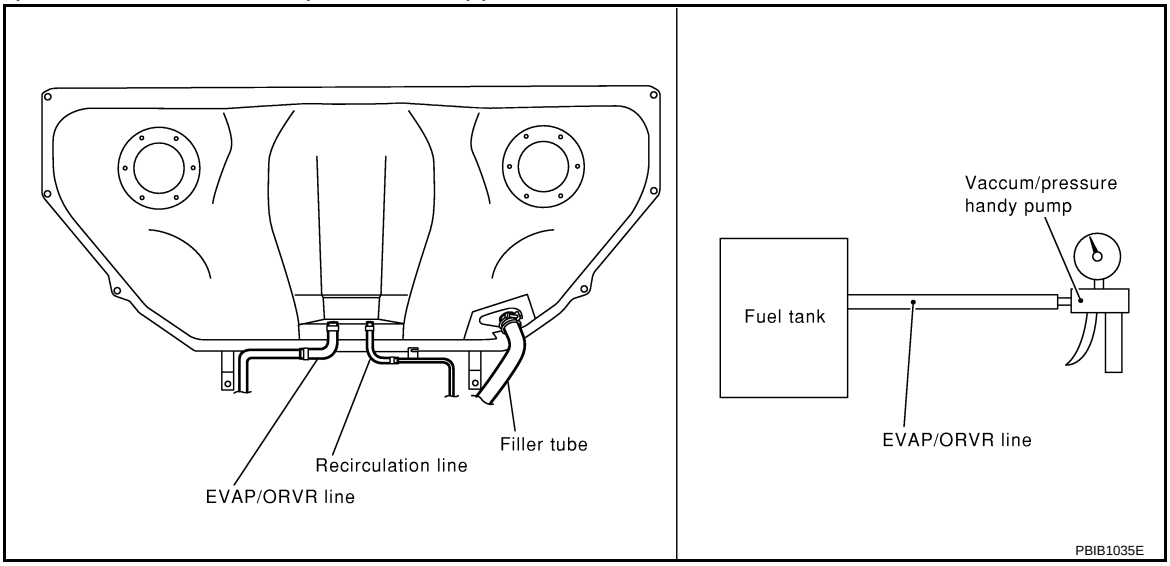
## 3. CHECK REFUELING EVAP VAPOR CUT VALVE

**Without CONSULT-III**

1. Turn ignition switch OFF.
2. Remove fuel tank. Refer to FL-10, "Removal and Installation".
3. Drain fuel from the tank as follows:
- Remove fuel gauge retainer.
- Drain fuel from the tank using a handy pump into a fuel container.
4. Check refueling EVAP vapor cut valve for being stuck to close as follows.
   Blow air into the refueling EVAP vapor cut valve (from the end of EVAP/ORVR line hose), and check that the air flows freely into the tank.
5. Check refueling EVAP vapor cut valve for being stuck to open as follows.
- Connect vacuum pump to hose end.
- Remove fuel gauge retainer with fuel gauge unit.

**Always replace O-ring with new one.**

- Turn fuel tank upside down.
- Apply vacuum pressure to hose end [–13.3 kPa (–0.136 kg/cm$^3$, –1.93 psi)] with fuel gauge retainer remaining open and check that the pressure is applicable.



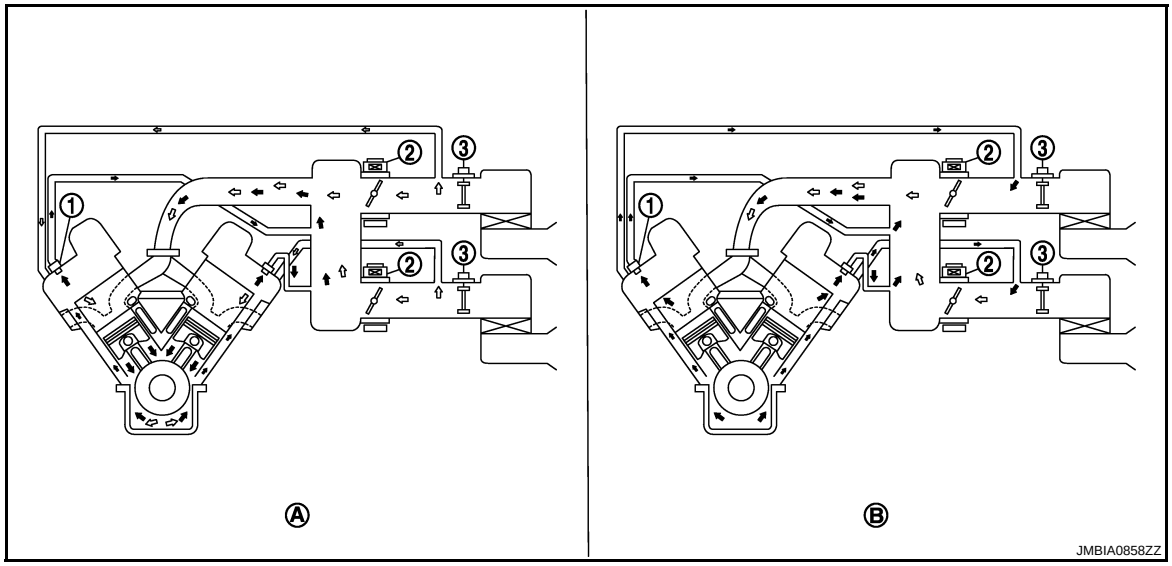

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace refueling EVAP vapor cut valve with fuel tank.

# POSITIVE CRANKCASE VENTILATION

## Description

INFOID:0000000004673467

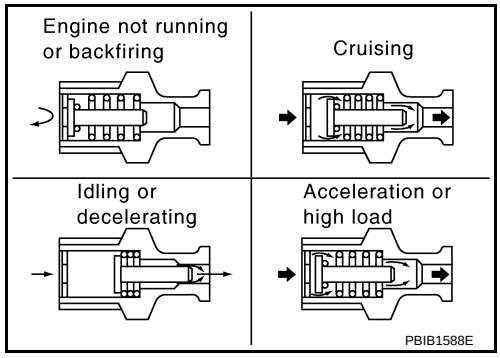



1. PCV valve
2. Electric throttle control actuator
3. Mass air flow sensor
A. Normal condition
B. Hi-load condition

⇦ : Fresh air

⬅ : Blow-by air

This system returns blow-by gas to the intake manifold.
The positive crankcase ventilation (PCV) valve is provided to conduct crankcase blow-by gas to the intake manifold.
During partial throttle operation of the engine, the intake manifold sucks the blow-by gas through the PCV valve.
Normally, the capacity of the valve is sufficient to handle any blow-by and a small amount of ventilating air.
The ventilating air is then drawn from the air inlet tubes into the crankcase. In this process the air passes through the hose connecting air inlet tubes to rocker cover.
Under full-throttle condition, the manifold vacuum is insufficient to draw the blow-by flow through the valve. The flow goes through the hose connection in the reverse direction.
On vehicles with an excessively high blow-by, the valve does not meet the requirement. This is because some of the flow will go through the hose connection to the air inlet tubes under all conditions.

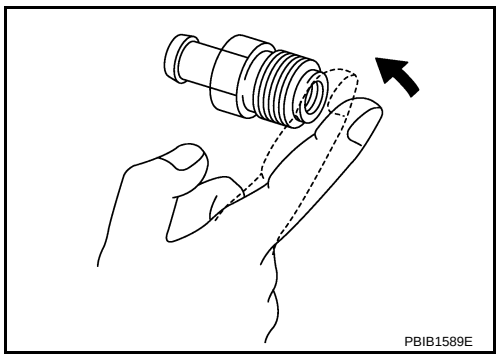



## Component Inspection

INFOID:0000000004673468

### 1. CHECK PCV VALVE

With engine running at idle, remove PCV valve from rocker cover. A properly working valve makes a hissing noise as air passes through it. A strong vacuum should be felt immediately when a finger is placed over valve inlet.




Is the inspection result normal?

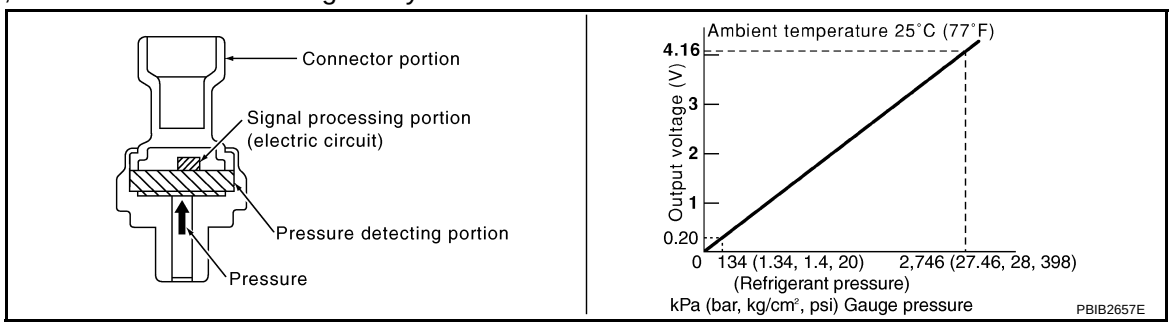
YES >> INSPECTION END
NO >> Replace PCV valve.

# REFRIGERANT PRESSURE SENSOR

## Description

INFOID:0000000004673469

The refrigerant pressure sensor is installed at the condenser of the air conditioner system. The sensor uses an electrostatic volume pressure transducer to convert refrigerant pressure to voltage. The voltage signal is sent to ECM, and ECM controls cooling fan system.




## Component Function Check

INFOID:0000000004673470

### 1.CHECK REFRIGERANT PRESSURE SENSOR FUNCTION

1. Start engine and warm it up to normal operating temperature.
2. Turn A/C switch and blower fan switch ON.
3. Check the voltage between ECM harness connector terminals as per the following.

| ECM | | | Voltage (V) |
|---|---|---|---|
| Connector | + | – | |
| | Terminal | Terminal | |
| M107 | 105 (Refrigerant pressure sensor signal) | 112 | 1.0 - 4.0 |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-520, "Diagnosis Procedure".

## Diagnosis Procedure

INFOID:0000000004673471

### 1.CHECK GROUND CONNECTION

1. Turn A/C switch and blower fan switch OFF.
2. Turn ignition switch OFF.
3. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace ground connection.

### 2.CHECK REFRIGERANT PRESSURE SENSOR POWER SUPPLY CIRCUIT

1. Disconnect refrigerant pressure sensor harness connector.
2. Turn ignition switch ON.
3. Check the voltage between refrigerant pressure sensor harness connector and ground.

| Refrigerant pressure sensor | | Ground | Voltage (V) |
|---|---|---|---|
| Connector | Terminal | | |
| E77 | 3 | Ground | Approx. 5 |

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 3.

## 3. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors M6, E106
- Harness for open or short between ECM and refrigerant pressure sensor

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 4. CHECK REFRIGERANT PRESSURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between refrigerant pressure sensor harness connector and ECM harness connector.

| Refrigerant pressure sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E77 | 1 | M107 | 112 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 6.
NO >> GO TO 5.

## 5. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors M6, E106
- Harness for open or short between ECM and refrigerant pressure sensor

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 6. CHECK REFRIGERANT PRESSURE SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between refrigerant pressure sensor harness connector and ECM harness connector.

| Refrigerant pressure sensor | | ECM | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| E77 | 2 | M107 | 105 | Existed |

2. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 8.
NO >> GO TO 7.

## 7. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors M6, E106
- Harness for open or short between ECM and refrigerant pressure sensor

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 8. CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

Is the inspection result normal?

YES >> Replace refrigerant pressure sensor.
NO >> Repair or replace.

# SNOW MODE SWITCH

## Description

INFOID:0000000004673472

The snow mode switch signal is sent to the “unified meter and A/C amp.” from the snow mode switch. The “unified meter and A/C amp.” then sends the signal to the ECM via the CAN communication line.
The snow mode is used for driving or starting the vehicle on snowy roads or slippery areas. If the snow mode is activated, the vehicle speed will not accelerate as quickly as normal to avoid vehicle slip. In other words, ECM controls rapid engine torque change by controlling the electric throttle control actuator operating speed.

## Component Function Check

INFOID:0000000004673473

### 1.CHECK SNOW MODE SWITCH FUNCTION

1. Turn ignition switch ON.
2. Select “SNOW MODE SW” in “DATA MONITOR” mode with CONSULT-III.
3. Check “SNOW MODE SW” indication under the following conditions.

| Monitor item | Condition | | Indication |
|---|---|---|---|
| SNOW MODE SW | Snow mode switch | ON | ON |
| | | OFF | OFF |

Is the inspection result normal?

YES >> GO TO 2.
NO >> Go to EC-522, "Diagnosis Procedure".

### 2.CHECK SNOW MODE INDICATOR FUNCTION

1. Turn ignition switch ON.
2. Check the snow mode indicator in the snow mode switch under the following condition.

| Condition | | Snow mode indicator |
|---|---|---|
| Snow mode switch | ON | ON |
| | OFF | OFF |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Go to EC-522, "Diagnosis Procedure".

## Diagnosis Procedure

INFOID:0000000004673474

### 1.CHECK SNOW MODE SWITCH OVERALL FUNCTION

Confirm the malfunctioning circuit (snow mode switch or snow mode indicator). Refer to EC-522, "Component Function Check".

Which circuit is related to the incident?

Snow mode switch>>GO TO 2.
Snow mode indicator>>GO TO 6.

### 2.CHECK DTC WITH “UNIFIED METER AND A/C AMP.”

Refer to MWI-38, "CONSULT-III Function (METER/M&A)".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Go to MWI-4, "Work flow".

### 3.CHECK SNOW MODE SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect snow mode switch harness connector.
3. Turn ignition switch ON.
4. Check the voltage between snow mode switch harness connector and ground.

| Snow mode switch | | Ground | Voltage |
|---|---|---|---|
| Connector | Terminal | | |
| M139 | 1 | Ground | Battery voltage |

Is the inspection result normal?

YES >> GO TO 5.
NO >> GO TO 4.

## 4. DETECT MALFUNCTIONING PART

Check the following.
- Harness connectors E106, M6
- IPDM E/R harness connector E7
- 10 A fuse (No. 43)
- Harness for open or short between snow mode switch and fuse.

>> Repair open circuit, short to ground or short to power in harness or connectors.

## 5. CHECK SNOW MODE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect “unified meter and A/C amp.” harness connector.
3. Check the continuity between snow mode switch harness connector and “unified meter and A/C amp.” harness connector.

| Snow mode switch | | Unified meter and A/C amp. | | Continuity |
|---|---|---|---|---|
| Connector | Terminal | Connector | Terminal | |
| M139 | 4 | M66 | 23 | Existed |

4. Also check harness for short to ground and short to power.

Is the inspection result normal?

YES >> GO TO 8.
NO >> Repair open circuit, short to ground or short to power in harness or connector.

## 6. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in GI-44, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 7.
NO >> Repair or replace ground connection.

## 7. CHECK SNOW MODE INDICATOR LAMP GROUND CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between snow mode switch harness connector and ground.

| Snow mode switch | | Ground | Continuity |
|---|---|---|---|
| Connector | Terminal | | |
| M139 | 2 | Ground | Existed |

2. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 8.
NO >> Repair open circuit or short to power in harness or connectors.

## 8. CHECK SNOW MODE SWITCH

Refer to EC-524, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 9.
NO >> Replace snow mode switch.

## 9.CHECK INTERMITTENT INCIDENT

Refer to GI-41, "Intermittent Incident".

>> INSPECTION END

## Component Inspection

INFOID:0000000004673475

## 1.CHECK SNOW MODE SWITCH-I

1. Turn ignition switch OFF.
2. Disconnect snow mode switch harness connector.
3. Check the continuity between snow mode switch terminals under the following conditions.

| Terminals | Condition | | Continuity |
|---|---|---|---|
| 1 and 4 | Snow mode switch | ON | Existed |
| | | OFF | Not Existed |

Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace snow mode switch.

## 2.CHECK SNOW MODE SWITCH-II

Check the continuity between snow mode switch terminals under the following conditions.

| Terminals (Polarity) | Continuity |
|---|---|
| 2 (+) - 4 (–) | Existed |
| 4 (+) - 2 (–) | Not Existed |

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace snow mode switch.

# ECU DIAGNOSIS INFORMATION

## ECM

### Reference Value

INFOID:0000000004476973

VALUES ON THE DIAGNOSIS TOOL

**NOTE:**

- Specification data are reference values.
- Specification data are output/input values which are detected or supplied by the ECM at the connector.
  * Specification data may not be directly related to their components signals/values/operations.
  i.e. Adjust ignition timing with a timing light before monitoring IGN TIMING, because the monitor may show the specification data in spite of the ignition timing not being adjusted to the specification data. This IGN TIMING monitors the data calculated by the ECM according to the signals input from the camshaft position sensor and other ignition timing related sensors.

CONSULT-III MONITOR ITEM

| Monitor Item | Condition | | Values/Status |
|---|---|---|---|
| ENG SPEED | • Run engine and compare CONSULT-III value with the tachometer indication. | | Almost the same speed as the tachometer indication |
| MAS A/F SE-B1 | See EC-137, "Description". | | |
| MAS A/F SE-B2 | See EC-137, "Description". | | |
| B/FUEL SCHDL | See EC-137, "Description". | | |
| A/F ALPHA-B1 | See EC-137, "Description". | | |
| A/F ALPHA-B2 | See EC-137, "Description". | | |
| COOLAN TEMP/S | • Ignition switch: ON | | Indicates engine coolant temperature |
| A/F SEN1 (B1) | • Engine: After warming up | Maintaining engine speed at 2,000 rpm | Fluctuates around 2.2 V |
| A/F SEN1 (B2) | • Engine: After warming up | Maintaining engine speed at 2,000 rpm | Fluctuates around 2.2 V |
| HO2S2 (B1) | • Revving engine from idle up to 3,000 rpm quickly after the following conditions are met.<br>- Engine: After warming up<br>- After keeping engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load | | 0 - 0.3 V ←→ Approx. 0.6 - 1.0 V |
| HO2S2 (B2) | • Revving engine from idle up to 3,000 rpm quickly after the following conditions are met.<br>- Engine: After warming up<br>- After keeping engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load | | 0 - 0.3 V ←→ Approx. 0.6 - 1.0 V |
| HO2S2 MNTR (B1) | • Revving engine from idle up to 3,000 rpm quickly after the following conditions are met.<br>- Engine: After warming up<br>- After keeping engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load | | LEAN ←→ RICH |
| HO2S2 MNTR (B2) | • Revving engine from idle up to 3,000 rpm quickly after the following conditions are met.<br>- Engine: After warming up<br>- After keeping engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load | | LEAN ←→ RICH |
| VHCL SPEED SE | • Turn drive wheels and compare CONSULT-III value with the speedometer indication. | | Almost the same speed as speedometer indication |
| BATTERY VOLT | • Ignition switch: ON (Engine stopped) | | 11 - 14 V |
| ACCEL SEN 1 | • Ignition switch: ON (Engine stopped) | Accelerator pedal: Fully released | 0.45 - 1.00 V |
| | | Accelerator pedal: Fully depressed | 4.4 - 4.8 V |
| ACCEL SEN 2*1 | • Ignition switch: ON (Engine stopped) | Accelerator pedal: Fully released | 0.45 - 1.00 V |
| | | Accelerator pedal: Fully depressed | 4.3 - 4.8 V |

| Monitor Item | Condition | | Values/Status |
|---|---|---|---|
| TP SEN 1-B1 | • Ignition switch: ON (Engine stopped)<br>• Selector lever: D (A/T) or 1st (M/T) | Accelerator pedal: Fully released | More than 0.36 V |
| | | Accelerator pedal: Fully depressed | Less than 4.75 V |
| TP SEN 2-B1*1 | • Ignition switch: ON (Engine stopped)<br>• Selector lever: D (A/T) or 1st (M/T) | Accelerator pedal: Fully released | More than 0.36 V |
| | | Accelerator pedal: Fully depressed | Less than 4.75 V |
| FUEL T/TMP SE | • Ignition switch: ON | | Indicates fuel tank temperature |
| INT/A TEMP SE | • Ignition switch: ON | | Indicates intake air temperature |
| EVAP SYS PRES | • Ignition switch: ON | | Approx. 1.8 - 4.8 V |
| FUEL LEVEL SE | • Ignition switch: ON | | Depending on fuel level of fuel tank |
| START SIGNAL | • Ignition switch: ON → START → ON | | OFF → ON → OFF |
| CLSD THL POS | • Ignition switch: ON (Engine stopped) | Accelerator pedal: Fully released | ON |
| | | Accelerator pedal: Slightly depressed | OFF |
| AIR COND SIG | • Engine: After warming up, idle the engine | Air conditioner switch: OFF | OFF |
| | | Air conditioner switch: ON (Compressor operates.) | ON |
| P/N POSI SW | • Ignition switch: ON | Selector lever: P or N (A/T), Neutral (M/T) | ON |
| | | Selector lever: Except above | OFF |
| PW/ST SIGNAL | • Engine: After warming up, idle the engine | Steering wheel: Not being turned | OFF |
| | | Steering wheel: Being turned | ON |
| LOAD SIGNAL | • Ignition switch: ON | Rear window defogger switch: ON and/or Lighting switch: 2nd position | ON |
| | | Rear window defogger switch and lighting switch: OFF | OFF |
| IGNITION SW | • Ignition switch: ON → OFF → ON | | ON → OFF → ON |
| HEATER FAN SW | • Engine: After warming up, idle the engine | Heater fan switch: ON | ON |
| | | Heater fan switch: OFF | OFF |
| BOOST VCUM SW | • This item is displayed but is not applicable to this model. | | |
| BRAKE SW | • Ignition switch: ON | Brake pedal: Fully released | OFF |
| | | Brake pedal: Slightly depressed | ON |
| INJ PULSE-B1 | • Engine: After warming up<br>• Selector lever: P or N (A/T), Neutral (M/T)<br>• Air conditioner switch: OFF<br>• No load | Idle | 2.0 - 3.0 msec |
| | | 2,000 rpm | 1.9 - 2.9 msec |
| INJ PULSE-B2 | • Engine: After warming up<br>• Selector lever: P or N (A/T), Neutral (M/T)<br>• Air conditioner switch: OFF<br>• No load | Idle | 2.0 - 3.0 msec |
| | | 2,000 rpm | 1.9 - 2.9 msec |
| IGN TIMING | • Engine: After warming up<br>• Selector lever: P or N (A/T), Neutral (M/T)<br>• Air conditioner switch: OFF<br>• No load | Idle | 7° BTDC |
| | | 2,000 rpm | 25° - 45° BTDC |

| Monitor Item | Condition | | Values/Status |
|---|---|---|---|
| CAL/LD VALUE | • Engine: After warming up<br>• Selector lever: P or N (A/T), Neutral (M/T)<br>• Air conditioner switch: OFF<br>• No load | Idle | 5% - 35% |
| | | 2,500 rpm | 5% - 35% |
| MASS AIRFLOW | • Engine: After warming up<br>• Selector lever: P or N (A/T), Neutral (M/T)<br>• Air conditioner switch: OFF<br>• No load | Idle | 2.0 - 6.0 g·m/s |
| | | 2,500 rpm | 7.0 - 20.0 g·m/s |
| PURG VOL C/V | • Engine: After warming up<br>• Selector lever: P or N (A/T), Neutral (M/T)<br>• Air conditioner switch: OFF<br>• No load | Idle<br>(Accelerator pedal: Not depressed even slightly, after engine starting.) | 0% |
| | | 2,000 rpm | — |
| INT/V TIM (B1) | • Engine: After warming up<br>• Selector lever: P or N (A/T), Neutral (M/T)<br>• Air conditioner switch: OFF<br>• No load | Idle | –5°CA - 5°CA |
| | | 2,000 rpm | Approx. 0°CA - 30°CA |
| INT/V TIM (B2) | • Engine: After warming up<br>• Selector lever: P or N (A/T), Neutral (M/T)<br>• Air conditioner switch: OFF<br>• No load | Idle | –5°CA - 5°CA |
| | | 2,000 rpm | Approx. 0°CA - 30°CA |
| INT/V SOL (B1) | • Engine: After warming up<br>• Selector lever: P or N (A/T), Neutral (M/T)<br>• Air conditioner switch: OFF<br>• No load | Idle | 0% - 2% |
| | | 2,000 rpm | Approx. 0% - 50% |
| INT/V SOL (B2) | • Engine: After warming up<br>• Selector lever: P or N (A/T), Neutral (M/T)<br>• Air conditioner switch: OFF<br>• No load | Idle | 0% - 2% |
| | | 2,000 rpm | Approx. 0% - 50% |
| TP SEN 1-B2 | • Ignition switch: ON<br>(Engine stopped)<br>• Selector lever: D (A/T) or 1st (M/T) | Accelerator pedal: Fully released | More than 0.36 V |
| | | Accelerator pedal: Fully depressed | Less than 4.75 V |
| TP SEN 2-B2*1 | • Ignition switch: ON<br>(Engine stopped)<br>• Selector lever: D (A/T) or 1st (M/T) | Accelerator pedal: Fully released | More than 0.36 V |
| | | Accelerator pedal: Fully depressed | Less than 4.75 V |
| AIR COND RLY | • Engine: After warming up, idle the engine | Air conditioner switch: OFF | OFF |
| | | Air conditioner switch: ON<br>(Compressor operates) | ON |
| FUEL PUMP RLY | • For 1 second after turning ignition switch: ON<br>• Engine running or cranking | | ON |
| | • Except above | | OFF |
| VENT CONT/V | • Ignition switch: ON | | OFF |
| THRTL RELAY | • Ignition switch: ON | | ON |
| HO2S2 HTR (B1) | • Engine speed: Below 3,600 rpm after the following conditions are met.<br>- Engine: After warming up<br>- Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load | | ON |
| | • Engine speed: Above 3,600 rpm | | OFF |

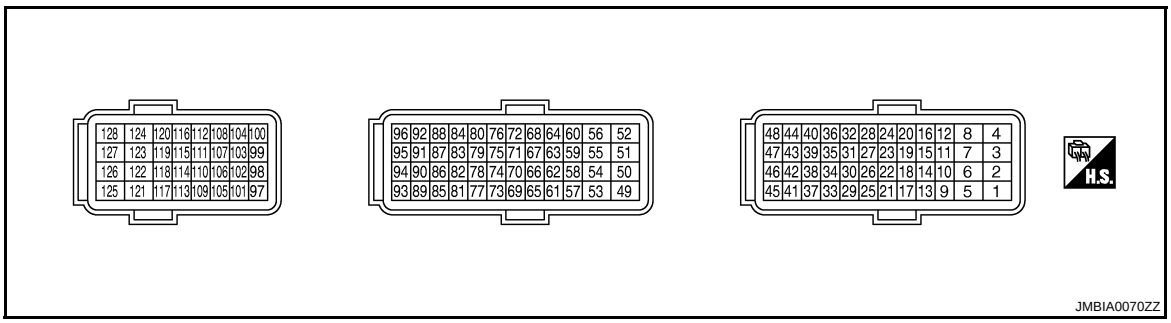
| Monitor Item | Condition | | Values/Status |
|---|---|---|---|
| HO2S2 HTR (B2) | • Engine speed: Below 3,600 rpm after the following conditions are met.<br>- Engine: After warming up<br>- Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load | | ON |
| | • Engine speed: Above 3,600 rpm | | OFF |
| I/P PULLY SPD | • Vehicle speed: More than 20 km/h (12 MPH) | | Almost the same speed as the tachometer indication |
| VEHICLE SPEED | • Turn drive wheels and compare CONSULT-III value with the speedometer indication. | | Almost the same speed as the speedometer indication |
| IDL A/V LEARN | • Engine: Running | Idle air volume learning has not been performed yet. | YET |
| | | Idle air volume learning has already been performed successfully. | CMPLT |
| SNOW MODE SW | • Ignition switch: ON | Snow mode switch: ON | ON |
| | | Snow mode switch: OFF | OFF |
| ENG OIL TEMP | • Engine: After warming up | | More than 70°C (158°F) |
| TRVL AFTER MIL | • Ignition switch: ON | Vehicle has traveled after MIL has illuminated. | 0 - 65,535 km<br>(0 - 40,723 miles) |
| A/F S1 HTR (B1) | • Engine: After warming up, idle the engine<br>(More than 140 seconds after starting engine) | | 4 - 100% |
| A/F S1 HTR (B2) | • Engine: After warming up, idle the engine<br>(More than 140 seconds after starting engine) | | 4 - 100% |
| AC PRESS SEN | • Engine: Idle<br>• Both A/C switch and blower fan switch: ON (Compressor operates) | | 1.0 - 4.0 V |
| VHCL SPEED SE | • Turn drive wheels and compare CONSULT-III value with the speedometer indication. | | Almost the same speed as the speedometer indication |
| MAIN SW | • Ignition switch: ON | MAIN switch: Pressed | ON |
| | | MAIN switch: Released | OFF |
| CANCEL SW | • Ignition switch: ON | CANCEL switch: Pressed | ON |
| | | CANCEL switch: Released | OFF |
| RESUME/ACC SW | • Ignition switch: ON | RESUME/ACCELERATE switch: Pressed | ON |
| | | RESUME/ACCELERATE switch: Released | OFF |
| SET SW | • Ignition switch: ON | SET/COAST switch: Pressed | ON |
| | | SET/COAST switch: Released | OFF |
| BRAKE SW1<br>(ICC/ASCD brake switch) | • Ignition switch: ON | Brake pedal: Fully released | ON |
| | | Brake pedal: Slightly depressed | OFF |
| BRAKE SW2<br>(Stop lamp switch) | • Ignition switch: ON | Brake pedal: Fully released | OFF |
| | | Brake pedal: Slightly depressed | ON |
| DIST SW | • Ignition switch: ON | DISTANCE switch: Pressed | ON |
| | | DISTANCE switch: Released | OFF |
| CRUISE LAMP | • Ignition switch: ON | MAIN switch: Pressed at the 1st time → at the 2nd time | ON → OFF |
| BAT CUR SEN | • Engine speed: Idle<br>• Battery: Fully charged*2<br>• Selector lever: P or N (A/T), Neutral (M/T)<br>• Air conditioner switch: OFF<br>• No load | | Approx. 2,600 - 3,500 mV |
| ALT DUTY | • Engine: Idle | | 0 - 80% |

| Monitor Item | Condition | | Values/Status |
|---|---|---|---|
| ATOM PRES SEN | • This item is displayed but is not applicable to this model. | | |
| BRAKE BST PRES SE | • This item is displayed but is not applicable to this model. | | |
| VVEL POSITION SEN-B1 | • Engine: After warming up<br>• Selector lever: P or N (A/T), Neutral (M/T)<br>• Air conditioner switch: OFF<br>• No load | Idle | Approx. 0.25 - 1.40 V |
| | | When revving engine up to 2,000 rpm quickly | Approx. 0.25 - 4.75 V |
| VVEL POSITION SEN-B2 | • Engine: After warming up<br>• Selector lever: P or N (A/T), Neutral (M/T)<br>• Air conditioner switch: OFF<br>• No load | Idle | Approx. 0.25 - 1.40 V |
| | | When revving engine up to 2,000 rpm quickly | Approx. 0.25 - 4.75 V |
| VVEL TIM-B1 | • Engine: After warming up<br>• Selector lever: P or N (A/T), Neutral (M/T)<br>• Air conditioner switch: OFF<br>• No load | Idle | Approx. 0 - 20 deg |
| | | When revving engine up to 2,000 rpm quickly | Approx. 0 - 90 deg |
| VVEL TIM-B2 | • Engine: After warming up<br>• Selector lever: P or N (A/T), Neutral (M/T)<br>• Air conditioner switch: OFF<br>• No load | Idle | Approx. 0 - 20 deg |
| | | When revving engine up to 2,000 rpm quickly | Approx. 0 - 90 deg |
| VVEL LEARN | • Ignition switch: OFF → ON (After warming up) | VVEL learning has not been performed yet. | YET |
| | | VVEL learning has already been performed successfully. | DONE |
| VVEL SEN LEARN-B1 | • VVEL learning has already been performed successfully | | Approx. 0.30 - 0.80 V |
| VVEL SEN LEARN-B2 | • VVEL learning has already been performed successfully | | Approx. 0.30 - 0.80 V |
| ALT DUTY | • Engine: Idle | | 0 - 80% |
| A/F ADJ-B1 | • Engine: Running | | –0.330 - 0.330 |
| A/F ADJ-B2 | • Engine: Running | | –0.330 - 0.330 |
| FAN DUTY | • Engine: Running | | 0 - 100% |
| ALT DUTY SIG | • Power generation voltage variable control: Operating | | ON |
| | • Power generation voltage variable control: Not operating | | OFF |

*1: Accelerator pedal position sensor 2 signal and throttle position sensor 2 signal are converted by ECM internally. Thus, they differ from ECM terminals voltage signal.

*2: Before measuring the terminal voltage, confirm that the battery is fully charged. Refer to PG-3, "How to Handle Battery".

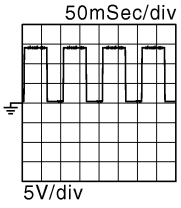
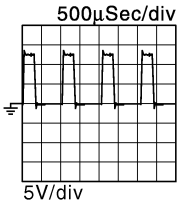
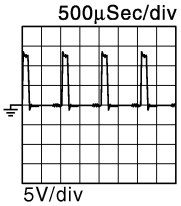
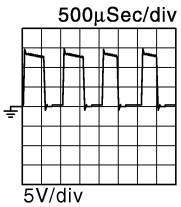
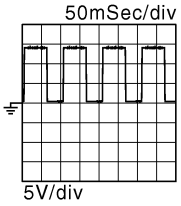
## TERMINAL LAYOUT

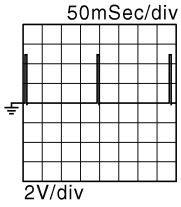
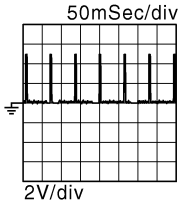
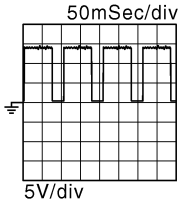
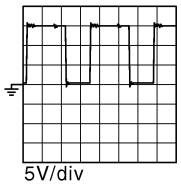


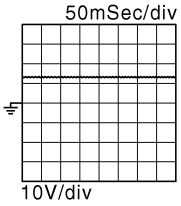
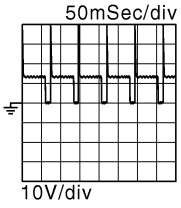
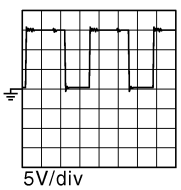

## PHYSICAL VALUES

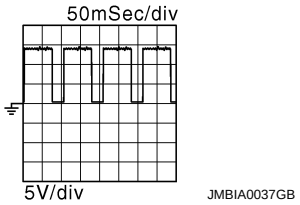
**NOTE:**

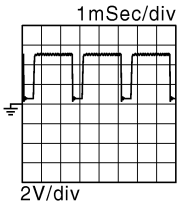
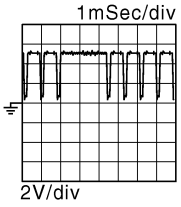
- ECM is located behind the instrument assist lower panel. For this inspection, remove passenger side instrument lower panel.
- Specification data are reference values and are measured between each terminal and ground.
- Pulse signal is measured by CONSULT-III.

