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G
H
I
J
K
L
M
N
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SECTION EC

ENGINE CONTROL SYSTEM

CONTENTS

VQ37VHR FOR USA AND CANADA	
PRECAUTION	30
PRECAUTIONS	30
Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"	30
Precaution for Procedure without Cowl Top Cover... ..	30
Precautions for Removing Battery Terminal	30
On Board Diagnostic (OBD) System of Engine and A/T	31
General Precautions	32
PREPARATION	35
PREPARATION	35
Special Service Tools	35
Commercial Service Tools	35
SYSTEM DESCRIPTION	37
COMPONENT PARTS	37
ENGINE CONTROL SYSTEM	37
ENGINE CONTROL SYSTEM : Component Parts Location	37
ENGINE CONTROL SYSTEM : Component Description	40
INFINITI DRIVE MODE SELECTOR	41
Infiniti Drive Mode Selector : Component Parts Location	42
Infiniti Drive Mode Selector : Component Description	42
Accelerator Pedal Position Sensor	43
Air Fuel Ratio Sensor 1	43
Air Fuel Ratio Sensor 1 Heater	43
ASCD Brake Switch	44
ASCD Indicator	44
ASCD Steering Switch	44
Battery Current Sensor (With Battery Temperature Sensor)	44
Brake Switch	45
Camshaft Position Sensor (PHASE)	45
Cooling Fan	45
Crankshaft Position Sensor (POS)	46
ECM	46
Electric Throttle Control Actuator	46
Engine Coolant Temperature Sensor	46
Engine Oil Temperature Sensor	47
EVAP Canister Purge Volume Control Solenoid Valve	47
EVAP Canister Vent Control Valve	48
EVAP Control System Pressure Sensor	48
Fuel Injector	48
Fuel Level Sensor	48
Fuel Pump	48
Fuel Tank Temperature Sensor	49
Heated Oxygen Sensor 2	49
Heated Oxygen Sensor 2 Heater	49
Ignition Coil	50
Intake Air Temperature Sensor	50
Intake Valve Timing Control Solenoid Valve	50
ICC Brake Switch	50
ICC Steering Switch	51
Knock Sensor	51
Manifold Absolute Pressure Sensor	51
Malfunction Indicator Lamp	51
Mass Air Flow Sensor	51
Power Steering Pressure Sensor	51
Refrigerant Pressure Sensor	52
Throttle Control Motor	52
Throttle Control Motor Relay	52
Throttle Position Sensor	52
VVEL Actuator Motor	52
VVEL Actuator Motor Relay	52
VVEL Control Module	53
VVEL Control Position Sensor	53
STRUCTURE AND OPERATION	54
Positive Crankcase Ventilation	54

On Board Refueling Vapor Recovery (ORVR)	55	INFINITI DRIVE MODE SELECTOR	69
SYSTEM	56	Infiniti Drive Mode Selector : System Description ...	69
ENGINE CONTROL SYSTEM	56	OPERATION	72
ENGINE CONTROL SYSTEM : System Diagram..	56	AUTOMATIC SPEED CONTROL DEVICE (ASCD) ...	72
ENGINE CONTROL SYSTEM : System Description	57	AUTOMATIC SPEED CONTROL DEVICE (ASCD)	
MULTIPOINT FUEL INJECTION SYSTEM	57	: Switch Name and Function	72
MULTIPOINT FUEL INJECTION SYSTEM :		HANDLING PRECAUTION	74
System Diagram	57	Infiniti Drive Mode Selector	74
MULTIPOINT FUEL INJECTION SYSTEM : System Description	57	ON BOARD DIAGNOSTIC (OBD) SYSTEM	75
ELECTRIC IGNITION SYSTEM	60	Diagnosis Description	75
ELECTRIC IGNITION SYSTEM :		GST (Generic Scan Tool)	75
System Diagram	60	DIAGNOSIS SYSTEM (ECM)	76
ELECTRIC IGNITION SYSTEM : System Description	60	DIAGNOSIS DESCRIPTION	76
AIR CONDITIONING CUT CONTROL	61	DIAGNOSIS DESCRIPTION : 1st Trip Detection	
AIR CONDITIONING CUT CONTROL : System Diagram	61	Logic and Two Trip Detection Logic	76
AIR CONDITIONING CUT CONTROL : System Description	61	DIAGNOSIS DESCRIPTION : DTC and Freeze	
AUTOMATIC SPEED CONTROL DEVICE (ASCD) ..	61	Frame Data	76
AUTOMATIC SPEED CONTROL DEVICE (ASCD) : System Diagram	62	DIAGNOSIS DESCRIPTION : Counter System	77
AUTOMATIC SPEED CONTROL DEVICE (ASCD) : System Description	62	DIAGNOSIS DESCRIPTION : Driving Pattern	80
CAN COMMUNICATION	63	DIAGNOSIS DESCRIPTION : System Readiness	
CAN COMMUNICATION : System Description	63	Test (SRT) Code	81
COOLING FAN CONTROL	63	DIAGNOSIS DESCRIPTION : Permanent Diagnostic Trouble Code (Permanent DTC)	82
COOLING FAN CONTROL : System Diagram	63	DIAGNOSIS DESCRIPTION : Malfunction Indicator Lamp (MIL)	83
COOLING FAN CONTROL : System Description..	63	On Board Diagnosis Function	83
EVAPORATIVE EMISSION SYSTEM	64	CONSULT Function	86
EVAPORATIVE EMISSION SYSTEM : System Diagram	64	ECU DIAGNOSIS INFORMATION	96
EVAPORATIVE EMISSION SYSTEM : System Description	64	ECM	96
FUEL FILLER CAP WARNING SYSTEM	65	Reference Value	96
FUEL FILLER CAP WARNING SYSTEM :		Fail safe	113
System Diagram	66	DTC Inspection Priority Chart	114
FUEL FILLER CAP WARNING SYSTEM : System Description	66	DTC Index	116
INTAKE VALVE TIMING CONTROL	67	Test Value and Test Limit	121
INTAKE VALVE TIMING CONTROL : System Diagram	67	VVEL CONTROL MODULE	130
INTAKE VALVE TIMING CONTROL : System Description	67	Reference Value	130
VVEL SYSTEM	67	WIRING DIAGRAM	134
VVEL SYSTEM : System Diagram	68	ENGINE CONTROL SYSTEM	134
VVEL SYSTEM : System Description	68	Wiring Diagram	134
		BASIC INSPECTION	160
		DIAGNOSIS AND REPAIR WORKFLOW	160
		Work Flow	160
		Diagnostic Work Sheet	163
		ADDITIONAL SERVICE WHEN REPLACING	
		ECM	165
		Description	165
		Work Procedure	165

ADDITIONAL SERVICE WHEN REPLACING VVEL CONTROL MODULE	167	POWER SUPPLY AND GROUND CIRCUIT (VVEL CONTROL MODULE)	205	A
Description	167	Diagnosis Procedure	205	
Work Procedure	167	U0101 CAN COMM CIRCUIT	207	EC
VIN REGISTRATION	168	Description	207	
Description	168	DTC Logic	207	
Work Procedure	168	Diagnosis Procedure	207	C
ACCELERATOR PEDAL RELEASED POSITION LEARNING	169	U1001 CAN COMM CIRCUIT	208	
Description	169	Description	208	D
Work Procedure	169	DTC Logic	208	
THROTTLE VALVE CLOSED POSITION LEARNING	170	Diagnosis Procedure	208	
Description	170	U1003 CAN COMM CIRCUIT	209	E
Work Procedure	170	Description	209	
IDLE AIR VOLUME LEARNING	171	DTC Logic	209	
Description	171	Diagnosis Procedure	209	F
Work Procedure	171	U1024 CAN COMM CIRCUIT	211	
VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT	173	Description	211	G
Description	173	DTC Logic	211	
Work Procedure	173	Diagnosis Procedure	211	
MIXTURE RATIO SELF-LEARNING VALUE CLEAR	175	P0011, P0021 IVT CONTROL	213	H
Description	175	DTC Logic	213	
Work Procedure	175	Diagnosis Procedure	214	
BASIC INSPECTION	176	Component Inspection	215	I
Work Procedure	176	P0030, P0031, P0032, P0036, P0051, P0052 A/F SENSOR 1 HEATER	217	J
FUEL PRESSURE CHECK	180	DTC Logic	217	
Work Procedure	180	Diagnosis Procedure	217	
HOW TO SET SRT CODE	182	Component Inspection	219	
Description	182	P0037, P0038, P0057, P0058 HO2S2 HEATER	220	K
SRT Set Driving Pattern	183	DTC Logic	220	
Work Procedure	185	Diagnosis Procedure	220	
HOW TO ERASE PERMANENT DTC	188	Component Inspection	222	L
Description	188	P0075, P0081 IVT CONTROL SOLENOID VALVE	223	M
Work Procedure (Group A)	189	DTC Logic	223	
Work Procedure (Group B)	191	Diagnosis Procedure	223	
DTC/CIRCUIT DIAGNOSIS	194	Component Inspection	224	N
TROUBLE DIAGNOSIS - SPECIFICATION VALUE	194	P0101, P010B MAF SENSOR	226	O
Description	194	DTC Logic	226	
Component Function Check	194	Diagnosis Procedure	226	
Diagnosis Procedure	195	Component Inspection	228	
POWER SUPPLY AND GROUND CIRCUIT ...	202	P0102, P0103, P010C, P010D MAF SENSOR	232	P
Diagnosis Procedure	202	DTC Logic	232	
		Diagnosis Procedure	232	
		Component Inspection	234	
		P0111 IAT SENSOR	238	
		DTC Logic	238	
		Component Function Check	239	
		Diagnosis Procedure	239	

Component Inspection	239	Component Inspection	278
P0112, P0113 IAT SENSOR	240	P0139, P0159 HO2S2	281
DTC Logic	240	DTC Logic	281
Diagnosis Procedure	240	Component Function Check	282
Component Inspection	241	Diagnosis Procedure	283
P0116 ECT SENSOR	242	Component Inspection	285
DTC Logic	242	P014C, P014D, P014E, P014F, P015A,	
Component Function Check	243	P015B, P015C, P015D A/F SENSOR 1	288
Diagnosis Procedure	243	DTC Logic	288
Component Inspection	243	Diagnosis Procedure	290
P0117, P0118 ECT SENSOR	245	P0171, P0174 FUEL INJECTION SYSTEM	
DTC Logic	245	FUNCTION	294
Diagnosis Procedure	245	DTC Logic	294
Component Inspection	246	Diagnosis Procedure	295
P0122, P0123, P0227, P0228 TP SENSOR ...	247	P0172, P0175 FUEL INJECTION SYSTEM	
DTC Logic	247	FUNCTION	298
Diagnosis Procedure	247	DTC Logic	298
Component Inspection	249	Diagnosis Procedure	299
Special Repair Requirement	249	P0181 FTT SENSOR	302
P0125 ECT SENSOR	250	DTC Logic	302
DTC Logic	250	Component Function Check	303
Diagnosis Procedure	250	Diagnosis Procedure	304
Component Inspection	251	Component Inspection	305
P0127 IAT SENSOR	252	P0182, P0183 FTT SENSOR	306
DTC Logic	252	DTC Logic	306
Diagnosis Procedure	252	Diagnosis Procedure	306
Component Inspection	253	Component Inspection	307
P0128 THERMOSTAT FUNCTION	254	P0196 EOT SENSOR	309
DTC Logic	254	DTC Logic	309
Diagnosis Procedure	255	Component Function Check	311
Component Inspection	255	Diagnosis Procedure	311
P0130, P0150 A/F SENSOR 1	257	Component Inspection	311
DTC Logic	257	P0197, P0198 EOT SENSOR	313
Component Function Check	258	DTC Logic	313
Diagnosis Procedure	259	Diagnosis Procedure	313
P0131, P0151 A/F SENSOR 1	261	Component Inspection	314
DTC Logic	261	P0222, P0223, P2132, P2133 TP SENSOR	315
Diagnosis Procedure	262	DTC Logic	315
P0132, P0152 A/F SENSOR 1	264	Diagnosis Procedure	315
DTC Logic	264	Component Inspection	317
Diagnosis Procedure	265	Special Repair Requirement	317
P0137, P0157 HO2S2	267	P0300, P0301, P0302, P0303, P0304, P0305,	
DTC Logic	267	P0306 MISFIRE	318
Component Function Check	268	DTC Logic	318
Diagnosis Procedure	269	Diagnosis Procedure	319
Component Inspection	270	P0327, P0328, P0332, P0333 KS	324
P0138, P0158 HO2S2	273	DTC Logic	324
DTC Logic	273	Diagnosis Procedure	324
Component Function Check	274	Component Inspection	325
Diagnosis Procedure	275		

P0335 CKP SENSOR (POS)	327	Diagnosis Procedure	371	
DTC Logic	327	Component Inspection	374	A
Diagnosis Procedure	327			
Component Inspection	329			
P0340, P0345 CMP SENSOR (PHASE)	331	P0456 EVAP CONTROL SYSTEM	376	
DTC Logic	331	DTC Logic	376	EC
Diagnosis Procedure	332	Diagnosis Procedure	377	
Component Inspection	334	Component Inspection	380	
P0420, P0430 THREE WAY CATALYST FUNCTION	336	P0460 FUEL LEVEL SENSOR	382	C
DTC Logic	336	DTC Logic	382	
Component Function Check	337	Diagnosis Procedure	382	
Diagnosis Procedure	338			
P0441 EVAP CONTROL SYSTEM	341	P0461 FUEL LEVEL SENSOR	383	D
DTC Logic	341	DTC Logic	383	
Component Function Check	342	Component Function Check	383	
Diagnosis Procedure	343	Diagnosis Procedure	384	E
P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE	346	P0462, P0463 FUEL LEVEL SENSOR	385	
DTC Logic	346	DTC Logic	385	F
Diagnosis Procedure	347	Diagnosis Procedure	385	
Component Inspection	349	P0500 VSS	386	
P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE	350	Description	386	G
DTC Logic	350	DTC Logic	386	
Diagnosis Procedure	350	Component Function Check	387	
Component Inspection	351	Diagnosis Procedure	387	H
P0447 EVAP CANISTER VENT CONTROL VALVE	353	P0506 ISC SYSTEM	388	
DTC Logic	353	Description	388	I
Diagnosis Procedure	353	DTC Logic	388	
Component Inspection	355	Diagnosis Procedure	388	
P0448 EVAP CANISTER VENT CONTROL VALVE	357	P0507 ISC SYSTEM	390	J
DTC Logic	357	Description	390	
Diagnosis Procedure	357	DTC Logic	390	
Component Inspection	359	Diagnosis Procedure	390	K
P0451 EVAP CONTROL SYSTEM PRES- SURE SENSOR	361	P050A, P050E COLD START CONTROL	392	
DTC Logic	361	Description	392	L
Diagnosis Procedure	362	DTC Logic	392	
Component Inspection	364	Diagnosis Procedure	393	
P0452 EVAP CONTROL SYSTEM PRES- SURE SENSOR	365	P0524 ENGINE OIL PRESSURE	394	M
DTC Logic	365	DTC Logic	394	
Diagnosis Procedure	366	Diagnosis Procedure	395	
Component Inspection	368	Component Inspection	396	
P0453 EVAP CONTROL SYSTEM PRES- SURE SENSOR	370	P0550 PSP SENSOR	397	N
DTC Logic	370	DTC Logic	397	
		Diagnosis Procedure	397	
		Component Inspection	398	O
		P0603 ECM POWER SUPPLY	399	
		Description	399	P
		DTC Logic	399	
		Diagnosis Procedure	399	
		P0605 ECM	401	
		DTC Logic	401	
		Diagnosis Procedure	401	
		P0607 ECM	403	

DTC Logic	403	Diagnosis Procedure	429
Diagnosis Procedure	403	P1225, P1234 TP SENSOR	432
P0643 SENSOR POWER SUPPLY	404	DTC Logic	432
DTC Logic	404	Diagnosis Procedure	432
Diagnosis Procedure	404	Special Repair Requirement	433
P0850 PNP SWITCH	407	P1226, P1235 TP SENSOR	434
Description	407	DTC Logic	434
DTC Logic	407	Diagnosis Procedure	434
Component Function Check	408	Special Repair Requirement	435
Diagnosis Procedure	408	P1233, P2101 ELECTRIC THROTTLE CON-	
P100A, P100B VVEL SYSTEM	410	TROL FUNCTION	436
DTC Logic	410	DTC Logic	436
Diagnosis Procedure	410	Diagnosis Procedure	436
Component Inspection (VVEL ACTUATOR MO-		Component Inspection	439
TOR)	412	Special Repair Requirement	439
Component Inspection (VVEL ACTUATOR SUB		P1236, P2118 THROTTLE CONTROL MO-	
ASSEMBLY)	412	TOR	440
Special Repair Requirement	413	DTC Logic	440
P1087, P1088 VVEL SYSTEM	414	Diagnosis Procedure	440
DTC Logic	414	Component Inspection	441
P1089, P1092 VVEL CONTROL SHAFT PO-		Special Repair Requirement	441
SITION SENSOR	415	P1238, P2119 ELECTRIC THROTTLE CON-	
DTC Logic	415	TROL ACTUATOR	443
Diagnosis Procedure	415	DTC Logic	443
Special Repair Requirement	417	Diagnosis Procedure	443
P1090, P1093 VVEL ACTUATOR MOTOR	418	Special Repair Requirement	444
DTC Logic	418	P1239, P2135 TP SENSOR	445
Diagnosis Procedure	418	DTC Logic	445
Component Inspection (VVEL ACTUATOR MO-		Diagnosis Procedure	445
TOR)	420	Component Inspection	446
Component Inspection (VVEL ACTUATOR SUB		Special Repair Requirement	447
ASSEMBLY)	420	P1290, P2100, P2103 THROTTLE CONTROL	
Special Repair Requirement	421	MOTOR RELAY	448
P1091 VVEL ACTUATOR MOTOR RELAY ...	422	DTC Logic	448
DTC Logic	422	Diagnosis Procedure	448
Diagnosis Procedure	422	P1550 BATTERY CURRENT SENSOR	450
Component Inspection	424	DTC Logic	450
P1148, P1168 CLOSED LOOP CONTROL	425	Diagnosis Procedure	450
DTC Logic	425	Component Inspection	453
P1211 TCS CONTROL UNIT	426	P1551, P1552 BATTERY CURRENT SEN-	
Description	426	SOR	454
DTC Logic	426	DTC Logic	454
Diagnosis Procedure	426	Diagnosis Procedure	454
P1212 TCS COMMUNICATION LINE	427	Component Inspection	457
Description	427	P1553 BATTERY CURRENT SENSOR	458
DTC Logic	427	DTC Logic	458
Diagnosis Procedure	427	Diagnosis Procedure	458
P1217 ENGINE OVER TEMPERATURE	428	Component Inspection	461
DTC Logic	428	P1554 BATTERY CURRENT SENSOR	462
Component Function Check	428	DTC Logic	462

Component Function Check	462	P1805 BRAKE SWITCH	498	
Diagnosis Procedure	463	DTC Logic	498	A
Component Inspection	465	Diagnosis Procedure	498	
P1556, P1557 BATTERY TEMPERATURE		Component Inspection (Stop Lamp Switch)	499	
SENSOR	466	P2096, P2097, P2098, P2099 A/F SENSOR 1. 501		EC
DTC Logic	466	DTC Logic	501	
Diagnosis Procedure	466	Diagnosis Procedure	501	C
Component Inspection (Battery Temperature Sensor)	468	P2122, P2123 APP SENSOR	505	
P1564 ASCD STEERING SWITCH	469	DTC Logic	505	D
DTC Logic	469	Diagnosis Procedure	505	
Diagnosis Procedure	469	Component Inspection	507	
Component Inspection	471	Special Repair Requirement	507	
P1564 ICC STEERING SWITCH	472	P2127, P2128 APP SENSOR	509	E
DTC Logic	472	DTC Logic	509	
Diagnosis Procedure	472	Diagnosis Procedure	509	F
Component Inspection	474	Component Inspection	512	
P1568 ICC FUNCTION	476	Special Repair Requirement	512	
DTC Logic	476	P2138 APP SENSOR	514	G
Diagnosis Procedure	476	DTC Logic	514	
P1572 ASCD BRAKE SWITCH	477	Diagnosis Procedure	514	
Description	477	Component Inspection	517	H
DTC Logic	477	Special Repair Requirement	518	
Diagnosis Procedure	478	ASCD BRAKE SWITCH	519	I
Component Inspection (ASCD Brake Switch)	481	Component Function Check	519	
Component Inspection (Stop Lamp Switch)	481	Diagnosis Procedure	519	
P1572 ICC BRAKE SWITCH	483	Component Inspection (ASCD Brake Switch)	520	
DTC Logic	483	ASCD INDICATOR	521	J
Diagnosis Procedure	484	Component Function Check	521	
Component Inspection (ICC Brake Switch)	487	Diagnosis Procedure	521	
Component Inspection (Stop Lamp Switch)	487	COOLING FAN	522	K
Component Inspection (ICC Brake Hold Relay) ...	488	Component Function Check	522	
P1574 ASCD VEHICLE SPEED SENSOR	489	Diagnosis Procedure	522	L
Description	489	Component Inspection (Cooling Fan Motor)	524	
DTC Logic	489	Component Inspection (Cooling Fan Relay)	525	
Diagnosis Procedure	489	ELECTRICAL LOAD SIGNAL	526	M
P1574 ICC VEHICLE SPEED SENSOR	491	Description	526	
Description	491	Component Function Check	526	
DTC Logic	491	Diagnosis Procedure	526	N
Diagnosis Procedure	491	FUEL INJECTOR	528	
P1606 VVEL CONTROL MODULE	493	Component Function Check	528	O
DTC Logic	493	Diagnosis Procedure	528	
Diagnosis Procedure	493	Component Inspection	529	
P1607 VVEL CONTROL MODULE	494	FUEL PUMP	530	P
DTC Logic	494	Component Function Check	530	
Diagnosis Procedure	494	Diagnosis Procedure	530	
P1608 VVEL SENSOR POWER SUPPLY	495	Component Inspection	532	
DTC Logic	495	ICC BRAKE SWITCH	533	
Diagnosis Procedure	495	Component Function Check	533	
Special Repair Requirement	496	Diagnosis Procedure	533	
		Component Inspection (ICC Brake Switch)	534	

IGNITION SIGNAL	535	Mass Air Flow Sensor	561
Component Function Check	535	VQ37VHR FOR MEXICO	
Diagnosis Procedure	535	PRECAUTION	562
Component Inspection (Ignition Coil with Power Transistor)	538	PRECAUTIONS	562
Component Inspection (Condenser)	539	Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"	562
MALFUNCTION INDICATOR LAMP	540	Precaution for Procedure without Cowl Top Cover	562
Component Function Check	540	Precautions for Removing Battery Terminal	562
Diagnosis Procedure	540	On Board Diagnostic (OBD) System of Engine and A/T	563
ON BOARD REFUELING VAPOR RECOVERY (ORVR)	541	General Precautions	564
Component Function Check	541	PREPARATION	567
Diagnosis Procedure	541	PREPARATION	567
Component Inspection	543	Special Service Tools	567
REFRIGERANT PRESSURE SENSOR	546	Commercial Service Tools	567
Component Function Check	546	SYSTEM DESCRIPTION	569
Diagnosis Procedure	546	COMPONENT PARTS	569
SYMPTOM DIAGNOSIS	548	ENGINE CONTROL SYSTEM	569
ENGINE CONTROL SYSTEM SYMPTOMS ..	548	ENGINE CONTROL SYSTEM : Component Parts Location	569
Symptom Table	548	ENGINE CONTROL SYSTEM : Component Description	572
Infiniti Drive Mode Selector	552	INFINITI DRIVE MODE SELECTOR	573
Symptom Table	552	Infiniti Drive Mode Selector : Component Parts Location	573
NORMAL OPERATING CONDITION	553	Infiniti Drive Mode Selector : Component Description	574
Description	553	Accelerator Pedal Position Sensor	574
PERIODIC MAINTENANCE	554	Air Fuel Ratio Sensor 1	574
IDLE SPEED	554	Air Fuel Ratio Sensor 1 Heater	575
Inspection	554	ASCD Brake Switch	575
IGNITION TIMING	555	ASCD Indicator	575
Inspection	555	ASCD Steering Switch	575
EVAP LEAK CHECK	556	Battery Current Sensor (With Battery Temperature Sensor)	575
Inspection	556	Brake Switch	576
POSITIVE CRANKCASE VENTILATION	558	Camshaft Position Sensor (PHASE)	576
Inspection	558	Cooling Fan	577
REMOVAL AND INSTALLATION	559	Crankshaft Position Sensor (POS)	577
ECM	559	ECM	578
Removal and Installation	559	Electric Throttle Control Actuator	578
VVEL CONTROL MODULE	560	Engine Coolant Temperature Sensor	578
Removal and Installation	560	Engine Oil Temperature Sensor	579
SERVICE DATA AND SPECIFICATIONS (SDS)	561	EVAP Canister Purge Volume Control Solenoid Valve	579
SERVICE DATA AND SPECIFICATIONS (SDS)	561	Fuel Injector	579
Idle Speed	561	Fuel Level Sensor	579
Ignition Timing	561	Fuel Pump	580
Calculated Load Value	561	Fuel Tank Temperature Sensor	580
		Heated Oxygen Sensor 2	580
		Heated Oxygen Sensor 2 Heater	580

Ignition Coil	581	EVAPORATIVE EMISSION SYSTEM : System Description	594	A
Intake Air Temperature Sensor	581	INTAKE VALVE TIMING CONTROL	595	
Intake Valve Timing Control Solenoid Valve	582	INTAKE VALVE TIMING CONTROL : System Diagram	596	EC
Knock Sensor	582	INTAKE VALVE TIMING CONTROL : System Description	596	
Manifold Absolute Pressure Sensor	582	VVEL SYSTEM	596	C
Malfunction Indicator Lamp	582	VVEL SYSTEM : System Diagram	597	
Mass Air Flow Sensor	582	VVEL SYSTEM : System Description	597	D
Power Steering Pressure Sensor	583	INFINITI DRIVE MODE SELECTOR	598	E
Refrigerant Pressure Sensor	583	Infiniti Drive Mode Selector : System Description ..	598	
Throttle Control Motor	583	OPERATION	600	
Throttle Control Motor Relay	583	AUTMATIC SPEED CONTROL DEVICE (ASCD) ..	600	F
Throttle Position Sensor	583	AUTMATIC SPEED CONTROL DEVICE (ASCD) : Switch Name and Function	600	
VVEL Actuator Motor	583	HANDLING PRECAUTION	602	G
VVEL Actuator Motor Relay	584	Infiniti Drive Mode Selector	602	
VVEL Control Module	584	ON BOARD DIAGNOSTIC (OBD) SYSTEM ..	603	H
VVEL Control Position Sensor	584	Diagnosis Description	603	
STRUCTURE AND OPERATION	585	GST (Generic Scan Tool)	603	
Positive Crankcase Ventilation	585	DIAGNOSIS SYSTEM (ECM)	604	I
SYSTEM	586	DIAGNOSIS DESCRIPTION	604	J
ENGINE CONTROL SYSTEM	586	DIAGNOSIS DESCRIPTION : 1st Trip Detection Logic and Two Trip Detection Logic	604	
ENGINE CONTROL SYSTEM : System Diagram	586	DIAGNOSIS DESCRIPTION : DTC and Freeze Frame Data	604	K
ENGINE CONTROL SYSTEM : System Description	587	DIAGNOSIS DESCRIPTION : Counter System ...	605	
MULTIPOINT FUEL INJECTION SYSTEM	587	DIAGNOSIS DESCRIPTION : Driving Pattern	608	L
MULTIPOINT FUEL INJECTION SYSTEM : System Diagram	587	DIAGNOSIS DESCRIPTION : System Readiness Test (SRT) Code	609	
MULTIPOINT FUEL INJECTION SYSTEM : System Description	587	DIAGNOSIS DESCRIPTION : Malfunction Indicator Lamp (MIL)	610	M
ELECTRIC IGNITION SYSTEM	590	On Board Diagnosis Function	611	
ELECTRIC IGNITION SYSTEM : System Diagram	590	CONSULT Function	614	
ELECTRIC IGNITION SYSTEM : System Description	590	ECU DIAGNOSIS INFORMATION	622	N
AIR CONDITIONING CUT CONTROL	591	ECM	622	
AIR CONDITIONING CUT CONTROL : System Diagram	591	Reference Value	622	O
AIR CONDITIONING CUT CONTROL : System Description	591	Fail safe	637	
AUTOMATIC SPEED CONTROL DEVICE (ASCD) ..	591	DTC Inspection Priority Chart	639	P
AUTOMATIC SPEED CONTROL DEVICE (ASCD) : System Diagram	592	DTC Index	640	
AUTOMATIC SPEED CONTROL DEVICE (ASCD) : System Description	592	Test Value and Test Limit	644	
CAN COMMUNICATION	593	VVEL CONTROL MODULE	652	
CAN COMMUNICATION : System Description ...	593	Reference Value	652	
COOLING FAN CONTROL	593	WIRING DIAGRAM	656	
COOLING FAN CONTROL : System Diagram	593	ENGINE CONTROL SYSTEM	656	
COOLING FAN CONTROL : System Description ..	593	Wiring Diagram	656	
EVAPORATIVE EMISSION SYSTEM	594	BASIC INSPECTION	682	
EVAPORATIVE EMISSION SYSTEM : System Diagram	594			

DIAGNOSIS AND REPAIR WORKFLOW	682	POWER SUPPLY AND GROUND CIRCUIT ...	716
Work Flow	682	Diagnosis Procedure	716
Diagnostic Work Sheet	684	POWER SUPPLY AND GROUND CIRCUIT	
ADDITIONAL SERVICE WHEN REPLACING		(VVEL CONTROL MODULE)	719
ECM	686	Diagnosis Procedure	719
Description	686	U0101 CAN COMM CIRCUIT	721
Work Procedure	686	Description	721
ADDITIONAL SERVICE WHEN REPLACING		DTC Logic	721
VVEL CONTROL MODULE	688	Diagnosis Procedure	721
Description	688	U1001 CAN COMM CIRCUIT	722
Work Procedure	688	Description	722
VIN REGISTRATION	689	DTC Logic	722
Description	689	Diagnosis Procedure	722
Work Procedure	689	U1003 CAN COMM CIRCUIT	723
ACCELERATOR PEDAL RELEASED POSI-		Description	723
TION LEARNING	690	DTC Logic	723
Description	690	Diagnosis Procedure	723
Work Procedure	690	U1024 CAN COMM CIRCUIT	725
THROTTLE VALVE CLOSED POSITION		Description	725
LEARNING	691	DTC Logic	725
Description	691	Diagnosis Procedure	725
Work Procedure	691	P0011, P0021 IVT CONTROL	727
IDLE AIR VOLUME LEARNING	692	DTC Logic	727
Description	692	Diagnosis Procedure	728
Work Procedure	692	Component Inspection	729
VVEL CONTROL SHAFT POSITION SEN-		P0031, P0032, P0051, P0052 A/F SENSOR 1	
SOR ADJUSTMENT	694	HEATER	731
Description	694	DTC Logic	731
Work Procedure	694	Diagnosis Procedure	731
MIXTURE RATIO SELF-LEARNING VALUE		Component Inspection	733
CLEAR	696	P0037, P0038, P0057, P0058 HO2S2 HEAT-	
Description	696	ER	734
Work Procedure	696	DTC Logic	734
BASIC INSPECTION	697	Diagnosis Procedure	734
Work Procedure	697	Component Inspection	736
FUEL PRESSURE CHECK	701	P0075, P0081 IVT CONTROL SOLENOID	
Work Procedure	701	VALVE	737
HOW TO SET SRT CODE	703	DTC Logic	737
Description	703	Diagnosis Procedure	737
SRT Set Driving Pattern	704	Component Inspection	738
Work Procedure	706	P0102, P0103, P010C, P010D MAF SENSOR	740
DTC/CIRCUIT DIAGNOSIS	708	DTC Logic	740
TROUBLE DIAGNOSIS - SPECIFICATION		Diagnosis Procedure	740
VALUE	708	Component Inspection	742
Description	708	P010A MANIFOLD ABSOLUTE PRESSURE	
Component Function Check	708	SENSOR	746
Diagnosis Procedure	709	DTC Logic	746
		Diagnosis Procedure	746
		Component Inspection	747

P0112, P0113 IAT SENSOR	749	P0182, P0183 FTT SENSOR	799	A
DTC Logic	749	DTC Logic	799	
Diagnosis Procedure	749	Diagnosis Procedure	799	
Component Inspection	750	Component Inspection	800	
P0117, P0118 ECT SENSOR	751	P0197, P0198 EOT SENSOR	802	EC
DTC Logic	751	DTC Logic	802	
Diagnosis Procedure	751	Diagnosis Procedure	802	
Component Inspection	752	Component Inspection	803	C
P0122, P0123, P0227, P0228 TP SENSOR	753	P0222, P0223, P2132, P2133 TP SENSOR ...	804	D
DTC Logic	753	DTC Logic	804	
Diagnosis Procedure	753	Diagnosis Procedure	804	
Component Inspection	755	Component Inspection	806	
Special Repair Requirement	755	Special Repair Requirement	806	E
P0130, P0150 A/F SENSOR 1	756	P0300, P0301, P0302, P0303, P0304, P0305,		
DTC Logic	756	P0306 MISFIRE	807	F
Component Function Check	757	DTC Logic	807	
Diagnosis Procedure	758	Diagnosis Procedure	808	
P0131, P0151 A/F SENSOR 1	760	P0327, P0328, P0332, P0333 KS	813	G
DTC Logic	760	DTC Logic	813	
Diagnosis Procedure	761	Diagnosis Procedure	813	
P0132, P0152 A/F SENSOR 1	763	Component Inspection	814	H
DTC Logic	763	P0335 CKP SENSOR (POS)	816	
Diagnosis Procedure	764	DTC Logic	816	
P0133, P0153 A/F SENSOR 1	766	Diagnosis Procedure	816	I
DTC Logic	766	Component Inspection	818	
Diagnosis Procedure	767	P0340, P0345 CMP SENSOR (PHASE)	820	J
P0137, P0157 HO2S2	771	DTC Logic	820	
DTC Logic	771	Diagnosis Procedure	821	
Component Function Check	772	Component Inspection	823	K
Diagnosis Procedure	773	P0420, P0430 THREE WAY CATALYST		
Component Inspection	774	FUNCTION	824	L
P0138, P0158 HO2S2	777	DTC Logic	824	
DTC Logic	777	Component Function Check	825	
Component Function Check	778	Diagnosis Procedure	826	M
Diagnosis Procedure	779	P0444 EVAP CANISTER PURGE VOLUME		
Component Inspection	782	CONTROL SOLENOID VALVE	829	
P0139, P0159 HO2S2	785	DTC Logic	829	N
DTC Logic	785	Diagnosis Procedure	829	
Component Function Check	786	Component Inspection	830	
Diagnosis Procedure	787	P0500 VSS	832	O
Component Inspection	788	Description	832	
P0171, P0174 FUEL INJECTION SYSTEM		DTC Logic	832	
FUNCTION	791	Component Function Check	833	P
DTC Logic	791	Diagnosis Procedure	833	
Diagnosis Procedure	792	P0524 ENGINE OIL PRESSURE	834	
P0172, P0175 FUEL INJECTION SYSTEM		DTC Logic	834	
FUNCTION	795	Diagnosis Procedure	835	
DTC Logic	795	Component Inspection	836	
Diagnosis Procedure	796	P0550 PSP SENSOR	837	
		DTC Logic	837	

Diagnosis Procedure	837	Diagnosis Procedure	864
Component Inspection	838		
P0603 ECM POWER SUPPLY	839	P1212 TCS COMMUNICATION LINE	865
Description	839	Description	865
DTC Logic	839	DTC Logic	865
Diagnosis Procedure	839	Diagnosis Procedure	865
P0605 ECM	841	P1217 ENGINE OVER TEMPERATURE	866
DTC Logic	841	DTC Logic	866
Diagnosis Procedure	841	Component Function Check	866
P0607 ECM	843	Diagnosis Procedure	867
DTC Logic	843	P1225, P1234 TP SENSOR	870
Diagnosis Procedure	843	DTC Logic	870
P0643 SENSOR POWER SUPPLY	844	Diagnosis Procedure	870
DTC Logic	844	Special Repair Requirement	871
Diagnosis Procedure	844	P1226, P1235 TP SENSOR	872
P0850 PNP SWITCH	846	DTC Logic	872
Description	846	Diagnosis Procedure	872
DTC Logic	846	Special Repair Requirement	873
Component Function Check	847	P1233, P2101 ELECTRIC THROTTLE CON-	
Diagnosis Procedure	847	TROL FUNCTION	874
P100A, P100B VVEL SYSTEM	849	DTC Logic	874
DTC Logic	849	Diagnosis Procedure	874
Diagnosis Procedure	849	Component Inspection	877
Component Inspection (VVEL ACTUATOR MO-		Special Repair Requirement	877
TOR)	851	P1236, P2118 THROTTLE CONTROL MO-	
Component Inspection (VVEL ACTUATOR SUB		TOR	878
ASSEMBLY)	851	DTC Logic	878
Special Repair Requirement	852	Diagnosis Procedure	878
P1087, P1088 VVEL SYSTEM	853	Component Inspection	879
DTC Logic	853	Special Repair Requirement	879
P1089, P1092 VVEL CONTROL SHAFT PO-		P1238, P2119 ELECTRIC THROTTLE CON-	
SITION SENSOR	854	TROL ACTUATOR	881
DTC Logic	854	DTC Logic	881
Diagnosis Procedure	854	Diagnosis Procedure	881
Special Repair Requirement	856	Special Repair Requirement	882
P1090, P1093 VVEL ACTUATOR MOTOR	857	P1239, P2135 TP SENSOR	883
DTC Logic	857	DTC Logic	883
Diagnosis Procedure	857	Diagnosis Procedure	883
Component Inspection (VVEL ACTUATOR MO-		Component Inspection	884
TOR)	859	Special Repair Requirement	885
Component Inspection (VVEL ACTUATOR SUB		P1290, P2100, P2103 THROTTLE CONTROL	
ASSEMBLY)	859	MOTOR RELAY	886
Special Repair Requirement	860	DTC Logic	886
P1091 VVEL ACTUATOR MOTOR RELAY ...	861	Diagnosis Procedure	886
DTC Logic	861	P1550 BATTERY CURRENT SENSOR	888
Diagnosis Procedure	861	DTC Logic	888
Component Inspection	863	Diagnosis Procedure	888
P1211 TCS CONTROL UNIT	864	Component Inspection	891
Description	864	P1551, P1552 BATTERY CURRENT SEN-	
DTC Logic	864	SOR	892
		DTC Logic	892

Diagnosis Procedure	892	P2127, P2128 APP SENSOR	929	
Component Inspection	895	DTC Logic	929	A
P1553 BATTERY CURRENT SENSOR	896	Diagnosis Procedure	929	
DTC Logic	896	Component Inspection	931	
Diagnosis Procedure	896	Special Repair Requirement	932	EC
Component Inspection	899	P2138 APP SENSOR	933	
P1554 BATTERY CURRENT SENSOR	900	DTC Logic	933	C
DTC Logic	900	Diagnosis Procedure	933	
Component Function Check	900	Component Inspection	935	
Diagnosis Procedure	901	Special Repair Requirement	936	D
Component Inspection	903	P2A00, P2A03 A/F SENSOR 1	937	
P1556, P1557 BATTERY TEMPERATURE		DTC Logic	937	E
SENSOR	904	Diagnosis Procedure	937	
DTC Logic	904	ASC D BRAKE SWITCH	941	
Diagnosis Procedure	904	Component Function Check	941	F
Component Inspection (Battery Temperature		Diagnosis Procedure	941	
Sensor)	906	Component Inspection (ASC D Brake Switch)	942	
P1564 ASC D STEERING SWITCH	907	ASC D INDICATOR	943	
DTC Logic	907	Component Function Check	943	G
Diagnosis Procedure	907	Diagnosis Procedure	943	
Component Inspection	909	COOLING FAN	944	H
P1572 ASC D BRAKE SWITCH	910	Component Function Check	944	
Description	910	Diagnosis Procedure	944	I
DTC Logic	910	Component Inspection (Cooling Fan Motor)	946	
Diagnosis Procedure	911	Component Inspection (Cooling Fan Relay)	947	
Component Inspection (ASC D Brake Switch)	914	ELECTRICAL LOAD SIGNAL	948	J
Component Inspection (Stop Lamp Switch)	914	Description	948	
P1574 ASC D VEHICLE SPEED SENSOR	916	Component Function Check	948	
Description	916	Diagnosis Procedure	948	
DTC Logic	916	FUEL INJECTOR	950	K
Diagnosis Procedure	916	Component Function Check	950	
P1606 VVEL CONTROL MODULE	918	Diagnosis Procedure	950	
DTC Logic	918	Component Inspection	951	L
Diagnosis Procedure	918	FUEL PUMP	952	
P1607 VVEL CONTROL MODULE	919	Component Function Check	952	M
DTC Logic	919	Diagnosis Procedure	952	
Diagnosis Procedure	919	Component Inspection	954	
P1608 VVEL SENSOR POWER SUPPLY	920	IGNITION SIGNAL	955	N
DTC Logic	920	Component Function Check	955	
Diagnosis Procedure	920	Diagnosis Procedure	955	
Special Repair Requirement	921	Component Inspection (Ignition Coil with Power		O
P1805 BRAKE SWITCH	923	Transistor)	958	
DTC Logic	923	Component Inspection (Condenser)	959	
Diagnosis Procedure	923	MALFUNCTION INDICATOR LAMP	960	P
Component Inspection (Stop Lamp Switch)	924	Component Function Check	960	
P2122, P2123 APP SENSOR	926	Diagnosis Procedure	960	
DTC Logic	926	MAP (MANIFOLD ABSOLUTE PRESSURE)		
Diagnosis Procedure	926	SENSOR	961	
Component Inspection	927	Component Function Check	961	
Special Repair Requirement	928	Diagnosis Procedure	961	

Component Inspection	963	PREPARATION	985
REFRIGERANT PRESSURE SENSOR	965	PREPARATION	985
Component Function Check	965	Special Service Tools	985
Diagnosis Procedure	965	Commercial Service Tools	985
SYMPTOM DIAGNOSIS	967	SYSTEM DESCRIPTION	987
ENGINE CONTROL SYSTEM SYMPTOMS ..	967	COMPONENT PARTS	987
Symptom Table	967	ENGINE CONTROL SYSTEM	987
Infiniti Drive Mode Selector	971	ENGINE CONTROL SYSTEM : Component Parts	
Symptom Table	971	Location	987
NORMAL OPERATING CONDITION	972	ENGINE CONTROL SYSTEM : Component De-	
Description	972	scription	990
PERIODIC MAINTENANCE	973	INFINITI DRIVE MODE SELECTOR	991
IDLE SPEED	973	Infiniti Drive Mode Selector : Component Parts Lo-	
Inspection	973	cation	992
IGNITION TIMING	974	Infiniti Drive Mode Selector : Component Descrip-	
Inspection	974	tion	992
EVAP LEAK CHECK	975	Accelerator Pedal Position Sensor	993
Inspection	975	Air Fuel Ratio (A/F) Sensor 1	993
POSITIVE CRANKCASE VENTILATION	976	ASCD Brake Switch	993
Inspection	976	ASCD Steering Switch	993
REMOVAL AND INSTALLATION	977	Battery Current Sensor (With Battery Tempera-	
ECM	977	ture Sensor)	993
Removal and Installation	977	Camshaft Position Sensor	994
VVEL CONTROL MODULE	978	Cooling Fan	995
Removal and Installation	978	Crankshaft Position Sensor	995
SERVICE DATA AND SPECIFICATIONS		ECM	995
(SDS)	979	Electric Throttle Control Actuator	995
SERVICE DATA AND SPECIFICATIONS		Engine Coolant Temperature Sensor	996
(SDS)	979	Engine Oil Pressure Sensor	997
Idle Speed	979	Engine Oil Temperature Sensor	997
Ignition Timing	979	EVAP Control System Pressure Sensor	998
Calculated Load Value	979	EVAP Canister Vent Control Valve	998
Mass Air Flow Sensor	979	EVAP Canister Purge Volume Control Solenoid	
VK56VD FOR USA AND CANADA		Valve	998
PRECAUTION	980	Exhaust Valve Timing Control Position Sensor ...	998
PRECAUTIONS	980	Exhaust Valve Timing Control Solenoid Valve	999
Precaution for Supplemental Restraint System		Fuel Injector	999
(SRS) "AIR BAG" and "SEAT BELT PRE-TEN-		Fuel Tank Temperature Sensor	999
SIONER"	980	Heated Oxygen Sensor 2	999
Precaution for Procedure without Cowl Top Cover.	980	High Pressure Fuel Pump	1000
Precautions for Removing Battery Terminal	980	Fuel Pump Control Module	1001
On Board Diagnostic (OBD) System of Engine		Fuel Rail Pressure Sensor	1001
and A/T	981	ICC Brake Switch	1001
General Precautions	982	ICC Steering Switch	1001
		Ignition Coil With Power Transistor	1001
		Information Display	1001
		Intake Valve Timing Control Solenoid Valve	1002
		Knock Sensor	1002
		Low Pressure Fuel Pump	1002
		Malfunction Indicator Lamp (MIL)	1002
		Manifold Absolute Pressure Sensor	1003
		Mass Air Flow Sensor (With Intake Air Tempera-	
		ture Sensor)	1003
		Power Steering Pressure (PSP) Sensor	1003
		Refrigerant Pressure Sensor	1004

Stop Lamp Switch	1004	AIR CONDITIONING CUT CONTROL : System Diagram	1019	A
VVEL Actuator Motor	1004	AIR CONDITIONING CUT CONTROL : System Description	1019	
VVEL Actuator Motor Relay	1004	ALTERNATOR POWER GENERATION VOLT-AGE VARIABLE CONTROL SYSTEM	1020	EC
VVEL Control Module	1004	ALTERNATOR POWER GENERATION VOLT-AGE VARIABLE CONTROL SYSTEM : System Description	1020	C
VVEL Control Shaft Position Sensor	1004	AUTOMATIC SPEED CONTROL DEVICE (ASCD)	1020	D
STRUCTURE AND OPERATION	1005	AUTOMATIC SPEED CONTROL DEVICE (AS-CD) : System Diagram	1021	E
Positive Crankcase Ventilation	1005	AUTOMATIC SPEED CONTROL DEVICE (AS-CD) : System Description	1021	
On Board Refueling Vapor Recovery (ORVR)	1006	CAN COMMUNICATION	1021	F
SYSTEM	1007	CAN COMMUNICATION : System Description ..	1021	G
ENGINE CONTROL SYSTEM	1007	FUEL FILLER CAP WARNING SYSTEM	1021	H
ENGINE CONTROL SYSTEM : System Diagram	1007	FUEL FILLER CAP WARNING SYSTEM : System Diagram	1022	I
ENGINE CONTROL SYSTEM : System Description	1008	FUEL FILLER CAP WARNING SYSTEM : System Description	1022	J
DIRECT INJECTION GASOLINE SYSTEM	1008	INFINITI DRIVE MODE SELECTOR	1023	K
DIRECT INJECTION GASOLINE SYSTEM : System Diagram	1008	Infiniti Drive Mode Selector : System Description	1023	L
DIRECT INJECTION GASOLINE SYSTEM : System Description	1008	OPERATION	1026	M
FUEL PRESSURE CONTROL	1011	AUTOMATIC SPEED CONTROL DEVICE (ASCD)	1026	N
FUEL PRESSURE CONTROL : System Diagram	1011	AUTOMATIC SPEED CONTROL DEVICE (AS-CD) : Switch Name and Function	1026	O
FUEL PRESSURE CONTROL : System Description	1011	HANDLING PRECAUTION	1028	P
COOLING FAN CONTROL	1012	Infiniti Drive Mode Selector	1028	
COOLING FAN CONTROL : System Diagram ..	1013	ON BOARD DIAGNOSTIC (OBD) SYSTEM ..	1029	
COOLING FAN CONTROL : System Description	1013	Diagnosis Description	1029	
ELECTRIC IGNITION SYSTEM	1013	GST (Generic Scan Tool)	1029	
ELECTRIC IGNITION SYSTEM : System Diagram	1014	DIAGNOSIS SYSTEM (ECM)	1030	
ELECTRIC IGNITION SYSTEM : System Description	1014	DIAGNOSIS DESCRIPTION	1030	
INTAKE VALVE TIMING CONTROL	1015	DIAGNOSIS DESCRIPTION : 1st Trip Detection Logic and Two Trip Detection Logic	1030	
INTAKE VALVE TIMING CONTROL : System Diagram	1015	DIAGNOSIS DESCRIPTION : DTC and Freeze Frame Data	1030	
INTAKE VALVE TIMING CONTROL : System Description	1015	DIAGNOSIS DESCRIPTION : Counter System ..	1031	
EXHAUST VALVE TIMING CONTROL	1015	DIAGNOSIS DESCRIPTION : Driving Pattern ..	1034	
EXHAUST VALVE TIMING CONTROL : System Diagram	1016	DIAGNOSIS DESCRIPTION : System Readiness Test (SRT) Code	1035	
EXHAUST VALVE TIMING CONTROL : System Description	1016	DIAGNOSIS DESCRIPTION : Permanent Diagnostic Trouble Code (Permanent DTC)	1036	
VVEL SYSTEM	1016	DIAGNOSIS DESCRIPTION : Malfunction Indicator Lamp (MIL)	1037	
VVEL SYSTEM : System Diagram	1017	On Board Diagnosis Function	1037	
VVEL SYSTEM : System Description	1017	CONSULT Function	1040	
EVAPORATIVE EMISSION SYSTEM	1018	ECU DIAGNOSIS INFORMATION	1051	
EVAPORATIVE EMISSION SYSTEM : System Diagram	1018			
EVAPORATIVE EMISSION SYSTEM : System Description	1018			
AIR CONDITIONING CUT CONTROL	1019			

ECM	1051	FUEL PRESSURE	1149
Reference Value	1051	Work Procedure	1149
Fail-safe	1074	HOW TO SET SRT CODE	1152
DTC Inspection Priority Chart	1077	Description	1152
DTC Index	1079	SRT Set Driving Pattern	1153
Test Value and Test Limit	1086	Work Procedure	1155
VVEL CONTROL MODULE	1094	HOW TO ERASE PERMANENT DTC	1158
Reference Value	1094	Description	1158
WIRING DIAGRAM	1098	Work Procedure (Group A)	1159
ENGINE CONTROL SYSTEM	1098	Work Procedure (Group B)	1161
Wiring Diagram	1098	DTC/CIRCUIT DIAGNOSIS	1164
BASIC INSPECTION	1129	TROUBLE DIAGNOSIS - SPECIFICATION	
DIAGNOSIS AND REPAIR WORKFLOW	1129	VALUE	1164
Work Flow	1129	Description	1164
Diagnostic Work Sheet	1132	Component Function Check	1164
BASIC INSPECTION	1134	Diagnosis Procedure	1165
Work Procedure	1134	POWER SUPPLY AND GROUND CIRCUIT	1171
ADDITIONAL SERVICE WHEN REPLACING		Diagnosis Procedure	1171
ECM	1138	U0101 CAN COMM CIRCUIT	1174
Description	1138	DTC Logic	1174
Work Procedure	1138	Diagnosis Procedure	1174
ADDITIONAL SERVICE WHEN REPLACING		U0113, U1003 CAN COMM CIRCUIT	1175
VVEL CONTROL MODULE	1140	DTC Logic	1175
Description	1140	Diagnosis Procedure	1175
Work Procedure	1140	U1001 CAN COMM CIRCUIT	1177
VIN REGISTRATION	1141	DTC Logic	1177
Description	1141	Diagnosis Procedure	1177
Work Procedure	1141	U1024 CAN COMM CIRCUIT	1178
ACCELERATOR PEDAL RELEASED POSI-		DTC Logic	1178
TION LEARNING	1142	Diagnosis Procedure	1178
Description	1142	P0011, P0021 IVT CONTROL	1180
Work Procedure	1142	DTC Logic	1180
THROTTLE VALVE CLOSED POSITION		Diagnosis Procedure	1181
LEARNING	1143	Component Inspection (Intake Valve Timing Con-	
Description	1143	trol Solenoid Valve)	1182
Work Procedure	1143	P0014, P0024 EVT CONTROL	1184
IDLE AIR VOLUME LEARNING	1144	DTC Logic	1184
Description	1144	Diagnosis Procedure	1185
Work Procedure	1144	Component Inspection (Echaust Valve Timing	
VVEL CONTROL SHAFT POSITION SEN-		Control Solenoid Valve)	1186
SOR ADJUSTMENT	1146	P0031, P0032, P0051, P0052 A/F SENSOR 1	
Description	1146	HEATER	1188
Work Procedure	1146	DTC Logic	1188
MIXTURE RATIO SELF-LEARNING VALUE		Diagnosis Procedure	1188
CLEAR	1148	Component Inspection (A/F Sensor 1 Heater)	1189
Description	1148	P0037, P0038, P0057, P0058 HO2S2 HEAT-	
Work Procedure	1148	ER	1191
		DTC Logic	1191
		Diagnosis Procedure	1191

Component Inspection (HO2 Sensor 2 Heater) ..1193		
P0075, P0081 IVT CONTROL SOLENOID VALVE	1194	
DTC Logic	1194	
Diagnosis Procedure	1194	
Component Inspection (Intake Valve Timing Control Solenoid Valve)	1195	
P0078, P0084 EVT CONTROL SOLENOID VALVE	1197	
DTC Logic	1197	
Diagnosis Procedure	1197	
Component Inspection (Echhaust Valve Timing Control Solenoid Valve)	1198	
P0087 FRP CONTROL SYSTEM	1200	
DTC Logic	1200	
Diagnosis Procedure	1201	
Component Inspection (High Pressure Fuel Pump)	1202	
P0088 FRP CONTROL SYSTEM	1204	
DTC Logic	1204	
Diagnosis Procedure	1204	
Component Inspection (High Pressure Fuel Pump)	1205	
P0090 HIGH PRESSURE FUEL PUMP	1207	
DTC Logic	1207	
Diagnosis Procedure	1207	
Component Inspection (High Pressure Fuel Pump)	1208	
P0101, P010B MAF SENSOR	1210	
DTC Logic	1210	
Diagnosis Procedure	1211	
Component Inspection (MAF Sensor)	1212	
P0102, P0103, P010C, P010D MAF SENSOR	1216	
DTC Logic	1216	
Diagnosis Procedure	1217	
Component Inspection (MAF Sensor)	1218	
P010A MANIFOLD ABSOLUTE PRESSURE SENSOR	1222	
DTC Logic	1222	
Diagnosis Procedure	1222	
Component Inspection (MAP Sensor)	1223	
P0111 IAT SENSOR	1225	
DTC Logic	1225	
Component Function Check	1226	
Diagnosis Procedure	1226	
Component Inspection	1226	
P0112, P0113 IAT SENSOR	1227	
DTC Logic	1227	
Diagnosis Procedure	1227	
Component Inspection (Intake Air Temperature Sensor)	1228	
P0116 ECT SENSOR	1229	
DTC Logic	1229	A
Component Function Check	1230	
Diagnosis Procedure	1230	
Component Inspection (Engine Coolant Temperature Sensor)	1230	EC
P0117, P0118 ECT SENSOR	1232	
DTC Logic	1232	C
Diagnosis Procedure	1232	
Component Inspection (Engine Coolant Temperature Sensor)	1233	D
P0122, P0123, P0227, P0228 TP SENSOR ..	1234	
DTC Logic	1234	E
Diagnosis Procedure	1234	
Component Inspection (Throttle Position Sensor)	1235	
P0125 ECT SENSOR	1237	
DTC Logic	1237	F
Diagnosis Procedure	1237	
Component Inspection (Engine Coolant Temperature Sensor)	1238	G
P0127 IAT SENSOR	1239	
DTC Logic	1239	H
Diagnosis Procedure	1239	
Component Inspection (Intake Air Temperature Sensor)	1240	I
P0128 THERMOSTAT FUNCTION	1241	
DTC Logic	1241	J
Diagnosis Procedure	1242	
Component Inspection (Engine Coolant Temperature Sensor)	1242	
P0130, P0150 A/F SENSOR 1	1244	
DTC Logic	1244	K
Component Function Check	1245	
Diagnosis Procedure	1246	L
P0131, P0151 A/F SENSOR 1	1248	
DTC Logic	1248	M
Diagnosis Procedure	1249	
P0132, P0152 A/F SENSOR 1	1251	
DTC Logic	1251	N
Diagnosis Procedure	1252	
P0137, P0157 HO2S2	1254	
DTC Logic	1254	O
Component Function Check	1255	
Diagnosis Procedure	1256	
Component Inspection (HO2 sensor 2)	1257	P
P0138, P0158 HO2S2	1260	
DTC Logic	1260	
Component Function Check	1262	
Diagnosis Procedure	1263	
Component Inspection (HO2 sensor 2)	1265	

P0139, P0159 HO2S2	1268	DTC Logic	1308
DTC Logic	1268	Diagnosis Procedure	1308
Component Function Check	1269	P0222, P0223, P2132, P2133 TP SENSOR ...	1309
Diagnosis Procedure	1270	DTC Logic	1309
Component Inspection (HO2 sensor 2)	1271	Diagnosis Procedure	1309
P014C, P014D, P014E, P014F, P015A, P015B, P015C, P015D A/F SENSOR 1	1274	Component Inspection (Throttle Position Sensor)	1310
DTC Logic	1274	P0300, P0301, P0302, P0303, P0304, P0305, P0306, P0307, P0308 MISFIRE	1312
Diagnosis Procedure	1276	DTC Logic	1312
P0171, P0174 FUEL INJECTION SYSTEM FUNCTION	1280	Diagnosis Procedure	1313
DTC Logic	1280	P0327, P0328, P0332, P0333 KS	1318
Diagnosis Procedure	1281	DTC Logic	1318
P0172, P0175 FUEL INJECTION SYSTEM FUNCTION	1284	Diagnosis Procedure	1318
DTC Logic	1284	Component Inspection (Knock Sensor)	1319
Diagnosis Procedure	1285	P0335 CKP SENSOR	1320
P0181 FTT SENSOR	1288	DTC Logic	1320
DTC Logic	1288	Diagnosis Procedure	1320
Component Function Check	1289	Component Inspection (Crankshaft Position Sen- sor)	1322
Diagnosis Procedure	1290	P0340, P0345 CMP SENSOR	1324
Component Inspection (Fuel Tank Temperature Sensor)	1291	DTC Logic	1324
P0182, P0183 FTT SENSOR	1292	Diagnosis Procedure	1325
DTC Logic	1292	Component Inspection (Camshaft Position Sen- sor)	1327
Diagnosis Procedure	1292	P0420, P0430 THREE WAY CATALYST FUNCTION	1329
Component Inspection (Fuel Tank Temperature Sensor)	1293	DTC Logic	1329
P0190, P0192, P0193 FRP SENSOR	1295	Component Function Check	1330
DTC Logic	1295	Diagnosis Procedure	1331
Diagnosis Procedure	1295	P0441 EVAP CONTROL SYSTEM	1334
Component Inspection (Fuel Rail Pressure Sen- sor)	1297	DTC Logic	1334
P0191 FRP SENSOR	1298	Component Function Check	1335
DTC Logic	1298	Diagnosis Procedure	1336
Diagnosis Procedure	1298	P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE	1339
Component Inspection (Fuel Rail Pressure Sen- sor)	1300	DTC Logic	1339
P0196 EOT SENSOR	1302	Diagnosis Procedure	1340
DTC Logic	1302	Component Inspection (EVAP Canister Purge Volume Control Solenoid Valve)	1342
Component Function Check	1304	P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE	1344
Diagnosis Procedure	1304	DTC Logic	1344
Component Inspection (Engine Oil Temperature Sensor)	1304	Diagnosis Procedure	1344
P0197, P0198 EOT SENSOR	1306	Component Inspection (EVAP Canister Purge Volume Control Solenoid Valve)	1345
DTC Logic	1306	P0447 EVAP CANISTER VENT CONTROL VALVE	1347
Diagnosis Procedure	1306	DTC Logic	1347
Component Inspection (Engine Oil Temperature Sensor)	1307	Diagnosis Procedure	1347
P0201, P0202, P0203, P0204, P0205, P0206, P0207, P0208 INJECTOR	1308	Component Inspection (EVAP Canister Vent Con- trol Valve)	1349

P0448 EVAP CANISTER VENT CONTROL VALVE	1351	P050A, P050B, P050E COLD START CONTROL	1386	A
DTC Logic	1351	Description	1386	
Diagnosis Procedure	1351	DTC Logic	1386	
Component Inspection (EVAP Canister Vent Control Valve)	1353	Diagnosis Procedure	1387	EC
P0451 EVAP CONTROL SYSTEM PRES-SURE SENSOR	1355	P0520 EOP SENSOR	1388	
DTC Logic	1355	DTC Logic	1388	C
Diagnosis Procedure	1356	Diagnosis Procedure	1388	
Component Inspection (EVAP Control System Pressure Sensor)	1358	Component Inspection (EOP sensor)	1390	
P0452 EVAP CONTROL SYSTEM PRES-SURE SENSOR	1359	P0524 ENGINE OIL PRESSURE	1391	D
DTC Logic	1359	DTC Logic	1391	
Diagnosis Procedure	1360	Diagnosis Procedure	1392	
Component Inspection (EVAP Control System Pressure Sensor)	1362	P0550 PSP SENSOR	1394	E
P0453 EVAP CONTROL SYSTEM PRES-SURE SENSOR	1364	DTC Logic	1394	
DTC Logic	1364	Diagnosis Procedure	1394	F
Diagnosis Procedure	1365	Component Inspection (Power Steering Pressure Sensor)	1396	
Component Inspection (EVAP Control System Pressure Sensor)	1368	P0603 ECM POWER SUPPLY	1397	G
P0456 EVAP CONTROL SYSTEM	1370	DTC Logic	1397	
DTC Logic	1370	Diagnosis Procedure	1397	
Diagnosis Procedure	1371	P0605 ECM	1399	H
Component Inspection (Fuel Filler Cap)	1375	DTC Logic	1399	
P0460 FUEL LEVEL SENSOR	1376	Diagnosis Procedure	1399	
DTC Logic	1376	P0607 ECM	1401	I
Diagnosis Procedure	1376	DTC Logic	1401	
P0461 FUEL LEVEL SENSOR	1377	Diagnosis Procedure	1401	J
DTC Logic	1377	P0611 ECM PROTECTION	1402	
Component Function Check	1377	Description	1402	K
Diagnosis Procedure	1378	DTC Logic	1402	
P0462, P0463 FUEL LEVEL SENSOR	1379	Diagnosis Procedure	1402	
DTC Logic	1379	P062B ECM	1403	L
Diagnosis Procedure	1379	Description	1403	
P0500 VSS	1380	DTC Logic	1403	
Description	1380	Diagnosis Procedure	1403	M
DTC Logic	1380	P0643 SENSOR POWER SUPPLY	1404	
Diagnosis Procedure	1380	DTC Logic	1404	
P0506 ISC SYSTEM	1382	Diagnosis Procedure	1404	N
Description	1382	P0850 PNP SWITCH	1406	
DTC Logic	1382	Description	1406	
Diagnosis Procedure	1382	DTC Logic	1406	
P0507 ISC SYSTEM	1384	Component Function Check	1407	O
Description	1384	Diagnosis Procedure	1407	
DTC Logic	1384	P100A, P100B VVEL SYSTEM	1409	P
Diagnosis Procedure	1384	DTC Logic	1409	
		Diagnosis Procedure	1409	
		Component Inspection (VVEL ACTUATOR MOTOR)	1411	
		Component Inspection (VVEL ACTUATOR SUB ASSEMBLY)	1411	

P1078, P1084 EVT CONTROL POSITION SENSOR	1413	Diagnosis Procedure	1437
DTC Logic	1413	P1233, P2101 ELECTRIC THROTTLE CONTROL FUNCTION	1438
Diagnosis Procedure	1413	DTC Logic	1438
Component Inspection (Exhaust Valve Timing Control Position Sensor)	1415	Diagnosis Procedure	1438
P1087, P1088 VVEL SYSTEM	1416	Component Inspection (Electric Throttle Control Motor)	1440
DTC Logic	1416	P1236, P2118 THROTTLE CONTROL MOTOR	1442
Diagnosis Procedure	1416	DTC Logic	1442
P1089, P1092 VVEL CONTROL SHAFT POSITION SENSOR	1417	Diagnosis Procedure	1442
DTC Logic	1417	Component Inspection (Electric Throttle Control Motor)	1443
Diagnosis Procedure	1417	P1238, P2119 ELECTRIC THROTTLE CONTROL ACTUATOR	1444
P1090, P1093 VVEL ACTUATOR MOTOR	1420	DTC Logic	1444
DTC Logic	1420	Diagnosis Procedure	1444
Diagnosis Procedure	1420	P1239, P2135 TP SENSOR	1446
Component Inspection (VVEL ACTUATOR MOTOR)	1422	DTC Logic	1446
Component Inspection (VVEL ACTUATOR SUB ASSEMBLY)	1422	Diagnosis Procedure	1446
P1091 VVEL ACTUATOR MOTOR RELAY ...	1423	Component Inspection (Throttle Position Sensor)	1447
DTC Logic	1423	P1423, P1424 COLD START CONTROL	1449
Diagnosis Procedure	1423	Description	1449
Component Inspection (VVEL Actuator Motor Relay)	1425	DTC Logic	1449
P1148, P1168 CLOSED LOOP CONTROL	1426	Diagnosis Procedure	1449
DTC Logic	1426	P1550 BATTERY CURRENT SENSOR	1451
Diagnosis Procedure	1426	DTC Logic	1451
P1197 OUT OF GAS	1427	Diagnosis Procedure	1451
Description	1427	Component Inspection (Battery Current Sensor)	1453
DTC Logic	1427	P1551, P1552 BATTERY CURRENT SENSOR	1455
Diagnosis Procedure	1428	DTC Logic	1455
P1212 TCS COMMUNICATION LINE	1429	Diagnosis Procedure	1455
Description	1429	Component Inspection (Battery Current Sensor)	1457
DTC Logic	1429	P1553 BATTERY CURRENT SENSOR	1459
Diagnosis Procedure	1429	DTC Logic	1459
P1217 ENGINE OVER TEMPERATURE	1430	Diagnosis Procedure	1459
DTC Logic	1430	Component Inspection (Battery Current Sensor)	1461
Component Function Check	1430	P1554 BATTERY CURRENT SENSOR	1463
Diagnosis Procedure	1431	DTC Logic	1463
P1220 FUEL PUMP CONTROL MODULE (FPCM)	1433	Component Function Check	1463
DTC Logic	1433	Diagnosis Procedure	1464
Diagnosis Procedure	1433	Component Inspection (Battery Current Sensor)	1466
Component Inspection (FPCM)	1435	P1556, P1557 BATTERY TEMPERATURE SENSOR	1467
P1225, P1234 TP SENSOR	1436	DTC Logic	1467
DTC Logic	1436	Diagnosis Procedure	1467
Diagnosis Procedure	1436	Component Inspection (Battery Temperature Sensor)	1469
P1226, P1235 TP SENSOR	1437	P1564 ASCD STEERING SWITCH	1470
DTC Logic	1437		