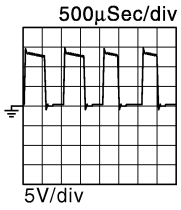
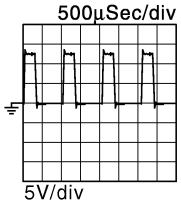
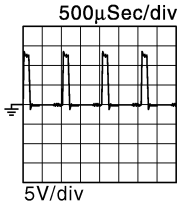
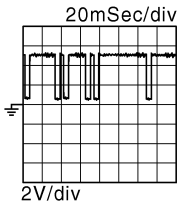
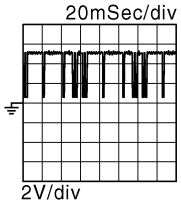
| Terminal No. (Wire color) | | Description | | Condition | Value (Approx.) |
|---|---|---|---|---|---|
| + | – | Signal name | Input/ Output | | |
| 1 (W) | 128 (B) | A/F sensor 1 heater (bank 1) | Output | [Engine is running]<br>• Warm-up condition<br>• Idle speed<br>(More than 140 seconds after starting engine) | 2.9 - 8.8 V★<br>  <br><br>JMBIA0030GB |
| 2 (G) | 128 (B) | Throttle control motor (Open) (bank 1) | Output | [Ignition switch: ON]<br>• Engine stopped<br>• Selector lever: D (A/T) or 1st (M/T)<br>• Accelerator pedal: Fully depressed | 0 - 14 V★<br>  <br><br>JMBIA0031GB |
| | | | | [Ignition switch: ON]<br>• Engine stopped<br>• Selector lever: D (A/T) or 1st (M/T)<br>• Accelerator pedal: Fully released | 0 - 14 V★<br>  <br><br>JMBIA0032GB |
| 3 (R) | 128 (B) | Throttle control motor power supply (bank 1) | Input | [Ignition switch: ON] | BATTERY VOLTAGE (11 - 14 V) |
| 4 (BR) | 128 (B) | Throttle control motor (Close) (bank 1) | Output | [Ignition switch: ON]<br>• Engine stopped<br>• Selector lever: D (A/T) or 1st (M/T)<br>• Accelerator pedal: In the middle of releasing operation | 0 - 14 V★<br>  <br><br>JMBIA0033GB |
| 5 (W) | 128 (B) | A/F sensor 1 heater (bank 2) | Output | [Engine is running]<br>• Warm-up condition<br>• Idle speed<br>(More than 140 seconds after starting engine) | 2.9 - 8.8 V★<br>  <br><br>JMBIA0030GB |
| 8 (B) | — | ECM ground | — | — | — |

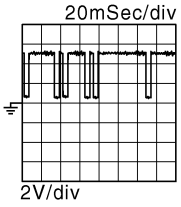
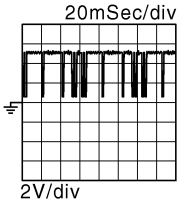
| Terminal No. (Wire color) + | Terminal No. (Wire color) – | Description Signal name | Description Input/ Output | Condition | Value (Approx.) |
|---|---|---|---|---|---|
| 11 (GR) | 128 (B) | Ignition signal No. 4 | Output | [Engine is running]<br>• Warm-up condition<br>• Idle speed<br>**NOTE:**<br>The pulse cycle changes depending on rpm at idle | 0 - 0.2 V★<br>  <br><br>JMBIA0035GB |
| 12 (L) | | Ignition signal No. 3 | | | |
| 15 (V) | | Ignition signal No. 5 | | | |
| 16 (G) | | Ignition signal No. 2 | | [Engine is running]<br>• Warm-up condition<br>• Engine speed: 2,000 rpm | 0.1 - 0.4 V★<br>  <br><br>JMBIA0036GB |
| 19 (SB) | | Ignition signal No. 6 | | | |
| 20 (Y) | | Ignition signal No. 1 | | | |
| 17 (P) | 128 (B) | Heated oxygen sensor 2 heater (bank 1) | Output | [Engine is running]<br>• Engine speed: Below 3,600 rpm after the following conditions are met<br>- Engine: after warming up<br>- Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load | 10 V★<br>  <br><br>JMBIA0037GB |
| | | | | [Ignition switch: ON]<br>• Engine stopped<br>[Engine is running]<br>• Engine speed: Above 3,600 rpm | BATTERY VOLTAGE (11 - 14 V) |
| 18 (W) | 128 (B) | Intake valve timing control solenoid valve (bank 1) | Output | [Engine is running]<br>• Warm-up condition<br>• Idle speed | BATTERY VOLTAGE (11 - 14 V) |
| | | | | [Engine is running]<br>• Warm-up condition<br>• Engine speed: 2,000rpm | 7 - 12 V★<br>  <br><br>JMBIA0038GB |

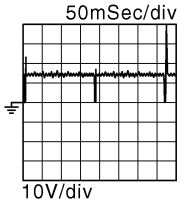
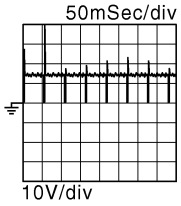
| Terminal No. (Wire color) | | Description | | Condition | Value (Approx.) |
|---|---|---|---|---|---|
| + | – | Signal name | Input/ Output | | |
| 21 (GR) | 128 (B) | EVAP canister purge volume control solenoid valve | Output | [Engine is running]<br>• Idle speed<br>• Accelerator pedal: Not depressed even slightly, after engine starting | BATTERY VOLTAGE (11 - 14 V)★<br>  <br><br>JMBIA0039GB |
| | | | | [Engine is running]<br>• Engine speed: About 2,000 rpm (More than 100 seconds after starting engine) | BATTERY VOLTAGE (11 - 14 V)★<br>  <br><br>JMBIA0040GB |
| 22 (R) | 128 (B) | Fuel pump relay | Output | [Ignition switch: ON]<br>• For 1 second after turning ignition switch ON<br>[Engine is running] | 0 - 1.5 V |
| | | | | [Ignition switch: ON]<br>• More than 1 second after turning ignition switch ON | BATTERY VOLTAGE (11 - 14 V) |
| 24 (P) | 128 (B) | ECM relay (Self shut-off) | Output | [Engine is running]<br>[Ignition switch: OFF]<br>• A few seconds after turning ignition switch OFF | 0 - 1.5 V |
| | | | | [Ignition switch: OFF]<br>• More than a few seconds after turning ignition switch OFF | BATTERY VOLTAGE (11 - 14 V) |
| 25 (O) | 128 (B) | Throttle control motor relay | Output | [Ignition switch: ON → OFF] | 0 - 1.0 V<br>↓<br>BATTERY VOLTAGE (11 - 14 V)<br>↓<br>0 V |
| | | | | [Ignition switch: ON] | 0 - 1.0 V |
| 28 (BR) | 128 (B) | VVEL actuator motor relay abort signal [VVEL control module] | Output | [Engine is running]<br>• Warm-up condition<br>• Idle speed | 0 V |
| 29 (G) | 128 (B) | Intake valve timing control solenoid valve (bank 2) | Output | [Engine is running]<br>• Warm-up condition<br>• Idle speed | BATTERY VOLTAGE (11 - 14 V) |
| | | | | [Engine is running]<br>• Warm-up condition<br>• Engine speed: 2,000rpm | 7 - 12 V★<br>  <br><br>JMBIA0038GB |

| Terminal No. (Wire color) | | Description | | Condition | Value (Approx.) |
|---|---|---|---|---|---|
| + | – | Signal name | Input/ Output | | |
| 30 (Y) | 40 (R) | Throttle position sensor 1 (bank 1) | Input | [Ignition switch: ON]<br>• Engine stopped<br>• Selector lever: D (A/T) or 1st (M/T)<br>• Accelerator pedal: Fully released | More than 0.36 V |
| | | | | [Ignition switch: ON]<br>• Engine stopped<br>• Selector lever: D (A/T) or 1st (M/T)<br>• Accelerator pedal: Fully depressed | Less than 4.75 V |
| 31 (R) | 48 (B) | Throttle position sensor 1 (bank 2) | Input | [Ignition switch: ON]<br>• Engine stopped<br>• Selector lever: D (A/T) or 1st (M/T)<br>• Accelerator pedal: Fully released | More than 0.36 V |
| | | | | [Ignition switch: ON]<br>• Engine stopped<br>• Selector lever: D (A/T) or 1st (M/T)<br>• Accelerator pedal: Fully depressed | Less than 4.75 V |
| 33 (SB) | 128 (B) | Heated oxygen sensor 2 heater (bank 2) | Output | [Engine is running]<br>• Engine speed: Below 3,600 rpm after the following conditions are met<br>- Engine: after warming up<br>- Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load | 10 V★<br>  <br><br>JMBIA0037GB |
| | | | | [Ignition switch: ON]<br>• Engine stopped<br>[Engine is running]<br>• Engine speed: Above 3,600 rpm | BATTERY VOLTAGE (11 - 14 V) |
| 34 (B) | 40 (R) | Throttle position sensor 2 (bank 1) | Input | [Ignition switch: ON]<br>• Engine stopped<br>• Selector lever: D (A/T) or 1st (M/T)<br>• Accelerator pedal: Fully released | Less than 4.75 V |
| | | | | [Ignition switch: ON]<br>• Engine stopped<br>• Selector lever: D (A/T) or 1st (M/T)<br>• Accelerator pedal: Fully depressed | More than 0.36 V |
| 35 (W) | 48 (B) | Throttle position sensor 2 (bank 2) | Input | [Ignition switch: ON]<br>• Engine stopped<br>• Selector lever: D (A/T) or 1st (M/T)<br>• Accelerator pedal: Fully released | Less than 4.75 V |
| | | | | [Ignition switch: ON]<br>• Engine stopped<br>• Selector lever: D (A/T) or 1st (M/T)<br>• Accelerator pedal: Fully depressed | More than 0.36 V |
| 36 (O) | — | Sensor ground [Brake booster pressure sensor] | — | — | — |

| Terminal No. (Wire color) | | Description | | Condition | Value (Approx.) |
|---|---|---|---|---|---|
| + | – | Signal name | Input/ Output | | |
| 37 (W) | 128 (B) | Crankshaft position sensor (POS) | Input | [Engine is running]<br>• Warm-up condition<br>• Idle speed<br>**NOTE:**<br>The pulse cycle changes depending on rpm at idle | 4.0 - 5.0 V★<br>  <br><br>JMBIA0041GB |
| | | | | [Engine is running]<br>• Engine speed: 2,000 rpm | 4.0 - 5.0 V★<br>  <br><br>JMBIA0042GB |
| 38 (O) | 96 (P) | Manifold absolute pressure (MAP) sensor | Input | [Engine is running]<br>• Warm-up condition<br>• Idle speed | 1.2 V |
| | | | | [Engine is running]<br>• Warm-up condition<br>• Engine speed: 2,000 rpm | 1.5 V |
| 39 (P) | 36 (O) | Brake booster pressure sensor | Input | [Engine is running]<br>• Warm-up condition<br>• Idle speed<br>• Brake pedal: Fully released | 1.2 V |
| | | | | [Engine is running]<br>• Warm-up condition<br>• Idle speed<br>• Brake pedal: Fully depressed | 3.0 V |
| 40 (R) | — | Sensor ground [Throttle position sensor (bank 1)] | — | — | — |
| 43 (G) | 48 (B) | Sensor power supply [Throttle position sensor (bank 2)] | — | [Ignition switch: ON] | 5 V |
| 44 (L) | 40 (R) | Sensor power supply [Throttle position sensor (bank 1)] | — | [Ignition switch: ON] | 5 V |
| 45 (LG) | 36 (O) | Sensor power supply [Brake booster pressure sensor] | — | [Ignition switch: ON] | 5 V |
| 46 (R) | 128 (B) | Sensor power supply [Crankshaft position sensor (POS)] | — | [Ignition switch: ON] | 5 V |
| 47 (Y) | — | Sensor ground [Crankshaft position sensor (POS)] | — | — | — |
| 48 (B) | — | Sensor ground [Throttle position sensor (bank 2)] | — | — | — |

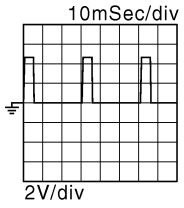
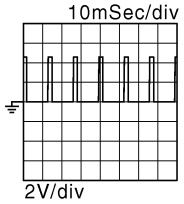
| Terminal No. (Wire color) | | Description | | Condition | Value (Approx.) |
|---|---|---|---|---|---|
| + | – | Signal name | Input/ Output | | |
| 49 (GR) | 128 (B) | Throttle control motor (Close) (bank 2) | Output | [Ignition switch: ON]<br>• Engine stopped<br>• Selector lever: D (A/T) or 1st (M/T)<br>• Accelerator pedal: In the middle of releasing operation | 0 - 14 V★<br>  <br><br>JMBIA0033GB |
| 50 (V) | 128 (B) | Throttle control motor (Open) (bank 2) | Output | [Ignition switch: ON]<br>• Engine stopped<br>• Selector lever: D (A/T) or 1st (M/T)<br>• Accelerator pedal: Fully depressed | 0 - 14 V★<br>  <br><br>JMBIA0031GB |
| | | | | [Ignition switch: ON]<br>• Engine stopped<br>• Selector lever: D (A/T) or 1st (M/T)<br>• Accelerator pedal: Fully released | 0 - 14 V★<br>  <br><br>JMBIA0032GB |
| 52 (R) | 128 (B) | Throttle control motor power supply (bank 2) | Input | [Ignition switch: ON] | BATTERY VOLTAGE (11 - 14 V) |
| 53 (W) | 128 (B) | Ignition switch | Input | [Ignition switch: OFF] | 0 V |
| | | | | [Ignition switch: ON] | BATTERY VOLTAGE (11 - 14 V) |
| 54 (Y) | — | CAN communication line [VVEL control module] | Input/ output | — | — |
| 55 (LG) | — | CAN communication line [VVEL control module] | Input/ output | — | — |
| 57 (L) | 128 (B) | A/F sensor 1 (bank 1) | Input | [Ignition switch: ON] | 2.2 V |
| 59 (O) | 128 (B) | Camshaft position sensor (PHASE) (bank 1) | Input | [Engine is running]<br>• Warm-up condition<br>• Idle speed<br>**NOTE:**<br>The pulse cycle changes depending on rpm at idle | 3.0 - 5.0 V★<br>  <br><br>JMBIA0045GB |
| | | | | [Engine is running]<br>• Engine speed: 2,000 rpm | 3.0 - 5.0 V★<br>  <br><br>JMBIA0046GB |

| Terminal No. (Wire color) | | Description | | Condition | Value (Approx.) |
|---|---|---|---|---|---|
| + | – | Signal name | Input/ Output | | |
| 60 (G) | 128 (B) | Sensor power supply [Camshaft position sensor (PHASE) (bank 1), Manifold absolute pressure (MAP) sensor, Power steering pressure sensor] | — | [Ignition switch: ON] | 5 V |
| 61 (R) | 128 (B) | A/F sensor 1 (bank 1) | Input | [Engine is running]<br>• Warm-up condition<br>• Engine speed: 2,000 rpm | 1.8 V<br>Output voltage varies with air fuel ratio. |
| 63 (L) | 128 (B) | Camshaft position sensor (PHASE) (bank 2) | Input | [Engine is running]<br>• Warm-up condition<br>• Idle speed<br>**NOTE:**<br>The pulse cycle changes depending on rpm at idle | 3.0 - 5.0 V★<br>  <br><br>JMBIA0045GB |
| | | | | [Engine is running]<br>• Engine speed: 2,000 rpm | 3.0 - 5.0 V★<br>  <br><br>JMBIA0046GB |
| 64 (SB) | 128 (B) | Sensor power supply [Camshaft position sensor (PHASE) (bank 2), Battery current sensor] | — | [Ignition switch: ON] | 5 V |
| 65 (LG) | 128 (B) | A/F sensor 1 (bank 2) | Input | [Ignition switch: ON] | 2.2 V |
| 66 (V) | 128 (B) | A/F sensor 1 (bank 2) | Input | [Engine is running]<br>• Warm-up condition<br>• Engine speed: 2,000 rpm | 1.8 V<br>Output voltage varies with air fuel ratio. |
| 67 (P) | 128 (B) | Intake air temperature sensor | Input | [Engine is running] | 0 - 4.8 V<br>Output voltage varies with intake air temperature. |
| 68 (LG) | — | Sensor ground [Mass air flow sensor (bank 1), Intake air temperature sensor] | — | — | — |
| 69 (W) | 128 (B) | Knock sensor (bank 2) | Input | [Engine is running]<br>• Idle speed | 2.5 V*1 |
| 71 (Y) | 128 (B) | Engine coolant temperature sensor | Input | [Engine is running] | 0 - 4.8 V<br>Output voltage varies with engine coolant temperature. |
| 72 (—) | — | Sensor ground (Knock sensor) | — | — | — |
| 73 (W) | 128 (B) | Knock sensor (bank 1) | Input | [Engine is running]<br>• Idle speed | 2.5 V*1 |

| Terminal No. (Wire color) | | Description | | Condition | Value (Approx.) |
|---|---|---|---|---|---|
| + | – | Signal name | Input/ Output | | |
| 76 (W) | 128 (B) | Heated oxygen sensor 2 (bank 1) | Input | [Engine is running]<br>• Revving engine from idle to 3,000 rpm quickly after the following conditions are met<br>- Engine: after warming up<br>- Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load | 0 - 1.0 V |
| 77 (SB) | 68 (LG) | Mass air flow sensor (bank 1) | Input | [Engine is running]<br>• Warm-up condition<br>• Idle speed | 0.7 - 1.2 V |
| | | | | [Engine is running]<br>• Warm-up condition<br>• Engine speed: 2,500 rpm | 1.3 - 1.7 V |
| 78 (G) | 84 (B) | Engine oil temperature sensor | Input | [Engine is running] | 0 - 4.8 V<br>Output voltage varies with engine oil temperature. |
| 79 (BR) | 94 (Y) | Mass air flow sensor (bank 2) | Input | [Engine is running]<br>• Warm-up condition<br>• Idle speed | 0.7 - 1.2 V |
| | | | | [Engine is running]<br>• Warm-up condition<br>• Engine speed: 2,500 rpm | 1.3 - 1.7 V |
| 80 (O) | 128 (B) | Heated oxygen sensor 2 (bank 2) | Input | [Engine is running]<br>• Revving engine from idle to 3,000 rpm quickly after the following conditions are met<br>- Engine: after warming up<br>- Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load | 0 - 1.0 V |
| 81 (R)<br>82 (V)<br>85 (BR)<br>86 (W)<br>89 (GR)<br>90 (O) | 128 (B) | Fuel injector No. 3<br>Fuel injector No. 6<br>Fuel injector No. 2<br>Fuel injector No. 5<br>Fuel injector No. 1<br>Fuel injector No. 4 | Output | [Engine is running]<br>• Warm-up condition<br>• Idle speed<br>**NOTE:**<br>The pulse cycle changes depending on rpm at idle | BATTERY VOLTAGE<br>(11 - 14 V)★<br>  <br><br>JMBIA0047GB |
| | | | | [Engine is running]<br>• Warm-up condition<br>• Engine speed: 2,000 rpm | BATTERY VOLTAGE<br>(11 - 14 V)★<br>  <br><br>JMBIA0048GB |
| 84 (B) | — | Sensor ground (Heated oxygen sensor 2, Engine coolant temperature sensor, Engine oil temperature sensor) | — | — | — |

| Terminal No. (Wire color) | | Description | | Condition | Value (Approx.) |
|---|---|---|---|---|---|
| + | – | Signal name | Input/ Output | | |
| 87 (Y) | 96 (P) | Power steering pressure sensor | Output | [Engine is running]<br>• Steering wheel: Being turned | 0.5 - 4.5 V |
| | | | | [Engine is running]<br>• Steering wheel: Not being turned | 0.4 - 0.8 V |
| 91 (SB) | 95 (G) | Battery current sensor | Input | [Engine is running]<br>• Battery: Fully charged*2<br>• Idle speed | 2.6 - 3.5 V |
| 92 (G) | — | Sensor ground [Camshaft position sensor (PHASE) (bank 2)] | — | — | — |
| 93 (P) | 128 (B) | Power supply for ECM (Back-up) | Input | [Ignition switch: OFF] | BATTERY VOLTAGE (11 - 14 V) |
| 94 (Y) | — | Sensor ground [Mass air flow sensor (bank 2)] | — | — | — |
| 95 (G) | — | Sensor ground (Battery current sensor) | — | — | — |
| 96 (P) | — | Sensor ground [Camshaft position sensor (PHASE) (bank 1),Manifold absolute pressure (MAP) sensor, Power steering pressure sensor] | — | — | — |
| 97 (R) | 100 (W) | Accelerator pedal position sensor 1 | Input | [Ignition switch: ON]<br>• Engine stopped<br>• Accelerator pedal: Fully released | 0.45 - 1.00 V |
| | | | | [Ignition switch: ON]<br>• Engine stopped<br>• Accelerator pedal: Fully depressed | 4.2 - 4.8 V |
| 98 (P) | 104 (V) | Accelerator pedal position sensor 2 | Input | [Ignition switch: ON]<br>• Engine stopped<br>• Accelerator pedal: Fully released | 0.22 - 0.50 V |
| | | | | [Ignition switch: ON]<br>• Engine stopped<br>• Accelerator pedal: Fully depressed | 2.1 - 2.5 V |
| 99 (L) | 100 (W) | Sensor power supply (Accelerator pedal position sensor 1) | — | [Ignition switch: ON] | 5 V |
| 100 (W) | — | Sensor ground (Accelerator pedal position sensor 1) | — | — | — |

| Terminal No. (Wire color) | | Description | | Condition | Value (Approx.) |
|---|---|---|---|---|---|
| + | – | Signal name | Input/ Output | | |
| 101 (SB) | 108 (Y) | ICC steering switch (models with ICC system) | Input | [Ignition switch: ON]<br>• ICC steering switch: OFF | 4.3 V |
| | | | | [Ignition switch: ON]<br>• MAIN switch: Pressed | 0 V |
| | | | | [Ignition switch: ON]<br>• CANCEL switch: Pressed | 1.3 V |
| | | | | [Ignition switch: ON]<br>• RESUME/ACCELERATE switch: Pressed | 3.7 V |
| | | | | [Ignition switch: ON]<br>• SET/COAST switch: Pressed | 3 V |
| | | | | [Ignition switch: ON]<br>• DISTANCE switch: Pressed | 2.2 V |
| 101 (SB) | 108 (Y) | ASCD steering switch (models with ASCD system) | Input | [Ignition switch: ON]<br>• ASCD steering switch: OFF | 4 V |
| | | | | [Ignition switch: ON]<br>• MAIN switch: Pressed | 0 V |
| | | | | [Ignition switch: ON]<br>• CANCEL switch: Pressed | 1 V |
| | | | | [Ignition switch: ON]<br>• RESUME/ACCELERATE switch: Pressed | 3 V |
| | | | | [Ignition switch: ON]<br>• SET/COAST switch: Pressed | 2 V |
| 102 (L) | 112 (V) | EVAP control system pressure sensor | Input | [Ignition switch: ON] | 1.8 - 4.8 V |
| 103 (GR) | 104 (V) | Sensor power supply (Accelerator pedal position sensor 2) | — | [Ignition switch: ON] | 5 V |
| 104 (V) | — | Sensor ground (Accelerator pedal position sensor 2) | — | — | — |
| 105 (L) | 112 VP) | Refrigerant pressure sensor | Input | [Engine is running]<br>• Warm-up condition<br>• Both A/C switch and blower fan motor switch: ON (Compressor operates) | 1.0 - 4.0 V |
| 106 (W) | 128 (B) | Fuel tank temperature sensor | Input | [Engine is running] | 0 - 4.8 V<br>Output voltage varies with fuel tank temperature. |
| 107 (BR) | 112 (V) | Sensor power supply (EVAP control system pressure sensor, Refrigent pressure sensor) | — | [Ignition switch: ON] | 5 V |
| 108 (Y) | — | Sensor ground (ASCD/ICC steering switch) | — | — | — |
| 109 (G) | 128 (B) | PNP signal | Input | [Ignition switch: ON]<br>• Selector lever: P or N (A/T), Neutral (M/T) | BATTERY VOLTAGE (11 - 14 V) |
| | | | | [Ignition switch: ON]<br>• Selector lever: Except above | 0 V |

| Terminal No. (Wire color) | | Description | | Condition | Value (Approx.) |
|---|---|---|---|---|---|
| + | – | Signal name | Input/ Output | | |
| 110 (R) | 128 (B) | Engine speed output signal | Output | [Engine is running]<br>• Warm-up condition<br>• Idle speed<br>**NOTE:**<br>The pulse cycle changes depending on rpm at idle | 1 V★<br>  <br><br>JMBIA0076GB |
| | | | | [Engine is running]<br>• Engine speed is 2,000 rpm | 1 V★<br>  <br><br>JMBIA0077GB |
| 112 (V) | — | Sensor ground (EVAP control system pressure sensor, Refrigerant pressure sensor) | — | — | — |
| 113 (P) | — | CAN communication line | Input/ Output | — | — |
| 114 (L) | — | CAN communication line | Input/ Output | — | — |
| 117 (V) | 128 (B) | Data link connector | Input/ Output | — | — |
| 121 (LG) | 128 (B) | EVAP canister vent control valve | Output | [Ignition switch: ON] | BATTERY VOLTAGE (11 - 14 V) |
| 122 (P) | 128 (B) | Stop lamp switch | Input | [Ignition switch: OFF]<br>• Brake pedal: Fully released | 0 V |
| | | | | [Ignition switch: OFF]<br>• Brake pedal: Slightly depressed | BATTERY VOLTAGE (11 - 14 V) |
| 123 (B) 124 (B) | — | ECM ground | — | — | — |
| 125 (R) | 128 (B) | Power supply for ECM | Input | [Ignition switch: ON] | BATTERY VOLTAGE (11 - 14 V) |
| 126 (BR) | 128 (B) | ICC brake switch (models with ICC system) ASCD brake switch (models with ASCD system) | Input | [Ignition switch: ON]<br>• Brake pedal: Slightly depressed | 0 V |
| | | | | [Ignition switch: ON]<br>• Brake pedal: Fully released | BATTERY VOLTAGE (11 - 14 V) |
| 127 (B) 128 (B) | — | ECM ground | — | — | — |

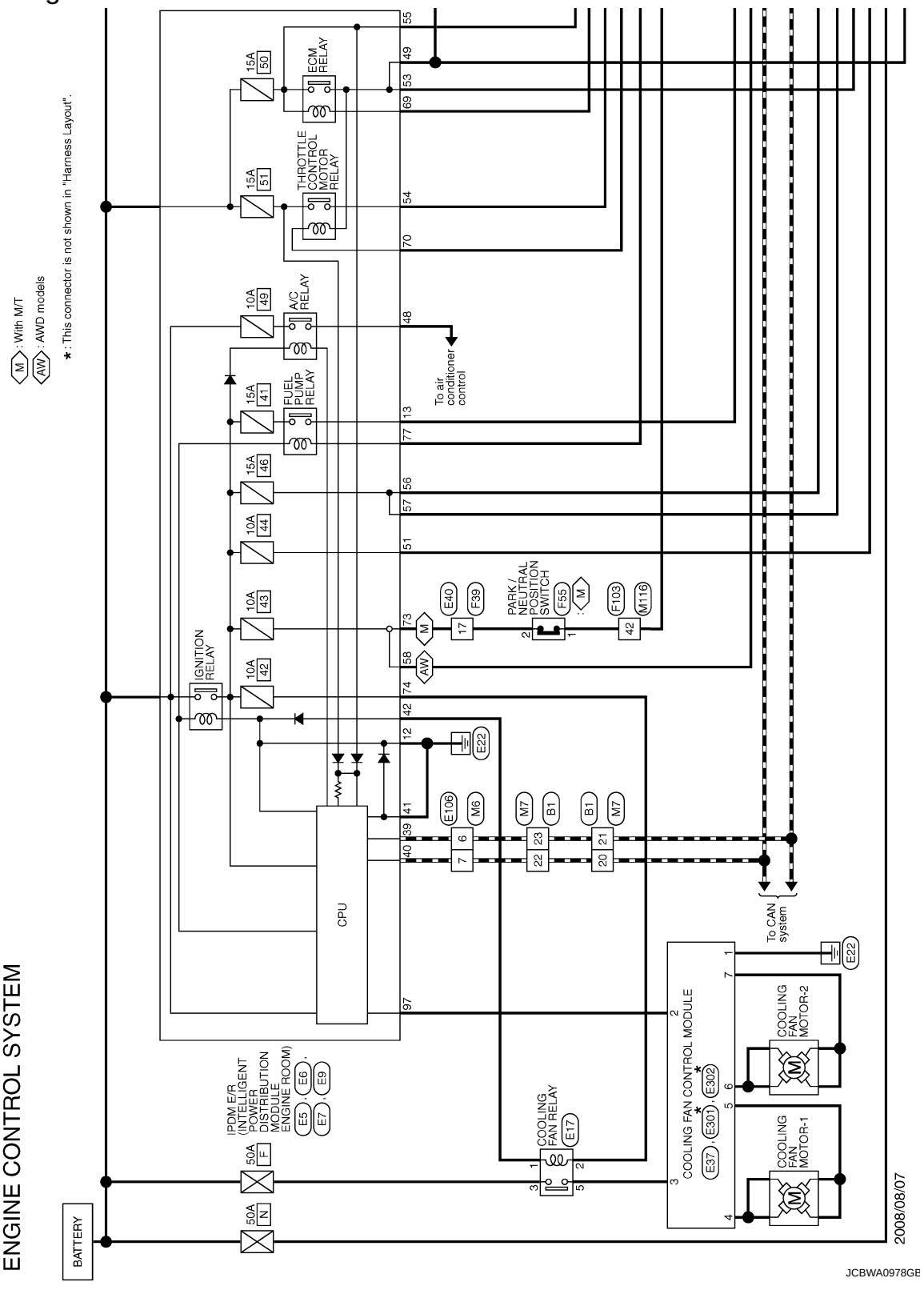
★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

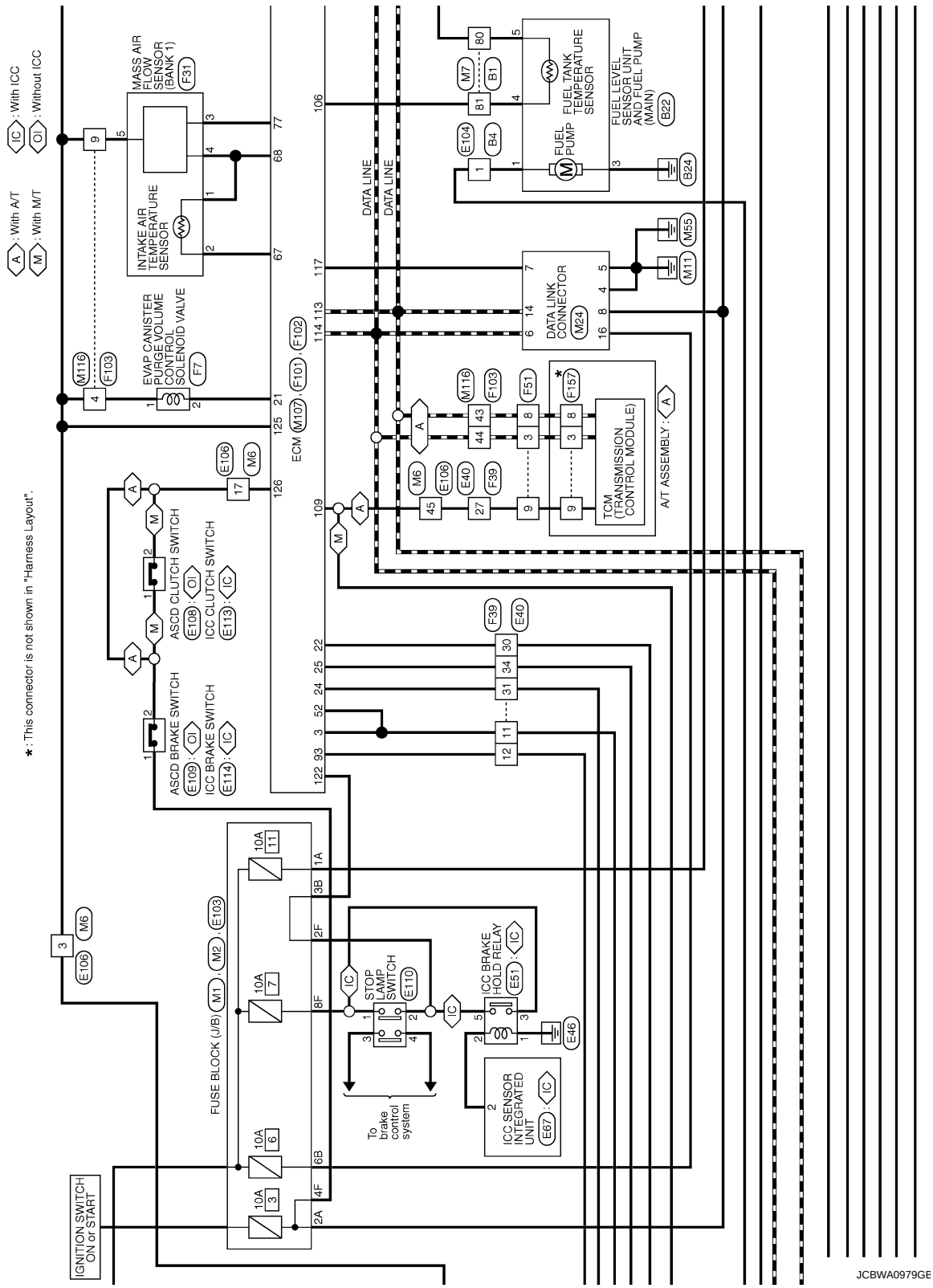
*1: This may vary depending on internal resistance of the tester.

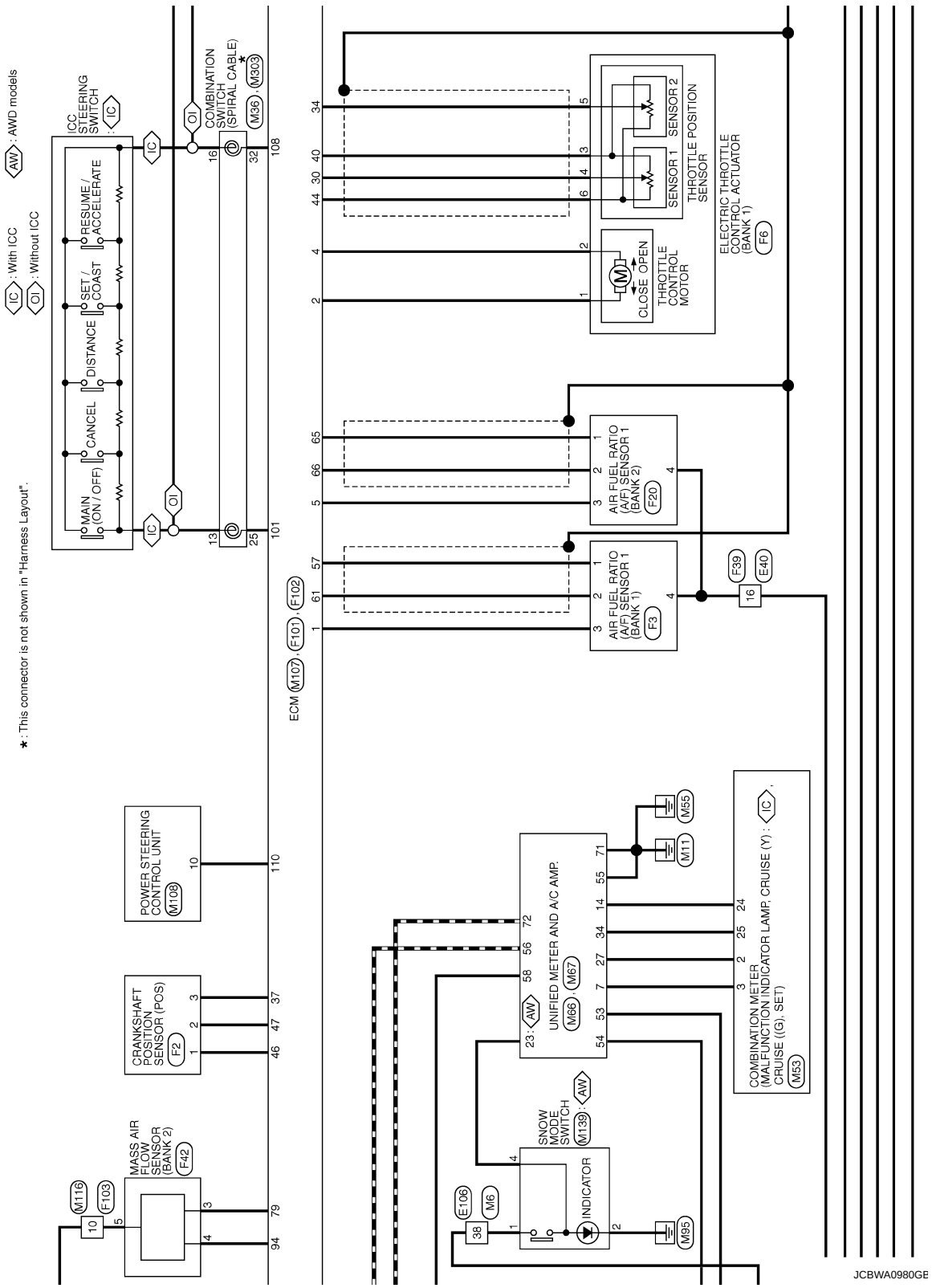
**2: Before measuring the terminal voltage, confirm that the battery is fully charged. Refer to PG-3, "How to Handle Battery".