DTC Logic	1470	P2100, P2103 THROTTLE CONTROL MOTOR RELAY	1504	A
Diagnosis Procedure	1470	DTC Logic	1504	
Component Inspection (ASCD Steering Switch)	1472	Diagnosis Procedure	1504	EC
P1564 ICC STEERING SWITCH	1473	P2122, P2123 APP SENSOR	1506	
DTC Logic	1473	DTC Logic	1506	C
Diagnosis Procedure	1473	Diagnosis Procedure	1506	
Component Inspection (ICC Steering Switch)	1475	Component Inspection (Accelerator Pedal Position Sensor)	1508	
P1568 ICC FUNCTION	1476	P2127, P2128 APP SENSOR	1509	D
DTC Logic	1476	DTC Logic	1509	
Diagnosis Procedure	1476	Diagnosis Procedure	1509	
P1572 ASCD BRAKE SWITCH	1477	Component Inspection (Accelerator Pedal Position Sensor)	1512	E
DTC Logic	1477	P2138 APP SENSOR	1513	
Diagnosis Procedure	1478	DTC Logic	1513	F
Component Inspection (ASCD Brake Switch)	1481	Diagnosis Procedure	1513	
Component Inspection (Stop Lamp Switch)	1481	Component Inspection (Accelerator Pedal Position Sensor)	1516	G
P1572 ICC BRAKE SWITCH	1482	P219A, P219B AIR FUEL RATIO	1518	
DTC Logic	1482	DTC Logic	1518	H
Diagnosis Procedure	1483	Diagnosis Procedure	1519	
Component Inspection (ICC Brake Switch)	1486	ASCD BRAKE SWITCH	1523	
Component Inspection (Stop Lamp Switch)	1486	Component Function Check	1523	I
Component Inspection (ICC Brake Hold Relay)	1487	Diagnosis Procedure	1523	
P1574 ASCD VEHICLE SPEED SENSOR	1488	Component Inspection (ASCD Brake Switch)	1524	J
Description	1488	ASCD INDICATOR	1525	
DTC Logic	1488	Component Function Check	1525	
Diagnosis Procedure	1488	Diagnosis Procedure	1525	K
P1574 ICC VEHICLE SPEED SENSOR	1490	COOLING FAN	1526	
Description	1490	Description	1526	L
DTC Logic	1490	Component Function Check	1526	
Diagnosis Procedure	1490	Diagnosis Procedure	1526	
P1606 VVEL CONTROL MODULE	1492	Component Inspection (Cooling Fan Motor)	1529	M
DTC Logic	1492	Component Inspection (Cooling Fan Relay)	1530	
Diagnosis Procedure	1492	ELECTRICAL LOAD SIGNAL	1531	
P1607 VVEL CONTROL MODULE	1493	Description	1531	N
DTC Logic	1493	Component Function Check	1531	
Diagnosis Procedure	1493	Diagnosis Procedure	1531	
P1608 VVEL SENSOR POWER SUPPLY	1494	FUEL INJECTOR	1533	
DTC Logic	1494	Component Function Check	1533	O
Diagnosis Procedure	1494	Diagnosis Procedure	1533	
P1715 INPUT SPEED SENSOR	1496	Component Inspection	1534	P
Description	1496	HIGH PRESSURE FUEL PUMP	1536	
DTC Logic	1496	Component Function Check	1536	
Diagnosis Procedure	1496	Diagnosis Procedure	1536	
P1805 BRAKE SWITCH	1497	Component Inspection	1537	
DTC Logic	1497	ICC BRAKE SWITCH	1538	
Diagnosis Procedure	1497	Component Function Check	1538	
Component Inspection (Stop Lamp Switch)	1498	Diagnosis Procedure	1538	
P2096, P2097, P2098, P2099 A/F SENSOR 11500				
DTC Logic	1500			
Diagnosis Procedure	1500			

Component Inspection (ICC Brake Switch)	1539	Removal and Installation	1568
Component Inspection (ICC Brake Hold Relay)	1540		
IGNITION SIGNAL	1541	VVEL CONTROL MODULE	1569
Component Function Check	1541	Removal and Installation	1569
Diagnosis Procedure	1541	FUEL PUMP CONTROL MODULE (FPCM)	1570
Component Inspection (Ignition Coil with Power Transistor)	1544	Removal and Installation	1570
Component Inspection (Condenser)	1545		
INFORMATION DISPLAY (ASCD)	1546	SERVICE DATA AND SPECIFICATIONS (SDS)	1571
Component Function Check	1546		
Diagnosis Procedure	1546	SERVICE DATA AND SPECIFICATIONS (SDS)	1571
LOW PRESSURE FUEL PUMP	1547	Idle Speed	1571
Component Function Check	1547	Ignition Timing	1571
Diagnosis Procedure	1547	Calculated Load Value	1571
Component Inspection (Low Pressure Fuel Pump)	1548	Mass Air Flow Sensor	1571
Component Inspection (FPCM)	1549		
MALFUNCTION INDICATOR LAMP	1550	VK56VD FOR MEXICO	
Component Function Check	1550	PRECAUTION	1572
Diagnosis Procedure	1550	PRECAUTIONS	1572
ON BOARD REFUELING VAPOR RECOVERY (ORVR)	1551	Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"	1572
Component Function Check	1551	Precaution for Procedure without Cowl Top Cover	1572
Diagnosis Procedure	1551	Precautions for Removing Battery Terminal	1572
Component Inspection (EVAP Vapor Cut Valve)	1553	On Board Diagnostic (OBD) System of Engine and A/T	1573
REFRIGERANT PRESSURE SENSOR	1555	General Precautions	1574
Component Function Check	1555		
Diagnosis Procedure	1555	PREPARATION	1577
SYMPTOM DIAGNOSIS	1557	PREPARATION	1577
ENGINE CONTROL SYSTEM SYMPTOMS	1557	Special Service Tools	1577
Symptom Table	1557	Commercial Service Tools	1577
Infiniti Drive Mode Selector	1561		
Symptom Table	1561	SYSTEM DESCRIPTION	1579
NORMAL OPERATING CONDITION	1562	COMPONENT PARTS	1579
Description	1562	ENGINE CONTROL SYSTEM	1579
PERIODIC MAINTENANCE	1563	ENGINE CONTROL SYSTEM : Component Parts Location	1579
IDLE SPEED	1563	ENGINE CONTROL SYSTEM : Component Description	1582
Inspection	1563	INFINITI DRIVE MODE SELECTOR	1583
IGNITION TIMING	1564	Infiniti Drive Mode Selector : Component Parts Location	1584
Inspection	1564	Infiniti Drive Mode Selector : Component Description	1584
EVAP LEAK CHECK	1565	Accelerator Pedal Position Sensor	1585
Inspection	1565	Air Fuel Ratio (A/F) Sensor 1	1585
POSITIVE CRANKCASE VENTILATION	1567	Battery Current Sensor (With Battery Temperature Sensor)	1585
Inspection	1567	Camshaft Position Sensor	1586
REMOVAL AND INSTALLATION	1568	Cooling Fan	1586
ECM	1568	Crankshaft Position Sensor	1587
		ECM	1587
		Electric Throttle Control Actuator	1587

Engine Coolant Temperature Sensor	1588	ELECTRIC IGNITION SYSTEM :	
Engine Oil Pressure Sensor	1588	System Diagram	1605
Engine Oil Temperature Sensor	1589	ELECTRIC IGNITION SYSTEM : System De-	
EVAP Canister Purge Volume Control Solenoid		scription	1605
Valve	1589	INTAKE VALVE TIMING CONTROL	1606
Exhaust Valve Timing Control Position Sensor ...	1589	INTAKE VALVE TIMING CONTROL : System Di-	
Exhaust Valve Timing Control Solenoid Valve ...	1590	agram	1606
Fuel Injector	1590	INTAKE VALVE TIMING CONTROL : System De-	
Fuel Tank Temperature Sensor	1590	scription	1606
Heated Oxygen Sensor 2	1590	EXHAUST VALVE TIMING CONTROL	1606
High Pressure Fuel Pump	1591	EXHAUST VALVE TIMING CONTROL : System	
Fuel Pump Control Module	1592	Diagram	1607
Fuel Rail Pressure Sensor	1592	EXHAUST VALVE TIMING CONTROL : System	
ICC Brake Switch	1592	Description	1607
ICC Steering Switch	1592	VVEL SYSTEM	1607
Ignition Coil With Power Transistor	1592	VVEL SYSTEM : System Diagram	1608
Information Display	1592	VVEL SYSTEM : System Description	1608
Intake Valve Timing Control Solenoid Valve ...	1593	EVAPORATIVE EMISSION SYSTEM	1609
Knock Sensor	1593	EVAPORATIVE EMISSION SYSTEM : System	
Low Pressure Fuel Pump	1593	Diagram	1609
Malfunction Indicator Lamp (MIL)	1593	EVAPORATIVE EMISSION SYSTEM : System	
Manifold Absolute Pressure Sensor	1594	Description	1609
Mass Air Flow Sensor (With Intake Air Tempera-		AIR CONDITIONING CUT CONTROL	1610
ture Sensor)	1594	AIR CONDITIONING CUT CONTROL : System	
Power Steering Pressure (PSP) Sensor	1594	Diagram	1610
Refrigerant Pressure Sensor	1595	AIR CONDITIONING CUT CONTROL : System	
Stop Lamp Switch	1595	Description	1610
VVEL Actuator Motor	1595	CAN COMMUNICATION	1611
VVEL Actuator Motor Relay	1595	CAN COMMUNICATION : System Description ...	1611
VVEL Control Module	1595	INFINITI DRIVE MODE SELECTOR	1611
VVEL Control Shaft Position Sensor	1595	Infiniti Drive Mode Selector : System Description	1612
STRUCTURE AND OPERATION	1596	ALTERNATOR POWER GENERATION VOLT-	
Positive Crankcase Ventilation	1596	AGE VARIABLE CONTROL SYSTEM	1614
On Board Refueling Vapor Recovery (ORVR)	1597	ALTERNATOR POWER GENERATION VOLT-	
SYSTEM	1598	AGE VARIABLE CONTROL SYSTEM : System	
ENGINE CONTROL SYSTEM	1598	Description	1614
ENGINE CONTROL SYSTEM : System Diagram	1598	HANDLING PRECAUTION	1615
ENGINE CONTROL SYSTEM : System Descrip-		Infiniti Drive Mode Selector	1615
tion	1599	ON BOARD DIAGNOSTIC (OBD) SYSTEM ..	1616
DIRECT INJECTION GASOLINE SYSTEM	1599	Diagnosis Description	1616
DIRECT INJECTION GASOLINE SYSTEM :		GST (Generic Scan Tool)	1616
System Diagram	1599	DIAGNOSIS SYSTEM (ECM)	1617
DIRECT INJECTION GASOLINE SYSTEM : Sys-		DIAGNOSIS DESCRIPTION	1617
tem Description	1599	DIAGNOSIS DESCRIPTION : 1st Trip Detection	
FUEL PRESSURE CONTROL	1602	Logic and Two Trip Detection Logic	1617
FUEL PRESSURE CONTROL : System Diagram		DIAGNOSIS DESCRIPTION : DTC and Freeze	
	1602	Frame Data	1617
FUEL PRESSURE CONTROL : System Descrip-		DIAGNOSIS DESCRIPTION : Counter System ..	1618
tion	1602	DIAGNOSIS DESCRIPTION : Driving Pattern	1623
COOLING FAN CONTROL	1603		
COOLING FAN CONTROL : System Diagram ...	1604		
COOLING FAN CONTROL : System Description	1604		
ELECTRIC IGNITION SYSTEM	1604		

DIAGNOSIS DESCRIPTION : System Readiness Test (SRT) Code	1623	VVEL CONTROL SHAFT POSITION SEN- SOR ADJUSTMENT	1728
DIAGNOSIS DESCRIPTION : Malfunction Indica- tor Lamp (MIL)	1625	Description	1728
On Board Diagnosis Function	1625	Work Procedure	1728
CONSULT Function	1628	MIXTURE RATIO SELF-LEARNING VALUE CLEAR	1730
ECU DIAGNOSIS INFORMATION	1637	Description	1730
ECM	1637	Work Procedure	1730
Reference Value	1637	FUEL PRESSURE	1731
Fail-safe	1659	Work Procedure	1731
DTC Inspection Priority Chart	1661	HOW TO SET SRT CODE	1734
DTC Index	1663	Description	1734
Test Value and Test Limit	1668	SRT Set Driving Pattern	1735
VVEL CONTROL MODULE	1677	Work Procedure	1737
Reference Value	1677	DTC/CIRCUIT DIAGNOSIS	1739
WIRING DIAGRAM	1681	TROUBLE DIAGNOSIS - SPECIFICATION VALUE	1739
ENGINE CONTROL SYSTEM	1681	Description	1739
Wiring Diagram	1681	Component Function Check	1739
BASIC INSPECTION	1712	Diagnosis Procedure	1740
DIAGNOSIS AND REPAIR WORKFLOW	1712	POWER SUPPLY AND GROUND CIRCUIT ..	1746
Work Flow	1712	Diagnosis Procedure	1746
Diagnostic Work Sheet	1714	U0101 CAN COMM CIRCUIT	1749
BASIC INSPECTION	1716	DTC Logic	1749
Work Procedure	1716	Diagnosis Procedure	1749
ADDITIONAL SERVICE WHEN REPLACING ECM	1720	U0113, U1003 CAN COMM CIRCUIT	1750
Description	1720	DTC Logic	1750
Work Procedure	1720	Diagnosis Procedure	1750
ADDITIONAL SERVICE WHEN REPLACING VVEL CONTROL MODULE	1722	U1001 CAN COMM CIRCUIT	1752
Description	1722	DTC Logic	1752
Work Procedure	1722	Diagnosis Procedure	1752
VIN REGISTRATION	1723	U1024 CAN COMM CIRCUIT	1753
Description	1723	DTC Logic	1753
Work Procedure	1723	Diagnosis Procedure	1753
ACCELERATOR PEDAL RELEASED POSI- TION LEARNING	1724	P0011, P0021 IVT CONTROL	1755
Description	1724	DTC Logic	1755
Work Procedure	1724	Diagnosis Procedure	1756
THROTTLE VALVE CLOSED POSITION LEARNING	1725	Component Inspection (Intake Valve Timing Con- trol Solenoid Valve)	1757
Description	1725	P0014, P0024 EVT CONTROL	1759
Work Procedure	1725	DTC Logic	1759
IDLE AIR VOLUME LEARNING	1726	Diagnosis Procedure	1760
Description	1726	Component Inspection (Echhaust Valve Timing Control Solenoid Valve)	1761
Work Procedure	1726	P0031, P0032, P0051, P0052 A/F SENSOR 1 HEATER	1763
		DTC Logic	1763
		Diagnosis Procedure	1763

Component Inspection (Engine Oil Temperature Sensor)	1848	DTC Logic	1881
		Diagnosis Procedure	1881
P0201, P0202, P0203, P0204, P0205, P0206, P0207, P0208 INJECTOR	1849	P0520 EOP SENSOR	1883
DTC Logic	1849	DTC Logic	1883
Diagnosis Procedure	1849	Diagnosis Procedure	1883
		Component Inspection (EOP sensor)	1885
P0222, P0223, P2132, P2133 TP SENSOR	1850	P0524 ENGINE OIL PRESSURE	1886
DTC Logic	1850	DTC Logic	1886
Diagnosis Procedure	1850	Diagnosis Procedure	1887
Component Inspection (Throttle Position Sensor).....	1851		
P0300, P0301, P0302, P0303, P0304, P0305, P0306, P0307, P0308 MISFIRE	1853	P0550 PSP SENSOR	1889
DTC Logic	1853	DTC Logic	1889
Diagnosis Procedure	1854	Diagnosis Procedure	1889
		Component Inspection (Power Steering Pressure Sensor)	1891
P0327, P0328, P0332, P0333 KS	1859	P0603 ECM POWER SUPPLY	1892
DTC Logic	1859	DTC Logic	1892
Diagnosis Procedure	1859	Diagnosis Procedure	1892
Component Inspection (Knock Sensor)	1860		
P0335 CKP SENSOR	1861	P0605 ECM	1894
DTC Logic	1861	DTC Logic	1894
Diagnosis Procedure	1861	Diagnosis Procedure	1894
Component Inspection (Crankshaft Position Sensor)	1863	P0607 ECM	1896
		DTC Logic	1896
P0340, P0345 CMP SENSOR	1865	Diagnosis Procedure	1896
DTC Logic	1865		
Diagnosis Procedure	1866	P0611 ECM PROTECTION	1897
Component Inspection (Camshaft Position Sensor)	1868	Description	1897
		DTC Logic	1897
P0420, P0430 THREE WAY CATALYST FUNCTION	1869	Diagnosis Procedure	1897
DTC Logic	1869		
Component Function Check	1870	P062B ECM	1898
Diagnosis Procedure	1871	Description	1898
		DTC Logic	1898
P0444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE	1874	Diagnosis Procedure	1898
DTC Logic	1874		
Diagnosis Procedure	1874	P0643 SENSOR POWER SUPPLY	1899
Component Inspection (EVAP Canister Purge Volume Control Solenoid Valve)	1875	DTC Logic	1899
		Diagnosis Procedure	1899
P0500 VSS	1877	P0850 PNP SWITCH	1901
Description	1877	Description	1901
DTC Logic	1877	DTC Logic	1901
Component Function Check	1878	Component Function Check	1902
Diagnosis Procedure	1878	Diagnosis Procedure	1902
P0506 ISC SYSTEM	1879	P100A, P100B VVEL SYSTEM	1904
Description	1879	DTC Logic	1904
DTC Logic	1879	Diagnosis Procedure	1904
Diagnosis Procedure	1879	Component Inspection (VVEL ACTUATOR MOTOR)	1906
		Component Inspection (VVEL ACTUATOR SUB ASSEMBLY)	1906
P0507 ISC SYSTEM	1881	P1078, P1084 EVT CONTROL POSITION SENSOR	1908
Description	1881	DTC Logic	1908
		Diagnosis Procedure	1908

Component Inspection (Exhaust Valve Timing Control Position Sensor)	1910	
P1087, P1088 VVEL SYSTEM	1911	
DTC Logic	1911	
Diagnosis Procedure	1911	
P1089, P1092 VVEL CONTROL SHAFT POSITION SENSOR	1912	
DTC Logic	1912	
Diagnosis Procedure	1912	
P1090, P1093 VVEL ACTUATOR MOTOR ...	1915	
DTC Logic	1915	
Diagnosis Procedure	1915	
Component Inspection (VVEL ACTUATOR MOTOR)	1917	
Component Inspection (VVEL ACTUATOR SUB ASSEMBLY)	1917	
P1091 VVEL ACTUATOR MOTOR RELAY ..	1918	
DTC Logic	1918	
Diagnosis Procedure	1918	
Component Inspection (VVEL Actuator Motor Relay)	1920	
P1197 OUT OF GAS	1921	
Description	1921	
DTC Logic	1921	
Diagnosis Procedure	1922	
P1212 TCS COMMUNICATION LINE	1923	
Description	1923	
DTC Logic	1923	
Diagnosis Procedure	1923	
P1217 ENGINE OVER TEMPERATURE	1924	
DTC Logic	1924	
Component Function Check	1924	
Diagnosis Procedure	1925	
P1220 FUEL PUMP CONTROL MODULE (FPCM)	1927	
DTC Logic	1927	
Diagnosis Procedure	1927	
Component Inspection (FPCM)	1929	
P1225, P1234 TP SENSOR	1930	
DTC Logic	1930	
Diagnosis Procedure	1930	
P1226, P1235 TP SENSOR	1931	
DTC Logic	1931	
Diagnosis Procedure	1931	
P1233, P2101 ELECTRIC THROTTLE CONTROL FUNCTION	1932	
DTC Logic	1932	
Diagnosis Procedure	1932	
Component Inspection (Electric Throttle Control Motor)	1934	
P1236, P2118 THROTTLE CONTROL MOTOR	1936	A
DTC Logic	1936	
Diagnosis Procedure	1936	
Component Inspection (Electric Throttle Control Motor)	1937	EC
P1238, P2119 ELECTRIC THROTTLE CONTROL ACTUATOR	1938	C
DTC Logic	1938	
Diagnosis Procedure	1938	
P1239, P2135 TP SENSOR	1940	D
DTC Logic	1940	
Diagnosis Procedure	1940	
Component Inspection (Throttle Position Sensor)	1941	E
P1550 BATTERY CURRENT SENSOR	1943	F
DTC Logic	1943	
Diagnosis Procedure	1943	
Component Inspection (Battery Current Sensor)	1945	
P1551, P1552 BATTERY CURRENT SENSOR	1946	G
DTC Logic	1946	
Diagnosis Procedure	1946	
Component Inspection (Battery Current Sensor)	1948	H
P1553 BATTERY CURRENT SENSOR	1949	I
DTC Logic	1949	
Diagnosis Procedure	1949	
Component Inspection (Battery Current Sensor)	1951	J
P1554 BATTERY CURRENT SENSOR	1952	K
DTC Logic	1952	
Component Function Check	1952	
Diagnosis Procedure	1953	
Component Inspection (Battery Current Sensor)	1954	
P1556, P1557 BATTERY TEMPERATURE SENSOR	1956	L
DTC Logic	1956	
Diagnosis Procedure	1956	M
Component Inspection (Battery Temperature Sensor)	1958	
P1564 ICC STEERING SWITCH	1959	N
DTC Logic	1959	
Diagnosis Procedure	1959	
Component Inspection (ICC Steering Switch)	1961	O
P1568 ICC FUNCTION	1962	P
DTC Logic	1962	
Diagnosis Procedure	1962	
P1572 ICC BRAKE SWITCH	1963	
DTC Logic	1963	
Diagnosis Procedure	1964	
Component Inspection (ICC Brake Switch)	1967	
Component Inspection (Stop Lamp Switch)	1967	
Component Inspection (ICC Brake Hold Relay)	1968	

P1574 ICC VEHICLE SPEED SENSOR	1969	FUEL INJECTOR	1999
Description	1969	Component Function Check	1999
DTC Logic	1969	Diagnosis Procedure	1999
Diagnosis Procedure	1969	Component Inspection	2000
P1606 VVEL CONTROL MODULE	1971	HIGH PRESSURE FUEL PUMP	2002
DTC Logic	1971	Component Function Check	2002
Diagnosis Procedure	1971	Diagnosis Procedure	2002
P1607 VVEL CONTROL MODULE	1972	Component Inspection	2003
DTC Logic	1972	ICC BRAKE SWITCH	2004
Diagnosis Procedure	1972	Component Function Check	2004
P1608 VVEL SENSOR POWER SUPPLY	1973	Diagnosis Procedure	2004
DTC Logic	1973	Component Inspection (ICC Brake Switch)	2005
Diagnosis Procedure	1973	Component Inspection (ICC Brake Hold Relay)	2006
P1715 INPUT SPEED SENSOR	1975	IGNITION SIGNAL	2007
Description	1975	Component Function Check	2007
DTC Logic	1975	Diagnosis Procedure	2007
Diagnosis Procedure	1975	Component Inspection (Ignition Coil with Power Transistor)	2010
P1805 BRAKE SWITCH	1976	Component Inspection (Condenser)	2011
DTC Logic	1976	LOW PRESSURE FUEL PUMP	2012
Diagnosis Procedure	1976	Component Function Check	2012
Component Inspection (Stop Lamp Switch)	1977	Diagnosis Procedure	2012
P2100, P2103 THROTTLE CONTROL MO- TOR RELAY	1979	Component Inspection (Low Pressure Fuel Pump)	2013
DTC Logic	1979	Component Inspection (FPCM)	2014
Diagnosis Procedure	1979	MALFUNCTION INDICATOR LAMP	2015
P2122, P2123 APP SENSOR	1981	Component Function Check	2015
DTC Logic	1981	Diagnosis Procedure	2015
Diagnosis Procedure	1981	REFRIGERANT PRESSURE SENSOR	2016
Component Inspection (Accelerator Pedal Posi- tion Sensor)	1983	Component Function Check	2016
P2127, P2128 APP SENSOR	1984	Diagnosis Procedure	2016
DTC Logic	1984	SYMPTOM DIAGNOSIS	2018
Diagnosis Procedure	1984	ENGINE CONTROL SYSTEM SYMPTOMS	2018
Component Inspection (Accelerator Pedal Posi- tion Sensor)	1986	Symptom Table	2018
P2138 APP SENSOR	1988	Infiniti Drive Mode Selector	2022
DTC Logic	1988	Symptom Table	2022
Diagnosis Procedure	1988	NORMAL OPERATING CONDITION	2023
Component Inspection (Accelerator Pedal Posi- tion Sensor)	1991	Description	2023
COOLING FAN	1992	PERIODIC MAINTENANCE	2024
Description	1992	IDLE SPEED	2024
Component Function Check	1992	Inspection	2024
Diagnosis Procedure	1992	IGNITION TIMING	2025
Component Inspection (Cooling Fan Motor)	1995	Inspection	2025
Component Inspection (Cooling Fan Relay)	1996	EVAPORATIVE EMISSION SYSTEM	2026
ELECTRICAL LOAD SIGNAL	1997	Inspection	2026
Description	1997	POSITIVE CRANKCASE VENTILATION	2027
Component Function Check	1997	Inspection	2027
Diagnosis Procedure	1997		

REMOVAL AND INSTALLATION	2028
ECM	2028
Removal and Installation	2028
VVEL CONTROL MODULE	2029
Removal and Installation	2029
FUEL PUMP CONTROL MODULE (FPCM) ..	2030
Removal and Installation	2030

SERVICE DATA AND SPECIFICATIONS (SDS)	2031
SERVICE DATA AND SPECIFICATIONS (SDS)	2031
Idle Speed	2031
Ignition Timing	2031
Calculated Load Value	2031
Mass Air Flow Sensor	2031

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< PRECAUTION >

PRECAUTION

PRECAUTIONS

Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

INFOID:000000012356182

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:

Always observe the following items for preventing accidental activation.

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision that 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 "SRS AIR BAG".
- Never 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:

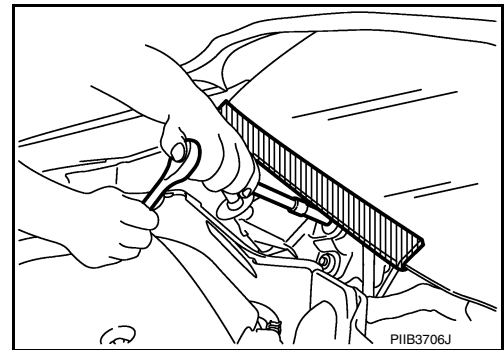
Always observe the following items for preventing accidental activation.

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, never 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:000000012356183

When performing the procedure after removing cowl top cover, cover the lower end of windshield with urethane, etc to prevent damage to windshield.



Precautions for Removing Battery Terminal

INFOID:000000013051531

When disconnecting the battery terminal, pay attention to the following.

- Always use a 12V battery as power source.
- Never disconnect battery terminal while engine is running.

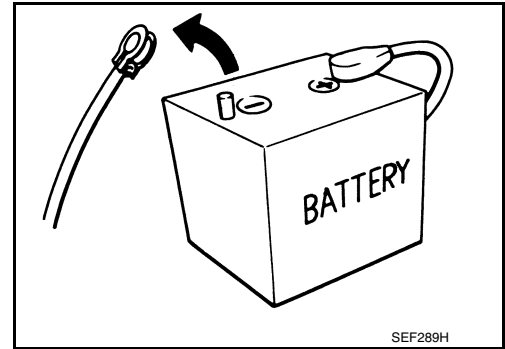
PRECAUTIONS

[VQ37VHR FOR USA AND CANADA]

< PRECAUTION >

- When removing the 12V battery terminal, turn OFF the ignition switch and wait at least 30 seconds.
- For vehicles with the engine listed below, remove the battery terminal after a lapse of the specified time:

D4D engine	: 20 minutes	YS23DDT	: 4 minutes
HRA2DDT	: 12 minutes	YS23DDTT	: 4 minutes
K9K engine	: 4 minutes	ZD30DDTi	: 60 seconds
M9R engine	: 4 minutes	ZD30DDTT	: 60 seconds
R9M engine	: 4 minutes		
V9X engine	: 4 minutes		
YD25DDTi	: 2 minutes		



NOTE:

ECU may be active for several tens of seconds after the ignition switch is turned OFF. If the battery terminal is removed before ECU stops, then a DTC detection error or ECU data corruption may occur.

- After high-load driving, if the vehicle is equipped with the V9X engine, turn the ignition switch OFF and wait for at least 15 minutes to remove the battery terminal.

NOTE:

- Turbocharger cooling pump may operate in a few minutes after the ignition switch is turned OFF.
- Example of high-load driving
 - Driving for 30 minutes or more at 140 km/h (86 MPH) or more.
 - Driving for 30 minutes or more on a steep slope.
- For vehicles with the 2-batteries, be sure to connect the main battery and the sub battery before turning ON the ignition switch.

NOTE:

If the ignition switch is turned ON with any one of the terminals of main battery and sub battery disconnected, then DTC may be detected.

- After installing the 12V battery, always check "Self Diagnosis Result" of all ECUs and erase DTC.

NOTE:

The removal of 12V battery may cause a DTC detection error.

On Board Diagnostic (OBD) System of Engine and A/T

INFOID:0000000012356185

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-6, "Harness Connector"](#).**
- **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.**

PRECAUTIONS

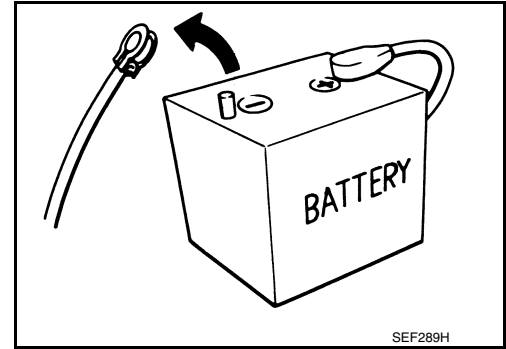
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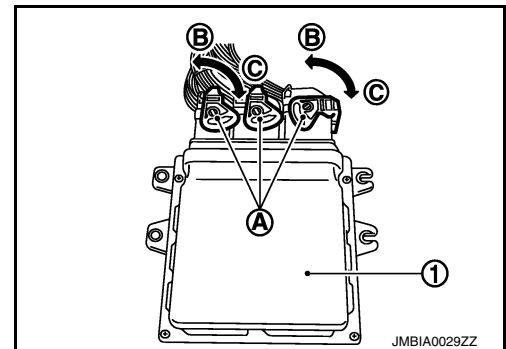
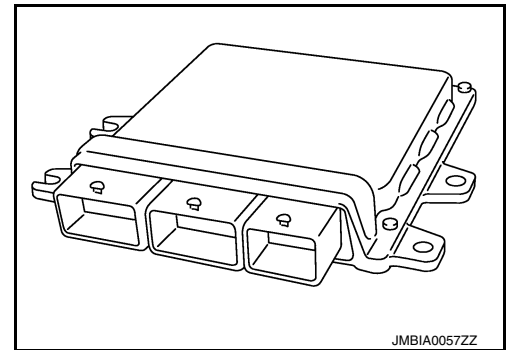
General Precautions

INFOID:000000012356186

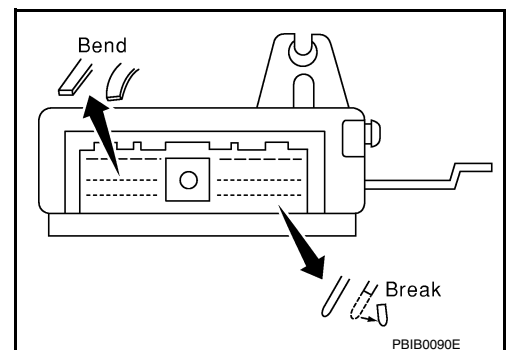
- Always use a 12 volt battery as power source.
- Never attempt to disconnect battery cables while engine is running.
- Before connecting or disconnecting the ECM harness connector, turn ignition switch OFF and disconnect negative battery cable. Failure to do so may damage the ECM because battery voltage is applied to ECM even if ignition switch is turned OFF.
- Before removing parts, turn ignition switch OFF and then disconnect negative battery cable.



- 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 cleared 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
- 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.

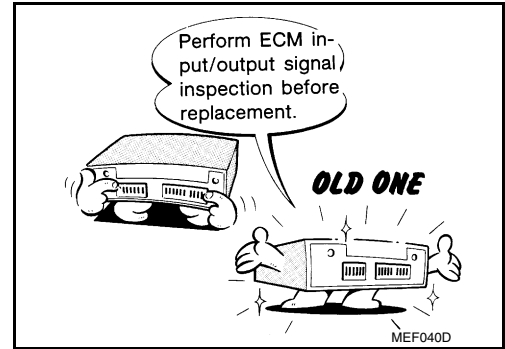


PRECAUTIONS

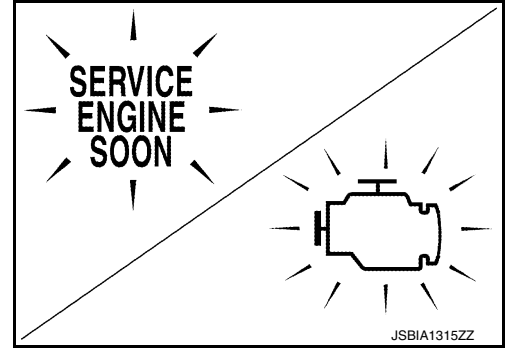
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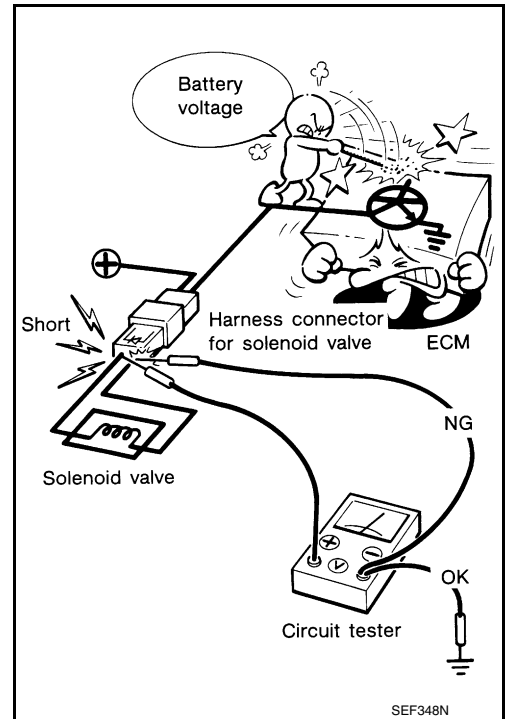
- Before replacing ECM, perform ECM Terminals and Reference Value inspection and make sure ECM functions properly. Refer to [EC-96, "Reference Value"](#).
- Handle mass air flow sensor carefully to avoid damage.
- Never clean mass air flow sensor with any type of detergent.
- Never disassemble electric 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.

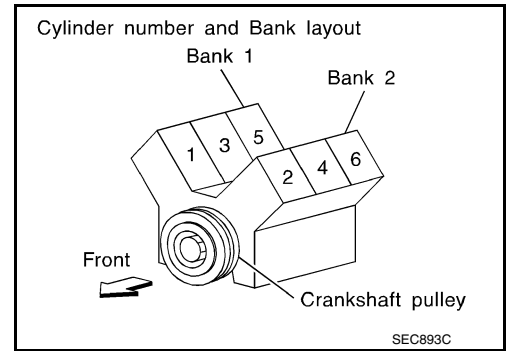


PRECAUTIONS

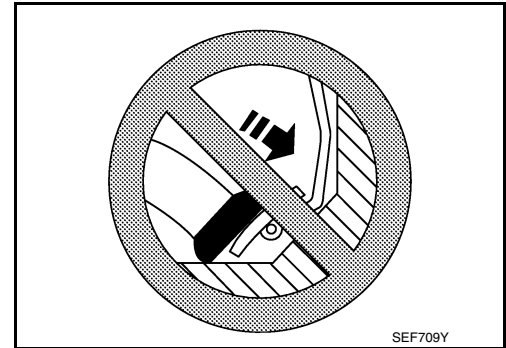
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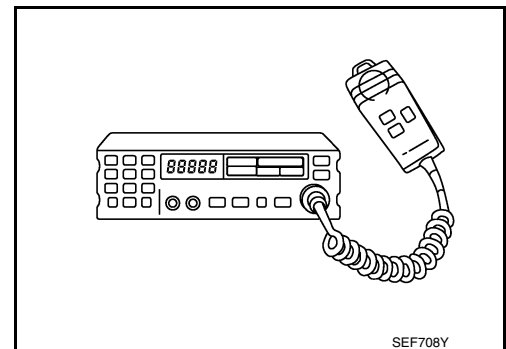
- B1 indicates bank 1, B2 indicates bank 2 as shown in the figure.
- Never operate fuel pump when there is no fuel in lines.
- Tighten fuel hose clamps to the specified torque.



- 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 >

[VQ37VHR FOR USA AND CANADA]

PREPARATION

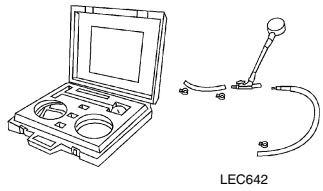
PREPARATION

Special Service Tools

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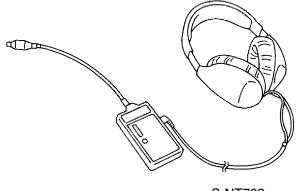
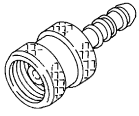
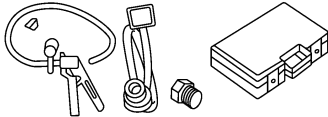
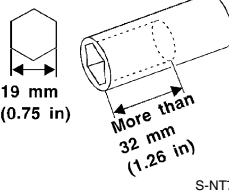
NOTE:

The actual shapes of TechMate tools may differ from those of special service tools illustrated here.

Tool number (TechMate No.) Tool name	Description
(J-44321) Fuel pressure gauge kit  LEC642	Checks fuel pressure

Commercial Service Tools

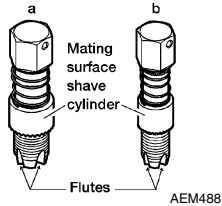

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Tool name (TechMate No.)	Description
Leak detector i.e.: (J-41416)  S-NT703	Locates the EVAP leak
EVAP service port adapter i.e.: (J-41413-OB)  S-NT704	Applies positive pressure through EVAP service port
Fuel filler cap adapter i.e.: (J-42909)  ALBIA1353ZZ	Checks fuel tank vacuum relief valve opening pressure
Socket wrench  S-NT705	Removes and installs engine coolant temperature sensor

PREPARATION

< PREPARATION >

[VQ37VHR FOR USA AND CANADA]

Tool name (TechMate No.)	Description
<p>Oxygen sensor thread cleaner i.e.: (J-43897-18) (J-43897-12)</p> 	<p>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 Titanium Oxygen Sensor</p>
<p>Anti-seize lubricant i.e.: (Permatex™ 133AR or equivalent meeting MIL specification MIL-A-907)</p> 	<p>Lubricates oxygen sensor thread cleaning tool when reconditioning exhaust system threads.</p>

COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VQ37VHR FOR USA AND CANADA]

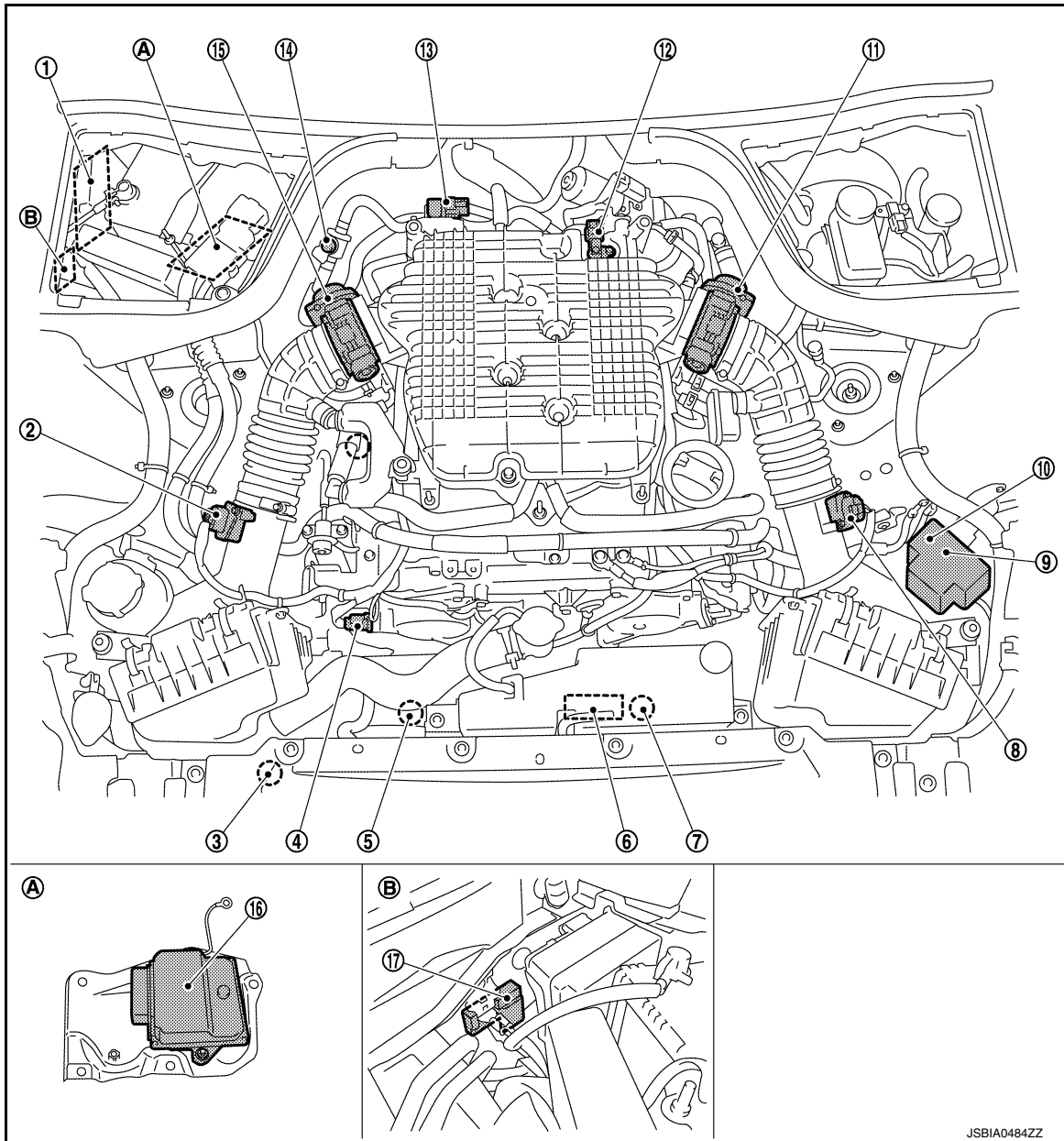
SYSTEM DESCRIPTION

COMPONENT PARTS

ENGINE CONTROL SYSTEM

ENGINE CONTROL SYSTEM : Component Parts Location

INFOID:000000012356189



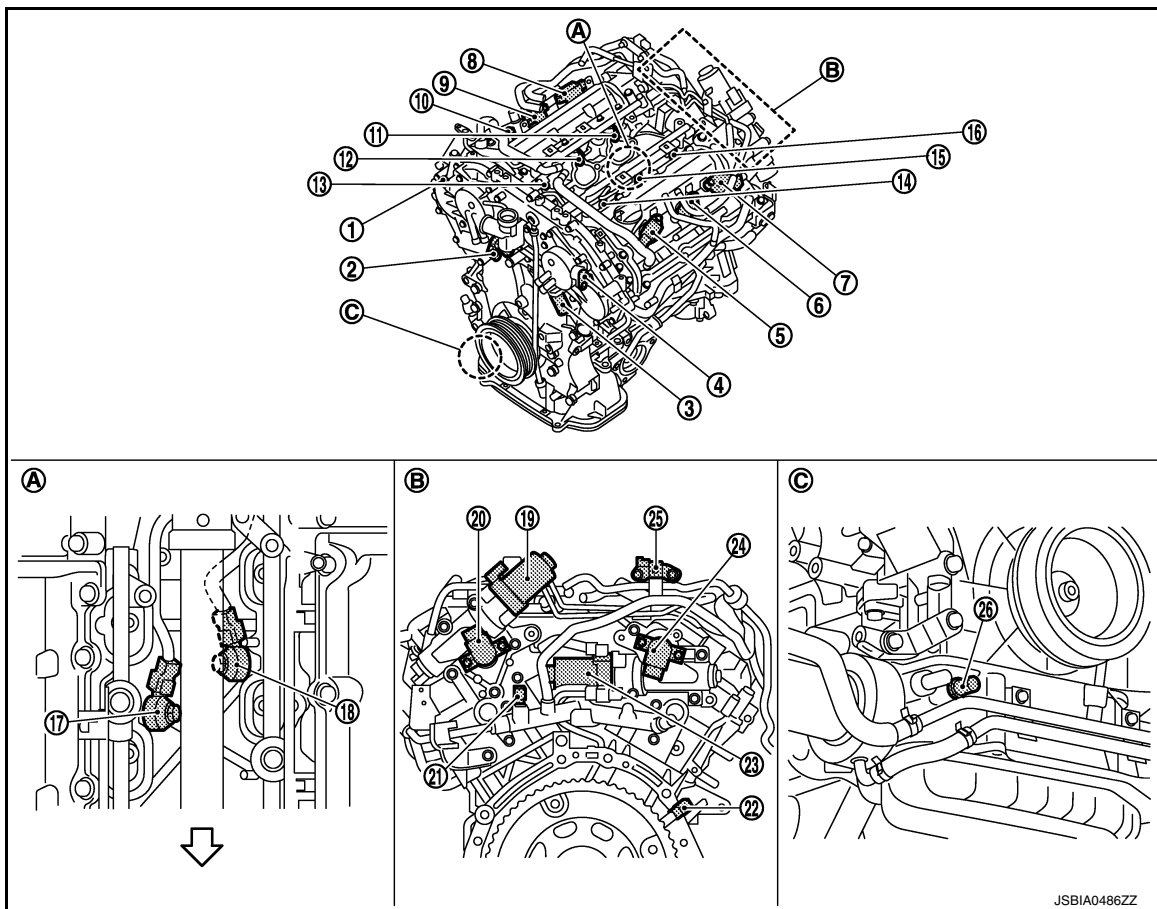
- | | | |
|---|---|---|
| 1. IPDM E/R
PCS-5, "IPDM E/R : Component Parts Location" | 2. Mass air flow sensor (with intake air temperature sensor) (bank 1) | 3. Refrigerant pressure sensor |
| 4. Camshaft position sensor (PHASE) (bank 1) | 5. Cooling fan motor-2 | 6. Cooling fan control module |
| 7. Cooling fan motor-1 | 8. Mass air flow sensor (bank 2) | 9. VVEL actuator motor relay |
| 10. Cooling fan relay | 11. Electric throttle control actuator (bank 2) | 12. Manifold absolute pressure (MAP) sensor |
| 13. EVAP canister purge volume control solenoid valve | 14. EVAP service port | 15. Electric throttle control actuator (bank 1) |

COMPONENT PARTS

[VQ37VHR FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

- 16. VVEL control module
- 17. Battery current sensor (with battery temperature sensor)
- A. Under the battery tray (View with upside-down)
- B. Body side in battery case



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| 1. Camshaft position sensor (PHASE) (bank 1) | 2. Intake valve timing control solenoid valve (bank 1) | 3. Intake valve timing control solenoid valve (bank 2) |
| 4. Camshaft position sensor (PHASE) (bank 2) | 5. Ignition coil (with power transistor) and spark plug (No.2 cylinder) | 6. Ignition coil (with power transistor) and spark plug (No.4 cylinder) |
| 7. Ignition coil (with power transistor) and spark plug (No.6 cylinder) | 8. Ignition coil (with power transistor) and spark plug (No.5 cylinder) | 9. Ignition coil (with power transistor) and spark plug (No.3 cylinder) |
| 10. Ignition coil (with power transistor) and spark plug (No.1 cylinder) | 11. Fuel injector (No.5 cylinder) | 12. Fuel injector (No.3 cylinder) |
| 13. Fuel injector (No.1 cylinder) | 14. Fuel injector (No.2 cylinder) | 15. Fuel injector (No.4 cylinder) |
| 16. Fuel injector (No.6 cylinder) | 17. Knock sensor (bank 1) | 18. Knock sensor (bank 2) |
| 19. VVEL actuator motor (bank 2) | 20. VVEL control shaft position sensor (bank 2) | 21. Engine coolant temperature sensor |
| 22. Crankshaft position sensor (POS) | 23. VVEL actuator motor (bank 1) | 24. VVEL control shaft position sensor (bank 1) |
| 25. EVAP canister purge volume control solenoid valve | 26. Engine oil temperature sensor | |

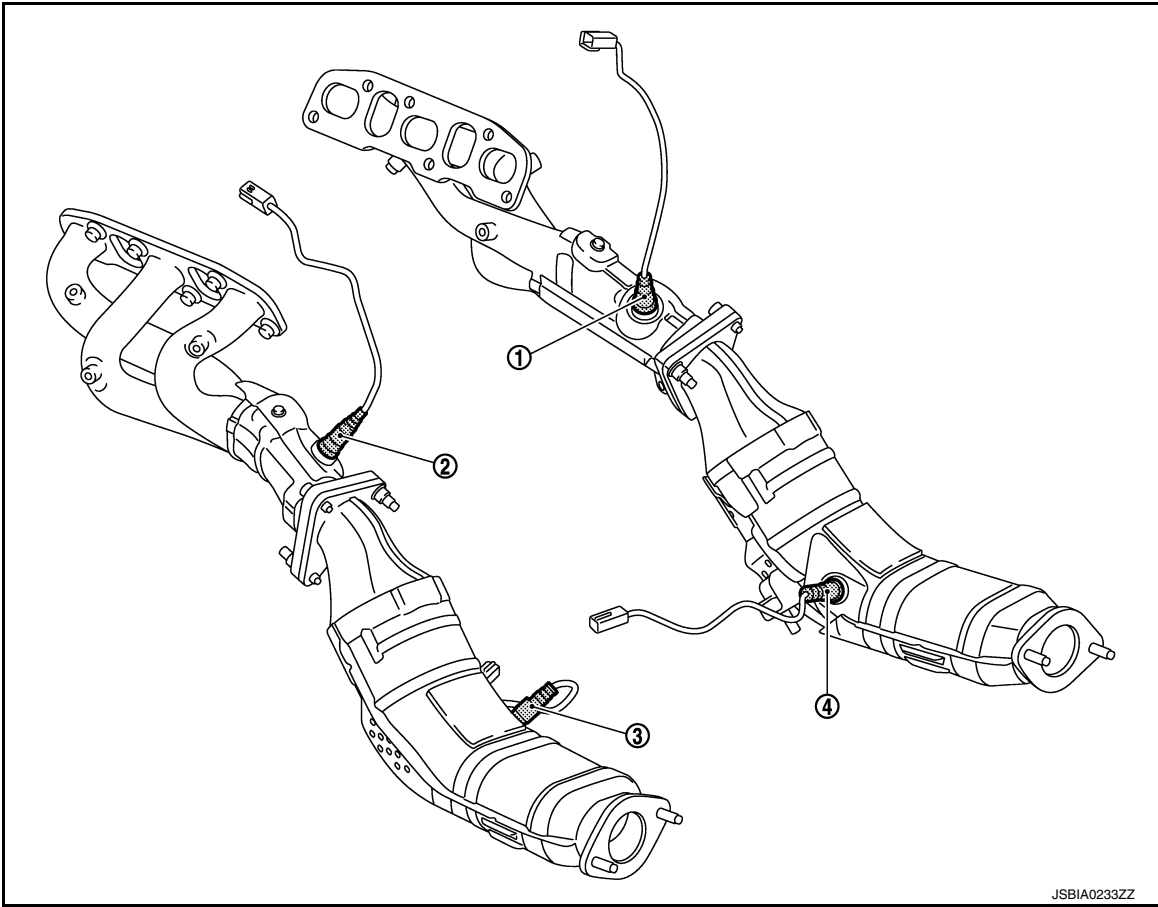
- A. Top view of the engine (View with intake manifold is removed)
- B. Rear view of the engine
- C. Front view of the engine

⇐ Engine front

COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VQ37VHR FOR USA AND CANADA]



- 1. A/F sensor 1 (bank 1)
- 2. A/F sensor 1 (bank 2)
- 3. Heated oxygen sensor 2 (bank 2)
- 4. Heated oxygen sensor 2 (bank 1)

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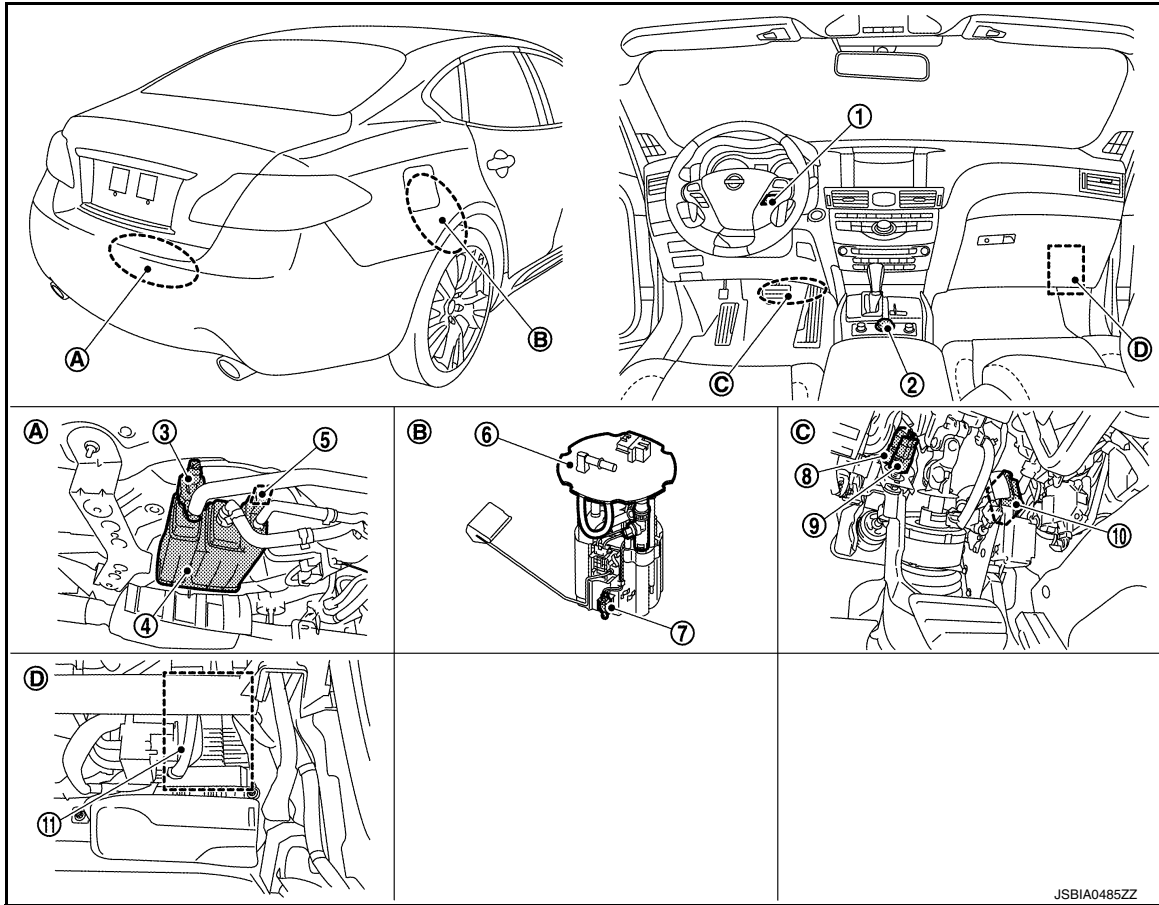
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COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VQ37VHR FOR USA AND CANADA]



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|---------------------------------------|--|---|
| 1. ASCD steering switch | 2. Drive mode select switch | 3. EVAP canister vent control valve |
| 4. EVAP canister | 5. EVAP control system pressure sensor | 6. Fuel level sensor unit and fuel pump |
| 7. Fuel tank temperature sensor | 8. Stop lamp switch | 9. ASCD brake switch |
| 10. Accelerator pedal position sensor | 11. ECM | |
| A. Under the spare tire housing | B. Rear seat (lower right) | C. Around the pedal |
| D. Lower right of the glove box | | |

ENGINE CONTROL SYSTEM : Component Description

INFOID:000000012356190

Component	Reference
A/F sensor 1	EC-43. "Air Fuel Ratio Sensor 1"
A/F sensor 1 heater	EC-43. "Air Fuel Ratio Sensor 1 Heater"
Accelerator pedal position sensor	EC-43. "Accelerator Pedal Position Sensor"
ASCD brake switch	EC-477. "Description"
ASCD steering switch	EC-44. "ASCD Steering Switch"
Battery current sensor	EC-44. "Battery Current Sensor (With Battery Temperature Sensor)"
Camshaft position sensor (PHASE)	EC-45. "Camshaft Position Sensor (PHASE)"
Cooling fan control module	EC-45. "Cooling Fan"
Cooling fan motor	EC-45. "Cooling Fan"
Crankshaft position sensor (POS)	EC-46. "Crankshaft Position Sensor (POS)"
Electric throttle control actuator	EC-46. "Electric Throttle Control Actuator"
Engine coolant temperature sensor	EC-46. "Engine Coolant Temperature Sensor"

COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VQ37VHR FOR USA AND CANADA]

Component	Reference
Engine oil temperature sensor	EC-47, "Engine Oil Temperature Sensor"
EVAP canister purge volume control solenoid valve	EC-47, "EVAP Canister Purge Volume Control Solenoid Valve"
EVAP canister vent control valve	EC-48, "EVAP Canister Vent Control Valve"
EVAP control system pressure sensor	EC-48, "EVAP Control System Pressure Sensor"
Fuel injector	EC-48, "Fuel Injector"
Fuel level sensor	EC-48, "Fuel Level Sensor"
Fuel pump	EC-48, "Fuel Pump"
Fuel tank temperature sensor	EC-49, "Fuel Tank Temperature Sensor"
Heated oxygen sensor 2	EC-49, "Heated Oxygen Sensor 2"
Heated oxygen sensor 2 heater	EC-49, "Heated Oxygen Sensor 2 Heater"
ICC brake switch	EC-50, "ICC Brake Switch"
ICC steering switch	EC-51, "ICC Steering Switch"
Ignition signal	EC-50, "Ignition Coil"
Intake air temperature sensor	EC-50, "Intake Air Temperature Sensor"
Intake valve timing control solenoid valve	EC-50, "Intake Valve Timing Control Solenoid Valve"
Knock sensor	EC-51, "Knock Sensor"
Manifold absolute pressure (MAP) sensor	EC-51, "Manifold Absolute Pressure Sensor"
Mass air flow sensor	EC-51, "Mass Air Flow Sensor"
PCV valve	EC-54, "Positive Crankcase Ventilation"
Power steering pressure sensor	EC-51, "Power Steering Pressure Sensor"
Refrigerant pressure sensor	EC-52, "Refrigerant Pressure Sensor"
Stop lamp switch	EC-45, "Brake Switch"
Throttle control motor	EC-52, "Throttle Control Motor"
Throttle control motor relay	EC-52, "Throttle Control Motor Relay"
Throttle position sensor	EC-52, "Throttle Position Sensor"
VVEL actuator motor	EC-52, "VVEL Actuator Motor"
VVEL actuator motor relay	EC-52, "VVEL Actuator Motor Relay"
VVEL control module	EC-53, "VVEL Control Module"
VVEL control shaft position sensor	EC-53, "VVEL Control Position Sensor"

Infiniti Drive Mode Selector

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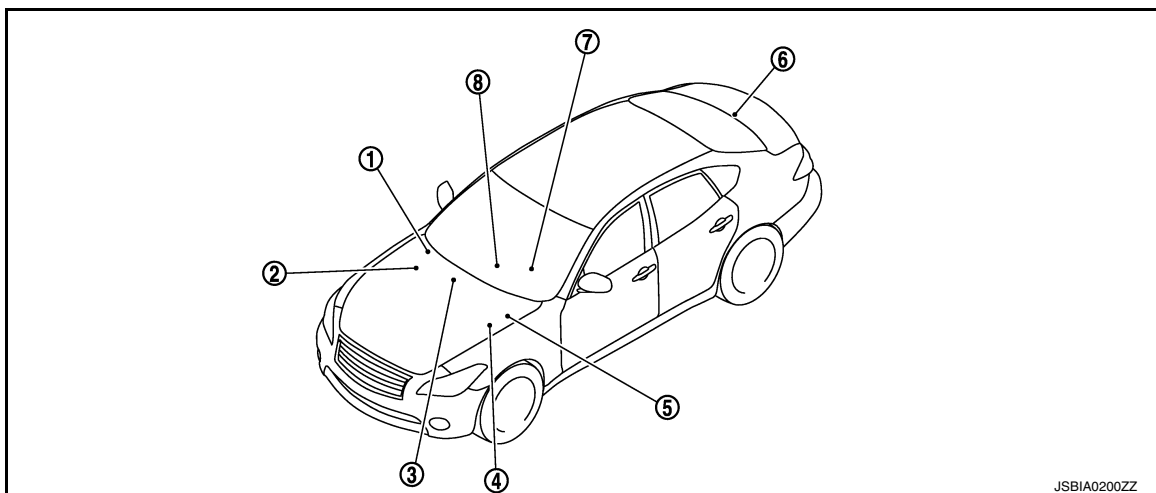
COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VQ37VHR FOR USA AND CANADA]

Infiniti Drive Mode Selector : Component Parts Location

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|--|---|---|
| <p>1. A/C auto amp.
Refer to HAC-6. "AUTOMATIC AIR CONDITIONING SYSTEM : Component Parts Location" (WITH FOREST AIR).
Refer to HAC-6. "AUTOMATIC AIR CONDITIONING SYSTEM : Component Parts Location" (WITHOUT FOREST AIR).</p> | <p>2. ECM
Refer to EC-37. "ENGINE CONTROL SYSTEM : Component Parts Location".</p> | <p>3. AV control unit
Refer to AV-13. "Component Parts Location" (BASE AUDIO WITHOUT NAVIGATION).
Refer to AV-150. "Component Parts Location" (BOSE AUDIO WITH NAVIGATION).</p> |
| <p>4. Accelerator pedal actuator</p> | <p>5. Combination meter
(Vehicle information display, and ECO drive indicator)</p> | <p>6. ADAS control unit
DAS-12. "Component Parts Location".</p> |
| <p>7. TCM
TM-11. "A/T CONTROL SYSTEM : Component Parts Location".</p> | <p>8. Drive mode select switch</p> | |

Infiniti Drive Mode Selector : Component Description

INFOID:000000012356192

Part name	Description
Drive mode select switch	Transmits an ON/OFF state signal of STANDARD, SPORT, ECO, or SNOW mode to the A/C auto amp.
A/C auto amp.	Transmits an input signal (ON/OFF state of each mode) received from the drive mode select switch to the TCM, combination meter, 4WAS main control unit, and ADAS control unit via CAN communication.
AV control unit	Transmits an ECO pedal* reaction force setting signal (Standard/Soft/OFF) to ECM via CAN communication. This signal determines reaction force of the accelerator pedal.
TCM	Transmits a state of a mode received from the A/C auto amp. to ECM.
ECM	<ul style="list-style-type: none"> Receives a ECO mode signal from TCM and controls throttle angle characteristics and torque. Determines reaction force in accordance with the accelerator pedal operation when in ECO mode and transmits an ECO pedal* reaction force control signal to the ADAS control unit. When receiving the ECO pedal* reaction force setting signal (Standard/Soft/OFF) from the AV control unit, ECM updates ECO pedal* reaction force. Furthermore, ECM sends back the received signal to the AV control unit for confirmation. Controls the ECO drive indicator when in ECO mode. The ECO drive indicator turns ON or blinks (with ECO pedal*) according to accelerator pedal operation.
Combination meter	<ul style="list-style-type: none"> Indicates a mode state on the vehicle information display, based on a mode state signal received from the A/C auto amp. Turns ON or blinks (with ECO pedal*) the ECO drive indicator according to a request from ECM when in ECO mode.

COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VQ37VHR FOR USA AND CANADA]

Part name	Description
ADAS control unit	Controls accelerator pedal reaction force of the accelerator pedal actuator when in ECO mode, based on an ECO pedal* reaction force control signal received from ECM.
Accelerator pedal actuator	Applies reaction force to the accelerator pedal when in ECO mode, based on an accelerator pedal reaction force control signal received from the ADAS control unit.

*: ECO pedal control is only for vehicles with intelligent pedal (distance control assist).

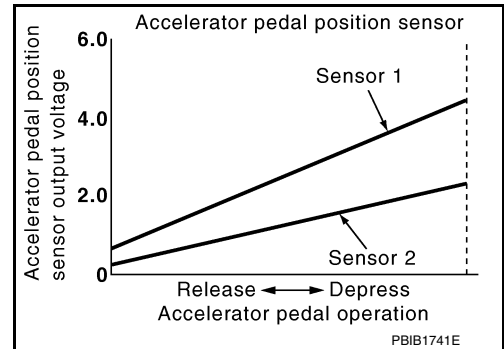
Accelerator Pedal Position Sensor

INFOID:0000000012356193

The accelerator pedal position sensor is installed on the upper end of the accelerator pedal assembly. The sensor detects the accelerator pedal 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.



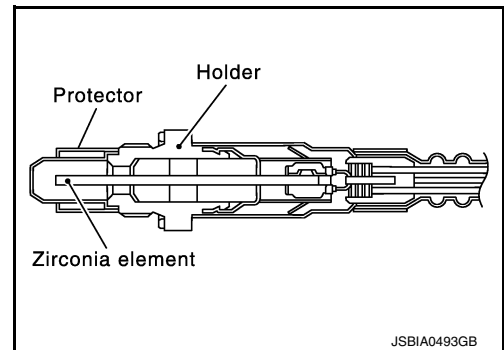
Air Fuel Ratio Sensor 1

INFOID:0000000012356194

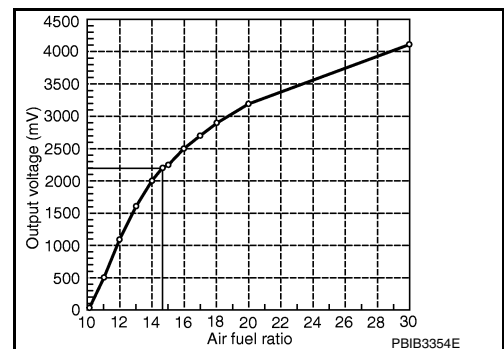
The air fuel ratio (A/F) sensor 1 is a planar one-cell limit current sensor. The sensor element of the A/F sensor 1 is composed an electrode layer, which transports ions. It has a heater in the element.

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 λ 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).



Air Fuel Ratio Sensor 1 Heater

INFOID:0000000012356195

SYSTEM DESCRIPTION

Sensor	Input Signal to ECM	ECM function	Actuator
Camshaft position sensor (PHASE) 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.

ASC D Brake Switch

INFOID:000000012356196

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-62. "AUTOMATIC SPEED CONTROL DEVICE \(ASC D\) : System Description"](#) for the ASCD function.

ASC D Indicator

INFOID:000000012356197

ASC D operation status is indicated by two indicators (CRUISE and SET) and CRUISE lamp in combination meter.

CRUISE indicator is displayed to indicate that ASC D system is ready for operation when MAIN switch on ASC D steering switch is turned ON.

SET indicator is displayed when the following conditions are met.

- CRUISE indicator is displayed.
- SET/COAST switch on ASC D steering switch is turned ON while vehicle speed is within the range of the ASC D setting.

SET indicator is displayed during ASC D control.

Refer to [EC-62. "AUTOMATIC SPEED CONTROL DEVICE \(ASC D\) : System Description"](#) for the ASC D function.

ASC D Steering Switch

INFOID:000000012356198

ASC D 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-62. "AUTOMATIC SPEED CONTROL DEVICE \(ASC D\) : System Description"](#) for the ASC D function.

Battery Current Sensor (With Battery Temperature Sensor)

INFOID:000000012356199

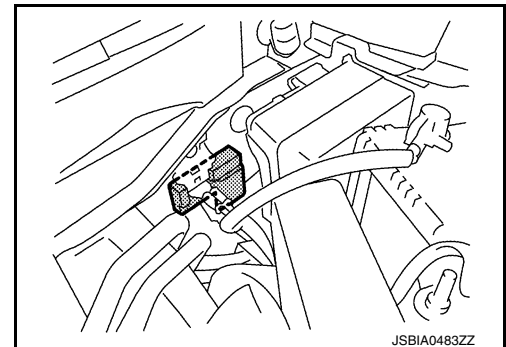
OUTLINE

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.

Based on sensor signals, 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-8. "POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM : 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 the battery discharge may occur.



BATTERY CURRENT SENSOR

The battery current sensor is installed to the battery negative cable. The sensor measures the charging/discharging current of the battery.

BATTERY TEMPERATURE SENSOR

COMPONENT PARTS

< SYSTEM DESCRIPTION >

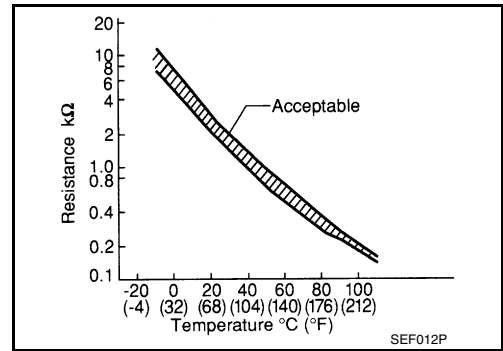
[VQ37VHR FOR USA AND CANADA]

Battery temperature sensor is integrated in battery current sensor. The sensor measures temperature around the battery. The electrical resistance of the thermistor decreases as temperature increases.

<Reference data>

Temperature [°C (°F)]	Voltage* (V)	Resistance (kΩ)
25 (77)	3.333	1.9 - 2.1
90 (194)	0.969	0.222 - 0.258

*: These data are reference values and are measured between battery temperature sensor signal terminal and sensor ground.



Brake Switch

INFOID:000000012356200

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.

Camshaft Position Sensor (PHASE)

INFOID:000000012356201

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.

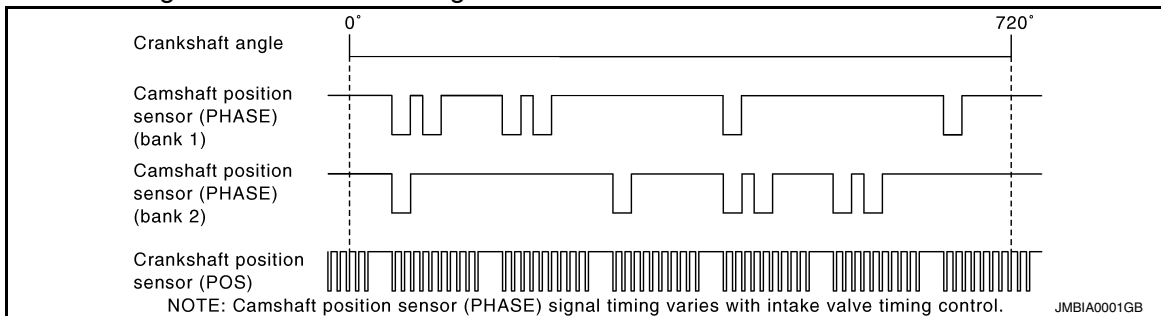
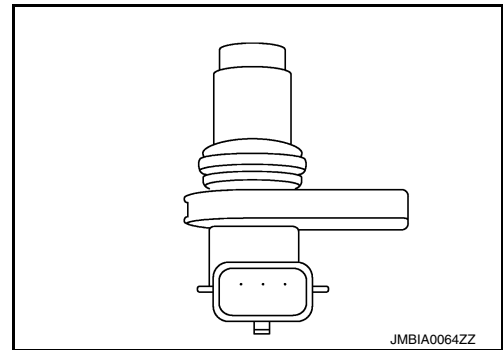
The sensor consists of a permanent magnet and Hall IC.

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.



Cooling Fan

INFOID:000000012356202

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 PARTS

< SYSTEM DESCRIPTION >

[VQ37VHR FOR USA AND CANADA]

Crankshaft Position Sensor (POS)

INFOID:000000012356203

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.

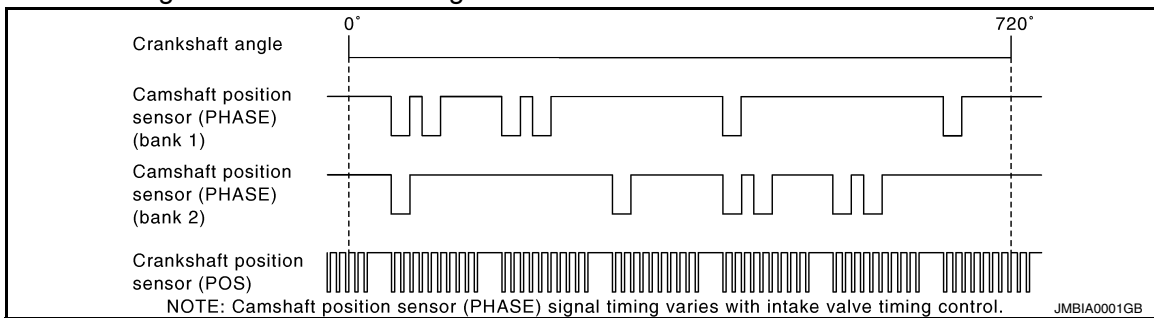
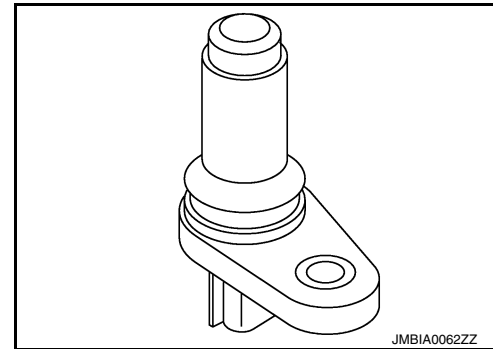
When the engine is running, the high and low parts of the teeth cause the gap with the sensor to change.

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.

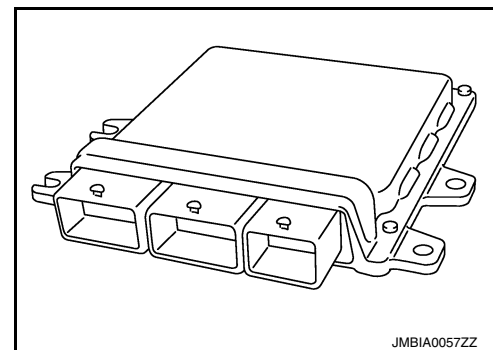
ECM receives the signals as shown in the figure.



ECM

INFOID:000000012356204

The ECM consists of a microcomputer and connectors for signal input and output and for power supply. The ECM controls the engine.



Electric Throttle Control Actuator

INFOID:000000012356205

Electric throttle control actuator consists of throttle control motor, throttle position sensor, etc.

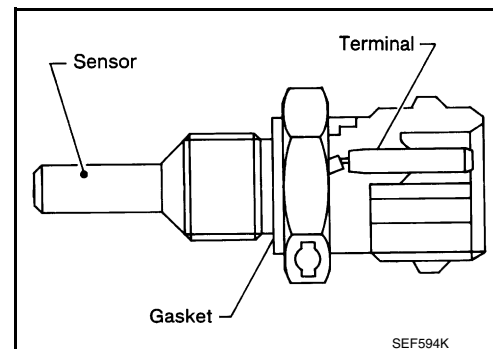
The throttle control motor is operated by the ECM and it opens and closes the throttle valve.

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.

Engine Coolant Temperature Sensor

INFOID:000000012356206

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.



COMPONENT PARTS

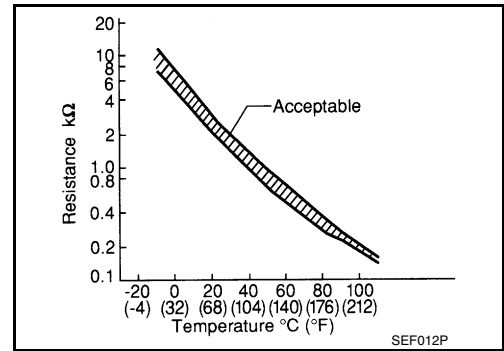
< SYSTEM DESCRIPTION >

[VQ37VHR FOR USA AND CANADA]

<Reference data>

Engine coolant temperature [°C (°F)]	Voltage* (V)	Resistance (kΩ)
-10 (14)	4.4	7.0 - 11.4
20 (68)	3.5	2.10 - 2.90
50 (122)	2.2	0.68 - 1.00
90 (194)	0.9	0.236 - 0.260

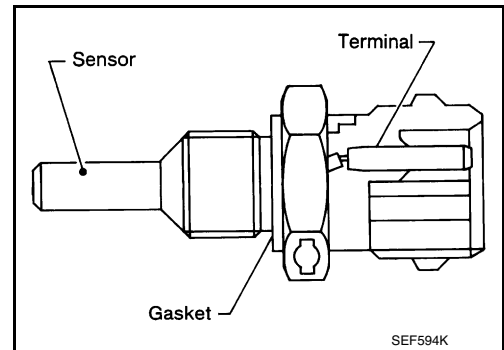
*: These data are reference values and are measured between ECM terminals 71 (Engine coolant temperature sensor) and 84 (Sensor ground).



INFOID:000000012356207

Engine Oil Temperature Sensor

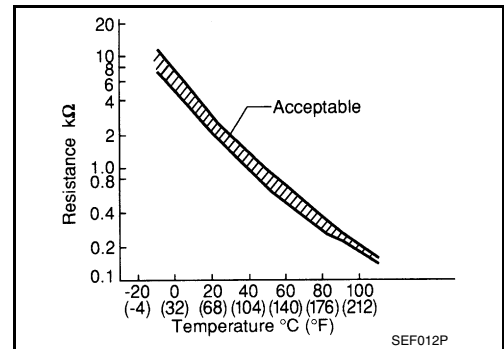
The engine oil temperature sensor is used to detect the engine oil temperature. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the engine oil temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The electrical resistance 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	2.10 - 2.90
50 (122)	2.2	0.68 - 1.00
90 (194)	0.9	0.236 - 0.260
110 (230)	0.6	0.143 - 0.153

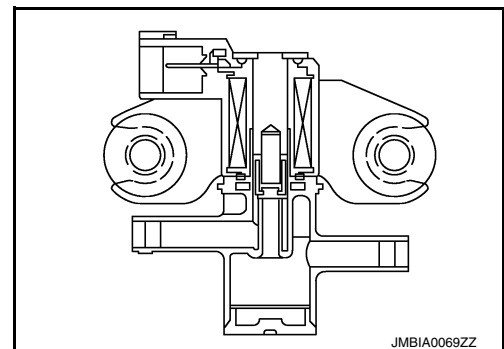
*: These data are reference values and are measured between ECM terminals 78 (Engine oil temperature sensor) and 84 (Sensor ground).



INFOID:000000012356208

EVAP Canister Purge Volume Control Solenoid Valve

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.



COMPONENT PARTS

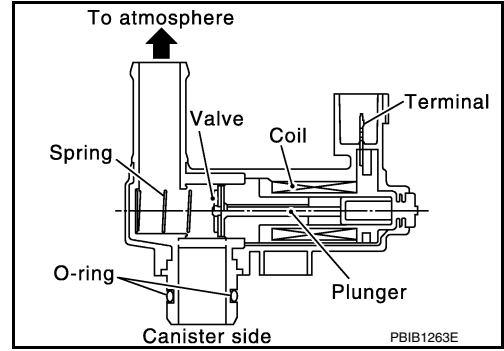
< SYSTEM DESCRIPTION >

[VQ37VHR FOR USA AND CANADA]

EVAP Canister Vent Control Valve

INFOID:000000012356209

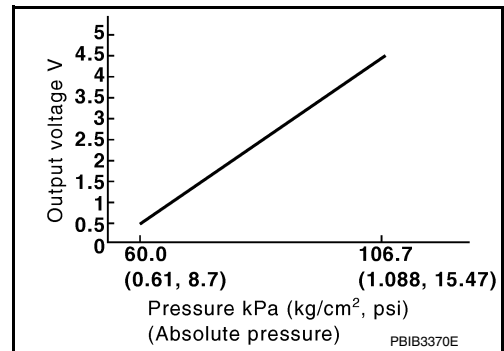
The EVAP canister vent control valve is located on the EVAP canister and is used to seal the canister vent. This solenoid valve responds to signals from the ECM. When the ECM sends an ON signal, the coil in the solenoid valve is energized. A plunger will then move to seal the canister vent. The ability 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.



EVAP Control System Pressure Sensor

INFOID:000000012356210

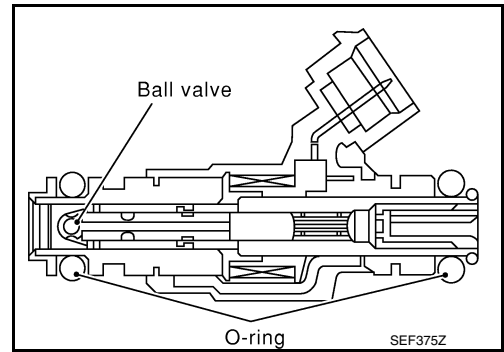
The EVAP control system pressure sensor detects pressure in the purge line. The sensor output voltage to the ECM increases as pressure increases.



Fuel Injector

INFOID:000000012356211

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.



Fuel Level Sensor

INFOID:000000012356212

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 "A/C auto amp.". The "A/C auto 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.

Fuel Pump

INFOID:000000012356213

Sensor	Input signal to ECM	ECM Function	Actuator
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed*	Fuel pump control	Fuel pump relay
Battery	Battery voltage*		Fuel pump

*: 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

COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VQ37VHR FOR USA AND CANADA]

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.

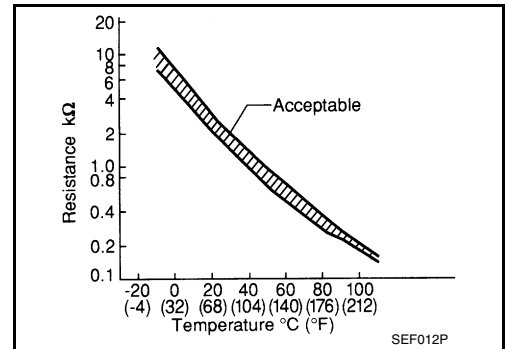
Fuel Tank Temperature Sensor

INFOID:0000000012356214

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).

Heated Oxygen Sensor 2

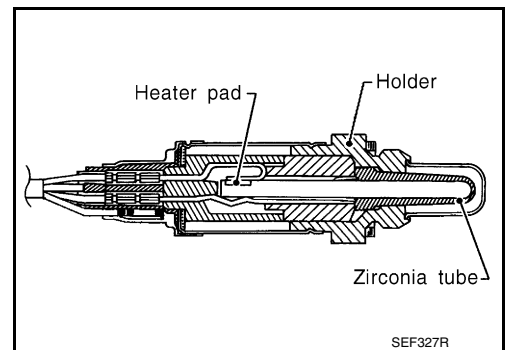
INFOID:0000000012356215

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.



Heated Oxygen Sensor 2 Heater

INFOID:0000000012356216

SYSTEM DESCRIPTION

Sensor	Input signal to ECM	ECM function	Actuator
Camshaft position sensor (PHASE) 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

COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VQ37VHR FOR USA AND CANADA]

Engine speed rpm	Heated oxygen sensor 2 heater
Above 3,600	OFF
Below 3,600 rpm after the following conditions are met. <ul style="list-style-type: none"> • Engine: After warming up • Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load 	ON

Ignition Coil

INFOID:000000012356217

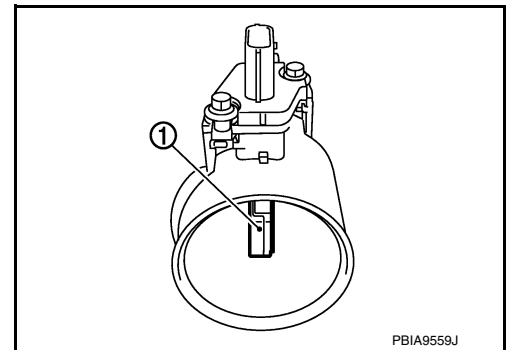
The ignition signal from the ECM is sent to and amplified by the power transistor. The power transistor turns ON and OFF the ignition coil primary circuit. This ON/OFF operation induces the proper high voltage in the coil secondary circuit.

Intake Air Temperature Sensor

INFOID:000000012356218

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.

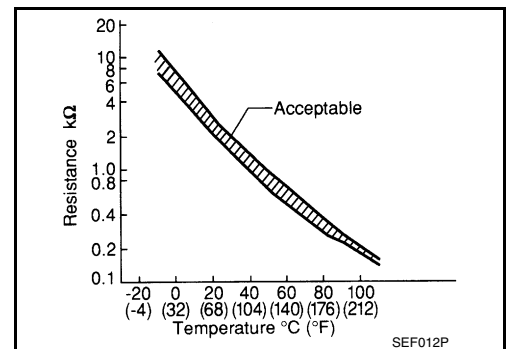
The temperature sensing unit uses a thermistor which is sensitive to the change in temperature. Electrical resistance of the thermistor decreases in response to the rise in temperature.



<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).



Intake Valve Timing Control Solenoid Valve

INFOID:000000012356219

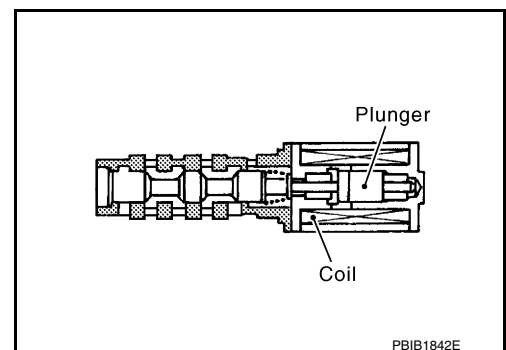
Intake valve timing control solenoid valve is activated by ON/OFF pulse duty (ratio) signals from the ECM.

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.



ICC Brake Switch

INFOID:000000012356220

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-12, "System Description"](#) for the ICC function.

ICC Steering Switch

INFOID:0000000012356221

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-12. "System Description"](#) for the ICC function.

Knock Sensor

INFOID:0000000012356222

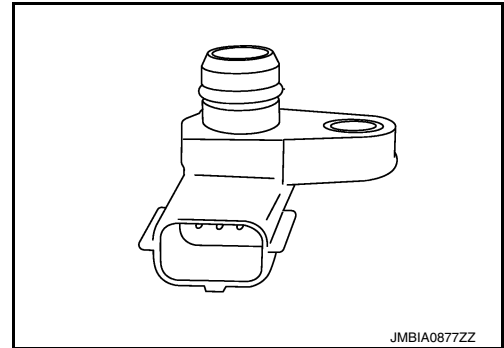
The knock sensor is attached to the cylinder block. It senses engine knocking using a piezoelectric element. A knocking vibration from the cylinder block is sensed as vibrational pressure. This pressure is converted into a voltage signal and sent to the ECM.

Manifold Absolute Pressure Sensor

INFOID:0000000012356223

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.



Malfunction Indicator Lamp

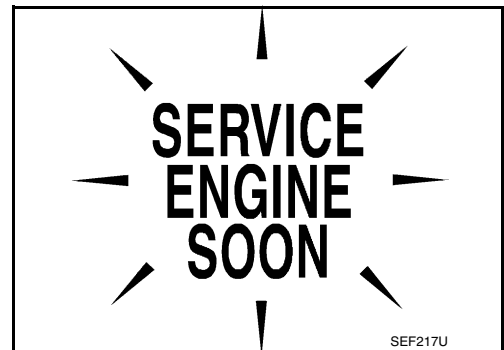
INFOID:0000000012356224

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-75. "Diagnosis Description"](#).

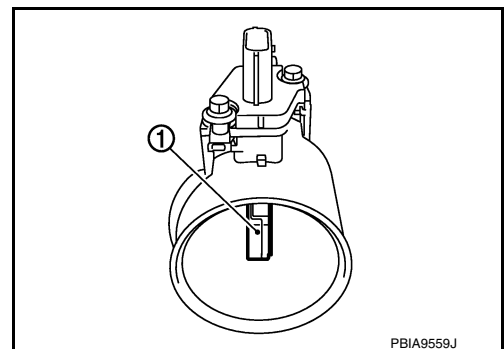


Mass Air Flow Sensor

INFOID:0000000012356225

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.



Power Steering Pressure Sensor

INFOID:0000000012356226

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.

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COMPONENT PARTS

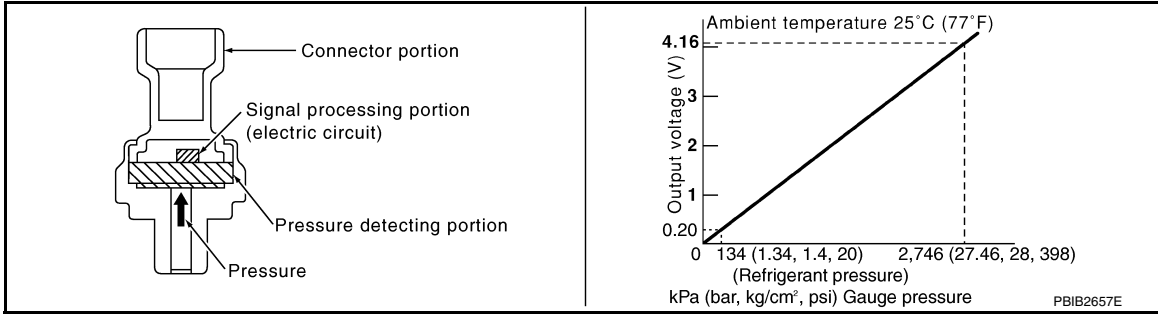
< SYSTEM DESCRIPTION >

[VQ37VHR FOR USA AND CANADA]

Refrigerant Pressure Sensor

INFOID:000000012356227

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.



Throttle Control Motor

INFOID:000000012356228

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.

Throttle Control Motor Relay

INFOID:000000012356229

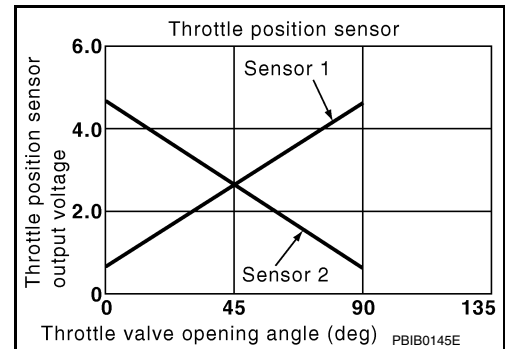
Power supply for the throttle control motor is provided to the ECM via throttle control motor relay. The throttle control motor relay is ON/OFF controlled by the ECM. When the ignition switch is turned ON, the ECM sends an ON signal to throttle control motor relay and battery voltage is provided to the 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.

Throttle Position Sensor

INFOID:000000012356230

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 the throttle valve opening angle properly in response to driving condition via the throttle control motor.



VVEL Actuator Motor

INFOID:000000012356231

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.

VVEL Actuator Motor Relay

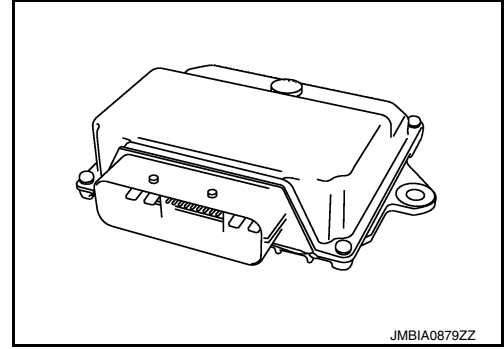
INFOID:000000012356232

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.

VVEL Control Module

INFOID:000000012356233

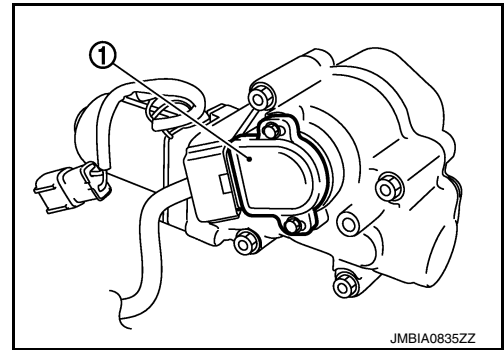
The VVEL control module consists of a microcomputer and connectors for signal input and output and for power supply. The VVEL control module controls VVEL system.



VVEL Control Position Sensor

INFOID:000000012356234

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.



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STRUCTURE AND OPERATION

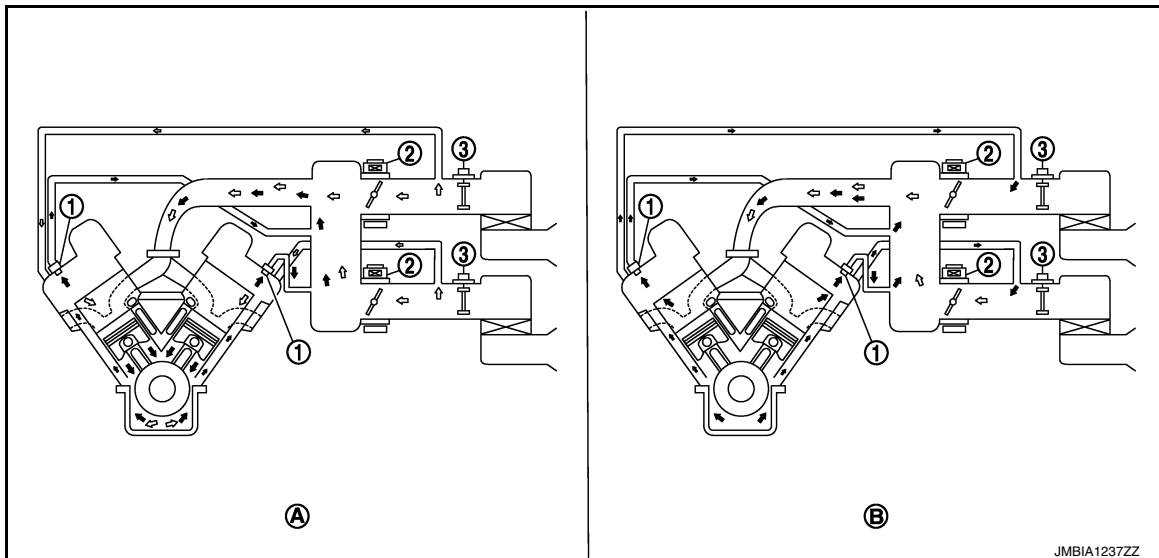
< SYSTEM DESCRIPTION >

[VQ37VHR FOR USA AND CANADA]

STRUCTURE AND OPERATION

Positive Crankcase Ventilation

INFOID:000000012356235



- 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.

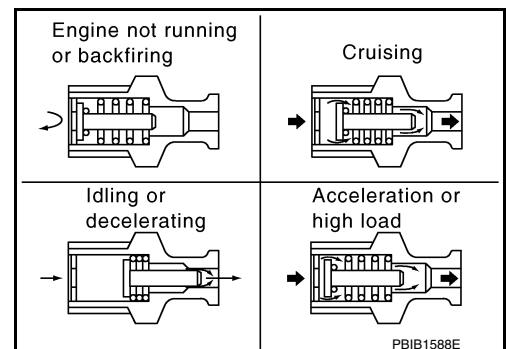
The positive crankcase ventilation (PCV) valve is provided to conduct crankcase blow-by gas to the intake manifold.

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 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.



PBIB1588E

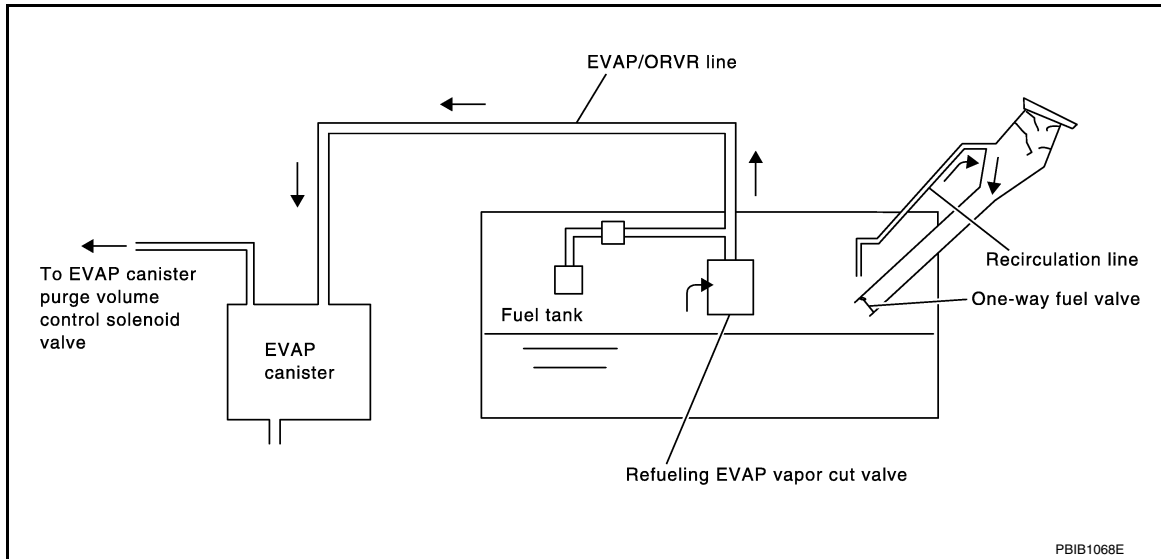
STRUCTURE AND OPERATION

< SYSTEM DESCRIPTION >

[VQ37VHR FOR USA AND CANADA]

On Board Refueling Vapor Recovery (ORVR)

INFOID:000000012356236



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:

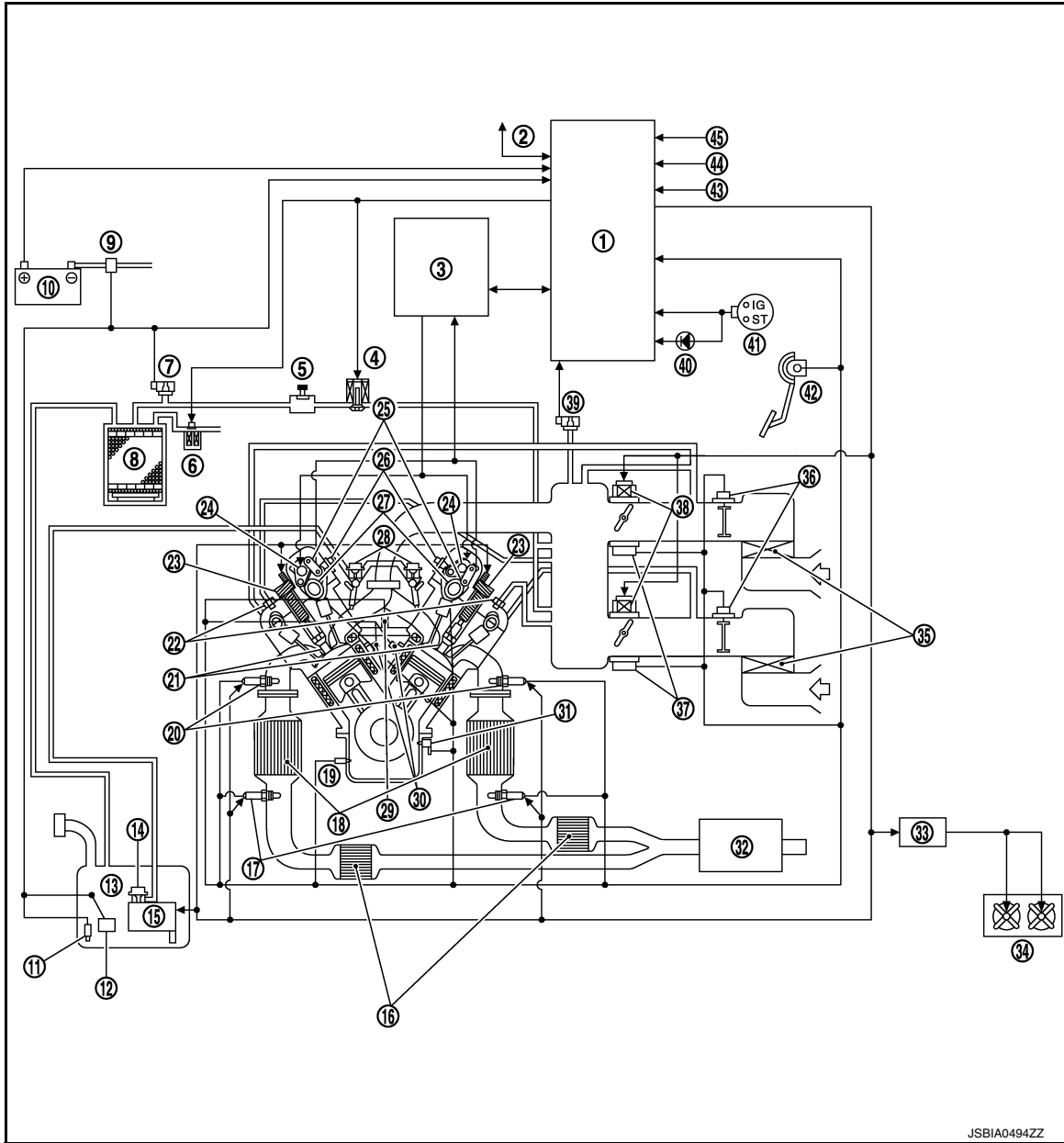
- Put a "CAUTION: FLAMMABLE" sign in workshop.
- Never smoke while servicing fuel system. Keep open flames and sparks away from work area.
- Always furnish the workshop with a CO₂ fire extinguisher.

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-180, "Work Procedure"](#).
 - 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.

SYSTEM ENGINE CONTROL SYSTEM ENGINE CONTROL SYSTEM : System Diagram

INFOID:000000012356237



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|--|--|---|
| 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 (with Battery temperature 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) |

SYSTEM

< SYSTEM DESCRIPTION >

[VQ37VHR FOR USA AND CANADA]

- | | | |
|--|---------------------------------------|---|
| 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. MIL | 41. Ignition switch | 42. Accelerator pedal position sensor |
| 43. Power steering pressure sensor | 44. Refrigerant pressure sensor | 45. PNP signal |

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ENGINE CONTROL SYSTEM : System Description

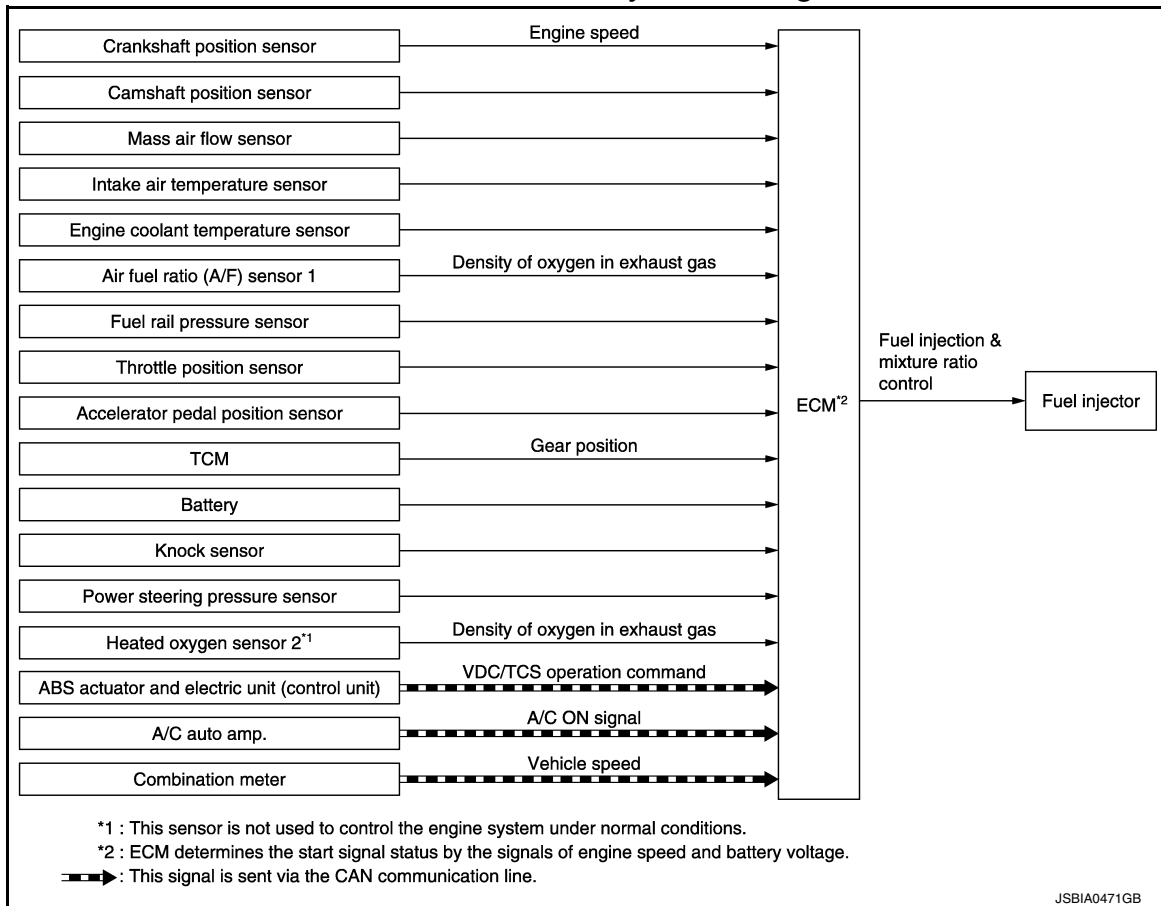
INFOID:000000012356238

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

MULTIPOINT FUEL INJECTION SYSTEM

MULTIPOINT FUEL INJECTION SYSTEM : System Diagram

INFOID:000000012356239



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MULTIPOINT FUEL INJECTION SYSTEM : System Description

INFOID:000000012356240

INPUT/OUTPUT SIGNAL CHART

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SYSTEM

< SYSTEM DESCRIPTION >

[VQ37VHR FOR USA AND CANADA]

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS)	Engine speed*3 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		
TCM	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		
A/C auto amp.	A/C ON signal*2		
Combination meter	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.

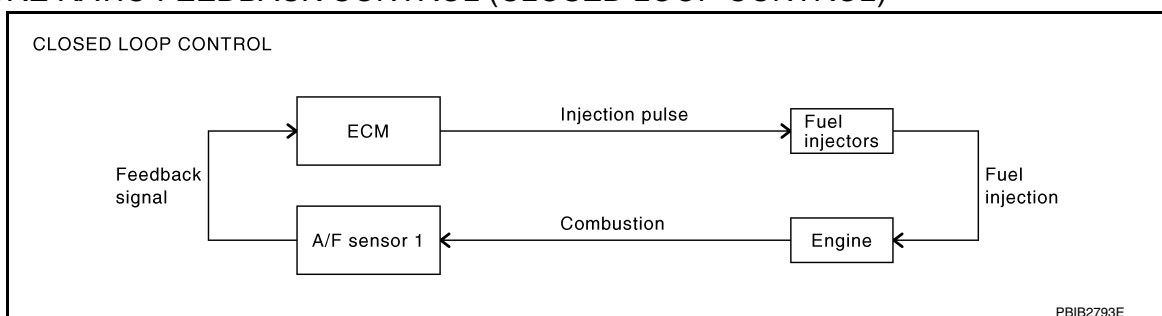
<Fuel increase>

- During warm-up
- When starting the engine
- During acceleration
- Hot-engine operation
- When selector lever is changed from N to D
- 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-43. "Air Fuel Ratio Sensor 1"](#). 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
- 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.

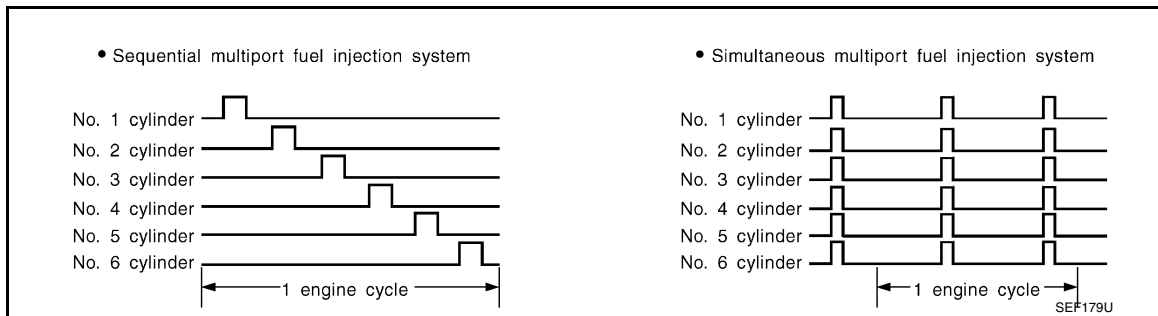
Accordingly, the difference between the basic and theoretical mixture ratios is monitored in this system. This is then computed in terms of "injection pulse duration" to automatically compensate for the difference between the two ratios.

"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

SYSTEM

< SYSTEM DESCRIPTION >

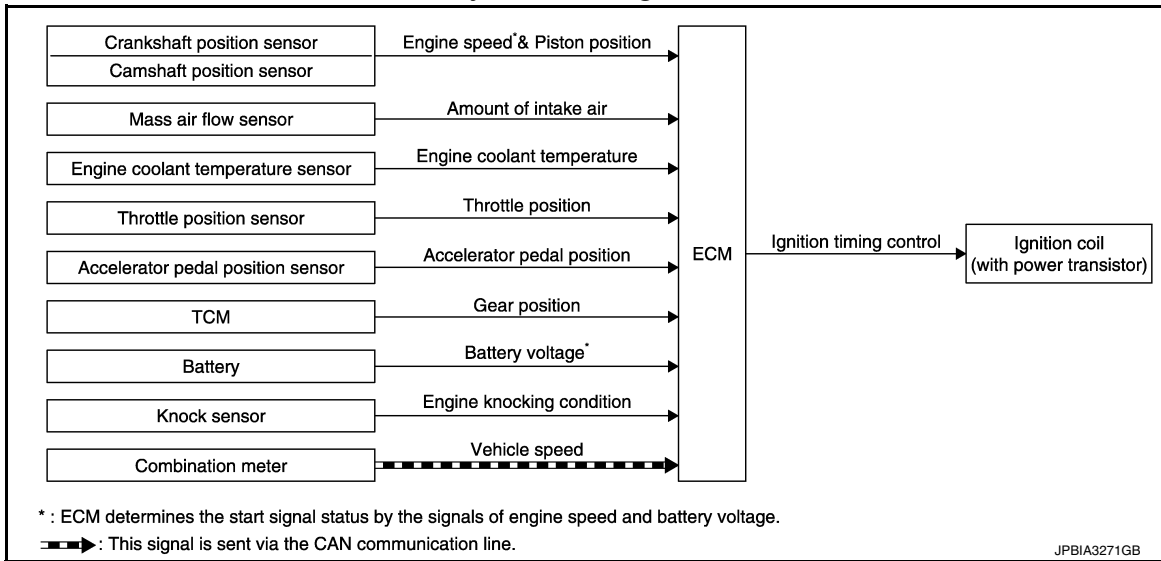
[VQ37VHR FOR USA AND CANADA]

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.

ELECTRIC IGNITION SYSTEM

ELECTRIC IGNITION SYSTEM : System Diagram

INFOID:0000000012356241



ELECTRIC IGNITION SYSTEM : System Description

INFOID:0000000012356242

INPUT/OUTPUT SIGNAL CHART

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS)	Engine speed*2 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		
TCM	Gear position		
Battery	Battery voltage*2		
Knock sensor	Engine knocking		
Combination meter	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

SYSTEM

< SYSTEM DESCRIPTION >

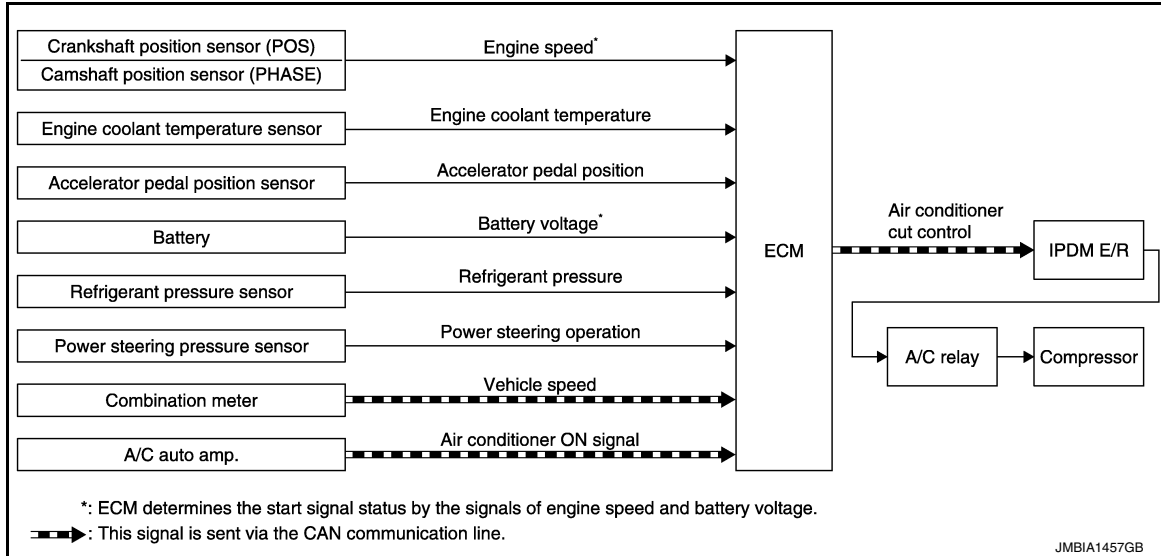
[VQ37VHR FOR USA AND CANADA]

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.

AIR CONDITIONING CUT CONTROL

AIR CONDITIONING CUT CONTROL : System Diagram

INFOID:0000000012356243



AIR CONDITIONING CUT CONTROL : System Description

INFOID:0000000012356244

INPUT/OUTPUT SIGNAL CHART

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed*2	Air conditioner cut control	IPDM E/R ↓ A/C relay ↓ 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		
Combination meter	Vehicle speed*1		
A/C auto amp.	Air conditioner ON signal*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.

AUTOMATIC SPEED CONTROL DEVICE (ASCD)

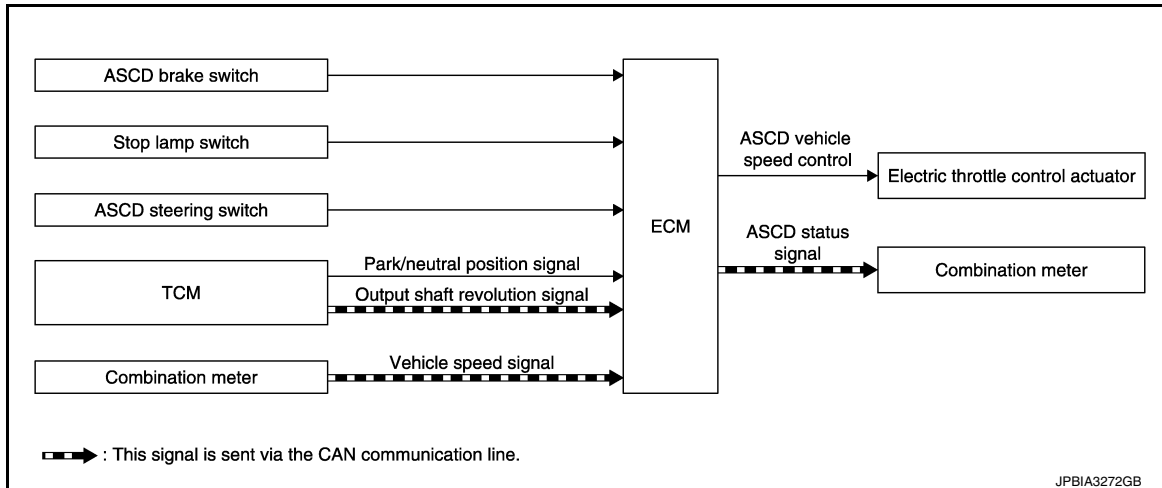
SYSTEM

< SYSTEM DESCRIPTION >

[VQ37VHR FOR USA AND CANADA]

AUTOMATIC SPEED CONTROL DEVICE (ASCD) : System Diagram

INFOID:000000012356245



AUTOMATIC SPEED CONTROL DEVICE (ASCD) : System Description

INFOID:000000012356246

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 steering switch	ASCD steering switch operation		
TCM	Park/neutral position signal	ASCD status signal	Combination meter
	Output shaft revolution signal*		
Combination meter	Vehicle speed*		

*: 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 indicator 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 lamp in combination meter illuminates.)

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
- Selector lever is in the N, P, R position
- 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
- A/T selector lever is in the P and N positions
- Vehicle speed is greater than 40 km/h (25 MPH) and less than 144 km/h (89 MPH)

CAN COMMUNICATION

CAN COMMUNICATION : System Description

INFOID:000000012356247

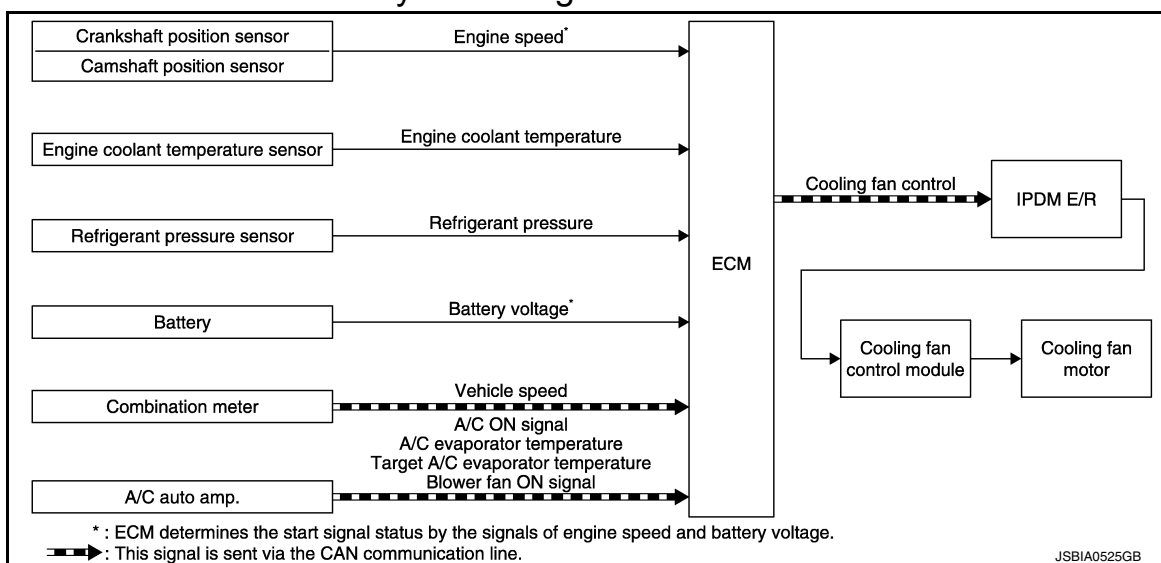
CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information 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-19. "CAN COMMUNICATION SYSTEM : CAN Communication Control Circuit"](#), about CAN communication for detail.

COOLING FAN CONTROL

COOLING FAN CONTROL : System Diagram

INFOID:000000012356248



COOLING FAN CONTROL : System Description

INFOID:000000012356249

INPUT/OUTPUT SIGNAL CHART

SYSTEM

< SYSTEM DESCRIPTION >

[VQ37VHR FOR USA AND CANADA]

Sensor	Input signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed*1	Cooling fan control	IPDM E/R ↓ Cooling fan control module ↓ Cooling fan motor
Engine coolant temperature sensor	Engine coolant temperature		
Refrigerant pressure sensor	Refrigerant pressure		
Battery	Battery voltage*1		
Combination meter	Vehicle speed*2		
A/C auto amp.	A/C ON signal*2		
	A/C evaporator temperature*2		
	Target A/C evaporator temperature*2		
	Blower fan ON signal*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.

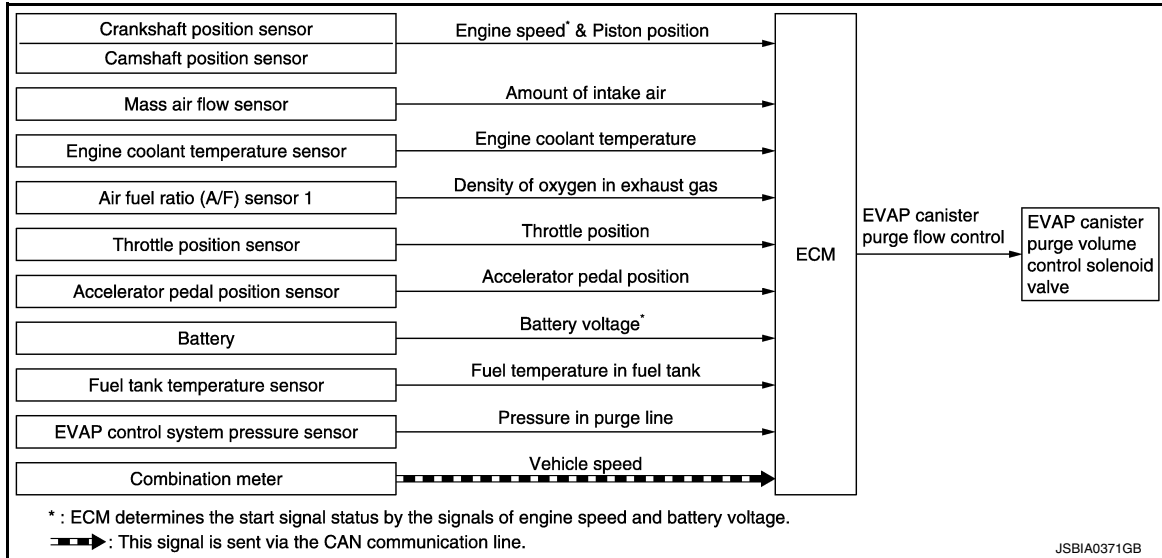
SYSTEM DESCRIPTION

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.

EVAPORATIVE EMISSION SYSTEM

EVAPORATIVE EMISSION SYSTEM : System Diagram

INFOID:000000012356250



EVAPORATIVE EMISSION SYSTEM : System Description

INFOID:000000012356251

INPUT/OUTPUT SIGNAL CHART

SYSTEM

< SYSTEM DESCRIPTION >

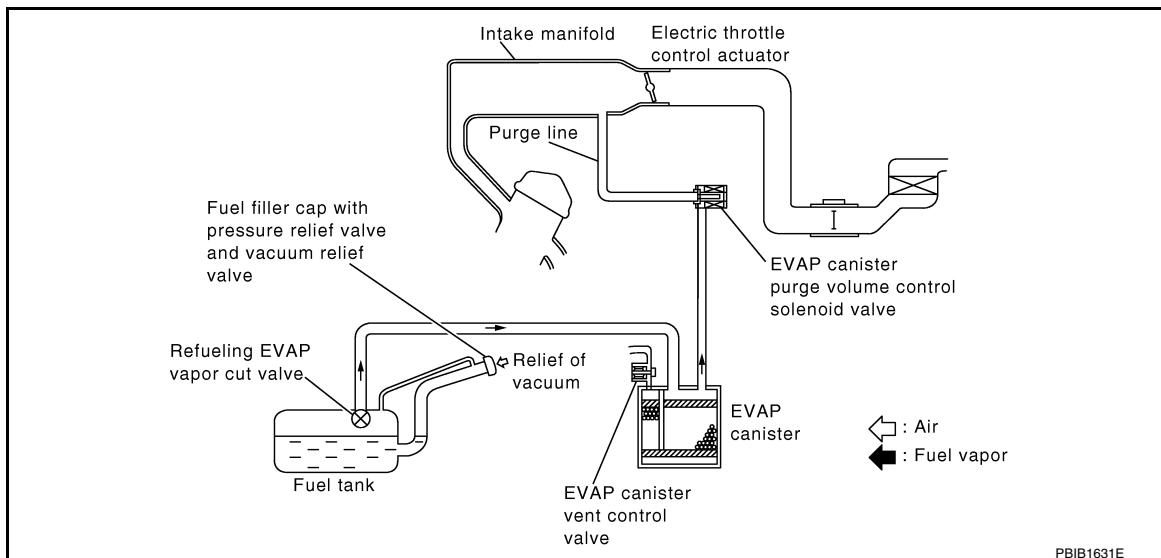
[VQ37VHR FOR USA AND CANADA]

Sensor	Input signal to ECM	ECM function	Actuator
Crankshaft position sensor Camshaft position sensor	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		
Combination meter	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.

FUEL FILLER CAP WARNING SYSTEM

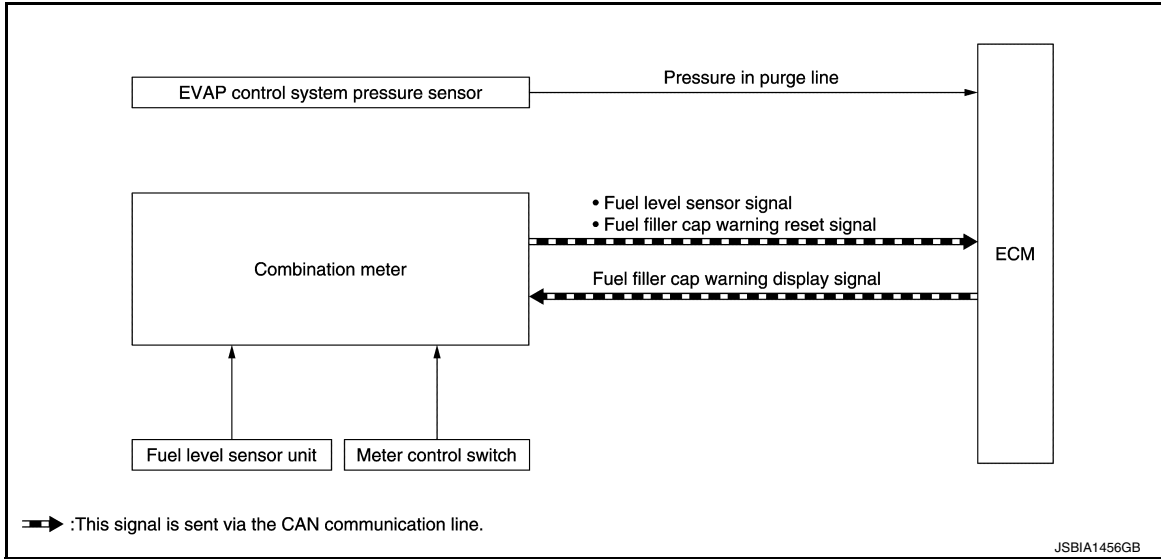
SYSTEM

< SYSTEM DESCRIPTION >

[VQ37VHR FOR USA AND CANADA]

FUEL FILLER CAP WARNING SYSTEM : System Diagram

INFOID:000000012356252



FUEL FILLER CAP WARNING SYSTEM : System Description

INFOID:000000012356253

INPUT/OUTPUT SIGNAL CHART

Input

Unit/Sensor	Input signal to ECM	ECM function
EVAP control system pressure sensor	Pressure in purge line	Fuel filler cap warning control
Combination meter	Fuel level signal*	
	Fuel filler cap warning reset signal*	

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

Output

Unit	Output signal	Actuator
ECM	Fuel filler cap warning display signal*	Combination meter

*: This signal is sent to the combination meter via the CAN communication line.

SYSTEM DESCRIPTION

The fuel filler cap warning system alerts the driver to the prevention of the fuel filler being left uncapped and malfunction occurrences after refueling, by turning ON the fuel filler cap warning display on the combination meter.

ECM judges a refueled state, based on a fuel level signal transmitted from the combination meter.

When a very small leak is detected through the EVAP leak diagnosis performed after judging the refueled state, ECM transmits a fuel filler cap warning display signal (request for display ON) to the combination meter via CAN communication.

When receiving the signal, the combination meter turns ON the fuel filler cap warning display.

CAUTION:

Check fuel filler cap installation condition when the fuel filler cap warning display turns ON.

Reset Operation

The fuel filler cap warning lamp turns OFF, according to any condition listed below:

- Reset operation is performed by operating the meter control switch on the combination meter. Refer to [MWI-20. "INFORMATION DISPLAY : System Description"](#).
- When the reset operation is performed, the combination meter transmits a fuel filler cap warning reset signal to ECM via CAN communication. ECM transmits a fuel filler cap warning display signal (request for display OFF) to the combination meter via CAN communication. When receiving the signal, the combination meter turns OFF the fuel filler cap warning display.
- EVAP leak diagnosis result is normal.
- Fuel refilled.
- DTC erased by using CONSULT.

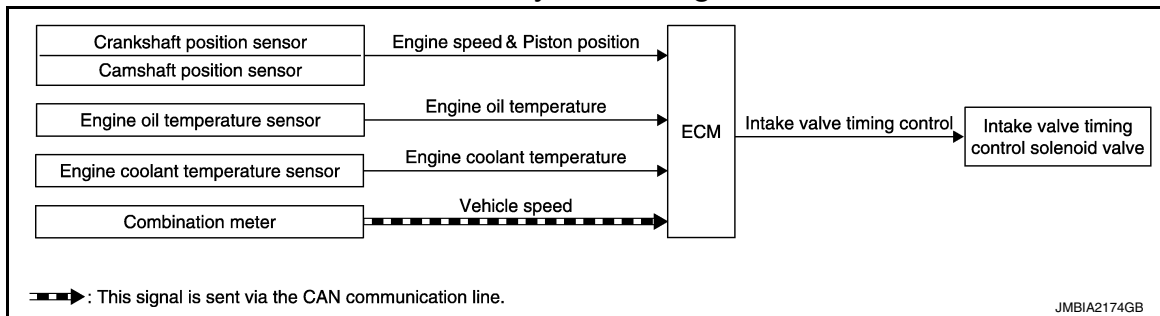
NOTE:

MIL turns ON if a malfunction is detected in leak diagnosis results again at the trip after the fuel filler cap warning display turns ON/OFF.