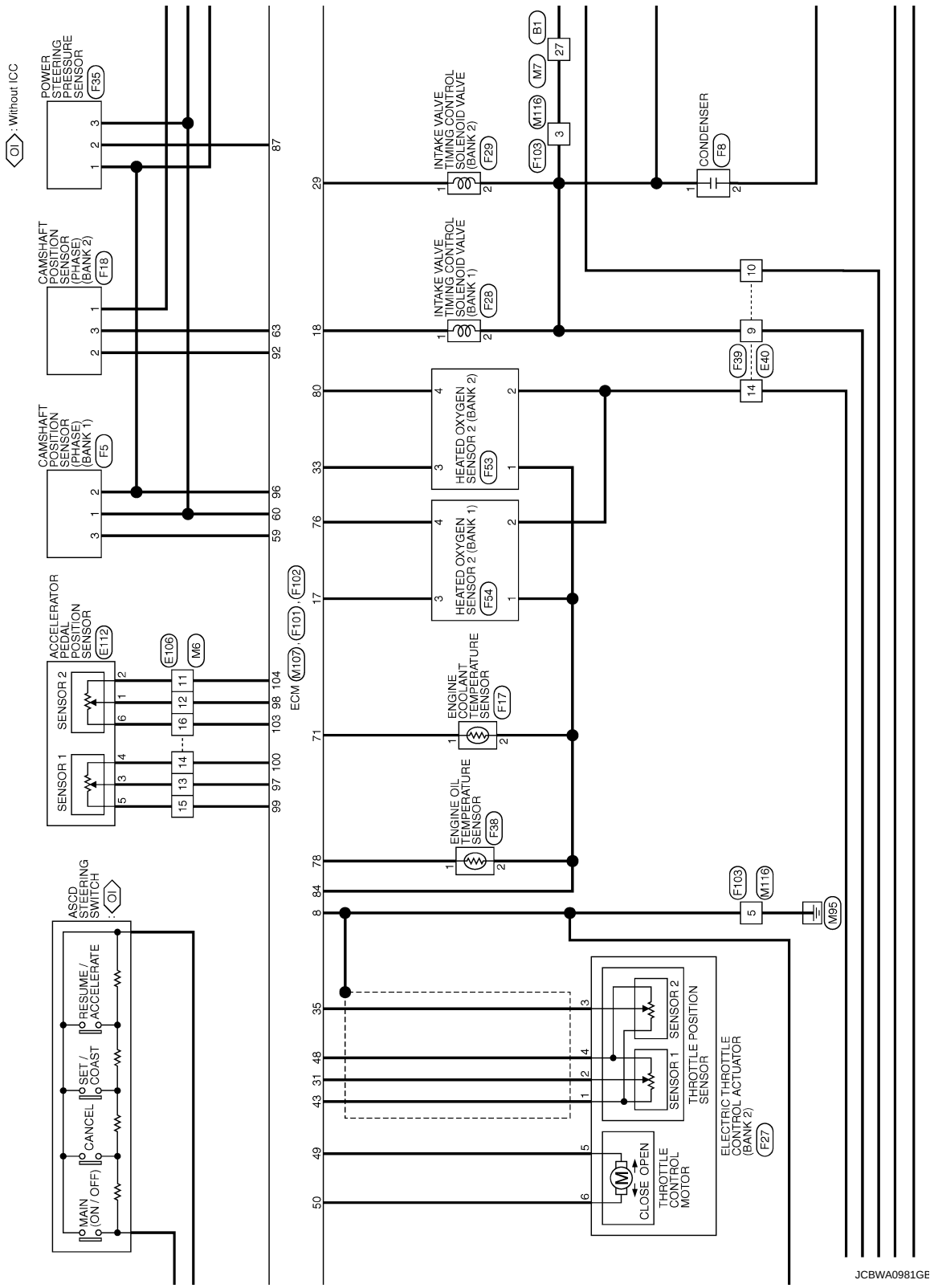
## Wiring Diagram - ENGINE CONTROL SYSTEM -

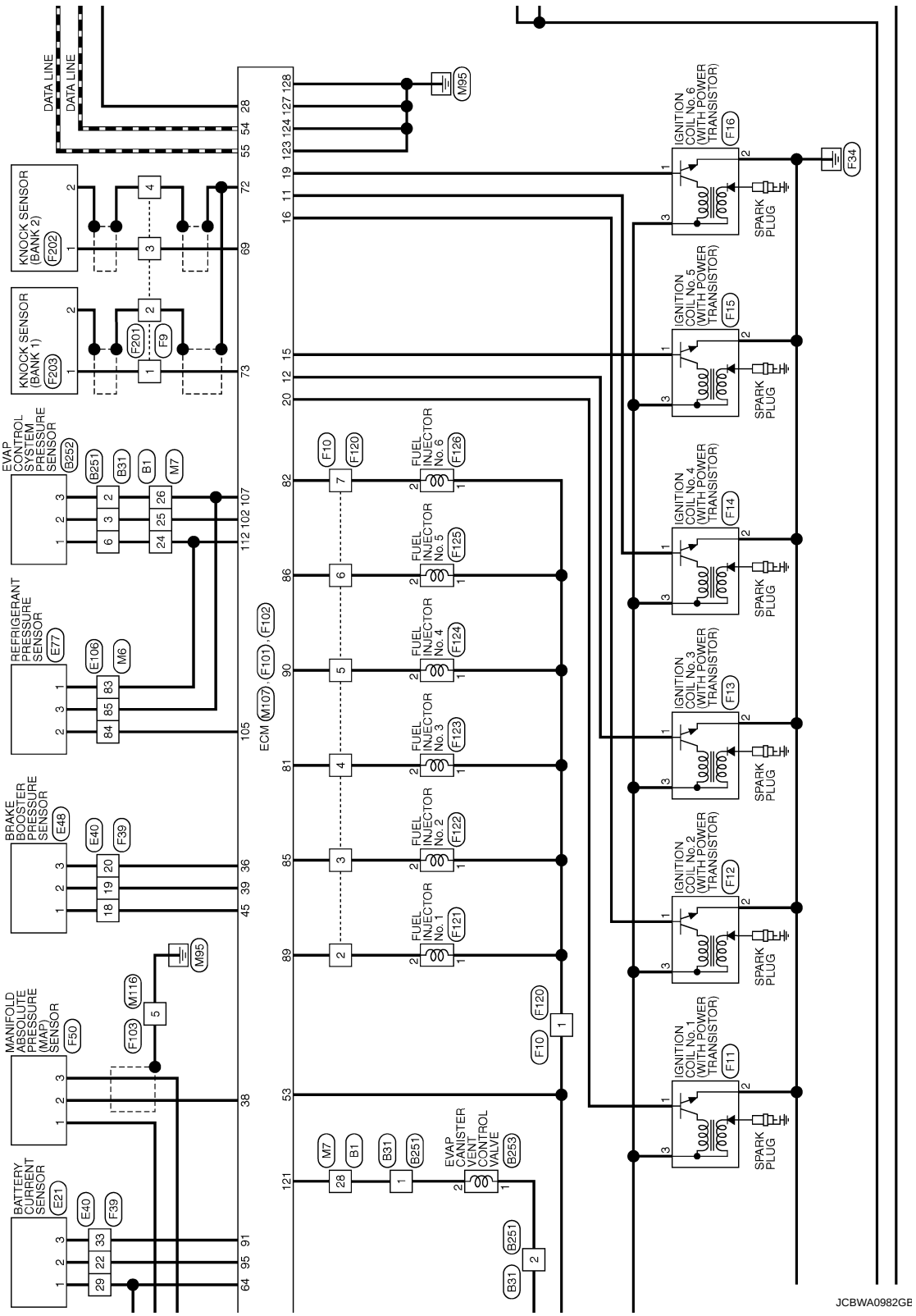
INFOID:0000000004476974

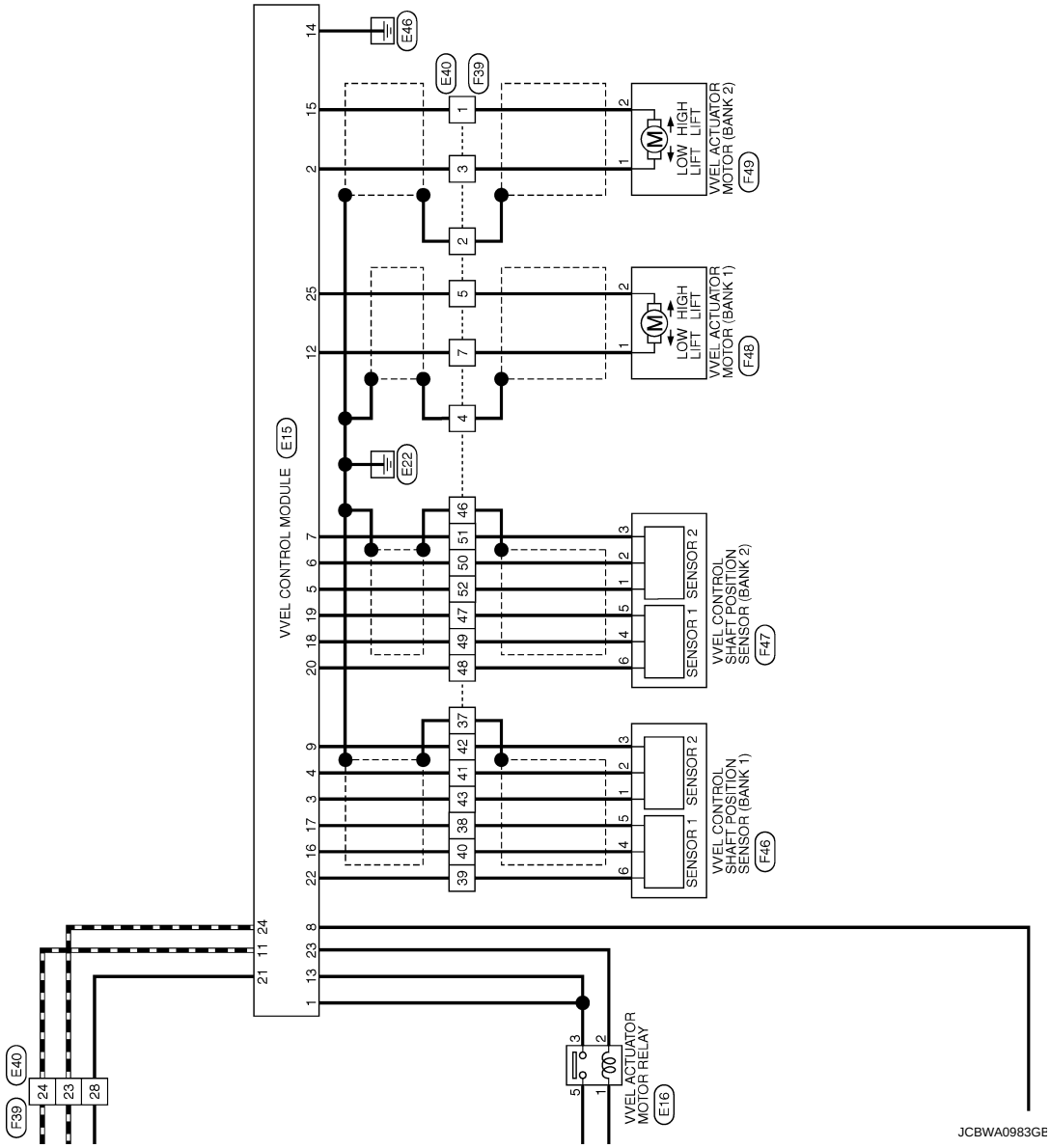



IC : With ICC
OI : Without ICC
A : With A/T
M : With M/T
MASS AIR FLOW SENSOR (BANK 1) F31
INTAKE AIR TEMPERATURE SENSOR
EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE F7
ECM (M107), (F101), (F102)
DATA LINE
DATA LINE
FUEL PUMP
FUEL TANK TEMPERATURE SENSOR
FUEL LEVEL SENSOR UNIT AND FUEL PUMP (MAIN) B22
DATA LINK CONNECTOR M24
TCM (TRANSMISSION CONTROL MODULE)
A/T ASSEMBLY : A
ASCD CLUTCH SWITCH E108 : OI
ICC CLUTCH SWITCH E113 : IC
ASCD BRAKE SWITCH E109 : OI
ICC BRAKE SWITCH E114 : IC
FUSE BLOCK (J/B) M1, M2, E103
10A 11
10A 7
10A 6
10A 3
STOP LAMP SWITCH E110
ICC BRAKE HOLD RELAY E51 : IC
ICC SENSOR INTEGRATED UNIT E67 : IC
To brake control system
IGNITION SWITCH ON or START
* : This connector is not shown in "Harness Layout".
JCBWA0979GE


IC : With ICC
OI : Without ICC
AW : AWD models
*: This connector is not shown in "Harness Layout".
ICC STEERING SWITCH
IC
MAIN (ON / OFF)
CANCEL
DISTANCE
SET / COAST
RESUME / ACCELERATE
COMBINATION SWITCH (SPIRAL CABLE)
M36, M303
ECM M107, F101, F102
ELECTRIC THROTTLE CONTROL ACTUATOR (BANK 1) F6
THROTTLE CONTROL MOTOR
CLOSE OPEN
THROTTLE POSITION SENSOR
SENSOR 1
SENSOR 2
AIR FUEL RATIO (A/F) SENSOR 1 (BANK 1) F3
AIR FUEL RATIO (A/F) SENSOR 1 (BANK 2) F20
F39
E40
POWER STEERING CONTROL UNIT M108
CRANKSHAFT POSITION SENSOR (POS) F2
MASS AIR FLOW SENSOR (BANK 2) F42
M116
F103
UNIFIED METER AND A/C AMP.
M66
M67
M55
M11
SNOW MODE SWITCH M139
INDICATOR
E106
M6
M95
COMBINATION METER (MALFUNCTION INDICATOR LAMP, CRUISE (Y) : IC, CRUISE ((G), SET) M53
JCBWA0980GE


OI : Without ICC
POWER STEERING PRESSURE SENSOR F35
CAMSHAFT POSITION SENSOR (PHASE) (BANK 2) F18
CAMSHAFT POSITION SENSOR (PHASE) (BANK 1) F5
ACCELERATOR PEDAL POSITION SENSOR E112
SENSOR 2
SENSOR 1
E106
M6
ECM M107 (F101), (F102)
ASCD STEERING SWITCH : OI
MAIN (ON / OFF)
CANCEL
SET / COAST
RESUME / ACCELERATE
INTAKE VALVE TIMING CONTROL SOLENOID VALVE (BANK 2) F29
INTAKE VALVE TIMING CONTROL SOLENOID VALVE (BANK 1) F28
HEATED OXYGEN SENSOR 2 (BANK 2) F53
HEATED OXYGEN SENSOR 2 (BANK 1) F54
ENGINE COOLANT TEMPERATURE SENSOR F17
ENGINE OIL TEMPERATURE SENSOR F38
CONDENSER F8
B1
M7
M116
F103
27
3
10
9
F39
E40
14
5
M95
THROTTLE POSITION SENSOR
SENSOR 1
SENSOR 2
THROTTLE CONTROL MOTOR
CLOSE OPEN
ELECTRIC THROTTLE CONTROL ACTUATOR (BANK 2) F27
JCBWA0981GE


DATA LINE
DATA LINE
KNOCK SENSOR (BANK 2) F202
KNOCK SENSOR (BANK 1) F203
F201
F9
EVAP CONTROL SYSTEM PRESSURE SENSOR B252
REFRIGERANT PRESSURE SENSOR E77
BRAKE BOOSTER PRESSURE SENSOR E48
MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR F50
BATTERY CURRENT SENSOR E21
ECM M107
F101
F102
M95
M116
F103
E106
M6
E40
F39
B251
B31
B1
M7
F10
F120
FUEL INJECTOR No. 1 F121
FUEL INJECTOR No. 2 F122
FUEL INJECTOR No. 3 F123
FUEL INJECTOR No. 4 F124
FUEL INJECTOR No. 5 F125
FUEL INJECTOR No. 6 F126
EVAP CANISTER VENT CONTROL VALVE B253
IGNITION COIL No. 1 (WITH POWER TRANSISTOR) F11
IGNITION COIL No. 2 (WITH POWER TRANSISTOR) F12
IGNITION COIL No. 3 (WITH POWER TRANSISTOR) F13
IGNITION COIL No. 4 (WITH POWER TRANSISTOR) F14
IGNITION COIL No. 5 (WITH POWER TRANSISTOR) F15
IGNITION COIL No. 6 (WITH POWER TRANSISTOR) F16
SPARK PLUG
F34
JCBWA0982GE


VVEL CONTROL MODULE E15
E46
E40
F39
E22
VVEL ACTUATOR MOTOR (BANK 2) F49
VVEL ACTUATOR MOTOR (BANK 1) F48
LOW LIFT
HIGH LIFT
VVEL CONTROL SHAFT POSITION SENSOR (BANK 2) F47
VVEL CONTROL SHAFT POSITION SENSOR (BANK 1) F46
SENSOR 1
SENSOR 2
VVEL ACTUATOR MOTOR RELAY E16
JCBWA0983GE

ENGINE CONTROL SYSTEM

| Connector No. | B1 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | TH80FW-CS16-TM4 |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 20 | L | – |
| 21 | P | – |
| 22 | L | – |
| 23 | P | – |
| 24 | V | – |
| 25 | SB | – |
| 26 | G | – |
| 27 | W | – |
| 28 | R | – |
| 80 | Y | – |
| 81 | V | – |

| Connector No. | B4 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | NS08FW-CS |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | P | – |

| Connector No. | B22 |
|---|---|
| Connector Name | FUEL LEVEL SENSOR UNIT AND FUEL PUMP (MAIN) |
| Connector Type | E05FGY-RS |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | P | – |
| 3 | B | – |
| 4 | V | – |
| 5 | Y | – |

| Connector No. | B31 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | RS06FB-PR |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | R | – |
| 2 | G | – |
| 3 | SB | – |
| 6 | V | – |

| Connector No. | B251 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | RS06MB |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | L | – |
| 2 | BR | – |
| 3 | LG | – |
| 6 | V | – |

| Connector No. | B252 |
|---|---|
| Connector Name | EVAP CONTROL SYSTEM PRESSURE SENSOR |
| Connector Type | E03FGY-RS |

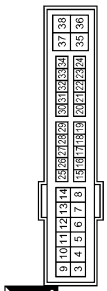


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | V | – |
| 2 | LG | – |
| 3 | BR | – |

| Connector No. | B253 |
|---|---|
| Connector Name | EVAP CANISTER VENT CONTROL VALVE |
| Connector Type | E02FB-RS |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | W | – |
| 2 | L | – |

| Connector No. | E5 |
|---|---|
| Connector Name | IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) |
| Connector Type | TH20FW-CS12-M4-1V |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 12 | B/W | – |
| 13 | Y | – |

JCBWA0984GE

ENGINE CONTROL SYSTEM

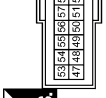
| Connector No. | E6 |
|---|---|
| Connector Name | IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) |
| Connector Type | TH08FW-NH |





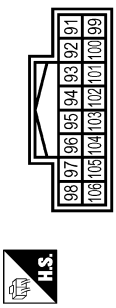
| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 39 | P | – |
| 40 | L | – |
| 41 | B/W | – |
| 42 | GR | – |

| Connector No. | E7 |
|---|---|
| Connector Name | IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) |
| Connector Type | TH20FW-CS12-M4 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 48 | L | – |
| 49 | O | – |
| 51 | Y | – |
| 53 | W | – |
| 54 | P | – |
| 55 | SB | – |
| 56 | LG | – |
| 57 | G | – |
| 58 | GR | – |
| 69 | BR | – |
| 70 | O | – |

| Connector No. | E9 |
|---|---|
| Connector Name | IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) |
| Connector Type | TH16FW-NH |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 73 | P | – |
| 74 | G | – |
| 77 | R | – |
| 97 | V | – |

| Connector No. | E15 |
|---|---|
| Connector Name | VVEL CONTROL MODULE |
| Connector Type | RH18FB-AJZ8-RH |





| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | W | VMOT L |
| 2 | L/B | MOTOR L I |
| 3 | G | VEL S-R1 |
| 4 | W | AGND1 |
| 5 | R | VEL S-L1 |
| 6 | B | AGND3 |
| 7 | SB | AVCC3 |
| 8 | O | VB |
| 9 | LG | AVCC1 |
| 11 | GR | CAN-H |
| 12 | G | MOTOR R I |
| 13 | Y | V-MOT(R) |
| 14 | B/W | PGND L |
| 15 | L/Y | MOTOR L 2 |
| 16 | R | VEL S-R2 |
| 17 | L | AGND2 |
| 18 | G | VEL S-L2 |
| 19 | W | AGND4 |
| 20 | BR | AVCC4 |
| 21 | V | ABORT |
| 22 | P | AVCC2 |
| 23 | Y | M-RLY |
| 24 | L | CAN-L |
| 25 | BR | MOTOR R 2 |

| Connector No. | E16 |
|---|---|
| Connector Name | VVEL ACTUATOR MOTOR RELAY |
| Connector Type | 24347 9F900 |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | SB | – |
| 2 | Y | – |
| 3 | W | – |
| 5 | SB | – |

| Connector No. | E17 |
|---|---|
| Connector Name | COOLING FAN RELAY |
| Connector Type | 24347 9F900 |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | GR | – |
| 2 | G | – |
| 3 | BR | – |
| 5 | R | – |

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ENGINE CONTROL SYSTEM

| Connector No. | E21 |
|---|---|
| Connector Name | BATTERY CURRENT SENSOR |
| Connector Type | RH03FB |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | P | – |
| 2 | W | – |
| 3 | G | – |

| Connector No. | E37 |
|---|---|
| Connector Name | COOLING FAN CONTROL MODULE |
| Connector Type | SJ20IFGY-SNZ2 |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | B | – |
| 2 | V | – |
| 3 | R | – |

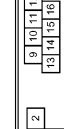
| Connector No. | E40 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | SAA36MB-RS8-SHZ8 |





| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | L/Y | – |
| 2 | SHIELD | – |
| 3 | L/B | – |
| 4 | SHIELD | – |
| 5 | BR | – |
| 7 | G | – |
| 9 | W | – |
| 10 | Y | – |
| 11 | P | – |
| 12 | SB | – |
| 14 | G | – |
| 16 | LG | – |
| 17 | P | – |
| 18 | Y | – |
| 19 | O | – |
| 20 | B | – |
| 22 | W | – |
| 23 | L | – |
| 24 | GR | – |
| 27 | GR | – |
| 28 | V | – |
| 29 | P | – |
| 30 | R | – |
| 31 | BR | – |
| 33 | G | – |
| 34 | O | – |
| 37 | SHIELD | – |
| 38 | L | – |
| 39 | P | – |
| 40 | R | – |
| 41 | W | – |
| 42 | LG | – |
| 43 | G | – |
| 46 | SHIELD | – |
| 47 | W | – |
| 48 | BR | – |
| 49 | G | – |
| 50 | B | – |
| 51 | SB | – |
| 52 | R | – |

| Connector No. | E48 |
|---|---|
| Connector Name | BRAKE BOOSTER PRESSURE SENSOR |
| Connector Type | RH03FB |



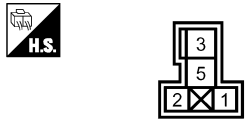


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | Y | – |
| 2 | O | – |
| 3 | B | – |

JCBWA0986GE

## ENGINE CONTROL SYSTEM

| Connector No. | E51 |
|---|---|
| Connector Name | ICC BRAKE HOLD RELAY |
| Connector Type | MS02FL-M2 |




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | B | – |
| 2 | SB | – |
| 3 | L | – |
| 5 | W | – |

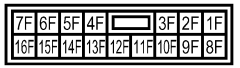
| Connector No. | E67 |
|---|---|
| Connector Name | ICC SENSOR INTEGRATED UNIT |
| Connector Type | RS06FB-PR |


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 2 | SB | BRAKE HOLD RLY DRIVE SIGNAL |

| Connector No. | E77 |
|---|---|
| Connector Name | REFRIGERANT PRESSURE SENSOR |
| Connector Type | RK03FB |

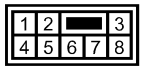

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | V | – |
| 2 | L | – |
| 3 | W | – |

| Connector No. | E103 |
|---|---|
| Connector Name | FUSE BLOCK (J/B) |
| Connector Type | NS16FW-CS |



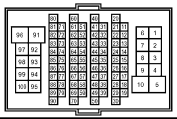

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 2F | W | – |
| 4F | G | – |
| 8F | L | – |

| Connector No. | E104 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | NS08MW-CS |




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | Y | – |

| Connector No. | E106 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | TH80FW-CS16-TM4 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 3 | O | – |
| 6 | P | – |
| 7 | L | – |
| 11 | V | – |
| 12 | P | – |
| 13 | R | – |
| 14 | W | – |
| 15 | L | – |
| 16 | GR | – |
| 17 | SB | – |
| 38 | GR | – |
| 45 | GR | – |
| 83 | V | – |
| 84 | L | – |
| 85 | W | – |

| Connector No. | E108 |
|---|---|
| Connector Name | ASCD CLUTCH SWITCH |
| Connector Type | S02FL |


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | W | – |
| 2 | SB | – |

JCBWA0987GE

ENGINE CONTROL SYSTEM

| Connector No. | E109 |
|---|---|
| Connector Name | ASCD BRAKE SWITCH |
| Connector Type | S02FL |

H.S.

2 1

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | SB | – [With A/T]<br>– [With M/T] |
| 2 | W | |

| Connector No. | E110 |
|---|---|
| Connector Name | STOP LAMP SWITCH |
| Connector Type | M04FW-LC |

H.S.

1 2
3 4

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | L | – |
| 2 | W | |
| 3 | L | – |
| 4 | SB | – |

| Connector No. | E112 |
|---|---|
| Connector Name | ACCELERATOR PEDAL POSITION SENSOR |
| Connector Type | RH06FB |

H.S.

1 2 3 4 5 6

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | P | – |
| 2 | V | |
| 3 | R | – |
| 4 | W | |
| 5 | L | – |
| 6 | GR | – |

| Connector No. | E113 |
|---|---|
| Connector Name | ICC CLUTCH SWITCH |
| Connector Type | S02FL |

H.S.

2 1

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | W | – |
| 2 | SB | |

| Connector No. | E114 |
|---|---|
| Connector Name | ICC BRAKE SWITCH |
| Connector Type | S02FL |

H.S.

2 1

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | SB | – [With A/T]<br>– [With M/T] |
| 2 | W | |

| Connector No. | E301 |
|---|---|
| Connector Name | COOLING FAN CONTROL MODULE (COOLING FAN MOTOR-1) |
| Connector Type | 6188-0259 |

H.S.

4 5

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 4 | – | – |
| 5 | – | |

| Connector No. | E302 |
|---|---|
| Connector Name | COOLING FAN CONTROL MODULE (COOLING FAN MOTOR-2) |
| Connector Type | 6188-0259 |

H.S.

6 7

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 6 | – | – |
| 7 | – | |

| Connector No. | F2 |
|---|---|
| Connector Name | CRANKSHAFT POSITION SENSOR (POS) |
| Connector Type | RH03FB |

H.S.

1 2 3

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | R | – |
| 2 | Y | – |
| 3 | W | – |

JCBWA0988GE

ENGINE CONTROL SYSTEM

| Connector No. | F3 |
|---|---|
| Connector Name | AIR FUEL RATIO (A/F) SENSOR 1 (BANK 1) |
| Connector Type | AFZ04FDGY |

H.S.


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | L | – |
| 2 | R | – |
| 3 | W | – |
| 4 | Y | – |

| Connector No. | F5 |
|---|---|
| Connector Name | CAMSHAFT POSITION SENSOR (PHASE) (BANK 1) |
| Connector Type | RH03FB |

H.S.


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | P | – |
| 3 | O | – |

| Connector No. | F6 |
|---|---|
| Connector Name | ELECTRIC THROTTLE CONTROL ACTUATOR (BANK 1) |
| Connector Type | RH06FB |

H.S.


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | MOTOR1–1 |
| 2 | BR | MOTOR1–2 |
| 3 | R | GND–A(TPS) |
| 4 | Y | TPS1–1 |
| 5 | B | TPS2–1 |
| 6 | L | AVCC–TPS |

| Connector No. | F7 |
|---|---|
| Connector Name | EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE |
| Connector Type | E02FL–RS–LGY |

H.S.


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | R | – |
| 2 | GR | – |

| Connector No. | F8 |
|---|---|
| Connector Name | CONDENSER |
| Connector Type | M02FW-LC |

H.S.


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | W | – |
| 2 | B | – |

| Connector No. | F9 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | RS04FL-B |

H.S.


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | W | – |
| 2 | SHIELD | – |
| 3 | W | – |
| 4 | SHIELD | – |

| Connector No. | F10 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | RH08FB |

H.S.


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | GR | – |
| 3 | BR | – |
| 4 | R | – |
| 5 | O | – |
| 6 | W | – |
| 7 | V | – |

| Connector No. | F11 |
|---|---|
| Connector Name | IGNITION COIL No. 1 (WITH POWER TRANSISTOR) |
| Connector Type | E03FGY-RS |

H.S.


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | Y | – |
| 2 | B | – |
| 3 | W | – |

JCBWA0989GE

ENGINE CONTROL SYSTEM

| Connector No. | F12 |
|---|---|
| Connector Name | IGNITION COIL No. 2 (WITH POWER TRANSISTOR) |
| Connector Type | E03FGY-RS |

H.S.


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | B | – |
| 3 | W | – |

| Connector No. | F13 |
|---|---|
| Connector Name | IGNITION COIL No. 3 (WITH POWER TRANSISTOR) |
| Connector Type | E03FGY-RS |

H.S.


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | L | – |
| 2 | B | – |
| 3 | W | – |

| Connector No. | F14 |
|---|---|
| Connector Name | IGNITION COIL No. 4 (WITH POWER TRANSISTOR) |
| Connector Type | E03FGY-RS |

H.S.


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | GR | – |
| 2 | B | – |
| 3 | W | – |

| Connector No. | F15 |
|---|---|
| Connector Name | IGNITION COIL No. 5 (WITH POWER TRANSISTOR) |
| Connector Type | E03FGY-RS |

H.S.


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | V | – |
| 2 | B | – |
| 3 | W | – |

| Connector No. | F16 |
|---|---|
| Connector Name | IGNITION COIL No. 6 (WITH POWER TRANSISTOR) |
| Connector Type | E03FGY-RS |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | SB | – |
| 2 | B | – |
| 3 | W | – |

| Connector No. | F17 |
|---|---|
| Connector Name | ENGINE COOLANT TEMPERATURE SENSOR |
| Connector Type | E02FGY-RS |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | Y | – |
| 2 | B | – |

| Connector No. | F18 |
|---|---|
| Connector Name | CAMSHAFT POSITION SENSOR (PHASE) (BANK 2) |
| Connector Type | RH03FB |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | SB | – |
| 2 | G | – |
| 3 | L | – |

| Connector No. | F20 |
|---|---|
| Connector Name | AIR FUEL RATIO (A/F) SENSOR 1 (BANK 2) |
| Connector Type | AFZ04FDGY |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | LG | – |
| 2 | V | – |
| 3 | W | – |
| 4 | Y | – |

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ENGINE CONTROL SYSTEM

| Connector No. | F27 |
|---|---|
| Connector Name | ELECTRIC THROTTLE CONTROL ACTUATOR (BANK 2) |
| Connector Type | RH06FB |

H.S.

1 2 3 4 5 6

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | R | – |
| 3 | W | – |
| 4 | B | – |
| 5 | GR | – |
| 6 | V | – |

| Connector No. | F28 |
|---|---|
| Connector Name | INTAKE VALVE TIMING CONTROL SOLENOID VALVE (BANK 1) |
| Connector Type | E02FG-RS-LGY |

H.S.

1 2

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | W | – |
| 2 | R | – |

| Connector No. | F29 |
|---|---|
| Connector Name | INTAKE VALVE TIMING CONTROL SOLENOID VALVE (BANK 2) |
| Connector Type | E02FG-RS-LGY |

H.S.

1 2

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | R | – |

| Connector No. | F31 |
|---|---|
| Connector Name | MASS AIR FLOW SENSOR (BANK 1) |
| Connector Type | RH06FB |

H.S.

1 2 3 4 5 6

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | B | – |
| 2 | P | – |
| 3 | SB | – |
| 4 | LG | – |
| 5 | Y | – |

| Connector No. | F35 |
|---|---|
| Connector Name | POWER STEERING PRESSURE SENSOR |
| Connector Type | RK03FB |

H.S.

1 2 3

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | LG | – |
| 2 | Y | – |
| 3 | R | – |

| Connector No. | F38 |
|---|---|
| Connector Name | ENGINE OIL TEMPERATURE SENSOR |
| Connector Type | E02FGY-RS |

H.S.

1 2

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | B | – |

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ENGINE CONTROL SYSTEM

| Connector No. | F39 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | SAA36FB-RS8-SH28 |

H.S.

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | L/Y | – |
| 2 | SHIELD | – |
| 3 | L/B | – |
| 4 | SHIELD | – |
| 5 | BR | – |
| 7 | G | – |
| 9 | W | – |
| 10 | G | – |
| 11 | R | – |
| 12 | P | – |
| 14 | LG | – |
| 16 | Y | – |
| 17 | W | – |
| 18 | LG | – |
| 19 | P | – |
| 20 | O | – |
| 22 | G | – |
| 23 | Y | – |
| 24 | LG | – |
| 27 | GR | – |
| 28 | BR | – |
| 29 | L | – |
| 30 | R | – |
| 31 | P | – |
| 33 | SB | – |
| 34 | O | – |
| 37 | SHIELD | – |
| 38 | W | – |
| 39 | Y | – |
| 40 | G | – |
| 41 | B | – |
| 42 | GR | – |
| 43 | R | – |
| 46 | SHIELD | – |
| 47 | W/L | – |
| 48 | LG | – |
| 49 | O/L | – |
| 50 | L/Y | – |
| 51 | W | – |
| 52 | L/G | – |

| Connector No. | F46 |
|---|---|
| Connector Name | VVEL CONTROL SHAFT POSITION SENSOR (BANK 1) |
| Connector Type | RH06FB |

H.S.