INTAKE VALVE TIMING CONTROL

INTAKE VALVE TIMING CONTROL : System Diagram

INFOID:000000012356254



INTAKE VALVE TIMING CONTROL : System Description

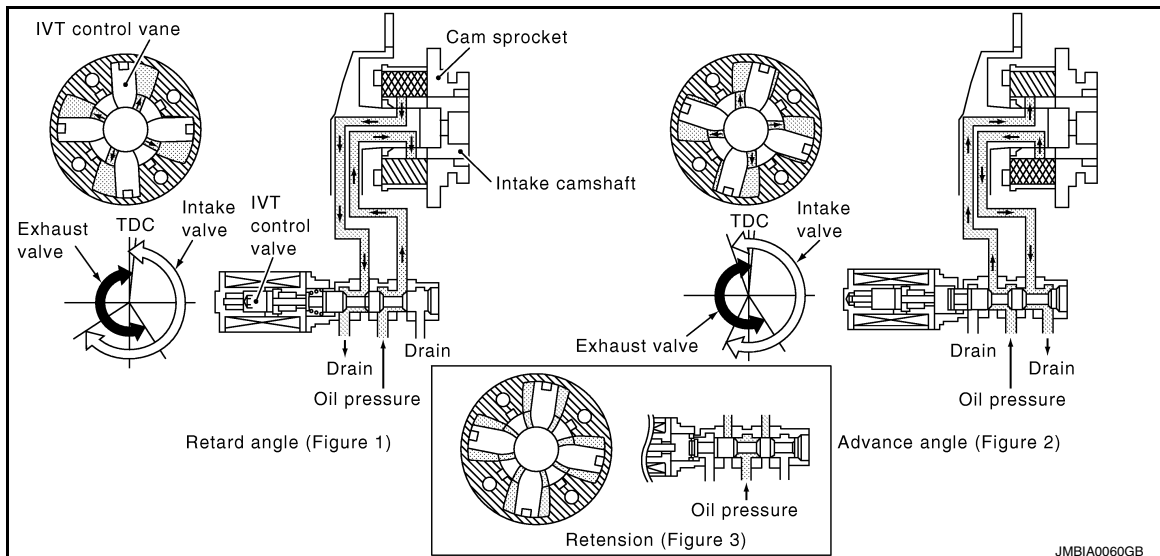
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INPUT/OUTPUT SIGNAL CHART

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		
Combination meter	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.

VVEL SYSTEM

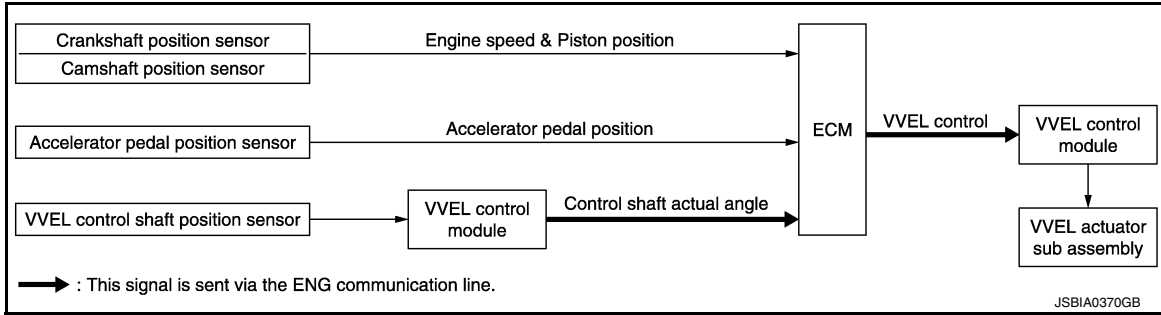
SYSTEM

< SYSTEM DESCRIPTION >

[VQ37VHR FOR USA AND CANADA]

VVEL SYSTEM : System Diagram

INFOID:000000012356256



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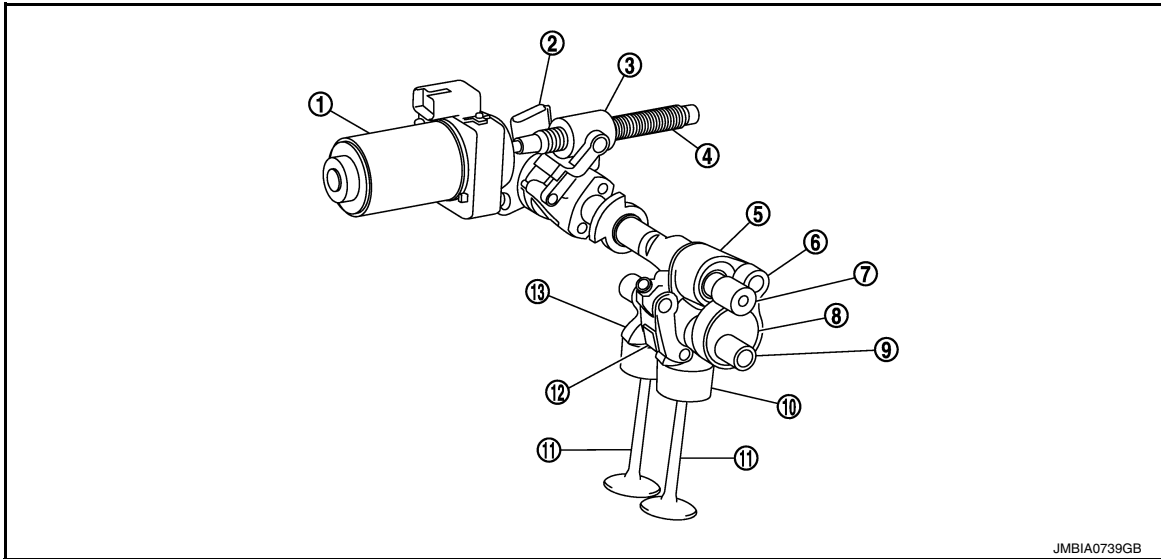
VVEL SYSTEM : System Description

INFOID:000000012356257

INPUT/OUTPUT SIGNAL CHART

Sensor	Input signal to ECM	ECM function	Actuator
Camshaft position sensor Crankshaft position sensor	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 ↓ VVEL control module	Control shaft actual angle		

SYSTEM DESCRIPTION



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- | | | |
|------------------------|---------------------------------------|-------------------|
| 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 | | |

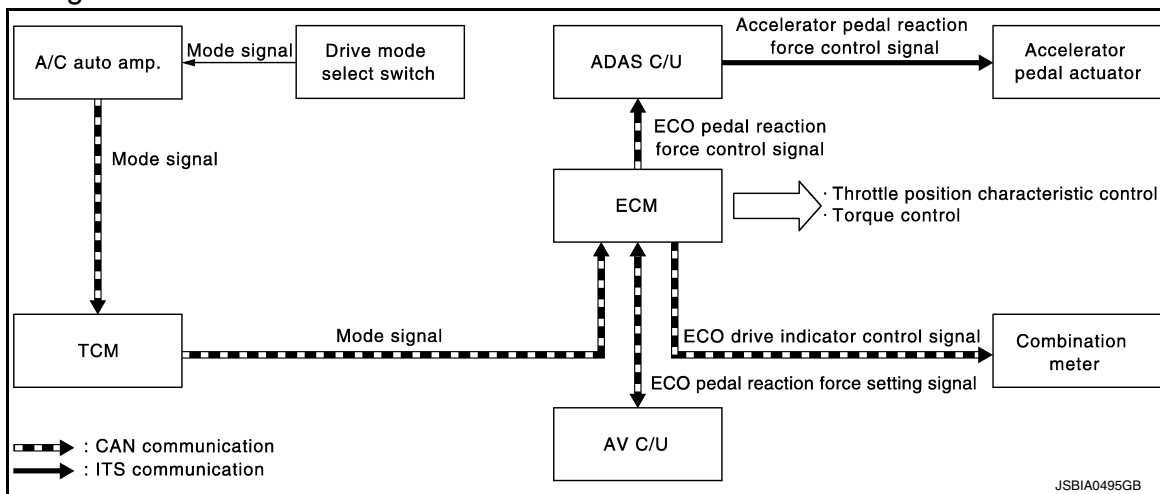
VVEL (Variable Valve Event & Lift) is a system that controls valve event and valve lift continuously. Rotational movement of the drive shaft equipped with eccentric cam is transmitted to output cam via the rocker arm and two kinds of links to depress the intake valve. ECM decides the target valve lift 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.

Infiniti Drive Mode Selector

Infiniti Drive Mode Selector : System Description

INFOID:000000012356258

System Diagram



NOTE:

- This section provides descriptions only about the control by ECM. For overall control, refer to [DMS-5, "Infiniti Drive Mode Selector : System Description"](#).
- ECO pedal control is only for vehicles with intelligent pedal (distance control assist).

Infiniti drive mode selector

- A/C auto amp. receives an operation state signal of the drive mode select switch and transmits a mode signal (see below) to TCM via CAN communication.
 - STANDARD: ON/OFF
 - SPORT: ON/OFF
 - ECO: ON/OFF
 - SNOW: ON/OFF
- TCM transmits a mode state signal to ECM via CAN communication, based on a ECO mode signal received from the A/C auto amp.
- ECM controls throttle angle characteristics and torque appropriate to each mode, based on a ECO mode signal received from TCM via CAN communication.
- The combination meter turns ON or blinks (with ECO pedal) the ECO drive indicator when in ECO mode, based on a ECO drive indicator control signal received from ECM via CAN communication.

ECO pedal control

- The AV control unit transmits an ECO pedal reaction force setting signal (Standard/Soft/OFF) to ECM via CAN communication.

NOTE:

- An ECO pedal reaction force setting signal which determines reaction force of the accelerator pedal can be selected on the settings screen of the Multi AV system.
- ECM transmits an ECO pedal reaction force control signal to the ADAS control unit via CAN communication, based on a ECO mode signal received from TCM via CAN communication and an ECO pedal reaction force setting signal received from the AV control unit via CAN communication.
- ECM sends back an ECO pedal reaction force setting signal received from the AV control unit to the AV control unit for confirmation.
- The ADAS control unit controls pedal reaction force of the accelerator pedal actuator via ITS communication, based on an ECO pedal reaction force control signal received from the ADAS control unit.

Control

- With the drive mode selector, a drive mode select switch installed at the top of the center console switches a vehicle drive mode, changes throttle angle characteristics, and controls torque and ECO pedal.
- Vehicle characteristics are controlled in the following modes, on the basis of STANDARD mode (“●” position of the drive mode select switch).
 - SPORT: Changing throttle angle characteristics allows to use a high engine performance range and increases driving performance.

SYSTEM

< SYSTEM DESCRIPTION >

[VQ37VHR FOR USA AND CANADA]

- ECO: Changing throttle angle characteristics and controlling torque, ECO drive indicator, and ECO pedal enhance fuel economy in actual traffic.
- SNOW: Changing throttle angle characteristics enhances driving performance on roads with a low coefficient of friction.

Control item	Vehicle drive mode			Description
	SPORT	ECO	SNOW	
Engine	×	×	×	Changes throttle angle and controls torque*1 and the ECO drive indicator*1.
ECO pedal*2		×		Controls ECO pedal (Accelerator pedal reaction force control).

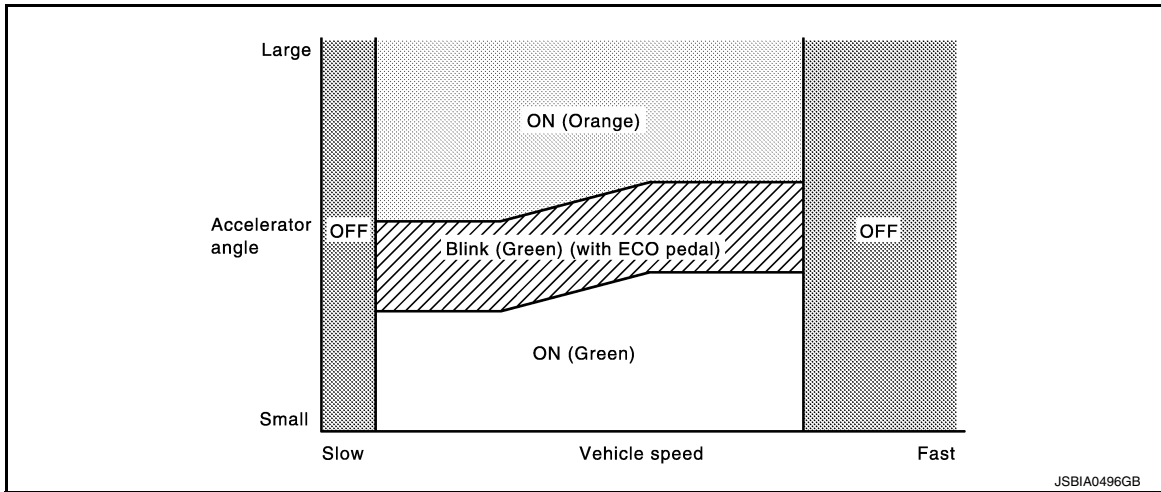
*1: Torque control and the ECO drive indicator is available only when in ECO mode.

*2: ECO pedal control is only for vehicles with an intelligent pedal (distance control assist).

ECO drive indicator control

- ECO drive indicator turns ON or blinks (with ECO pedal) when in ECO mode, according to the operation of the accelerator pedal.
- For vehicles with ECO pedal, the blinking timing of the ECO drive indicator (green) synchronizes to the generation timing of ECO pedal reaction force.

ECO drive indicator	Driving condition
ON (Green)	Within the ECO drive range.
Blink (Green) (if so equipped ECO pedal)	Likely over the ECO drive range.
ON (Orange)	Over the ECO drive range.
OFF	Low-speed range [approx. 3 MPH (4.8 km/h) or less] and high-speed range [approx. 90 MPH (144 km/h) or more]



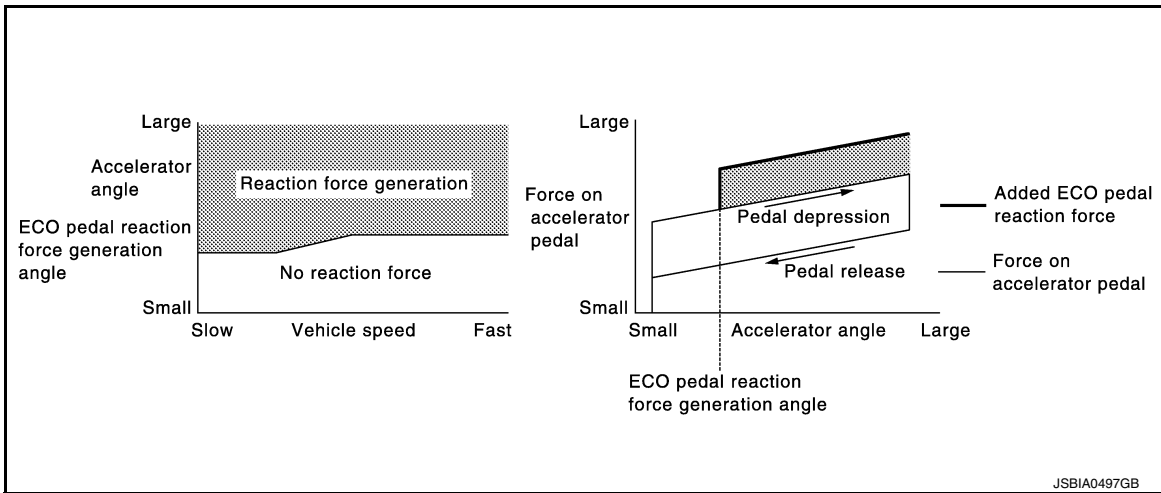
NOTE:

ECO drive indicator turns OFF under the following conditions.

- Intelligent cruise control in operation.
- Selector lever is in R range.

ECO pedal control

- Increasing reaction force of the accelerator pedal supports ECO driving in accordance with the accelerator pedal operation when in ECO mode.
- The level of reaction force to the accelerator pedal can be changed among Standard/Soft/OFF on the navigation screen. ECO pedal reaction force can be turned OFF even when in ECO mode.
- The generation timing of ECO pedal reaction force synchronizes to the blinking timing of the ECO drive indicator (Green).



NOTE:

- When switching from ECO mode to the other mode by operating the drive mode select switch, ECO pedal reaction force is generated in common with ECO mode until the accelerator pedal is released.
- ECO pedal reaction force is not generated under the following conditions.
 - Intelligent cruise control is in operation.
 - Accelerator pedal is depressed quickly.
 - Selector lever is in N or R range.

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OPERATION

< SYSTEM DESCRIPTION >

[VQ37VHR FOR USA AND CANADA]

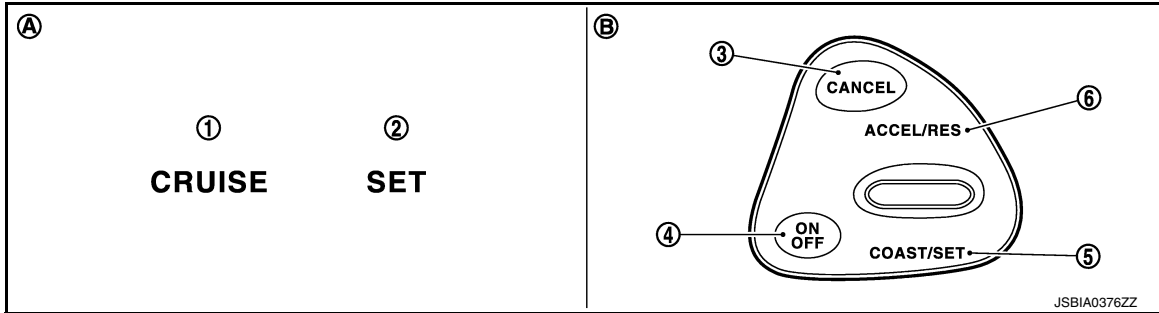
OPERATION

AUTMATIC SPEED CONTROL DEVICE (ASCD)

AUTMATIC SPEED CONTROL DEVICE (ASCD) : Switch Name and Function

INFOID:000000012356259

SWITCHES AND INDICATORS



- | | | |
|---------------------|---------------------|--|
| 1. CRUISE indicator | 2. SET indicator | 3. CANCEL switch |
| 4. ASCD MAIN switch | 5. COAST/SET switch | 6. ACCEL/RES switch
(ACCELERATE/RESUME) |

- A. On the combination meter (Information display)
 B. On the steering wheel

SET SPEED RANGE

ASCD system can be set the following vehicle speed.

Minimum speed (Approx.)	Maximum speed (Approx.)
40 km/h (25 MPH)	144 km/h (89 MPH)

SWITCH OPERATION

Item	Function
CANCEL switch	Cancels the cruise control driving.
RES / + switch (RESUME/ACCELERATE)	<ul style="list-style-type: none"> Resumes the set speed. Increases speed incrementally during cruise control driving.
SET / - switch (SET/COAST)	<ul style="list-style-type: none"> Sets desired cruise speed. Decreases speed incrementally during cruise control driving.
ASCD MAIN switch	Master switch to activate the ASCD system.

CANCEL OPERATION

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

- CANCEL switch is pressed
- ASCD MAIN switch pressed (Set speed is cleared)
- More than 2 switches at ASCD steering switch are pressed at the same time (Set speed will be cleared)
- Brake pedal is depressed
- Selector lever position is changed to N, P or R
- 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.

- Engine coolant temperature is slightly higher than the normal operating temperature, CRUISE indicator may blink slowly.
 When the engine coolant temperature decreases to the normal operating temperature, CRUISE indicator 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.

OPERATION

< SYSTEM DESCRIPTION >

[VQ37VHR FOR USA AND CANADA]

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

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HANDLING PRECAUTION

Infiniti Drive Mode Selector

INFOID:000000012356260

ECO DRIVE INDICATOR LAMP CONTROL

- ECO drive indicator turns OFF under the following conditions.
 - While driving at low speeds [3 MPH (4.8 km/h) or less] or high speeds [90 MPH (144 km/h) or more].
 - Intelligent cruise control is in operation.
 - Selector lever is in R range.

ECO PEDAL CONTROL

- When switching from ECO mode to the other mode by operating the drive mode select switch, ECO pedal reaction force is generated in common with ECO mode until the accelerator pedal is released.
- ECO pedal reaction force is not generated under the following conditions.
 - Intelligent cruise control is in operation.
 - Accelerator pedal is depressed quickly.
 - Selector lever is in N or R range.
 - ECO pedal reaction force setting is OFF.

NOTE:

ECO pedal control is only for vehicles with an intelligent pedal (distance control assist).

ENGINE OUTPUT CHARACTERISTICS AFTER SWITCHING MODE

- Engine output characteristics after switching mode by operating the drive mode select switch are as follows.
 - After switching mode to a mode that engine output increase, engine output characteristics are changed by releasing the accelerator pedal.
 - After switching mode to a mode that engine output decreases, engine output characteristics are changed immediately.
- When an accelerator angle is constant, engine output characteristics are as follows.
 - SPORT > STANDARD > ECO > SNOW

Output characteristics of each mode

Control mode	Engine output
SPORT	Increase
STANDARD	Normal
ECO	Decrease
SNOW	Decrease (More reduction than ECO mode)

ON BOARD DIAGNOSTIC (OBD) SYSTEM

< SYSTEM DESCRIPTION >

[VQ37VHR FOR USA AND CANADA]

ON BOARD DIAGNOSTIC (OBD) SYSTEM

Diagnosis Description

INFOID:000000012356261

This system is an on board diagnostic system that records exhaust emission-related diagnostic information and detects a sensors/actuator-related malfunction. A malfunction is indicated by the malfunction indicator lamp (MIL) and stored in ECU memory as a DTC. The diagnostic information can be obtained with the diagnostic tool (GST: Generic Scan Tool).

GST (Generic Scan Tool)

INFOID:000000012356262

When GST is connected with a data link connector equipped on the vehicle side, it will communicate with the control unit equipped in the vehicle and then enable various kinds of diagnostic tests. Refer to [EC-75. "Diagnosis Description"](#).

NOTE:

Service \$0A is not applied for regions where it is not mandated.

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DIAGNOSIS SYSTEM (ECM)

[VQ37VHR FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

DIAGNOSIS SYSTEM (ECM)

DIAGNOSIS DESCRIPTION

DIAGNOSIS DESCRIPTION : 1st Trip Detection Logic and Two Trip Detection Logic

INFOID:000000012356263

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 when 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	Illuminate	Blinking	Illuminate				
Misfire (Possible three way catalyst damage) — DTC: P0300 - P0308 is being detected	×	—	—	—	—	—	×	—
Misfire (Possible three way catalyst damage) — DTC: P0300 - P0308 is being detected	—	—	×	—	—	×	—	—
One trip detection diagnoses (Refer to EC-116, "DTC Index" .)	—	×	—	—	×	—	—	—
Except above	—	—	—	×	—	×	×	—

DIAGNOSIS DESCRIPTION : DTC and Freeze Frame Data

INFOID:000000012356264

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 recur, 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 light up (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 saved in the ECM memory and the MIL lights up. In other words, the DTC is stored in the ECM memory and the MIL lights up when the same malfunction occurs in two consecutive trips. If a 1st trip DTC is stored 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 light up the MIL during the 1st trip, the DTC and 1st trip DTC are stored in the ECM memory.

For malfunctions in which 1st trip DTCs are displayed, refer to [EC-116, "DTC Index"](#). 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.

1st trip DTC is specified in Service \$07 of SAE J1979/ISO 15031-5. 1st trip DTC detection occurs without illuminating the MIL and therefore does not warn the driver of a malfunction.

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-160, "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 or GST. The 1st trip freeze frame data can only be displayed on the CONSULT screen.

DIAGNOSIS SYSTEM (ECM)

[VQ37VHR FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

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 stored 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 - P0308 Fuel Injection System Function — DTC: P0171, P0172, P0174, P0175
2		Except the above 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.

DIAGNOSIS DESCRIPTION : Counter System

INFOID:000000012356265

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 come on.
- The MIL will turn OFF after the vehicle is driven 3 times (driving pattern B) with no malfunction. The 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 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.

COUNTER SYSTEM 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".

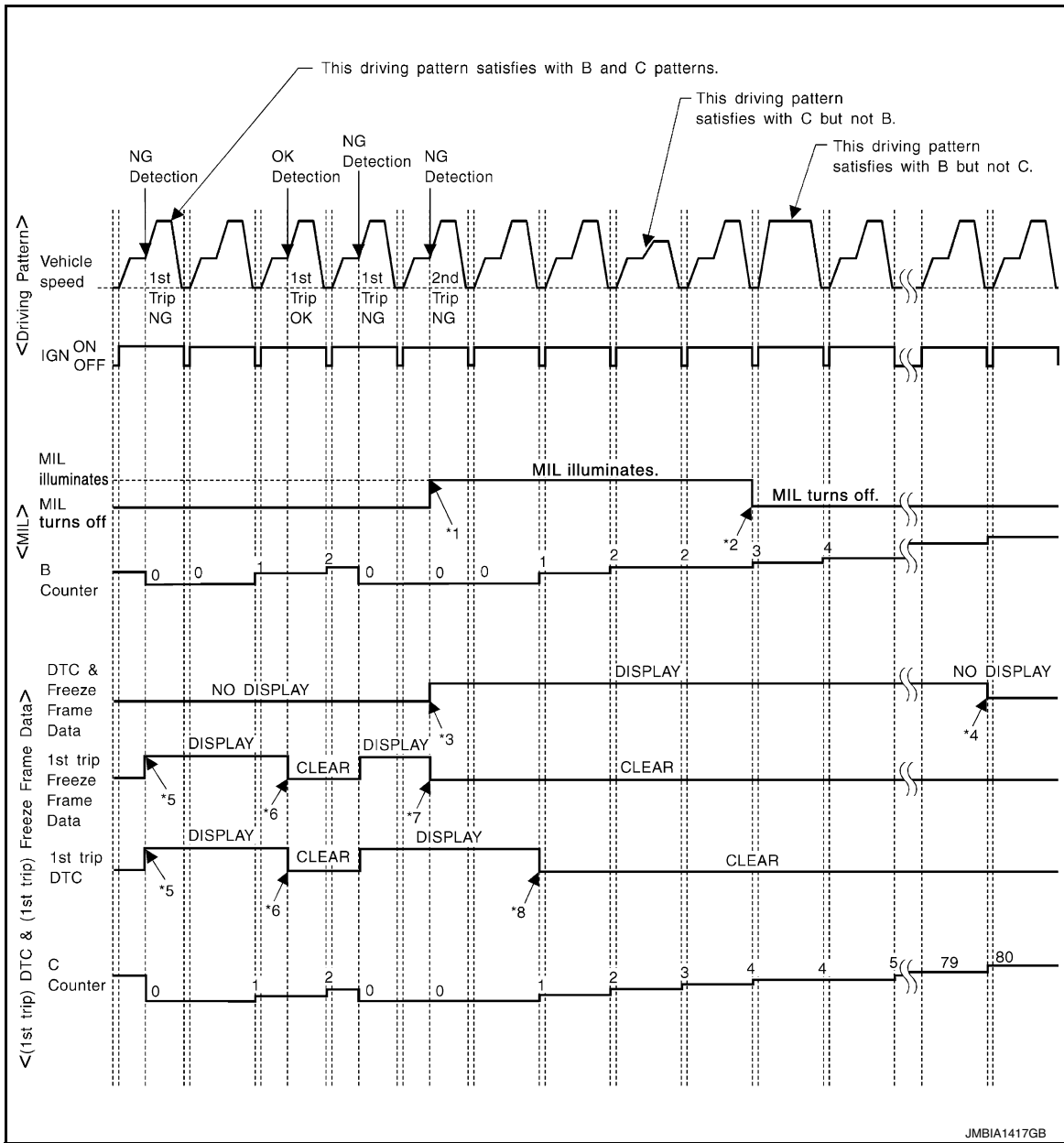
- *1: Clear timing is at the moment OK is detected.
- *2: Clear timing is when the same malfunction is detected in the 2nd trip.

Relationship Between MIL, DTC, 1st Trip DTC and Driving Patterns for "Misfire <Exhaust Quality Deterioration>", "Fuel Injection System"

DIAGNOSIS SYSTEM (ECM)

[VQ37VHR FOR USA AND CANADA]

< SYSTEM DESCRIPTION >



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

*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

Refer to [EC-80, "DIAGNOSIS DESCRIPTION : Driving Pattern"](#).

DIAGNOSIS SYSTEM (ECM)

[VQ37VHR FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

Driving Pattern C

Refer to [EC-80, "DIAGNOSIS DESCRIPTION : Driving Pattern"](#).

Example:

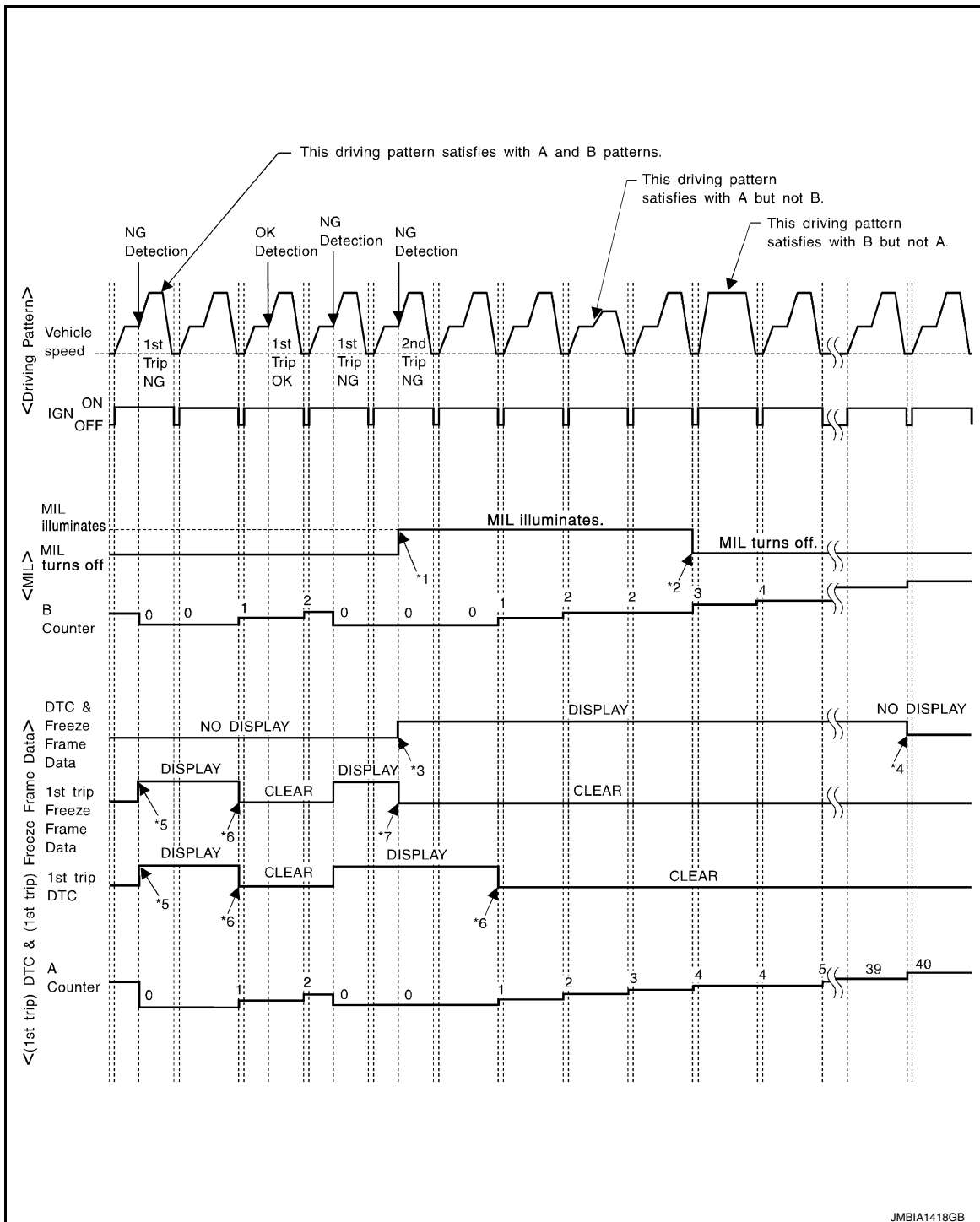
If the stored freeze frame data is as per the following:

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)

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



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DIAGNOSIS SYSTEM (ECM)

[VQ37VHR FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

- | | | |
|--|---|--|
| *1: When the same malfunction is detected in two consecutive trips, MIL will light up. | *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

Refer to [EC-80, "DIAGNOSIS DESCRIPTION : Driving Pattern"](#).

Driving Pattern B

Refer to [EC-80, "DIAGNOSIS DESCRIPTION : Driving Pattern"](#).

DIAGNOSIS DESCRIPTION : Driving Pattern

INFOID:000000012356266

CAUTION:

Always drive at a safe speed.

DRIVING PATTERN A

Driving pattern A means a trip satisfying the following conditions.

- Engine speed reaches 400 rpm or more.
- Engine coolant temperature rises by 20°C (32°F) or more after starting the engine.
- Engine coolant temperature reaches 70°C (158°F) or more.
- The ignition switch is turned from ON to OFF.

NOTE:

- When the same malfunction is detected regardless of driving conditions, reset the counter of driving pattern A.
- When the above conditions are satisfied without detecting the same malfunction, reset the counter of driving pattern A.

DRIVING PATTERN B

Driving pattern B means a trip satisfying the following conditions.

- Engine speed reaches 400 rpm or more.
- Engine coolant temperature reaches 70°C (158°F) or more.
- Vehicle speed of 70 – 120 km/h (44 – 75 MPH) is maintained for 60 seconds or more under the control of closed loop.
- Vehicle speed of 30 – 60 km/h (19 – 37 MPH) is maintained for 10 seconds or more under the control of closed loop.
- Under the closed loop control condition, the following state reaches 12 seconds or more in total: Vehicle speed of 4 km/h (2 MPH) or less with idling condition.
- The state of driving at 10 km/h (7 MPH) or more reaches 10 minutes or more in total.
- A lapse of 22 minutes or more after engine start.

NOTE:

- Drive the vehicle at a constant velocity.
- When the same malfunction is detected regardless of driving conditions, reset the counter of driving pattern B.
- When the above conditions are satisfied without detecting the same malfunction, reset the counter of driving pattern B.

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

DIAGNOSIS SYSTEM (ECM)

[VQ37VHR FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

Calculated load value: (Calculated load value in the freeze frame data) x (1±0.1) [%]

Engine coolant temperature condition:

- When the freeze frame data shows lower than 70°C (158°F), engine coolant temperature should be lower than 70°C (158°F).
- When the freeze frame data shows higher than or equal to 70°C (158°F), engine coolant temperature should be higher than or equal to 70°C (158°F).

NOTE:

- When the same malfunction is detected regardless of the above vehicle conditions, reset the counter of driving pattern C.
- When the above conditions are satisfied without detecting the same malfunction, reset the counter of driving pattern C.
- The 1st trip DTC will be cleared when C counter is counted once without the same malfunction after DTC is stored in ECM.

DRIVING PATTERN D

Driving pattern D means a trip satisfying the following conditions.

- The state of driving at 40 km/h (25 MPH) reaches 300 seconds or more in total.
- Idle speed lasts 30 seconds or more.
- A lapse of 600 seconds or more after engine start.

NOTE:

- When the same malfunction is detected regardless of driving conditions, reset the counter of driving pattern D.
- When the above conditions are satisfied without detecting the same malfunction, reset the counter of driving pattern D.

DIAGNOSIS DESCRIPTION : System Readiness Test (SRT) Code

INFOID:0000000012356267

System Readiness Test (SRT) code is specified in Service §01 of SAE J1979/ISO 15031-5.

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 permanent DTC is stored or MIL 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"), DTC (No DTCs) and permanent DTC (NO permanent DTCs) before the inspection.

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.

DIAGNOSIS SYSTEM (ECM)

< SYSTEM DESCRIPTION >

[VQ37VHR FOR USA AND CANADA]

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.
- 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”.

DIAGNOSIS DESCRIPTION : Permanent Diagnostic Trouble Code (Permanent DTC)

INFOID:000000012356268

Permanent DTC is defined in SAE J1979/ISO 15031-5 Service \$0A.

ECM stores a DTC issuing a command of turning on MIL as a permanent DTC and keeps storing the DTC as a permanent DTC until ECM judges that there is no presence of malfunction.

Permanent DTCs cannot be erased by using the Erase function of CONSULT or Generic Scan Tool (GST) and by disconnecting the battery to shut off power to ECM. This prevents a vehicle from passing the state emission inspection without repairing a malfunctioning part.

When not passing the state emission inspection due to more than one permanent DTC, permanent DTCs should be erased, referring to this manual.

NOTE:

- The important items in state emission inspection are that MIL is not ON, SRT test items are set, and permanent DTCs are not included.
- Permanent DTCs do not apply for regions that permanent DTCs are not regulated by law.

DIAGNOSIS SYSTEM (ECM)

[VQ37VHR FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

PERMANENT DTC SET TIMING

The setting timing of permanent DTC is stored in ECM with the lighting of MIL when a DTC is confirmed.

DIAGNOSIS DESCRIPTION : Malfunction Indicator Lamp (MIL)

INFOID:000000012356269

When emission related ECU detects a malfunction in the emission control systems components and/or the powertrain control components (which affect vehicle emissions), it turns on/blinks MIL to inform the driver that a malfunction has been detected.

1. The MIL illuminates when ignition switch is turned ON (engine is not running).

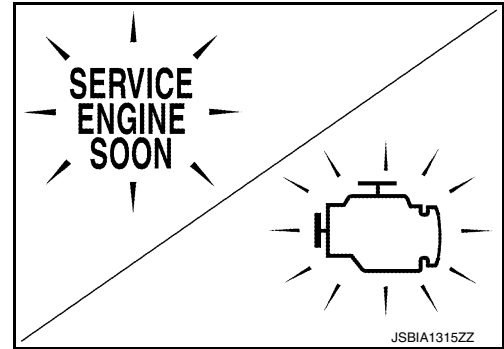
NOTE:

Check the MIL circuit if MIL does not illuminate. Refer to [EC-540, "Component Function Check"](#).

2. When the engine is started, the MIL should go off.

NOTE:

If MIL continues to illuminate/blink, perform self-diagnoses and inspect/repair accordingly because an emission related ECU has detected a malfunction in the emission control systems components and/or the powertrain control components (which affect vehicle emissions).



On Board Diagnosis Function

INFOID:000000012356270

ON BOARD DIAGNOSIS ITEM

The on board diagnostic system has the following functions.

Diagnostic test mode	Function
Bulb check	MIL can be checked.
SRT status	ECM can read if SRT codes are set.
Malfunction warning	If ECM detects a malfunction, it illuminates or blinks MIL to inform the driver that a malfunction has been detected.
Self-diagnostic results	DTCs or 1st trip DTCs stored in ECM can be read.
Accelerator pedal released position learning	ECM can learn the accelerator pedal released position. Refer to EC-169, "Description" .
Throttle valve closed position learning	ECM can learn the throttle valve closed position. Refer to EC-169, "Description" .
Idle air volume learning	ECM can learn the idle air volume. Refer to EC-171, "Description" .
VVEL control shaft position sensor adjustment	The initial position of the VVEL control shaft position sensor can be adjusted. Refer to EC-173, "Description" .

BLUB CHECK MODE

Description

This function allows damage inspection in the MIL bulb (blown, open circuit, etc.).

Operation Procedure

1. Turn ignition switch ON.
2. The MIL on the instrument panel should stay ON.
If it remains OFF, check MIL circuit. Refer to [EC-540, "Diagnosis Procedure"](#).

SRT STATUS MODE

Description

This function allows to read if ECM has completed the self-diagnoses of major emission control systems and components. For SRT, refer to [EC-81, "DIAGNOSIS DESCRIPTION : System Readiness Test \(SRT\) Code"](#).

Operation Procedure

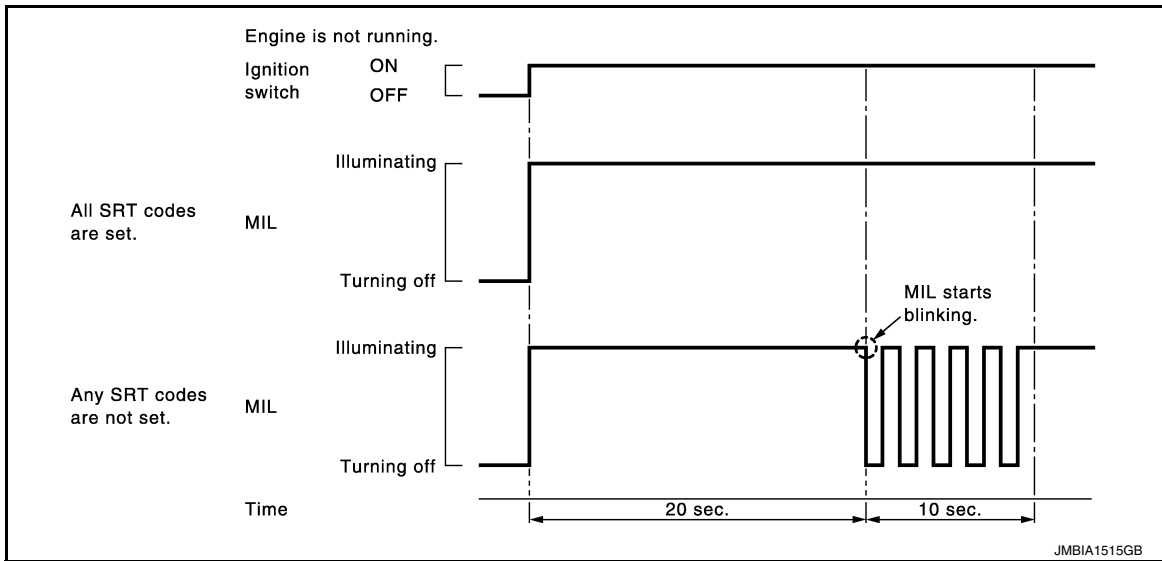
1. Turn ignition switch ON and wait 20 seconds.
2. SRT status is indicated as shown blow.
 - ECM continues to illuminate MIL if all SRT codes are set.

DIAGNOSIS SYSTEM (ECM)

[VQ37VHR FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

- ECM blinks MIL for about 10 seconds if all SRT codes are not set.



MALFUNCTION WARNING MODE

Description

In this function ECM turns on or blinks MIL when it detects a malfunction in the emission control system components and/or the powertrain control components (which affect vehicle emissions) to inform the driver that a malfunction has been detected.

Operation Procedure

1. Turn ignition switch ON.
2. Check that MIL illuminates.
If it remains OFF, check MIL circuit. Refer to [EC-540, "Diagnosis Procedure"](#).
3. Start engine and let it idle.
 - For two trip detection logic diagnoses, ECM turns on MIL when it detects the same malfunction twice in the two consecutive driving cycles.
 - For 1st trip detection logic diagnoses, ECM turns on MIL when it detects a malfunction in one driving cycle.
 - ECM blinks MIL when it detects a malfunction that may damage the three way catalyst (misfire).

SELF-DIAGNOSTIC RESULTS MODE

Description

This function allows to indicate DTCs or 1st trip DTCs stored in ECM according to the number of times MIL is blinking.

How to Set Self-diagnostic Results 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.
 - After ignition switch is turned off, ECM is always released from the "self-diagnostic results" mode.
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 self-diagnostic results mode.

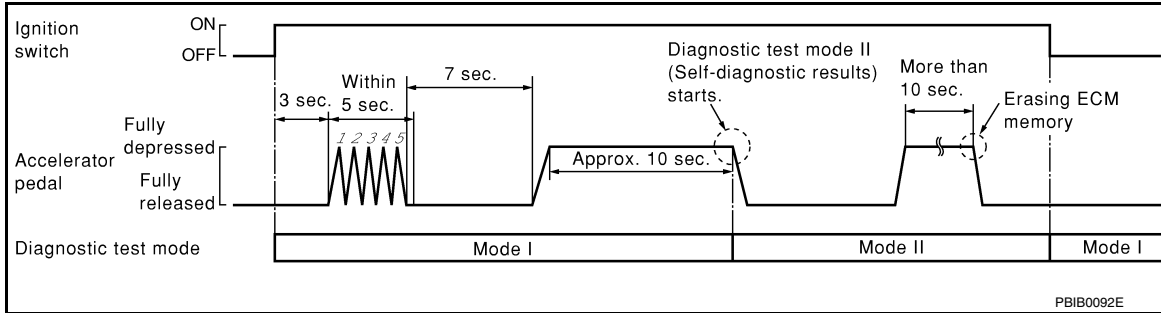
DIAGNOSIS SYSTEM (ECM)

[VQ37VHR FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

NOTE:

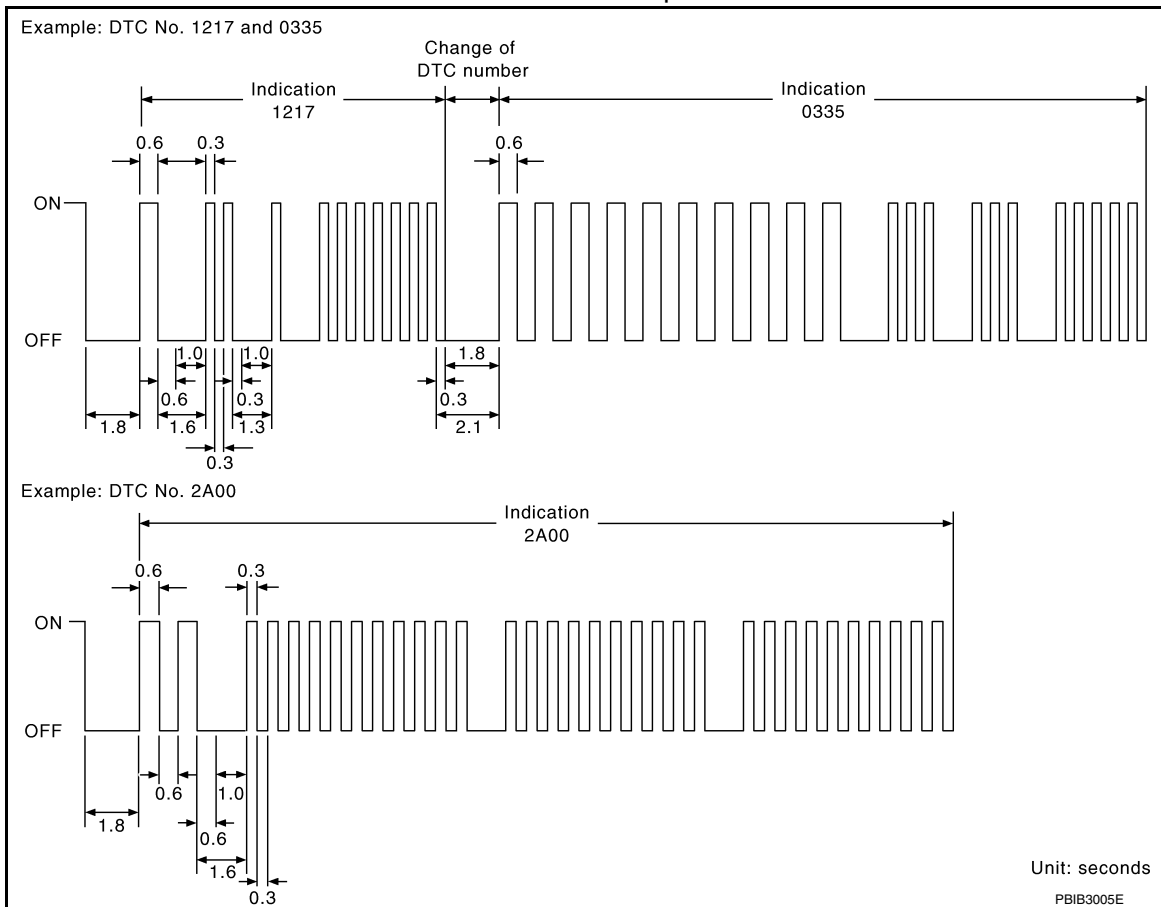
Wait until the same DTC (or 1st trip DTC) appears to completely confirm all DTCs.



How to Read Self-diagnostic Results

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 "malfunction warning" mode, 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 unidentified codes can be identified by using the CONSULT 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.

DIAGNOSIS SYSTEM (ECM)

[VQ37VHR FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

In this way, all the detected malfunctions are classified by their DTC numbers. The DTC 0000 refers to no malfunction. Refer to [EC-116, "DTC Index"](#).

How to Erase Self-diagnostic Results

By performing this procedure, ECM memory is erased and the following diagnostic information is erased as well.

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

NOTE:

Also, if a battery terminal is disconnected, ECM memory is erased and the diagnostic information as listed above is erased. (The amount of time required for erasing may vary from a few seconds to several hours.)

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. Turn ignition switch ON.
5. Set ECM in self-diagnostic results.
6. The diagnostic information has been erased from the backup memory in the ECM.
Fully depress the accelerator pedal and keep it depressed for more than 10 seconds.
7. Fully release the accelerator pedal, and confirm the DTC 0000 is displayed.

CONSULT Function

INFOID:0000000012356271

FUNCTION

Diagnostic test mode	Function
Self Diagnostic Results	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.
Work support	This mode enables a technician to adjust some devices faster and more accurately by following the indications on the CONSULT unit.
Active Test	Diagnostic Test Mode in which CONSULT drives some actuators apart from the ECMs and also shifts some parameters in a specified range.
ECU Identification	ECM part number can be read.
DTC Work Support	The status of system monitoring tests and the self-diagnosis status/results can be confirmed.

*: 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

SELF DIAGNOSTIC RESULTS MODE

Self Diagnostic Item

Regarding items of DTC and 1st trip DTC, refer to [EC-116, "DTC Index"](#).

How to Read DTC and 1st Trip DTC

DTCs and 1st trip DTCs related to the malfunction are displayed in "Self-diag results".

- When ECM detects a 1st trip DTC, "1t" is displayed for "TIME".
- When ECM has detected a current DTC, "0" is displayed for "TIME".
- If "TIME" is neither "0" nor "1t", the DTC occurred in the past and ECM shows the number of times the vehicle has been driven since the last detection of the DTC.

How to Erase DTC and 1st Trip DTC

DIAGNOSIS SYSTEM (ECM)

[VQ37VHR FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

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-116, "DTC Index"](#)), skip step 1.
 1. Erase DTC in TCM. Refer to [TM-60, "Diagnosis Description"](#).
 2. Select "ENGINE" with CONSULT.
 3. Select "SELF-DIAG RESULTS".
 4. Touch "ERASE". (DTC in ECM will be erased.)

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-116, "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.
L-FUEL TRM-B2 [%]	• The long-term fuel trim indicates much more gradual feedback compensation to the base fuel schedule than short-term fuel trim.
S-FUEL TRM-B1 [%]	• "Short-term fuel trim" at the moment a malfunction is detected is displayed.
S-FUEL TRM-B2 [%]	• The short-term fuel trim indicates dynamic or instantaneous feedback compensation to the base fuel schedule.
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.
FUEL SYS-B2	• One of the following mode is displayed. Mode2: Open loop due to detected system malfunction Mode3: Open loop due to driving conditions (power enrichment, deceleration enleanment) Mode4: Closed loop - using oxygen sensor(s) as feedback for fuel control Mode5: Open loop - has not yet satisfied condition to go to closed loop
INT MANI PRES [kPa]	• These items are displayed but are not applicable to this model.
COMBUST CONDITION	

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

DATA MONITOR MODE

NOTE:

- The following table includes information (items) inapplicable to this vehicle. For information (items) applicable to this vehicle, refer to CONSULT display items.
- For reference values of the following items, refer to [EC-96, "Reference Value"](#).

Monitored Item

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. • 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.
MAS A/F SE-B2			• When engine is running, specification range is indicated in "SPEC".
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".

DIAGNOSIS SYSTEM (ECM)

[VQ37VHR FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

Monitored item	Unit	Description	Remarks
A/F ALPHA-B1	%	<ul style="list-style-type: none"> The mean value of the air-fuel ratio feedback correction factor per cycle is indicated. 	<ul style="list-style-type: none"> When the engine is stopped, a certain value is indicated. This data also includes the data for the air-fuel ratio learning control. When engine is running, specification range is indicated in "SPEC".
A/F ALPHA-B2			
COOLAN TEMP/S	°C or °F	<ul style="list-style-type: none"> The engine coolant temperature (determined by the signal voltage of the engine coolant temperature sensor) is displayed. 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> The signal voltage of the heated oxygen sensor 2 is displayed. 	
HO2S2 (B2)			
HO2S2 MNTR (B1)	RICH/LEAN	<ul style="list-style-type: none"> Display of heated oxygen sensor 2 signal: RICH: means the amount of oxygen after three way catalyst is relatively small. LEAN: means the amount of oxygen after three way catalyst is relatively large. 	<ul style="list-style-type: none"> When the engine is stopped, a certain value is indicated.
HO2S2 MNTR (B2)			
VHCL SPEED SE	km/h or mph	<ul style="list-style-type: none"> The vehicle speed computed from the vehicle speed signal sent from combination meter is displayed. 	
BATTERY VOLT	V	<ul style="list-style-type: none"> The power supply voltage of ECM is displayed. 	
ACCEL SEN 1	V	<ul style="list-style-type: none"> The accelerator pedal position sensor signal voltage is displayed. 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> The throttle position sensor signal voltage is displayed. 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> The fuel temperature (determined by the signal voltage of the fuel tank temperature sensor) is displayed. 	
INT/A TEMP SE	°C or °F	<ul style="list-style-type: none"> The intake air temperature (determined by the signal voltage of the intake air temperature sensor) is indicated. 	
EVAP SYS PRES	V	<ul style="list-style-type: none"> The signal voltage of EVAP control system pressure sensor is displayed. 	
FUEL LEVEL SE	V	<ul style="list-style-type: none"> The signal voltage of the fuel level sensor is displayed. 	
START SIGNAL	ON/OFF	<ul style="list-style-type: none"> Indicates start signal status [ON/OFF] computed by the ECM according to the signals of engine speed and battery voltage. 	<ul style="list-style-type: none"> After starting the engine, [OFF] is displayed regardless of the starter signal.
CLSD THL POS	ON/OFF	<ul style="list-style-type: none"> Indicates idle position [ON/OFF] computed by ECM according to the accelerator pedal position sensor signal. 	
AIR COND SIG	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition of the air conditioner switch as determined by the air conditioner signal. 	
P/N POSI SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from the park/neutral position (PNP) signal. 	
PW/ST SIGNAL	ON/OFF	<ul style="list-style-type: none"> [ON/OFF] condition of the power steering system (determined by the signal voltage of the power steering pressure sensor signal) is indicated. 	

DIAGNOSIS SYSTEM (ECM)

[VQ37VHR FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

Monitored item	Unit	Description	Remarks
LOAD SIGNAL	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from the electrical load signal. ON: Rear window defogger switch is ON and/or lighting switch is in 2nd position. OFF: Both rear window defogger switch and lighting switch are OFF. 	
IGNITION SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from ignition switch signal. 	
HEATER FAN SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from the heater fan switch signal. 	
BRAKE SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from the stop lamp switch signal. 	
INJ PULSE-B1	msec	<ul style="list-style-type: none"> Indicates the actual fuel injection pulse width compensated by ECM according to the input signals. 	<ul style="list-style-type: none"> When the engine is stopped, a certain computed value is indicated.
INJ PULSE-B2			
IGN TIMING	BTDC	<ul style="list-style-type: none"> Indicates the ignition timing computed by ECM according to the input signals. 	<ul style="list-style-type: none"> When the engine is stopped, a certain value is indicated.
CAL/LD VALUE	%	<ul style="list-style-type: none"> "Calculated load value" indicates the value of the current air flow divided by peak air flow. 	
MASS AIRFLOW	g/s	<ul style="list-style-type: none"> Indicates the mass air flow computed by ECM according to the signal voltage of the mass air flow sensor. 	
PURG VOL C/V	%	<ul style="list-style-type: none"> Indicates the EVAP canister purge volume control solenoid valve control value computed by the ECM according to the input signals. The opening becomes larger as the value increases. 	
INT/V TIM (B1)	°CA	<ul style="list-style-type: none"> Indicates [°CA] of intake camshaft advance angle. 	
INT/V TIM (B2)			
INT/V SOL (B1)	%	<ul style="list-style-type: none"> The control value of the intake valve timing control solenoid valve (determined by ECM according to the input signals) is indicated. The advance angle becomes larger as the value increases. 	
INT/V SOL (B2)			
TP SEN 1-B2	V	<ul style="list-style-type: none"> The throttle position sensor signal voltage is displayed. 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> The air conditioner relay control condition (determined by ECM according to the input signals) is indicated. 	
FUEL PUMP RLY	ON/OFF	<ul style="list-style-type: none"> Indicates the fuel pump relay control condition determined by ECM according to the input signals. 	
VENT CONT/V	ON/OFF	<ul style="list-style-type: none"> The control condition of the EVAP canister vent control valve (determined by ECM according to the input signals) is indicated. ON: Closed OFF: Open 	
THRTL RELAY	ON/OFF	<ul style="list-style-type: none"> Indicates the throttle control motor relay control condition determined by the ECM according to the input signals. 	
HO2S2 HTR (B1)	ON/OFF	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Indicates the engine speed computed from the input speed sensor signal. 	

DIAGNOSIS SYSTEM (ECM)

[VQ37VHR FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

Monitored item	Unit	Description	Remarks
VEHICLE SPEED	km/h or mph	<ul style="list-style-type: none"> The vehicle speed computed from the vehicle speed signal sent from TCM is displayed. 	
IDL A/V LEARN	YET/CMPLT	<ul style="list-style-type: none"> Displays the condition of Idle Air Volume Learning YET: Idle air volume learning has not been performed yet. CMPLT: Idle air volume learning has already been performed successfully. 	
SNOW MODE SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from snow mode switch signal. 	
ENG OIL TEMP	°C or °F	<ul style="list-style-type: none"> The engine oil temperature (determined by the signal voltage of the engine oil temperature sensor) is displayed. 	
TRVL AFTER MIL	km or mile	<ul style="list-style-type: none"> Distance traveled while MIL is activated. 	
A/F S1 HTR (B1)	%	<ul style="list-style-type: none"> Air fuel ratio (A/F) sensor 1 heater control value computed by ECM according to the input signals. The current flow to the heater becomes larger as the value increases. 	
A/F S1 HTR (B2)			
AC PRESS SEN	V	<ul style="list-style-type: none"> The signal voltage from the refrigerant pressure sensor is displayed. 	
VHCL SPEED SE	km/h or mph	<ul style="list-style-type: none"> The vehicle speed computed from the vehicle speed signal sent from combination meter is displayed. 	
SET VHCL SPD	km/h or mph	<ul style="list-style-type: none"> The preset vehicle speed is displayed. 	
MAIN SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from MAIN switch signal. 	
CANCEL SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from CANCEL switch signal. 	
RESUME/ACC SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from RESUME/ACCELERATE switch signal. 	
SET SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from SET/COAST switch signal. 	
BRAKE SW1	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from ASCD brake switch signal. 	
BRAKE SW2	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition of stop lamp switch signal. 	
DIST SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from DISTANCE switch signal. 	
CRUISE LAMP	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition of CRUISE lamp determined by the ECM according to the input signals. 	
BAT CUR SEN	mV	<ul style="list-style-type: none"> The signal voltage of battery current sensor is displayed. 	
MAP SENSOR	V	<ul style="list-style-type: none"> The signal voltage from the manifold absolute pressure (MAP) sensor is displayed. 	
ALT DUTY	%	<ul style="list-style-type: none"> Indicates the duty ratio of the power generation command value. The ratio is calculated by ECM based on the battery current sensor signal. 	
BRAKE BST PRES SE	mV	<ul style="list-style-type: none"> Always a certain value is displayed. This item is not efficient for Y51 models. 	
VVEL POSITION SEN-B1	V	<ul style="list-style-type: none"> The VVEL control shaft position sensor signal voltage is displayed. 	
VVEL POSITION SEN-B2			

DIAGNOSIS SYSTEM (ECM)

[VQ37VHR FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

Monitored item	Unit	Description	Remarks
VVEL TIM-B1	deg	• Indicates [deg] of VVEL control shaft angle.	A
VVEL TIM-B2			
VVEL LEARN	YET/DONE	• Display the condition of VVEL learning YET: VVEL learning has not been performed yet. DONE: VVEL learning has already been performed successfully.	EC
VVEL SEN LEARN-B1	V	• Indicates the VVEL learning value.	C
VVEL SEN LEARN-B2			D
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.	E
A/F ADJ-B2			
FAN DUTY	%	• Indicates a command value for cooling fan. The value is calculated by ECM based on input signals.	F
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. ON: Power generation voltage variable control is active. OFF: Power generation voltage variable control is inactive.	G H
BAT TEMP SEN	V	• The signal voltage from the battery temperature sensor is displayed.	I
EVAP LEAK DIAG	YET/CMPLT	• Indicates the condition of EVAP leak diagnosis. YET: EVAP leak diagnosis has not been performed yet. CMPLT: EVAP leak diagnosis has been performed successfully.	J
EVAP DIAG READY	ON/OFF	• Indicates the ready condition of EVAP leak diagnosis. ON: Diagnosis has been ready condition. OFF: Diagnosis has not been ready condition.	K L
HO2 S2 DIAG1 (B1)	INCMP/CM-PLT	• Indicates DTC P0139 self-diagnosis (delayed response) condition. INCMP: Self-diagnosis is incomplete. CMPLT: Self-diagnosis is complete.	M
HO2 S2 DIAG1 (B2)	INCMP/CM-PLT	• Indicates DTC P0159 self-diagnosis (delayed response) condition. INCMP: Self-diagnosis is incomplete. CMPLT: Self-diagnosis is complete.	N
HO2 S2 DIAG2 (B1)	INCMP/CM-PLT	• Indicates DTC P0139 self-diagnosis (slow response) condition. INCMP: Self-diagnosis is incomplete. CMPLT: Self-diagnosis is complete.	O
HO2 S2 DIAG2 (B2)	INCMP/CM-PLT	• Indicates DTC P0159 self-diagnosis (slow response) condition. INCMP: Self-diagnosis is incomplete. CMPLT: Self-diagnosis is complete.	P
A/F SEN1 DIAG1 (B1)	INCMP/CM-PLT	• Indicates DTC P015A or P015B self-diagnosis condition. INCMP: Self-diagnosis is incomplete. CMPLT: Self-diagnosis is complete.	

DIAGNOSIS SYSTEM (ECM)

[VQ37VHR FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

Monitored item	Unit	Description	Remarks
A/F SEN1 DIAG1 (B2)	INCMP/CM-PLT	<ul style="list-style-type: none"> Indicates DTC P015C or P015D self-diagnosis condition. INCMP: Self-diagnosis is incomplete. CMPLT: Self-diagnosis is complete. 	
A/F SEN1 DIAG2 (B1)	INCMP/CM-PLT	<ul style="list-style-type: none"> Indicates DTC P014C or P014D self-diagnosis condition. INCMP: Self-diagnosis is incomplete. CMPLT: Self-diagnosis is complete. 	
A/F SEN1 DIAG2 (B2)	INCMP/CM-PLT	<ul style="list-style-type: none"> Indicates DTC P014E or P014F self-diagnosis condition. INCMP: Self-diagnosis is incomplete. CMPLT: Self-diagnosis is complete. 	
A/F SEN1 DIAG3 (B1)	ABSNT/PRSNT	<ul style="list-style-type: none"> Indicates DTC P014C, P014D, P015A or P015B self-diagnosis condition. ABSNT: The vehicle condition is not within the diagnosis range. PRSNT: The vehicle condition is within the diagnosis range. 	
A/F SEN1 DIAG3 (B2)	ABSNT/PRSNT	<ul style="list-style-type: none"> Indicates DTC P014C, P014D, P015A or P015B self-diagnosis condition. ABSNT: The vehicle condition is not within the diagnosis range. PRSNT: The vehicle condition is within the diagnosis range. 	
A/F-S ATMSPHRC CRCT B1	—	Displays a determined value of atmospheric correction factor necessary for correcting an A/F sensor signal input to ECM. The signal used for the correction is an A/F sensor signal transmitted while driving under atmospheric pressure.	
A/F-S ATMSPHRC CRCT B2	—	Displays a determined value of atmospheric correction factor necessary for correcting an A/F sensor signal input to ECM. The signal used for the correction is an A/F sensor signal transmitted while driving under atmospheric pressure.	
A/F-S ATMSPHRC CRCT UP B1	count	Displays the number of updates of the A/F sensor atmospheric correction factor.	
A/F-S ATMSPHRC CRCT UP B2	count	Displays the number of updates of the A/F sensor atmospheric correction factor.	
THRTL STK CNT B1	—	NOTE: The item is indicated, but not used.	
THRTL STK CNT B2			

NOTE:

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

WORK SUPPORT MODE

Work Item

DIAGNOSIS SYSTEM (ECM)

< SYSTEM DESCRIPTION >

[VQ37VHR FOR USA AND CANADA]

WORK ITEM	CONDITION	USAGE
IDLE AIR VOL LEARN	<ul style="list-style-type: none"> 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	<p>Close the EVAP canister vent control valve in order to make evap system close under the following conditions.</p> <ul style="list-style-type: none"> Ignition switch ON Engine not running Ambient temperature is above 0°C (32°F). No vacuum and no high pressure in EVAP system Fuel tank temp. is more than 0°C (32°F). Within 10 minutes after starting "EVAP SYSTEM CLOSE" When trying to execute "EVAP SYSTEM CLOSE" Under the condition except above, CONSULT will discontinue it and display appropriate instruction. <p>NOTE: When starting engine, CONSULT may display "Battery voltage is low. Charge battery", even when using a charged battery.</p>	When detecting EVAP vapor leak in the EVAP system
FUEL PRESSURE RELEASE	<ul style="list-style-type: none"> Fuel pump will stop by touching "START" during idling. Crank a few times after engine stalls. 	When releasing fuel pressure from fuel line
SELF-LEARNING CONT	<ul style="list-style-type: none"> The coefficient of self-learning control mixture ratio returns to the original coefficient. 	When clearing mixture ratio self-learning value
TARGET IDLE RPM ADJ*	<ul style="list-style-type: none"> Idle condition 	When setting target idle speed
TARGET IGN TIM ADJ*	<ul style="list-style-type: none"> Idle condition 	When adjusting target ignition timing
VIN REGISTRATION	<ul style="list-style-type: none"> In this mode, VIN is registered in ECM. 	When registering VIN in ECM
CLSD THL POS LEARN	<ul style="list-style-type: none"> Ignition switch ON and engine stopped. 	When learning the throttle valve closed position
VVEL POS SEN ADJ PREP	<ul style="list-style-type: none"> Use this item only when replacing VVEL actuator sub assembly. Ignition on and engine stopped. 	When adjusting VVEL control shaft position sensor
SAVING DATA FOR REPLC CPU	<p>In this mode, save data that is in ECM.</p>	When ECM is replaced.
WRITING DATA FOR REPLC CPU	<p>In this mode, write data stored by "SAVE DATA FOR CPU REPLC" in work support mode to ECM.</p>	When ECM is replaced.