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | R | – |
| 2 | B | – |
| 3 | GR | – |
| 4 | G | – |
| 5 | W | – |
| 6 | Y | – |

| Connector No. | F47 |
|---|---|
| Connector Name | VVEL CONTROL SHAFT POSITION SENSOR (BANK 2) |
| Connector Type | RH06FB |

H.S.

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | L/G | – |
| 2 | L/Y | – |
| 3 | W | – |
| 4 | O/L | – |
| 5 | W/L | – |
| 6 | LG | – |

| Connector No. | F48 |
|---|---|
| Connector Name | VVEL ACTUATOR MOTOR (BANK 1) |
| Connector Type | X02FB |

H.S.

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | BR | – |

| Connector No. | F49 |
|---|---|
| Connector Name | VVEL ACTUATOR MOTOR (BANK 2) |
| Connector Type | X02FB |

H.S.

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | L/B | – |
| 2 | L/Y | – |

| Connector No. | F42 |
|---|---|
| Connector Name | MASS AIR FLOW SENSOR (BANK 2) |
| Connector Type | RH06FB |

H.S.

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 3 | BR | – |
| 4 | Y | – |
| 5 | GR | – |

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ENGINE CONTROL SYSTEM

| Connector No. | F50 |
|---|---|
| Connector Name | MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR |
| Connector Type | RH03FB |




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | L | – |
| 2 | O | – |
| 3 | W | – |

| Connector No. | F51 |
|---|---|
| Connector Name | A/T ASSEMBLY |
| Connector Type | RK10FG-DGY |




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 3 | L | – |
| 8 | P | – |
| 9 | GR | – |

| Connector No. | F53 |
|---|---|
| Connector Name | HEATED OXYGEN SENSOR 2 (BANK 2) |
| Connector Type | AFZ04FB |




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | B | – |
| 2 | LG | – |
| 3 | SB | – |
| 4 | O | – |

| Connector No. | F54 |
|---|---|
| Connector Name | HEATED OXYGEN SENSOR 2 (BANK 1) |
| Connector Type | AFZ04FB |




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | B | – |
| 2 | R | – |
| 3 | P | – |
| 4 | W | – |

| Connector No. | F55 |
|---|---|
| Connector Name | PARK / NEUTRAL POSITION SWITCH |
| Connector Type | RK02FB |




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | BR | – |
| 2 | W | – |

| Connector No. | F101 |
|---|---|
| Connector Name | ECM |
| Connector Type | RH40FB-RZ8-L-LH-Z |




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | W | AFH1 |
| 2 | G | MOTOR1-B1 |
| 3 | R | VMOT1-B1 |
| 4 | BR | MOTOR2-B1 |
| 5 | W | AFH2 |
| 8 | B | GND |
| 11 | GR | IGN#4 |
| 12 | L | IGN#3 |
| 15 | V | IGN#5 |
| 16 | G | IGN#2 |
| 17 | P | O2HR1 |
| 18 | W | CVTC#1 |
| 19 | SB | IGN#6 |
| 20 | Y | IGN#1 |
| 21 | GR | EVAP |
| 22 | R | FPR |
| 24 | P | SSOFF |
| 25 | O | MOTRLY1-B1 |
| 28 | BR | ABORT |
| 29 | G | CVTC#2 |
| 30 | Y | TPS1-B1 |
| 31 | R | TPS1-B2 |
| 33 | SB | O2HR2 |
| 34 | B | TPS2-B1 |
| 35 | W | TPS2-B2 |
| 36 | O | GNDA-MVPRES |
| 37 | W | POS |
| 38 | O | INTPRES |
| 39 | P | MVPRES |
| 40 | R | GNDA-TPS-B1 |
| 43 | G | AVCC-TPS-B2 |
| 44 | L | AVCC-TPS-B1 |
| 45 | LG | AVCC2/MVPRES |
| 46 | R | AVCC-POS |
| 47 | Y | GND-POS |
| 48 | B | GNDA-TPS-B2 |

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ENGINE CONTROL SYSTEM

| Connector No. | F102 |
|---|---|
| Connector Name | ECM |
| Connector Type | RH40FBR-R28-L-LH-Z |




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 49 | GR | MOTOR2-B2 |
| 50 | V | MOTOR1-B2 |
| 52 | R | VMOT-B2 |
| 53 | W | IGNSW |
| 54 | Y | ENG CAN-LI |
| 55 | LG | ENG CAN-HI |
| 57 | L | AF-1 |
| 59 | O | PHASE#1 |
| 60 | G | AVCC-PHS1-E-PHS1/PS |
| 61 | R | AF-1 |
| 63 | L | PHASE#2 |
| 64 | SB | AVCC-PHS-E-PHS2/CU |
| 65 | LG | AF+2 |
| 66 | V | AF-2 |
| 67 | P | TA1 |
| 68 | LG | GNDA-QA1/TA1 |
| 69 | W | KNK2 |
| 71 | Y | TW |
| 72 | SHIELD | GNDA-KNK |
| 73 | W | KNK1 |
| 76 | W | O2SR1 |
| 77 | SB | QA1+ |
| 78 | G | TO |
| 79 | BR | QA2+ |
| 80 | O | O2SR2 |
| 81 | R | INJ#3 |
| 82 | V | INJ#5 |
| 84 | B | GNDA O2S-TW-TO |
| 85 | BR | INJ#2 |
| 86 | W | INJ#5 |
| 87 | Y | PSPRES |
| 89 | GR | INJ#1 |
| 90 | O | INJ#4 |
| 91 | SB | CURSEN |
| 92 | G | GNDA-PHASE#2 |
| 93 | P | BATT |
| 94 | Y | GNDA-QA2 |
| 95 | G | GNDA-CURSEN |
| 96 | P | GNDA-PHASE#1/PS |

| Connector No. | F120 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | RH08MB |




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | GR | – |
| 3 | BR | – |
| 4 | R | – |
| 5 | O | – |
| 6 | W | – |
| 7 | V | – |

| Connector No. | F121 |
|---|---|
| Connector Name | FUEL INJECTOR No. 1 |
| Connector Type | HS02FGY |




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | GR | – |

| Connector No. | F122 |
|---|---|
| Connector Name | FUEL INJECTOR No. 2 |
| Connector Type | HS02FGY |




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | BR | – |

| Connector No. | F103 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | TK36FW-NS10 |




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 3 | W | – |
| 4 | R | – |
| 5 | B | – |
| 9 | Y | – |
| 10 | GR | – |
| 42 | BR | – |
| 43 | P | – |
| 44 | L | – |

| Connector No. | F123 |
|---|---|
| Connector Name | FUEL INJECTOR No. 3 |
| Connector Type | HS02FGY |




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | R | – |

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| Connector No. | F124 |
|---|---|
| Connector Name | FUEL INJECTOR No. 4 |
| Connector Type | HS02FGY |

H.S.


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | O | – |

| Connector No. | F125 |
|---|---|
| Connector Name | FUEL INJECTOR No. 5 |
| Connector Type | HS02FGY |

H.S.


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | W | – |

| Connector No. | F126 |
|---|---|
| Connector Name | FUEL INJECTOR No. 6 |
| Connector Type | HS02FGY |

H.S.


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | V | – |

| Connector No. | F157 |
|---|---|
| Connector Name | TCM (TRANSMISSION CONTROL MODULE) |
| Connector Type | SP10FG |

H.S.


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 3 | R | CAN-H |
| 8 | BR | CAN-L |
| 9 | Y | STARTER RLY |

| Connector No. | F201 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | RS04ML-B |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | W | – |
| 2 | SHIELD | – |
| 3 | W | – |
| 4 | SHIELD | – |

| Connector No. | F202 |
|---|---|
| Connector Name | KNOCK SENSOR (BANK 2) |
| Connector Type | E02FG-RS-LGY |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | W | – |
| 2 | SHIELD | – |

| Connector No. | F203 |
|---|---|
| Connector Name | KNOCK SENSOR (BANK 1) |
| Connector Type | E02FG-RS-LGY |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | W | – |
| 2 | SHIELD | – |

| Connector No. | M1 |
|---|---|
| Connector Name | FUSE BLOCK (J/B) |
| Connector Type | NS06FW-M2 |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1A | V | – |
| 2A | G | – |

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ENGINE CONTROL SYSTEM

| Connector No. | M2 |
|---|---|
| Connector Name | FUSE BLOCK (J/B) |
| Connector Type | NS10FW-CS |




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 3B | P | – |
| 6B | Y | – |

| Connector No. | M24 |
|---|---|
| Connector Name | DATA LINK CONNECTOR |
| Connector Type | BD16FW-P |




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 4 | B | – |
| 5 | B | – |
| 6 | L | – |
| 7 | V | – |
| 8 | G | – |
| 14 | P | – |
| 16 | R | – |

| Connector No. | M6 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | TH80MW-CS16-TM4 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 3 | R | – |
| 6 | P | – |
| 7 | L | – |
| 11 | V | – |
| 12 | P | – |
| 13 | R | – |
| 14 | W | – |
| 15 | L | – |
| 16 | GR | – |
| 17 | BR | – |
| 38 | Y | – |

| Connector No. | M36 |
|---|---|
| Connector Name | COMBINATION SWITCH (SPIRAL CABLE) |
| Connector Type | TK08FGY-1V |




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 25 | SB | – |
| 32 | Y | – |

| 45 | GR | – [With A/T] |
|---|---|---|
| 83 | V | – |
| 84 | L | – |
| 85 | O | – |

| Connector No. | M7 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | TH80MW-CS16-TM4 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 20 | L | – |
| 21 | P | – |
| 22 | L | – |
| 23 | P | – |
| 24 | V | – |
| 25 | L | – |
| 26 | BR | – |
| 27 | O | – |
| 28 | LG | – |
| 80 | Y | – |
| 81 | W | – |

| Connector No. | M53 |
|---|---|
| Connector Name | COMBINATION METER |
| Connector Type | SAB40FW |




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 2 | LG | COMMUNICATION SIGNAL (METER->AMP.) |
| 3 | GR | COMMUNICATION SIGNAL (AMP->METER) |
| 24 | BR | COMMUNICATION SIGNAL (LCD->AMP.) |
| 25 | Y | COMMUNICATION SIGNAL (AMP.->LCD) |

| Connector No. | M66 |
|---|---|
| Connector Name | UNIFIED METER AND A/C AMP. |
| Connector Type | TH40FW-NH |




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 7 | GR | COMMUNICATION SIGNAL (AMP.->METER) |
| 14 | BR | COMMUNICATION SIGNAL (LCD->AMP.) |
| 23 | Y | AT SNOW SWITCH SIGNAL |
| 27 | LG | COMMUNICATION SIGNAL (METER->AMP.) |
| 34 | Y | COMMUNICATION SIGNAL (AMP.->LCD) |

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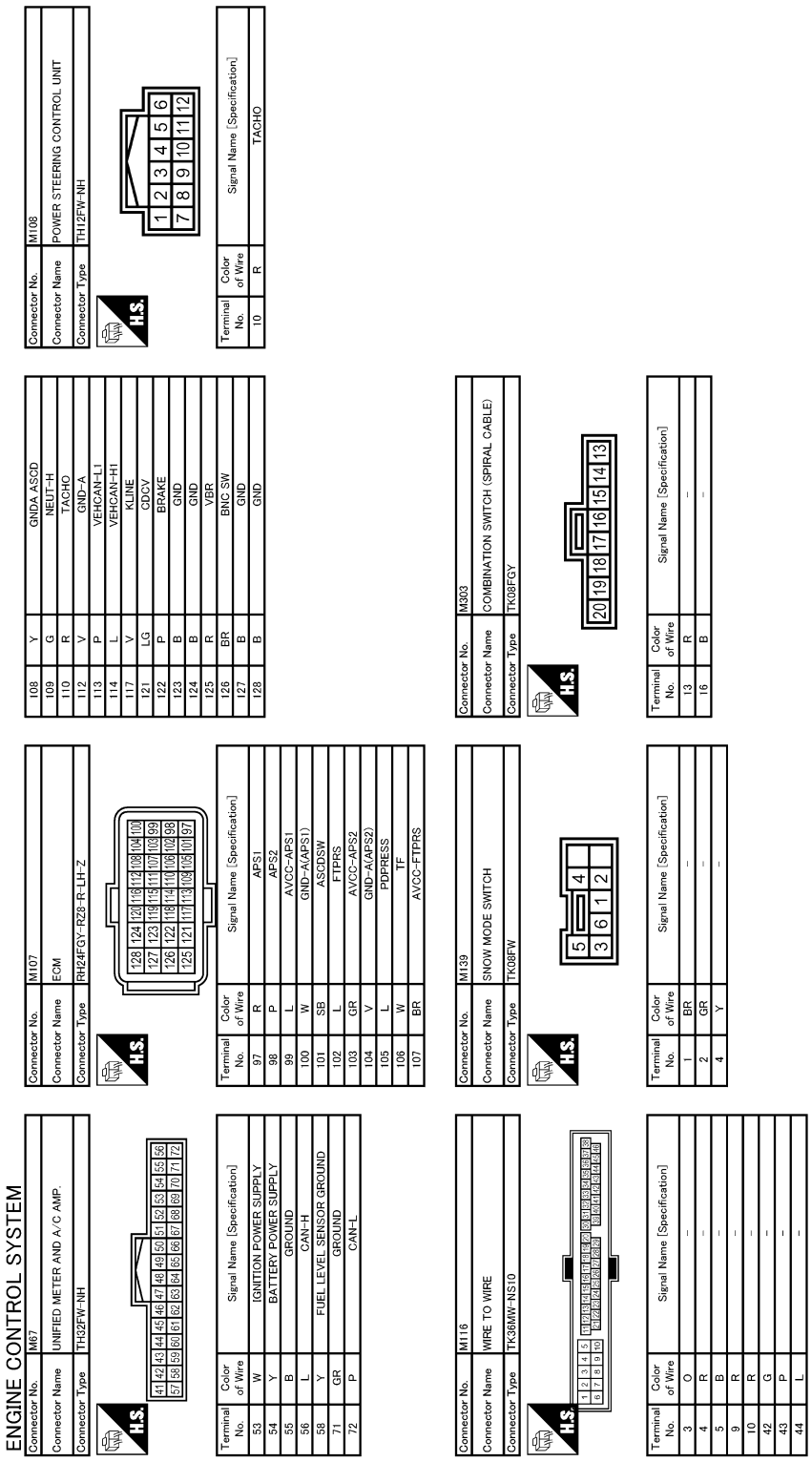


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## Fail safe

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NON DTC RELATED ITEM

| Engine operating condition in fail-safe mode | Detected items | Remarks | Reference page |
|---|---|---|---|
| Engine speed will not rise more than 2,500 rpm due to the fuel cut | Malfunction indicator lamp circuit | When there is an open circuit on MIL circuit, the ECM cannot warn the driver by illuminating MIL when there is malfunction on engine control system.<br>Therefore, when electrical controlled throttle and part of ECM related diagnoses are continuously detected as NG for 5 trips, ECM warns the driver that engine control system malfunctions and MIL circuit is open by means of operating the fail-safe function.<br>The fail-safe function also operates when above diagnoses except MIL circuit are detected and demands the driver to repair the malfunction. | EC-512 |

## DTC RELATED ITEM

| DTC No. | Detected items | Engine operating condition in fail-safe mode | |
|---|---|---|---|
| U0113<br>U1003<br>U1024 | Can communication circuit | VVEL actuator motor relay is turned off, and VVEL value is become at a minimam angle.<br>Engine speed will not rise more than 3,500 rpm due to the fuel cut. | |
| P0011<br>P0021 | Intake valve timing control | The signal is not energized to the intake valve timing control solenoid valve and the valve control does not function. | |
| P0102<br>P0103<br>P010C<br>P010D | Mass air flow sensor circuit | Engine speed will not rise more than 2,400 rpm due to the fuel cut. | |
| P0117<br>P0118 | Engine coolant temperature sensor circuit | Engine coolant temperature will be determined by ECM based on the following condition.<br>CONSULT-III displays the engine coolant temperature decided by ECM. | |
| | | Condition | Engine coolant temperature decided (CONSULT-III display) |
| | | Just as ignition switch is turned ON or START | 40°C (104°F) |
| | | Approx 4 minutes or more after engine starting | 80°C (176°F) |
| | | Except as shown above | 40 - 80°C (104 - 176°F)<br>(Depends on the time) |
| | | When the fail-safe system for engine coolant temperature sensor is activated, the cooling fan operates while engine is running. | |
| P0122<br>P0123<br>P0222<br>P0223<br>P0227<br>P0228<br>P1239<br>P2132<br>P2133<br>P2135 | Throttle position sensor | The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees.<br>The ECM regulates the opening speed of the throttle valve to be slower than the normal condition.<br>Therefore, the acceleration will be poor. | |
| P0500 | Vehicle speed sensor | The cooling fan operates (Highest) while engine is running. | |
| P0524 | Engine oil pressure | The signal is not energized to the intake valve timing control solenoid valve and the valve control does not function.<br>Engine speed will not rise more than 2,400 rpm due to the fuel cut. | |
| P0605 | ECM | (When ECM calculation function is malfunctioning:)<br>ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.<br>ECM deactivates ASCD operation. | |
| P0607 | ECM | VVEL actuator motor relay is turned off, and VVEL value is become at a minimum angle.<br>Engine speed will not rise more than 3,500 rpm due to the fuel cut. | |
| P0643 | Sensor power supply | ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring. | |

| DTC No. | Detected items | Engine operating condition in fail-safe mode |
|---|---|---|
| P1087<br>P1088 | VVEL control function | VVEL of normal bank is controlled at VVEL angle of abnormal bank.<br>Engine speed will not rise more than 3,500 rpm due to the fuel cut. |
| P1089<br>P1092 | VVEL control shaft position sensor | VVEL value is maintained at a fixed angle.<br>Engine speed will not rise more than 3,500 rpm due to the fuel cut |
| P1608 | VVEL control shaft position sensor | VVEL actuator motor relay is turned off, and VVEL value is become at a minimam angle.<br>Engine speed will not rise more than 3,500 rpm due to the fuel cut |
| P1090<br>P1093 | VVEL actuator motor | VVEL of normal bank is controlled at VVEL angle of abnormal bank.<br>Engine speed will not rise more than 3,500 rpm due to the fuel cut. |
| | | VVEL actuator motor relay is turned off, and VVEL value is become at a minimam angle.<br>Engine speed will not rise more than 3,500 rpm due to the fuel cut. |
| P1091 | VVEL actuator motor relay | VVEL actuator motor relay is turned off, and VVEL value is become at a minimam angle.<br>Engine speed will not rise more than 3,500 rpm due to the fuel cut. |
| P1233<br>P2101 | Electric throttle control function | ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring. |
| P1236<br>P2118 | Throttle control motor | ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring. |
| P1238<br>P2119 | Electric throttle control actuator | (When electric throttle control actuator does not function properly due to the return spring malfunction:)<br>ECM controls the electric throttle actuator by regulating the throttle opening around the idle position. The engine speed will not rise more than 2,000 rpm. |
| | | (When throttle valve opening angle in fail-safe mode is not in specified range:)<br>ECM controls the electric throttle control actuator by regulating the throttle opening to 20 degrees or less. |
| | | (When ECM detects the throttle valve is stuck open:)<br>While the vehicle is being driven, it slows down gradually because of fuel cut. After the vehicle stops, the engine stalls.<br>The engine can restart in N or P position, and engine speed will not exceed 1,000 rpm or more. |
| P1290<br>P2100<br>P2103 | Throttle control motor relay | ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring. |
| P1606 | VVEL control module | VVEL actuator motor relay is turned off, and VVEL value is become at a minimam angle.<br>Engine speed will not rise more than 3,500 rpm due to the fuel cut. |
| P1805 | Brake switch | ECM controls the electric throttle control actuator by regulating the throttle opening to a small range.<br>Therefore, acceleration will be poor. |
| | | Vehicle condition / Driving condition |
| | | When engine is idling / Normal |
| | | When accelerating / Poor acceleration |
| P2122<br>P2123<br>P2127<br>P2128<br>P2138 | Accelerator pedal position sensor | The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees.<br>The ECM regulates the opening speed of the throttle valve to be slower than the normal condition.<br>Therefore, the acceleration will be poor. |

## DTC Inspection Priority Chart

INFOID:0000000004476976

If some DTCs are displayed at the same time, perform inspections one by one based on the following priority chart.

| Priority | Detected items (DTC) |
|---|---|
| 1 | • U0101 U0113 U0164 U1001 U1003 CAN communication line<br>• U1024 VVEL CAN communication line<br>• P0101 P0102 P0103 P010B P010C P010D Mass air flow sensor<br>• P010A Manifold absolute pressure (MAP) sensor<br>• P0112 P0113 P0127 Intake air temperature sensor<br>• P0116 P0117 P0118 P0125 Engine coolant temperature sensor<br>• P0122 P0123 P0222 P0223 P0227 P0228 P1225 P1226 P1234 P1235 P1239 P2132 P2133 P2135 Throttle position sensor<br>• P0128 Thermostat function<br>• P0181 P0182 P0183 Fuel tank temperature sensor<br>• P0196 P0197 P0198 Engine oil temperature sensor<br>• P0327 P0328 P0332 P0333 Knock sensor<br>• P0335 Crankshaft position sensor (POS)<br>• P0340 P0345 Camshaft position sensor (PHASE)<br>• P0460 P0461 P0462 P0463 Fuel level sensor<br>• P0500 Vehicle speed sensor<br>• P0555 Brake booster pressure sensor<br>• P0605 P607 ECM<br>• P0643 Sensor power supply<br>• P0700 TCM<br>• P0705 Transmission range switch<br>• P0850 Park/neutral position (PNP) switch<br>• P1089 P1092 P1608 VVEL control shaft position sensor<br>• P1606 P1607 VVEL control module<br>• P1550 P1551 P1552 P1553 P1554 Battery current sensor<br>• P1610 - P1615 NATS<br>• P2122 P2123 P2127 P2128 P2138 Accelerator pedal position sensor |

| Priority | Detected items (DTC) |
|---|---|
| 2 | • P0031 P0032 P0051 P0052 Air fuel ratio (A/F) sensor 1 heater<br>• P0037 P0038 P0057 P0058 Heated oxygen sensor 2 heater<br>• P0075 P0081 Intake valve timing control solenoid valve<br>• P0130 P0131 P0132 P0133 P0150 P0151 P0152 P0153 P2A00 P2A03 Air fuel ratio (A/F) sensor 1<br>• P0137 P0138 P0139 P0157 P0158 P0159 Heated oxygen sensor 2<br>• P0441 EVAP control system purge flow monitoring<br>• P0443 P0444 P0445 EVAP canister purge volume control solenoid valve<br>• P0447 P0448 EVAP canister vent control valve<br>• P0451 P0452 P0453 EVAP control system pressure sensor<br>• P0550 Power steering pressure sensor<br>• P0603 ECM power supply<br>• P0710 P0717 P0720 P0731 P0732 P0733 P0734 P0735 P0740 P0744 P0745 P1730 P1734 P2713 P2722 P2731 P2807 A/T related sensors, solenoid valves and switches<br>• P1087 P1088 VVEL system<br>• P1090 P1093 VVEL actuator motor<br>• P1091 VVEL actuator motor relay<br>• P1217 Engine over temperature (OVERHEAT)<br>• P1233 P2101 Electric throttle control function<br>• P1236 P2118 Throttle control motor<br>• P1290 P2100 P2103 Throttle control motor relay<br>• P1805 Brake switch |
| 3 | • P0011 P0021 Intake valve timing control<br>• P0171 P0172 P0174 P0175 Fuel injection system function<br>• P0300 - P0306 Misfire<br>• P0420 P0430 Three way catalyst function<br>• P0442 P0456 EVAP control system (SMALL LEAK, VERY SMALL LEAK)<br>• P0455 EVAP control system (GROSS LEAK)<br>• P0506 P0507 Idle speed control system<br>• P0524 Engine oil pressure<br>• P100A P100B VVEL system<br>• P1148 P1168 Closed loop control<br>• P1211 TCS control unit<br>• P1212 TCS communication line<br>• P1238 P2119 Electric throttle control actuator<br>• P1421 Cold start control<br>• P1564 ICC steering switch / ASCD steering switch<br>• P1568 ICC command value<br>• P1572 ICC brake switch / ASCD brake switch<br>• P1574 ICC vehicle speed sensor / ASCD vehicle speed sensor |

## DTC Index

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×:Applicable —: Not applicable

| DTC*1 | | Items (CONSULT-III screen terms) | SRT code | Trip | MIL | Reference page |
|---|---|---|---|---|---|---|
| CONSULT-III GST*2 | ECM*3 | | | | | |
| U0101 | 0101*4 | CAN COMM CIRCUIT | — | 1 | × | EC-148 |
| U0113 | 0113 | CAN COMM CIRCUIT | — | 1 (A/T models)<br>2 (M/T models) | × (A/T models)<br>— (M/T models) | EC-149 |
| U0164 | 0164*4 | CAN COMM CIRCUIT | — | 1 | × | EC-151 |
| U1001 | 1001*4 | CAN COMM CIRCUIT | — | 1 (with ASCD)<br>1 or 2 (with ICC) | — | EC-152 |
| U1003 | 1003 | CAN COMM CIRCUIT | — | 2 | — | EC-149 |
| U1024 | 1024 | VVEL CAN COMM CIRCUIT | — | 1 | × | EC-153 |
| **P0000** | **0000** | **NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.** | — | — | **Flashing***7 | **—** |
| P0011 | 0011 | INT/V TIM CONT-B1 | — | 2 | × | EC-155 |
| P0021 | 0021 | INT/V TIM CONT-B2 | — | 2 | × | EC-155 |

| DTC*1 | | Items (CONSULT-III screen terms) | SRT code | Trip | MIL | Reference page |
|---|---|---|---|---|---|---|
| CONSULT-III GST*2 | ECM*3 | | | | | |
| P0031 | 0031 | A/F SEN1 HTR (B1) | — | 2 | × | EC-159 |
| P0032 | 0032 | A/F SEN1 HTR (B1) | — | 2 | × | EC-159 |
| P0037 | 0037 | HO2S2 HTR (B1) | — | 2 | × | EC-162 |
| P0038 | 0038 | HO2S2 HTR (B1) | — | 2 | × | EC-162 |
| P0051 | 0051 | A/F SEN1 HTR (B2) | — | 2 | × | EC-159 |
| P0052 | 0052 | A/F SEN1 HTR (B2) | — | 2 | × | EC-159 |
| P0057 | 0057 | HO2S2 HTR (B2) | — | 2 | × | EC-162 |
| P0058 | 0058 | HO2S2 HTR (B2) | — | 2 | × | EC-162 |
| P0075 | 0075 | INT/V TIM V/CIR-B1 | — | 2 | × | EC-165 |
| P0081 | 0081 | INT/V TIM V/CIR-B2 | — | 2 | × | EC-165 |
| P0101 | 0101 | MAF SEN/CIRCUIT-B1 | — | 2 | × | EC-168 |
| P0102 | 0102 | MAF SEN/CIRCUIT-B1 | — | 1 | × | EC-176 |
| P0103 | 0103 | MAF SEN/CIRCUIT-B1 | — | 1 | × | EC-176 |
| P010A | 010A | ABSL PRES SEN/CIRC | — | 2 | × | EC-182 |
| P010B | 010B | MAF SEN/CIRCUIT-B2 | — | 2 | × | EC-168 |
| P010C | 010C | MAF SEN/CIRCUIT-B2 | — | 1 | × | EC-176 |
| P010D | 010D | MAF SEN/CIRCUIT-B2 | — | 1 | × | EC-176 |
| P0112 | 0112 | IAT SEN/CIRCUIT-B1 | — | 2 | × | EC-186 |
| P0113 | 0113 | IAT SEN/CIRCUIT-B1 | — | 2 | × | EC-186 |
| P0116 | 0116 | ECT SEN/CIRC | — | 2 | × | EC-189 |
| P0117 | 0117 | ECT SEN/CIRC | — | 1 | × | EC-191 |
| P0118 | 0118 | ECT SEN/CIRC | — | 1 | × | EC-191 |
| P0122 | 0122 | TP SEN 2/CIRC-B1 | — | 1 | × | EC-194 |
| P0123 | 0123 | TP SEN 2/CIRC-B1 | — | 1 | × | EC-194 |
| P0125 | 0125 | ECT SENSOR | — | 2 | × | EC-198 |
| P0127 | 0127 | IAT SENSOR-B1 | — | 2 | × | EC-201 |
| P0128 | 0128 | THERMSTAT FNCTN | — | 2 | × | EC-203 |
| P0130 | 0130 | A/F SENSOR1 (B1) | — | 2 | × | EC-205 |
| P0131 | 0131 | A/F SENSOR1 (B1) | — | 2 | × | EC-209 |
| P0132 | 0132 | A/F SENSOR1 (B1) | — | 2 | × | EC-212 |
| P0133 | 0133 | A/F SENSOR1 (B1) | × | 2 | × | EC-215 |
| P0137 | 0137 | HO2S2 (B1) | × | 2 | × | EC-220 |
| P0138 | 0138 | HO2S2 (B1) | × | 2 | × | EC-226 |
| P0139 | 0139 | HO2S2 (B1) | × | 2 | × | EC-234 |
| P0150 | 0150 | A/F SENSOR1 (B2) | — | 2 | × | EC-205 |
| P0151 | 0151 | A/F SENSOR1 (B2) | — | 2 | × | EC-209 |
| P0152 | 0152 | A/F SENSOR1 (B2) | — | 2 | × | EC-212 |
| P0153 | 0153 | A/F SENSOR1 (B2) | × | 2 | × | EC-215 |
| P0157 | 0157 | HO2S2 (B2) | × | 2 | × | EC-220 |
| P0158 | 0158 | HO2S2 (B2) | × | 2 | × | EC-226 |
| P0159 | 0159 | HO2S2 (B2) | × | 2 | × | EC-234 |
| P0171 | 0171 | FUEL SYS-LEAN-B1 | — | 2 | × | EC-240 |

| DTC*1 | | Items (CONSULT-III screen terms) | SRT code | Trip | MIL | Reference page |
|---|---|---|---|---|---|---|
| CONSULT-III GST*2 | ECM*3 | | | | | |
| P0172 | 0172 | FUEL SYS-RICH-B1 | — | 2 | × | EC-244 |
| P0174 | 0174 | FUEL SYS-LEAN-B2 | — | 2 | × | EC-240 |
| P0175 | 0175 | FUEL SYS-RICH-B2 | — | 2 | × | EC-244 |
| P0181 | 0181 | FTT SENSOR | — | 2 | × | EC-248 |
| P0182 | 0182 | FTT SEN/CIRCUIT | — | 2 | × | EC-251 |
| P0183 | 0183 | FTT SEN/CIRCUIT | — | 2 | × | EC-251 |
| P0196 | 0196 | EOT SENSOR | — | 2 | × | EC-254 |
| P0197 | 0197 | EOT SEN/CIRC | — | 2 | × | EC-257 |
| P0198 | 0198 | EOT SEN/CIRC | — | 2 | × | EC-257 |
| P0222 | 0222 | TP SEN 1/CIRC-B1 | — | 1 | × | EC-260 |
| P0223 | 0223 | TP SEN 1/CIRC-B1 | — | 1 | × | EC-260 |
| P0227 | 0227 | TP SEN 2/CIRC-B2 | — | 1 | × | EC-194 |
| P0228 | 0228 | TP SEN 2/CIRC-B2 | — | 1 | × | EC-194 |
| P0300 | 0300 | MULTI CYL MISFIRE | — | 2 | × | EC-264 |
| P0301 | 0301 | CYL 1 MISFIRE | — | 2 | × | EC-264 |
| P0302 | 0302 | CYL 2 MISFIRE | — | 2 | × | EC-264 |
| P0303 | 0303 | CYL 3 MISFIRE | — | 2 | × | EC-264 |
| P0304 | 0304 | CYL 4 MISFIRE | — | 2 | × | EC-264 |
| P0305 | 0305 | CYL 5 MISFIRE | — | 2 | × | EC-264 |
| P0306 | 0306 | CYL 6 MISFIRE | — | 2 | × | EC-264 |
| P0327 | 0327 | KNOCK SEN/CIRC-B1 | — | 2 | — | EC-270 |
| P0328 | 0328 | KNOCK SEN/CIRC-B1 | — | 2 | — | EC-270 |
| P0332 | 0332 | KNOCK SEN/CIRC-B2 | — | 2 | — | EC-270 |
| P0333 | 0333 | KNOCK SEN/CIRC-B2 | — | 2 | — | EC-270 |
| P0335 | 0335 | CKP SEN/CIRCUIT | — | 2 | × | EC-273 |
| P0340 | 0340 | CMP SEN/CIRC-B1 | — | 2 | × | EC-277 |
| P0345 | 0345 | CMP SEN/CIRC-B2 | — | 2 | × | EC-277 |
| P0420 | 0420 | TW CATALYST SYS-B1 | × | 2 | × | EC-281 |
| P0430 | 0430 | TW CATALYST SYS-B2 | × | 2 | × | EC-281 |
| P0441 | 0441 | EVAP PURG FLOW/MON | × | 2 | × | EC-286 |
| P0442 | 0442 | EVAP SMALL LEAK | × | 2 | × | EC-291 |
| P0443 | 0443 | PURG VOLUME CONT/V | — | 2 | × | EC-297 |
| P0444 | 0444 | PURG VOLUME CONT/V | — | 2 | × | EC-297 |
| P0445 | 0445 | PURG VOLUME CONT/V | — | 2 | × | EC-302 |
| P0447 | 0447 | VENT CONTROL VALVE | — | 2 | × | EC-305 |
| P0448 | 0448 | VENT CONTROL VALVE | — | 2 | × | EC-309 |
| P0451 | 0451 | EVAP SYS PRES SEN | — | 2 | × | EC-313 |
| P0452 | 0452 | EVAP SYS PRES SEN | — | 2 | × | EC-316 |
| P0453 | 0453 | EVAP SYS PRES SEN | — | 2 | × | EC-321 |
| P0455 | 0455 | EVAP GROSS LEAK | — | 2 | × | EC-327 |
| P0456 | 0456 | EVAP VERY SML LEAK | ×*6 | 2 | × | EC-333 |
| P0460 | 0460 | FUEL LEV SEN SLOSH | — | 2 | × | EC-340 |