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

ACTIVE TEST MODE

Test Item

TEST ITEM	CONDITION	JUDGEMENT	CHECK ITEM (REMEDY)
VENT CONTROL/V	<ul style="list-style-type: none"> Ignition switch: ON (Engine stopped) Turn solenoid valve ON and OFF with the CONSULT and listen to operating sound. 	Solenoid valve makes an operating sound.	<ul style="list-style-type: none"> Harness and connectors Solenoid valve
ENG COOLANT TEMP	<ul style="list-style-type: none"> Engine: Return to the original trouble condition Change the engine coolant temperature using CONSULT. 	If trouble symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> Harness and connectors Engine coolant temperature sensor Fuel injector
FUEL INJECTION	<ul style="list-style-type: none"> Engine: Return to the original trouble condition Change the amount of fuel injection using CONSULT. 	If trouble symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> Harness and connectors Fuel injector Air fuel ratio (A/F) sensor 1
FUEL/T TEMP SEN	<ul style="list-style-type: none"> Change the fuel tank temperature using CONSULT. 		

DIAGNOSIS SYSTEM (ECM)

[VQ37VHR FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

TEST ITEM	CONDITION	JUDGEMENT	CHECK ITEM (REMEDY)
PURG VOL CONT/V	<ul style="list-style-type: none"> Engine: After warming up, run engine at 1,500 rpm. Change the EVAP canister purge volume control solenoid valve opening percent using CONSULT. 	Engine speed changes according to the opening percent.	<ul style="list-style-type: none"> Harness and connectors Solenoid valve
FUEL PUMP RELAY	<ul style="list-style-type: none"> Ignition switch: ON (Engine stopped) Turn the fuel pump relay ON and OFF using CONSULT and listen to operating sound. 	Fuel pump relay makes the operating sound.	<ul style="list-style-type: none"> Harness and connectors Fuel pump relay
IGNITION TIMING	<ul style="list-style-type: none"> Engine: Return to the original trouble condition Timing light: Set Retard the ignition timing using CONSULT. 	If trouble symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> Perform Idle Air Volume Learning.
FAN DUTY CONTROL*	<ul style="list-style-type: none"> Ignition switch: ON Change duty ratio using CONSULT. 	Cooling fan speed changes.	<ul style="list-style-type: none"> Harness and connectors Cooling fan motor Cooling fan relay Cooling fan control module IPDM E/R
ALTERNATOR DUTY	<ul style="list-style-type: none"> Engine: Idle Change duty ratio using CONSULT. 	Battery voltage changes.	<ul style="list-style-type: none"> Harness and connectors IPDM E/R Alternator
POWER BALANCE	<ul style="list-style-type: none"> Engine: After warming up, idle the engine. A/C switch OFF Selector lever: P or N Cut off each injector signal one at a time using CONSULT. 	Engine runs rough or dies.	<ul style="list-style-type: none"> Harness and connectors Compression Fuel injector Power transistor Spark plug Ignition coil
INT V/T ASSIGN ANGLE	<ul style="list-style-type: none"> Engine: Return to the original non-standard condition Change intake valve timing using CONSULT. 	If malfunctioning symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> Harness and connectors Intake valve timing control solenoid valve

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

DTC WORK SUPPORT MODE

Test Item

Test mode	Test item	Corresponding DTC No.	Reference page
EVAPORATIVE SYSTEM	EVP SML LEAK P0442*/P1442*	—	—
	EVP V/S LEAK P0456/P1456*	P0456	EC-376
	PURG VOL CN/V P1444	P0443	EC-346
	PURG FLOW P0441	P0441	EC-341
A/F SEN1	A/F SEN1 (B1) P1278/P1279	—	—
	A/F SEN1 (B1) P1276	P0130	EC-257
	A/F SEN1 (B2) P1288/P1289	—	—
	A/F SEN1 (B2) P1286	P0150	EC-257
HO2S2	HO2S2 (B1) P1146	P0138	EC-273
	HO2S2 (B1) P1147	P0137	EC-267
	HO2S2 (B1) P0139	P0139	EC-281
	HO2S2 (B2) P1166	P0158	EC-273
	HO2S2 (B2) P1167	P0157	EC-267
	HO2S2 (B2) P0159	P0159	EC-281

*: DTC P0442, P1442 and P1456 does not apply to Y51 models but appears in DTC Work Support Mode screens.

DIAGNOSIS SYSTEM (ECM)

[VQ37VHR FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

SRT & P-DTC MODE

SRT STATUS Mode

- For items whose SRT codes are set, "CMPLT" is displayed on the CONSULT screen; for items whose SRT codes are not set, "INCMP" is displayed.
- "SRT STATUS" provides the presence or absence of permanent DTCs stored in ECM memory.

PERMANENT DTC STATUS Mode

How to Display Permanent DTC Status


1. Turn ignition switch OFF and wait at 10 seconds.
2. Turn ignition switch ON.
3. Turn ignition switch OFF and wait at 10 seconds.
4. Turn ignition switch ON.
5. Select "PERMANENT DTC STATUS" in "DTC & SRT CONFIRMATION" mode with CONSULT.

NOTE:

Permanent DTCs stored in ECM memory are displayed on the CONSULT screen to show if a driving pattern required for erasing permanent DTCs is complete (CMPLT) or incomplete (INCMP).

CAUTION:

Since the "PERMANENT DTC STATUS" screen displays the previous trip information, repeat the following twice to update the information: "Ignition switch OFF", "Wait for more than 10 seconds" and "Ignition switch ON".

PERMANENT DTC & SRT CONFIRMATION : PERMANENT DTC STATUS		
CAUTION: Turn ignition switch from ON to OFF twice to update the information on the status screen.		
PERMANENT DTC	DRIVING PATTERN B	DRIVING PATTERN D
XXXX	INCMP	INCMP
XXXX	CMPLT	INCMP
XXXX	INCMP	CMPLT
XXXX	CMPLT	INCMP
XXXX	INCMP	INCMP
XXXX	INCMP	INCMP
The previous trip information is displayed. 		

NOTE:

This mode is not used in regions that permanent DTCs are not regulated by law.

SRT WORK SUPPORT Mode

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

PERMANENT DTC WORK SUPPORT Mode

This mode enables a technician to drive a vehicle to complete the driving pattern that is required for erasing permanent DTC.

NOTE:

This mode is not used in regions that permanent DTCs are not regulated by law.

ECU DIAGNOSIS INFORMATION

ECM

Reference Value

INFOID:0000000012356272

VALUES ON THE DIAGNOSIS TOOL

NOTE:

- The following table includes information (items) inapplicable to this vehicle. For information (items) applicable to this vehicle, refer to CONSULT display items.
- Numerical values in the following table are reference values.
- These values are input/output values that ECM receives/transmits and may differ from actual operations.
Example: The ignition timing shown by the timing light may differ from the ignition timing displayed on the data monitor.
This occurs because the timing light shows a value calculated by ECM according to signals received from the camshaft position sensor and other sensors related to ignition timing.
- For outlines of following items, refer to [EC-86. "CONSULT Function"](#).

CONSULT MONITOR ITEM

Monitor Item	Condition		Values/Status
ENG SPEED	• Run engine and compare CONSULT value with the tachometer indication.		Almost the same speed as the tachometer indication
MAS A/F SE-B1	See EC-194. "Description" .		
MAS A/F SE-B2	See EC-194. "Description" .		
B/FUEL SCHDL	See EC-194. "Description" .		
A/F ALPHA-B1	See EC-194. "Description" .		
A/F ALPHA-B2	See EC-194. "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)	<ul style="list-style-type: none"> • Revving engine from idle up to 3,000 rpm quickly after the following conditions are met. - Engine: After warming up - 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)	<ul style="list-style-type: none"> • Revving engine from idle up to 3,000 rpm quickly after the following conditions are met. - Engine: After warming up - 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)	<ul style="list-style-type: none"> • Revving engine from idle up to 3,000 rpm quickly after the following conditions are met. - Engine: After warming up - 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)	<ul style="list-style-type: none"> • Revving engine from idle up to 3,000 rpm quickly after the following conditions are met. - Engine: After warming up - 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 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

ECM

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR USA AND CANADA]

Monitor Item	Condition		Values/Status
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
TP SEN 1-B1	• Ignition switch: ON (Engine stopped) • Selector lever: D	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) • Selector lever: D	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	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
BRAKE SW	• Ignition switch: ON	Brake pedal: Fully released	OFF
		Brake pedal: Slightly depressed	ON
INJ PULSE-B1	• Engine: After warming up • Selector lever: P or N • Air conditioner switch: OFF • No load	Idle	2.0 - 3.0 msec
		2,000 rpm	1.9 - 2.9 msec
INJ PULSE-B2	• Engine: After warming up • Selector lever: P or N • Air conditioner switch: OFF • No load	Idle	2.0 - 3.0 msec
		2,000 rpm	1.9 - 2.9 msec
IGN TIMING	• Engine: After warming up • Selector lever: P or N • Air conditioner switch: OFF • No load	Idle	7° BTDC
		2,000 rpm	25° - 45° BTDC
CAL/LD VALUE	• Engine: After warming up • Selector lever: P or N • Air conditioner switch: OFF • No load	Idle	5% - 35%
		2,500 rpm	5% - 35%

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< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR USA AND CANADA]

Monitor Item	Condition	Values/Status
MASS AIRFLOW	<ul style="list-style-type: none"> Engine: After warming up Selector lever: P or N Air conditioner switch: OFF No load Idle	2.0 - 6.0 g/s
	2,500 rpm	7.0 - 20.0 g/s
PURG VOL C/V	<ul style="list-style-type: none"> Engine: After warming up Selector lever: P or N Air conditioner switch: OFF No load Idle (Accelerator pedal: Not depressed even slightly, after engine starting.)	0%
	2,000 rpm	—
INT/V TIM (B1)	<ul style="list-style-type: none"> Engine: After warming up Selector lever: P or N Air conditioner switch: OFF No load Idle	- 5 - 5°C
	2,000 rpm	Approx. 0 - 30°C
INT/V TIM (B2)	<ul style="list-style-type: none"> Engine: After warming up Selector lever: P or N Air conditioner switch: OFF No load Idle	- 5 - 5°C
	2,000 rpm	Approx. 0 - 30°C
INT/V SOL (B1)	<ul style="list-style-type: none"> Engine: After warming up Selector lever: P or N Air conditioner switch: OFF No load Idle	0 - 2%
	2,000 rpm	Approx. 0 - 50%
INT/V SOL (B2)	<ul style="list-style-type: none"> Engine: After warming up Selector lever: P or N Air conditioner switch: OFF No load Idle	0 - 2%
	2,000 rpm	Approx. 0 - 50%
TP SEN 1-B2	<ul style="list-style-type: none"> Ignition switch: ON (Engine stopped) Selector lever: D Accelerator pedal: Fully released	More than 0.36 V
	Accelerator pedal: Fully depressed	Less than 4.75 V
TP SEN 2-B2*1	<ul style="list-style-type: none"> Ignition switch: ON (Engine stopped) Selector lever: D Accelerator pedal: Fully released	More than 0.36 V
	Accelerator pedal: Fully depressed	Less than 4.75 V
AIR COND RLY	<ul style="list-style-type: none"> Engine: After warming up, idle the engine Air conditioner switch: OFF	OFF
	Air conditioner switch: ON (Compressor operates)	ON
FUEL PUMP RLY	<ul style="list-style-type: none"> For 1 second after turning ignition switch: ON Engine running or cranking 	ON
	Except above	OFF
VENT CONT/V	<ul style="list-style-type: none"> Ignition switch: ON 	OFF
THRTL RELAY	<ul style="list-style-type: none"> Ignition switch: ON 	ON
HO2S2 HTR (B1)	<ul style="list-style-type: none"> Engine speed: Below 3,600 rpm after the following conditions are met. <ul style="list-style-type: none"> Engine: After warming up Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load 	ON
	<ul style="list-style-type: none"> Engine speed: Above 3,600 rpm 	OFF
HO2S2 HTR (B2)	<ul style="list-style-type: none"> Engine speed: Below 3,600 rpm after the following conditions are met. <ul style="list-style-type: none"> Engine: After warming up Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load 	ON
	<ul style="list-style-type: none"> Engine speed: Above 3,600 rpm 	OFF
I/P PULLY SPD	<ul style="list-style-type: none"> Vehicle speed: More than 20 km/h (12 MPH) 	Almost the same speed as the tachometer indication
VEHICLE SPEED	<ul style="list-style-type: none"> Turn drive wheels and compare CONSULT value with the speedometer indication. 	Almost the same speed as the speedometer indication

ECM

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR USA AND CANADA]

Monitor Item	Condition		Values/Status
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: Pressed	ON
		Snow mode switch: Released	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 (0 - 40,723 miles)
A/F S1 HTR (B1)	• Engine: After warming up, idle the engine (More than 140 seconds after starting engine)		4 - 100%
A/F S1 HTR (B2)	• Engine: After warming up, idle the engine (More than 140 seconds after starting engine)		4 - 100%
AC PRESS SEN	• Engine: Idle • 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 value with the speedometer indication.		Almost the same speed as the speedometer indication
SET VHCL SPD	• Engine: Running	ASCD: Operating	The preset vehicle speed is displayed
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 (ICC/ASCD brake switch)	• Ignition switch: ON	Brake pedal: Fully released	ON
		Brake pedal: Slightly depressed	OFF
BRAKE SW2 (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 • Battery: Fully charged*2 • Selector lever: P or N • Air conditioner switch: OFF • No load		Approx. 2,600 - 3,500 mV
MAP SENSOR	• Engine: After warming up • Selector lever: P or N • A/C switch: OFF • No load	Idle	Approx. 1.0 V
		2,000 rpm	Approx. 1.35 V
ALT DUTY	• Engine: Idle		0 - 80%
BRAKE BST PRES SE	• This item is displayed but is not applicable to this model.		

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< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR USA AND CANADA]

Monitor Item	Condition		Values/Status
VVEL POSITION SEN-B1	<ul style="list-style-type: none"> Engine: After warming up Selector lever: P or N Air conditioner switch: OFF 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	<ul style="list-style-type: none"> Engine: After warming up Selector lever: P or N Air conditioner switch: OFF 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	<ul style="list-style-type: none"> Engine: After warming up Selector lever: P or N Air conditioner switch: OFF No load 	Idle	Approx. 0 - 20 deg
		When revving engine up to 2,000 rpm quickly	Approx. 0 - 90 deg
VVEL TIM-B2	<ul style="list-style-type: none"> Engine: After warming up Selector lever: P or N Air conditioner switch: OFF No load 	Idle	Approx. 0 - 20 deg
		When revving engine up to 2,000 rpm quickly	Approx. 0 - 90 deg
VVEL LEARN	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> VVEL learning has already been performed successfully 		Approx. 0.30 - 0.80 V
VVEL SEN LEARN-B2	<ul style="list-style-type: none"> VVEL learning has already been performed successfully 		Approx. 0.30 - 0.80 V
A/F ADJ-B1	<ul style="list-style-type: none"> Engine: Running 		-0.330 - 0.330
A/F ADJ-B2	<ul style="list-style-type: none"> Engine: Running 		-0.330 - 0.330
FAN DUTY	<ul style="list-style-type: none"> Engine: Running 		0 - 100%
ALT DUTY SIG	<ul style="list-style-type: none"> Power generation voltage variable control: Operating 		ON
	<ul style="list-style-type: none"> Power generation voltage variable control: Not operating 		OFF
BAT TEMP SEN	<ul style="list-style-type: none"> Engine: After warming up Selector lever: P or N A/C switch: OFF No load 	Idle	Indicates the temperature around the battery.
EVAP LEAK DIAG	<ul style="list-style-type: none"> Ignition switch: ON 		Depending on condition of EVAP leak diagnosis
EVAP DIAG READY	<ul style="list-style-type: none"> Ignition switch: ON (READY) 		Depending on ready condition of EVAP leak diagnosis
HO2 S2 DIAG1 (B1)	DTC P0139 self-diagnosis (delayed response) is incomplete.		INCMP
	DTC P0139 self-diagnosis (delayed response) is complete.		CMPLT
HO2 S2 DIAG1 (B2)	DTC P0159 self-diagnosis (delayed response) is incomplete.		INCMP
	DTC P0159 self-diagnosis (delayed response) is complete.		CMPLT
HO2 S2 DIAG2 (B1)	DTC P0139 self-diagnosis (slow response) is incomplete.		INCMP
	DTC P0139 self-diagnosis (slow response) is complete.		CMPLT
HO2 S2 DIAG2 (B2)	DTC P0159 self-diagnosis (slow response) is incomplete.		INCMP
	DTC P0159 self-diagnosis (slow response) is complete.		CMPLT
A/F SEN1 DIAG1 (B1)	DTC P015A and P015B self-diagnosis incomplete.		INCMP
	DTC P015A and P015B self-diagnosis is complete.		CMPLT
A/F SEN1 DIAG1 (B2)	DTC P015C and P015D self-diagnosis incomplete.		INCMP
	DTC P015C and P015D self-diagnosis is complete.		CMPLT
A/F SEN1 DIAG2 (B1)	DTC P014C and P014D self-diagnosis incomplete.		INCMP
	DTC P014C and P014D self-diagnosis is complete.		CMPLT

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< ECU DIAGNOSIS INFORMATION >

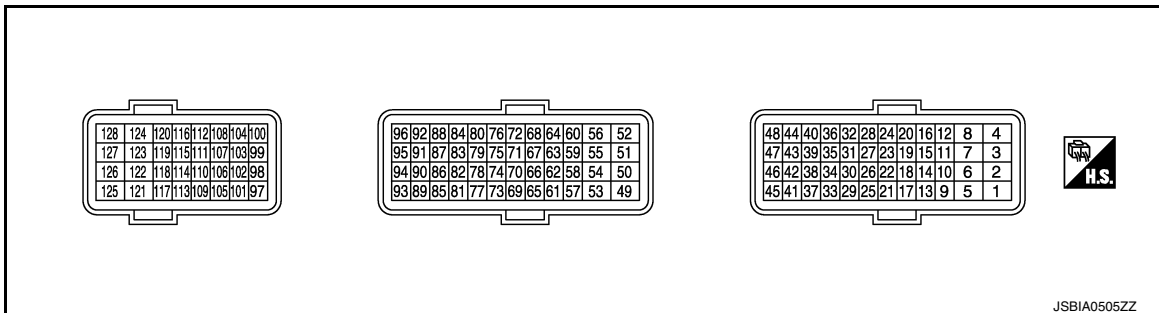
[VQ37VHR FOR USA AND CANADA]

Monitor Item	Condition	Values/Status
A/F SEN1 DIAG2 (B2)	DTC P014E and P014F self-diagnosis incomplete.	INCOMP
	DTC P014E and P014F self-diagnosis is complete.	CMPLT
A/F SEN1 DIAG3 (B1)	The vehicle condition is not within the diagnosis range of DTC P014C, P014D, P015A or P015B.	ABSNT
	The vehicle condition is within the diagnosis range of DTC P014C, P014D, P015A or P015B.	PRSNT
A/F SEN1 DIAG3 (B2)	The vehicle condition is not within the diagnosis range of DTC P014E, P014F, P015C or P015D.	ABSNT
	The vehicle condition is within the diagnosis range of DTC P014E, P014F, P015C or P015D.	PRSNT
A/F-S ATMSPHRC CRCT B1	Engine: After warming up, idle the engine	Varies depending on vehicle environment.
A/F-S ATMSPHRC CRCT B2	Engine: After warming up, idle the engine	Varies depending on vehicle environment.
A/F-S ATMSPHRC CRCT UP B1	Engine: Running	Varies depending on the number of updates.
A/F-S ATMSPHRC CRCT UP B2	Engine: Running	Varies depending on the number of updates.
THRTL STK CNT B1	<ul style="list-style-type: none"> This item is displayed but is not applicable to this model. 	
THRTL STK CNT B2	<ul style="list-style-type: none"> This item is displayed but is not applicable to this model. 	

*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-157, "How to Handle Battery"](#).

TERMINAL LAYOUT



PHYSICAL VALUES

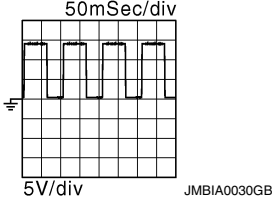
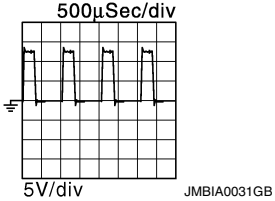
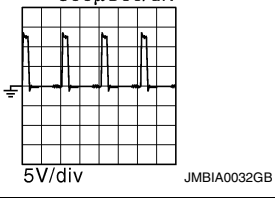
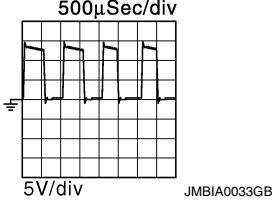
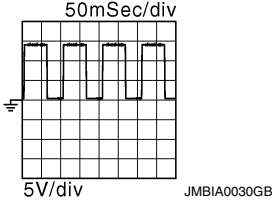
NOTE:

- 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.

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< ECU DIAGNOSIS INFORMATION >

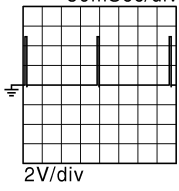
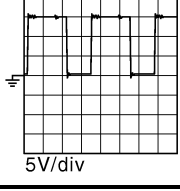
[VQ37VHR FOR USA AND CANADA]

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] • Warm-up condition • Idle speed (More than 140 seconds after starting engine)	2.9 - 8.8 V★ 
2 (G)	128 (B)	Throttle control motor (Open) (bank 1)	Output	[Ignition switch: ON] • Engine stopped • Selector lever: D • Accelerator pedal: Fully depressed	0 - 14 V★ 
				[Ignition switch: ON] • Engine stopped • Selector lever: D • Accelerator pedal: Fully released	0 - 14 V★ 
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] • Engine stopped • Selector lever: D • Accelerator pedal: In the middle of re- leasing operation	0 - 14 V★ 
5 (L)	128 (B)	A/F sensor 1 heater (bank 2)	Output	[Engine is running] • Warm-up condition • Idle speed (More than 140 seconds after starting engine)	2.9 - 8.8 V★ 
8 (B)	—	ECM ground	—	—	—

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[VQ37VHR FOR USA AND CANADA]

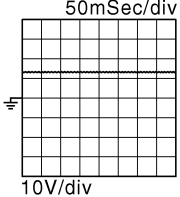
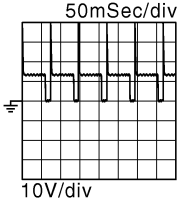
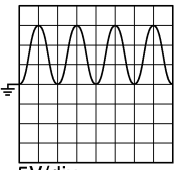
Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	—	Signal name	Input/ Output		
11 (GR)	128 (B)	Ignition signal No. 4	Output	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	0 - 0.2 V★
12 (L)		Ignition signal No. 3			
15 (LG)		Ignition signal No. 5			
16 (G)		Ignition signal No. 2			
19 (V)		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] • Engine speed: Below 3,600 rpm after the following conditions are met - Engine: after warming up - Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load	
				[Ignition switch: ON] • Engine stopped [Engine is running] • Engine speed: Above 3,600 rpm	BATTERY VOLTAGE (11 - 14 V)
18 (Y)	128 (B)	Intake valve timing control solenoid valve (bank 1)	Output	[Engine is running] • Warm-up condition • Idle speed	BATTERY VOLTAGE (11 - 14 V)
				[Engine is running] • Warm-up condition • Engine speed: 2,000rpm	7 - 12 V★
					

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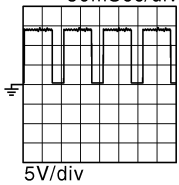
[VQ37VHR FOR USA AND CANADA]

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] • Idle speed • Accelerator pedal: Not depressed even slightly, after engine starting	BATTERY VOLTAGE (11 - 14 V)★ 
				[Engine is running] • Engine speed: About 2,000 rpm (More than 100 seconds after starting engine)	BATTERY VOLTAGE (11 - 14 V)★ 
22 (B)	128 (B)	Fuel pump relay	Output	[Ignition switch: ON] • For 1 second after turning ignition switch ON	0 - 1.5 V
				[Engine is running] • More than 1 second after turning ignition switch ON	BATTERY VOLTAGE (11 - 14 V)
24 (V)	128 (B)	ECM relay (Self shut-off)	Output	[Engine is running] [Ignition switch: OFF] • A few seconds after turning ignition switch OFF	0 - 1.5 V
				[Ignition switch: OFF] • 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 ↓ BATTERY VOLTAGE (11 - 14 V) ↓ 0 V
				[Ignition switch: ON]	0 - 1.0 V
28 (R)	128 (B)	VVEL actuator motor relay abort signal [VVEL control module]	Output	[Engine is running] • Warm-up condition • Idle speed	0 V
29 (Y)	128 (B)	Intake valve timing control solenoid valve (bank 2)	Output	[Engine is running] • Warm-up condition • Idle speed	BATTERY VOLTAGE (11 - 14 V)
				[Engine is running] • Warm-up condition • Engine speed: 2,000rpm	7 - 12 V★ 

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< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR USA AND CANADA]

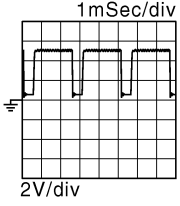
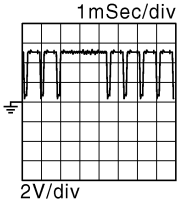
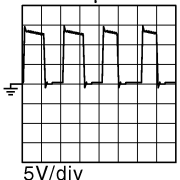
Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	—	Signal name	Input/ Output		
30 (O)	40 (O/L)	Throttle position sensor 1 (bank 1)	Input	[Ignition switch: ON] • Engine stopped • Selector lever: D • Accelerator pedal: Fully released	More than 0.36 V
				[Ignition switch: ON] • Engine stopped • Selector lever: D • Accelerator pedal: Fully depressed	Less than 4.75 V
31 (O/L)	48 (O)	Throttle position sensor 1 (bank 2)	Input	[Ignition switch: ON] • Engine stopped • Selector lever: D • Accelerator pedal: Fully released	More than 0.36 V
				[Ignition switch: ON] • Engine stopped • Selector lever: D • Accelerator pedal: Fully depressed	Less than 4.75 V
33 (LG)	128 (B)	Heated oxygen sensor 2 heater (bank 2)	Output	[Engine is running] • Engine speed: Below 3,600 rpm after the following conditions are met - Engine: after warming up - 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★  5V/div JMBIA0037GB
				[Ignition switch: ON] • Engine stopped [Engine is running] • Engine speed: Above 3,600 rpm	BATTERY VOLTAGE (11 - 14 V)
34 (W/L)	40 (O/L)	Throttle position sensor 2 (bank 1)	Input	[Ignition switch: ON] • Engine stopped • Selector lever: D • Accelerator pedal: Fully released	Less than 4.75 V
				[Ignition switch: ON] • Engine stopped • Selector lever: D • Accelerator pedal: Fully depressed	More than 0.36 V
35 (W)	48 (O)	Throttle position sensor 2 (bank 2)	Input	[Ignition switch: ON] • Engine stopped • Selector lever: D • Accelerator pedal: Fully released	Less than 4.75 V
				[Ignition switch: ON] • Engine stopped • Selector lever: D • Accelerator pedal: Fully depressed	More than 0.36 V

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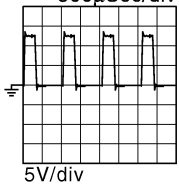
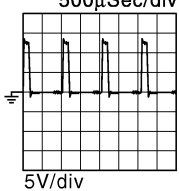
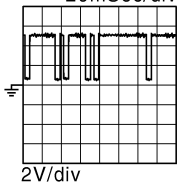
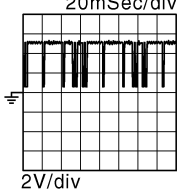
[VQ37VHR FOR USA AND CANADA]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
37 (L)	128 (B)	Crankshaft position sensor (POS)	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	4.0 - 5.0 V★  JMBIA0041GB
				[Engine is running] • Engine speed: 2,000 rpm	4.0 - 5.0 V★  JMBIA0042GB
38 (W)	96 (O)	Manifold absolute pressure (MAP) sensor	Input	[Engine is running] • Warm-up condition • Idle speed	1.2 V
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	1.5 V
40 (O/L)	—	Sensor ground [Throttle position sensor (bank 1)]	—	—	—
43 (W/L)	48 (O)	Sensor power supply [Throttle position sensor (bank 2)]	—	[Ignition switch: ON]	5 V
44 (W)	40 (O/L)	Sensor power supply [Throttle position sensor (bank 1)]	—	[Ignition switch: ON]	5 V
46 (R)	128 (B)	Sensor power supply [Crankshaft position sensor (POS)]	—	[Ignition switch: ON]	5 V
47 (B)	—	Sensor ground [Crankshaft position sensor (POS)]	—	—	—
48 (O)	—	Sensor ground [Throttle position sensor (bank 2)]	—	—	—
49 (LG)	128 (B)	Throttle control motor (Close) (bank 2)	Output	[Ignition switch: ON] • Engine stopped • Selector lever: D • Accelerator pedal: In the middle of releasing operation	0 - 14 V★  JMBIA0033GB

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< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR USA AND CANADA]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	—	Signal name	Input/ Output		
50 (V)	128 (B)	Throttle control motor (Open) (bank 2)	Output	[Ignition switch: ON] • Engine stopped • Selector lever: D • Accelerator pedal: Fully depressed	0 - 14 V★  JMBIA0031GB
				[Ignition switch: ON] • Engine stopped • Selector lever: D • Accelerator pedal: Fully released	0 - 14 V★  JMBIA0032GB
52 (R)	128 (B)	Throttle control motor power supply (bank 2)	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
53 (G)	128 (B)	Ignition switch	Input	[Ignition switch: OFF]	0 V
				[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
54 (L)	—	CAN communication line [VVEL control module]	Input/ output	—	—
55 (Y)	—	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 (L)	128 (B)	Camshaft position sen- sor (PHASE) (bank 1)	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	3.0 - 5.0 V★  JMBIA0045GB
				[Engine is running] • Engine speed: 2,000 rpm	3.0 - 5.0 V★  JMBIA0046GB
60 (G)	128 (B)	Sensor power supply [Camshaft position sen- sor (PHASE) (bank 1), Manifold absolute pres- sure (MAP) sensor, Pow- er steering pressure sensor]	—	[Ignition switch: ON]	5 V
61 (B/W)	128 (B)	A/F sensor 1 (bank 1)	Input	[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	1.8 V Output voltage varies with air fuel ratio.

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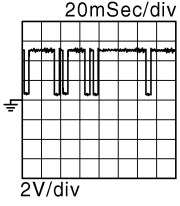
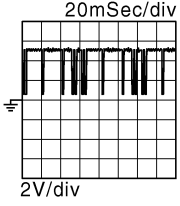
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< ECU DIAGNOSIS INFORMATION >

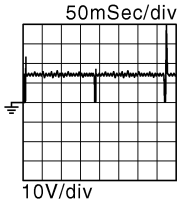
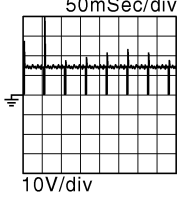
[VQ37VHR FOR USA AND CANADA]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
63 (BR)	128 (B)	Camshaft position sensor (PHASE) (bank 2)	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	3.0 - 5.0 V★  JMBIA0045GB
				[Engine is running] • Engine speed: 2,000 rpm	3.0 - 5.0 V★  JMBIA0046GB
64 (W)	128 (B)	Sensor power supply [Camshaft position sensor (PHASE) (bank 2), Battery current sensor]	—	[Ignition switch: ON]	5 V
65 (L/O)	128 (B)	A/F sensor 1 (bank 2)	Input	[Ignition switch: ON]	2.2 V
66 (W/L)	128 (B)	A/F sensor 1 (bank 2)	Input	[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	1.8 V Output voltage varies with air fuel ratio.
67 (Y)	128 (B)	Intake air temperature sensor	Input	[Engine is running]	0 - 4.8 V Output voltage varies with intake air temperature.
68 (V)	—	Sensor ground [Mass air flow sensor (bank 1), Intake air temperature sensor]	—	—	—
69 (GR)	128 (B)	Knock sensor (bank 2)	Input	[Engine is running] • Idle speed	2.5 V*1
71 (SB)	128 (B)	Engine coolant temperature sensor	Input	[Engine is running]	0 - 4.8 V Output voltage varies with engine coolant temperature.
72 (—)	—	Sensor ground (Knock sensor)	—	—	—
73 (W)	128 (B)	Knock sensor (bank 1)	Input	[Engine is running] • Idle speed	2.5 V*1
76 (BR)	128 (B)	Heated oxygen sensor 2 (bank 1)	Input	[Engine is running] • Revving engine from idle to 3,000 rpm quickly after the following conditions are met - Engine: after warming up - 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

ECM

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR USA AND CANADA]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	—	Signal name	Input/ Output		
77 (O)	68 (V)	Mass air flow sensor (bank 1)	Input	[Engine is running] • Warm-up condition • Idle speed	0.7 - 1.2 V
				[Engine is running] • Warm-up condition • Engine speed: 2,500 rpm	1.3 - 1.7 V
78 (G)	84 (B/W)	Engine oil temperature sensor	Input	[Engine is running]	0 - 4.8 V Output voltage varies with engine oil temperature.
79 (BR)	94 (B)	Mass air flow sensor (bank 2)	Input	[Engine is running] • Warm-up condition • Idle speed	0.7 - 1.2 V
				[Engine is running] • Warm-up condition • Engine speed: 2,500 rpm	1.3 - 1.7 V
80 (L)	128 (B)	Heated oxygen sensor 2 (bank 2)	Input	[Engine is running] • Revving engine from idle to 3,000 rpm quickly after the following conditions are met - Engine: after warming up - 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 (Y)	128 (B)	Fuel injector No. 3	Output	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	BATTERY VOLTAGE (11 - 14 V)★ 
82 (V)		Fuel injector No. 6			
85 (BR)		Fuel injector No. 2			
86 (R)		Fuel injector No. 5			
89 (GR)		Fuel injector No. 1			
90 (O)	Fuel injector No. 4			[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	BATTERY VOLTAGE (11 - 14 V)★ 
83 (GR)	128 (B)	Battery temperature sensor	Input	[Engine is running] • Battery: Fully charged*2 • Idle speed	1.6 V
84 (B/W)	—	Sensor ground (Heated oxygen sensor 2, Engine coolant tem- perature sensor, Engine oil temperature sensor)	—	—	—
87 (V)	96 (O)	Power steering pressure sensor	Output	[Engine is running] • Steering wheel: Being turned	0.5 - 4.5 V
				[Engine is running] • Steering wheel: Not being turned	0.4 - 0.8 V

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< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR USA AND CANADA]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	—	Signal name	Input/ Output		
91 (G)	95 (W)	Battery current sensor	Input	[Engine is running] • Battery: Fully charged*2 • Idle speed	2.6 - 3.5 V
92 (R)	—	Sensor ground [Camshaft position sensor (PHASE) (bank 2)]	—	—	—
93 (W)	128 (B)	Power supply for ECM (Back-up)	Input	[Ignition switch: OFF]	BATTERY VOLTAGE (11 - 14 V)
94 (B)	—	Sensor ground [Mass air flow sensor (bank 2)]	—	—	—
95 (W)	—	Sensor ground (Battery current sensor)	—	—	—
96 (O)	—	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] • Engine stopped • Accelerator pedal: Fully released	0.5 - 1.00 V
				[Ignition switch: ON] • Engine stopped • Accelerator pedal: Fully depressed	4.2 - 4.8 V
98 (Y)	104 (BR) ^{*3} (B) ^{*4}	Accelerator pedal position sensor 2	Input	[Ignition switch: ON] • Engine stopped • Accelerator pedal: Fully released	0.25 - 0.50 V
				[Ignition switch: ON] • Engine stopped • Accelerator pedal: Fully depressed	2.0 - 2.5 V
99 (G)	100 (W)	Sensor power supply (Accelerator pedal position sensor 1)	—	[Ignition switch: ON]	5 V
100 (W)	—	Sensor ground (Accelerator pedal position sensor 1)	—	—	—

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< ECU DIAGNOSIS INFORMATION >

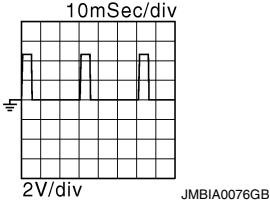
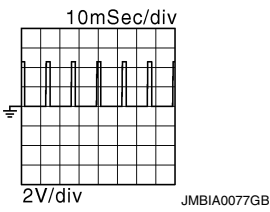
[VQ37VHR FOR USA AND CANADA]

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] • ICC steering switch: OFF	4.2 V	A
				[Ignition switch: ON] • MAIN switch: Pressed	0 V	EC
				[Ignition switch: ON] • DYNAMIC DRIVE ASSISTANCE SYSTEMS switch: Pressed	1.0 V	C
				[Ignition switch: ON] • CANCEL switch: Pressed	1.9 V	D
				[Ignition switch: ON] • RESUME/ACCELERATE switch: Pressed	3.7 V	E
				[Ignition switch: ON] • SET/COAST switch: Pressed	3.2 V	F
				[Ignition switch: ON] • DISTANCE switch: Pressed	2.6 V	G
101 (SB)	108 (Y)	ASCD steering switch (models with ASCD system)	Input	[Ignition switch: ON] • ASCD steering switch: OFF	4 V	H
				[Ignition switch: ON] • MAIN switch: Pressed	0 V	I
				[Ignition switch: ON] • CANCEL switch: Pressed	1 V	J
				[Ignition switch: ON] • RESUME/ACCELERATE switch: Pressed	3 V	K
				[Ignition switch: ON] • SET/COAST switch: Pressed	2 V	L
102 (P)	112 (V)	EVAP control system pressure sensor	Input	[Ignition switch: ON]	1.8 - 4.8 V	M
103 (L)	104 (BR) ^{*3} (B) ^{*4}	Sensor power supply (Accelerator pedal position sensor 2)	—	[Ignition switch: ON]	5 V	N
104 (BR) ^{*3} (B) ^{*4}	—	Sensor ground (Accelerator pedal position sensor 2)	—	—	—	O
105 (LG)	112 (V)	Refrigerant pressure sensor	Input	[Engine is running] • Warm-up condition • Both A/C switch and blower fan motor switch: ON (Compressor operates)	1.0 - 4.0 V	P
106 (P)	128 (B)	Fuel tank temperature sensor	Input	[Engine is running]	0 - 4.8 V Output voltage varies with fuel tank temperature.	
107 (BG)	112 (V)	Sensor power supply (EVAP control system pressure sensor, Refrigerant pressure sensor)	—	[Ignition switch: ON]	5 V	
108 (Y)	—	Sensor ground (ASCD/ICC steering switch)	—	—	—	

ECM

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR USA AND CANADA]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	—	Signal name	Input/ Output		
109 (BR)	128 (B)	PNP signal	Input	[Ignition switch: ON] • Selector lever: P or N	BATTERY VOLTAGE (11 - 14 V)
				[Ignition switch: ON] • Selector lever: Except above	0 V
110 (V)	128 (B)	Engine speed output signal	Output	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	1 V★ 
				[Engine is running] • Engine speed is 2,000 rpm	1 V★ 
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 (G)	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] • Brake pedal: Fully released	0 V
				[Ignition switch: OFF] • Brake pedal: Slightly depressed	BATTERY VOLTAGE (11 - 14 V)
123 (B) 124 (B)	—	ECM ground	—	—	—
125 (SB)	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) ASCDC brake switch (models with ASCDC system)	Input	[Ignition switch: ON] • Brake pedal: Slightly depressed	0 V
				[Ignition switch: ON] • 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.

ECM

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR USA AND CANADA]

*2: Before measuring the terminal voltage, confirm that the battery is fully charged. Refer to [PG-157. "How to Handle Battery"](#).

*3: With ICC

*4: Without ICC

Fail safe

INFOID:000000012356273

DTC No.	Detected items	Engine operating condition in fail-safe mode	
U1003 U1024	Can communication circuit	VVEL actuator motor relay is turned off, and VVEL value is become at a minimum angle. Engine speed will not rise more than 3,500 rpm due to the fuel cut.	
P0011 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 P0103 P010C P010D	Mass air flow sensor circuit	Engine speed will not rise more than 2,400 rpm due to the fuel cut.	
P0117 P0118	Engine coolant temperature sensor circuit	Engine coolant temperature will be determined by ECM based on the following condition. CONSULT displays the engine coolant temperature decided by ECM.	
		Condition	Engine coolant temperature decided (CONSULT 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) (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 P0123 P0222 P0223 P0227 P0228 P1239 P2132 P2133 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. The ECM regulates the opening speed of the throttle valve to be slower than the normal condition. 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. Engine speed will not rise more than 2,400 rpm due to the fuel cut.	
P0605	ECM	(When ECM calculation function is malfunctioning:) ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring. ECM deactivates ASCD operation.	
P0607	ECM	VVEL actuator motor relay is turned off, and VVEL value is become at a minimum angle. Engine speed will not rise more than 2,500 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.	
P1087 P1088	VVEL control function	VVEL of normal bank is controlled at VVEL angle of abnormal bank. Engine speed will not rise more than 3,500 rpm due to the fuel cut.	
P1089 P1092	VVEL control shaft position sensor	VVEL value is maintained at a fixed angle. 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 minimum angle. Engine speed will not rise more than 3,500 rpm due to the fuel cut	

ECM

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR USA AND CANADA]

DTC No.	Detected items	Engine operating condition in fail-safe mode	
P1090 P1093	VVEL actuator motor	VVEL of normal bank is controlled at VVEL angle of abnormal bank. 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 minimum angle. 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 minimum angle. Engine speed will not rise more than 3,500 rpm due to the fuel cut.	
P1233 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 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 P2119	Electric throttle control actuator	(When electric throttle control actuator does not function properly due to the return spring malfunction:) 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:) 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:) While the vehicle is being driven, it slows down gradually because of fuel cut. After the vehicle stops, the engine stalls. The engine can restart in N or P position, and engine speed will not exceed 1,000 rpm or more.	
P1290 P2100 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 minimum angle. 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. Therefore, acceleration will be poor.	
		Vehicle condition	Driving condition
		When engine is idling	Normal
	When accelerating	Poor acceleration	
P2122 P2123 P2127 P2128 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. The ECM regulates the opening speed of the throttle valve to be slower than the normal condition. Therefore, the acceleration will be poor.	

DTC Inspection Priority Chart

INFOID:000000012356274

If some DTCs are displayed at the same time, perform inspections one by one based on the following priority chart.

Priority	Detected items (DTC)	A
1	<ul style="list-style-type: none"> • U0101 U1001 U1003 CAN communication line • U1024 VVEL CAN communication line • P0102 P0103 P010C P010D Mass air flow sensor • P0111 P0112 P0113 P0127 Intake air temperature sensor • P0117 P0118 P0125 Engine coolant temperature sensor • P0122 P0123 P0222 P0223 P0227 P0228 P1225 P1226 P1234 P1235 P1239 P2132 P2133 P2135 Throttle position sensor • P0128 Thermostat function • P0181 P0182 P0183 Fuel tank temperature sensor • P0196 P0197 P0198 Engine oil temperature sensor • P0327 P0328 P0332 P0333 Knock sensor • P0335 Crankshaft position sensor (POS) • P0340 P0345 Camshaft position sensor (PHASE) • P0460 P0461 P0462 P0463 Fuel level sensor • P0500 Vehicle speed sensor • P0605 P0607 ECM • P0643 Sensor power supply • P0700 TCM • P0705 Transmission range switch • P0850 Park/neutral position (PNP) switch • P1089 P1092 P1608 VVEL control shaft position sensor • P1606 P1607 VVEL control module • P1550 P1551 P1552 P1553 P1554 Battery current sensor • P1556 P1557 Battery temperature sensor • P1610 - P1615 NATS • P2122 P2123 P2127 P2128 P2138 Accelerator pedal position sensor 	<p>EC</p> <p>C</p> <p>D</p> <p>E</p> <p>F</p> <p>G</p> <p>H</p> <p>I</p> <p>J</p> <p>K</p> <p>L</p> <p>M</p> <p>N</p> <p>O</p> <p>P</p>

ECM

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR USA AND CANADA]

Priority	Detected items (DTC)
2	<ul style="list-style-type: none"> • P0030 P0031 P0032 P0036 P0051 P0052 Air fuel ratio (A/F) sensor 1 heater • P0037 P0038 P0057 P0058 Heated oxygen sensor 2 heater • P0075 P0081 Intake valve timing control solenoid valve • P0130 P0131 P0132 P014C P014D P014E P014F P0150 P0151 P0152 P015A P015B P015C P015D P2096 P2097 P2098 P2099 Air fuel ratio (A/F) sensor 1 • P0137 P0138 P0139 P0157 P0158 P0159 Heated oxygen sensor 2 • P0441 EVAP control system purge flow monitoring • P0443 P0444 P0445 EVAP canister purge volume control solenoid valve • P0447 P0448 EVAP canister vent control valve • P0451 P0452 P0453 EVAP control system pressure sensor • P0550 Power steering pressure sensor • P0603 ECM power supply • P0710 P0717 P0720 P0731 P0732 P0733 P0734 P0735 P0740 P0744 P0745 P0750 P0775 P0780 P0795 P1730 P1734 P2713 P2722 P2731 P2807 A/T related sensors, solenoid valves and switches • P1087 P1088 VVEL system • P1090 P1093 VVEL actuator motor • P1091 VVEL actuator motor relay • P1217 Engine over temperature (OVERHEAT) • P1233 P2101 Electric throttle control function • P1236 P2118 Throttle control motor • P1290 P2100 P2103 Throttle control motor relay • P1805 Brake switch
3	<ul style="list-style-type: none"> • P0011 P0021 Intake valve timing control • P0101 P010B Mass air flow sensor • P0171 P0172 P0174 P0175 Fuel injection system function • P0300 - P0306 Misfire • P0420 P0430 Three way catalyst function • P0456 EVAP control system (VERY SMALL LEAK) • P0506 P0507 Idle speed control system • P050A P050E Cold start control • P0524 Engine oil pressure • P100A P100B VVEL system • P1148 P1168 Closed loop control • P1211 TCS control unit • P1212 TCS communication line • P1238 P2119 Electric throttle control actuator • P1564 ICC steering switch / ASCD steering switch • P1568 ICC command value • P1572 ICC brake switch / ASCD brake switch • P1574 ICC vehicle speed sensor / ASCD vehicle speed sensor

DTC Index

INFOID:0000000012356275

x:Applicable —: Not applicable

DTC*1		Items (CONSULT screen terms)	SRT code	Trip	MIL	Permanent DTC group*4	Reference page
CONSULT GST*2	ECM*3						
U0101	0101*5	CAN COMM CIRCUIT	—	1	×	B	EC-207
U1001	1001*5	CAN COMM CIRCUIT	—	2 (with ASCD) 1 or 2 (with ICC)	—	—	EC-208
U1003	1003	CAN COMM CIRCUIT	—	2	—	—	EC-209
U1024	1024	VVEL CAN COMM CIRCUIT	—	1	×	B	EC-211
P0000	0000	NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.	—	—	Flashing*8	—	—
P0011	0011	INT/V TIM CONT-B1	—	2	×	B	EC-213
P0021	0021	INT/V TIM CONT-B2	—	2	×	B	EC-213

ECM

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR USA AND CANADA]

DTC*1		Items (CONSULT screen terms)	SRT code	Trip	MIL	Permanent DTC group*4	Reference page	
CONSULT GST*2	ECM*3							
P0030	0030	A/F SEN1 HTR (B1)	—	2	x	B	EC-217	EC
P0031	0031	A/F SEN1 HTR (B1)	—	2	x	B	EC-217	
P0032	0032	A/F SEN1 HTR (B1)	—	2	x	B	EC-217	
P0036	0036	A/F SEN1 HTR (B2)	—	2	x	B	EC-217	C
P0037	0037	HO2S2 HTR (B1)	—	2	x	B	EC-220	
P0038	0038	HO2S2 HTR (B1)	—	2	x	B	EC-220	D
P0051	0051	A/F SEN1 HTR (B2)	—	2	x	B	EC-217	
P0052	0052	A/F SEN1 HTR (B2)	—	2	x	B	EC-217	
P0057	0057	HO2S2 HTR (B2)	—	2	x	B	EC-220	E
P0058	0058	HO2S2 HTR (B2)	—	2	x	B	EC-220	
P0075	0075	INT/V TIM V/CIR-B1	—	2	x	B	EC-223	F
P0081	0081	INT/V TIM V/CIR-B2	—	2	x	B	EC-223	
P0101	0101	MAF SEN/CIRCUIT-B1	—	2	x	B	EC-226	
P0102	0102	MAF SEN/CIRCUIT-B1	—	1	x	B	EC-232	G
P0103	0103	MAF SEN/CIRCUIT-B1	—	1	x	B	EC-232	
P010B	010B	MAF SEN/CIRCUIT-B2	—	2	x	B	EC-226	H
P010C	010C	MAF SEN/CIRCUIT-B2	—	1	x	B	EC-232	
P010D	010D	MAF SEN/CIRCUIT-B2	—	1	x	B	EC-232	
P0111	0111	IAT SENSOR	—	2	x	A	EC-238	I
P0112	0112	IAT SEN/CIRCUIT-B1	—	2	x	B	EC-240	
P0113	0113	IAT SEN/CIRCUIT-B1	—	2	x	B	EC-240	
P0116	0116	ECT SEN/CIRC	—	2	x	A	EC-242	J
P0117	0117	ECT SEN/CIRC	—	1	x	B	EC-245	
P0118	0118	ECT SEN/CIRC	—	1	x	B	EC-245	K
P0122	0122	TP SEN 2/CIRC-B1	—	1	x	B	EC-247	
P0123	0123	TP SEN 2/CIRC-B1	—	1	x	B	EC-247	L
P0125	0125	ECT SENSOR	—	2	x	B	EC-250	
P0127	0127	IAT SENSOR-B1	—	2	x	B	EC-252	
P0128	0128	THERMSTAT FNCTN	—	2	x	A	EC-254	M
P0130	0130	A/F SENSOR1 (B1)	—	2	x	A	EC-257	
P0131	0131	A/F SENSOR1 (B1)	—	2	x	B	EC-261	
P0132	0132	A/F SENSOR1 (B1)	—	2	x	B	EC-264	N
P0137	0137	HO2S2 (B1)	x	2	x	A	EC-267	
P0138	0138	HO2S2 (B1)	x	2	x	A	EC-273	O
P0139	0139	HO2S2 (B1)	x	2	x	A	EC-281	
P014C	014C	A/F SENSOR1 (B1)	x	2	x	A	EC-288	
P014D	014D	A/F SENSOR1 (B1)	x	2	x	A	EC-288	P
P014E	014E	A/F SENSOR1 (B2)	x	2	x	A	EC-288	
P014F	014F	A/F SENSOR1 (B2)	x	2	x	A	EC-288	
P0150	0150	A/F SENSOR1 (B2)	—	2	x	A	EC-257	
P0151	0151	A/F SENSOR1 (B2)	—	2	x	B	EC-261	
P0152	0152	A/F SENSOR1 (B2)	—	2	x	B	EC-264	

ECM

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR USA AND CANADA]

DTC*1		Items (CONSULT screen terms)	SRT code	Trip	MIL	Permanent DTC group*4	Reference page
CONSULT GST*2	ECM*3						
P0157	0157	HO2S2 (B2)	×	2	×	A	EC-267
P0158	0158	HO2S2 (B2)	×	2	×	A	EC-273
P0159	0159	HO2S2 (B2)	×	2	×	A	EC-281
P015A	015A	A/F SENSOR1 (B1)	×	2	×	A	EC-288
P015B	015B	A/F SENSOR1 (B1)	×	2	×	A	EC-288
P015C	015C	A/F SENSOR1 (B2)	×	2	×	A	EC-288
P015D	015D	A/F SENSOR1 (B2)	×	2	×	A	EC-288
P0171	0171	FUEL SYS-LEAN-B1	—	2	×	B	EC-294
P0172	0172	FUEL SYS-RICH-B1	—	2	×	B	EC-298
P0174	0174	FUEL SYS-LEAN-B2	—	2	×	B	EC-294
P0175	0175	FUEL SYS-RICH-B2	—	2	×	B	EC-298
P0181	0181	FTT SENSOR	—	2	×	A and B	EC-302
P0182	0182	FTT SEN/CIRCUIT	—	2	×	B	EC-306
P0183	0183	FTT SEN/CIRCUIT	—	2	×	B	EC-306
P0196	0196	EOT SENSOR	—	2	×	A and B	EC-309
P0197	0197	EOT SEN/CIRC	—	2	×	B	EC-313
P0198	0198	EOT SEN/CIRC	—	2	×	B	EC-313
P0222	0222	TP SEN 1/CIRC-B1	—	1	×	B	EC-315
P0223	0223	TP SEN 1/CIRC-B1	—	1	×	B	EC-315
P0227	0227	TP SEN 2/CIRC-B2	—	1	×	B	EC-247
P0228	0228	TP SEN 2/CIRC-B2	—	1	×	B	EC-247
P0300	0300	MULTI CYL MISFIRE	—	1 or 2	×	B	EC-318
P0301	0301	CYL 1 MISFIRE	—	1 or 2	×	B	EC-318
P0302	0302	CYL 2 MISFIRE	—	1 or 2	×	B	EC-318
P0303	0303	CYL 3 MISFIRE	—	1 or 2	×	B	EC-318
P0304	0304	CYL 4 MISFIRE	—	1 or 2	×	B	EC-318
P0305	0305	CYL 5 MISFIRE	—	1 or 2	×	B	EC-318
P0306	0306	CYL 6 MISFIRE	—	1 or 2	×	B	EC-318
P0327	0327	KNOCK SEN/CIRC-B1	—	2	—	—	EC-324
P0328	0328	KNOCK SEN/CIRC-B1	—	2	—	—	EC-324
P0332	0332	KNOCK SEN/CIRC-B2	—	2	—	—	EC-324
P0333	0333	KNOCK SEN/CIRC-B2	—	2	—	—	EC-324
P0335	0335	CKP SEN/CIRCUIT	—	2	×	B	EC-327
P0340	0340	CMP SEN/CIRC-B1	—	2	×	B	EC-331
P0345	0345	CMP SEN/CIRC-B2	—	2	×	B	EC-331
P0420	0420	TW CATALYST SYS-B1	×	2	×	A	EC-336
P0430	0430	TW CATALYST SYS-B2	×	2	×	A	EC-336
P0441	0441	EVAP PURG FLOW/MON	×	2	×	A	EC-341
P0443	0443	PURG VOLUME CONT/V	—	2	×	A	EC-346
P0444	0444	PURG VOLUME CONT/V	—	2	×	B	EC-350
P0445	0445	PURG VOLUME CONT/V	—	2	×	B	EC-350
P0447	0447	VENT CONTROL VALVE	—	2	×	B	EC-353

ECM

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR USA AND CANADA]

DTC*1		Items (CONSULT screen terms)	SRT code	Trip	MIL	Permanent DTC group*4	Reference page	
CONSULT GST*2	ECM*3							
P0448	0448	VENT CONTROL VALVE	—	2	×	B	EC-357	A
P0451	0451	EVAP SYS PRES SEN	—	2	×	A	EC-361	EC
P0452	0452	EVAP SYS PRES SEN	—	2	×	B	EC-365	C
P0453	0453	EVAP SYS PRES SEN	—	2	×	B	EC-370	
P0456	0456	EVAP VERY SML LEAK	×*7	2	×	A	EC-376	
P0460	0460	FUEL LEV SEN SLOSH	—	2	×	A	EC-382	D
P0461	0461	FUEL LEVEL SENSOR	—	2	×	B	EC-383	
P0462	0462	FUEL LEVL SEN/CIRC	—	2	×	B	EC-385	E
P0463	0463	FUEL LEVL SEN/CIRC	—	2	×	B	EC-385	
P0500	0500	VEHICLE SPEED SENSOR A*6	—	2	×	B	EC-386	F
P0506	0506	ISC SYSTEM	—	2	×	B	EC-388	
P0507	0507	ISC SYSTEM	—	2	×	B	EC-390	G
P050A	050A	COLD START CONTROL	—	2	×	A	EC-392	
P050E	050E	COLD START CONTROL	—	2	×	A	EC-392	H
P0524	0524	ENGINE OIL PRESSURE	—	2	×	B	EC-394	
P0550	0550	PW ST P SEN/CIRC	—	2	—	—	EC-397	I
P0603	0603	ECM BACK UP/CIRCUIT	—	2	×	B	EC-399	J
P0605	0605	ECM	—	1 or 2	× or —	B	EC-401	K
P0607	0607	ECM	—	1	×	B	EC-403	
P0643	0643	SENSOR POWER/CIRC	—	1	×	B	EC-404	L
P0705	0705	T/M RANGE SENSOR A	—	2	×	B	TM-111	M
P0710	0710	FLUID TEMP SENSOR A	—	2	×	B	TM-112	
P0717	0717	INPUT SPEED SENSOR A	—	2	×	B	TM-114	N
P0720	0720	OUTPUT SPEED SENSOR*6	—	2	×	B	TM-115	
P0729	0729	6GR INCORRECT RATIO	—	2	×	B	TM-119	O
P0730	0730	INCORRECT GR RATIO	—	2	×	B	TM-121	
P0731	0731	1GR INCORRECT RATIO	—	2	×	B	TM-123	P
P0732	0732	2GR INCORRECT RATIO	—	2	×	B	TM-125	
P0733	0733	3GR INCORRECT RATIO	—	2	×	B	TM-127	
P0734	0734	4GR INCORRECT RATIO	—	2	×	B	TM-129	
P0735	0735	5GR INCORRECT RATIO	—	2	×	B	TM-131	
P0740	0740	TORQUE CONVERTER	—	2	×	B	TM-133	
P0744	0744	TORQUE CONVERTER	—	2	×	B	TM-134	
P0745	0745	PC SOLENOID A	—	2	×	B	TM-136	
P0750	0750	SHIFT SOLENOID A	—	2	×	B	TM-137	
P0775	0775	PC SOLENOID B	—	2	×	B	TM-138	
P0780	0780	SHIFT	—	1	×	B	TM-139	
P0795	0795	PC SOLENOID C	—	2	×	B	TM-141	
P0850	0850	P-N POS SW/CIRCUIT	—	2	×	B	EC-407	
P100A	100A	VVEL SYSTEM-B1	—	2	×	B	EC-410	
P100B	100B	VVEL SYSTEM-B2	—	2	×	B	EC-410	
P1087	1087	VVEL SYSTEM-B1	—	1	×	B	EC-414	

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< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR USA AND CANADA]

DTC*1		Items (CONSULT screen terms)	SRT code	Trip	MIL	Permanent DTC group*4	Reference page
CONSULT GST*2	ECM*3						
P1088	1088	VVEL SYSTEM-B2	—	1	×	B	EC-414
P1089	1089	VVEL POS SEN/CIRC-B1	—	1	×	B	EC-415
P1090	1090	VVEL ACTR MOT-B1	—	1	×	B	EC-418
P1091	1091	VVEL ACTR MOT PWR	—	1 or 2	×	B	EC-422
P1092	1092	VVEL POS SEN/CIRC-B2	—	1	×	B	EC-415
P1093	1093	VVEL ACTR MOT-B2	—	1	×	B	EC-418
P1148	1148	CLOSED LOOP-B1	—	1	×	A	EC-425
P1168	1168	CLOSED LOOP-B2	—	1	×	A	EC-425
P1211	1211	TCS C/U FUNCTN	—	2	—	—	EC-426
P1212	1212	TCS/CIRC	—	2	—	—	EC-427
P1217	1217	ENG OVER TEMP	—	1	×	B	EC-428
P1225	1225	CTP LEARNING-B1	—	2	—	—	EC-432
P1226	1226	CTP LEARNING-B1	—	2	—	—	EC-434
P1233	1233	ETC FNCTN/CIRC-B2	—	1	×	B	EC-436
P1234	1234	CTP LEARNING-B2	—	2	—	—	EC-432
P1235	1235	CTP LEARNING-B2	—	2	—	—	EC-434
P1236	1236	ETC MOT-B2	—	1	×	B	EC-440
P1238	1238	ETC ACTR-B2	—	1	×	B	EC-443
P1239	1239	TP SENSOR-B2	—	1	×	B	EC-445
P1290	1290	ETC MOT PWR-B2	—	1	×	B	EC-448
P1550	1550	BAT CURRENT SENSOR	—	2	—	—	EC-450
P1551	1551	BAT CURRENT SENSOR	—	2	—	—	EC-454
P1552	1552	BAT CURRENT SENSOR	—	2	—	—	EC-454
P1553	1553	BAT CURRENT SENSOR	—	2	—	—	EC-458
P1554	1554	BAT CURRENT SENSOR	—	2	—	—	EC-462
P1556	1556	BAT TMP SEN/CIRC	—	2	—	—	EC-466
P1557	1557	BAT TMP SEN/CIRC	—	2	—	—	EC-466
P1564	1564	ASCD SW	—	1	—	—	EC-469 (with ASCD) EC-472 (with ICC)
P1568	1568	ICC COMMAND VALUE	—	1	—	—	EC-476
P1572	1572	ASCD BRAKE SW	—	1	—	—	EC-477 (with ASCD) EC-483 (with ICC)
P1574	1574	ASCD VHL SPD SEN	—	1	—	—	EC-489 (with ASCD) EC-491 (with ICC)
P1606	1606	VVEL CONTROL MODULE	—	1 or 2	× or —	B	EC-493
P1607	1607	VVEL CONTROL MODULE	—	1	×	B	EC-494
P1608	1608	VVEL SENSOR POWER/CIRC	—	1	×	B	EC-495
P1610	1610	LOCK MODE	—	2	—	—	SEC-55
P1611	1611	ID DISCARD, IMM-ECM	—	2	—	—	SEC-56

ECM

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR USA AND CANADA]

DTC*1		Items (CONSULT screen terms)	SRT code	Trip	MIL	Permanent DTC group*4	Reference page	
CONSULT GST*2	ECM*3							
P1612	1612	CHAIN OF ECM-IMMU	—	2	—	—	SEC-57	A
P1614	1614	CHAIN OF IMMU-KEY	—	2	—	—	SEC-58	EC
P1730	1730	INTERLOCK	—	2	×	B	TM-145	
P1734	1734	7GR INCORRECT RATIO	—	2	×	B	TM-147	C
P1805	1805	BRAKE SW/CIRCUIT	—	2	—	—	EC-498	
P1806	1806	BRAKE VACUUM SEN	—	2	×	B	BRC-135	D
P2096	2096	POST CAT FUEL TRIM SYS B1	—	2	×	A	EC-501	
P2097	2097	POST CAT FUEL TRIM SYS B1	—	2	×	A	EC-501	
P2098	2098	POST CAT FUEL TRIM SYS B2	—	2	×	A	EC-501	E
P2099	2099	POST CAT FUEL TRIM SYS B2	—	2	×	A	EC-501	
P2100	2100	ETC MOT PWR-B1	—	1	×	B	EC-448	
P2101	2101	ETC FNCTN/CIRC-B1	—	1	×	B	EC-436	F
P2103	2103	ETC MOT PWR	—	1	×	B	EC-448	
P2118	2118	ETC MOT-B1	—	1	×	B	EC-440	G
P2119	2119	ETC ACTR-B1	—	1	×	B	EC-443	
P2122	2122	APP SEN 1/CIRC	—	1	×	B	EC-505	
P2123	2123	APP SEN 1/CIRC	—	1	×	B	EC-505	H
P2127	2127	APP SEN 2/CIRC	—	1	×	B	EC-509	
P2128	2128	APP SEN 2/CIRC	—	1	×	B	EC-509	I
P2132	2132	TP SEN 1/CIRC-B2	—	1	×	B	EC-315	
P2133	2133	TP SEN 1/CIRC-B2	—	1	×	B	EC-315	
P2135	2135	TP SENSOR-B1	—	1	×	B	EC-445	J
P2138	2138	APP SENSOR	—	1	×	B	EC-514	
P2713	2713	PC SOLENOID D	—	2	×	B	TM-155	K
P2722	2722	PC SOLENOID E	—	2	×	B	TM-156	
P2731	2731	PC SOLENOID F	—	2	×	B	TM-157	
P2807	2807	PC SOLENOID G	—	2	×	B	TM-158	L

*1: 1st trip DTC No. is the same as DTC No.

*2: This number is prescribed by SAE J2012/ISO 15031-6.

*3: In Diagnostic Test Mode II (Self-diagnostic results), this number is controlled by NISSAN.

*4: Refer to [EC-75. "Diagnosis Description"](#), "PERMANENT DIAGNOSTIC TROUBLE CODE (PERMANENT DTC)".

*5: The troubleshooting for this DTC needs CONSULT.

*6: When the fail-safe operations for both self-diagnoses occur, the MIL illuminates.

*7: SRT code will not be set if the self-diagnostic result is NG.

*8: When the ECM is in the mode that displays SRT status, MIL may blink. For the details, refer to "How to Display SRT Status".

Test Value and Test Limit

INFOID:000000012356276

The following is the information specified in Service \$06 of SAE J1979/ISO 15031-5.