| DTC*1 | | Items (CONSULT-III screen terms) | SRT code | Trip | MIL | Reference page |
|---|---|---|---|---|---|---|
| CONSULT-III GST*2 | ECM*3 | | | | | |
| P0461 | 0461 | FUEL LEVEL SENSOR | — | 2 | × | EC-342 |
| P0462 | 0462 | FUEL LEVL SEN/CIRC | — | 2 | × | EC-344 |
| P0463 | 0463 | FUEL LEVL SEN/CIRC | — | 2 | × | EC-344 |
| P0500 | 0500 | VEH SPEED SEN/CIRC*5 | — | 2 | × | EC-346 |
| P0506 | 0506 | ISC SYSTEM | — | 2 | × | EC-348 |
| P0507 | 0507 | ISC SYSTEM | — | 2 | × | EC-350 |
| P0524 | 0524 | ENGINE OIL PRESSURE | — | 2 | × | EC-352 |
| P0550 | 0550 | PW ST P SEN/CIRC | — | 2 | — | EC-355 |
| P0555 | 0555 | BRAKE BSTR PRES SEN/CIRC | — | 2 | × | EC-358 |
| P0603 | 0603 | ECM BACK UP/CIRCUIT | — | 2 | × | EC-363 |
| P0605 | 0605 | ECM | — | 1 or 2 | × or — | EC-365 |
| P0607 | P0607 | ECM | — | 1 (A/T models)<br>2 (M/T models) | × (A/T models)<br>— (M/T models) | EC-367 |
| P0643 | 0643 | SENSOR POWER/CIRC | — | 1 | × | EC-368 |
| P0705 | 0705 | T/M RANGE SENSOR A | — | 2 | × | TM-176 |
| P0710 | 0710 | ATF TEMP SEN/CIRC | — | 2 | × | TM-177 |
| P0717 | 0717 | INPUT SPEED SENSOR A | — | 2 | × | TM-179 |
| P0720 | 0720 | OUTPUT SPEED SENSOR*5 | — | 2 | × | TM-181 |
| P0731 | 0731 | 1GR INCORRECT RATIO | — | 2 | × | TM-189 |
| P0732 | 0732 | 2GR INCORRECT RATIO | — | 2 | × | TM-191 |
| P0733 | 0733 | 3GR INCORRECT RATIO | — | 2 | × | TM-193 |
| P0734 | 0734 | 4GR INCORRECT RATIO | — | 2 | × | TM-195 |
| P0735 | 0735 | 5GR INCORRECT RATIO | — | 2 | × | TM-197 |
| P0740 | 0740 | TORQUE CONVERTER | — | 2 | × | TM-199 |
| P0744 | 0744 | TORQUE CONVERTER | — | 2 | × | TM-201 |
| P0745 | 0745 | PC SOLENOID A | — | 2 | × | TM-202 |
| P0850 | 0850 | P-N POS SW/CIRCUIT | — | 2 | × | EC-371 |
| P100A | 100A | VVEL SYSTEM-B1 | — | 2 | × | EC-375 |
| P100B | 100B | VVEL SYSTEM-B2 | — | 2 | × | EC-375 |
| P1087 | 1087 | VVEL SYSTEM-B1 | — | 1 | × | EC-379 |
| P1088 | 1088 | VVEL SYSTEM-B2 | — | 1 | × | EC-379 |
| P1089 | 1089 | VVEL POS SEN/CIRC-B1 | — | 1 | × | EC-380 |
| P1090 | 1090 | VVEL ACTR MOT-B1 | — | 1 | × | EC-384 |
| P1091 | 1091 | VVEL ACTR MOT PWR | — | 1 or 2 | × | EC-388 |
| P1092 | 1092 | VVEL POS SEN/CIRC-B2 | — | 1 | × | EC-380 |
| P1093 | 1093 | VVEL ACTR MOT-B2 | — | 1 | × | EC-384 |
| P1148 | 1148 | CLOSED LOOP-B1 | — | 1 | × | EC-391 |
| P1168 | 1168 | CLOSED LOOP-B2 | — | 1 | × | EC-391 |
| P1211 | 1211 | TCS C/U FUNCTN | — | 2 | — | EC-392 |
| P1212 | 1212 | TCS/CIRC | — | 2 | — | EC-393 |
| P1217 | 1217 | ENG OVER TEMP | — | 1 | × | EC-394 |
| P1225 | 1225 | CTP LEARNING-B1 | — | 2 | — | EC-398 |

| DTC*1 | | Items (CONSULT-III screen terms) | SRT code | Trip | MIL | Reference page |
|---|---|---|---|---|---|---|
| CONSULT-III GST*2 | ECM*3 | | | | | |
| P1226 | 1226 | CTP LEARNING-B1 | — | 2 | — | EC-400 |
| P1233 | 1233 | ETC FNCTN/CIRC-B2 | — | 1 | × | EC-402 |
| P1234 | 1234 | CTP LEARNING-B2 | — | 2 | — | EC-398 |
| P1235 | 1235 | CTP LEARNING-B2 | — | 2 | — | EC-400 |
| P1236 | 1236 | ETC MOT-B2 | — | 1 | × | EC-406 |
| P1238 | 1238 | ETC ACTR-B2 | — | 1 | × | EC-409 |
| P1239 | 1239 | TP SENSOR-B2 | — | 1 | × | EC-411 |
| P1290 | 1290 | ETC MOT PWR-B2 | — | 1 | × | EC-414 |
| P1421 | 1421 | COLD START CONTROL | — | 2 | × | EC-416 |
| P1550 | 1550 | BAT CURRENT SENSOR | — | 2 | — | EC-418 |
| P1551 | 1551 | BAT CURRENT SENSOR | — | 2 | — | EC-421 |
| P1552 | 1552 | BAT CURRENT SENSOR | — | 2 | — | EC-421 |
| P1553 | 1553 | BAT CURRENT SENSOR | — | 2 | — | EC-424 |
| P1554 | 1554 | BAT CURRENT SENSOR | — | 2 | — | EC-427 |
| P1564 | 1564 | ASCD SW | — | 1 | — | EC-431 (with ASCD) EC-434 (with ICC) |
| P1568 | 1568 | ICC COMMAND VALUE | — | 1 | — | EC-437 |
| P1572 | 1572 | ASCD BRAKE SW | — | 1 | — | EC-438 (with ASCD) EC-445 (with ICC) |
| P1574 | 1574 | ASCD VHL SPD SEN | — | 1 | — | EC-453 (with ASCD) EC-455 (with ICC) |
| P1606 | 1606 | VVEL CONTROL MODULE | — | 1 or 2 | × or — | EC-457 |
| P1607 | 1607 | VVEL CONTROL MODULE | — | 1 | × | EC-459 |
| P1608 | 1608 | VVEL SENSOR POWER/CIRC | — | 1 | × | EC-461 |
| P1610 | 1610 | LOCK MODE | — | 2 | — | SEC-39 |
| P1611 | 1611 | ID DISCARD, IMM-ECM | — | 2 | — | SEC-40 |
| P1612 | 1612 | CHAIN OF ECM-IMMU | — | 2 | — | SEC-40 |
| P1614 | 1614 | CHAIN OF IMMU-KEY | — | 2 | — | SEC-43 |
| P1615 | 1615 | DIFFERENCE OF KEY | — | 2 | — | SEC-46 |
| P1730 | 1730 | INTERLOCK | — | 2 | × | TM-214 |
| P1734 | 1734 | A/T 7TH GR FNCTN | — | 2 | × | TM-216 |
| P1805 | 1805 | BRAKE SW/CIRCUIT | — | 2 | — | EC-464 |
| P2100 | 2100 | ETC MOT PWR-B1 | — | 1 | × | EC-414 |
| P2101 | 2101 | ETC FNCTN/CIRC-B1 | — | 1 | × | EC-402 |
| P2103 | 2103 | ETC MOT PWR | — | 1 | × | EC-414 |
| P2118 | 2118 | ETC MOT-B1 | — | 1 | × | EC-406 |
| P2119 | 2119 | ETC ACTR-B1 | — | 1 | × | EC-409 |
| P2122 | 2122 | APP SEN 1/CIRC | — | 1 | × | EC-467 |
| P2123 | 2123 | APP SEN 1/CIRC | — | 1 | × | EC-467 |

| DTC*1 | | Items (CONSULT-III screen terms) | SRT code | Trip | MIL | Reference page |
|---|---|---|---|---|---|---|
| CONSULT-III GST*2 | ECM*3 | | | | | |
| P2127 | 2127 | APP SEN 2/CIRC | — | 1 | × | EC-471 |
| P2128 | 2128 | APP SEN 2/CIRC | — | 1 | × | EC-471 |
| P2132 | 2132 | TP SEN 1/CIRC-B2 | — | 1 | × | EC-260 |
| P2133 | 2133 | TP SEN 1/CIRC-B2 | — | 1 | × | EC-260 |
| P2135 | 2135 | TP SENSOR-B1 | — | 1 | × | EC-411 |
| P2138 | 2138 | APP SENSOR | — | 1 | × | EC-475 |
| P2713 | 2713 | PC SOLENOID D | — | 2 | × | TM-224 |
| P2722 | 2722 | PC SOLENOID E | — | 2 | × | TM-225 |
| P2731 | 2731 | PC SOLENOID F | — | 2 | × | TM-226 |
| P2807 | 2807 | PC SOLENOID G | — | 2 | × | TM-227 |
| P2A00 | 2A00 | A/F SENSOR1 (B1) | — | 2 | × | EC-480 |
| P2A03 | 2A03 | A/F SENSOR1 (B2) | — | 2 | × | EC-480 |

*1: 1st trip DTC No. is the same as DTC No.

*2: This number is prescribed by SAE J2012.

*3: In Diagnostic Test Mode II (Self-diagnostic results), this number is controlled by NISSAN.

*4: The troubleshooting for this DTC needs CONSULT-III.

*5: When the fail-safe operations for both self-diagnoses occur, the MIL illuminates.

*6: SRT code will not be set if the self-diagnostic result is NG.

*7: When the ECM is in the mode that displays SRT status, MIL may blink. For the details, refer to “How to Display SRT Status”.

## How to Set SRT Code

INFOID:0000000004476978

To set all SRT codes, self-diagnosis for the items indicated above must be performed one or more times. Each diagnosis may require a long period of actual driving under various conditions.

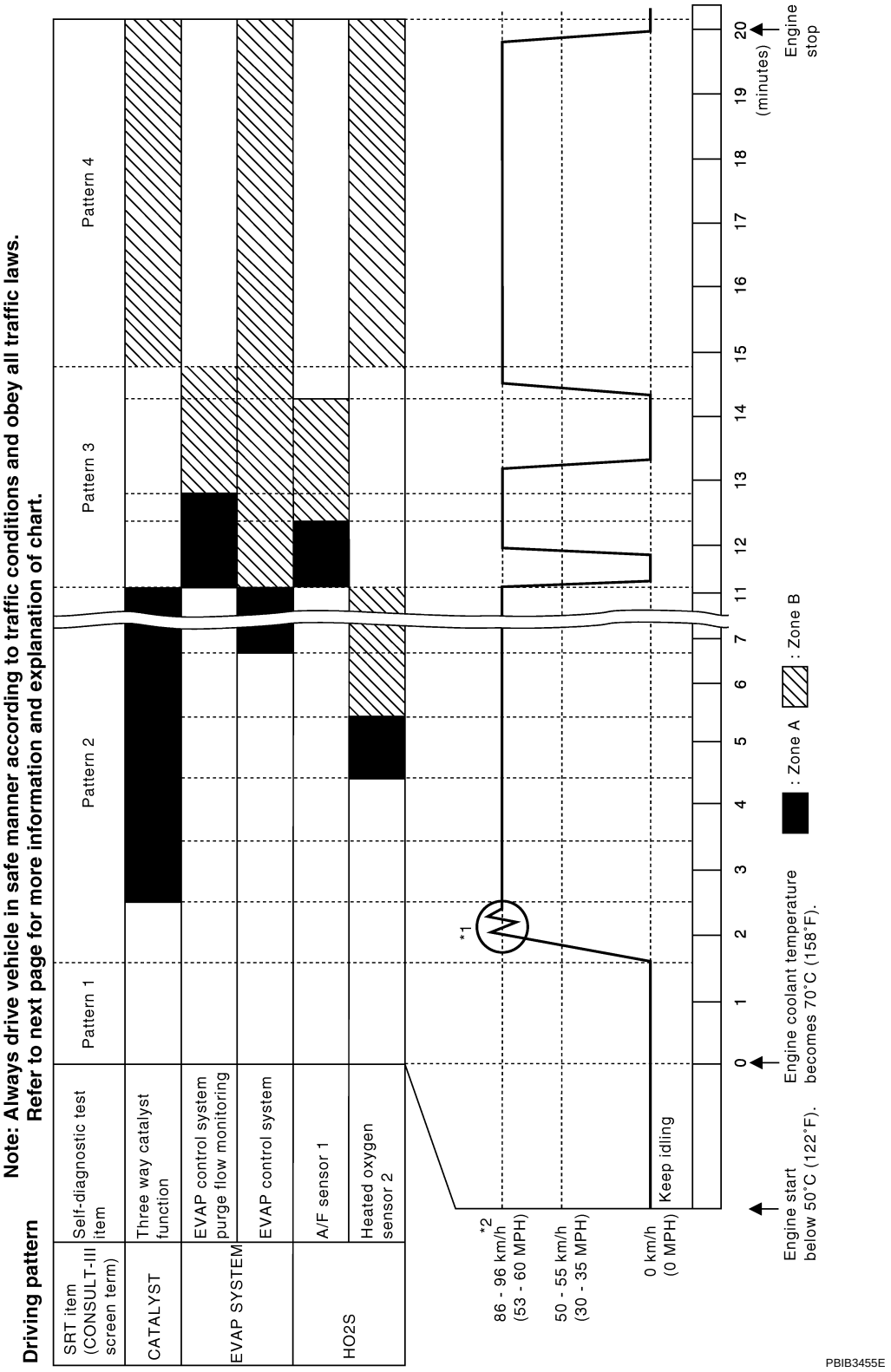
**WITH CONSULT-III**

Perform corresponding DTC Confirmation Procedure one by one based on Performance Priority in the table on “SRT Item”.

**WITHOUT CONSULT-III**

The most efficient driving pattern in which SRT codes can be properly set is explained below. The driving pattern should be performed one or more times to set all SRT codes.

DRIVING PATTERN




- The time required for each diagnosis varies with road surface conditions, weather, altitude, individual driving habits, etc.
  Zone A refers to the range where the time, required for the diagnosis under normal conditions*, is the shortest.
  Zone B refers to the range where the diagnosis can still be performed if the diagnosis is not completed within zone A.

*: Normal conditions refer to the following:

- Sea level
- Flat road
- Ambient air temperature: 20 - 30°C (68 - 86°F)
- Diagnosis is performed as quickly as possible under normal conditions.
  Under different conditions [For example: ambient air temperature other than 20 - 30°C (68 - 86°F)], diagnosis may also be performed.

Pattern 1:

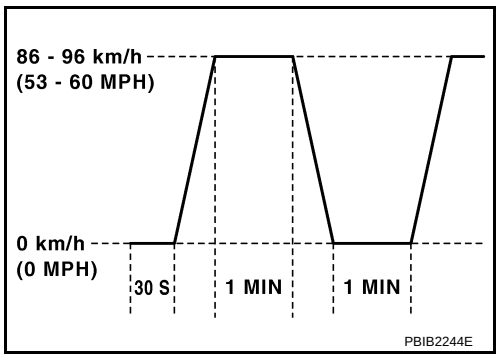
- **The engine is started at the engine coolant temperature of −10 to 35°C (14 to 95°F) [where the voltage between the ECM terminals 71 (engine coolant temperature signal) and 84 (sensor ground) is 3.0 - 4.3 V].**
- **The engine must be operated at idle speed until the engine coolant temperature is greater than 70°C (158°F) [where the voltage between the ECM terminal 71 (engine coolant temperature signal) and 84 (sensor ground) is lower than 1.4 V)]**
- **The engine is started at the fuel tank temperature of warmer than 0°C (32°F) [where the voltage between the ECM terminal 106 (fule temperature sensor signal)and ground is less than 4.1 V].**

Pattern 2:

- When steady-state driving is performed again even after it is interrupted, each diagnosis can be conducted. In this case, the time required for diagnosis may be extended.

Pattern 3:

- Operate vehicle following the driving pattern shown in the figure.
- Release the accelerator pedal during deceleration vehicle speed from 90 km/h (56 MPH) to 0 km/h (0 MPH).




Pattern 4:

- The accelerator pedal must be held very steady during steady-state driving.
- If the accelerator pedal is moved, the test must be conducted again.

*1: Depress the accelerator pedal until vehicle speed is 90 km/h (56 MPH), then release the accelerator pedal and keep it released for more than 10 seconds. Depress the accelerator pedal until vehicle speed is 90 km/h (56 MPH) again.
*2: Checking the vehicle speed with GST is advised.

Suggested Transmission Gear Position for A/T Models

Set the selector lever in the D position with the overdrive switch turned ON.

Suggested Upshift Speeds for M/T Models

Shown below are suggested vehicle speeds for shifting into a higher gear. These suggestions relate to fuel economy and vehicle performance. Actual upshift speeds will vary according to road conditions, the weather and individual driving habits.

Unit: km/h (MPH)

| Gear change | For normal acceleration in low altitude areas [less than 1,219 m (4,000 ft)] | For quick acceleration in low altitude areas or in high altitude areas [over 1,219 m (4,000 ft)] |
|---|---|---|
| 1st to 2nd | 13 (8) | 24 (15) |
| 2nd to 3rd | 26 (16) | 40 (25) |
| 3rd to 4th | 40 (25) | 64 (40) |
| 4th to 5th | 50 (30) | 72 (45) |
| 5th to 6th | 53 (33) | 80 (50) |

Suggested Maximum Speed in Each Gear

Downshift to a lower gear if the engine is not running smoothly, or if you need to accelerate.
Do not exceed the maximum suggested speed (shown below) in any gear. For level road driving, use the highest gear suggested for that speed. Always observe posted speed limits and drive according to the road conditions to ensure sage operation. Do not over-rev the engine when shifting to a lower gear as it may cause engine damage or loss of vehicle control.

| Gear | km/h (MPH) |
|---|---|
| 1st | 63 (39) |
| 2nd | 103 (64) |

| Gear | km/h (MPH) |
|---|---|
| 3rd | 148 (92) |
| 4th | — |
| 5th | — |
| 6th | — |

## Test Value and Test Limit

INFOID:0000000004704379

The following is the information specified in Service $06 of SAE J1979.
The test value is a parameter used to determine whether a system/circuit diagnostic test is OK or NG while being monitored by the ECM during self-diagnosis. The test limit is a reference value which is specified as the maximum or minimum value and is compared with the test value being monitored.
These data (test value and test limit) are specified by On Board Monitor ID(OBDMID), Test ID (TID), Unit and Scaling ID and can be displayed on the GST screen.
The items of the test value and test limit will be displayed with GST screen which items are provided by the ECM. (eg., if bank 2 is not applied on this vehicle, only the items of bank 1 are displayed)

| Item | OBD-MID | Self-diagnostic test item | DTC | Test value and Test limit (GST display) | | Description |
|---|---|---|---|---|---|---|
| | | | | TID | Unit and Scaling ID | |
| HO2S | 01H | Air fuel ratio (A/F) sensor 1 (Bank 1) | P0131 | 83H | 0BH | Minimum sensor output voltage for test cycle |
| | | | P0131 | 84H | 0BH | Maximum sensor output voltage for test cycle |
| | | | P0130 | 85H | 0BH | Minimum sensor output voltage for test cycle |
| | | | P0130 | 86H | 0BH | Maximum sensor output voltage for test cycle |
| | | | P0133 | 87H | 04H | Response rate: Response ratio (Lean to Rich) |
| | | | P0133 | 88H | 04H | Response rate: Response ratio (Rich to Lean) |
| | | | P2A00 | 89H | 84H | The amount of shift in air fuel ratio |
| | | | P2A00 | 8AH | 84H | The amount of shift in air fuel ratio |
| | | | P0130 | 8BH | 0BH | Difference in sensor output voltage |
| | | | P0133 | 8CH | 83H | Response gain at the limited frequency |
| | 02H | Heated oxygen sensor 2 (Bank 1) | P0138 | 07H | 0CH | Minimum sensor output voltage for test cycle |
| | | | P0137 | 08H | 0CH | Maximum sensor output voltage for test cycle |
| | | | P0138 | 80H | 0CH | Sensor output voltage |
| | | | P0139 | 81H | 0CH | Difference in sensor output voltage |
| | 03H | Heated oxygen sensor 3 (Bank 1) | P0143 | 07H | 0CH | Minimum sensor output voltage for test cycle |
| | | | P0144 | 08H | 0CH | Maximum sensor output voltage for test cycle |
| | | | P0146 | 80H | 0CH | Sensor output voltage |
| | | | P0145 | 81H | 0CH | Difference in sensor output voltage |

| Item | OBD-MID | Self-diagnostic test item | DTC | Test value and Test limit (GST display) | | Description |
|---|---|---|---|---|---|---|
| | | | | TID | Unit and Scaling ID | |
| HO2S | 05H | Air fuel ratio (A/F) sensor 1 (Bank 2) | P0151 | 83H | 0BH | Minimum sensor output voltage for test cycle |
| | | | P0151 | 84H | 0BH | Maximum sensor output voltage for test cycle |
| | | | P0150 | 85H | 0BH | Minimum sensor output voltage for test cycle |
| | | | P0150 | 86H | 0BH | Maximum sensor output voltage for test cycle |
| | | | P0153 | 87H | 04H | Response rate: Response ratio (Lean to Rich) |
| | | | P0153 | 88H | 04H | Response rate: Response ratio (Rich to Lean) |
| | | | P2A03 | 89H | 84H | The amount of shift in air fuel ratio |
| | | | P2A03 | 8AH | 84H | The amount of shift in air fuel ratio |
| | | | P0150 | 8BH | 0BH | Difference in sensor output voltage |
| | | | P0153 | 8CH | 83H | Response gain at the limited frequency |
| | 06H | Heated oxygen sensor 2 (Bank 2) | P0158 | 07H | 0CH | Minimum sensor output voltage for test cycle |
| | | | P0157 | 08H | 0CH | Maximum sensor output voltage for test cycle |
| | | | P0158 | 80H | 0CH | Sensor output voltage |
| | | | P0159 | 81H | 0CH | Difference in sensor output voltage |
| | 07H | Heated oxygen sensor 3 (Bank2) | P0163 | 07H | 0CH | Minimum sensor output voltage for test cycle |
| | | | P0164 | 08H | 0CH | Maximum sensor output voltage for test cycle |
| | | | P0166 | 80H | 0CH | Sensor output voltage |
| | | | P0165 | 81H | 0CH | Difference in sensor output voltage |
| CATALYST | 21H | Three way catalyst function (Bank1) | P0420 | 80H | 01H | O2 storage index |
| | | | P0420 | 82H | 01H | Switching time lag engine exhaust index value |
| | | | P2423 | 83H | 0CH | Difference in 3rd O2 sensor output voltage |
| | | | P2423 | 84H | 84H | O2 storage index in HC trap catalyst |
| | 22H | Three way catalyst function (Bank2) | P0430 | 80H | 01H | O2 storage index |
| | | | P0430 | 82H | 01H | Switching time lag engine exhaust index value |
| | | | P2424 | 83H | 0CH | Difference in 3rd O2 sensor output voltage |
| | | | P2424 | 84H | 84H | O2 storage index in HC trap catalyst |

| Item | OBD-MID | Self-diagnostic test item | DTC | Test value and Test limit (GST display) | | Description |
|---|---|---|---|---|---|---|
| | | | | TID | Unit and Scaling ID | |
| EGR SYSTEM | 31H | EGR function | P0400 | 80H | 96H | Low Flow Faults: EGR temp change rate (short term) |
| | | | P0400 | 81H | 96H | Low Flow Faults: EGR temp change rate (long term) |
| | | | P0400 | 82H | 96H | Low Flow Faults: Difference between max EGR temp and EGR temp under idling condition |
| | | | P0400 | 83H | 96H | Low Flow Faults: Max EGR temp |
| | | | P1402 | 84H | 96H | High Flow Faults: EGR temp increase rate |
| VVT SYSTEM | 35H | VVT Monitor (Bank1) | P0011 | 80H | 9DH | VTC intake function diagnosis (VTC alignment check diagnosis) |
| | | | P0014 | 81H | 9DH | VTC exhaust function diagnosis (VTC alignment check diagnosis) |
| | | | P0011 | 82H | 9DH | VTC intake function diagnosis (VTC drive failure diagnosis) |
| | | | P0014 | 83H | 9DH | VTC exhaust function diagnosis (VTC drive failure diagnosis) |
| | 36H | VVT Monitor (Bank2) | P0021 | 80H | 9DH | VTC intake function diagnosis (VTC alignment check diagnosis) |
| | | | P0024 | 81H | 9DH | VTC exhaust function diagnosis (VTC alignment check diagnosis) |
| | | | P0021 | 82H | 9DH | VTC intake function diagnosis (VTC drive failure diagnosis) |
| | | | P0024 | 83H | 9DH | VTC exhaust function diagnosis (VTC drive failure diagnosis) |
| EVAP SYSTEM | 39H | EVAP control system leak (Cap Off) | P0455 | 80H | 0CH | Difference in pressure sensor output voltage before and after pull down |
| | 3BH | EVAP control system leak (Small leak) | P0442 | 80H | 05H | Leak area index (for more than 0.04 inch) |
| | 3CH | EVAP control system leak (Very small leak) | P0456 | 80H | 05H | Leak area index (for more than 0.02 inch) |
| | | | P0456 | 81H | FDH | Maximum internal pressure of EVAP system during monitoring |
| | 3DH | Purge flow system | P0441 | 83H | 0CH | Difference in pressure sensor output voltage before and after vent control valve close |
| O2 SENSOR HEATER | 41H | A/F sensor 1 heater (Bank 1) | Low Input:P0031<br>High Input:P0032 | 81H | 0BH | Converted value of Heater electric current to voltage |
| | 42H | Heated oxygen sensor 2 heater (Bank 1) | Low Input:P0037<br>High Input:P0038 | 80H | 0CH | Converted value of Heater electric current to voltage |
| | 43H | Heated oxygen sensor 3 heater (Bank 1) | P0043 | 80H | 0CH | Converted value of Heater electric current to voltage |
| | 45H | A/F sensor 1 heater (Bank 2) | Low Input:P0051<br>High Input:P0052 | 81H | 0BH | Converted value of Heater electric current to voltage |
| | 46H | Heated oxygen sensor 2 heater (Bank 2) | Low Input:P0057<br>High Input:P0058 | 80H | 0CH | Converted value of Heater electric current to voltage |
| | 47H | Heated oxygen sensor 3 heater (Bank 2) | P0063 | 80H | 0CH | Converted value of Heater electric current to voltage |

| Item | OBD-MID | Self-diagnostic test item | DTC | Test value and Test limit (GST display) | | Description |
|---|---|---|---|---|---|---|
| | | | | TID | Unit and Scaling ID | |
| SECONDARY AIR | 71H | Secondary Air system | P0411 | 80H | 01H | Secondary Air Injection System Incorrect Flow Detected |
| | | | Bank1: P0491<br>Bank2: P0492 | 81H | 01H | Secondary Air Injection System Insufficient Flow |
| | | | P2445 | 82H | 01H | Secondary Air Injection System Pump Stuck Off |
| | | | P2448 | 83H | 01H | Secondary Air Injection System High Airflow |
| | | | Bank1: P2440<br>Bank2: P2442 | 84H | 01H | Secondary Air Injection System Switching Valve Stuck Open |
| | | | P2440 | 85H | 01H | Secondary Air Injection System Switching Valve Stuck Open |
| | | | P2444 | 86H | 01H | Secondary Air Injection System Pump Stuck On |
| FUEL SYSTEM | 81H | Fuel injection system function (Bank 1) | P0171 or P0172 | 80H | 2FH | Long term fuel trim |
| | | | P0171 or P0172 | 81H | 24H | The number of lambda control clamped |
| | 82H | Fuel injection system function (Bank 2) | P0174 or P0175 | 80H | 2FH | Long term fuel trim |
| | | | P0174 or P0175 | 81H | 24H | The number of lambda control clamped |

| Item | OBD-MID | Self-diagnostic test item | DTC | Test value and Test limit (GST display) | | Description |
|---|---|---|---|---|---|---|
| | | | | TID | Unit and Scaling ID | |
| MISFIRE | A1H | Multiple Cylinder Misfires | P0301 | 80H | 24H | Misfiring counter at 1000 revolution of the first cylinder |
| | | | P0302 | 81H | 24H | Misfiring counter at 1000 revolution of the second cylinder |
| | | | P0303 | 82H | 24H | Misfiring counter at 1000 revolution of the third cylinder |
| | | | P0304 | 83H | 24H | Misfiring counter at 1000 revolution of the fourth cylinder |
| | | | P0305 | 84H | 24H | Misfiring counter at 1000 revolution of the fifth cylinder |
| | | | P0306 | 85H | 24H | Misfiring counter at 1000 revolution of the sixth cylinder |
| | | | P0307 | 86H | 24H | Misfiring counter at 1000 revolution of the seventh cylinder |
| | | | P0308 | 87H | 24H | Misfiring counter at 1000 revolution of the eighth cylinder |
| | | | P0300 | 88H | 24H | Misfiring counter at 1000 revolution of the multiple cylinders |
| | | | P0301 | 89H | 24H | Misfiring counter at 200 revolution of the first cylinder |
| | | | P0302 | 8AH | 24H | Misfiring counter at 200 revolution of the second cylinder |
| | | | P0303 | 8BH | 24H | Misfiring counter at 200 revolution of the third cylinder |
| | | | P0304 | 8CH | 24H | Misfiring counter at 200 revolution of the fourth cylinder |
| | | | P0305 | 8DH | 24H | Misfiring counter at 200 revolution of the fifth cylinder |
| | | | P0306 | 8EH | 24H | Misfiring counter at 200 revolution of the sixth cylinder |
| | | | P0307 | 8FH | 24H | Misfiring counter at 200 revolution of the seventh cylinder |
| | | | P0308 | 90H | 24H | Misfiring counter at 200 revolution of the eighth cylinder |
| | | | P0300 | 91H | 24H | Misfiring counter at 1000 revolution of the single cylinder |
| | | | P0300 | 92H | 24H | Misfiring counter at 200 revolution of the single cylinder |
| | | | P0300 | 93H | 24H | Misfiring counter at 200 revolution of the multiple cylinders |

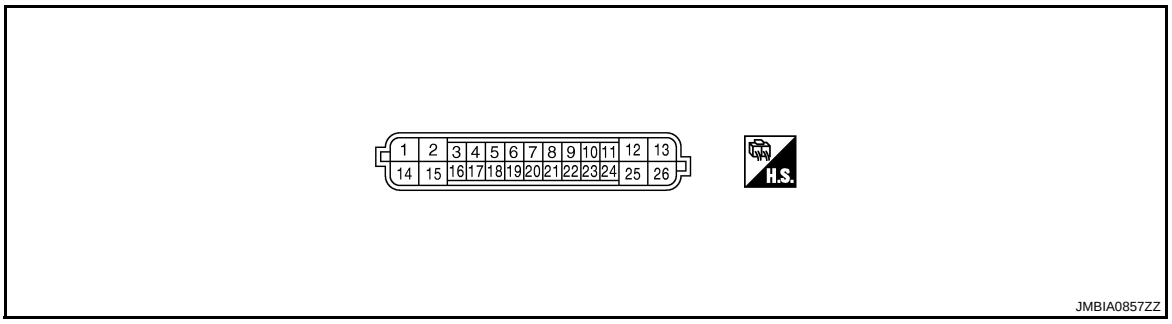
| Item | OBD-MID | Self-diagnostic test item | DTC | Test value and Test limit (GST display) | | Description |
|---|---|---|---|---|---|---|
| | | | | TID | Unit and Scaling ID | |
| MISFIRE | A2H | No. 1 Cylinder Misfire | P0301 | 0BH | 24H | EWMA (Exponential Weighted Moving Average) misfire counts for last 10 driving cycles |
| | | | P0301 | 0CH | 24H | Misfire counts for last/current driving cycles |
| | A3H | No. 2 Cylinder Misfire | P0302 | 0BH | 24H | EWMA (Exponential Weighted Moving Average) misfire counts for last 10 driving cycles |
| | | | P0302 | 0CH | 24H | Misfire counts for last/current driving cycles |
| | A4H | No. 3 Cylinder Misfire | P0303 | 0BH | 24H | EWMA (Exponential Weighted Moving Average) misfire counts for last 10 driving cycles |
| | | | P0303 | 0CH | 24H | Misfire counts for last/current driving cycles |
| | A5H | No. 4 Cylinder Misfire | P0304 | 0BH | 24H | EWMA (Exponential Weighted Moving Average) misfire counts for last 10 driving cycles |
| | | | P0304 | 0CH | 24H | Misfire counts for last/current driving cycles |
| | A6H | No. 5 Cylinder Misfire | P0305 | 0BH | 24H | EWMA (Exponential Weighted Moving Average) misfire counts for last 10 driving cycles |
| | | | P0305 | 0CH | 24H | Misfire counts for last/current driving cycles |
| | A7H | No. 6 Cylinder Misfire | P0306 | 0BH | 24H | EWMA (Exponential Weighted Moving Average) misfire counts for last 10 driving cycles |
| | | | P0306 | 0CH | 24H | Misfire counts for last/current driving cycles |
| | A8H | No. 7 Cylinder Misfire | P0307 | 0BH | 24H | EWMA (Exponential Weighted Moving Average) misfire counts for last 10 driving cycles |
| | | | P0307 | 0CH | 24H | Misfire counts for last/current driving cycles |
| | A9H | No. 8 Cylinder Misfire | P0308 | 0BH | 24H | EWMA (Exponential Weighted Moving Average) misfire counts for last 10 driving cycles |
| | | | P0308 | 0CH | 24H | Misfire counts for last/current driving cycles |

# VVEL CONTROL MODULE

## Reference Value

INFOID:0000000004476980

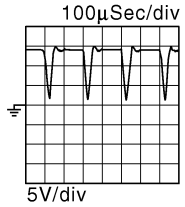
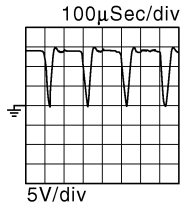
### TERMINAL LAYOUT

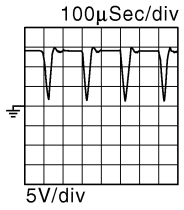
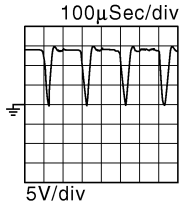


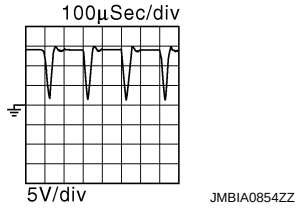
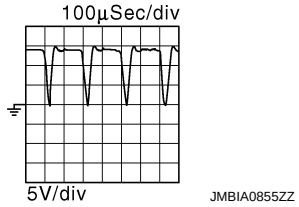

### PHYSICAL VALUES

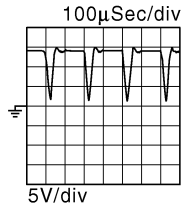
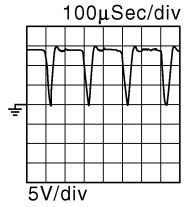
**NOTE:**

- VVEL control module is located behind the IPDM E/R. For this inspection, remove hoodledge cover (RH).
- Specification data are reference values and are measured between each terminal and ground.
- Pulse signal is measured by CONSULT-III.

| Terminal No. | | Description | | Condition | Value (Approx.) |
|---|---|---|---|---|---|
| + | -– | Signal name | Input/ Output | | |
| 1 (W) | 14 (B) | VVEL actuator motor power supply (bank 2) | Input | [Ignition switch: ON] | BATTERY VOLTAGE (11 - 14 V) |
| 2 (L/B) | 14 (B) | VVEL actuator motor (High lift) (bank 2) | Output | [Engine is running]<br>• Warm-up condition<br>• Idle speed | 0 - 14 V★<br>  <br><br>JMBIA0854ZZ |
| | | | | [Engine is running]<br>• Warm-up condition<br>• When revving engine up to 2,000 rpm quickly | 0 - 14 V★<br>  <br><br>JMBIA0855ZZ |
| 3 (G) | 4 (W) | VVEL control shaft position sensor 2 (bank 1) | Input | [Engine is running]<br>• Warm-up condition<br>• Idle speed | Approx.0.25 - 1.40 V |
| | | | | [Engine is running]<br>• Warm-up condition<br>• When revving engine up to 2,000 rpm quickly | Approx.0.25 - 4.75 V |
| 4 (W) | — | Sensor ground [VVEL control shaft position sensor 2 (bank 1)] | — | — | — |

| Terminal No. | | Description | | Condition | Value (Approx.) |
|---|---|---|---|---|---|
| + | – | Signal name | Input/ Output | | |
| 5 (R) | 6 (B) | VVEL control shaft position sensor 2 (bank 2) | Input | [Engine is running]<br>• Warm-up condition<br>• Idle speed | Approx.0.25 - 1.40 V |
| | | | | [Engine is running]<br>• Warm-up condition<br>• When revving engine up to 2,000 rpm quickly | Approx.0.25 - 4.75 V |
| 6 (B) | — | Sensor ground [VVEL control shaft position sensor 2 (bank 2)] | — | — | — |
| 7 (SB) | 6 (B) | Sensor power supply [VVEL control shaft position sensor 2 (bank 2)] | — | [Ignition switch: ON] | 5 V |
| 8 (O) | 14 (B) | Power supply for VVEL control module | — | [Ignition switch: ON] | BATTERY VOLTAGE (11 - 14 V) |
| 9 (LG) | 4 (W) | Sensor power supply [VVEL control shaft position sensor 2 (bank 1)] | — | [Ignition switch: ON] | 5 V |
| 11 (G) | — | CAN communication line [ECM] | Input/ Output | — | — |
| 12 (G) | 14 (B) | VVEL actuator motor (High lift) (bank 1) | Output | [Engine is running]<br>• Warm-up condition<br>• Idle speed | 0 - 14 V★<br>  <br><br>JMBIA0854ZZ |
| | | | | [Engine is running]<br>• Warm-up condition<br>• When revving engine up to 2,000 rpm quickly | 0 - 14 V★<br>  <br><br>JMBIA0855ZZ |
| 13 (W) | 14 (B) | VVEL actuator motor power supply (bank 1) | Input | [Ignition switch: ON] | BATTERY VOLTAGE (11 - 14 V) |
| 14 (B) | — | — | — | [Engine is running]<br>• Idle speed | — |

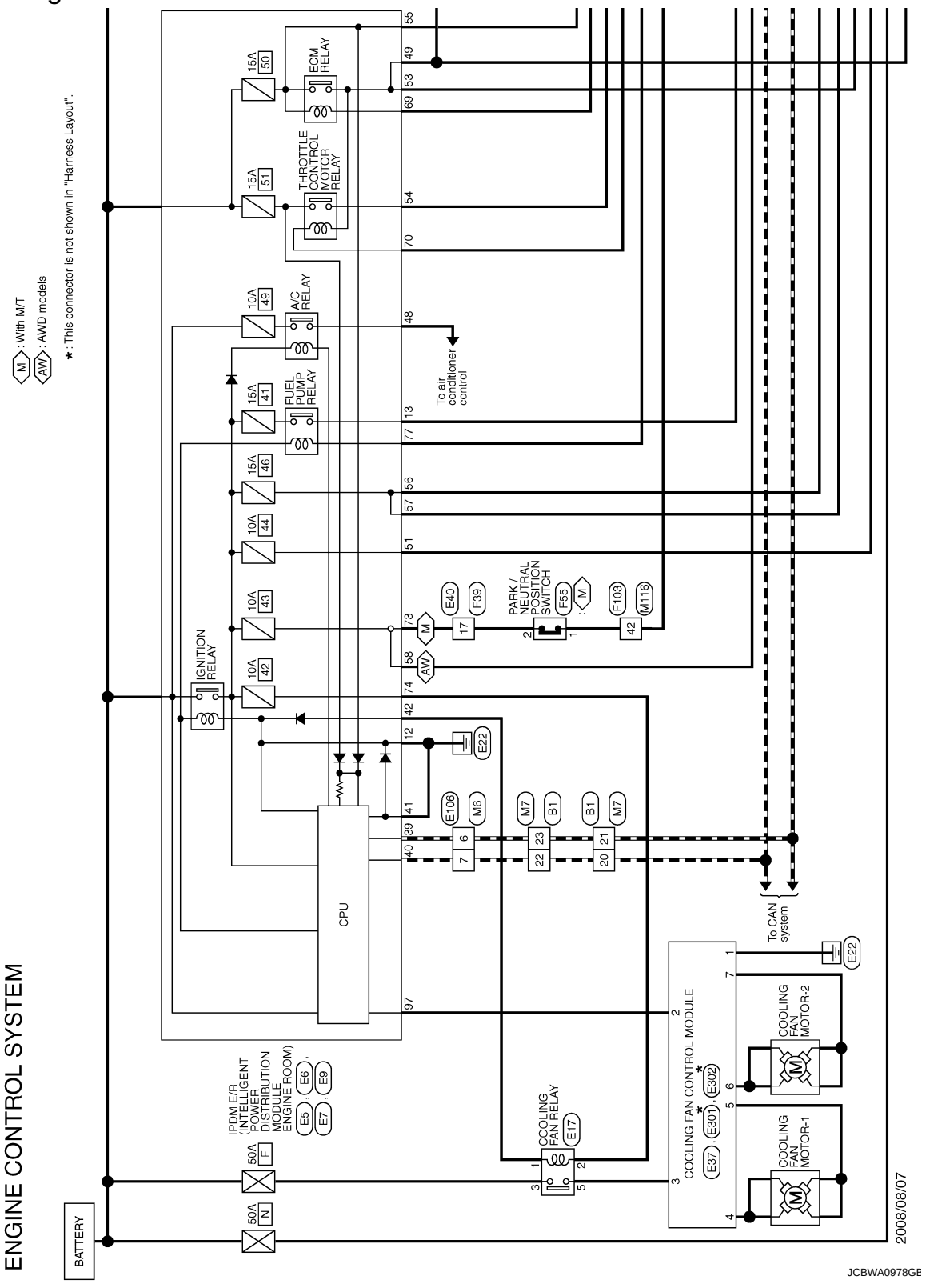
| Terminal No. | | Description | | Condition | Value (Approx.) |
|---|---|---|---|---|---|
| + | -– | Signal name | Input/ Output | | |
| 15 (L/Y) | 14 (B) | VVEL actuator motor (Low lift) (bank 2) | Output | [Engine is running]<br>• Warm-up condition<br>• Idle speed | 0 - 14 V★<br>  |
| | | | | [Engine is running]<br>• Warm-up condition<br>• When revving engine up to 2,000 rpm quickly | 0 - 14 V★<br>  |
| 16 (R) | 17 (L) | VVEL control shaft position sensor 1 (bank 1) | Input | [Engine is running]<br>• Warm-up condition<br>• Idle speed | 3.50 - 4.75 V |
| | | | | [Engine is running]<br>• Warm-up condition<br>• When revving engine up to 2,000 rpm quickly | 0.25 - 4.75 V |
| 17 (L) | — | Sensor ground [VVEL control shaft position sensor 1 (bank 1)] | — | — | — |
| 18 (G) | 19 (W) | VVEL control shaft position sensor 1 (bank 2) | Input | [Engine is running]<br>• Warm-up condition<br>• Idle speed | 3.50 - 4.75 V |
| | | | | [Engine is running]<br>• Warm-up condition<br>• When revving engine up to 2,000 rpm quickly | 0.25 - 4.75 V |
| 19 (W) | — | Sensor ground [VVEL control shaft position sensor 1 (bank 2)] | — | — | — |
| 20 (BR) | 19 (W) | Sensor power supply [VVEL control shaft position sensor 1 (bank 2)] | — | [Ignition switch: ON] | 5 V |
| 21 (V) | 14 (B) | VVEL actuator motor relay abort signal | Input | [Engine is running]<br>• Warm-up condition<br>• Idle speed | 0 V |
| 22 (P) | 17 (L) | Sensor power supply [VVEL position sensor 1 (bank 1)] | — | [Ignition switch: ON] | 5 V |
| 23 (Y) | 14 (B) | VVEL control motor relay | Output | [Ignition switch: OFF] | BATTERY VOLTAGE (11 - 14 V) |
| | | | | [Ignition switch: ON] | 0 - 1.0 V |
| 24 (L) | — | CAN communication line | Input/ Output | — | — |

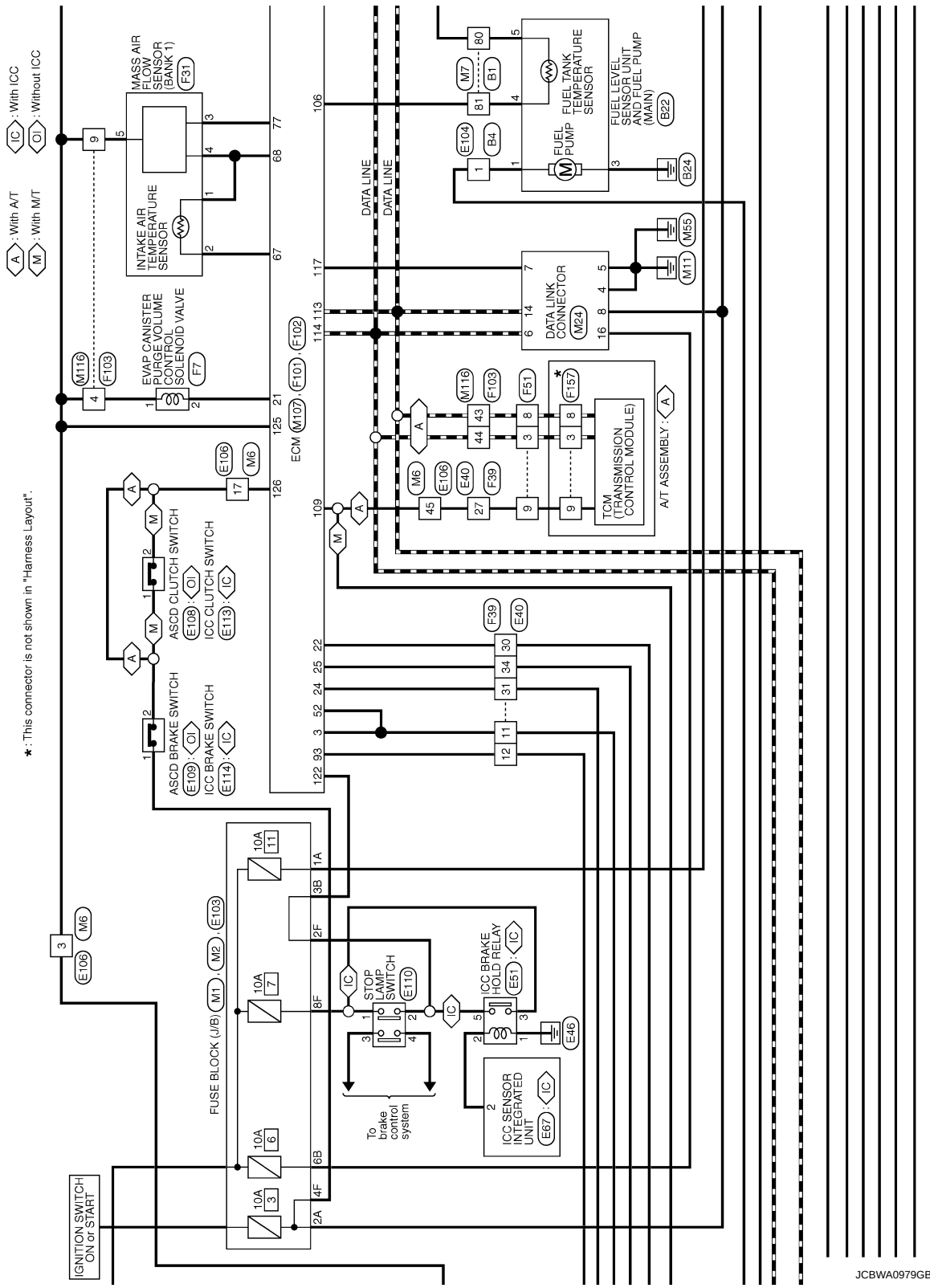
| Terminal No. | | Description | | Condition | Value (Approx.) |
|---|---|---|---|---|---|
| + | – | Signal name | Input/ Output | | |
| 25 (BR) | 14 (B) | VVEL control motor (Low lift) (bank 1) | Output | [Engine is running]<br>• Warm-up condition<br>• Idle speed | 0 - 14 V★<br>  <br><br>JMBIA0854ZZ |
| | | | | [Engine is running]<br>• Warm-up condition<br>• When revving engine up to 2,000 rpm quickly | 0 - 14 V★<br>  <br><br>JMBIA0855ZZ |

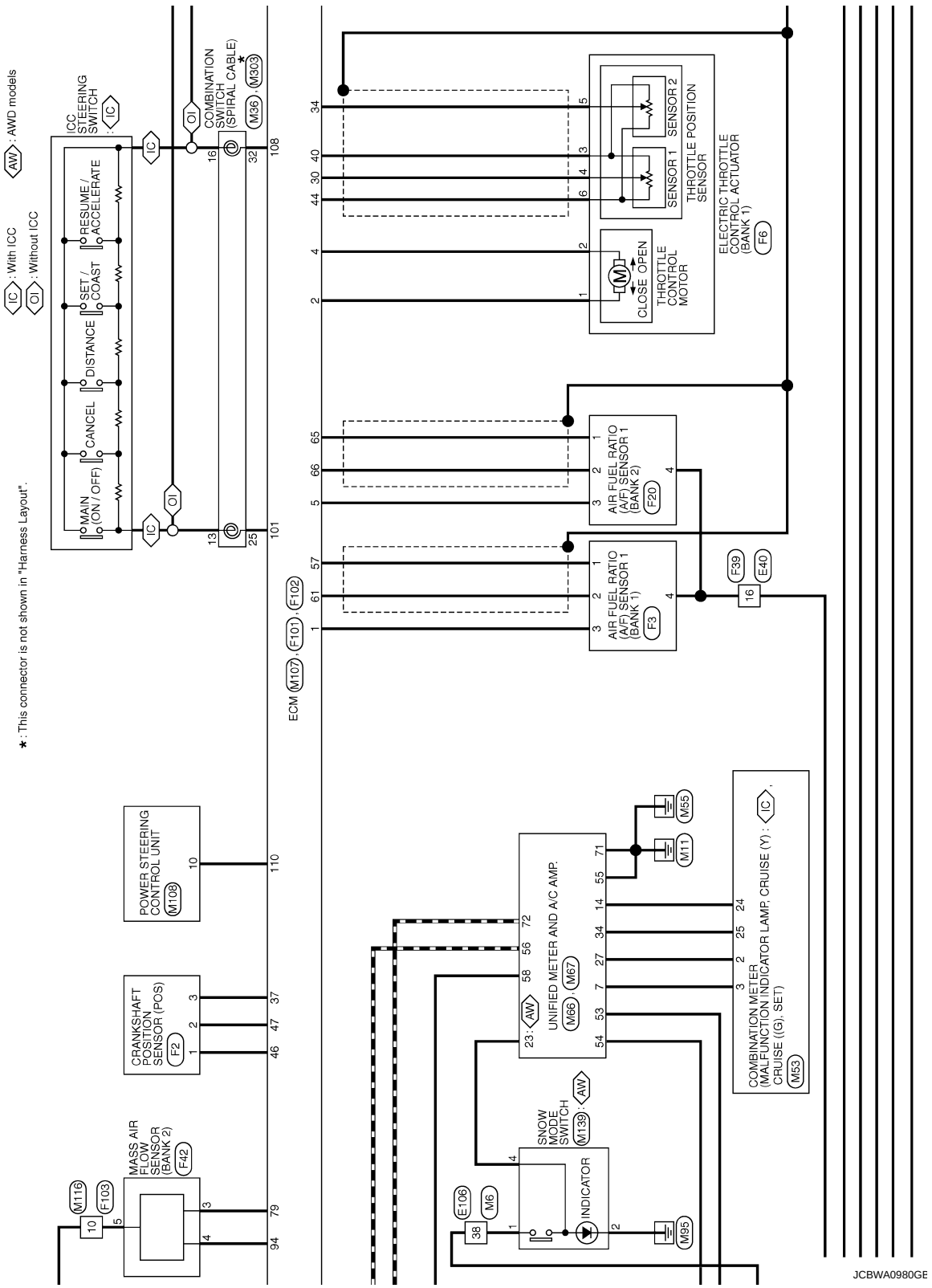
★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

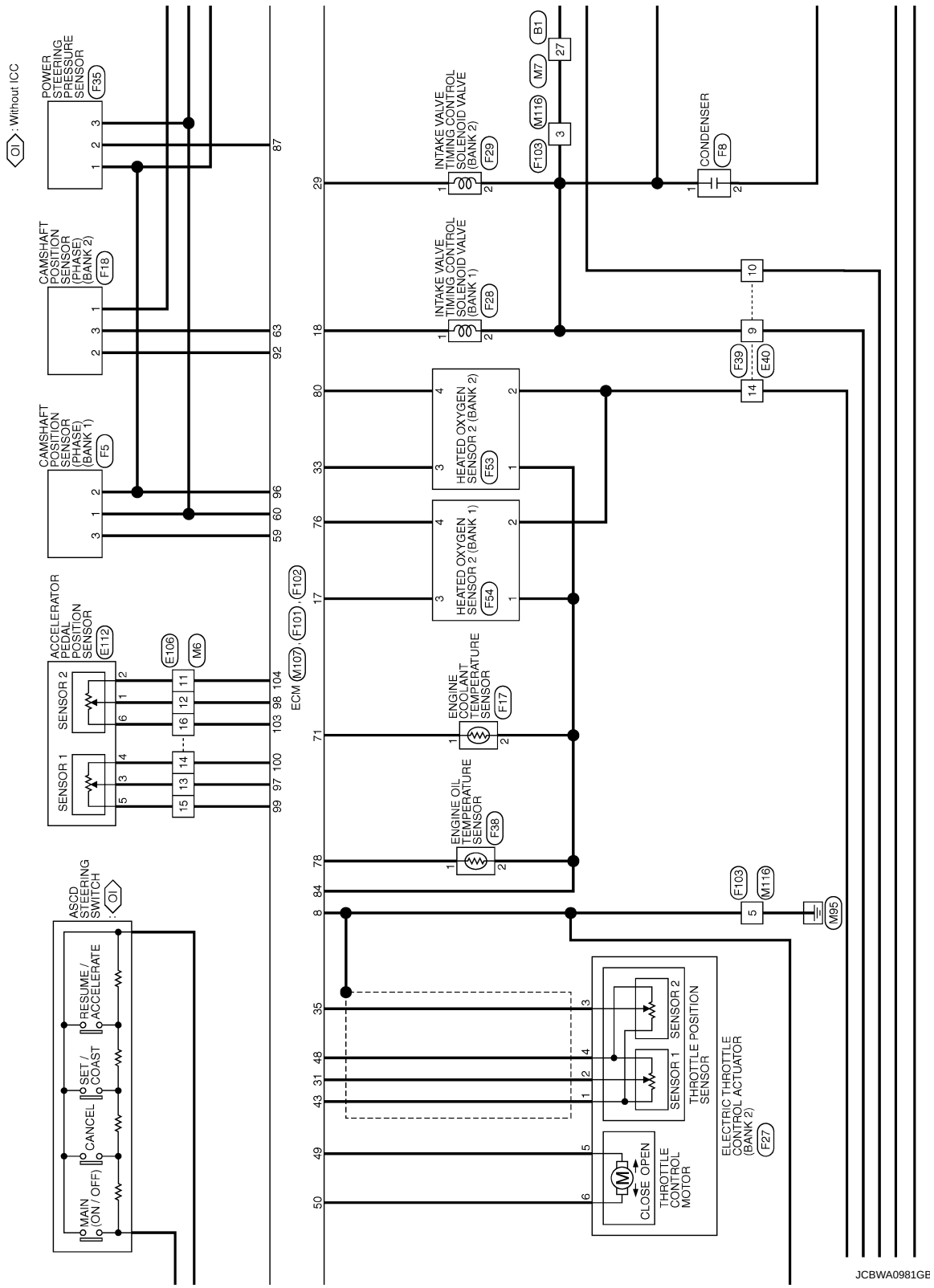
## Wiring Diagram - ENGINE CONTROL SYSTEM -

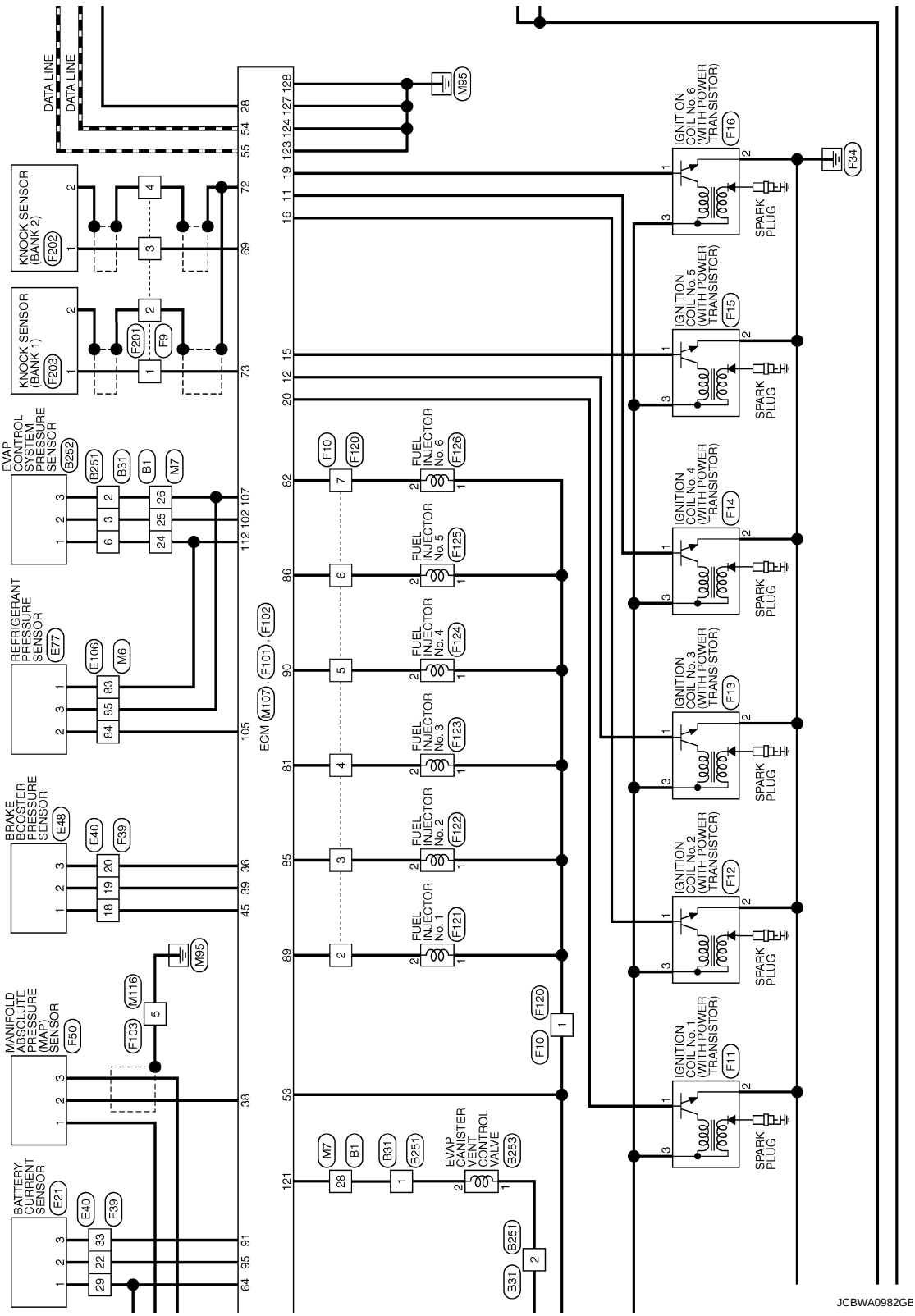
INFOID:0000000004731658

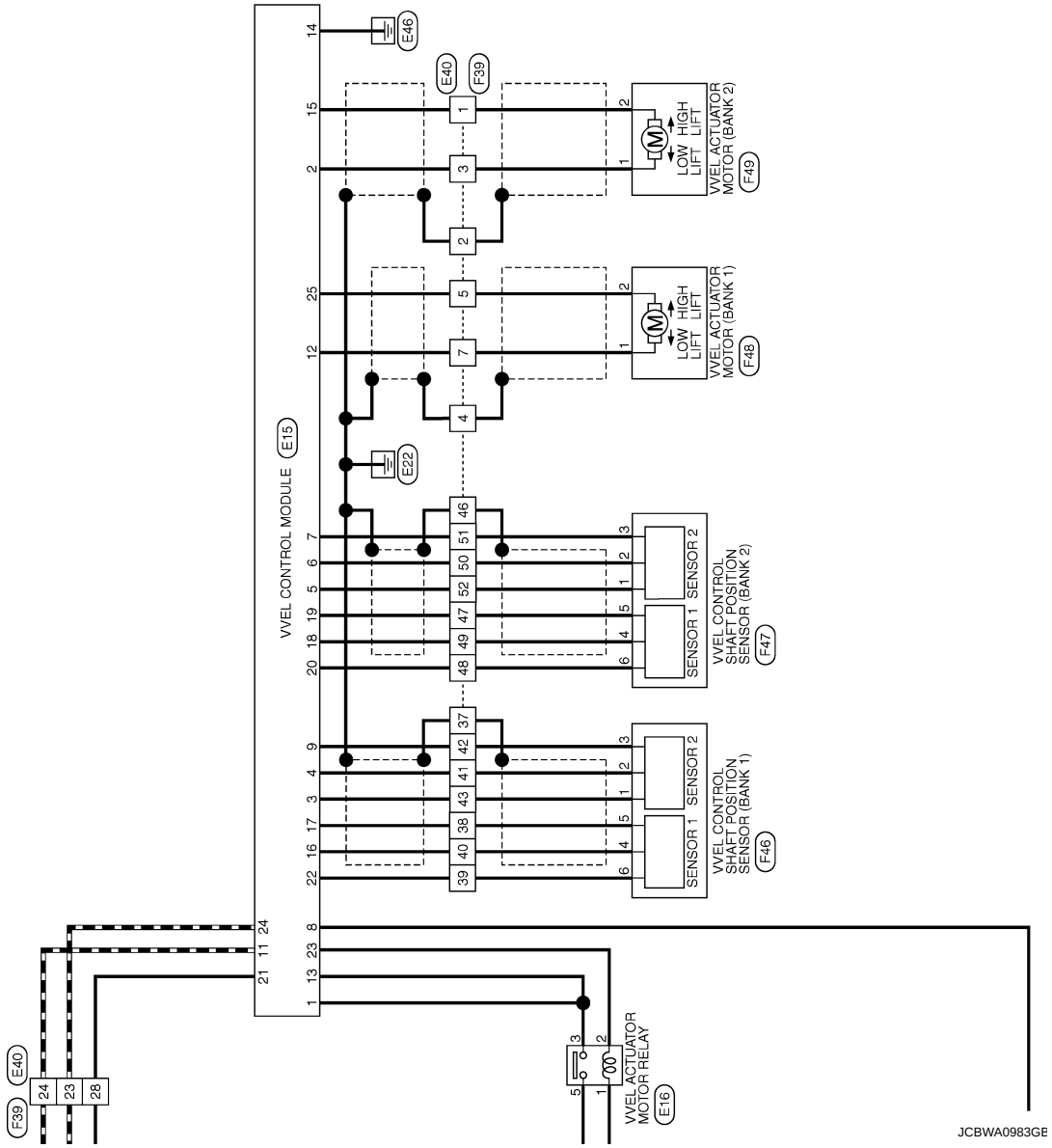



IC : With ICC
OI : Without ICC
A : With A/T
M : With M/T
MASS AIR FLOW SENSOR (BANK 1) F31
INTAKE AIR TEMPERATURE SENSOR
EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE F7
ECM (M107), (F101), (F102)
DATA LINE
DATA LINE
FUEL PUMP
FUEL TANK TEMPERATURE SENSOR
FUEL LEVEL SENSOR UNIT AND FUEL PUMP (MAIN) B22
DATA LINK CONNECTOR M24
TCM (TRANSMISSION CONTROL MODULE)
A/T ASSEMBLY : A
ASCD CLUTCH SWITCH E108 : OI
ICC CLUTCH SWITCH E113 : IC
ASCD BRAKE SWITCH E109 : OI
ICC BRAKE SWITCH E114 : IC
FUSE BLOCK (J/B) M1, M2, E103
10A 11
10A 7
10A 6
10A 3
STOP LAMP SWITCH E110
ICC BRAKE HOLD RELAY E51 : IC
ICC SENSOR INTEGRATED UNIT E67 : IC
To brake control system
IGNITION SWITCH ON or START
★: This connector is not shown in "Harness Layout".
JCBWA0979GB


IC : With ICC
OI : Without ICC
AW : AWD models
*: This connector is not shown in "Harness Layout".
ICC STEERING SWITCH
IC
MAIN (ON / OFF)
CANCEL
SET / COAST
DISTANCE
RESUME / ACCELERATE
COMBINATION SWITCH (SPIRAL CABLE)
M36, M303
ECM M107, F101, F102
ELECTRIC THROTTLE CONTROL ACTUATOR (BANK 1)
F6
THROTTLE POSITION SENSOR
SENSOR 1
SENSOR 2
THROTTLE CONTROL MOTOR
CLOSE
OPEN
AIR FUEL RATIO (A/F) SENSOR 1 (BANK 2)
F20
AIR FUEL RATIO (A/F) SENSOR 1 (BANK 1)
F3
F39
E40
POWER STEERING CONTROL UNIT
M108
CRANKSHAFT POSITION SENSOR (POS)
F2
MASS AIR FLOW SENSOR (BANK 2)
F42
M116
F103
UNIFIED METER AND A/C AMP.
M66, M67
SNOW MODE SWITCH
M139
INDICATOR
E106
M6
M35
M55
M11
COMBINATION METER (MALFUNCTION INDICATOR LAMP, CRUISE (Y) : IC, CRUISE ((G), SET)
M53
JCBWA0980GE

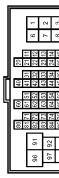

OI : Without ICC
POWER STEERING PRESSURE SENSOR F35
CAMSHAFT POSITION SENSOR (PHASE) (BANK 2) F18
CAMSHAFT POSITION SENSOR (PHASE) (BANK 1) F5
ACCELERATOR PEDAL POSITION SENSOR E112
SENSOR 2
SENSOR 1
ASCD STEERING SWITCH OI
RESUME / ACCELERATE
SET / COAST
CANCEL
MAIN (ON / OFF)
ECM M107
F101 : F102
INTAKE VALVE TIMING CONTROL SOLENOID VALVE (BANK 2) F29
INTAKE VALVE TIMING CONTROL SOLENOID VALVE (BANK 1) F28
HEATED OXYGEN SENSOR 2 (BANK 2) F53
HEATED OXYGEN SENSOR 2 (BANK 1) F54
ENGINE COOLANT TEMPERATURE SENSOR F17
ENGINE OIL TEMPERATURE SENSOR F38
CONDENSER F8
THROTTLE POSITION SENSOR
SENSOR 2
SENSOR 1
THROTTLE CONTROL MOTOR
CLOSE OPEN
ELECTRIC THROTTLE CONTROL ACTUATOR (BANK 2) F27
JCBWA0981GE


DATA LINE
DATA LINE
KNOCK SENSOR (BANK 2) F202
KNOCK SENSOR (BANK 1) F203
F201
F9
EVAP CONTROL SYSTEM PRESSURE SENSOR B252
REFRIGERANT PRESSURE SENSOR E77
BRAKE BOOSTER PRESSURE SENSOR E48
MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR F50
BATTERY CURRENT SENSOR E21
ECM M107
F101
F102
M95
M116
F103
E106
M6
E40
F39
B251
B31
B1
M7
F10
F120
FUEL INJECTOR No. 1 F121
FUEL INJECTOR No. 2 F122
FUEL INJECTOR No. 3 F123
FUEL INJECTOR No. 4 F124
FUEL INJECTOR No. 5 F125
FUEL INJECTOR No. 6 F126
EVAP CANISTER VENT CONTROL VALVE B253
IGNITION COIL No. 1 (WITH POWER TRANSISTOR) F11
IGNITION COIL No. 2 (WITH POWER TRANSISTOR) F12
IGNITION COIL No. 3 (WITH POWER TRANSISTOR) F13
IGNITION COIL No. 4 (WITH POWER TRANSISTOR) F14
IGNITION COIL No. 5 (WITH POWER TRANSISTOR) F15
IGNITION COIL No. 6 (WITH POWER TRANSISTOR) F16
SPARK PLUG
F34
JCBWA0982GE


VVEL CONTROL MODULE E15
E46
E40
F39
E22
VVEL ACTUATOR MOTOR (BANK 2) F49
VVEL ACTUATOR MOTOR (BANK 1) F48
LOW LIFT
HIGH LIFT
VVEL CONTROL SHAFT POSITION SENSOR (BANK 2) F47
VVEL CONTROL SHAFT POSITION SENSOR (BANK 1) F46
SENSOR 1
SENSOR 2
VVEL ACTUATOR MOTOR RELAY E16
JCBWA0983GE

ENGINE CONTROL SYSTEM

| Connector No. | B1 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | TH80FW-CS16-TM4 |

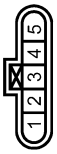


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 20 | L | – |
| 21 | P | – |
| 22 | L | – |
| 23 | P | – |
| 24 | V | – |
| 25 | SB | – |
| 26 | G | – |
| 27 | W | – |
| 28 | R | – |
| 80 | Y | – |
| 81 | V | – |

| Connector No. | B4 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | NS08FW-CS |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | P | – |

| Connector No. | B22 |
|---|---|
| Connector Name | FUEL LEVEL SENSOR UNIT AND FUEL PUMP (MAIN) |
| Connector Type | E05FGY-RS |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | P | – |
| 3 | B | – |
| 4 | V | – |
| 5 | Y | – |

| Connector No. | B31 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | RS06FB-PR |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | R | – |
| 2 | G | – |
| 3 | SB | – |
| 6 | V | – |

| Connector No. | B251 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | RS06MB |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | L | – |
| 2 | BR | – |
| 3 | LG | – |
| 6 | V | – |

| Connector No. | B252 |
|---|---|
| Connector Name | EVAP CONTROL SYSTEM PRESSURE SENSOR |
| Connector Type | E03FGY-RS |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | V | – |
| 2 | LG | – |
| 3 | BR | – |

| Connector No. | B253 |
|---|---|
| Connector Name | EVAP CANISTER VENT CONTROL VALVE |
| Connector Type | E02FB-RS |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | W | – |
| 2 | L | – |

| Connector No. | E5 |
|---|---|
| Connector Name | IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) |
| Connector Type | TH20FW-CS12-M4-1V |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 12 | B/W | – |
| 13 | Y | – |

JCBWA0984GE

ENGINE CONTROL SYSTEM

| Connector No. | E6 |
|---|---|
| Connector Name | IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) |
| Connector Type | TH08FW-NH |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 39 | P | – |
| 40 | L | – |
| 41 | B/W | – |
| 42 | GR | – |

| Connector No. | E7 |
|---|---|
| Connector Name | IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) |
| Connector Type | TH20FW-CS12-M4 |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 48 | L | – |
| 49 | O | – |
| 51 | Y | – |
| 53 | W | – |
| 54 | P | – |
| 55 | SB | – |
| 56 | LG | – |
| 57 | G | – |
| 58 | GR | – |
| 69 | BR | – |
| 70 | O | – |

| 73 | P | – |
|---|---|---|
| 74 | G | – |
| 77 | R | – |

| Connector No. | E9 |
|---|---|
| Connector Name | IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) |
| Connector Type | TH16FW-NH |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 97 | V | – |

| Connector No. | E15 |
|---|---|
| Connector Name | VVEL CONTROL MODULE |
| Connector Type | RH18FB-AJZ8-RH |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | W | VMOT L |
| 2 | L/B | MOTOR L I |
| 3 | G | VEL/S-RI |
| 4 | W | AGND1 |
| 5 | R | VEL/S-LI |
| 6 | B | AGND3 |
| 7 | SB | AVCC3 |
| 8 | O | VB |
| 9 | LG | AVCC1 |
| 11 | GR | CAN-H |
| 12 | G | MOTOR R I |

| I3 | Y | V-MOT(R) |
|---|---|---|
| I4 | B/W | PGND L |
| I5 | L/Y | MOTOR L 2 |
| I6 | R | VEL S-R2 |
| I7 | L | AGND2 |
| I8 | G | VEL S-L2 |
| I9 | W | AGND4 |
| 20 | BR | AVCC4 |
| 21 | V | ABORT |
| 22 | P | AVCC2 |
| 23 | Y | M-RLY |
| 24 | L | CAN-L |
| 25 | BR | MOTOR R 2 |

| Connector No. | E16 |
|---|---|
| Connector Name | VVEL ACTUATOR MOTOR RELAY |
| Connector Type | 24347 9F900 |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | SB | – |
| 2 | Y | – |
| 3 | W | – |
| 5 | SB | – |

| Connector No. | E17 |
|---|---|
| Connector Name | COOLING FAN RELAY |
| Connector Type | 24347 9F900 |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | GR | – |
| 2 | G | – |
| 3 | BR | – |
| 5 | R | – |

JCBWA0985GE

ENGINE CONTROL SYSTEM

| Connector No. | E21 |
|---|---|
| Connector Name | BATTERY CURRENT SENSOR |
| Connector Type | RH03FB |

H.S.