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. (e.g., if bank 2 is not applied on this vehicle, only the items of bank 1 are displayed)

ECM

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR USA AND CANADA]

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 or P2096	89H	84H	The amount of shift in air fuel ratio (too lean)
			P2A00 or P2097	8AH	84H	The amount of shift in air fuel ratio (too rich)
			P0130	8BH	0BH	Difference in sensor output voltage
			P0133	8CH	83H	Response gain at the limited frequency
			P014C	8DH	04H	O2 sensor slow response - Rich to lean bank 1 sensor 1
			P014C	8EH	04H	O2 sensor slow response - Rich to lean bank 1 sensor 1
			P014D	8FH	84H	O2 sensor slow response - Lean to rich bank 1 sensor 1
			P014D	90H	84H	O2 sensor slow response - Lean to rich bank 1 sensor 1
			P015A	91H	01H	O2 sensor delayed response - Rich to lean bank 1 sensor 1
			P015A	92H	01H	O2 sensor delayed response - Rich to lean bank 1 sensor 1
			P015B	93H	01H	O2 sensor delayed response - Lean to rich bank 1 sensor 1
			P015B	94H	01H	O2 sensor delayed response - Lean to rich bank 1 sensor 1
			P0133	95H	04H	Response rate: Response ratio (lean to rich)
			P0133	96H	84H	Response rate: Response ratio (rich to lean)

ECM

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR USA AND CANADA]

Item	OBD-MID	Self-diagnostic test item	DTC	Test value and Test limit (GST display)		Description
				TID	Unit and Scaling ID	
HO2S	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
			P0139	82H	11H	Rear O2 sensor delay response diagnosis
	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
	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 or P2098	89H	84H	The amount of shift in air fuel ratio (too lean)
			P2A03 or P2099	8AH	84H	The amount of shift in air fuel ratio (too rich)
			P0150	8BH	0BH	Difference in sensor output voltage
			P0153	8CH	83H	Response gain at the limited frequency
			P014E	8DH	04H	O2 sensor slow response - Rich to lean bank 2 sensor 1
			P014E	8EH	04H	O2 sensor slow response - Rich to lean bank 2 sensor 1
			P014F	8FH	84H	O2 sensor slow response - Lean to rich bank 2 sensor 1
			P014F	90H	84H	O2 sensor slow response - Lean to rich bank 2 sensor 1
			P015C	91H	01H	O2 sensor delayed response - Rich to lean bank 2 sensor 1
			P015C	92H	01H	O2 sensor delayed response - Rich to lean bank 2 sensor 1
			P015D	93H	01H	O2 sensor delayed response - Lean to rich bank 2 sensor 1

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< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR USA AND CANADA]

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)	P015D	94H	01H	O2 sensor delayed response - Lean to rich bank 2 sensor 1	
			P0153	95H	04H	Response rate: Response ratio (lean to rich)	
			P0153	96H	84H	Response rate: Response ratio (rich to lean)	
	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	
			P0159	82H	11H	Rear O2 sensor delay response diagnosis	
	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	
	CATA- LYST	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	
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	
			P0402	85H	FCH	EGR differential pressure high flow	
			P0401	86H	37H	EGR differential pressure low flow	
			P2457	87H	96H	EGR temperature	

ECM

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR USA AND CANADA]

Item	OBD-MID	Self-diagnostic test item	DTC	Test value and Test limit (GST display)		Description
				TID	Unit and Scaling ID	
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)
			P100A	84H	10H	VEL slow response diagnosis
			P1090	85H	10H	VEL servo system diagnosis
			P0011	86H	9DH	VTC intake intermediate lock function diagnosis (VTC intermediate position alignment check diagnosis)
			Advanced: P052A Retarded: P052B	87H	9DH	VTC intake intermediate lock system diagnosis (VTC intermediate lock position check 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)
			P100B	84H	10H	VEL slow response diagnosis
			P1093	85H	10H	VEL servo system diagnosis
P0021			86H	9DH	VTC intake intermediate lock function diagnosis (VTC intermediate position alignment check diagnosis)	
		Advanced: P052C Retarded: P052D	87H	9DH	VTC intake intermediate lock system diagnosis (VTC intermediate lock position check 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
			P0456	82H	FDH	Internal pressure of EVAP system at the end of monitoring
	3DH	Purge flow system	P0441	83H	0CH	Difference in pressure sensor output voltage before and after vent control valve close

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< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR USA AND CANADA]

Item	OBD-MID	Self-diagnostic test item	DTC	Test value and Test limit (GST display)		Description	
				TID	Unit and Scaling ID		
O2 SENSOR HEATER	41H	A/F sensor 1 heater (Bank 1)	Low Input: P0031 High Input: P0032	81H	0BH	Converted value of heater electric current to voltage	
			P0030	83H	0BH	A/F sensor heater circuit malfunction	
	42H	Heated oxygen sensor 2 heater (Bank 1)	Low Input: P0037 High Input: P0038	80H	0CH	Converted value of heater electric current to voltage	
			P0141	81H	14H	Rear O2 sensor internal impedance	
	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 High Input: P0052	81H	0BH	Converted value of heater electric current to voltage	
			P0036	83H	0BH	A/F sensor heater circuit malfunction	
	46H	Heated oxygen sensor 2 heater (Bank 2)	Low Input: P0057 High Input: P0058	80H	0CH	Converted value of heater electric current to voltage	
			P0161	81H	14CH	Rear O2 sensor internal impedance	
	47H	Heated oxygen sensor 3 heater (Bank 2)	P0063	80H	0CH	Converted value of heater electric current to voltage	
	SECONDARY AIR	71H	Secondary air system	P0411	80H	01H	Secondary air injection system incorrect flow detected
				Bank1: P0491 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 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	

ECM

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR USA AND CANADA]

Item	OBD-MID	Self-diagnostic test item	DTC	Test value and Test limit (GST display)		Description
				TID	Unit and Scaling ID	
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
			P117A / P219A	82H	03H	Cylinder A/F imbalance monitoring
			P219C	83H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #1 cylinder parameter
			P219D	84H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #2 cylinder parameter
			P219E	85H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #3 cylinder parameter
			P219F	86H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #4 cylinder parameter
			P21A0	87H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #5 cylinder parameter
			P21A2	89H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #7 cylinder parameter
	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
			P117B / P219B	82H	03H	Cylinder A/F imbalance monitoring
			P219D	84H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #2 cylinder parameter
			P219F	86H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #4 cylinder parameter
			P21A1	88H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #6 cylinder parameter
			P21A3	8AH	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #8 cylinder parameter

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ECM

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR USA AND CANADA]

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

ECM

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR USA AND CANADA]

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

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VVEL CONTROL MODULE

< ECU DIAGNOSIS INFORMATION >

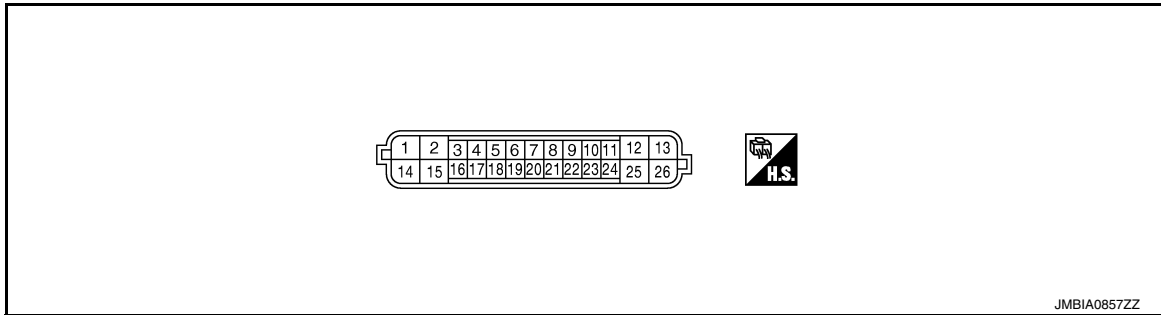
[VQ37VHR FOR USA AND CANADA]

VVEL CONTROL MODULE

Reference Value

INFOID:000000012356277

TERMINAL LAYOUT



PHYSICAL VALUES

NOTE:

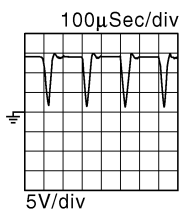
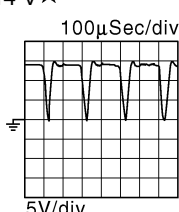
- VVEL control module is located behind the IPDM E/R. For this inspection, remove hoodledge cover (RH).
- Specification data are reference values and are measured between each terminal and ground.
- Pulse signal is measured by CONSULT.

Terminal No.		Description		Condition	Value (Approx.)
+	—	Signal name	Input/Output		
1 (W)	14 (B/R)	VVEL actuator motor power supply (bank 2)	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
2 (L/B)	14 (B/R)	VVEL actuator motor (High lift) (bank 2)	Output	[Engine is running] • Warm-up condition • Idle speed	0 - 14 V★ 5V/div JMBIA0854ZZ
				[Engine is running] • Warm-up condition • When revving engine up to 2,000 rpm quickly	0 - 14 V★ 5V/div JMBIA0855ZZ
3 (B)	4 (W)	VVEL control shaft position sensor 1 (bank 1)	Input	[Engine is running] • Warm-up condition • Idle speed	Approx.0.25 - 1.40 V
				[Engine is running] • Warm-up condition • When revving engine up to 2,000 rpm quickly	Approx.0.25 - 4.75 V
4 (W)	—	Sensor ground [VVEL control shaft position sensor 1 (bank 1)]	—	—	—

VVEL CONTROL MODULE

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR USA AND CANADA]

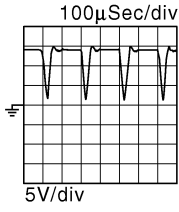
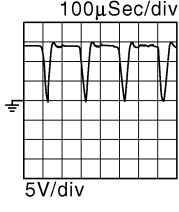
Terminal No.		Description		Condition	Value (Approx.)
+	-	Signal name	Input/Output		
5 (W)	6 (B)	VVEL control shaft position sensor 1 (bank 2)	Input	[Engine is running] • Warm-up condition • Idle speed	Approx.0.25 - 1.40 V
				[Engine is running] • Warm-up condition • When revving engine up to 2,000 rpm quickly	Approx.0.25 - 4.75 V
6 (B)	—	Sensor ground [VVEL control shaft position sensor 1 (bank 2)]	—	—	—
7 (Y)	6 (B)	Sensor power supply [VVEL control shaft position sensor 1 (bank 2)]	—	[Ignition switch: ON]	5 V
8 (R)	14 (B/R)	Power supply for VVEL control module	—	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
9 (L)	4 (W)	Sensor power supply [VVEL control shaft position sensor 1 (bank 1)]	—	[Ignition switch: ON]	5 V
11 (GR)	—	CAN communication line [ECM]	Input/Output	—	—
12 (L/B)	14 (B/R)	VVEL actuator motor (High lift) (bank 1)	Output	[Engine is running] • Warm-up condition • Idle speed	0 - 14 V★ 
				[Engine is running] • Warm-up condition • When revving engine up to 2,000 rpm quickly	0 - 14 V★ 
13 (W)	14 (B/R)	VVEL actuator motor power supply (bank 1)	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
14 (B/R)	—	VVEL control module ground	—	[Engine is running] • Idle speed	—

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VVEL CONTROL MODULE

< ECU DIAGNOSIS INFORMATION >

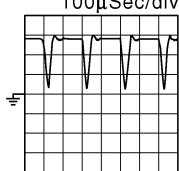
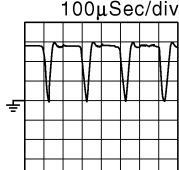
[VQ37VHR FOR USA AND CANADA]

Terminal No.		Description		Condition	Value (Approx.)
+	-	Signal name	Input/Output		
15 (L/W)	14 (B/R)	VVEL actuator motor (Low lift) (bank 2)	Output	[Engine is running] • Warm-up condition • Idle speed	0 - 14 V★ 
				[Engine is running] • Warm-up condition • When revving engine up to 2,000 rpm quickly	0 - 14 V★ 
16 (R)	17 (G)	VVEL control shaft position sensor 2 (bank 1)	Input	[Engine is running] • Warm-up condition • Idle speed	3.50 - 4.75 V
				[Engine is running] • Warm-up condition • When revving engine up to 2,000 rpm quickly	0.25 - 4.75 V
17 (G)	—	Sensor ground [VVEL control shaft position sensor 2 (bank 1)]	—	—	—
18 (G)	19 (R)	VVEL control shaft position sensor 2 (bank 2)	Input	[Engine is running] • Warm-up condition • Idle speed	3.50 - 4.75 V
				[Engine is running] • Warm-up condition • When revving engine up to 2,000 rpm quickly	0.25 - 4.75 V
19 (R)	—	Sensor ground [VVEL control shaft position sensor 2 (bank 2)]	—	—	—
20 (L)	19 (R)	Sensor power supply [VVEL control shaft position sensor 2 (bank 2)]	—	[Ignition switch: ON]	5 V
21 (V)	14 (B/R)	VVEL actuator motor relay abort signal	Input	[Engine is running] • Warm-up condition • Idle speed	0 V
22 (Y)	17 (G)	Sensor power supply [VVEL position sensor 2 (bank 1)]	—	[Ignition switch: ON]	5 V
23 (P)	14 (B/R)	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	—	—

VVEL CONTROL MODULE

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR USA AND CANADA]

Terminal No.		Description		Condition	Value (Approx.)
+	-	Signal name	Input/Output		
25 (L/W)	14 (B/R)	VVEL control motor (Low lift) (bank 1)	Output	[Engine is running] • Warm-up condition • Idle speed	0 - 14 V★ 100μSec/div  5V/div JMBIA0854ZZ
				[Engine is running] • Warm-up condition • When revving engine up to 2,000 rpm quickly	0 - 14 V★ 100μSec/div  5V/div JMBIA0855ZZ

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

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ENGINE CONTROL SYSTEM

[VQ37VHR FOR USA AND CANADA]

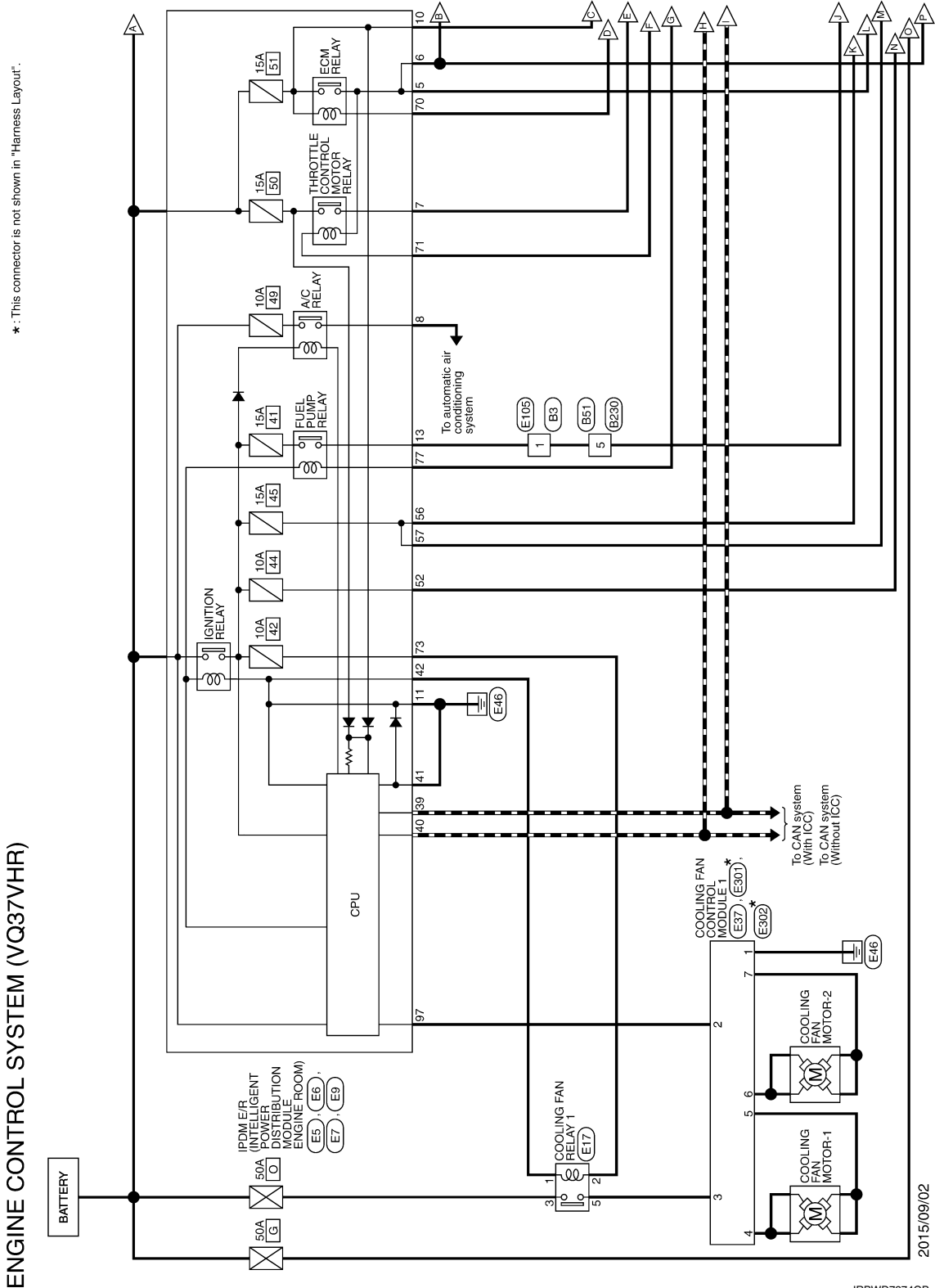
< WIRING DIAGRAM >

WIRING DIAGRAM

ENGINE CONTROL SYSTEM

Wiring Diagram

INFOID:000000012356278



* : This connector is not shown in "Harness Layout".

ENGINE CONTROL SYSTEM (VQ37VHR)

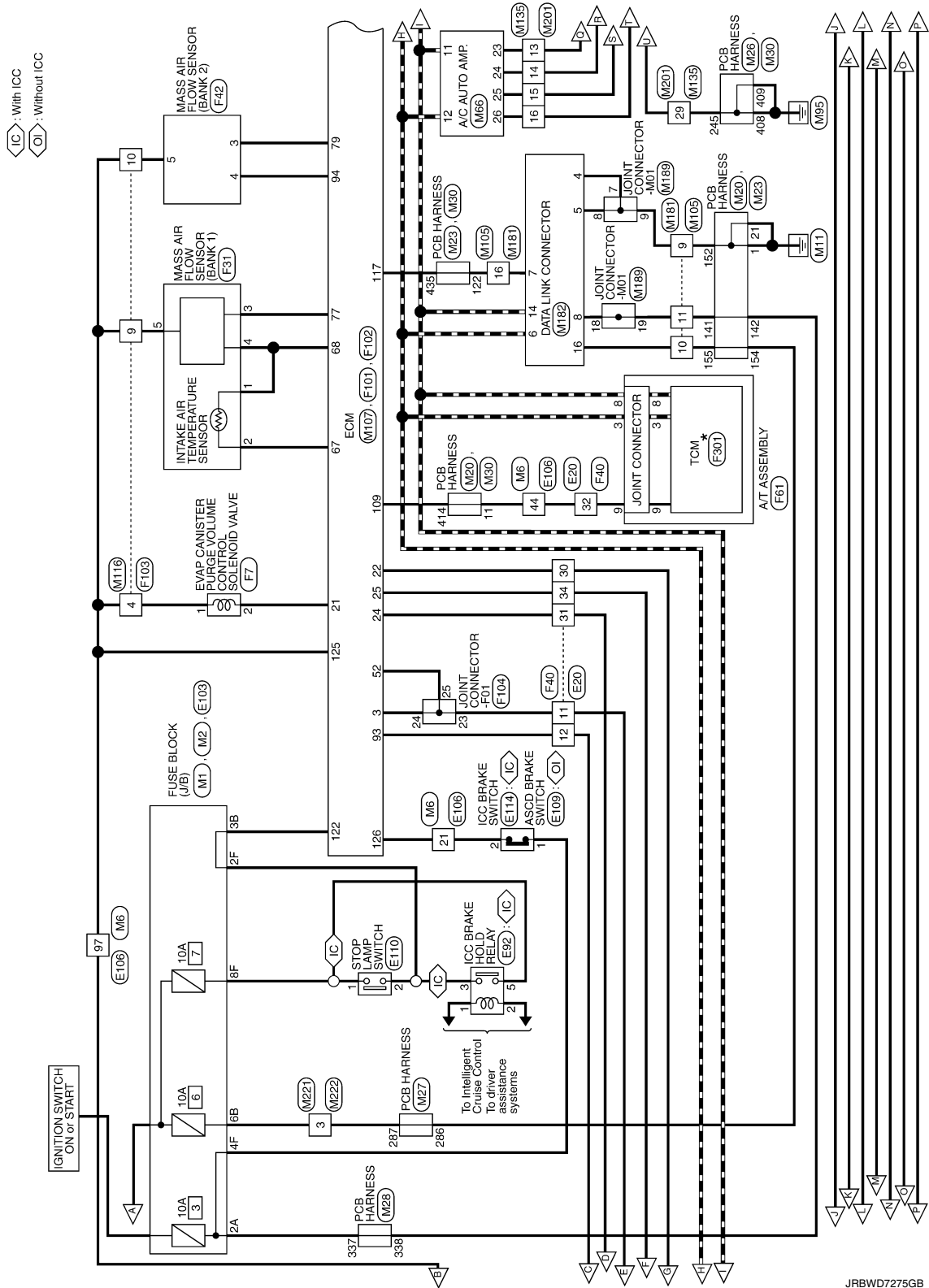
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ENGINE CONTROL SYSTEM

[VQ37VHR FOR USA AND CANADA]

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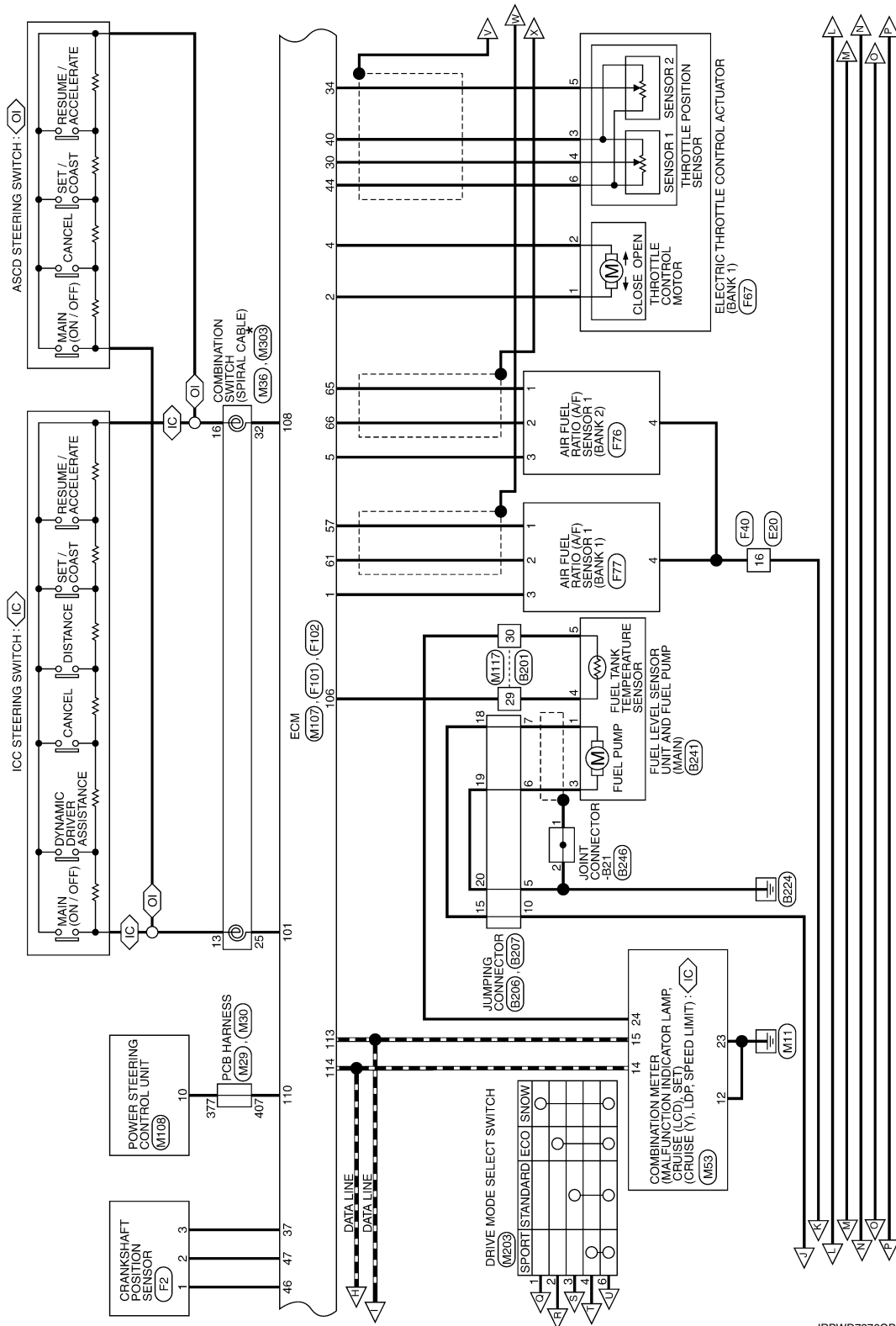
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ENGINE CONTROL SYSTEM

[VQ37VHR FOR USA AND CANADA]

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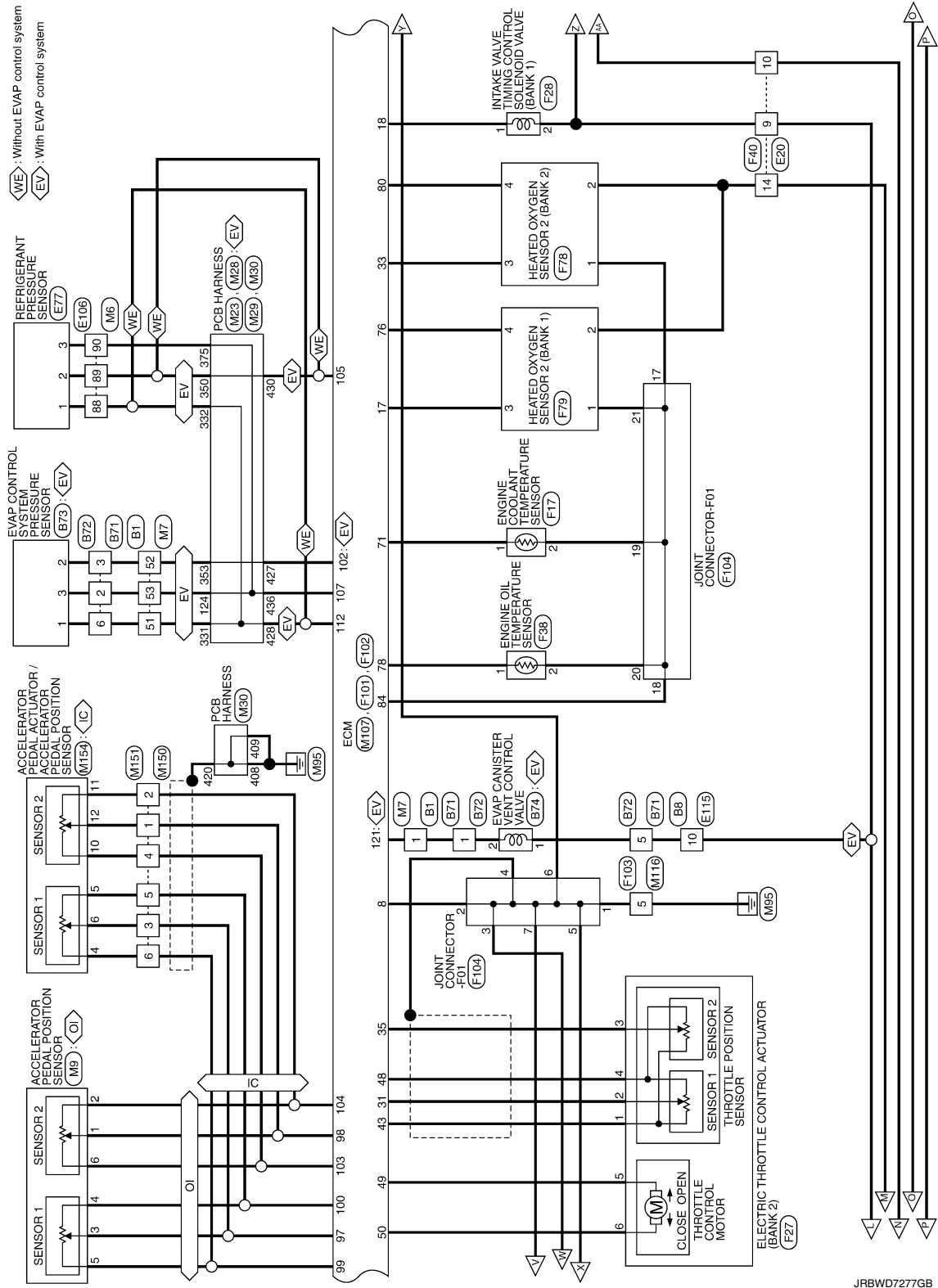


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ENGINE CONTROL SYSTEM

[VQ37VHR FOR USA AND CANADA]

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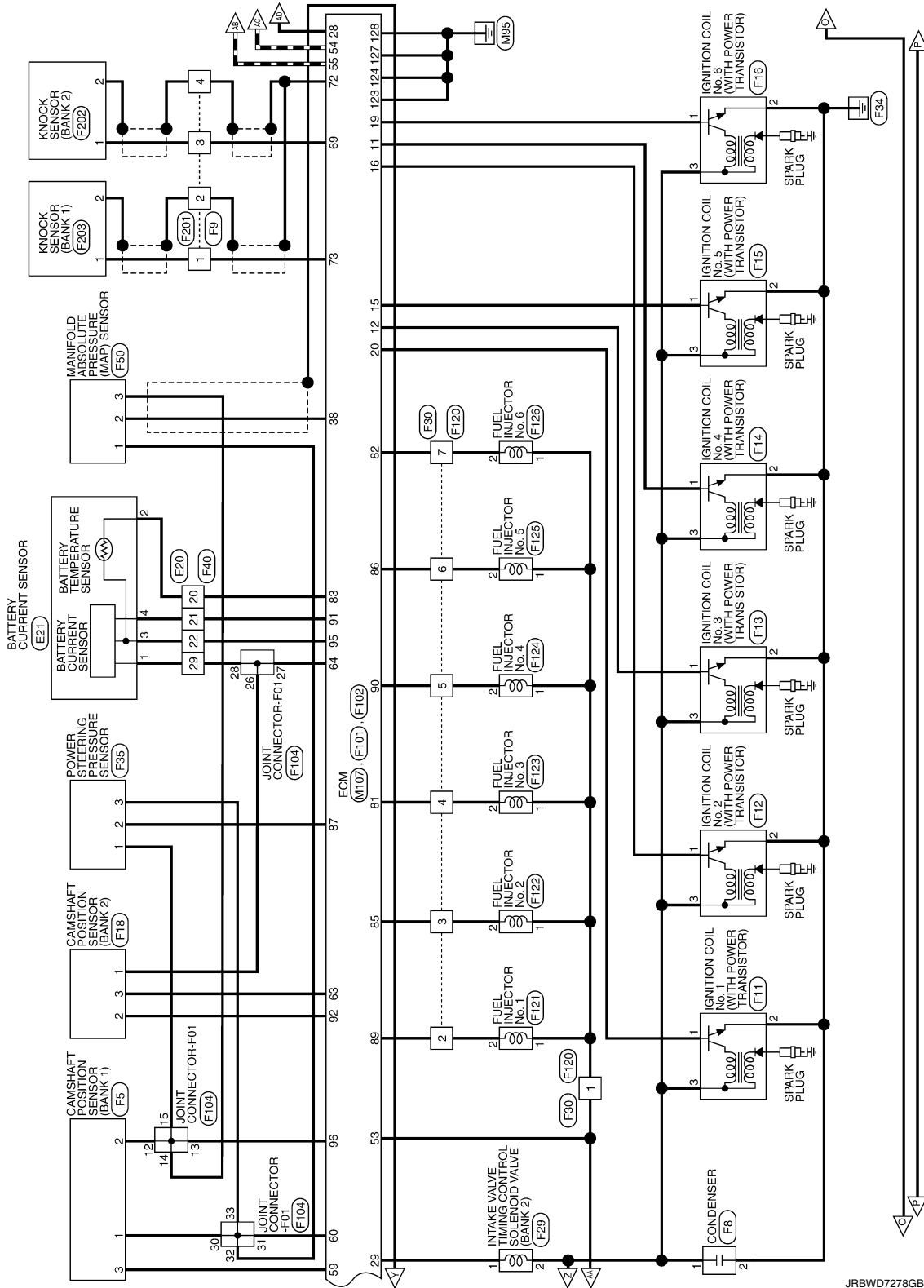
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ENGINE CONTROL SYSTEM

[VQ37VHR FOR USA AND CANADA]

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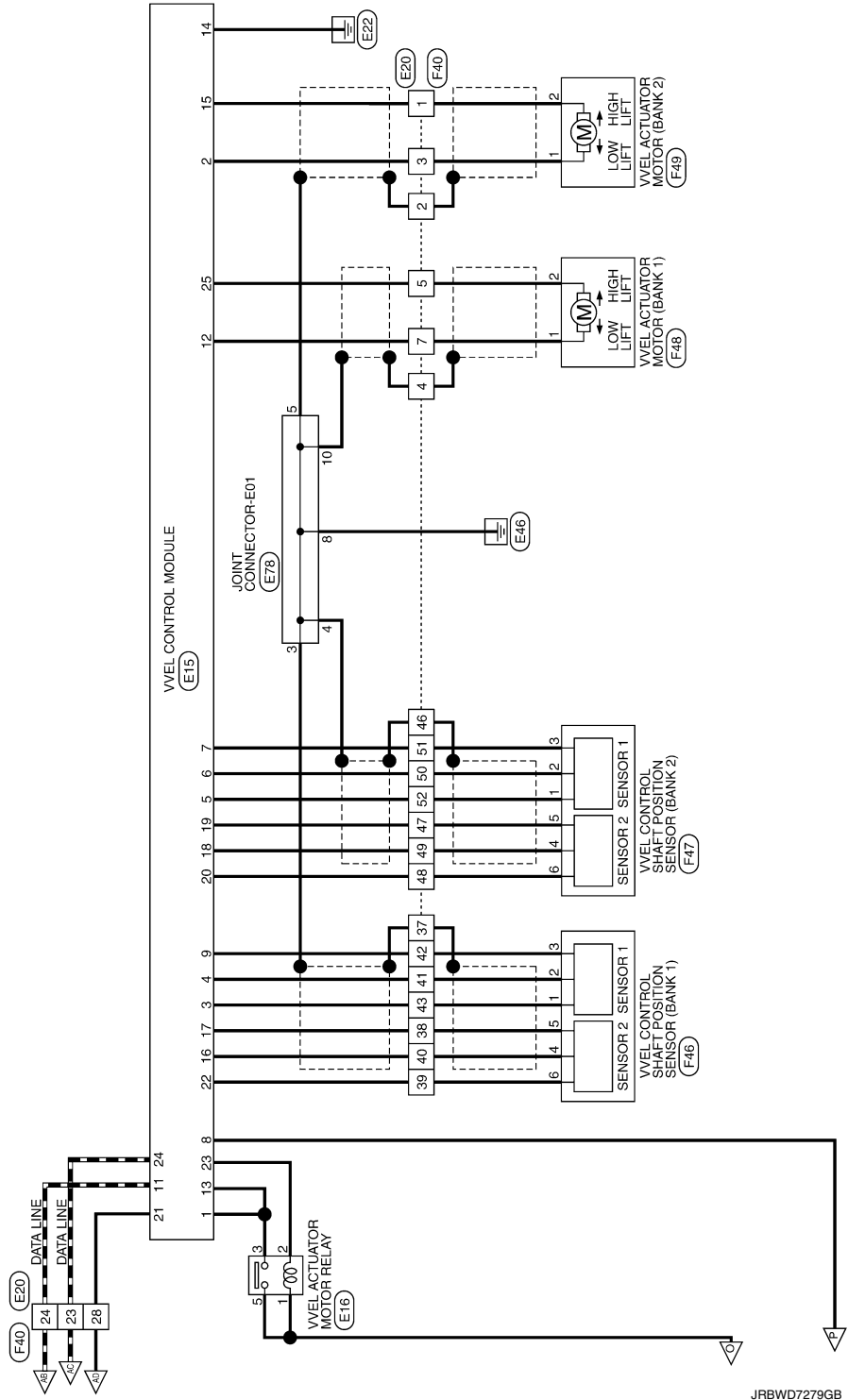


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ENGINE CONTROL SYSTEM

[VQ37VHR FOR USA AND CANADA]

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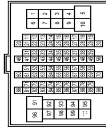
ENGINE CONTROL SYSTEM

[VQ37VHR FOR USA AND CANADA]

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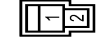
ENGINE CONTROL SYSTEM (VQ37VHR)

Connector No.	B51
Connector Name	WIRE TO WIRE
Connector Type	THBDFH-CS15-TM4



Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	-
2	W	-
4	LG	-
5	P	-
7	GR	-
8	Y	-
9	LG	-
10	V	-
11	GR	- [With climate controlled seat]
11	L	- [With heated seat]
12	GR	- [With heated seat]
12	P	- [With climate controlled seat]
13	BR	-
14	R	-
15	U	-
16	B	-
17	B	-
18	R	-
19	W	-
20	L	-
21	B	-
22	LG	-
23	V	-
24	Y	-
25	G	-
26	GR	-
27	SB	-
28	L/O	-
29	W/L	-
30	SHIELD	-
32	L	-
33	R	-
36	G	-
37	SB	-
40	SHIELD	-

Connector No.	B5
Connector Name	WIRE TO WIRE
Connector Type	MD3FVH-LC



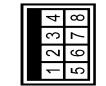
Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-

Connector No.	BR
Connector Name	WIRE TO WIRE
Connector Type	HS12FW-CS



Terminal No.	Color Of Wire	Signal Name [Specification]
3	O	-
3	I	-
4	Y	-
5	L	-
8	LG	-
10	W	-
11	G	-
12	SB	-

Connector No.	B51
Connector Name	WIRE TO WIRE
Connector Type	MD5BML-C



Terminal No.	Color Of Wire	Signal Name [Specification]
5	W	-

Connector No.	B71
Connector Name	WIRE TO WIRE
Connector Type	BSDFBPR



Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	-
2	G	-
3	LG	-
5	W	-
6	V	-

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ENGINE CONTROL SYSTEM

[VQ37VHR FOR USA AND CANADA]

< WIRING DIAGRAM >

ENGINE CONTROL SYSTEM (VQ37VHR)

Connector No.	B72
Connector Name	WIRE TO WIRE
Connector Type	ES26A18



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	G	-
3	P	-
5	W	-
6	V	-

Connector No.	B73
Connector Name	EVAP CONTROL SYSTEM PRESSURE SENSOR
Connector Type	ED3FGVRS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	V	-
2	P	-
3	G	-

Connector No.	B74
Connector Name	EVAP CANISTER VENT CONTROL VALVE
Connector Type	ED2FBRS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	POWER
2	G	GND

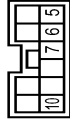
Connector No.	B201
Connector Name	WIRE TO WIRE
Connector Type	TH80MMV-CS16-TM4



Terminal No.	Color Of Wire	Signal Name [Specification]
3	R	-
6	R	-
7	W	-
8	V	-
11	R	-
12	G	-
13	Y	-
14	L	-
15	R	- [Without ADAS]
15	Y	- [With ADAS]
17	GR	-
18	P	-
19	BR	-
20	GR	-
21	Y	-
22	GR	-
23	R	-

85	LG	-
86	W	-
87	O	-
88	BR	-
89	BR	-
90	O	-
91	BR	-
93	O	- [With heated seat]
93	Y	- [With climate controlled seat]
94	GR	-
96	W	-
97	P	-
98	LG	-
99	LG	-
100	Y	-

Connector No.	B206
Connector Name	JUMPING CONNECTOR
Connector Type	TM1DFB



Terminal No.	Color Of Wire	Signal Name [Specification]
2	BR	-
7	W	-
10	BR	-

24	V	-
25	B	-
26	W	-
27	V	-
28	P	-
30	O	-
31	BR	-
32	BR	-
33	Y	-
40	SHIELD	-
41	W/R	-
42	V	-
45	SR	-
46	R	- [With climate controlled seat]
46	Y	- [With heated seat]
47	G	- [With climate controlled seat]
47	GR	- [With heated seat]
48	V	-
49	O	-
50	R	-
51	GR	-
52	LG	-
53	P	-
56	P	-
57	W	-
58	O	-
59	Y	-
61	SR	-
62	L	-
63	L	-
64	GR	-
65	LG	-
66	Y	-
68	SR	-
69	B	-
71	L	-
72	L	-
73	R	-
74	B	-
75	L	-
76	SHIELD	-
77	G	-
78	R	-
79	P	-
80	G	-
81	O	-
82	BR	-
83	GR	-
84	V	-

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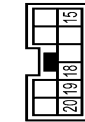
ENGINE CONTROL SYSTEM

[VQ37VHR FOR USA AND CANADA]

< WIRING DIAGRAM >

ENGINE CONTROL SYSTEM (VQ37VHR)

Connector No.	B207
Connector Name	JUMPING CONNECTOR
Connector Type	TM10M#B



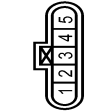
Terminal No.	Color Of Wire	Signal Name [Specification]
15	W	-
18	W	-
19	B	-
20	B	-

Connector No.	B230
Connector Name	WIRE TO WIRE
Connector Type	W08FELC



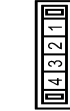
Terminal No.	Color Of Wire	Signal Name [Specification]
5	BR	-

Connector No.	B241
Connector Name	FUEL LEVEL SENSOR UNIT AND FUEL PUMP (PWR)
Connector Type	ED5GV#S



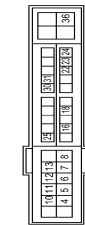
Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	O	-
3	B	-
4	P	-
5	B	-

Connector No.	B246
Connector Name	POINT CONNECTOR-B21
Connector Type	T00FW#J



Terminal No.	Color Of Wire	Signal Name [Specification]
1	SHIELD	-
2	B/R	-
3	B/R	-
4	B/R	-

Connector No.	E5
Connector Name	WATER THERMOSTAT POWER DISTRIBUTION MODULE ENGINE ROOM
Connector Type	TH20PW-CS12-2M4-3V



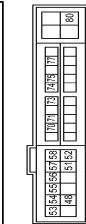
Terminal No.	Color Of Wire	Signal Name [Specification]
4	W	ENG_SOL
5	P	IGN_COIL
6	R	ECM_VB [With VQ37 engine]
6	SR	ECM_VB [With VQ37 engine]
7	R	ETC [With VQ37 engine]
7	Y	ETC [With VQ37 engine]
8	L/Y	A/C_COMP [With VQ37 engine]
8	P	A/C_COMP [With VQ37 engine]
10	V	ECM_BAT
11	B	P_GND
12	G	ABS_ECU
13	GR	FUEL_PUMP [With VQ37 engine]
13	W	FUEL_PUMP [With VQ37 engine]
16	V	WIPER_ADJUSTOP
16	Y	IGN_STOPWLT
22	BR	ECM_BAT
22	P	HOOD_SW
24	O	HOOD_SW
25	LG	SUB_ECU
30	BR	PUSHER_START_SW
31	BR	NP_SW [With VQ37 engine]
31	W	NP_SW [With VQ37 engine]
36	GR	F/L_IGN_SW

Connector No.	I6
Connector Name	DIAGNOSTIC POWER DISTRIBUTION MODULE ENGINE ROOM
Connector Type	TH08PW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
39	P	CAN-L
40	L	CAN-H
41	B	S_GND
42	V	MOTOR_FAN_RVY_CONT [With VQ37 engine]
42	Y	MOTOR_FAN_RVY_CONT [With VQ37 engine]
43	SB	DEFENT_SW
44	GR	HOORN_RVY [With VQ37 engine]
44	LG	HOORN_RVY [With VQ37 engine]
45	G	HOORN_SW
46	BR	START_CONT

Connector No.	E7
Connector Name	DIAGNOSTIC POWER DISTRIBUTION MODULE ENGINE ROOM
Connector Type	TH20PW-CS12-2M4



Terminal No.	Color Of Wire	Signal Name [Specification]
48	P	DIRL_DEICER
51	O	WASH_MTR
52	G	INJECTOR_#1
53	L	FR_WIPER_HI
54	P	FR_WIPER_LO
55	R	TAIL/ILLUMI
56	GR	O2_SENS_#1
57	V	O2_SENS_#2
58	BR	AT_ECU
70	LG	SSOFF

ENGINE CONTROL SYSTEM

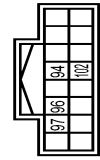
[VQ37VHR FOR USA AND CANADA]

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ENGINE CONTROL SYSTEM (VQ37VHR)

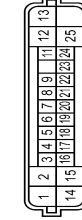
71	G	MOTIFL
72	W	START_L(SEN)
73	G	START_G(SEN)
74	Y	START_Y(SEN)
75	W	OIL_PRESS_SW
76	W	STARTER_MOTOR

Connector No.	E8
Connector Name	IGNITION/INTEGRATED POWER DISTRIBUTION MODULE (ENGINE)
Connector Type	TH16FW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
94	P	CLEARANCE_RH
96	R	WIPER_REV_RLY
97	V	MOTOR_VAN_PWM
102	R	CLEARANCE_LH [W/In V556 engine]
101	RL	CLEARANCE_LH [W/In VQ37 engine]

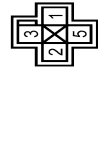
Connector No.	E85
Connector Name	VVEL CONTROL MODULE
Connector Type	BH18FB-A02B-LH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	VMQI-B2
2	L/B	MOTIFL-B2
3	B	VEL/S1-B1 [W/In VQ37 engine]
4	W	VEL/S1-B1 [W/In V556 engine]
5	L	SENSOR GROUND
5	W	VEL/S1-B2 [W/In V556 engine]
5	W	VEL/S1-B2 [W/In VQ37 engine]

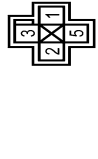
6	B	SENSOR GROUND
7	W	AV/C3 [W/In V556 engine]
8	Y	AV/C3 [W/In VQ37 engine]
9	B	POWER SWPES [W/In VQ37 engine]
9	B	POWER SWPES [W/In V556 engine]
10	T	AV/C1 [W/In V556 engine]
11	GR	AV/C1 [W/In VQ37 engine]
12	L/B	VVEL ACTUATOR MOTOR (HIGH LIFT) [BANK 1]
13	W	VMOTI-B1
14	B/R	VVEL CONTROL MODULE GROUND
15	L/W	MOTIFL-B2
16	G	VEL/S2-B1 [W/In V556 engine]
17	G	VEL/S2-B1 [W/In VQ37 engine]
17	G	AGND2 [W/In VQ37 engine]
18	G	AGND2 [W/In V556 engine]
18	G	VEL/S2-B2 [W/In VQ37 engine]
18	R	VEL/S2-B2 [W/In V556 engine]
19	L	AGND4 [W/In V556 engine]
19	R	AGND4 [W/In VQ37 engine]
20	L	AV/C4 [W/In VQ37 engine]
20	R	AV/C4 [W/In V556 engine]
21	V	VVEL ACTUATOR MOTOR RELAY ABORT SIGNAL
22	G	AV/C2 [W/In V556 engine]
22	Y	AV/C2 [W/In VQ37 engine]
23	P	VVEL ACTUATOR MOTOR RELAY CAN L
24	L	MOTIFL-B1
25	L/W	MOTIFL-B1

Connector No.	E16
Connector Name	VVEL ACTUATOR MOTOR RELAY
Connector Type	E43Z7-3F3900



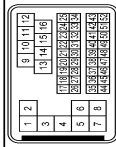
Terminal No.	Color Of Wire	Signal Name [Specification]
1	B	-
2	P	-
3	W	-
5	B	-

Connector No.	E17
Connector Name	COOLING FAN RELAY 1
Connector Type	E43Z7-3F3900



Terminal No.	Color Of Wire	Signal Name [Specification]
1	V	-
2	G	-
3	L	-
5	R	-

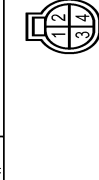
Connector No.	E20
Connector Name	WIRE TO WIRE
Connector Type	SA336MB-RSS-SH2B



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L/W	-
2	SHIELD	-
3	L/B	-
4	SHIELD	-
5	L/W	-
6	W	-
7	L/B	-
9	P	-
10	G	-
11	W	- [W/In V556 engine]
11	Y	- [W/In VQ37 engine]
12	V	-
13	L	-
14	LG	- [W/In V556 engine]
14	V	- [W/In VQ37 engine]
15	SB	-

16	GR	-
19	W	-
20	BR	-
21	G	-
22	O	-
23	Q	-
24	GR	-
25	V	-
28	V	-
29	Y	-
30	B	-
31	LG	-
32	W	-
33	BR	-
34	O	-
37	SHIELD	-
38	G	-
39	Y	-
40	R	-
41	W	-
42	L	-
43	B	-
46	SHIELD	-
47	R	-
48	L	-
49	G	-
50	B	-
51	Y	-
52	W	-

Connector No.	E21
Connector Name	BATTERY CURRENT SENSOR
Connector Type	SAZ04E5Y



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	-
2	BR	-
3	O	-
4	G	-

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ENGINE CONTROL SYSTEM

[VQ37VHR FOR USA AND CANADA]

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ENGINE CONTROL SYSTEM (VQ37VHR)

Connector No.	E37
Connector Name	COOLING FAN CONTROL MODULE 1
Connector Type	53201EGV-SNZ2



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B/W	-
2	V	-
3	R	-

Connector No.	E77
Connector Name	REFRIGERANT PRESSURE SENSOR
Connector Type	RK03FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	BR	-
2	LG	-
3	W	-

Connector No.	E78
Connector Name	JOINT CONNECTOR-E01
Connector Type	RH1P8B



Terminal No.	Color Of Wire	Signal Name [Specification]
3	SHIELD	-
4	SHIELD	-
5	SHIELD	-
8	B	-
10	SHIELD	-

Connector No.	E92
Connector Name	ICC BRAKE HOLD RELAY
Connector Type	M002FLM2-1C



Terminal No.	Color Of Wire	Signal Name [Specification]
1	V	-
2	LG	-
3	V	-
5	W	-

Connector No.	E103
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS16FM-CS



Terminal No.	Color Of Wire	Signal Name [Specification]
10F	GR	-
12F	Y	-
14F	W	-
15F	V	-
1F	SB	-
2F	LG	-
4F	G	-
6F	O	-
8F	BR	-
9F	R	-

Connector No.	E105
Connector Name	WIRE TO WIRE
Connector Type	M023M4-1C



Terminal No.	Color Of Wire	Signal Name [Specification]
1	GR	-

Connector No.	E106
Connector Name	WIRE TO WIRE
Connector Type	TH08P4-CS16-TM4



Terminal No.	Color Of Wire	Signal Name [Specification]
1	P	-
2	W	-
3	SB	-
4	LG	-
5	O	-
6	W	-
7	GR	-
8	G	-
9	Y	-
10	BR	-
11	SB	-
12	L	-
13	GR	-
14	GR	-
15	V	-
16	V	-
17	GR	-
18	V	-
19	BR	-
20	BR	-
21	P	-
22	L	-
23	P	-
27	SHIELD	-
28	L/O	-
29	W/L	-
31	BR	-
32	G	-
33	O	-
34	Y	-
36	G	-
37	V	-
41	BR	-
44	W	-
45	L	-
46	GR	-
47	V	-

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ENGINE CONTROL SYSTEM

[VQ37VHR FOR USA AND CANADA]

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ENGINE CONTROL SYSTEM (VQ37VHR)

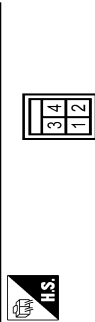
48	G	-	-
49	O	-	-
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51	B	-	-
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53	W	-	-
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55	W	-	-
56	W	-	-
57	Y	-	-
58	Y	-	-
59	Y	-	-
60	Y	-	-
61	Y	-	-
62	Y	-	-
63	Y	-	-
64	B	-	-
65	Y	-	-
66	R	-	-
67	SB	-	-
68	G	-	-
69	SHIELD	-	-
70	W	-	-
71	W	-	-
72	R	-	-
73	G	-	-
74	Y	-	-
75	B	-	-
76	SHIELD	-	-
77	O	-	-
78	SB	-	-
80	V	-	-
82	SB	-	-
83	GR	-	-
84	Y	-	-
85	Y	-	-
86	L	-	-
87	L	-	-
88	BR	-	-
89	LC	-	-
90	W	-	-
91	W	-	-
92	P	-	-
93	LG	-	-
94	BR	-	-
95	W	-	-
97	R	-	-
98	Y	-	-
99	V	-	-
100	V	-	-

Connector No.	E109
Connector Name	ASC0 BRAKE SWITCH
Connector Type	M02FBR/LC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	P	-

Connector No.	E110
Connector Name	STOP LAMP SWITCH
Connector Type	M04FW/LC



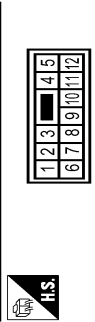
Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	W	-
3	G	[Without LCC]
4	SB	[With LCC]

Connector No.	E114
Connector Name	LCC BRAKE SWITCH
Connector Type	M02FBR/LC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	P	-

Connector No.	E115
Connector Name	WIRE TO WIRE
Connector Type	NS12MW/CS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	-
2	R	-
3	LG	-
4	GR	-
5	P	-
6	W	-
7	V	-
8	Y	-
9	Y	-
10	W	[With VQ37 engine]
11	W	[With VQ37 engine]
12	Y	[With VQ37 engine]

Connector No.	E301
Connector Name	COOLING FAN CONTROL MODULE 1
Connector Type	6188P-0219



Terminal No.	Color Of Wire	Signal Name [Specification]
4	-	-
5	-	-

Connector No.	E302
Connector Name	COOLING FAN CONTROL MODULE 1
Connector Type	6188B-0259



Terminal No.	Color Of Wire	Signal Name [Specification]
7	-	-

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ENGINE CONTROL SYSTEM

[VQ37VHR FOR USA AND CANADA]

< WIRING DIAGRAM >

ENGINE CONTROL SYSTEM (VQ37VHR)

Connector No.	F2
Connector Name	CRANKSHAFT POSITION SENSOR
Connector Type	RH03FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B	- [WITH VXS5 engine]
1	R	- [WITH VQ37 engine]
2	B	- [WITH VQ37 engine]
2	R	- [WITH VXS5 engine]
3	L	-

Connector No.	F5
Connector Name	CRANKSHAFT POSITION SENSOR (BANK 1)
Connector Type	RH03FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	O	-
3	L	-

Connector No.	F7
Connector Name	CRANKSHAFT PULSE VOLUME CONTROL SOLENOID VALVE
Connector Type	ED04E-RS-1G7



Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	POWER
2	GR	GND

Connector No.	F8
Connector Name	CONDENSER
Connector Type	MD2FM-LC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	B	-

Connector No.	F9
Connector Name	WIRE TO WIRE
Connector Type	RS04E-B



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	SHIELD	-
3	GR	-
4	SHIELD	-

Connector No.	F11
Connector Name	IGNITION COIL No. 1 (WITH POINT TRANSDUCER)
Connector Type	ED03GV-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	-
2	B	-
3	W/B	-

Connector No.	F12
Connector Name	IGNITION COIL No. 2 (WITH POINT TRANSDUCER)
Connector Type	ED03GV-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	B	-
3	W	-

Connector No.	F13
Connector Name	IGNITION COIL No. 3 (WITH POINT TRANSDUCER)
Connector Type	ED03GV-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	-
2	B	-
3	W	-

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ENGINE CONTROL SYSTEM

[VQ37VHR FOR USA AND CANADA]

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ENGINE CONTROL SYSTEM (VQ37VHR)

Connector No.	F14
Connector Name	IGNITION COIL NO. 4 (WITH POWER TRANSFORMER)
Connector Type	ED3FGV-RS



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 TRANSFORMER)
Connector Type	ED3FGV-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	LG	-
2	B	-
3	W	-

Connector No.	F16
Connector Name	IGNITION COIL NO. 6 (WITH POWER TRANSFORMER)
Connector Type	ED3FGV-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	V	-
2	B	-
3	W	-

Connector No.	F17
Connector Name	ENGINE COOLANT TEMPERATURE SENSOR
Connector Type	ED3FGV-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	SB	- [With VQ37 engine]
2	B	- [With VQ37 engine]
3	W	- [With VQ37 engine]

Connector No.	F18
Connector Name	CAUSHIFT POSITION SENSOR (BANK 2)
Connector Type	RH05FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	R	-
3	BR	-

Connector No.	F27
Connector Name	ELECTRIC THROTTLE CONTROL ACTUATOR (BANK 2)
Connector Type	RH05FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	INP (TPS)
2	OT	OUTPUT1 (TPS)
3	W	OUTPUT2 (TPS)
4	O	GND (TPS)
5	LG	MOTOR2 (CLOSE)
6	V	MOTOR1 (OPEN)

Connector No.	F28
Connector Name	INPAKE VALVE TRIMMING CONTROL SOLINOID VALVE (BANK 1)
Connector Type	ED3FGV-RS-LGY



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	-
2	W	-

Connector No.	F29
Connector Name	INPAKE VALVE TRIMMING CONTROL SOLINOID VALVE (BANK 2)
Connector Type	ED3FGV-RS-LGY



Terminal No.	Color Of Wire	Signal Name [Specification]
2	W	-

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ENGINE CONTROL SYSTEM

[VQ37VHR FOR USA AND CANADA]

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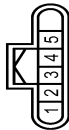
ENGINE CONTROL SYSTEM (VQ37VHR)

Connector No.	F30
Connector Name	WIRE TO WIRE
Connector Type	RH08FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	GR	-
3	BR	-
4	Y	-
5	O	-
6	R	-
7	V	-

Connector No.	F31
Connector Name	MASS AIR FLOW SENSOR (BANK 1)
Connector Type	RH06FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	V	-
2	Y	-
3	O	-
4	V	-
5	SR	-

Connector No.	F35
Connector Name	POWER STEERING PRESSURE SENSOR
Connector Type	RH03FB



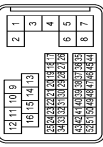
Terminal No.	Color Of Wire	Signal Name [Specification]
1	O	- [With VQ37 engine]
2	V	- [With VQ37 engine]
3	LG	- [With VQ37 engine]
4	V	- [With VQ37 engine]
5	G	-

Connector No.	F38
Connector Name	ENGINE OIL TEMPERATURE SENSOR
Connector Type	E027GHS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	- [With VQ37 engine]
2	L	- [With VQ37 engine]
3	B	- [With VQ37 engine]
4	B/W	- [With VQ37 engine]

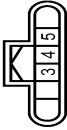
Connector No.	F40
Connector Name	WIRE TO WIRE
Connector Type	SA03EB-RSS-SH2B



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L/W	-
2	SHIELD	-
3	L/B	-
4	SHIELD	-
5	L/W	-
6	R	- [With VQ37 engine]
7	L/B	- [With VQ37 engine]
8	W	-
9	W	-
10	G	-
11	G	- [With VQ37 engine]
12	W	- [With VQ37 engine]
13	P	-
14	P	-
15	R	-
16	O	- [With VQ37 engine]
17	Y	- [With VQ37 engine]
18	L	-
19	L	-
20	GR	-
21	G	-
22	W	-
23	L	-
24	Y	-
25	LG	-
26	R	-
27	W	-
28	R	-
29	W	-
30	B	-
31	V	-
32	BR	- [With VQ37 engine]
33	LG	- [With VQ37 engine]
34	P	- [With VQ37 engine]
35	Y	- [With VQ37 engine]
36	O	-
37	SHIELD	-
38	L/G	- [With VQ37 engine]

38	O/L	- [With VQ37 engine]
39	Y	- [With VQ37 engine]
40	W	- [With VQ37 engine]
41	O/L	- [With VQ37 engine]
42	W	- [With VQ37 engine]
43	LG	- [With VQ37 engine]
44	O	- [With VQ37 engine]
45	O	- [With VQ37 engine]
46	SHIELD	-
47	L/G	- [With VQ37 engine]
48	BR	- [With VQ37 engine]
49	L/Y	- [With VQ37 engine]
50	O/L	- [With VQ37 engine]
51	O	- [With VQ37 engine]
52	O	- [With VQ37 engine]
53	W	- [With VQ37 engine]

Connector No.	F42
Connector Name	MASS AIR FLOW SENSOR (BANK 2)
Connector Type	RH06FB



Terminal No.	Color Of Wire	Signal Name [Specification]
3	BR	-
4	B	-
5	V	-

ENGINE CONTROL SYSTEM

[VQ37VHR FOR USA AND CANADA]

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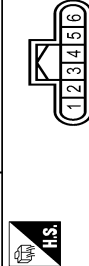
ENGINE CONTROL SYSTEM (VQ37VHR)

Connector No.	F46
Connector Name	WVL CONTROL SHFT POSITION SENSOR (BANK 1)
Connector Type	RH06FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	O	-
2	W	-
3	LG	-
4	W/L	-
5	O/L	-
6	P	-

Connector No.	F47
Connector Name	WVL CONTROL SHFT POSITION SENSOR (BANK 2)
Connector Type	RH06FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	O	-
2	W/L	-
3	SR	-
4	O/L	-
5	W	-
6	BR	-

Connector No.	F48
Connector Name	VVEL ACTUATOR MOTOR (BANK 1)
Connector Type	X02FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L/B	-
2	L/W	-

Connector No.	F49
Connector Name	VVEL ACTUATOR MOTOR (BANK 2)
Connector Type	X02FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	US	-
2	L/W	-

Connector No.	F50
Connector Name	MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR
Connector Type	RH03FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	W	-
3	O	-

Connector No.	F61
Connector Name	A/T ASSEMBLY
Connector Type	RKLDG-DGY



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	POWER SUPPLY (BACK UP)
2	R	POWER SUPPLY (BACK UP)
3	L	CAN-H
4	V	K-LINE
5	B	GND
6	G	POWER SUPPLY (IGN)
7	SR	BACK-UP LAMP RELAY
8	P	CAN-L
9	BR	P/W SIGNAL
10	B	GROUND

Connector No.	F67
Connector Name	ELECTRIC THROTTLE CONTROL ACTUATOR (BANK 1)
Connector Type	RH06FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	MOTOR (OPEN)
2	BR	MOTOR (CLOSE)
3	O/L	GND(TPS)
4	O	OUTPUT (TPS)
5	W/L	OUTPUT (TPS)
6	W	INPUT (TPS)

Connector No.	F76
Connector Name	AIR FUEL RATIO (AF) SENSOR 1 (BANK 2)
Connector Type	RH04FGY-P



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L/O	- [With VQ37 engine]
1	L/W	- [With VQ37 engine]
2	L	- [With VQ37 engine]
2	W/L	- [With VQ37 engine]
3	L	- [With VQ37 engine]
3	L/R	- [With VQ37 engine]
4	O	- [With VQ37 engine]
4	Y	- [With VQ37 engine]

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JRBWD7289GB

ENGINE CONTROL SYSTEM

[VQ37VHR FOR USA AND CANADA]

< WIRING DIAGRAM >

ENGINE CONTROL SYSTEM (VQ37VHR)

Connector No.	F77
Connector Name	AIR FUEL RATIO (AFR) SENSOR 1 (BANK 1)
Connector Type	RHDAMB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	-
2	B/W	- [With VQ37 engine]
3	L/R	- [With VQ37 engine]
4	O	- [With VQ37 engine]

Connector No.	F78
Connector Name	HEATED OXYGEN SENSOR 2 (BANK 2)
Connector Type	RHDAMB



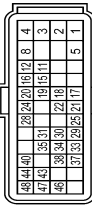
Terminal No.	Color Of Wire	Signal Name [Specification]
1	B/W	-
2	V	-
3	L/G	-
4	L	-

Connector No.	F79
Connector Name	HEATED OXYGEN SENSOR 2 (BANK 1)
Connector Type	RHDAMB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B/W	-
2	V	-
3	P	-
4	BR	-

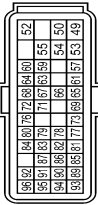
Connector No.	F101
Connector Name	ECM
Connector Type	RHD0BR-R25L-RH-Z



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	A/F SENSOR 1 HEATER (BANK 1)
2	G	THROTTLE CONTROL MOTOR POWER SUPPLY (BANK 1) (OPEN)
3	BR	THROTTLE CONTROL MOTOR POWER SUPPLY (BANK 1) (CLOSE)
4	BR	THROTTLE CONTROL MOTOR (BANK 1)
5	L	A/F SENSOR 1 HEATER (BANK 2)
8	B	ECM GROUND
11	GR	IGNITION SIGNAL No. 4
12	L	IGNITION SIGNAL No. 3
15	L/G	IGNITION SIGNAL No. 5
16	G	IGNITION SIGNAL No. 2
17	P	HEATED OXYGEN SENSOR 2 HEATER (BANK 1)
18	Y	INTAKE VALVE TIMING CONTROL SOLENOID VALVE (BANK 1)
19	V	IGNITION SIGNAL No. 6
20	Y	IGNITION SIGNAL No. 1
21	GR	EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE
22	B	FUEL PUMP RELAY