1 2 3

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | P | – |
| 2 | W | – |
| 3 | G | – |

| Connector No. | E37 |
|---|---|
| Connector Name | COOLING FAN CONTROL MODULE |
| Connector Type | SJZ01FGY-SNZ2 |

H.S.

1 2 3

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | B | – |
| 2 | V | – |
| 3 | R | – |

| Connector No. | E40 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | SAA36MB-RS8-SHZ8 |

H.S.


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | L/Y | – |
| 2 | SHIELD | – |
| 3 | L/B | – |
| 4 | SHIELD | – |
| 5 | BR | – |
| 7 | G | – |
| 9 | W | – |
| 10 | Y | – |
| 11 | P | – |
| 12 | SB | – |
| 14 | G | – |
| 16 | LG | – |
| 17 | P | – |
| 18 | Y | – |
| 19 | O | – |
| 20 | B | – |
| 22 | W | – |
| 23 | L | – |
| 24 | GR | – |
| 27 | GR | – |
| 28 | V | – |
| 29 | P | – |
| 30 | R | – |
| 31 | BR | – |
| 33 | G | – |
| 34 | O | – |
| 37 | SHIELD | – |
| 38 | L | – |
| 39 | P | – |
| 40 | R | – |
| 41 | W | – |
| 42 | LG | – |
| 43 | G | – |
| 46 | SHIELD | – |
| 47 | W | – |
| 48 | BR | – |
| 49 | G | – |
| 50 | B | – |
| 51 | SB | – |
| 52 | R | – |

| Connector No. | E48 |
|---|---|
| Connector Name | BRAKE BOOSTER PRESSURE SENSOR |
| Connector Type | RH03FB |

H.S.

1 2 3

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | Y | – |
| 2 | O | – |
| 3 | B | – |

JCBWA0986GE

ENGINE CONTROL SYSTEM

| Connector No. | E51 |
|---|---|
| Connector Name | ICC BRAKE HOLD RELAY |
| Connector Type | MS02FL-M2 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | B | – |
| 2 | SB | – |
| 3 | L | – |
| 5 | W | – |

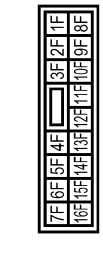
| Connector No. | E57 |
|---|---|
| Connector Name | ICC SENSOR INTEGRATED UNIT |
| Connector Type | RS06FB-PR |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 2 | SB | BRAKE HOLD RLY DRIVE SIGNAL |

| Connector No. | E77 |
|---|---|
| Connector Name | REFRIGERANT PRESSURE SENSOR |
| Connector Type | RK03FB |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | V | – |
| 2 | L | – |
| 3 | W | – |

| Connector No. | E103 |
|---|---|
| Connector Name | FUSE BLOCK (J/B) |
| Connector Type | NS16FW-CS |



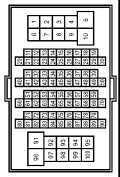
| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 2F | W | – |
| 4F | G | – |
| 8F | L | – |

| Connector No. | E104 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | NS08MW-CS |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | Y | – |

| Connector No. | E106 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | TH80FW-CS16-TM4 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 3 | O | – |
| 6 | P | – |
| 7 | L | – |
| 11 | V | – |
| 12 | P | – |
| 13 | R | – |
| 14 | W | – |
| 15 | L | – |
| 16 | GR | – |
| 17 | SB | – |
| 38 | GR | – |

| 45 | GR | – |
|---|---|---|
| 83 | V | – |
| 84 | L | – |
| 85 | W | – |

| Connector No. | E108 |
|---|---|
| Connector Name | ASCD CLUTCH SWITCH |
| Connector Type | S02FL |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | W | – |
| 2 | SB | – |

JCBWA0987GE

ENGINE CONTROL SYSTEM

| Connector No. | E109 |
|---|---|
| Connector Name | ASCD BRAKE SWITCH |
| Connector Type | S02FL |





| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | SB | – [With A/T]<br>– [With M/T] |
| 2 | W | – [With A/T]<br>– [With M/T] |

| Connector No. | E110 |
|---|---|
| Connector Name | STOP LAMP SWITCH |
| Connector Type | M04FW-LC |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | L | – |
| 2 | W | – |
| 3 | L | – |
| 4 | SB | – |

| Connector No. | E112 |
|---|---|
| Connector Name | ACCELERATOR PEDAL POSITION SENSOR |
| Connector Type | RH06FB |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | P | – |
| 2 | V | – |
| 3 | R | – |
| 4 | W | – |
| 5 | L | – |
| 6 | GR | – |

| Connector No. | E113 |
|---|---|
| Connector Name | ICC CLUTCH SWITCH |
| Connector Type | S02FL |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | W | – |
| 2 | SB | – |

| Connector No. | E114 |
|---|---|
| Connector Name | ICC BRAKE SWITCH |
| Connector Type | S02FL |





| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | SB | – [With A/T]<br>– [With M/T] |
| 2 | W | – [With A/T]<br>– [With M/T] |

| Connector No. | E301 |
|---|---|
| Connector Name | COOLING FAN CONTROL MODULE (COOLING FAN MOTOR-1) |
| Connector Type | 6188-0259 |





| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 4 | – | – |
| 5 | – | – |

| Connector No. | E302 |
|---|---|
| Connector Name | COOLING FAN CONTROL MODULE (COOLING FAN MOTOR-2) |
| Connector Type | 6188-0259 |





| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 6 | – | – |
| 7 | – | – |

| Connector No. | F2 |
|---|---|
| Connector Name | CRANKSHAFT POSITION SENSOR (POS) |
| Connector Type | RH03FB |





| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | R | – |
| 2 | Y | – |
| 3 | W | – |

JCBWA0988GE

ENGINE CONTROL SYSTEM

| Connector No. | F3 |
|---|---|
| Connector Name | AIR FUEL RATIO (A/F) SENSOR 1 (BANK 1) |
| Connector Type | AFZ04FDGY |

H.S.


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | L | – |
| 2 | R | – |
| 3 | W | – |
| 4 | Y | – |

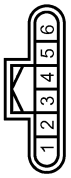
| Connector No. | F5 |
|---|---|
| Connector Name | CAMSHAFT POSITION SENSOR (PHASE) (BANK 1) |
| Connector Type | RH03FB |

H.S.


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | P | – |
| 3 | O | – |

| Connector No. | F6 |
|---|---|
| Connector Name | ELECTRIC THROTTLE CONTROL ACTUATOR (BANK 1) |
| Connector Type | RH06FB |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | MOTOR1−1 |
| 2 | BR | MOTOR1−2 |
| 3 | R | GND−A(TPS) |
| 4 | Y | TPS1−1 |
| 5 | B | TPS2−1 |
| 6 | L | AVCC−TPS |

| Connector No. | F7 |
|---|---|
| Connector Name | EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE |
| Connector Type | E02FL−RS−LGY |

H.S.


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | R | – |
| 2 | GR | – |

| Connector No. | F8 |
|---|---|
| Connector Name | CONDENSER |
| Connector Type | M02FW-LC |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | W | – |
| 2 | B | – |

| Connector No. | F9 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | RS04FL-B |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | W | – |
| 2 | SHIELD | – |
| 3 | W | – |
| 4 | SHIELD | – |

| Connector No. | F10 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | RH08FB |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | GR | – |
| 3 | BR | – |
| 4 | R | – |
| 5 | O | – |
| 6 | W | – |
| 7 | V | – |

| Connector No. | F11 |
|---|---|
| Connector Name | IGNITION COIL No. 1 (WITH POWER TRANSISTOR) |
| Connector Type | E03FGY-RS |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | Y | – |
| 2 | B | – |
| 3 | W | – |

JCBWA0989GE

ENGINE CONTROL SYSTEM

| Connector No. | F12 |
|---|---|
| Connector Name | IGNITION COIL No. 2 (WITH POWER TRANSISTOR) |
| Connector Type | E03FGY-RS |

H.S.


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | B | – |
| 3 | W | – |

| Connector No. | F13 |
|---|---|
| Connector Name | IGNITION COIL No. 3 (WITH POWER TRANSISTOR) |
| Connector Type | E03FGY-RS |

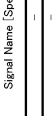
H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | L | – |
| 2 | B | – |
| 3 | W | – |

| Connector No. | F14 |
|---|---|
| Connector Name | IGNITION COIL No. 4 (WITH POWER TRANSISTOR) |
| Connector Type | E03FGY-RS |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | GR | – |
| 2 | B | – |
| 3 | W | – |

| Connector No. | F15 |
|---|---|
| Connector Name | IGNITION COIL No. 5 (WITH POWER TRANSISTOR) |
| Connector Type | E03FGY-RS |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | V | – |
| 2 | B | – |
| 3 | W | – |

| Connector No. | F16 |
|---|---|
| Connector Name | IGNITION COIL No. 6 (WITH POWER TRANSISTOR) |
| Connector Type | E03FGY-RS |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | SB | – |
| 2 | B | – |
| 3 | W | – |

| Connector No. | F17 |
|---|---|
| Connector Name | ENGINE COOLANT TEMPERATURE SENSOR |
| Connector Type | E02FGY-RS |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | Y | – |
| 2 | B | – |

| Connector No. | F18 |
|---|---|
| Connector Name | CAMSHAFT POSITION SENSOR (PHASE) (BANK 2) |
| Connector Type | RH03FB |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | SB | – |
| 2 | G | – |
| 3 | L | – |

| Connector No. | F20 |
|---|---|
| Connector Name | AIR FUEL RATIO (A/F) SENSOR 1 (BANK 2) |
| Connector Type | AFZ04FDGY |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | LG | – |
| 2 | V | – |
| 3 | W | – |
| 4 | Y | – |

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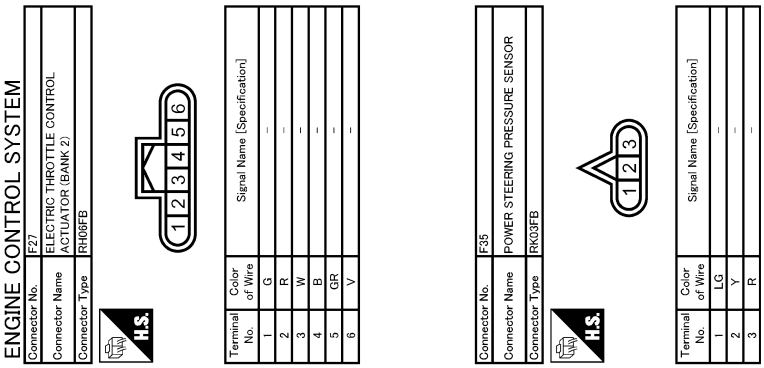
ENGINE CONTROL SYSTEM



| Connector No. | F27 |
|---|---|
| Connector Name | ELECTRIC THROTTLE CONTROL ACTUATOR (BANK 2) |
| Connector Type | RH06FB |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | R | – |
| 3 | W | – |
| 4 | B | – |
| 5 | GR | – |
| 6 | V | – |

| Connector No. | F28 |
|---|---|
| Connector Name | INTAKE VALVE TIMING CONTROL SOLENOID VALVE (BANK 1) |
| Connector Type | E02FG-RS-LGY |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | W | – |
| 2 | R | – |

| Connector No. | F29 |
|---|---|
| Connector Name | INTAKE VALVE TIMING CONTROL SOLENOID VALVE (BANK 2) |
| Connector Type | E02FG-RS-LGY |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | R | – |

| Connector No. | F31 |
|---|---|
| Connector Name | MASS AIR FLOW SENSOR (BANK 1) |
| Connector Type | RH06FB |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | B | – |
| 2 | P | – |
| 3 | SB | – |
| 4 | LG | – |
| 5 | Y | – |

| Connector No. | F35 |
|---|---|
| Connector Name | POWER STEERING PRESSURE SENSOR |
| Connector Type | RK03FB |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | LG | – |
| 2 | Y | – |
| 3 | R | – |

| Connector No. | F38 |
|---|---|
| Connector Name | ENGINE OIL TEMPERATURE SENSOR |
| Connector Type | E02FGY-RS |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | B | – |

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| Connector No. | F39 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | SAA36FB-RS8-SH28 |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | L/Y | – |
| 2 | SHIELD | – |
| 3 | L/B | – |
| 4 | SHIELD | – |
| 5 | BR | – |
| 7 | G | – |
| 9 | W | – |
| 10 | G | – |
| 11 | R | – |
| 12 | P | – |
| 14 | LG | – |
| 16 | Y | – |
| 17 | W | – |
| 18 | LG | – |
| 19 | P | – |
| 20 | O | – |
| 22 | G | – |
| 23 | Y | – |
| 24 | LG | – |
| 27 | GR | – |
| 28 | BR | – |
| 29 | L | – |
| 30 | R | – |
| 31 | P | – |
| 33 | SB | – |
| 34 | O | – |
| 37 | SHIELD | – |
| 38 | W | – |
| 39 | Y | – |
| 40 | G | – |
| 41 | B | – |
| 42 | GR | – |
| 43 | R | – |
| 46 | SHIELD | – |
| 47 | W/L | – |
| 48 | LG | – |
| 49 | O/L | – |
| 50 | L/Y | – |
| 51 | W | – |
| 52 | L/G | – |

| Connector No. | F46 |
|---|---|
| Connector Name | VVEL CONTROL SHAFT POSITION SENSOR (BANK 1) |
| Connector Type | RH06FB |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | R | – |
| 2 | B | – |
| 3 | GR | – |
| 4 | G | – |
| 5 | W | – |
| 6 | Y | – |

| Connector No. | F47 |
|---|---|
| Connector Name | VVEL CONTROL SHAFT POSITION SENSOR (BANK 2) |
| Connector Type | RH06FB |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | L/G | – |
| 2 | L/Y | – |
| 3 | W | – |
| 4 | O/L | – |
| 5 | W/L | – |
| 6 | LG | – |

| Connector No. | F48 |
|---|---|
| Connector Name | VVEL ACTUATOR MOTOR (BANK 1) |
| Connector Type | X02FB |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | BR | – |

| Connector No. | F42 |
|---|---|
| Connector Name | MASS AIR FLOW SENSOR (BANK 2) |
| Connector Type | RH06FB |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 3 | BR | – |
| 4 | Y | – |
| 5 | GR | – |

| Connector No. | F49 |
|---|---|
| Connector Name | VVEL ACTUATOR MOTOR (BANK 2) |
| Connector Type | X02FB |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | L/B | – |
| 2 | L/Y | – |

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| Connector No. | F50 |
|---|---|
| Connector Name | MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR |
| Connector Type | RH03FB |

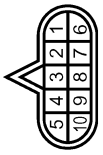




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | L | – |
| 2 | O | – |
| 3 | W | – |

| Connector No. | F51 |
|---|---|
| Connector Name | A/T ASSEMBLY |
| Connector Type | RK10FG-DGY |





| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 3 | L | – |
| 8 | P | – |
| 9 | GR | – |

| Connector No. | F53 |
|---|---|
| Connector Name | HEATED OXYGEN SENSOR 2 (BANK 2) |
| Connector Type | AFZ04FB |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | B | – |
| 2 | LG | – |
| 3 | SB | – |
| 4 | O | – |

| Connector No. | F54 |
|---|---|
| Connector Name | HEATED OXYGEN SENSOR 2 (BANK 1) |
| Connector Type | AFZ04FB |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | B | – |
| 2 | R | – |
| 3 | P | – |
| 4 | W | – |

| Connector No. | F55 |
|---|---|
| Connector Name | PARK / NEUTRAL POSITION SWITCH |
| Connector Type | RK02FB |





| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | BR | – |
| 2 | W | – |

| Connector No. | F101 |
|---|---|
| Connector Name | ECM |
| Connector Type | RH40FB-RZ8-L-LH-Z |





| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | W | AFH1 |
| 2 | G | MOTOR1-B1 |
| 3 | R | VMOT1-B1 |
| 4 | BR | MOTOR2-B1 |
| 5 | W | AFH2 |
| 8 | B | GND |
| 11 | GR | IGN#4 |
| 12 | L | IGN#3 |
| 15 | V | IGN#5 |
| 16 | G | IGN#2 |
| 17 | P | O2HR1 |
| 18 | W | CVTC#1 |
| 19 | SB | IGN#6 |
| 20 | Y | IGN#1 |
| 21 | GR | EVAP |
| 22 | R | FPR |
| 24 | P | SSOFF |
| 25 | O | MOTRLY1-B1 |
| 28 | BR | ABORT |
| 29 | G | CVTC#2 |
| 30 | Y | TPS1-B1 |
| 31 | R | TPS1-B2 |
| 33 | SB | O2HR2 |
| 34 | B | TPS2-B1 |
| 35 | W | TPS2-B2 |
| 36 | O | GNDA-MVPRES |
| 37 | W | POS |
| 38 | O | INTPRES |
| 39 | P | MVPRES |
| 40 | R | GNDA-TPS-B1 |
| 43 | G | AVCC-TPS-B2 |
| 44 | L | AVCC-TPS-B1 |
| 45 | LG | AVCC2/MVPRES |
| 46 | R | AVCC-POS |
| 47 | Y | GND-POS |
| 48 | B | GNDA-TPS-B2 |

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| Connector No. | F102 |
|---|---|
| Connector Name | ECM |
| Connector Type | RH40FBR-R28-L-LH-Z |



| 96 | 92 | 88 | 84 | 80 | 76 | 72 | 68 | 64 | 60 | 56 | 52 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 95 | 91 | 87 | 83 | 79 | 75 | 71 | 67 | 63 | 59 | 55 | 51 |
| 94 | 90 | 86 | 82 | 78 | 74 | 70 | 66 | 62 | 58 | 54 | 50 |
| 93 | 89 | 85 | 81 | 77 | 73 | 69 | 65 | 61 | 57 | 53 | 49 |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 49 | GR | MOTOR2-B2 |
| 50 | V | MOTOR1-B2 |
| 52 | R | VMOT-B2 |
| 53 | W | IGNSW |
| 54 | Y | ENG CAN-LI |
| 55 | LG | ENG CAN-HI |
| 57 | L | AF+1 |
| 59 | O | PHASE#1 |
| 60 | G | AVCC-PHS1-E-PHS1/PS |
| 61 | R | AF-1 |
| 63 | L | PHASE#2 |
| 64 | SB | AVCC-PHS-E-PHS2/CU |
| 65 | LG | AF+2 |
| 66 | V | AF-2 |
| 67 | P | TA1 |
| 68 | LG | GNDA-QA1/TA1 |
| 69 | W | KNK2 |
| 71 | Y | TW |
| 72 | SHIELD | GNDA-KNK |
| 73 | W | KNK1 |
| 76 | W | O2SR1 |
| 77 | SB | QA1+ |
| 78 | G | TO |
| 79 | BR | QA2+ |
| 80 | O | O2SR2 |
| 81 | R | INJ#3 |
| 82 | V | INJ#5 |
| 84 | B | GNDA O2S-TW-TO |
| 85 | BR | INJ#2 |
| 86 | W | INJ#5 |
| 87 | Y | PSPRES |
| 89 | GR | INJ#1 |
| 90 | O | INJ#4 |
| 91 | SB | CURSEN |
| 92 | G | GNDA-PHASE#2 |
| 93 | P | BATT |
| 94 | Y | GNDA-QA2 |
| 95 | G | GNDA-CURSEN |
| 96 | P | GNDA-PHASE#1/PS |

| Connector No. | F120 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | RH08MB |



| 1 | 2 | 3 | 4 |
|---|---|---|---|
| 5 | 6 | 7 | 8 |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | GR | – |
| 3 | BR | – |
| 4 | R | – |
| 5 | O | – |
| 6 | W | – |
| 7 | V | – |

| Connector No. | F121 |
|---|---|
| Connector Name | FUEL INJECTOR No. 1 |
| Connector Type | HS02FGY |





| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | GR | – |

| Connector No. | F122 |
|---|---|
| Connector Name | FUEL INJECTOR No. 2 |
| Connector Type | HS02FGY |





| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | BR | – |

| Connector No. | F103 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | TK36FW-NS10 |



| 36 | 35 | 34 | 33 | 32 | 31 | 30 | 29 | 28 | 27 | 26 | 25 | 24 | 23 | 22 | 21 | 20 | 19 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18 | 17 | 16 | 15 | 14 | 13 | 12 | 11 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |

| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 3 | W | – |
| 4 | R | – |
| 5 | B | – |
| 9 | Y | – |
| 10 | GR | – |
| 42 | BR | – |
| 43 | P | – |
| 44 | L | – |

| Connector No. | F123 |
|---|---|
| Connector Name | FUEL INJECTOR No. 3 |
| Connector Type | HS02FGY |





| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | R | – |

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| Connector No. | F124 |
|---|---|
| Connector Name | FUEL INJECTOR No. 4 |
| Connector Type | HS02FGY |

H.S.


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | O | – |

| Connector No. | F125 |
|---|---|
| Connector Name | FUEL INJECTOR No. 5 |
| Connector Type | HS02FGY |

H.S.


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | W | – |

| Connector No. | F126 |
|---|---|
| Connector Name | FUEL INJECTOR No. 6 |
| Connector Type | HS02FGY |

H.S.


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | G | – |
| 2 | V | – |

| Connector No. | F157 |
|---|---|
| Connector Name | TCM (TRANSMISSION CONTROL MODULE) |
| Connector Type | SP10FG |

H.S.


| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 3 | R | CAN-H |
| 8 | BR | CAN-L |
| 9 | Y | STARTER RLY |

| Connector No. | F201 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | RS04ML-B |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | W | – |
| 2 | SHIELD | – |
| 3 | W | – |
| 4 | SHIELD | – |

| Connector No. | F202 |
|---|---|
| Connector Name | KNOCK SENSOR (BANK 2) |
| Connector Type | E02FG-RS-LGY |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | W | – |
| 2 | SHIELD | – |

| Connector No. | F203 |
|---|---|
| Connector Name | KNOCK SENSOR (BANK 1) |
| Connector Type | E02FG-RS-LGY |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1 | W | – |
| 2 | SHIELD | – |

| Connector No. | M1 |
|---|---|
| Connector Name | FUSE BLOCK (J/B) |
| Connector Type | NS06FW-M2 |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 1A | V | – |
| 2A | G | – |

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| Connector No. | M2 |
|---|---|
| Connector Name | FUSE BLOCK (J/B) |
| Connector Type | NS10FW-CS |

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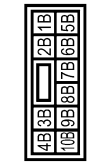
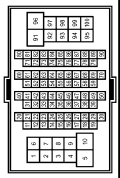



| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 3B | P | – |
| 6B | Y | – |

| Connector No. | M6 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | TH80MW-CS16-TM4 |

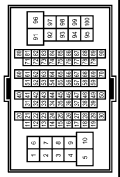
H.S.



| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 3 | R | – |
| 6 | P | – |
| 7 | L | – |
| 11 | V | – |
| 12 | P | – |
| 13 | R | – |
| 14 | W | – |
| 15 | L | – |
| 16 | GR | – |
| 17 | BR | – |
| 38 | Y | – |

| Connector No. | M7 |
|---|---|
| Connector Name | WIRE TO WIRE |
| Connector Type | TH80MW-CS16-TM4 |

H.S.



| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 20 | L | – |
| 21 | P | – |
| 22 | L | – |
| 23 | P | – |
| 24 | V | – |
| 25 | L | – |
| 26 | BR | – |
| 27 | O | – |
| 28 | LG | – |
| 80 | Y | – |
| 81 | W | – |

| 45 | GR | – [With A/T] |
|---|---|---|
| 83 | V | – |
| 84 | L | – |
| 85 | O | – |

| Connector No. | M24 |
|---|---|
| Connector Name | DATA LINK CONNECTOR |
| Connector Type | BD16FW-P |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 4 | B | – |
| 5 | B | – |
| 6 | L | – |
| 7 | V | – |
| 8 | G | – |
| 14 | P | – |
| 16 | R | – |

| Connector No. | M36 |
|---|---|
| Connector Name | COMBINATION SWITCH (SPIRAL CABLE) |
| Connector Type | TK08FGY-1V |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 25 | SB | – |
| 32 | Y | – |

| Connector No. | M53 |
|---|---|
| Connector Name | COMBINATION METER |
| Connector Type | SAB40FW |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 2 | LG | COMMUNICATION SIGNAL (METER->AMP.) |
| 3 | GR | COMMUNICATION SIGNAL (AMP.->METER) |
| 24 | BR | COMMUNICATION SIGNAL (LCD->AMP.) |
| 25 | Y | COMMUNICATION SIGNAL (AMP.->LCD) |

| Connector No. | M66 |
|---|---|
| Connector Name | UNIFIED METER AND A/C AMP. |
| Connector Type | TH40FW-NH |

H.S.




| Terminal No. | Color of Wire | Signal Name [Specification] |
|---|---|---|
| 7 | GR | COMMUNICATION SIGNAL (AMP.->METER) |
| 14 | BR | COMMUNICATION SIGNAL (LCD->AMP.) |
| 23 | Y | AT SNOW SWITCH SIGNAL |
| 27 | LG | COMMUNICATION SIGNAL (METER->AMP.) |
| 34 | Y | COMMUNICATION SIGNAL (AMP.->LCD) |

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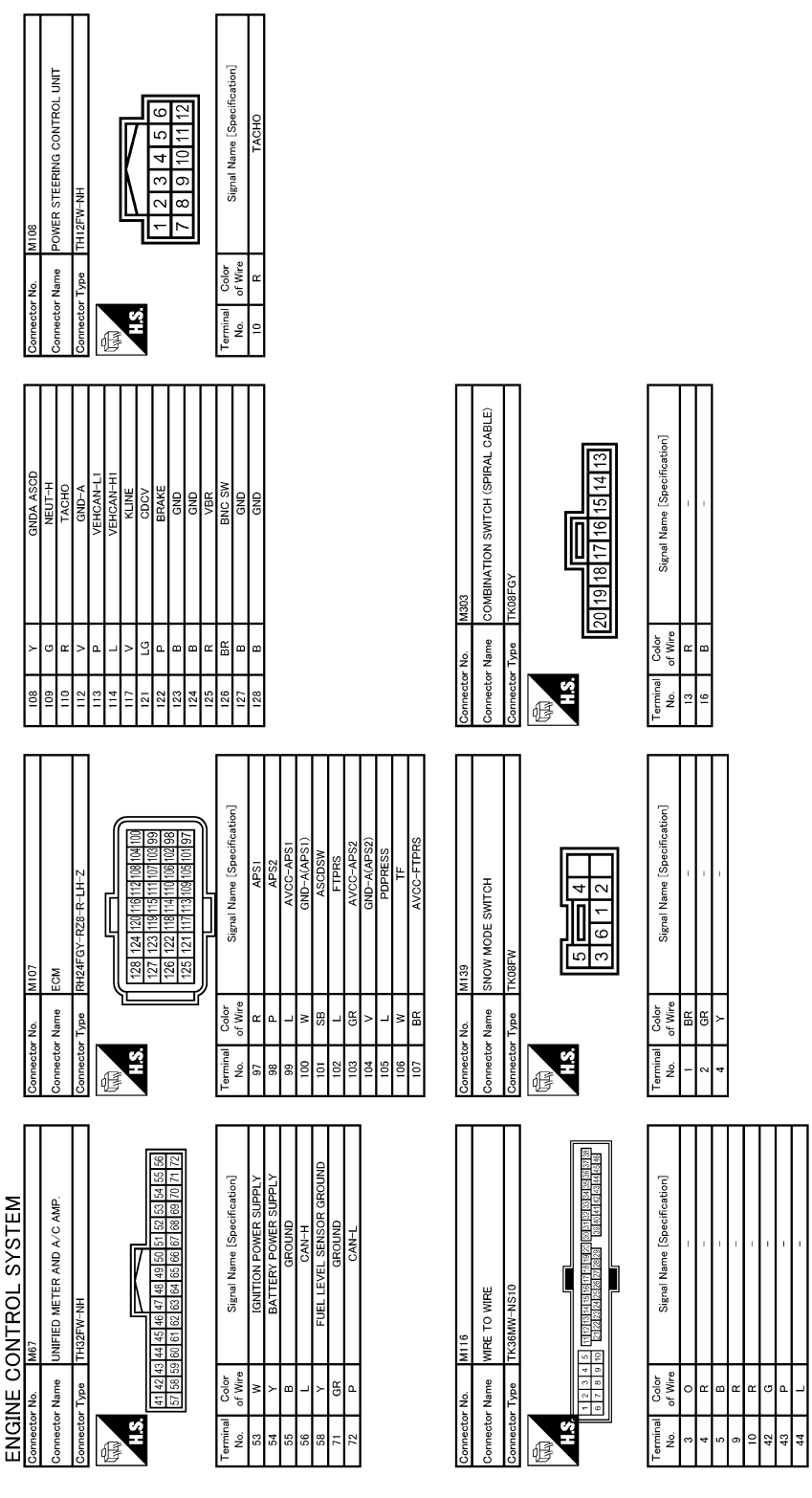


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# SYMPTOM DIAGNOSIS

## ENGINE CONTROL SYSTEM SYMPTOMS

### Symptom Table

INFOID:0000000004476982

SYSTEM — BASIC ENGINE CONTROL SYSTEM

| | | SYMPTOM | | | | | | | | | | | | | Reference page |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | HARD/NO START/RESTART (EXCP. HA) | ENGINE STALL | HESITATION/SURGING/FLAT SPOT | SPARK KNOCK/DETONATION | LACK OF POWER/POOR ACCELERATION | HIGH IDLE/LOW IDLE | ROUGH IDLE/HUNTING | IDLING VIBRATION | SLOW/NO RETURN TO IDLE | OVERHEATS/WATER TEMPERATURE HIGH | EXCESSIVE FUEL CONSUMPTION | EXCESSIVE OIL CONSUMPTION | BATTERY DEAD (UNDER CHARGE) | |
| Warranty symptom code | | AA | AB | AC | AD | AE | AF | AG | AH | AJ | AK | AL | AM | HA | |
| Fuel | Fuel pump circuit | 1 | 1 | 2 | 3 | 2 | | 2 | 2 | | | 3 | | 2 | EC-499 |
| | Fuel pressure regulator system | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | | 4 | | | EC-614 |
| | Fuel injector circuit | 1 | 1 | 2 | 3 | 2 | | 2 | 2 | | | 2 | | | EC-496 |
| | Evaporative emission system | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | | 4 | | | EC-83 |
| Air | Positive crankcase ventilation system | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | | 4 | 1 | | EC-518 |
| | Incorrect idle speed adjustment | | | | | | 1 | 1 | 1 | 1 | | 1 | | | EC-13 |
| | Electric throttle control actuator | 1 | 1 | 2 | 3 | 3 | 2 | 2 | 2 | 2 | | 2 | | 2 | EC-402, EC-409 |
| Ignition | Incorrect ignition timing adjustment | 3 | 3 | 1 | 1 | 1 | | 1 | 1 | | | 1 | | | EC-13 |
| | Ignition circuit | 1 | 1 | 2 | 2 | 2 | | 2 | 2 | | | 2 | | | EC-507 |
| Main power supply and ground circuit | | 2 | 2 | 3 | 3 | 3 | | 3 | 3 | | 2 | 3 | | | EC-145 |
| Mass air flow sensor circuit | | 1 | 1 | 2 | 2 | 2 | | 2 | 2 | | | 2 | | | EC-168, EC-176 |
| Engine coolant temperature sensor circuit | | | | | 3 | | 3 | | | 3 | | | | | EC-189, EC-191 |
| Air fuel ratio (A/F) sensor 1 circuit | | | 1 | 2 | 3 | 2 | | 2 | 2 | | | 2 | | | EC-205, EC-209, EC-212, EC-215, EC-480 |
| Throttle position sensor circuit | | | | | | | 2 | | | 2 | | | | | EC-194, EC-260, EC-398, EC-400, EC-411 |
| Accelerator pedal position sensor circuit | | | | 3 | 2 | 1 | | | | | | | | | EC-467, EC-471, EC-475 |
| Knock sensor circuit | | | | 2 | | | | | | | | 3 | | | EC-270 |

| | SYMPTOM | | | | | | | | | | | | | Reference page |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | HARD/NO START/RESTART (EXCP. HA) | ENGINE STALL | HESITATION/SURGING/FLAT SPOT | SPARK KNOCK/DETONATION | LACK OF POWER/POOR ACCELERATION | HIGH IDLE/LOW IDLE | ROUGH IDLE/HUNTING | IDLING VIBRATION | SLOW/NO RETURN TO IDLE | OVERHEATS/WATER TEMPERATURE HIGH | EXCESSIVE FUEL CONSUMPTION | EXCESSIVE OIL CONSUMPTION | BATTERY DEAD (UNDER CHARGE) | |
| Warranty symptom code | AA | AB | AC | AD | AE | AF | AG | AH | AJ | AK | AL | AM | HA | |
| Engine oil temperature sensor | | | 4 | | 1 | | | | | | 3 | | | EC-254, EC-257 |
| Crankshaft position sensor (POS) circuit | 2 | 2 | | | | | | | | | | | | EC-273 |
| Camshaft position sensor (PHASE) circuit | 3 | 2 | | | | | | | | | | | | EC-277 |
| Vehicle speed signal circuit | | 2 | 3 | | 3 | | | | | | 3 | | | EC-346 |
| Power steering pressure sensor circuit | | 2 | | | | | 3 | 3 | | | | | | EC-355 |
| ECM | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | | | EC-363, EC-365 |
| Intake valve timing control solenoid valve circuit | | 3 | 2 | | 1 | 3 | 2 | 2 | 3 | | 3 | | | EC-155 |
| Manifold abslute pressure (MAP) sensor | | | | | | | | | | | 3 | | | EC-182 |
| Brake booster pressure sensor | | | | | | | | | | | 3 | | | EC-358 |
| VVEL control module | 3 | | 4 | 4 | 3 | | | | | | | | | EC-457, EC-459 |
| VVEL actuator motor | 3 | | 4 | 4 | 3 | | | | | | | | | EC-384 |
| VVEL actuator motor relay | 3 | | 4 | 4 | 3 | | | | | | | | | EC-388 |
| VVEL actuator shaft position sensor | 3 | | 4 | 4 | 3 | | | | | | | | | EC-380 |
| PNP signal circuit | | | 3 | | 3 | | 3 | 3 | | | 3 | | | EC-371 |
| Refrigerant pressure sensor circuit | | 2 | | | | 3 | | | 3 | | 4 | | | EC-520 |
| Electrical load signal circuit | | | | | | | 3 | | | | | | | EC-494 |
| Air conditioner circuit | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | | 3 | | 2 | HAC-4 |
| ABS actuator and electric unit (control unit) | | | 4 | | | | | | | | | | | BRC-4 |

1 - 6: The numbers refer to the order of inspection.

(continued on next page)

SYSTEM — ENGINE MECHANICAL & OTHER

| | | SYMPTOM | | | | | | | | | | | | | Reference page |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | HARD/NO START/RESTART (EXCP. HA) | ENGINE STALL | HESITATION/SURGING/FLAT SPOT | SPARK KNOCK/DETONATION | LACK OF POWER/POOR ACCELERATION | HIGH IDLE/LOW IDLE | ROUGH IDLE/HUNTING | IDLING VIBRATION | SLOW/NO RETURN TO IDLE | OVERHEATS/WATER TEMPERATURE HIGH | EXCESSIVE FUEL CONSUMPTION | EXCESSIVE OIL CONSUMPTION | BATTERY DEAD (UNDER CHARGE) | |
| Warranty symptom code | | AA | AB | AC | AD | AE | AF | AG | AH | AJ | AK | AL | AM | HA | |
| Fuel | Fuel tank | 5 | 5 | | | | | | | | | | | | FL-12 |
| | Fuel piping | | | 5 | 5 | 5 | | 5 | 5 | | | 5 | | | FL-4 |
| | Vapor lock | | | | | | | | | | | | | | — |
| | Valve deposit | 5 | | 5 | 5 | 5 | | 5 | 5 | | | 5 | | | — |
| | Poor fuel (Heavy weight gasoline, Low octane) | | | | | | | | | | | | | | — |
| Air | Air duct | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | | 5 | | | EM-28 |
| | Air cleaner | | | | | | | | | | | | | | EM-28 |
| | Air leakage from air duct (Mass air flow sensor — electric throttle control actuator) | | | | | | | | | | | | | | EM-28 |
| | Electric throttle control actuator | | | | | | | | | | | | | | EM-29 |
| | Air leakage from intake manifold/ Collector/Gasket | | | | | | | | | | | | | | EM-33 |
| Cranking | Battery | 1 | 1 | 1 | | 1 | | 1 | 1 | | | 1 | | 1 | PG-100 |
| | Generator circuit | | | | | | | | | | | | | | CHG-22, CHG-23 |
| | Starter circuit | 3 | | | | | | | | | | | | | STR-17 |
| | Signal plate | 6 | | | | | | | | | | | | | EM-131 |
| | PNP signal sircuit | 4 | | | | | | | | | | | | | TM-9, TM-176 |
| Engine | Cylinder head | 5 | 5 | 5 | 5 | 5 | | 5 | 5 | | | 5 | | | EM-117 |
| | Cylinder head gasket | | | | | | | | | | 4 | | 3 | | |
| | Cylinder block | 6 | 6 | 6 | 6 | 6 | | 6 | 6 | | | 6 | 4 | | EM-131 |
| | Piston | | | | | | | | | | | | | | |
| | Piston ring | | | | | | | | | | | | | | |
| | Connecting rod | | | | | | | | | | | | | | |
| | Bearing | | | | | | | | | | | | | | |
| | Crankshaft | | | | | | | | | | | | | | |

| | | SYMPTOM | | | | | | | | | | | | | Reference page |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | HARD/NO START/RESTART (EXCP. HA) | ENGINE STALL | HESITATION/SURGING/FLAT SPOT | SPARK KNOCK/DETONATION | LACK OF POWER/POOR ACCELERATION | HIGH IDLE/LOW IDLE | ROUGH IDLE/HUNTING | IDLING VIBRATION | SLOW/NO RETURN TO IDLE | OVERHEATS/WATER TEMPERATURE HIGH | EXCESSIVE FUEL CONSUMPTION | EXCESSIVE OIL CONSUMPTION | BATTERY DEAD (UNDER CHARGE) | |
| Warranty symptom code | | AA | AB | AC | AD | AE | AF | AG | AH | AJ | AK | AL | AM | HA | |
| Valve mechanism | Timing chain | 5 | 5 | 5 | 5 | 5 | | 5 | 5 | | | 5 | | | EM-65 |
| | Camshaft | | | | | | | | | | | | | | EM-104 |
| | Intake valve timing control | | | | | | | | | | | | | | EM-65 |
| | Intake valve | | | | | | | | | | | | 3 | | EM-117 |
| | Exhaust valve | | | | | | | | | | | | | | |
| Exhaust | Exhaust manifold/Tube/Muffler/Gasket | 5 | 5 | 5 | 5 | 5 | | 5 | 5 | | | 5 | | | EX-4, EX-6 |
| | Three way catalyst | | | | | | | | | | | | | | |
| Lubrication | Oil pan/Oil strainer/Oil pump/Oil filter/Oil gallery/Oil cooler | 5 | 5 | 5 | 5 | 5 | | 5 | 5 | | | 5 | | | LU-10, LU-13, LU-14 |
| | Oil level (Low)/Filthy oil | | | | | | | | | | | | | | LU-6 |
| Cooling | Radiator/Hose/Radiator filler cap | 5 | 5 | 5 | 5 | 5 | | 5 | 5 | | 4 | 5 | | | CO-11, CO-11 |
| | Thermostat | | | | | | | | | 5 | | | | | CO-21 |
| | Water pump | | | | | | | | | | | | | | CO-20 |
| | Water gallery | | | | | | | | | | | | | | CO-24 |
| | Cooling fan | | | | | | | | | 5 | | | | | CO-17 |
| | Coolant level (Low)/Contaminated coolant | | | | | | | | | | | | | | CO-7 |
| IVIS (INFINITI Vehicle Immobilizer System — NATS) | | 1 | 1 | | | | | | | | | | | | SEC-5 |

1 - 6: The numbers refer to the order of inspection.

# NORMAL OPERATING CONDITION

## Description

INFOID:0000000004476983

### FUEL CUT CONTROL (AT NO LOAD AND HIGH ENGINE SPEED)

If the engine speed is above 1,400 rpm under no load (for example, the selector lever position is neutral and engine speed is over 1,400 rpm) fuel will be cut off after some time. The exact time when the fuel is cut off varies based on engine speed. However, if the engine speed is above 4,000 rpm, fuel will be cut off in a few seconds. Fuel cut will be operated until the engine speed reaches 1,000 rpm, then fuel cut will be cancelled.

**NOTE:**

This function is different from deceleration control listed under Multiport Fuel Injection (MFI) System, EC-34, "System Description".

### TORQUE CUT CONTROL (AT HIGH ENGINE OIL TEMPERATURE)

ECM receives engine oil temperature signal from engine oil temperature sensor.

To avoid VVEL performance, ECM performs the engine torque cut control at high engine oil temperature.

If engine oil temperature is too high, engine oil viscosity will change. As a result, engine oil pressure is decreased. This control is to control the VVEL operating angle by operating the VVEL actuator sub assembly.

If this control is operated, engine performance will decrease, then maximum engine speed is reduced a little, for example.

**NOTE:**

If the engine oil temperature sensor is deteriorated, its characteristic will change.

In this case, the operating temperature for engine torque cut control might be decrease.

Perform Component Inspection of the engine oil temperature sensor to check for the deterioration.

Refer to EC-256, "Component Inspection".

# PRECAUTION

## PRECAUTIONS

### Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

INFOID:0000000004703428

The Supplemental Restraint System such as “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the “SRS AIR BAG” and “SEAT BELT” of this Service Manual.

**WARNING:**

- **To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.**
- **Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the “SRS AIR BAG”.**
- **Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.**

### PRECAUTIONS WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

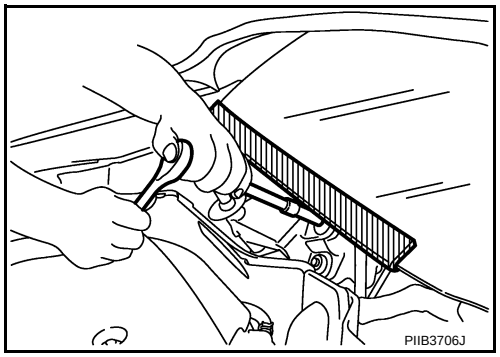
**WARNING:**

- **When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, DO NOT use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.**
- **When using air or electric power tools or hammers, always switch the ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.**

### Precaution for Procedure without Cowl Top Cover

INFOID:0000000004476985

When performing the procedure after removing cowl top cover, cover the lower end of windshield with urethane, etc.




### Precautions For Xenon Headlamp Service

INFOID:0000000004476986

**WARNING:**

**Comply with the following warnings to prevent any serious accident.**

- **Disconnect the battery cable (negative terminal) or the power supply fuse before installing, removing, or touching the xenon headlamp (bulb included). The xenon headlamp contains high-voltage generated parts.**
- **Never work with wet hands.**
- **Check the xenon headlamp ON-OFF status after assembling it to the vehicle. Never turn the xenon headlamp ON in other conditions. Connect the power supply to the vehicle-side connector. (Turning it ON outside the lamp case may cause fire or visual impairments.)**
- **Never touch the bulb glass immediately after turning it OFF. It is extremely hot.**

**CAUTION:**
**Comply with the following cautions to prevent any error and malfunction.**
- **Install the xenon bulb securely. (Insufficient bulb socket installation may melt the bulb, the connector, the housing, etc. by high-voltage leakage or corona discharge.)**
- **Never perform HID circuit inspection with a tester.**
- **Never touch the xenon bulb glass with hands. Never put oil and grease on it.**
- **Dispose of the used xenon bulb after packing it in thick vinyl without breaking it.**
- **Never wipe out dirt and contamination with organic solvent (thinner, gasoline, etc.).**

## On Board Diagnostic (OBD) System of Engine and A/T

INFOID:0000000004476987

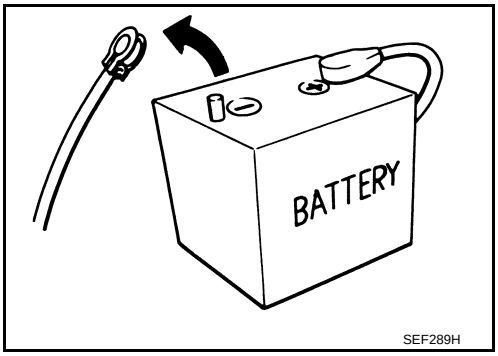
The ECM has an on board diagnostic system. It will illuminate the malfunction indicator lamp (MIL) to warn the driver of a malfunction causing emission deterioration.

**CAUTION:**
- **Always turn the ignition switch OFF and disconnect the negative battery cable before any repair or inspection work. The open/short circuit of related switches, sensors, solenoid valves, etc. will cause the MIL to illuminate.**
- **Always connect and lock the connectors securely after work. A loose (unlocked) connector will cause the MIL to illuminate due to the open circuit. (Be sure the connector is free from water, grease, dirt, bent terminals, etc.)**
- **Certain systems and components, especially those related to OBD, may use a new style slide-locking type harness connector. For description and how to disconnect, refer to PG-90, "Description".**
- **Always route and secure the harnesses properly after work. The interference of the harness with a bracket, etc. may cause the MIL to illuminate due to the short circuit.**
- **Always connect rubber tubes properly after work. A misconnected or disconnected rubber tube may cause the MIL to illuminate due to the malfunction of the EVAP system or fuel injection system, etc.**
- **Always erase the unnecessary malfunction information (repairs completed) from the ECM and TCM (Transmission control module) before returning the vehicle to the customer.**

## General Precautions

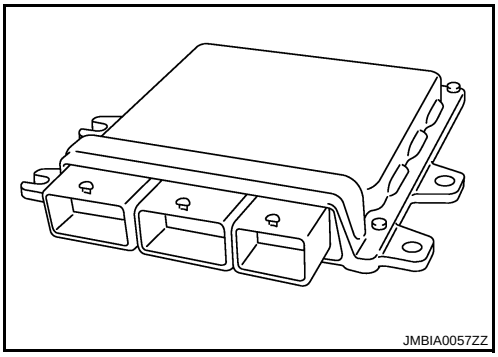
INFOID:0000000004476988

- **Always use a 12 volt battery as power source.**
- **Never attempt to disconnect battery cables while engine is running.**
- **Before connecting or disconnecting the ECM harness connector, turn ignition switch OFF and disconnect negative battery cable. Failure to do so may damage the ECM because battery voltage is applied to ECM even if ignition switch is turned OFF.**
- **Before removing parts, turn ignition switch OFF and then disconnect negative battery cable.**



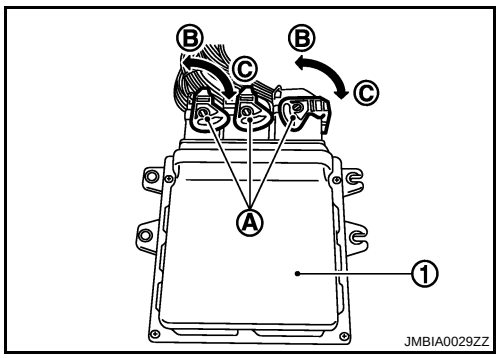
SEF289H

- **Never disassemble ECM.**
- **If a battery cable is disconnected, the memory will return to the ECM value.**
  **The ECM will now start to self-control at its initial value. Thus, engine operation can vary slightly in this case. However, this is not an indication of a malfunction. Never replace parts because of a slight variation.**
- **If the battery is disconnected, the following emission-related diagnostic information will be cleaned within 24 hours.**
- **Diagnostic trouble codes**
- **1st trip diagnostic trouble codes**
- **Freeze frame data**
- **1st trip freeze frame data**
- **System readiness test (SRT) codes**
- **Test values**

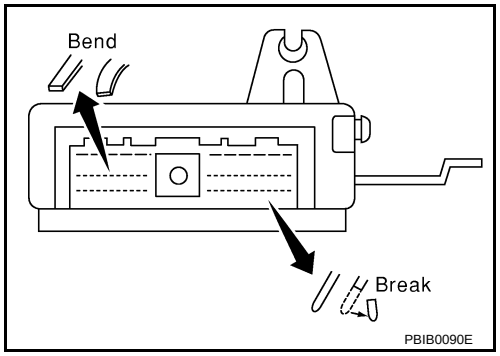

JMBIA0057ZZ

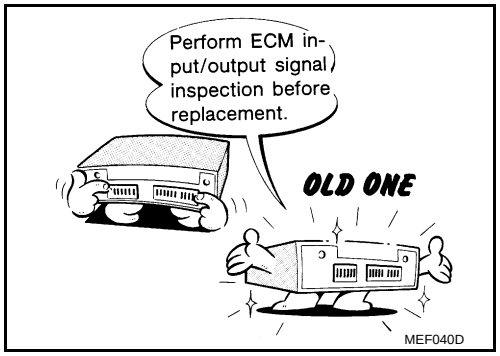
- **When connecting ECM harness connector (A), fasten (B) it securely with a lever as far as it will go as shown in the figure.**

- 1 : ECM
- C : Loosen

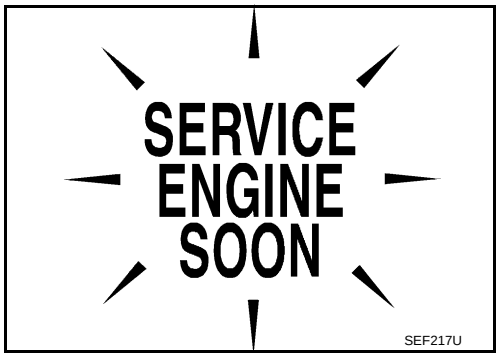



- **When connecting or disconnecting pin connectors into or from ECM, never damage pin terminals (bends or break). Make sure that there are not any bends or breaks on ECM pin terminal, when connecting pin connectors.**
- **Securely connect ECM harness connectors. A poor connection can cause an extremely high (surge) voltage to develop in coil and condenser, thus resulting in damage to ICs.**
- **Keep engine control system harness at least 10 cm (4 in) away from adjacent harness, to prevent engine control system malfunctions due to receiving external noise, degraded operation of ICs, etc.**
- **Keep engine control system parts and harness dry.**
- **Before replacing ECM, perform ECM Terminals and Reference Value inspection and make sure ECM functions properly. Refer to EC-525, "Reference Value".**
- **Handle mass air flow sensor carefully to avoid damage.**
- **Never clean mass air flow sensor with any type of detergent.**
- **Never disassemble electric throttle control actuator.**
- **Even a slight leak in the air intake system can cause serious incidents.**
- **Never shock or jar the camshaft position sensor (PHASE), crankshaft position sensor (POS).**

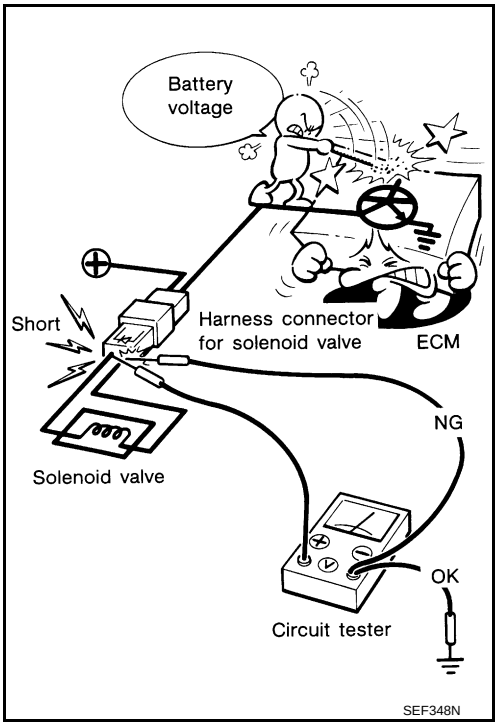


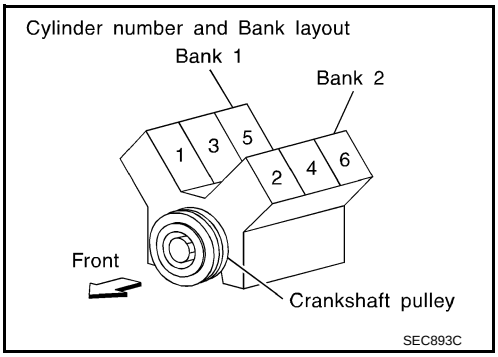

- **After performing each TROUBLE DIAGNOSIS, perform DTC Confirmation Procedure or Component Function Check. The DTC should not be displayed in the DTC Confirmation Procedure if the repair is completed. The Component Function Check should be a good result if the repair is completed.**



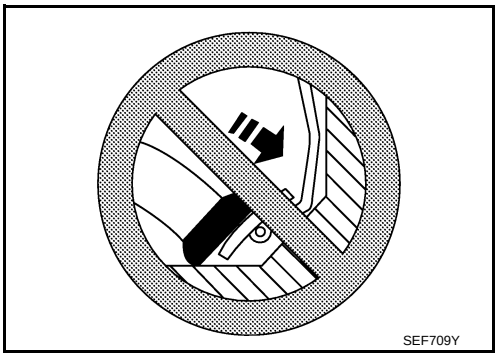
- **When measuring ECM signals with a circuit tester, never allow the two tester probes to contact.**
  **Accidental contact of probes will cause a short circuit and damage the ECM power transistor.**



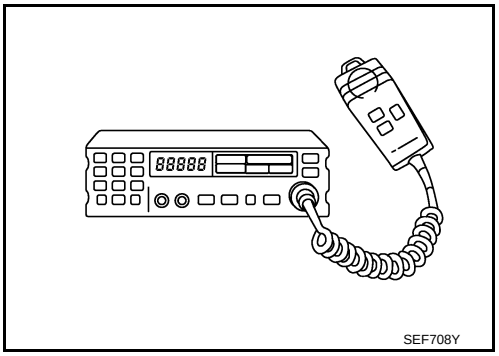

- **B1 indicates bank 1, B2 indicates bank 2 as shown in the figure.**
- **Never operate fuel pump when there is no fuel in lines.**
- **Tighten fuel hose clamps to the specified torque.**




- **Never depress accelerator pedal when starting.**
- **Immediately after starting, never rev up engine unnecessarily.**
- **Never rev up engine just prior to shutdown.**



- **When installing C.B. ham radio or a mobile phone, be sure to observe the following as it may adversely affect electronic control systems depending on installation location.**
  - **Keep the antenna as far as possible from the electronic control units.**
  - **Keep the antenna feeder line more than 20 cm (8 in) away from the harness of electronic controls.**
    **Never let them run parallel for a long distance.**
  - **Adjust the antenna and feeder line so that the standing-wave ratio can be kept smaller.**
  - **Be sure to ground the radio to vehicle body.**



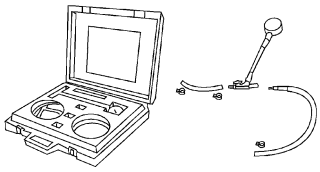
# PREPARATION

## PREPARATION

### Special Service Tools

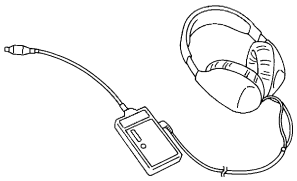
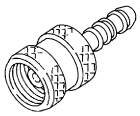
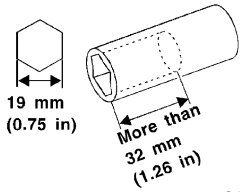
INFOID:0000000004476989

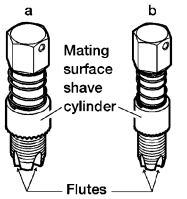
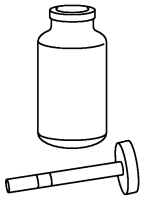
**NOTE:**
The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

| Tool number<br>(Kent-Moore No.)<br>Tool name | Description |
|---|---|
| (J-44321)<br>Fuel pressure gauge kit<br>  <br>LEC642 | Checks fuel pressure |

### Commercial Service Tools

INFOID:0000000004476990

| Tool name<br>(Kent-Moore No.) | Description |
|---|---|
| Leak detector<br>i.e.: (J-41416)<br>  <br>S-NT703 | Locates the EVAP leak |
| EVAP service port adapter<br>i.e.: (J-41413-OBD)<br>  <br>S-NT704 | Applies positive pressure through EVAP service port |
| Fuel filler cap adapter<br>i.e.: (MLR-8382)<br>  <br>S-NT815 | Checks fuel tank vacuum relief valve opening pressure |
| Socket wrench<br>  <br>S-NT705 | Removes and installs engine coolant temperature sensor |

| Tool name (Kent-Moore No.) | | Description |
|---|---|---|
| Oxygen sensor thread cleaner i.e.: (J-43897-18) (J-43897-12) |   AEM488 | Reconditions the exhaust system threads before installing a new oxygen sensor. Use with anti-seize lubricant shown below. **a: 18 mm diameter with pitch 1.5 mm for Zirconia Oxygen Sensor** **b: 12 mm diameter with pitch 1.25 mm for Titania Oxygen Sensor** |
| Anti-seize lubricant i.e.: (Permatex™ 133AR or equivalent meeting MIL specification MIL-A-907) |  S-NT779 | Lubricates oxygen sensor thread cleaning tool when reconditioning exhaust system threads. |

# PERIODIC MAINTENANCE

## FUEL PRESSURE

### Inspection

INFOID:0000000004476991

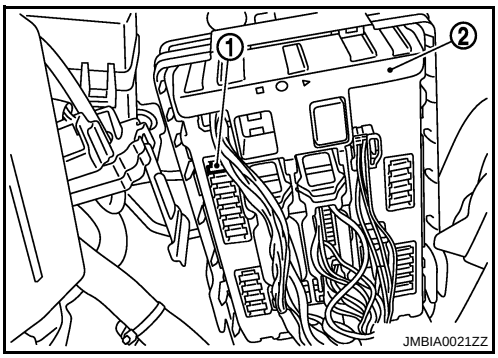
#### FUEL PRESSURE RELEASE

With CONSULT-III

1. Turn ignition switch ON.
2. Perform “FUEL PRESSURE RELEASE” in “WORK SUPPORT” mode with CONSULT-III.
3. Start engine.
4. After engine stalls, crank it two or three times to release all fuel pressure.
5. Turn ignition switch OFF.

Without CONSULT-III

1. Remove fuel pump fuse (1) located in IPDM E/R (2).
2. Start engine.
3. After engine stalls, crank it two or three times to release all fuel pressure.
4. Turn ignition switch OFF.
5. Reinstall fuel pump fuse after servicing fuel system.




#### FUEL PRESSURE CHECK

**CAUTION:**

**Before disconnecting fuel line, release fuel pressure from fuel line to eliminate danger.**

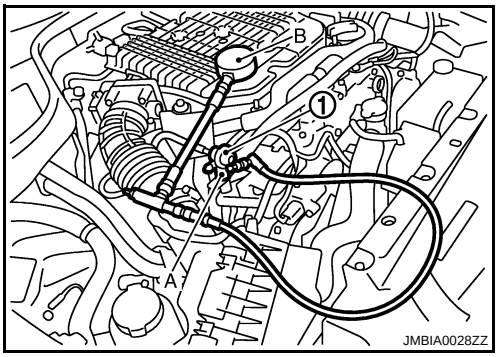
**NOTE:**

- **Prepare pans or saucers under the disconnected fuel line because the fuel may spill out. The fuel pressure cannot be completely released because V36 models do not have fuel return system.**
- **Use Fuel Pressure Gauge Kit (J-44321) to check fuel pressure.**

1. Release fuel pressure to zero.
2. Install the inline fuel quick disconnected fitting (A) between fuel damper (1) and injector tube.
3. Connect the fuel pressure test gauge (quick connector adapter hose) (B) to the inline fuel quick disconnected fitting.
4. Turn ignition switch ON and check for fuel leakage.
5. Start engine and check for fuel leakage.
6. Read the indication of fuel pressure gauge.

**At idling : Approximately 350 kPa (3.57 kg/cm$^2$, 51 psi)**

7. If result is unsatisfactory, check fuel hoses and fuel tubes for clogging.
   If OK, Replace “fuel filter and fuel pump assembly”.
   If NG, Repair or replace.



# EVAP LEAK CHECK

## Inspection

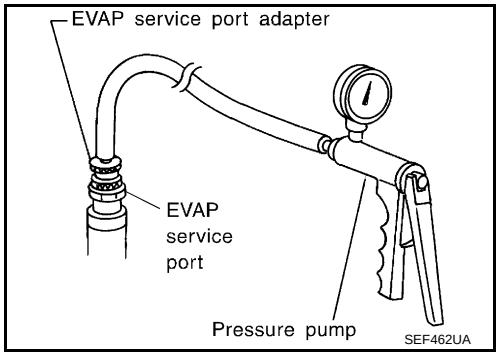
INFOID:0000000004476992

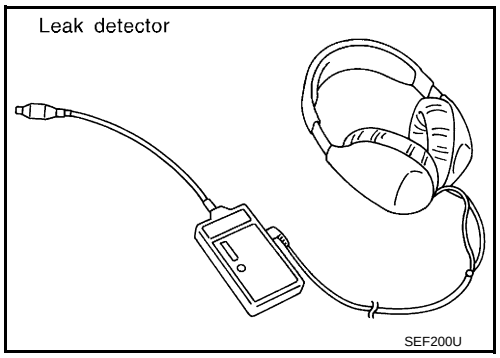
**CAUTION:**
- **Do not use compressed air or a high pressure pump.**
- **Do not exceed 4.12 kPa (0.042 kg/cm$^2$, 0.6 psi) of pressure in EVAP system.**

**NOTE:**
- Do not start engine.
- Improper installation of EVAP service port adapter to the EVAP service port may cause a leak.

### WITH CONSULT-III

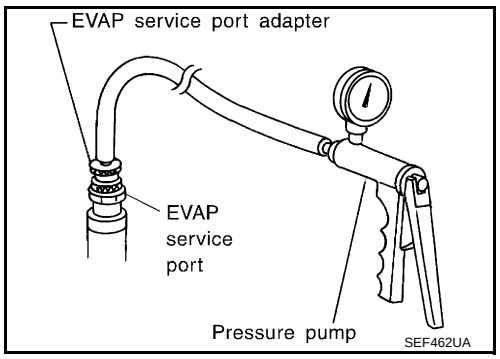
1. To locate the EVAP leak, install EVAP service port adapter and pressure pump to EVAP service port.
2. Turn ignition switch ON.
3. Select the “EVAP SYSTEM CLOSE” of “WORK SUPPORT” mode with CONSULT-III.
4. Touch “START”. A bar graph (Pressure indicating display) will appear on the screen.
5. Apply positive pressure to the EVAP system until the pressure indicator reaches the middle of the bar graph.
6. Remove EVAP service port adapter and hose with pressure pump.
7. Locate the leak using a leak detector. Refer to EC-83, "System Diagram".



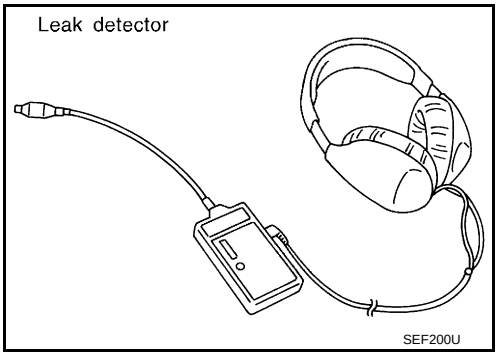




### WITHOUT CONSULT-III

1. To locate the EVAP leak, install EVAP service port adapter and pressure pump to EVAP service port.
2. Apply battery voltage between the terminals of EVAP canister vent control valve to make a closed EVAP system.
3. To locate the leak, deliver positive pressure to the EVAP system until pressure gauge points reach 1.38 to 2.76 kPa (0.014 to 0.028 kg/cm$^2$, 0.2 to 0.4 psi).
4. Remove EVAP service port adapter and hose with pressure pump.



5. Locate the leak using a leak detector. Refer to EC-83, "System Diagram".

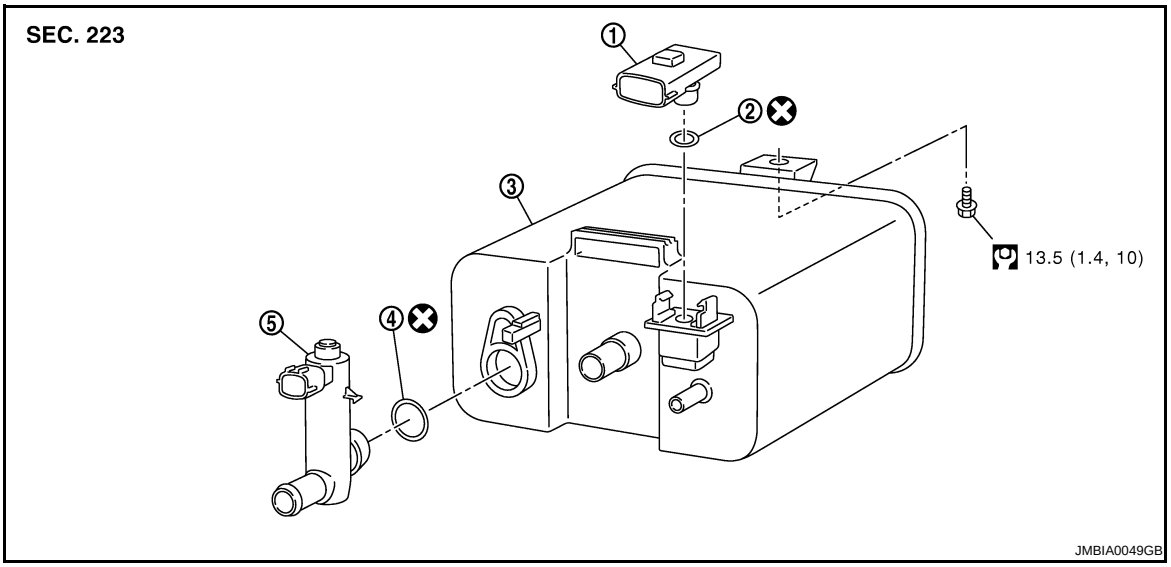


# REMOVAL AND INSTALLATION

## EVAP CANISTER

### Exploded View

INFOID:0000000004476993




1. EVAP canister system pressure sensor
2. O-ring
3. EVAP canister
4. O-ring
5. EVAP canister vent control valve

Refer to GI-3, "Contents" for symbols not described on the above.

### Removal and Installation

INFOID:0000000004476994

#### REMOVAL

1. Lift up the vehicle.
2. Remove EVAP canister fixing bolt.
3. Remove EVAP canister.

**NOTE:**
The EVAP canister vent control valve and EVAP canister system pressure sensor can be removed without removing the EVAP canister.

#### INSTALLATION

Install in the reverse order of removal.

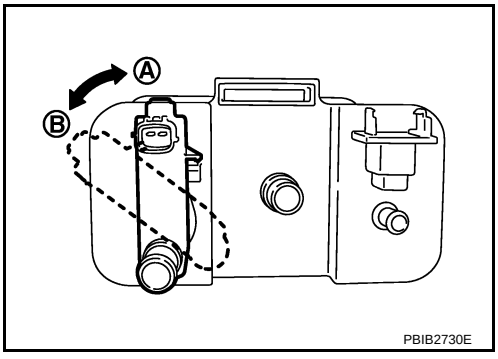
**NOTE:**
Tighten EVAP canister fixing bolt to the specified torque.

#### DISASSEMBLY

1. Turn EVAP canister vent control valve counterclockwise.

   A : Lock
   B : Unlock

2. Remove the EVAP canister vent control valve.



ASSEMBLY

Assemble in the reverse order of disassembly.

**CAUTION:**

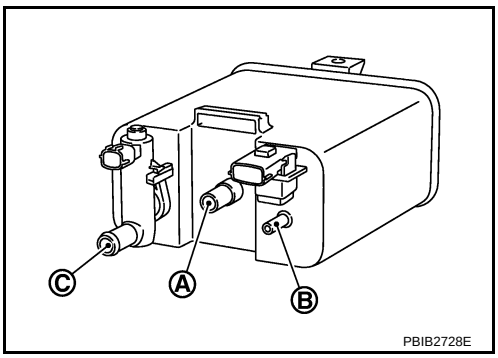
**Always replace O-ring with a new one.**

## Inspection

INFOID:0000000004476995

Check EVAP canister as follows:

1. Block port (B).
2. Blow air into port (A) and check that it flows freely out of port (C).
3. Release blocked port (B).
4. Apply vacuum pressure to port (B) and check that vacuum pressure exists at the ports (A) and (C).
5. Block port (A) and (B).
6. Apply pressure to port (C) and check that there is no leakage.



# SERVICE DATA AND SPECIFICATIONS (SDS)

## SERVICE DATA AND SPECIFICATIONS (SDS)

### Idle Speed

INFOID:0000000004476996

| Transmission | Condition | Specification |
|---|---|---|
| A/T | No load* (in P or N position) | 650 ± 50 rpm |
| M/T | No load* (in Neutral position) | 650 ± 50 rpm |

*: Under the following conditions

- A/C switch: OFF
- Electric load: OFF (Lights, heater fan & rear window defogger)
- Steering wheel: Kept in straight-ahead position

### Ignition Timing

INFOID:0000000004476997

| Transmission | Condition | Specification |
|---|---|---|
| A/T | No load* (in P or N position) | 10 ± 5° BTDC |
| M/T | No load* (in Neutral position) | 10 ± 5° BTDC |

*: Under the following conditions

- A/C switch: OFF
- Electric load: OFF (Lights, heater fan & rear window defogger)
- Steering wheel: Kept in straight-ahead position

### Calculated Load Value

INFOID:0000000004476998

| Condition | Specification (Using CONSULT-III or GST) |
|---|---|
| At idle | 5 – 35 % |
| At 2,500 rpm | 5 – 35 % |

### Mass Air Flow Sensor

INFOID:0000000004476999

| | |
|---|---|
| Supply voltage | Battery voltage (11 – 14 V) |
| Output voltage at idle | 0.7 – 1.2 V* |
| Mass air flow (Using CONSULT-III or GST) | 2.0 – 6.0 g·m/sec at idle*<br>7.0 – 20.0 g·m/sec at 2,500 rpm* |

*: Engine is warmed up to normal operating temperature and running under no load.