34	V	ECM REAR (SELF SHUT OFF)
35	O	THROTTLE CONTROL MOTOR RELAY
36	Y	INTAKE VALVE TIMING CONTROL SOLENOID VALVE (BANK 2)
37	O	THROTTLE POSITION SENSOR 1 (BANK 1)
38	O/L	THROTTLE POSITION SENSOR 1 (BANK 2)
39	L/G	HEATED OXYGEN SENSOR 2 HEATER (BANK 2)
34	W/L	THROTTLE POSITION SENSOR 2 (BANK 2)
35	W	THROTTLE POSITION SENSOR 2 (BANK 1)
37	L	CRANKSHAFT POSITION SENSOR
38	W	MANIFOLD ABSOLUTE PRESSURE SENSOR
40	O/L	SENSOR GROUND
43	W/L	SENSOR POWER SUPPLY (THROTTLE POSITION SENSOR (BANK 2))
44	W	SENSOR POWER SUPPLY (THROTTLE POSITION SENSOR (BANK 1))
46	R	AVCC POS
47	B	GNP POS
48	O	SENSOR GROUND

Connector No.	F102
Connector Name	ECM
Connector Type	RHD0BR-R25L-RH-Z



Terminal No.	Color Of Wire	Signal Name [Specification]
48	L/G	THROTTLE CONTROL MOTOR (BANK 2) (CLOSE)
50	V	THROTTLE CONTROL MOTOR (BANK 2) (OPEN)
52	R	THROTTLE CONTROL MOTOR RELAY POWER SUPPLY (BANK 2)
53	G	IGNITION SWITCH
54	L	CAN COMMUNICATION LINE (VALVE CONTROL MODULE)
55	Y	CAN COMMUNICATION LINE (VALVE CONTROL MODULE)
57	L	A/F SENSOR 1 (BANK 1)
59	L	CAMSHAFT POSITION SENSOR (BANK 1)
60	G	AVCC PHIS-E PHIS1/PS
61	B/W	A/F SENSOR 1 (BANK 1)
63	BR	CAMSHAFT POSITION SENSOR (BANK 2)
64	W	AVCC PHIS-E PHIS2/CS
65	L/O	A/F SENSOR 1 (BANK 2)
66	W/L	A/F SENSOR 1 (BANK 2)
67	Y	INTAKE AIR TEMPERATURE SENSOR (BANK 1)
68	V	GNDA DAT1/A1
69	GR	KNOCK SENSOR (BANK 2)

71	SB	ENGINE COOLANT TEMPERATURE SENSOR
72	SH/ED	SENSOR GROUND (KNOCK SENSOR)
73	SH/ED	SENSOR GROUND (KNOCK SENSOR)
76	CO	HEATED OXYGEN SENSOR 2 (BANK 1)
77	CO	MASS AIR FLOW SENSOR (BANK 1)
78	G	ENGINE OIL TEMPERATURE SENSOR
79	BR	MASS AIR FLOW SENSOR (BANK 2)
80	L	HEATED OXYGEN SENSOR 2 (BANK 2)
81	Y	FUEL INJECTOR No. 3
82	V	FUEL INJECTOR No. 6
83	GR	BATT TEMP
84	B/W	SENSOR GROUND
85	BR	FUEL INJECTOR No. 2
86	R	FUEL INJECTOR No. 5
87	V	POWER STEERING PRESSURE SENSOR
89	GR	FUEL INJECTOR No. 1
90	O	FUEL INJECTOR No. 4
91	G	BATTERY CURRENT SENSOR
92	R	GNDA PHASE2
93	W	POWER SUPPLY FOR ECM (BACK-UP)
94	B	GNDA QAZ
95	W	GNDA CURSEN
96	O	GNDA PHASE1/PS

Connector No.	F103
Connector Name	WIRE TO WIRE
Connector Type	VQ37VHR-ASLD



Terminal No.	Color Of Wire	Signal Name [Specification]
2	L	-
3	G	-
4	B	- [With VQ37 engine]
4	R	- [With VQ37 engine]
5	B	- [With VQ37 engine]
5	GR	- [With VQ37 engine]
7	L/G	-
8	Y	-
9	SB	- [With VQ37 engine]
9	W	- [With VQ37 engine]
10	BR	- [With VQ37 engine]

ENGINE CONTROL SYSTEM

[VQ37VHR FOR USA AND CANADA]

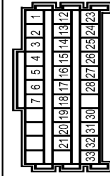
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ENGINE CONTROL SYSTEM (VQ37VHR)

10	V	- [With VQ37 Engine]
11	L	- [With VQ37 Engine]
12	V	- [With VQ37 Engine]
13	V	- [With VQ37 Engine]
14	SR	- [With VQ37 Engine]
15	R	- [With VQ37 Engine]
16	W	- [With VQ37 Engine]
17	GR	- [With VQ37 Engine]
18	LG	- [With VQ37 Engine]
21	LG	- [With VQ37 Engine]
22	B	- [With VQ37 Engine]
23	G	- [With VQ37 Engine]
24	BR	- [With VQ37 Engine]
25	O	- [With VQ37 Engine]

Connector No.	F104
Connector Name	JOINT CONNECTOR-F01
Connector Type	BES0PV



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B	- [With VQ37 Engine]
2	GR	- [With VQ37 Engine]
3	GR	- [With VQ37 Engine]
4	SHIELD	- [With VQ37 Engine]
5	SHIELD	- [With VQ37 Engine]
6	SHIELD	- [With VQ37 Engine]
7	SHIELD	- [With VQ37 Engine]
12	O	- [With VQ37 Engine]
13	B/W	- [With VQ37 Engine]
14	O	- [With VQ37 Engine]
15	O	- [With VQ37 Engine]
16	SHIELD	- [With VQ37 Engine]
17	B/W	- [With VQ37 Engine]
18	SHIELD	- [With VQ37 Engine]

18	B/W	- [With VQ37 Engine]
18	SHIELD	- [With VQ37 Engine]
19	B/W	- [With VQ37 Engine]
20	B/W	- [With VQ37 Engine]
20	SHIELD	- [With VQ37 Engine]
21	B/W	- [With VQ37 Engine]
23	R	- [With VQ37 Engine]
24	R	- [With VQ37 Engine]
25	R	- [With VQ37 Engine]
26	W	- [With VQ37 Engine]
27	L	- [With VQ37 Engine]
27	W	- [With VQ37 Engine]
28	L	- [With VQ37 Engine]
28	W	- [With VQ37 Engine]
30	B	- [With VQ37 Engine]
30	G	- [With VQ37 Engine]
31	B	- [With VQ37 Engine]
32	B	- [With VQ37 Engine]
32	G	- [With VQ37 Engine]
33	B	- [With VQ37 Engine]
33	G	- [With VQ37 Engine]

Connector No.	F120
Connector Name	WIRE TO WIRE
Connector Type	PH05MB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	- [With VQ37 Engine]
2	GR	- [With VQ37 Engine]
3	BR	- [With VQ37 Engine]
4	R	- [With VQ37 Engine]
5	O	- [With VQ37 Engine]
6	W	- [With VQ37 Engine]
7	V	- [With VQ37 Engine]

Connector No.	F121
Connector Name	FUEL INJECTOR No. 1
Connector Type	HS02FG



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	- [With VQ37 Engine]
2	GR	- [With VQ37 Engine]

Connector No.	F122
Connector Name	FUEL INJECTOR No. 2
Connector Type	HS02FG



Terminal No.	Color Of Wire	Signal Name [Specification]
1	GR	- [With VQ37 Engine]
2	BR	- [With VQ37 Engine]

Connector No.	F123
Connector Name	FUEL INJECTOR No. 3
Connector Type	HS02FG



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	- [With VQ37 Engine]
2	R	- [With VQ37 Engine]

Connector No.	F124
Connector Name	FUEL INJECTOR No. 4
Connector Type	HS02FG



Terminal No.	Color Of Wire	Signal Name [Specification]
1	O	- [With VQ37 Engine]
2	O	- [With VQ37 Engine]

ENGINE CONTROL SYSTEM

[VQ37VHR FOR USA AND CANADA]

< WIRING DIAGRAM >

ENGINE CONTROL SYSTEM (VQ37VHR)

Connector No.	F125
Connector Name	FUEL INJECTOR No. 5
Connector Type	H5D2FGY



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	W	-

Connector No.	F126
Connector Name	FUEL INJECTOR No. 6
Connector Type	H5D2FGY



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	V	-

Connector No.	F201
Connector Name	WIRE TO WIRE
Connector Type	ES04MLB



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-BS-LGY



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	SHIELD	-

Connector No.	F203
Connector Name	KNOCK SENSOR (BANK 1)
Connector Type	E02FG-BS-LGY



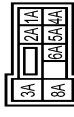
Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	SHIELD	-

Connector No.	F301
Connector Name	TCM
Connector Type	SP1DFG



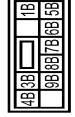
Terminal No.	Color Of Wire	Signal Name [Specification]
1	-	VIGN
2	-	BATT
3	-	CAN-H
4	-	K LINE
5	-	GND
6	-	VIGN
7	-	REV LAMP RLY
8	-	CAN-L
9	-	START RLY
10	-	GND

Connector No.	M1
Connector Name	FUSE BLOCK (J/B)
Connector Type	H506FW-MZ



Terminal No.	Color Of Wire	Signal Name [Specification]
1A	R	-
2A	W	-
3A	Y	-
4A	W	-
5A	V	-
6A	Y	-
8A	Y	-

Connector No.	M2
Connector Name	FUSE BLOCK (J/B)
Connector Type	H51DFW-CS



Terminal No.	Color Of Wire	Signal Name [Specification]
1B	R	-
3B	P	-
4B	G	-
5B	SB	-
6B	W	- [With VQ37 engine]
7B	Y	- [With M36 engine]
8B	R	-
9B	R	-

ENGINE CONTROL SYSTEM

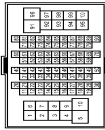
[VQ37VHR FOR USA AND CANADA]

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ENGINE CONTROL SYSTEM (VQ37VHR)

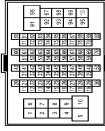
Connector No.	1M6
Connector Name	WIRE TO WIRE
Connector Type	TH808WV-CS16-TM4



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	
2	W	
3	SB	
4	LG	
5	W	
6	W	
7	BG	
8	G	
9	Y	
10	W	
11	R	
12	V	
13	LG	
14	L	
15	V	
16	B	
17	GR	
18	SB	
19	SB	
20	BR	
21	L	
22	L	
23	P	
27	SHIELD	
28	V	
29	SB	
31	BG	
32	P	
33	R	
34	BG	
36	V	
37	G	
41	BR	
44	BR	
45	Y	
46	BG	
47	V	

48	G	
49	BG	
50	W	
51	W	
52	G	
60	GR	
61	SB	
62	LG	
63	BR	
64	L	- [Without LCC]
65	R	- [Without LCC]
66	P	- [Without LCC]
67	L	
68	R	
69	SHIELD	
70	B	
71	W	
72	W	
73	G	
74	Y	
75	B	
76	SHIELD	
77	B	
78	V	
80	G	
82	B	
83	BG	
84	SB	
85	SB	
86	Y	
87	V	
88	V	
89	LG	
90	BG	
91	W	
92	BG	
93	G	
94	Y	
95	W	
97	SB	
98	R	
99	W	
100	L	

Connector No.	M7
Connector Name	WIRE TO WIRE
Connector Type	TH808WV-CS16-TM4



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	
2	Y	
4	BR	
5	P	
7	G	
8	Y	
9	G	
10	V	
11	L	- [With heated seat]
11	V	- [With climate controlled seat]
12	GR	- [With heated seat]
12	P	- [With climate controlled seat]
13	BR	
14	GR	
15	BG	
16	G	
17	GR	
18	L	- [With CAN gateway]
18	Y	- [With CAN gateway]
19	W	
20	L	
21	B	
22	LG	
23	W	
24	V	
25	G	
26	BR	
27	SB	
28	P	
29	L	
30	SHIELD	
32	L	
33	P	
36	BG	
37	SB	
41	SB	

42	V	
43	L	
44	B	
45	L	
46	LG	
48	BR	
50	V	
51	V	
52	P	
53	BG	
56	SB	
57	P	
58	LG	
59	Y	
60	GR	
61	B	
62	LG	
63	BR	
65	W	
66	R	
67	V	
68	LG	
69	SB	
70	V	
72	L	
73	P	
74	L	
75	P	
76	G	
77	V	
78	SB	
79	SB	
81	LG	
82	BR	
83	BG	
84	B	
85	W	
86	G	
87	R	
88	G	
91	W	
92	G	
96	W	
97	BG	
98	Y	
99	LG	

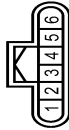
ENGINE CONTROL SYSTEM

[VQ37VHR FOR USA AND CANADA]

< WIRING DIAGRAM >

ENGINE CONTROL SYSTEM (VQ37VHR)

Connector No.	M49
Connector Name	ACCELERATOR PEDAL POSITION SENSOR
Connector Type	TH40FB-NH



Terminal No.	Color of Wire	Signal Name [Specification]
1	Y	ACCELERATOR PEDAL POSITION SENSOR 2
2	B	SENSOR GROUND
3	R	SENSOR POWER SUPPLY
4	W	ACCELERATOR PEDAL POSITION SENSOR 1
5	G	SENSOR GROUND
6	L	SENSOR POWER SUPPLY

Connector No.	M20
Connector Name	PCB HARNESS
Connector Type	TH40FB-NH



Terminal No.	Color of Wire	Signal Name [Specification]
1	B	-
2	B	-
3	Y	-
4	G	-
5	R	-
6	W	-
11	BR	-
12	R	-
15	B	-
16	SHIELD	-
17	R	-
18	P	-
19	W	-
21	B	-

Terminal No.	Color of Wire	Signal Name [Specification]
22	R	- [With UCI]
23	Y	- [Without UCI]
24	L	- [Without UCI]
25	SP	- [Without UCI]
26	T	-
27	P	-
31	V	-
33	V	-
35	L	-
36	P	-
38	L	-
40	Y	-

Connector No.	M23
Connector Name	PCB HARNESS
Connector Type	TH40PW-NH



Terminal No.	Color of Wire	Signal Name [Specification]
132	R	-
133	R	-
134	R	-
135	P	-
136	P	-
137	Y	-
138	L	-
141	W	-
142	W	-
144	P	-
145	B	-
146	LG	-
147	B	-
149	B	-
150	P	-
151	L	-

Terminal No.	Color of Wire	Signal Name [Specification]
152	B	-
153	W	-
154	W	-
155	W	-
157	W	-
158	R	-
159	R	-
160	SR	-

Connector No.	M26
Connector Name	PCB HARNESS
Connector Type	TH40FW-NH



Terminal No.	Color of Wire	Signal Name [Specification]
241	L	-
243	R	- [With UCI]
243	L	- [Without UCI]
244	SR	- [With UCI]
244	SR	- [Without UCI]
246	B	-
247	B	-
248	SHIELD	-
251	SHIELD	-
252	B	-
253	B	-
254	B	- [With heated seat]
254	W	- [With climate controlled seat]
255	B	-
258	R	-
259	L	-
260	RG	-
261	P	-
262	P	-
267	P	-
268	Y	-
269	G	-
270	Y	-
271	BR	-

Terminal No.	Color of Wire	Signal Name [Specification]
272	G	-
273	R	-
274	R	-
275	Y	-
276	B	-
277	G	-
278	R	-
279	R	-
280	Y	-

Connector No.	M27
Connector Name	PCB HARNESS
Connector Type	TH40FN-NH



Terminal No.	Color of Wire	Signal Name [Specification]
281	O	-
282	BS	-
283	BS	-
284	BS	-
284	W	-
287	W	-
288	W	-
289	SHIELD	-
290	R	-
291	SHIELD	-
292	B	-
293	B	-
294	B	-
295	B	-
296	GR	-
297	B	-
298	B	-
299	L	-
300	W	-
301	R	-
302	R	-
303	R	-
304	SHIELD	-
305	P	-
306	V	-

ENGINE CONTROL SYSTEM

[VQ37VHR FOR USA AND CANADA]

< WIRING DIAGRAM >

ENGINE CONTROL SYSTEM (VQ37VHR)

309	G	-	-
310	R	-	-
311	W	-	-
312	B	-	-
313	Y	-	-
314	G	-	-
315	R	-	-
316	W	-	-
317	W	-	-
318	SHIELD	-	-
319	V	-	-
320	W	-	-

Connector No.	M28
Connector Name	PCB HARNESS
Connector Type	TH40PW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
321	V	-
322	V	-
323	B	-
324	Y	-
325	L	-
326	L	-
327	P	-
328	P	-
330	B	-
331	V	-
332	V	-
335	B	-
337	W	-
338	W	-
343	L	-
344	B	-
345	Y	-
346	L	-
347	P	-
348	GR	-
349	V	-
350	LG	-
351	P	-

352	R	-	-
353	P	-	-
354	W	-	-
355	W	-	-
356	W	-	-
357	G	-	-

Connector No.	M29
Connector Name	PCB HARNESS
Connector Type	TH40PB-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
361	W	-
362	W	-
363	Y	-
366	B	-
367	B	-
368	G	-
374	BG	-
375	BG	-
376	V	-
378	V	-
379	B	-
380	LG	-
381	G	-
382	V	-
384	GR	-
395	P	-
396	L	-
400	V	-

Connector No.	M30
Connector Name	PCB HARNESS
Connector Type	TH40PW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
402	R	-
403	R	-
406	B	-
407	V	-
408	B	-
409	B	-
410	B	-
411	B	-
413	Y	-
414	BR	-
416	LG	-
417	B	-
419	SB	-
420	SHIELD	-
422	V	-
427	P	-
428	P	-
429	P	-
431	LG	-
432	B	-
433	V	-
435	V	-
436	BG	-
437	B	-
438	P	-
439	L	-
440	B	-

Connector No.	M36
Connector Name	COMBINATION SWITCH (SERIAL CABLE)
Connector Type	TR08P-G1-1V



Terminal No.	Color Of Wire	Signal Name [Specification]
24	P	-
25	SB	-
26	B	-
31	L	-
32	Y	-
33	B	-
34	LG	-

Connector No.	M53
Connector Name	COMBINATION METER
Connector Type	TH40PW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	BATTERY POWER SUPPLY
2	BG	IGNITION SIGNAL
3	GR	VEHICLE SPEED SIGNAL (P-PULSE)
4	R	VEHICLE SPEED SIGNAL (P-PULSE)
5	B	ILLUMINATION CONTROL SIGNAL
6	B	METER CONTROL SWITCH GROUND
7	SB	ENTER SWITCH SIGNAL
8	LG	SELECT SWITCH SIGNAL
9	G	ILLUMINATION CONTROL SWITCH SIGNAL (+)
10	GR	ILLUMINATION CONTROL SWITCH SIGNAL (-)
11	L	TRIP RESET SWITCH SIGNAL
12	B	GROUND
14	L	CAN-H

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ENGINE CONTROL SYSTEM

[VQ37VHR FOR USA AND CANADA]

< WIRING DIAGRAM >

ENGINE CONTROL SYSTEM (VQ37VHR)

15	P	AIR LOCK SIGNAL
16	G	LED HEADLAMP (LEFT) WARNING SIGNAL
17	V	LED HEADLAMP (LEFT) WARNING SIGNAL
18	V	LED HEADLAMP (RIGHT) WARNING SIGNAL
19	V	LED HEADLAMP (RIGHT) WARNING SIGNAL
20	B	GROUND
21	B	GROUND
22	B	GROUND
23	B	GROUND
24	B	FUEL LEVEL SENSOR GROUND
25	W	ALTERNATOR SIGNAL
26	V	PARKING BRAKE SWITCH SIGNAL
27	V	BRAKE FLUID LEVEL SWITCH SIGNAL
28	G	SECURITY SIGNAL
29	L	WASHER LEVEL SWITCH SIGNAL
30	L	WASHER LEVEL SWITCH SIGNAL
31	G	PADDLE SHIFTER SHIFT DOWN SIGNAL
32	G	PADDLE SHIFTER SHIFT DOWN SIGNAL
33	BC	PADDLE SHIFTER SHIFT UP SIGNAL
34	G	FUEL LEVEL SENSOR SIGNAL
35	W	SEAT BELT BUCKLE SWITCH SIGNAL (DRIVER SIDE)
36	G	PASSENGER SEAT BELT WARNING SIGNAL
37	G	NON-MANUAL MODE SIGNAL
38	V	MANUAL MODE SHIFT UP SIGNAL
39	L	MANUAL MODE SHIFT UP SIGNAL
40	W	MANUAL MODE SIGNAL

Connector No.	M165
Connector Name	A/C AUTO AMP.
Connector Type	TH28PW-T86



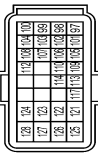
Terminal No.	Color Of Wire	Signal Name (Specification)
1	L	BATTERY POWER SUPPLY
2	W	IGNITION POWER SUPPLY
6	R	BLOWER MOTOR F/B SIGNAL
7	L	POWER TRANSISTOR CONTROL SIGNAL
10	B	GROUND
11	P	CAN-L
12	L	CAN-H
13	V	ACC-POWER SUPPLY
17	BC	ECV CONTROL SIGNAL
23	W	DRIVE MODE SELECT SW (SNOW)
24	L	DRIVE MODE SELECT SW (ECON)
25	G	DRIVE MODE SELECT SW (STANDARD)
26	Y	DRIVE MODE SELECT SW (SPORT)

Connector No.	M105
Connector Name	WIRE TO WIRE
Connector Type	TH48PW-NH



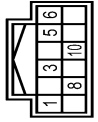
Terminal No.	Color Of Wire	Signal Name (Specification)
2	R	-
3	B	-
5	LG	-
6	P	-
7	L	-
8	P	-
9	B	-
10	W	-
11	W	-
12	SB	-
14	SB	-
15	BR	-
16	V	-
18	G	-
23	BS	-
24	W	-
25	W	-
30	R	-
31	BR	-
32	L	-
33	P	-
34	LG	-
35	W	-
36	LG	-
37	L	-

Connector No.	M107
Connector Name	ECM
Connector Type	RH24EG-R28-R-RH-Z



Terminal No.	Color Of Wire	Signal Name (Specification)
97	R	ACCELERATOR PEDAL POSITION SENSOR 1
98	Y	ACCELERATOR PEDAL POSITION SENSOR 2
99	G	SHOUDER POWER SUPPLY (ACCELERATOR PEDAL POSITION SENSOR 2)
100	W	SENSOR GROUND (ACCELERATOR PEDAL POSITION SENSOR 1)
101	SB	ASC2 STEERING SWITCH
102	P	FUEL TANK PRESSURE SENSOR
103	L	SHOUDER POWER SUPPLY (ACCELERATOR PEDAL POSITION SENSOR 2)
104	B	SENSOR GROUND (Without ICC)
104	BR	SENSOR GROUND (With ICC)
105	LG	REFRIGERANT PRESSURE SENSOR
106	P	FUEL TANK TEMPERATURE SENSOR
107	BG	AVCCZ PDPRES/TPRES
108	Y	GROUND ACCESSORY
109	BR	TRANSMISSION RANGE SWITCH
110	V	ENGINE SPEED SENSOR OUTPUT
111	V	ENGINE SPEED SENSOR
112	P	CAN COMMAND LINE
112	L	CAN COMMAND LINE
117	V	DATA LINK CONNECTOR
121	G	EVAP CANISTER CONTROL VALVE
122	P	STOP LAMP SWITCH
123	B	ECM GROUND
124	B	ECM GROUND
125	SB	POWER SUPPLY FOR ECM
126	BR	ASC2 BRAKE SWITCH
127	B	ECM GROUND
128	B	ECM GROUND

Connector No.	M108
Connector Name	POWER STEERING CONTROL UNIT
Connector Type	TH12PW-NH



Terminal No.	Color Of Wire	Signal Name (Specification)
1	LG	EPS SOL+
3	G	IGN
5	B	EPS SOL-
6	B	GNB
8	GR	VEHICLE SPEED (ZP)
10	V	ENG TACHO

Connector No.	M116
Connector Name	WIRE TO WIRE
Connector Type	TR35MW-MS10



Terminal No.	Color Of Wire	Signal Name (Specification)
2	SB	-
3	Y	-
4	B	- [With VQ37 engine]
4	B	- [With VQ37 engine]
5	B	-
7	W	-
8	Y	-
9	SB	- [With VQ37 engine]
9	W	- [With VQ37 engine]
10	SB	-
11	L	-
12	P	-
13	V	-
14	R	-

ENGINE CONTROL SYSTEM

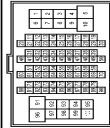
[VQ37VHR FOR USA AND CANADA]

< WIRING DIAGRAM >

ENGINE CONTROL SYSTEM (VQ37VHR)

15	Y	-	-
16	BR	-	-
17	BR	-	-
18	LG	-	-
21	Y	-	-
22	B	-	-
23	W	-	-
24	W	-	-
25	BG	-	-

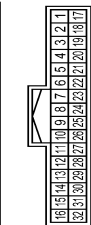
Connector No.	M117
Connector Name	WIRE TO WIRE
Connector Type	TH80FW-6316-TM4



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	-
3	Y	-
6	R	-
7	W	-
8	Y	-
11	G	-
12	W	-
14	L	-
15	R	- [Without ADAS]
15	Y	- [With ADAS]
17	GR	-
18	P	-
19	BR	-
20	GR	-
21	Y	-
22	LG	-
23	R	-
24	BG	-
25	BG	-
26	W	-
27	R	-
28	V	-
29	P	-
30	B	-

31	G	-	-
32	Y	-	-
40	SHIELD	-	-
41	W	-	-
43	Y	-	-
45	SB	-	-
46	BG	- [With heated seat]	-
46	L	- [With climate controlled seat]	-
47	G	- [With heated seat]	-
48	V	-	-
49	BG	-	-
50	LG	-	-
51	SB	-	-
52	Y	-	-
53	W	-	-
56	B	-	-
57	G	-	-
58	R	-	-
59	W	-	-
61	LG	-	-
62	V	-	-
63	R	-	-
64	SB	-	-
65	LG	-	-
66	L	-	-
67	Y	-	-
68	SB	-	-
69	B	-	-
71	L	-	-
72	G	-	-
73	B	-	-
74	R	-	-
75	L	-	-
76	SHIELD	-	-
77	G	-	-
78	R	-	-
79	L	-	-
80	G	-	-
81	BG	-	-
82	BR	-	-
83	GR	-	-
84	V	-	-
85	LG	-	-
86	V	-	-
87	R	-	-
88	Y	-	-
89	BR	-	-
90	L	-	-
91	Y	-	-

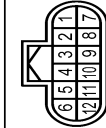
Connector No.	M135
Connector Name	WIRE TO WIRE
Connector Type	TH22FW-AH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	BG	-
5	L	- [With heated seat]
5	V	- [With climate controlled seat]
6	GR	- [With heated seat]
7	R	- [With climate controlled seat]
8	G	- [With climate controlled seat]
10	GR	- [With heated seat]
11	BG	- [With heated seat]
11	L	- [With climate controlled seat]
12	Y	-
13	W	-
14	L	-
15	G	-
16	Y	-
17	P	- [With heated seat]
17	W	- [With climate controlled seat]
18	BR	-
19	GR	-
20	B	-
21	R	-
22	B	- [With heated seat]
22	W	- [With climate controlled seat]
23	BG	-
24	V	-

93	G	- [With heated seat]	-
93	W	- [With climate controlled seat]	-
94	W	-	-
95	W	-	-
97	Y	-	-
98	BR	-	-
99	G	-	-
100	Y	-	-

Connector No.	M150
Connector Name	WIRE TO WIRE
Connector Type	RH12FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	-
2	BR	-
3	R	-
4	L	-
5	W	-
7	BG	-
8	LG	-
9	G	-
10	Y	-
11	L	-
12	SHIELD	-

25	B	- [With heated seat]	-
25	LG	- [With climate controlled seat]	-
26	SB	- [With heated seat]	-
26	SB	- [With climate controlled seat]	-
27	P	- [With heated seat]	-
27	P	- [With climate controlled seat]	-
28	B	-	-
29	B	-	-
30	V	-	-
32	L	-	-

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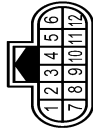
ENGINE CONTROL SYSTEM

[VQ37VHR FOR USA AND CANADA]

< WIRING DIAGRAM >

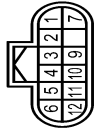
ENGINE CONTROL SYSTEM (VQ37VHR)

Connector No.	M151
Connector Name	WIRE TO WIRE
Connector Type	RH127NB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	-
2	B	-
3	R	-
4	L	-
5	W	-
6	G	-
7	O	-
8	B	-
9	R	-
10	Y	-
11	L	-
12	J SHIELD	-

Connector No.	M154
Connector Name	SENSOR PEDAL POSITION
Connector Type	RH127B



Terminal No.	Color Of Wire	Signal Name [Specification]
1	O	BATTERY
2	R	IGNITION
3	L	ITS COMM-H
4	G	SENSOR POWER SUPPLY
5	W	SENSOR GROUND
6	R	ACCELERATOR PEDAL POSITION SENSOR 1
7	B	GROUND
9	Y	ITS COMM-L

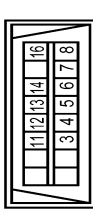
Terminal No.	10	L	SENSOR POWER SUPPLY
Terminal No.	11	B	SENSOR GROUND
Terminal No.	12	Y	ACCELERATOR PEDAL POSITION SENSOR 2

Connector No.	M181
Connector Name	WIRE TO WIRE
Connector Type	TH40MM-NH



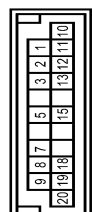
Terminal No.	Color Of Wire	Signal Name [Specification]
2	R	-
3	B	-
5	R	-
6	BR	-
7	L	-
8	P	-
9	B	-
10	W	-
11	LG	-
12	SB	-
13	G	-
14	BR	-
15	W	-
16	V	-
18	G	-
22	BG	-
23	B	-
25	W	-
30	R	-
31	BR	-
32	L	-
33	P	-
34	LG	-
35	W	-
36	LG	-
37	L	-

Connector No.	M182
Connector Name	DATA LINK CONNECTOR
Connector Type	BD165W



Terminal No.	Color Of Wire	Signal Name [Specification]
3	LG	M-CAN-L
4	B	EARTH
5	B	EARTH
6	L	CAN-H
7	V	KLINE
8	LG	IGN-SW
11	SB	M-CAN-H
12	P	CAN-L
13	L	CAN-H
14	P	CAN-L
16	W	POWER

Connector No.	M189
Connector Name	JOINT CONNECTOR-M01
Connector Type	NH39FL-DC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B	-
2	B	-
3	B	-
5	B	-
7	B	-
8	B	-
9	B	-
10	B	-
11	B	-

Terminal No.	12	B	-
Terminal No.	13	B	-
Terminal No.	15	B	-
Terminal No.	18	LG	-
Terminal No.	19	LG	-
Terminal No.	20	LG	-

Connector No.	M201
Connector Name	WIRE TO WIRE
Connector Type	TH32MM-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	-
2	BG	-
5	V	-
6	P	-
7	SB	-
10	G	-
11	B	-
13	B	-
14	W	-
15	G	-
16	Y	-
17	W	-
18	BR	-
19	GR	-
20	B	-
21	R	-
22	B	-
23	BG	-
24	V	-
25	B	-
26	R	-
27	B	-
27	R	-
28	B	-
29	B	-
30	B	-
32	R	-

JRBWD7298GB

ENGINE CONTROL SYSTEM

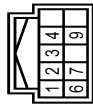
[VQ37VHR FOR USA AND CANADA]

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ENGINE CONTROL SYSTEM (VQ37VHR)

Connector No.	M203
Connector Name	DRIVE MODE SELECT SWITCH
Connector Type	TM02PB-NH



Connector No.	M222
Connector Name	WIRE TO WIRE
Connector Type	M03MP-LC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	L	-
3	G	-
4	Y	-
6	B	-
7	B	-
9	R	-

Connector No.	M221
Connector Name	WIRE TO WIRE
Connector Type	M03PW-LC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	R	-
3	Y	-

Connector No.	M303
Connector Name	COMBINATION SWITCH (SPIRAL CABLE)
Connector Type	TR08FGY



Terminal No.	Color Of Wire	Signal Name [Specification]
33	-	-
34	-	-
35	-	-
36	-	-
37	-	-
38	-	-
39	-	-
20	-	-

Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	R	-
3	W	-

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[VQ37VHR FOR USA AND CANADA]

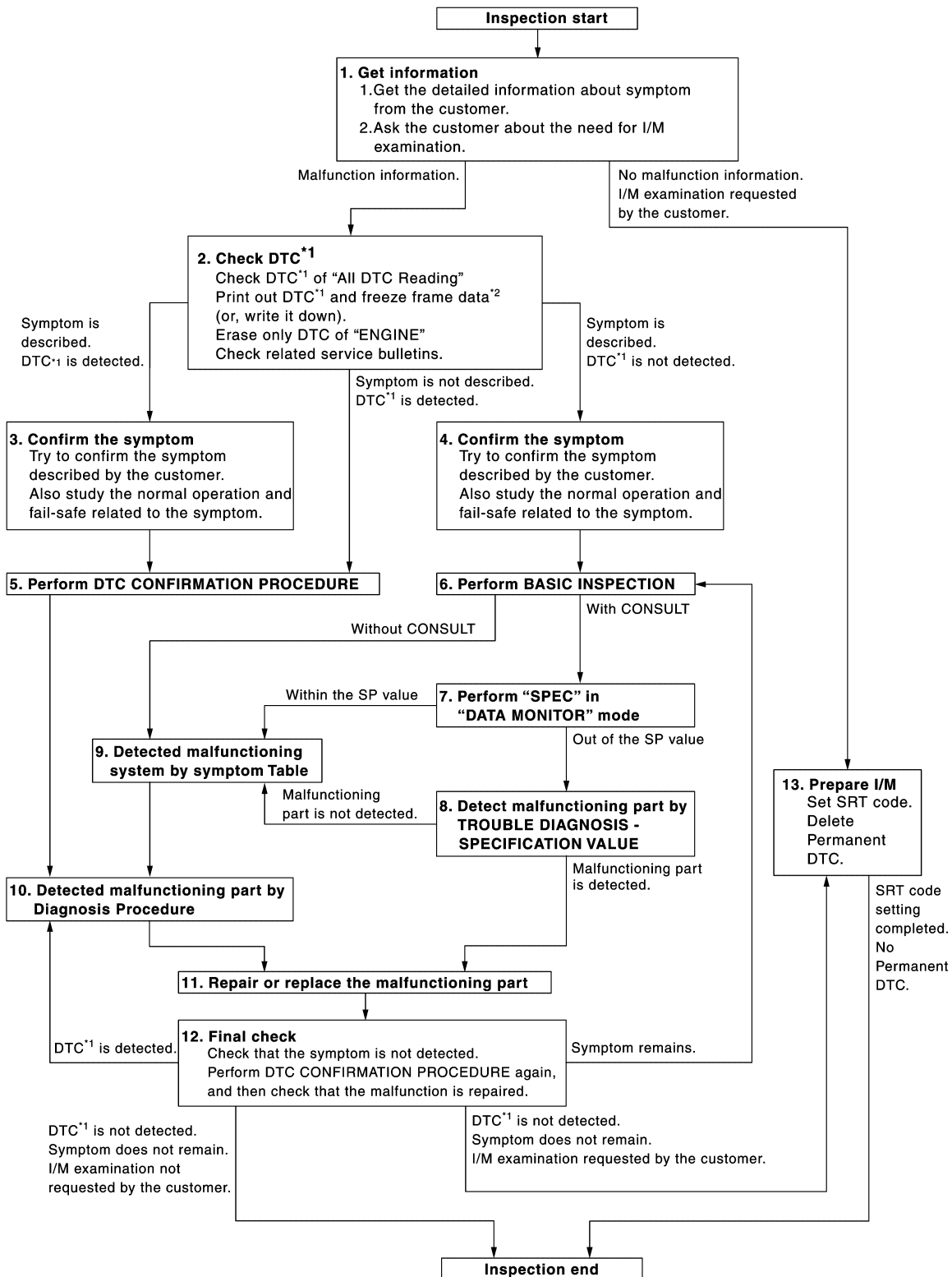
BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Work Flow

INFOID:000000012356279

OVERALL SEQUENCE



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DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[VQ37VHR FOR USA AND CANADA]

*1: Include 1st trip DTC.

*2: Include 1st trip freeze frame data.

DETAILED FLOW

1. GET INFORMATION FOR SYMPTOM

1. 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-163, "Diagnostic Work Sheet"](#).)
2. Ask if the customer requests I/M examination.

Malfunction information, obtained>>GO TO 2.

No Malfunction information, but a request for I/M examination>>GO TO 13.

2. CHECK DTC

1. Check DTC of "All DTC Reading".
2. Perform the following procedure if DTC is displayed.
 - Record DTC and freeze frame data. (Print them out with CONSULT or GST.)
 - Erase only DTC of "ENGINE".
 - ⊗ With CONSULT: Refer to "How to Erase DTC and 1st Trip DTC" in [EC-86, "CONSULT Function"](#).
 - ⊗ Without CONSULT: Refer to "How to Erase Self-diagnostic Results" in [EC-83, "On Board Diagnosis Function"](#).
 - Turn ignition switch OFF.
 - Study the relationship between the cause detected by DTC and the symptom described by the customer. (Symptom Table is useful. Refer to [EC-548, "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-553, "Description"](#) and [EC-113, "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-553, "Description"](#) and [EC-113, "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-114, "DTC Inspection Priority Chart"](#) and determine trouble diagnosis order.

NOTE:

- Freeze frame data is useful if the DTC is not detected.

DIAGNOSIS AND REPAIR WORKFLOW

[VQ37VHR FOR USA AND CANADA]

< BASIC INSPECTION >

- 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-45, "Intermittent Incident"](#).

6. PERFORM BASIC INSPECTION

Perform [EC-176, "Work Procedure"](#).

Do you have CONSULT?

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

7. PERFORM SPEC IN DATA MONITOR MODE

With CONSULT

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 "SPEC" in "DATA MONITOR" mode of "ENGINE". Refer to [EC-194, "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-195, "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-548, "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-48, "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. Refer to [EC-96, "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.
 -  With CONSULT: Refer to "How to Erase DTC and 1st Trip DTC" in [EC-86, "CONSULT Function"](#).
 -  Without CONSULT: Refer to "How to Erase Self-diagnostic Results" in [EC-83, "On Board Diagnosis Function"](#).

>> GO TO 12.

DIAGNOSIS AND REPAIR WORKFLOW

[VQ37VHR FOR USA AND CANADA]

< BASIC INSPECTION >

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-1 >> No request for I/M examination from the customer: Before returning the vehicle to the customer, always erase unnecessary DTC in ECM and TCM (⊗ With CONSULT: Refer to "How to Read DTC and 1st Trip DTC" in [EC-86. "CONSULT Function"](#), ⊗ Without CONSULT: Refer to "How to Read Self-diagnostic Results" in [EC-83. "On Board Diagnosis Function"](#)).

NO-2 >> I/M examination, requested from the customer: GO TO 13.

13.PREPARE FOR I/M EXAMINATION

1. Set SRT codes. Refer to [EC-182. "Description"](#).
2. Erase permanent DTCs. Refer to [EC-188. "Description"](#).

>> INSPECTION END.

Diagnostic Work Sheet

INFOID:0000000012356280

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 WORKSHEET SAMPLE 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

SEF907L

ADDITIONAL SERVICE WHEN REPLACING ECM

< BASIC INSPECTION >

[VQ37VHR FOR USA AND CANADA]

ADDITIONAL SERVICE WHEN REPLACING ECM

Description

INFOID:0000000012356281

When replacing ECM, the following procedure must be performed. (For details, refer to [EC-165. "Work Procedure"](#).)

PROGRAMMING OPERATION

NOTE:

After replacing with a blank ECM, programming is required to write ECM information. Be sure to follow the procedure to perform the programming.

Work Procedure

INFOID:0000000012356282

1. SAVE ECM DATA

Ⓜ With CONSULT

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Turn ignition switch ON.
4. Select "SAVING DATA FOR REPLC CPU" in "WORK SUPPORT" mode of "ENGINE" using CONSULT.
5. Follow the instruction of CONSULT display.

NOTE:

- Necessary data in ECM is copied and saved to CONSULT.
- Go to Step 2 regardless of with or without success in saving data.

>> GO TO 2.

2. CHECK ECM PART NUMBER

Check ECM part number to see whether it is blank ECM or not.

NOTE:

- Part number of blank ECM is 23703 - xxxxxx.
- Check the part number when ordering ECM or with the one included in the label on the container box.

Is the ECM a blank ECM?

- YES >> GO TO 3.
NO >> GO TO 5.

3. SAVE ECM PART NUMBER

Read out the part number from the old ECM and save the number, following the programming instructions. Refer to "CONSULT Operation Manual".

NOTE:

- The ECM part number is saved in CONSULT.
- Even when ECM part number is not saved in CONSULT, go to 4.

>> GO TO 4.

4. PERFORM ECM PROGRAMMING

After replacing ECM, perform the ECM programming. Refer to "CONSULT Operation Manual".

NOTE:

- Refer to [EC-559. "Removal and Installation"](#) for replacement of ECM.
- During programming, maintain the following conditions:
 - Ignition switch: ON
 - Electric load: OFF
 - Brake pedal: Not depressed
 - Battery voltage: 12 – 13.5 V (Be sure to check the value of battery voltage by selecting "BATTERY VOLT" in "Data monitor" of CONSULT.)

>> GO TO 6.

5. REPLACE ECM

ADDITIONAL SERVICE WHEN REPLACING ECM

< BASIC INSPECTION >

[VQ37VHR FOR USA AND CANADA]

Replace ECM. Refer to [EC-559, "Removal and Installation"](#).

>> GO TO 6.

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

Refer to [SEC-53, "ECM : Description"](#).

>> GO TO 7.

7.CHECK ECM DATA STATUS

Check if the data is successfully copied from the ECM at Step 1 (before replacement) and saved in CONSULT.
Is the data saved successfully?

YES >> GO TO 8.

NO >> GO TO 9.

8.WRITE ECM DATA

 With CONSULT

1. Select "WRITING DATA FOR REPLC CPU" in "WORK SUPPORT" mode of "ENGINE" using CONSULT.
2. Follow the instruction of CONSULT display.

NOTE:

The data saved by "SAVING DATA FOR REPLC CPU" is written to ECM.

>> GO TO 10.

9.PERFORM VIN REGISTRATION

Refer to [EC-168, "Description"](#).

>> GO TO 10.

10.PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

Refer to [EC-169, "Description"](#).

>> GO TO 11.

11.PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to [EC-170, "Description"](#).

>> GO TO 12.

12.PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-171, "Description"](#).

>> END

ADDITIONAL SERVICE WHEN REPLACING VVEL CONTROL MODULE

< BASIC INSPECTION >

[VQ37VHR FOR USA AND CANADA]

ADDITIONAL SERVICE WHEN REPLACING VVEL CONTROL MODULE

Description

INFOID:000000012356283

When replacing VVEL control module, the following procedure must be performed. (For details, refer to [EC-167](#). "Work Procedure".)

Work Procedure

INFOID:000000012356284

1. PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-171](#). "Description".

>> END

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VIN REGISTRATION

Description

INFOID:0000000012356285

VIN Registration is an operation to registering VIN in ECM. It must be performed each time ECM is replaced. (For details, refer to [EC-168, "Work Procedure"](#).)

NOTE:

Accurate VIN which is registered in ECM may be required for Inspection & Maintenance (I/M).

Work Procedure

INFOID:0000000012356286

1. CHECK VIN

Check the VIN of the vehicle and note it. Refer to [GI-36, "Information About Identification or Model Code"](#).

>> GO TO 2.

2. PERFORM VIN REGISTRATION

With CONSULT

1. Turn ignition switch ON and engine stopped.
2. Select "VIN REGISTRATION" in "WORK SUPPORT" mode.
3. Follow the instruction of CONSULT display.

>> END

ACCELERATOR PEDAL RELEASED POSITION LEARNING

< BASIC INSPECTION >

[VQ37VHR FOR USA AND CANADA]

ACCELERATOR PEDAL RELEASED POSITION LEARNING

Description

INFOID:000000012356287

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. (For details, refer to [EC-169, "Work Procedure"](#).)

Work Procedure

INFOID:000000012356288

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

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THROTTLE VALVE CLOSED POSITION LEARNING

< BASIC INSPECTION >

[VQ37VHR FOR USA AND CANADA]

THROTTLE VALVE CLOSED POSITION LEARNING

Description

INFOID:000000012356289

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 or electric throttle control actuator is cleaned. (For details, refer to [EC-170, "Work Procedure"](#).)

Work Procedure

INFOID:000000012356290

1. START

Ⓟ With CONSULT

1. Turn ignition switch ON.
2. Select "CLSD THL POS LEARN" in "WORK SUPPORT" mode.
3. Follow the instructions on the CONSULT display.
4. Turn ignition switch OFF and wait at least 10 seconds.
5. Check that throttle valve moves during the above 10 seconds by confirming the operating sound.

ⓧ Without CONSULT

1. Start the engine.

NOTE:

- Coolant temperature is less than 25°C (77°F) before engine starts.
2. Warm up the engine until engine coolant temperature reaches 65°C (149°F).
 3. Turn ignition switch OFF and wait at least 10 seconds.
 4. Check that throttle valve moves during the above 10 seconds by confirming the operating sound.

>> END

IDLE AIR VOLUME LEARNING

< BASIC INSPECTION >

[VQ37VHR FOR USA AND CANADA]

IDLE AIR VOLUME LEARNING

Description

INFOID:000000012356291

Idle Air Volume Learning is a function of ECM to learn the idle air volume that keeps engine idle speed within the specific range. (For details, refer to [EC-171, "Work Procedure"](#).) 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.

Work Procedure

INFOID:000000012356292

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)
- Selector lever: P or N
- 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
- With CONSULT: Drive vehicle until "ATF TEMP SE 1" in "DATA MONITOR" mode of "A/T" system indicates less than 0.9V.
- Without CONSULT: Drive vehicle for 10 minutes.

Do you have CONSULT?

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

2. PERFORM IDLE AIR VOLUME LEARNING

With CONSULT

1. Perform Accelerator Pedal Released Position Learning. Refer to [EC-169, "Description"](#).
2. Perform Throttle Valve Closed Position Learning. [EC-170, "Description"](#).
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 screen?

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

3. PERFORM IDLE AIR VOLUME LEARNING

Without CONSULT

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.

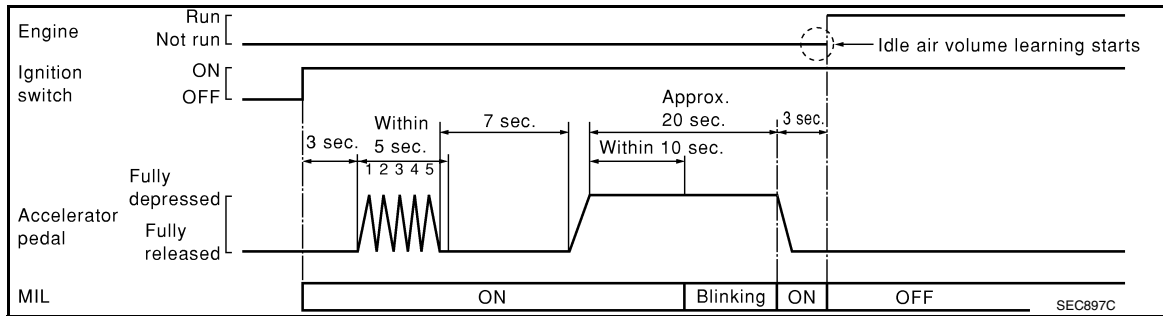
1. Perform Accelerator Pedal Released Position Learning. Refer to [EC-169, "Description"](#).
2. Perform Throttle Valve Closed Position Learning. [EC-170, "Description"](#).
3. Start engine and warm it up to normal operating temperature.
4. Turn ignition switch OFF and wait at least 10 seconds.
5. Confirm 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.

IDLE AIR VOLUME LEARNING

[VQ37VHR FOR USA AND CANADA]

< BASIC INSPECTION >

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-561, "Idle Speed"](#) and [EC-561, "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-194, "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

< BASIC INSPECTION >

[VQ37VHR FOR USA AND CANADA]

VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

Description

INFOID:000000012356293

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. (For details, refer to [EC-173, "Work Procedure"](#).) 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.

Work Procedure

INFOID:000000012356294

1. START

Do you have CONSULT?

Do you have CONSULT?

YES >> GO TO 2.

NO >> GO TO 3.

2. PERFORM VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

With CONSULT

1. Turn ignition switch ON.
2. Select "VVEL POS SEN ADJ PREP" in "WORK SUPPORT" mode with CONSULT.
3. Touch "Start" and wait a few seconds.
4. Make sure the "CMPLT" is displayed on CONSULT screen.
5. Select "VVEL POSITION SEN- B1" or "VVEL POSITION SEN- B2" in "DATA MONITOR" mode with CONSULT.
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-171, "Description"](#).

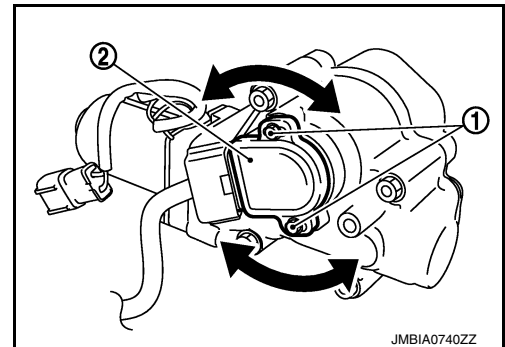
>> INSPECTION END

3. PERFORM VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

Without CONSULT

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.

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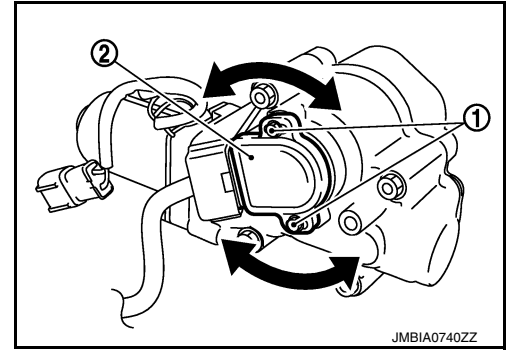


VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

< BASIC INSPECTION >

[VQ37VHR FOR USA AND CANADA]

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-171, "Description"](#).

>> INSPECTION END

MIXTURE RATIO SELF-LEARNING VALUE CLEAR

< BASIC INSPECTION >

[VQ37VHR FOR USA AND CANADA]

MIXTURE RATIO SELF-LEARNING VALUE CLEAR

Description

INFOID:000000012356295

This describes how to erase the mixture ratio self-learning value. For the actual procedure, follow the instructions in "Diagnosis Procedure". (For details, refer to [EC-175. "Work Procedure".](#))

Work Procedure

INFOID:000000012356296

1. START

With CONSULT

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

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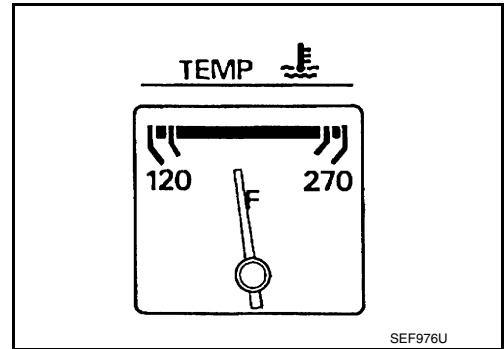
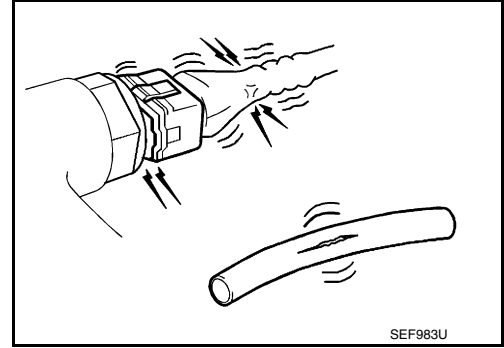
BASIC INSPECTION

Work Procedure

INFOID:000000012356297

1.INSPECTION START

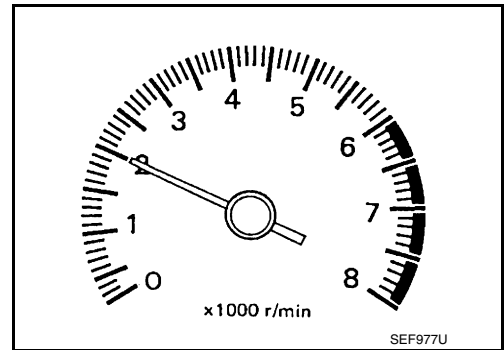
1. Check service records for any recent repairs that may indicate a related malfunction, or a current need for scheduled maintenance.
2. Open engine hood and check the following:
 - Harness connectors for improper connections
 - Wiring harness for improper connections, pinches and cut
 - Vacuum hoses 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.



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 or GST.

Are any DTCs detected?

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



2.REPAIR OR REPLACE

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

>> GO TO 3

3.CHECK IDLE SPEED

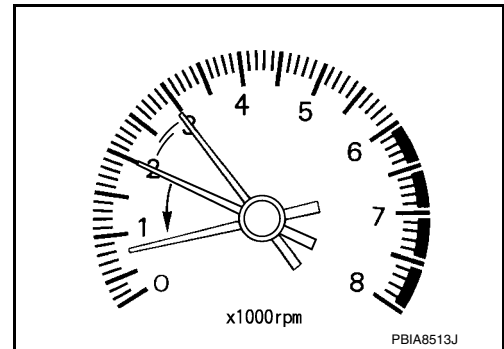
1. Run engine at about 2,000 rpm for about 2 minutes under no load.

BASIC INSPECTION

[VQ37VHR FOR USA AND CANADA]

< BASIC INSPECTION >

- 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.
- Check idle speed.
For procedure, refer to [EC-554, "Inspection"](#).
For specification, refer to [EC-561, "Idle Speed"](#).



Is the inspection result normal?

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

4.PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

- Stop engine.
- Perform [EC-169, "Description"](#).

>> GO TO 5.

5.PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Perform [EC-170, "Description"](#).

>> GO TO 6.

6.PERFORM IDLE AIR VOLUME LEARNING

Perform [EC-171, "Description"](#).

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

- Start engine and warm it up to normal operating temperature.
- Check idle speed.
For procedure, refer to [EC-554, "Inspection"](#).
For specification, refer to [EC-561, "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-334, "Component Inspection"](#).
- Check crankshaft position sensor (POS) and circuit. Refer to [EC-329, "Component Inspection"](#).

Is the inspection result normal?

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

9.CHECK ECM FUNCTION

- Substitute with a non-malfunctioning ECM to check ECM function. (ECM may be the cause of the incident, although this is rare.)
- Perform initialization of IVIS (NATS) system and registration of all IVIS (NATS) ignition key IDs. Refer to [EC-165, "Description"](#).

>> GO TO 4.

10.CHECK IGNITION TIMING

- Run engine at idle.

BASIC INSPECTION

[VQ37VHR FOR USA AND CANADA]

< BASIC INSPECTION >

2. Check ignition timing with a timing light.

A :Timing indicator

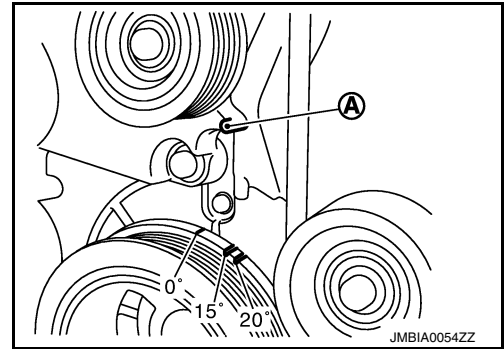
For procedure, refer to [EC-555, "Inspection"](#).

For specification, refer to [EC-561, "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-169, "Description"](#).

>> GO TO 12.

12.PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Perform [EC-170, "Description"](#).

>> GO TO 13.

13.PERFORM IDLE AIR VOLUME LEARNING

Perform [EC-171, "Description"](#).

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-554, "Inspection"](#).

For specification, refer to [EC-561, "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

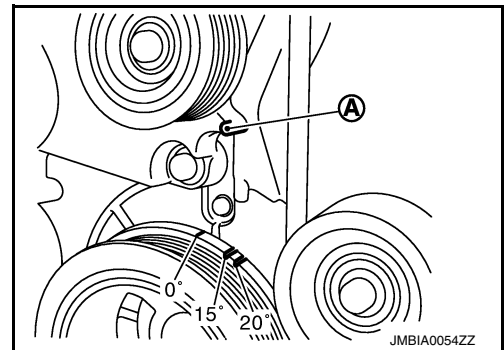
For procedure, refer to [EC-555, "Inspection"](#).

For specification, refer to [EC-561, "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-58, "Removal and Installation"](#).

Is the inspection result normal?

YES >> GO TO 17.

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

BASIC INSPECTION

< BASIC INSPECTION >

[VQ37VHR FOR USA AND CANADA]

17. DETECT MALFUNCTIONING PART

Check the following.

- Check camshaft position sensor (PHASE) and circuit. Refer to [EC-334, "Component Inspection"](#).
- Check crankshaft position sensor (POS) and circuit. Refer to [EC-329, "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 [EC-165, "Description"](#).

>> GO TO 4.

19. INSPECTION END

If ECM is replaced during this BASIC INSPECTION procedure, go to [EC-165, "Description"](#).

>> INSPECTION END

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FUEL PRESSURE CHECK

[VQ37VHR FOR USA AND CANADA]

< BASIC INSPECTION >

FUEL PRESSURE CHECK

Work Procedure

INFOID:000000012356298

FUEL PRESSURE RELEASE

1. FUEL PRESSURE RELEASE

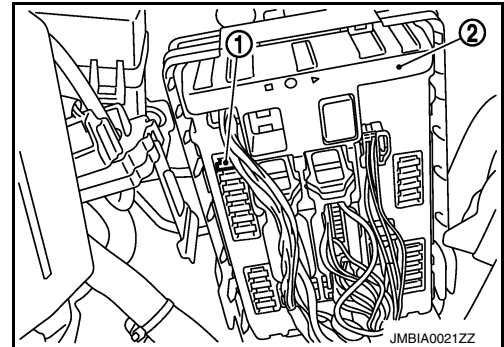
Ⓟ With CONSULT

1. Turn ignition switch ON.
2. Select ENGINE using CONSULT.
3. Perform "FUEL PRESSURE RELEASE" in "WORK SUPPORT" mode.
4. Start engine.
5. After engine stalls, crank it two or three times to release all fuel pressure.
6. Turn ignition switch OFF.

ⓧ Without CONSULT

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.

>> INSPECTION END



FUEL PRESSURE CHECK

1. FUEL PRESSURE CHECK

1. Release fuel pressure to zero.
2. Install the inline fuel quick disconnected fitting (A) between fuel damper (1) and injector tube.

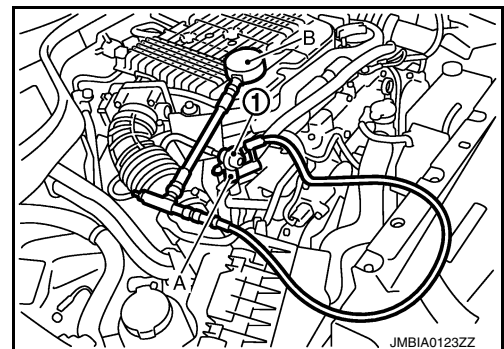
CAUTION:

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 Y51 models do not have fuel return system.
- Use Fuel Pressure Gauge Kit (J-44321) to check fuel pressure.

3. Connect pressure gauge (B) to fuel pressure check adapter.
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 (3.5 bar, 3.57 kg/cm², 51 psi)

Is the inspection result normal?

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

2. CHECK FUEL HOSE AND FUEL TUBE

If result is unsatisfactory, check fuel hoses and fuel tubes for clogging.

Is the inspection result normal?

- YES >> Replace "fuel filter and fuel pump assembly".

FUEL PRESSURE CHECK

< BASIC INSPECTION >

[VQ37VHR FOR USA AND CANADA]

NO >> Repair or replace.

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HOW TO SET SRT CODE

< BASIC INSPECTION >

[VQ37VHR FOR USA AND CANADA]

HOW TO SET SRT CODE

Description

INFOID:000000012356299

OUTLINE

In order to set all SRTs, the self-diagnoses as in the "SRT ITEM" table must have been performed at least once. Each diagnosis may require actual driving for a long period of time under various conditions.

SRT ITEM

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

SRT item*1 (CONSULT indication)	Required self-diagnostic items to set the SRT to "CMPLT"	Corresponding DTC No.
CATALYST	Three way catalyst function	P0420, P0430
EVAP SYSTEM	EVAP control system purge flow monitoring	P0441
	EVAP control system	P0456
HO2S	Air fuel ratio (A/F) sensor 1	P014C, P014D, P014E, P014F, P015A, P015B, P015C, P015D
	Heated oxygen sensor 2	P0137, P0157
	Heated oxygen sensor 2	P0138, P0158
	Heated oxygen sensor 2	P0139, P0159
EGR/VVT SYSTEM	Intake valve timing control function	P0011, P0021

*1: Though displayed on the CONSULT screen, "HO2S HTR" is not SRT item.

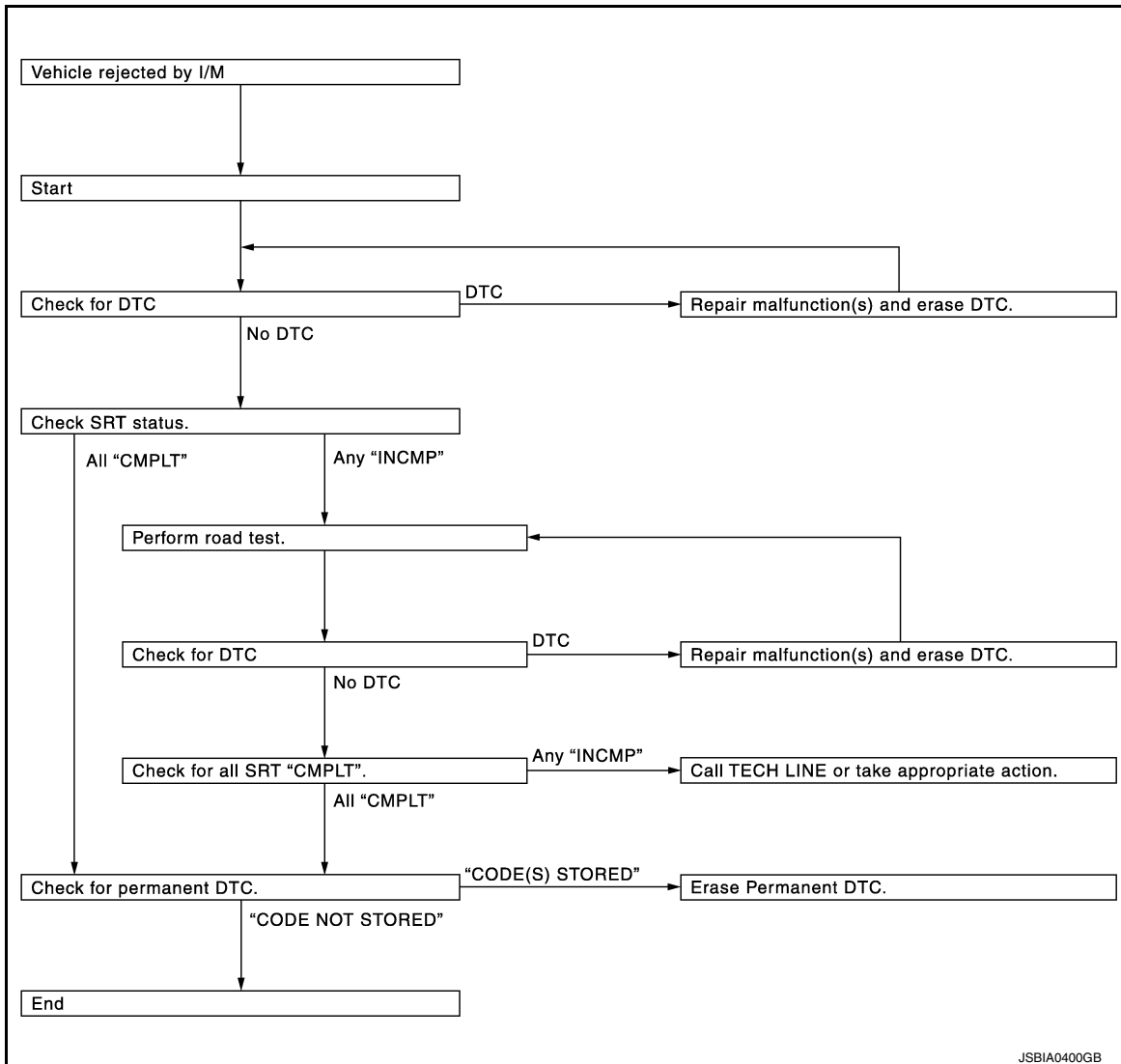
SRT SERVICE PROCEDURE

If a vehicle has failed the state emissions inspection due to one or more SRT items indicating "INCMP", review the flowchart diagnostic sequence, referring to the following flowchart.

HOW TO SET SRT CODE

< BASIC INSPECTION >

[VQ37VHR FOR USA AND CANADA]



SRT Set Driving Pattern

INFOID:000000012356300

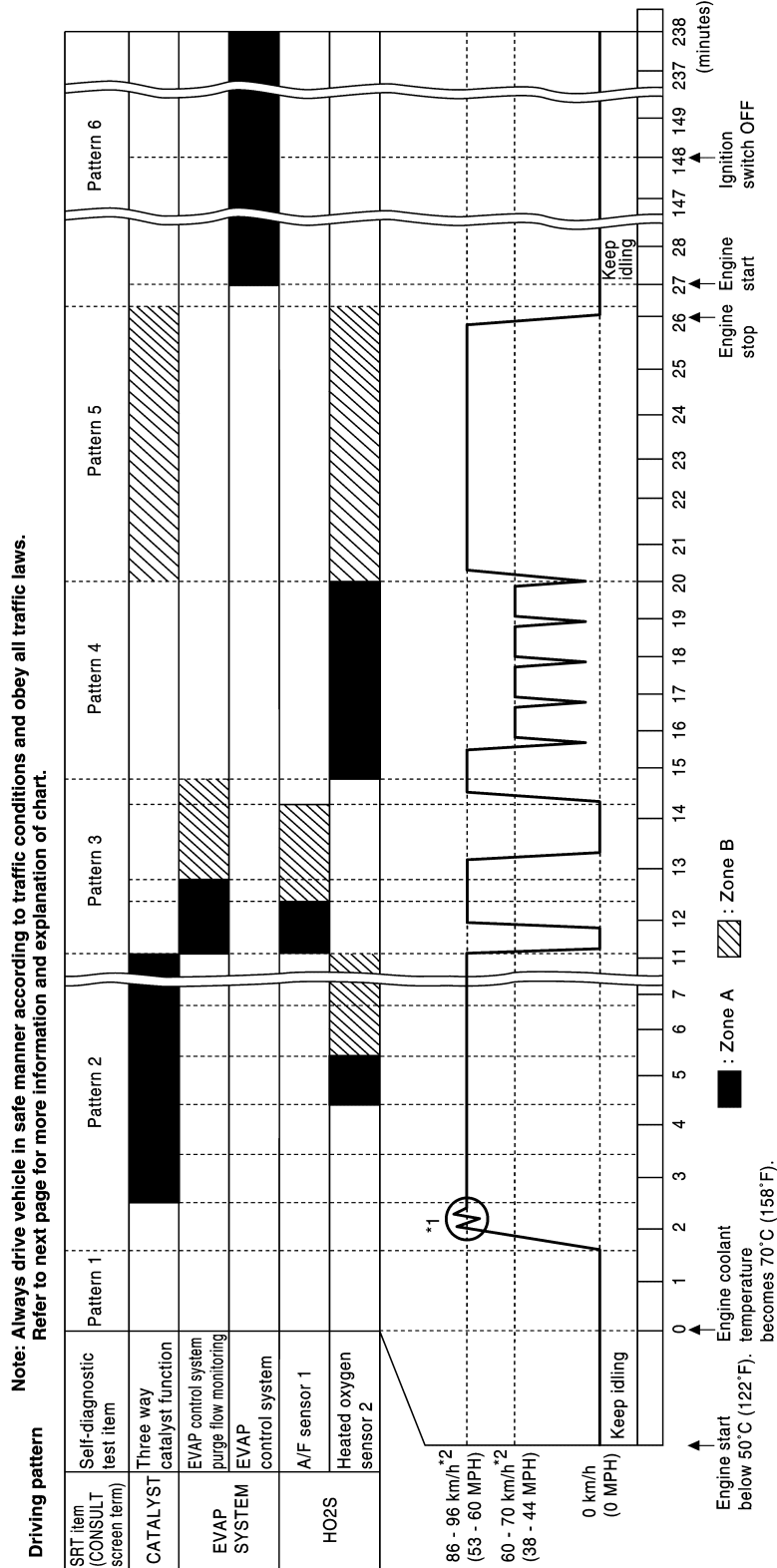
CAUTION:

HOW TO SET SRT CODE

< BASIC INSPECTION >

[VQ37VHR FOR USA AND CANADA]

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



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*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.

- 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.

HOW TO SET SRT CODE

[VQ37VHR FOR USA AND CANADA]

< BASIC INSPECTION >

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.

Work Procedure

INFOID:0000000012356301

1. CHECK DTC

Check DTC.

Is any DTC detected?

YES >> Repair malfunction(s) and erase DTC. Refer to [EC-116. "DTC Index"](#).

NO >> GO TO 2.

2. CHECK SRT STATUS

WITH CONSULT

Select "SRT STATUS" in "DTC & SRT CONFIRMATION" mode with CONSULT.

WITHOUT CONSULT

Perform "SRT status" mode with [EC-83. "On Board Diagnosis Function"](#).

WITH GST

Select Service \$01 with GST.

Is SRT code(s) set?

YES >> GO TO 12.

NO-1 >> With CONSULT: GO TO 3.

NO-2 >> Without CONSULT: GO TO 4.

3. DTC CONFIRMATION PROCEDURE

1. Select "SRT WORK SUPPORT" in "DTC & SRT CONFIRMATION" mode with CONSULT.
2. For SRT(s) that is not set, perform the corresponding "DTC CONFIRMATION PROCEDURE" according to the "Performance Priority" in the "SRT ITEM" table. Refer to [EC-182. "Description"](#).
3. Check DTC.

Is any DTC detected?

YES >> Repair malfunction(s) and erase DTC. Refer to [EC-116. "DTC Index"](#).

NO >> GO TO 11.

4. PERFORM ROAD TEST

- Check the "Performance Priority" in the "SRT ITEM" table. Refer to [EC-182. "Description"](#).
- Perform the most efficient SRT set driving pattern to set the SRT properly. Refer to [EC-183. "SRT Set Driving Pattern"](#).

In order to set all SRTs, the SRT set driving pattern must be performed at least once.

>> GO TO 5.

5. PATTERN 1

1. Check the vehicle condition;
 - Engine coolant temperature is -10 to 35°C (14 to 95°F).
 - Fuel tank temperature is more than 0°C (32°F).
2. Start the engine.
3. Keep engine idling until the engine coolant temperature is greater than 70°C (158°F)

NOTE:

ECM terminal voltage is follows;

- Engine coolant temperature
 - -10 to 35°C (14 to 95°F): 3.0 - 4.3 V
 - 70°(158°F): Less than 1.4 V

HOW TO SET SRT CODE

[VQ37VHR FOR USA AND CANADA]

< BASIC INSPECTION >

- Fuel tank temperature: Less than 4.1 V
Refer to [EC-96, "Reference Value"](#).

>> GO TO 6.

6.PATTERN 2

1. Drive the vehicle. And 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.
2. Depress the accelerator pedal until vehicle speed is 90 km/h (56 MPH) again

NOTE:

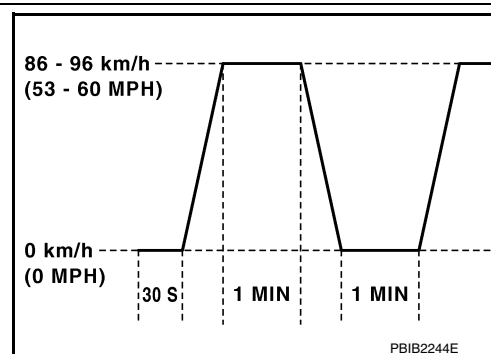
- Checking the vehicle speed with GST is advised.
- When steady-state driving is performed again even after it is interrupted, each diagnosis can be conducted. In this case, the time required for diagnosis may be extended.

>> GO TO 7.

7.PATTERN 3

- Operate vehicle following the driving pattern shown in the figure.
- Release the accelerator pedal during deceleration of vehicle speed from 90 km/h (56 MPH) to 0 km/h (0 MPH).

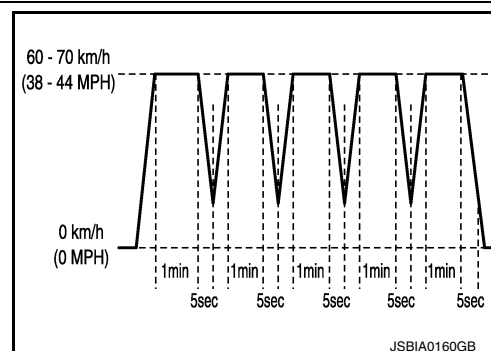
>> GO TO 8.



8.PATTERN 4

- Operate vehicle following the driving pattern shown in the figure.
- Drive the vehicle in a proper gear at 60 km/h (38 MPH) and maintain the speed.
- Release the accelerator pedal fully at least 5 seconds.
- Repeat the above two steps at least 5 times.

>> GO TO 9.



9.PATTERN 5

- The accelerator pedal must be held very steady during steady-state driving.
- If the accelerator pedal is moved, the test must be conducted again.

>> GO TO 10.

10.PATTERN 6

Start engine and wait at least 2 hours. Then turn ignition switch OFF and wait at least 90 minutes.

>> GO TO 11.

11.CHECK SRT STATUS

Ⓢ WITH CONSULT

Select "SRT STATUS" in "DTC & SRT CONFIRMATION" mode with CONSULT.

ⓧ WITHOUT CONSULT

Perform "SRT status" mode with [EC-83, "On Board Diagnosis Function"](#).

HOW TO SET SRT CODE

[VQ37VHR FOR USA AND CANADA]

< BASIC INSPECTION >

 WITH GST

Select Service \$01 with GST.

Is SRT(s) set?

YES >> GO TO 12.

NO >> Call TECH LINE or take appropriate action.

12.CHECK PERMANENT DTC

NOTE:

Permanent DTC cannot be checked with a tool other than CONSULT or GST.

 WITH CONSULT

Select "SRT STATUS" in "DTC & SRT CONFIRMATION" mode with CONSULT.

 WITH GST

Select Service \$0A with GST.

Is permanent DTC(s) detected?

YES >> Go to [EC-188, "Description"](#).

NO >> END

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HOW TO ERASE PERMANENT DTC

< BASIC INSPECTION >

[VQ37VHR FOR USA AND CANADA]

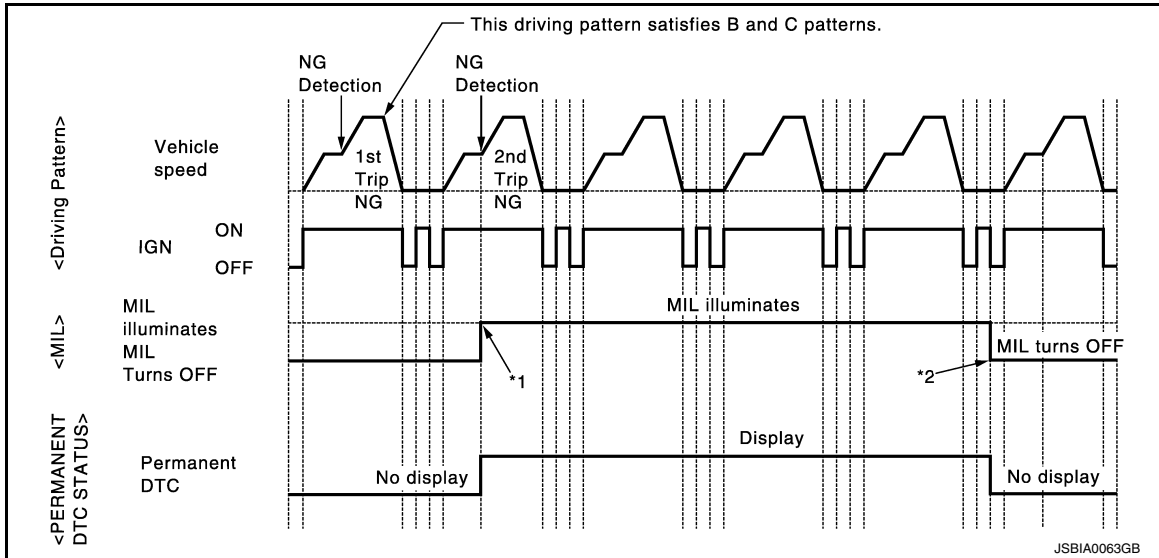
HOW TO ERASE PERMANENT DTC

Description

INFOID:000000012356302

When a DTC is stored in ECM

When a DTC is stored in ECM and MIL is ON, a permanent DTC is erased with MIL shutoff if the same malfunction is not detected after performing the driving pattern for MIL shutoff three times in a row.



*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.

When a DTC is not stored in ECM

The erasing method depends on a permanent DTC stored in ECM. Refer to the following table.

NOTE:

If the applicable permanent DTC includes multiple groups, perform the procedure of Group B first. If the permanent DTC is not erased, perform the procedure of Group A.

×: Applicable —: Not applicable

Group*	Perform "DTC CONFIRMATION PROCEDURE" for applicable DTCs.	Driving pattern	
		B	D
A	×	—	—
B	—	×	×

*: For group, refer to [EC-116. "DTC Index"](#).

Permanent DTC item

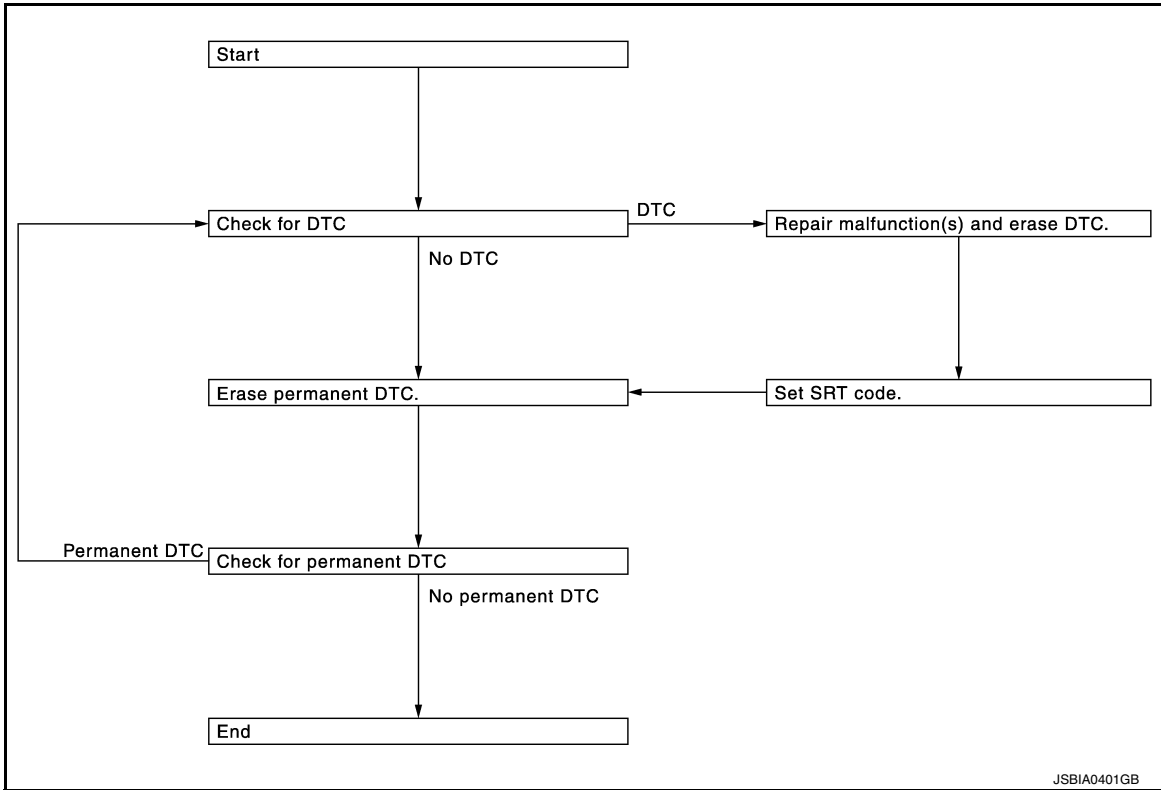
For permanent DTC items, MIL turns ON. Refer to [EC-116. "DTC Index"](#).

HOW TO ERASE PERMANENT DTC

< BASIC INSPECTION >

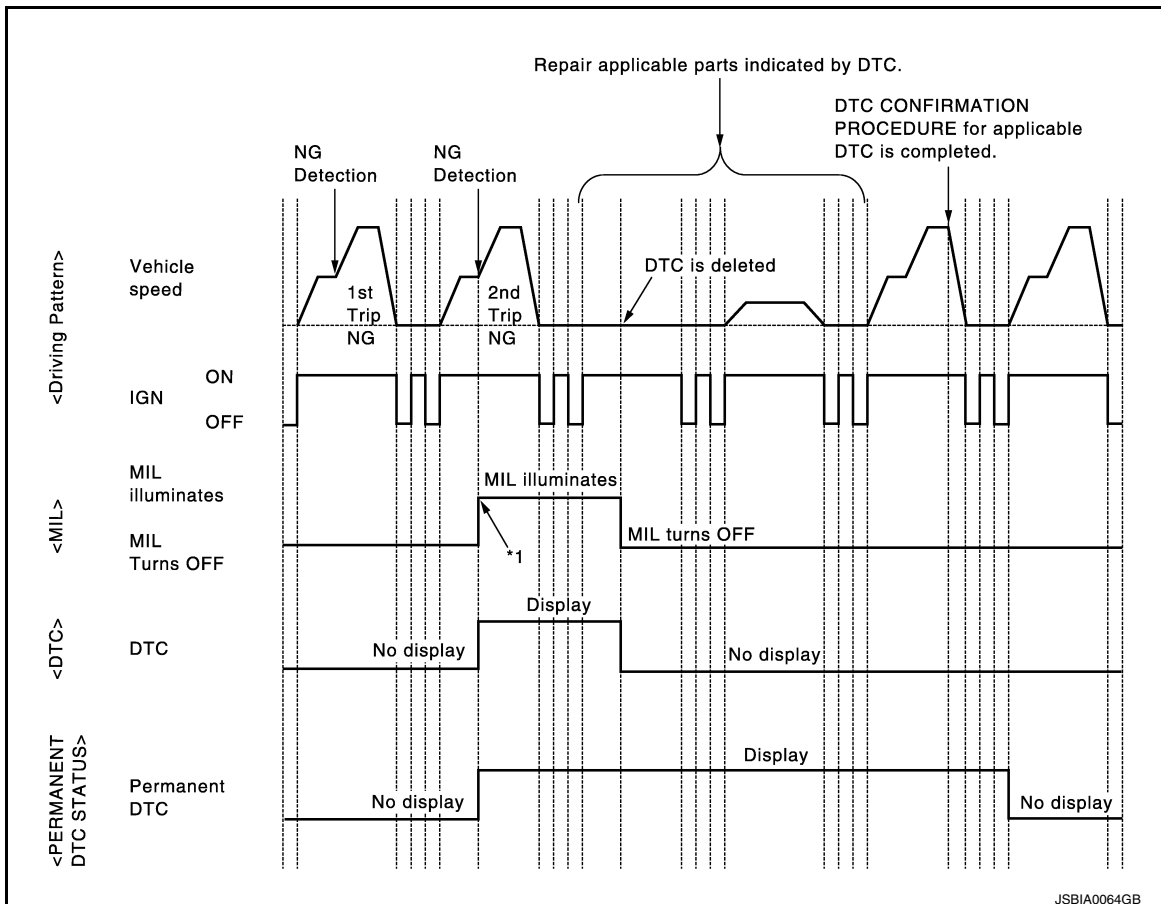
[VQ37VHR FOR USA AND CANADA]

Permanent DTC service procedure



Work Procedure (Group A)

INFOID:000000012356303



HOW TO ERASE PERMANENT DTC

[VQ37VHR FOR USA AND CANADA]

< BASIC INSPECTION >

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

1. CHECK DTC

Check DTC.

Is any DTC detected?

YES >> Repair malfunction(s) and erase DTC. Refer to [EC-83. "On Board Diagnosis Function"](#), [EC-86. "CONSULT Function"](#).

NO >> GO TO 2.

2. CHECK PERMANENT DTC

 With CONSULT

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. Turn ignition switch ON.
5. Select "PERMANENT DTC STATUS" mode with CONSULT.

 With GST

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. Turn ignition switch ON.
5. Select Service \$0A with GST.

Is any permanent DTC detected?

YES >> GO TO 3.

NO >> END

3. PERFORM DTC CONFIRMATION PROCEDURE

Perform "DTC CONFIRMATION PROCEDURE" for DTCs which are the same as permanent DTCs stored in ECM. Refer to [EC-116. "DTC Index"](#).

>> GO TO 4.

4. CHECK PERMANENT DTC

 With CONSULT

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. Turn ignition switch ON.
5. Select "PERMANENT DTC STATUS" mode with CONSULT.

 With GST

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. Turn ignition switch ON.
5. Select Service \$0A with GST.

Is any permanent DTC detected?

YES >> GO TO 1.

NO >> END

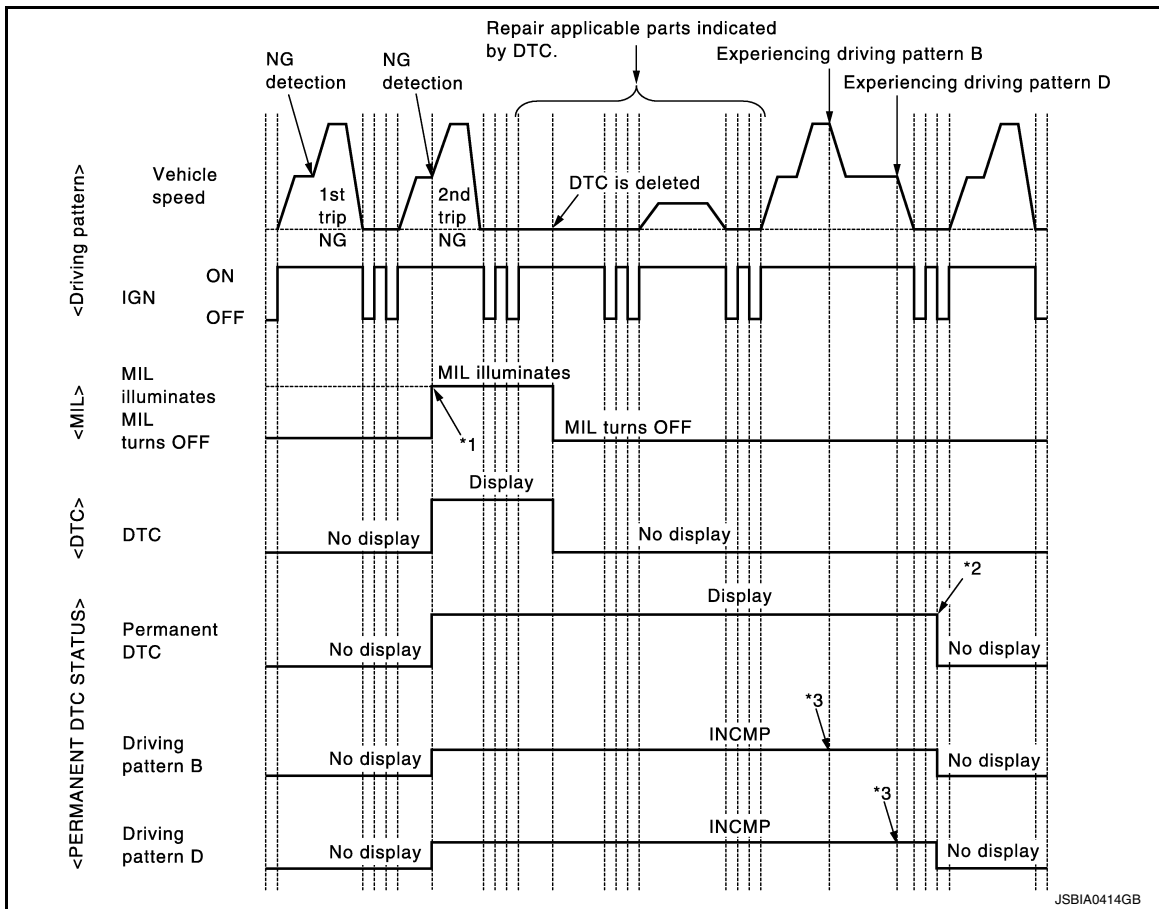
HOW TO ERASE PERMANENT DTC

< BASIC INSPECTION >

[VQ37VHR FOR USA AND CANADA]

Work Procedure (Group B)

INFOID:000000012356304



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

*2: After experiencing driving pattern B and D, permanent DTC is erased.

*3: Indication does not change unless the ignition switch is turned from ON to OFF twice even after experiencing driving pattern B or D.

NOTE:

Drive the vehicle according to only driving patterns indicating "INCMP" in driving patterns B and D on the "PERMANENT DTC STATUS" screen.

1. CHECK DTC

Check DTC.

Is any DTC detected?

YES >> Repair malfunction(s) and erase DTC. Refer to [EC-83. "On Board Diagnosis Function"](#), [EC-86. "CONSULT Function"](#).

NO >> GO TO 2.

2. CHECK PERMANENT DTC

Ⓜ With CONSULT

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. Turn ignition switch ON.
5. Select "PERMANENT DTC STATUS" mode with CONSULT.

Ⓜ With GST

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.

HOW TO ERASE PERMANENT DTC

[VQ37VHR FOR USA AND CANADA]

< BASIC INSPECTION >

4. Turn ignition switch ON.
5. Select Service \$0A with GST.

Is any permanent DTC detected?

- YES >> GO TO 3.
NO >> END

3.DRIVE DRIVING PATTERN B

CAUTION:

- Always drive at a safe speed.
- Never erase self-diagnosis results.
- If self-diagnosis results are erased during the trip of driving pattern B or D, the counter of driving pattern B and D is reset.

Ⓟ With CONSULT

1. Start engine and warm it up to normal operating temperature.
2. Use "PERMANENT DTC WORK SUPPORT" mode with CONSULT to drive the vehicle according to driving pattern B. Refer to [EC-86. "CONSULT Function"](#), [EC-80. "DIAGNOSIS DESCRIPTION : Driving Pattern"](#).

Ⓢ With GST

1. Start engine and warm it up to normal operating temperature.
2. Drive the vehicle according to driving pattern B. Refer to [EC-80. "DIAGNOSIS DESCRIPTION : Driving Pattern"](#).

>> GO TO 4.

4.CHECK PERMANENT DTC

Ⓟ With CONSULT

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. Turn ignition switch ON.
5. Select "PERMANENT DTC STATUS" mode with CONSULT.

Ⓢ With GST

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. Turn ignition switch ON.
5. Select Service \$0A with GST.

Is any permanent DTC detected?

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

5.DRIVE DRIVING PATTERN D

CAUTION:

- Always drive at a safe speed.
- Never erase self-diagnosis results.
- If self-diagnosis results are erased during the trip of driving pattern B or D, the counter of driving pattern B and D is reset.

1. Drive the vehicle according to driving pattern D. Refer to [EC-80. "DIAGNOSIS DESCRIPTION : Driving Pattern"](#).

>> GO TO 6.

6.CHECK PERMANENT DTC

Ⓟ With CONSULT

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. Turn ignition switch ON.

HOW TO ERASE PERMANENT DTC

[VQ37VHR FOR USA AND CANADA]

< BASIC INSPECTION >

5. Select "PERMANENT DTC STATUS" mode with CONSULT.

 With GST

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. Turn ignition switch ON.
5. Select Service \$0A with GST.

Is any permanent DTC detected?

YES >> GO TO 1.

NO >> END

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DTC/CIRCUIT DIAGNOSIS

TROUBLE DIAGNOSIS - SPECIFICATION VALUE

Description

INFOID:0000000012356305

The specification (SP) value indicates the tolerance of the value that is displayed in "SPEC" in "DATA MONITOR" mode of CONSULT 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:0000000012356306

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/cm², 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
- 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).
- 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

NOTE:

Perform "SPEC" in "DATA MONITOR" mode in maximum scale display.

1. Perform [EC-176. "Work Procedure"](#).
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.
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-195. "Diagnosis Procedure"](#).

TROUBLE DIAGNOSIS - SPECIFICATION VALUE

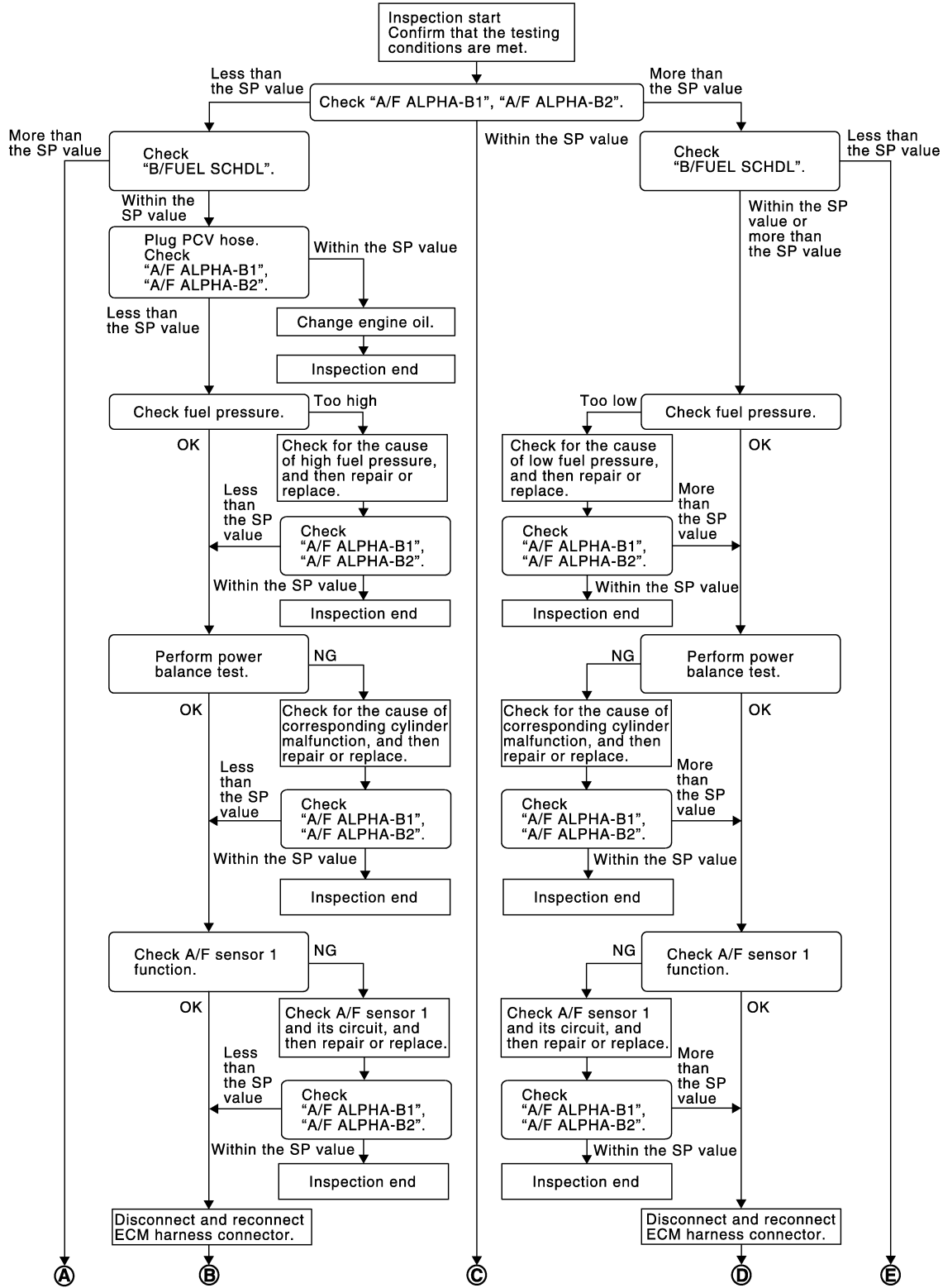
< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

Diagnosis Procedure

INFOID:000000012356307

OVERALL SEQUENCE

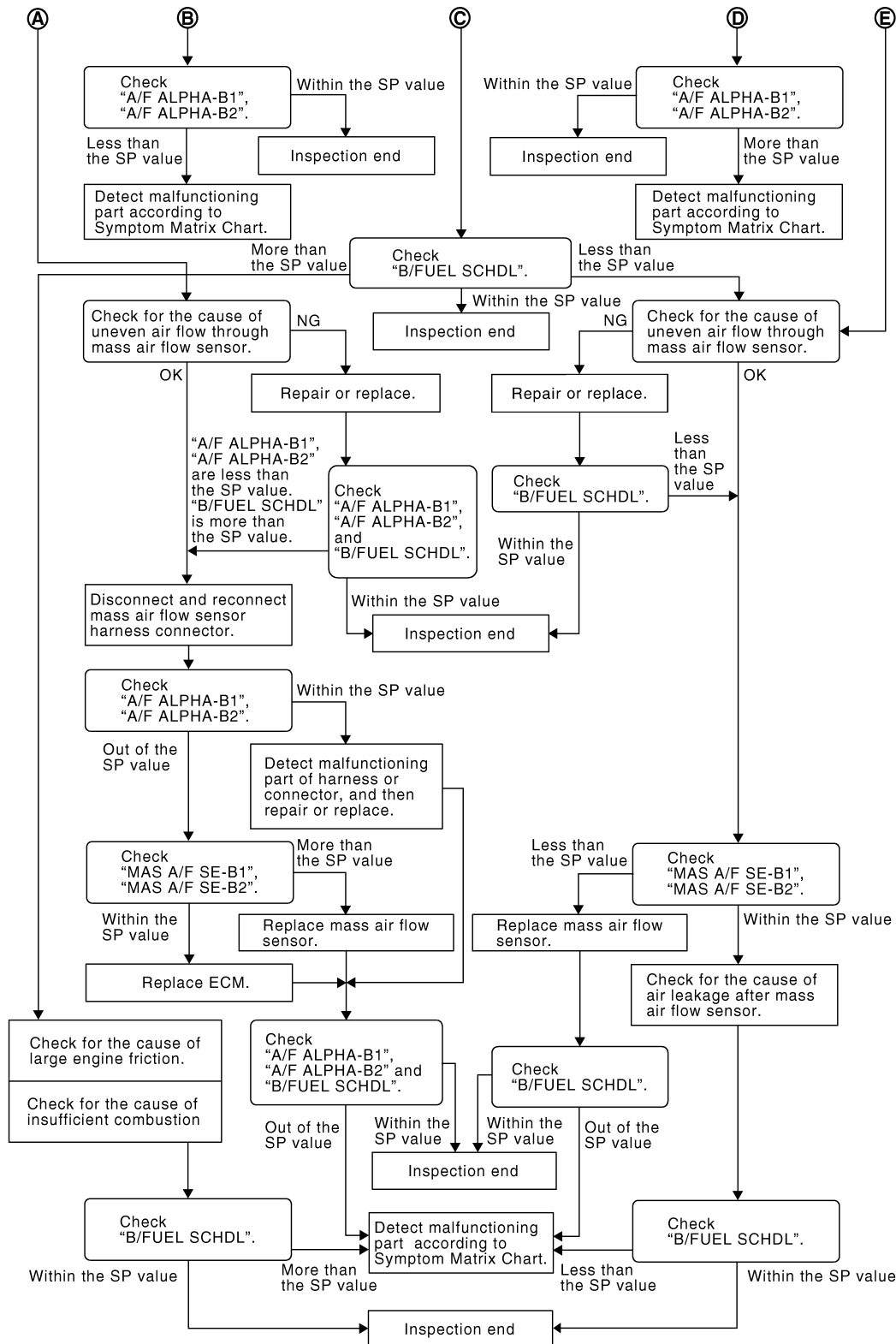


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TROUBLE DIAGNOSIS - SPECIFICATION VALUE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]



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DETAILED PROCEDURE

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

ⓑ With CONSULT

1. Start engine.
2. Confirm that the testing conditions are met. Refer to [EC-194, "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.

TROUBLE DIAGNOSIS - SPECIFICATION VALUE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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-180, "Work Procedure"](#).)

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"

TROUBLE DIAGNOSIS - SPECIFICATION VALUE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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-535, "Component Function Check".](#))
- Fuel injector and its circuit (Refer to [EC-528, "Component Function Check".](#))
- Intake air leakage
- Low compression pressure (Refer to [EM-18, "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-257, "DTC Logic".](#)
- For DTC P0131, P0151, refer to [EC-261, "DTC Logic".](#)
- For DTC P0132, P0152, refer to [EC-264, "DTC Logic".](#)
- For DTC P014C, P014D, P014E, P014F, P015A, P015B, P015C, P015D, refer to [EC-288, "DTC Logic".](#)
- For DTC P2096, P2097, P2098, P2099, refer to [EC-501, "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.

TROUBLE DIAGNOSIS - SPECIFICATION VALUE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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-548. "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.

TROUBLE DIAGNOSIS - SPECIFICATION VALUE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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-232, "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 the 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-165, "Description"](#).

>> 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.

TROUBLE DIAGNOSIS - SPECIFICATION VALUE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

>> 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-548. "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-548. "Symptom Table"](#).

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POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

POWER SUPPLY AND GROUND CIRCUIT

Diagnosis Procedure

INFOID:000000012356308

1.CHECK FUSE

Check that the following fuse is not blowing.

Location	Fuse No.	Capacity
IPDM E/R	#44	10 A
	#51	15 A

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the fuse after repairing the applicable circuit. (If the replaced fuse is blown again, check the power supply circuit upstream of IPDM E/R.)

2.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "Circuit Inspection"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace ground connection.

3.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
	123		
M107	124		
	127		
	128		

3. Also check harness for 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 F103, M116
- Harness for open or short between ECM and ground

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

5.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.

POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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

Is the inspection result normal?

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

6. DETECT MALFUNCTIONING PART

Check the following.

- IPDM E/R harness connector E7
- Harness for open or short between ECM and fuse

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

7. 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 8.
- NO >> GO TO 10.

8. CHECK ECM POWER SUPPLY CIRCUIT-III

1. Turn ignition switch ON.
2. Check the continuity between ECM harness connector and ground.

ECM		Ground	Voltage
Connector	Terminal		
F102	93	Ground	Battery voltage

Is the inspection result normal?

- YES >> GO TO 9.
- NO >> Replace IPDM E/R. Refer to [PCS-34. "Removal and Installation"](#).

9. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

10. 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

POWER SUPPLY AND GROUND CIRCUIT

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

- YES >> GO TO 13.
- NO >> GO TO 11.

11. 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	70	Existed

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

Is the inspection result normal?

- YES >> Perform the trouble diagnosis for IPDM E/R power supply circuit.
- NO >> GO TO 12.

12. DETECT MALFUNCTIONING PART

Check the following.

- Harness or connectors E20, F40
- 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.

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	E5	6	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-45. "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace IPDM E/R. Refer to [PCS-34. "Exploded View"](#).
- NO >> Repair open circuit, short to ground or short to power in harness or connectors.

POWER SUPPLY AND GROUND CIRCUIT (VVEL CONTROL MODULE)

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

POWER SUPPLY AND GROUND CIRCUIT (VVEL CONTROL MODULE)

Diagnosis Procedure

INFOID:000000012356309

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "Circuit Inspection"](#).

Is the inspection result normal?

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

2. CHECK VVEL CONTROL MODULE GROUND CIRCUIT FOR OPEN AND SHORT

1. Disconnect VVEL control module harness connector.
2. Check the continuity between VVEL control module harness connector and ground.

VVEL control module		Ground	Continuity
Connector	Terminal		
E15	14	Ground	Existed

3. Also check harness for short to power.

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Repair open circuit, short to power in harness connectors.

3. CHECK VVEL CONTROL MODULE POWER SUPPLY CIRCUIT-I

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

VVEL control module			Voltage
Connector	+	-	
	Terminal	Terminal	
E15	8	14	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 5.
NO >> GO TO 4.

4. CHECK VVEL CONTROL MODULE POWER SUPPLY CIRCUIT-II

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Disconnect VVEL control module harness connector.
3. Disconnect IPDM E/R harness connector.
4. Check the continuity between VVEL control module harness connector and IPDM E/R harness connector.

VVEL control module		IPDM E/R		Continuity
Connector	Terminal	Connector	Terminal	
E15	8	E7	49	Existed

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

Is the inspection result normal?

- YES >> [EC-202, "Diagnosis Procedure"](#)
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

5. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

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POWER SUPPLY AND GROUND CIRCUIT (VVEL CONTROL MODULE)

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to [PCS-34, "Exploded View"](#).

NO >> Repair open circuit, short to ground or short to power in harness or connectors.

U0101 CAN COMM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

U0101 CAN COMM CIRCUIT

Description

INFOID:0000000012356310

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:0000000012356311

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.	<ul style="list-style-type: none">CAN communication line between TCM and ECM (CAN communication line is open or shorted)

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

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

Is DTC detected?

- YES >> [EC-207, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356312

Go to [LAN-27, "Trouble Diagnosis Flow Chart"](#).

U1001 CAN COMM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

U1001 CAN COMM CIRCUIT

Description

INFOID:0000000012356313

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:0000000012356314

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.	<ul style="list-style-type: none">• 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-208, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356315

Go to [LAN-27, "Trouble Diagnosis Flow Chart"](#).

U1003 CAN COMM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

U1003 CAN COMM CIRCUIT

Description

INFOID:0000000012356316

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:0000000012356317

DTC DETECTION LOGIC

NOTE:

If DTC U1003 is displayed with DTC P0607, first perform the trouble diagnosis for DTC P0607.

Refer to [EC-403. "DTC Logic"](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
U1003	Lost communication with VVEL control module	CAN communication signal other than OBD (emission related diagnosis) is not received between VVEL control module and ECM for 2 seconds or more.	<ul style="list-style-type: none">• Harness or connectors (VVEL CAN communication line is open or shorted)• ECM• 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-209. "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356318

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 E20, F40

U1003 CAN COMM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

- Harness for open or short between ECM and VVEL control module

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

3. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "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-167, "Description"](#).

>> 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-209, "DTC Logic"](#).
5. Check DTC.

Is the DTC U1003 displayed again?

YES >> GO TO 6.

NO >> INSPECTION END

6. REPLACE ECM

1. Replace ECM.
2. Go to [EC-165, "Description"](#).

>> INSPECTION END

U1024 CAN COMM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

U1024 CAN COMM CIRCUIT

Description

INFOID:0000000012356319

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:0000000012356320

DTC DETECTION LOGIC

NOTE:

If DTC U1024 is displayed with DTC P0607, first perform the trouble diagnosis for DTC P0607.

Refer to [EC-403. "DTC Logic"](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
U1024	VVEL CAN communication	<ul style="list-style-type: none">When VVEL control module cannot transmit/receive can communication signal from ECM.When detecting error during the initial diagnosis of CAN controller of VVEL control module.	<ul style="list-style-type: none">Harness or connectors (CAN communication line is open or shorted)ECMVVEL 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

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

Is DTC detected?

YES >> Go to [EC-211. "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356321

1. CHECK VVEL CAN COMMUNICATION CIRCUIT

- Turn ignition switch OFF.
- Disconnect ECM harness connector.
- Disconnect VVEL control module harness connector.
- 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	

- 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

U1024 CAN COMM CIRCUIT

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

Check the following.

- Harness connector E20, F40
- Harness for open or short between ECM and VVEL control module

>> Harness for open or short between ECM and VVEL control module

3. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "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-167, "Description"](#).

>> 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-211, "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-165, "Description"](#).

>> INSPECTION END

P0011, P0021 IVT CONTROL

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0011, P0021 IVT CONTROL

DTC Logic

INFOID:000000012356322

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-223, "DTC Logic"](#).
- If DTC P0011 or P0021 is displayed with DTC P0524, first perform the trouble diagnosis for DTC P0524. Refer to [EC-394, "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.	<ul style="list-style-type: none">• Crankshaft position sensor (POS)• Camshaft position sensor (PHASE)• Intake valve control solenoid valve• Accumulation of debris to the signal pick-up portion of the camshaft• Timing chain installation• 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.
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.

ENG SPEED	525 - 2,000 rpm
COOLAN TEMP/S	More than 60°C (140°F)
Selector lever	P or N position

4. Let engine idle for 10 seconds.
5. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Go to [EC-214, "Diagnosis Procedure"](#)
NO >> GO TO 3.

3. PERFORM DTC CONFIRMATION PROCEDURE-II

1. Select "DATA MONITOR" mode with CONSULT.
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)

P0011, P0021 IVT CONTROL

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

Selector lever	1st or 2nd position
Driving location	Driving vehicle uphill (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-214, "Diagnosis Procedure"](#)

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356323

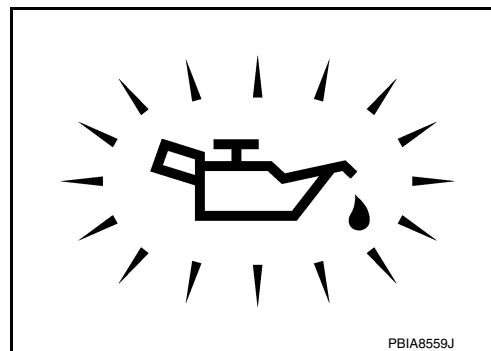
1. CHECK OIL PRESSURE WARNING LAMP

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-9, "Inspection"](#).

NO >> GO TO 2.



PBIA8559J

2. CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE

Refer to [EC-215, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Replace malfunctioning intake valve timing control solenoid valve. Refer to [EM-57, "Exploded View"](#).

3. CHECK CRANKSHAFT POSITION SENSOR (POS)

Refer to [EC-329, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace crankshaft position sensor (POS). Refer to [EM-130, "Exploded View"](#).

4. CHECK CAMSHAFT POSITION SENSOR (PHASE)

Refer to [EC-334, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace malfunctioning camshaft position sensor (PHASE). Refer to [EM-57, "Exploded View"](#).

5. CHECK CAMSHAFT (INTAKE)

Check the following.

P0011, P0021 IVT CONTROL

[VQ37VHR FOR USA AND CANADA]

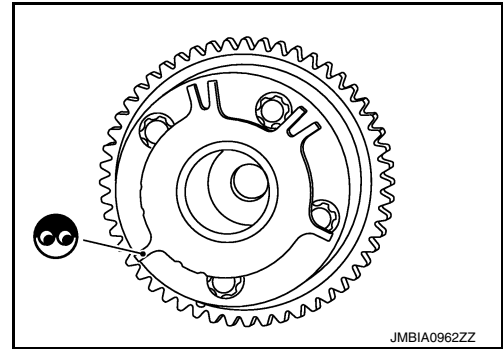
< DTC/CIRCUIT DIAGNOSIS >

- 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. Refer to [EM-103, "Exploded View"](#).



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-58, "Removal and Installation"](#).

NO >> GO TO 7.

7. CHECK LUBRICATION CIRCUIT

Perform "Inspection of Camshaft Sprocket (INT) Oil Groove". Refer to [EM-113, "Inspection"](#).

Is the inspection result normal?

YES >> GO TO 8.

NO >> Clean lubrication line.

8. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356324

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. Refer to [EM-57, "Exploded View"](#).

2. CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE-II

1. Remove intake valve timing control solenoid valve.

P0011, P0021 IVT CONTROL

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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.

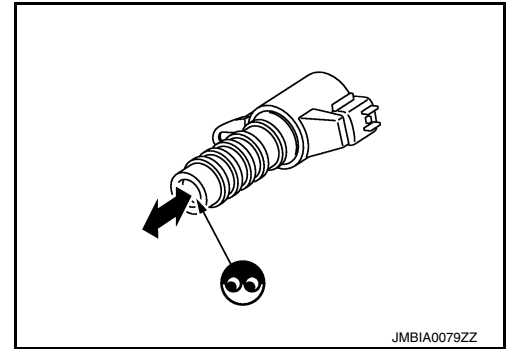
NOTE:

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. Refer to [EM-57. "Exploded View"](#).



P0030, P0031, P0032, P0036, P0051, P0052 A/F SENSOR 1 HEATER

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0030, P0031, P0032, P0036, P0051, P0052 A/F SENSOR 1 HEATER

DTC Logic

INFOID:000000012356325

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0030	A/F SEN1 HTR (B1) [A/F sensor 1 heater (bank 1) performance]	Deterioration in A/F sensor 1 heater performance. (Voltage signal transmitted from A/F sensor 1 heater to ECM is higher/lower than voltage in the normal range .)	<ul style="list-style-type: none">• Harness or connectors (The A/F sensor 1 heater circuit is open or shorted.)• A/F sensor 1 heater
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. (An excessively low voltage signal is sent to ECM through the A/F sensor 1 heater.)	<ul style="list-style-type: none">• Harness or connectors (The A/F sensor 1 heater circuit is open or shorted.)• 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. (An excessively high voltage signal is sent to ECM through the A/F sensor 1 heater.)	<ul style="list-style-type: none">• Harness or connectors (The A/F sensor 1 heater circuit is shorted.)• A/F sensor 1 heater
P0036	A/F SEN1 HTR (B2) [A/F sensor 1 heater (bank 2) performance]	Deterioration in A/F sensor 1 heater performance. (Voltage signal transmitted from A/F sensor 1 heater to ECM is higher/lower than voltage in the normal range .)	<ul style="list-style-type: none">• Harness or connectors (The A/F sensor 1 heater circuit is open or shorted.)• 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. (An excessively low voltage signal is sent to ECM through the A/F sensor 1 heater.)	<ul style="list-style-type: none">• Harness or connectors (The A/F sensor 1 heater circuit is open or shorted.)• 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. (An excessively high voltage signal is sent to ECM through the A/F sensor 1 heater.)	<ul style="list-style-type: none">• Harness or connectors (The A/F sensor 1 heater circuit is shorted.)• 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-217, "Diagnosis Procedure"](#).
NG >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356326

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "Circuit Inspection"](#).

P0030, P0031, P0032, P0036, P0051, P0052 A/F SENSOR 1 HEATER

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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		
P0030, P0031, P0032	1	F77	4	Ground	Battery voltage
P0036, P0051, P0052	2	F76	4		

Is the inspection result normal?

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

3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E20, F40
- IPDM E/R harness connector E7
- 15 A fuse (No. 45)
- 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	
P0030, P0031, P0032	1	F77	3	F101	1	Existed
P0036, P0051, P0052	2	F76	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-219. "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.

P0030, P0031, P0032, P0036, P0051, P0052 A/F SENSOR 1 HEATER

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

- 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-45. "Intermittent Incident"](#).

>> Repair or replace.

Component Inspection

INFOID:000000012356327

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	1.98 - 2.66 [at 25°C (77°F)]
3 and 1, 2	∞
4 and 1, 2	(Continuity should not exist)

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

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0037, P0038, P0057, P0058 HO2S2 HEATER

DTC Logic

INFOID:000000012356328

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.)	<ul style="list-style-type: none">• Harness or connectors (The heated oxygen sensor 2 heater circuit is open or shorted.)• 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.)	<ul style="list-style-type: none">• Harness or connectors (The heated oxygen sensor 2 heater circuit is shorted.)• 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.)	<ul style="list-style-type: none">• Harness or connectors (The heated oxygen sensor 2 heater circuit is open or shorted.)• 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.)	<ul style="list-style-type: none">• Harness or connectors (The heated oxygen sensor 2 heater circuit is shorted.)• 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 trip DTC detected?

- YES >> Go to [EC-220, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356329

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "Circuit Inspection"](#).

Is the inspection result normal?

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

P0037, P0038, P0057, P0058 HO2S2 HEATER

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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	F79	2	Ground	Battery voltage
P0057, P0058	2	F78	2		

Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 3.

3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E20, F40
- IPDM E/R harness connector E7
- 15 A fuse (No. 45)
- 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	F79	3	F101	17	Existed
P0057, P0058	2	F78	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-222. "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

P0037, P0038, P0057, P0058 HO2S2 HEATER

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356330

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	∞
4 and 1, 2, 3	(Continuity should not exist)

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 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

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0075, P0081 IVT CONTROL SOLENOID VALVE

DTC Logic

INFOID:000000012356331

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.	<ul style="list-style-type: none">• Harness or connectors (Intake valve timing control solenoid valve circuit is open or shorted.)• 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-223, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356332

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 E20, F40
- 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

P0075, P0081 IVT CONTROL SOLENOID VALVE

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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-224, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace malfunctioning intake valve timing control solenoid valve. Refer to [EM-57, "Exploded View"](#).

5.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356333

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. Refer to [EM-57, "Exploded View"](#).

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.

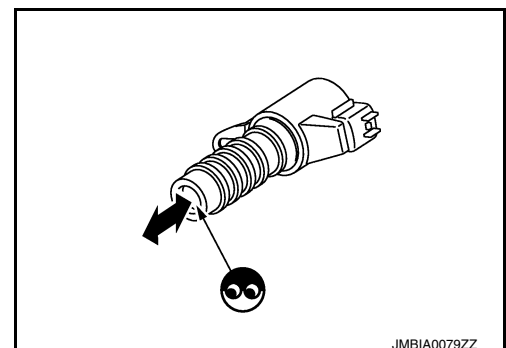
CAUTION:

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?



P0075, P0081 IVT CONTROL SOLENOID VALVE

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

YES >> INSPECTION END

NO >> Replace malfunctioning intake valve timing control solenoid valve. Refer to [EM-57, "Exploded View"](#).

A

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P0101, P010B MAF SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0101, P010B MAF SENSOR

DTC Logic

INFOID:000000012356334

DTC DETECTION LOGIC

NOTE:

If DTC P0101 or P010B is displayed with other DTC, first perform the trouble diagnosis for other DTC.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0101	MAF SEN/CIRCUIT-B1 (Mass air flow sensor (bank 1) circuit range/performance)	• A high voltage from the sensor is sent to ECM under light load driving condition. • 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.) • Mass air flow sensor (bank 1) • EVAP control system pressure sensor • Intake air leaks • Intake air temperature sensor
P010B	MAF SEN/CIRCUIT-B2 (Mass air flow sensor (bank 2) circuit range/performance)		• Harness or connectors (The sensor circuit is open or shorted.) • Mass air flow sensor (bank 2) • EVAP control system pressure sensor • Intake air leaks

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 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.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and warm it up to normal operating temperature.
2. Drive the vehicle for at least 5 seconds under the following conditions:

CAUTION:

Always drive at a safe speed.

Selector lever	Suitable position
Vehicle speed	40 km/h (25 MPH) or more

NOTE:

- The gear must be fixed while driving the vehicle.
- Keep the accelerator pedal as steady as possible during cruising.

3. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to [EC-226, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356335

1. CHECK INTAKE SYSTEM

Check the following items to see the installation condition and the connection condition of the joint.

- Air duct
- Vacuum hoses
- Intake air passage between air duct and intake manifold

Is the inspection result normal?

YES >> GO TO 2.

P0101, P010B MAF SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

NO >> Reconnect or replace error-detected parts.

2. CHECK MASS AIR FLOW SENSOR POWER SUPPLY CIRCUIT

1. Disconnect mass air flow sensor harness connector.
2. Turn ignition switch ON.
3. Check the voltage between mass air flow sensor harness connector and ground.

DTC	+			-	Voltage
	Mass air flow sensor				
	Bank	Connector	Terminal		
P0101	1	F31	5	Ground	Battery voltage
P010B	2	F42			

Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 3.

3. DETECT MALFUNCTIONING PART

Check the following.

- 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
- Loose or poor connection for each connector and harness

>> Repair or replace error-detected parts.

4. CHECK MASS AIR FLOW 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 harness connector and ECM harness connector.

DTC	Mass air flow 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 5.

NO >> Repair or replace error-detected parts.

5. CHECK MASS AIR FLOW SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between mass air flow sensor harness connector and ECM harness connector.

DTC	Mass air flow 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 6.

NO >> Repair or replace error-detected parts.

6. CHECK INTAKE AIR TEMPERATURE SENSOR

Check intake air temperature sensor. Refer to [EC-241, "Component Inspection"](#).

Is the inspection result normal?

P0101, P010B MAF SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

YES >> GO TO 7.

NO >> Replace mass air flow sensor (with intake air temperature sensor) (bank 1). Refer to [EM-29, "Exploded View"](#).

7. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-364, "Component Inspection"](#).

Is the inspection result normal?

YES-1 (DTC P0101 is detected)>>GO TO 8.

YES-2 (DTC P010B is detected)>>GO TO 9.

NO >> Replace EVAP control system pressure sensor. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

8. CHECK MASS AIR FLOW SENSOR (BANK 1)

Check mass air flow sensor (bank 1). Refer to [EC-234, "Component Inspection"](#).

Is the inspection result normal?

YES >> Check intermittent Incident. Refer to [GI-45, "Intermittent Incident"](#).

NO >> Replace mass air flow sensor (bank 1). Refer to [EM-29, "Exploded View"](#).

9. CHECK MASS AIR FLOW SENSOR (BANK 2)

Check mass air flow sensor (bank 2). Refer to [EC-234, "Component Inspection"](#).

Is the inspection result normal?

YES >> Check intermittent Incident. Refer to [GI-45, "Intermittent Incident"](#).

NO >> Replace mass air flow sensor (bank 2). Refer to [EM-29, "Exploded View"](#).

Component Inspection

INFOID:000000012356336

1. CHECK MASS AIR FLOW SENSOR-I

With CONSULT

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 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 MAS A/F SE-B2	Ignition switch ON (Engine stopped.)	Approx. 0.4
	Idle (Engine is warmed-up to normal operating temperature.)	0.7 - 1.2
	2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
	Idle to about 4,000 rpm	0.7 - 1.2 to Approx. 2.4*

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

Without CONSULT

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.

P0101, P010B MAF SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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.)	0.7 - 1.2
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.7 - 1.2 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.)	0.7 - 1.2
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.7 - 1.2 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
 - Intake valve deposits
 - 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

1. Repair or replace malfunctioning part.
2. Start engine and warm it up to normal operating temperature.
3. Connect CONSULT 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.)	0.7 - 1.2
	2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
	Idle to about 4,000 rpm	0.7 - 1.2 to Approx. 2.4*

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

Without CONSULT

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.

P0101, P010B MAF SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

Connector	ECM		Condition	Voltage (V)
	+	-		
	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.)	0.7 - 1.2
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.7 - 1.2 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.)	0.7 - 1.2
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.7 - 1.2 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

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 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 MAS A/F SE-B2	Ignition switch ON (Engine stopped.)	Approx. 0.4
	Idle (Engine is warmed-up to normal operating temperature.)	0.7 - 1.2
	2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
	Idle to about 4,000 rpm	0.7 - 1.2 to Approx. 2.4*

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

Without CONSULT

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.

P0101, P010B MAF SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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.)	0.7 - 1.2
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.7 - 1.2 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.)	0.7 - 1.2
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.7 - 1.2 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.

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P0102, P0103, P010C, P010D MAF SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0102, P0103, P010C, P010D MAF SENSOR

DTC Logic

INFOID:000000012356337

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.	<ul style="list-style-type: none">• Harness or connectors (The sensor circuit is open or shorted.)• Intake air leaks• 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.	<ul style="list-style-type: none">• Harness or connectors (The sensor circuit is open or shorted.)• 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.	<ul style="list-style-type: none">• Harness or connectors (The sensor circuit is open or shorted.)• Intake air leaks• 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.	<ul style="list-style-type: none">• Harness or connectors (The sensor circuit is open or shorted.)• 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-232, "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-232, "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-232, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356338

1. INSPECTION START

P0102, P0103, P010C, P010D MAF SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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-48. "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.

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P0102, P0103, P010C, P010D MAF SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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-234, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 9.

NO >> Replace malfunctioning mass air flow sensor. Refer to [EM-29, "Exploded View"](#).

9. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356339

1. CHECK MASS AIR FLOW SENSOR-I

With CONSULT

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 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 MAS A/F SE-B2	Ignition switch ON (Engine stopped.)	Approx. 0.4
	Idle (Engine is warmed-up to normal operating temperature.)	0.7 - 1.2
	2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
	Idle to about 4,000 rpm	0.7 - 1.2 to Approx. 2.4*

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

Without CONSULT

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.

P0102, P0103, P010C, P010D MAF SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

ECM		Condition	Voltage (V)	
Connector	Terminal			
F102	77 [MAF sensor (bank 1) signal]	68	Ignition switch ON (Engine stopped.)	Approx. 0.4
		68	Idle (Engine is warmed-up to normal operating temperature.)	0.7 - 1.2
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.7 - 1.2 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.)	0.7 - 1.2
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.7 - 1.2 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

1. Repair or replace malfunctioning part.
2. Start engine and warm it up to normal operating temperature.
3. Connect CONSULT 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.)	0.7 - 1.2
	2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
	Idle to about 4,000 rpm	0.7 - 1.2 to Approx. 2.4*

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

Without CONSULT

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.

P0102, P0103, P010C, P010D MAF SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

Connector	ECM		Condition	Voltage (V)
	+	-		
	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.)	0.7 - 1.2
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.7 - 1.2 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.)	0.7 - 1.2
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.7 - 1.2 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

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 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 MAS A/F SE-B2	Ignition switch ON (Engine stopped.)	Approx. 0.4
	Idle (Engine is warmed-up to normal operating temperature.)	0.7 - 1.2
	2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
	Idle to about 4,000 rpm	0.7 - 1.2 to Approx. 2.4*

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

Without CONSULT

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.

P0102, P0103, P010C, P010D MAF SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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.)	0.7 - 1.2
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.7 - 1.2 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.)	0.7 - 1.2
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.7 - 1.2 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. Refer to [EM-29, "Exploded View"](#).

P0111 IAT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0111 IAT SENSOR

DTC Logic

INFOID:000000012356340

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0111	IAT SENSOR 1 B1 [Intake air temperature (IAT) sensor circuit range/performance]	The comparison result of signals transmitted to ECM from each temperature sensor (IAT sensor, ECT sensor, FTT sensor, and EOT sensor) shows that the voltage signal of the IAT sensor is higher/lower than that of other temperature sensors when the engine is started with its cold state.	<ul style="list-style-type: none">• Harness or connectors (High or low resistance in the IAT sensor circuit)• IAT sensor

DTC CONFIRMATION PROCEDURE

1.INSPECTION START

Is it necessary to erase permanent DTC?

YES >> GO TO 3.

NO >> GO TO 2.

2.PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to [EC-239, "Component Function Check"](#).

NOTE:

Use the component function check to check the overall function of the IAT sensor circuit. During this check, a 1st trip DTC might not be confirmed.

Is the inspection result normal?

YES >> INSPECTION END

NO >> Proceed to [EC-239, "Diagnosis Procedure"](#).

3.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, do not add fuel.
- Before performing the following procedure, check that fuel level is between 1/4 and 4/4.
- Before performing the following procedure, confirm that battery voltage is 11 V or more at idle.

>> GO TO 4.

4.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and let it idle for 60 minutes.
2. Move the vehicle to a cool place.

NOTE:

Cool the vehicle in an environment of ambient air temperature between -10°C (14°F) and 35°C (95°F).

3. Turn ignition switch OFF and soak the vehicle for 12 hours.

CAUTION:

Never turn ignition switch ON during soaking.

NOTE:

The vehicle must be cooled with the hood open.

4. Start engine and let it idle for 5 minutes or more.

CAUTION:

Never turn ignition switch OFF during idling.

5. Check 1st trip DTC.

P0111 IAT SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

Is 1st trip DTC detected?

- YES >> Proceed to [EC-239, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

A

Component Function Check

INFOID:000000012356341

EC

1.CHECK INTAKE AIR TEMPERATURE (IAT) 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.

C

Terminals	Condition	Resistance (kΩ)
1 and 2	Temperature [°C (°F)]	25 (77) 1.800 – 2.200

D

Is the inspection result normal?

- YES >> GO TO 2.
- NO >> Proceed to [EC-239, "Diagnosis Procedure"](#).

E

2.CHECK INTERMITTENT INCIDENT

Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Proceed to [EC-239, "Diagnosis Procedure"](#).

F

G

Diagnosis Procedure

INFOID:000000012356342

H

1.CHECK INTAKE AIR TEMPERATURE (IAT) SENSOR

Check intake air temperature sensor. Refer to [EC-239, "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 2.
- NO >> Replace mass air flow sensor (with intake air temperature sensor) (bank 1). Refer to [EM-29, "Exploded View"](#).

I

J

2.CHECK INTERMITTENT INCIDENT

Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

K

L

Component Inspection

INFOID:000000012356343

1.CHECK INTAKE AIR TEMPERATURE (IAT) 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.

M

N

Terminals	Condition	Resistance (kΩ)
1 and 2	Temperature [°C (°F)]	25 (77) 1.800 – 2.200

O

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Replace mass air flow sensor (with intake air temperature sensor) (bank 1). Refer to [EM-29, "Exploded View"](#).

P

P0112, P0113 IAT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0112, P0113 IAT SENSOR

DTC Logic

INFOID:0000000012356344

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.) • 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 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-240, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356345

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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 (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.

P0112, P0113 IAT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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-241, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace mass air flow sensor (with intake air temperature sensor) (bank 1). Refer to [EM-29, "Exploded View"](#).

5.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:000000012356346

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 (k Ω)
1 and 2	Temperature [$^{\circ}$ C ($^{\circ}$ 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). Refer to [EM-29, "Exploded View"](#).

P0116 ECT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0116 ECT SENSOR

DTC Logic

INFOID:000000012356347

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-245, "DTC Logic"](#).

DTC No.	Trouble diagnosis (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0116	ECT SEN/CIRC [Engine coolant temperature (ECT) sensor circuit range/performance]	The comparison result of signals transmitted to ECM from each temperature sensor (IAT sensor, ECT sensor, FTT sensor, and EOT sensor) shows that the voltage signal of the ECT sensor is higher/lower than that of other temperature sensors when the engine is started with its cold state.	<ul style="list-style-type: none">• Harness or connectors (High or low resistance in the ECT sensor circuit)• ECT sensor

DTC CONFIRMATION PROCEDURE

1.INSPECTION START

Is it necessary to erase permanent DTC?

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

2.PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to [EC-243, "Component Function Check"](#).

NOTE:

Use the component function check to check the overall function of the ECT sensor circuit. During this check, a 1st trip DTC might not be confirmed.

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Proceed to [EC-243, "Diagnosis Procedure"](#).

3.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.
- Before performing the following procedure, check that fuel level is between 1/4 and 4/4.
- Before performing the following procedure, confirm that battery voltage is 11 V or more at idle.

>> GO TO 4.

4.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and let it idle for 60 minutes.
2. Move the vehicle to a cool place.

NOTE:

Cool the vehicle in an environment of ambient air temperature between -10°C (14°F) and 35°C (95°F).

3. Turn ignition switch OFF and soak the vehicle for 12 hours.

CAUTION:

Never turn ignition switch ON during soaking.

NOTE:

The vehicle must be cooled with the hood open.

4. Start engine and let it idle for 5 minutes or more.

P0116 ECT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

CAUTION:

Never turn ignition switch OFF during idling.

5. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to [EC-243, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Component Function Check

INFOID:000000012356348

1. CHECK ENGINE COOLANT TEMPERATURE (ECT) SENSOR

1. Turn ignition switch OFF.
2. Disconnect ECT sensor harness connector.
3. Remove ECT sensor. Refer to [CO-28, "Exploded View"](#).
4. Check resistance between ECT sensor terminals by heating with hot water as shown in the figure.

Terminals	Condition		Resistance (kΩ)
1 and 2	Temperature [°C (°F)]	20 (68)	2.10 - 2.90
		50 (122)	0.68 - 1.00
		90 (194)	0.236 - 0.260

Is the inspection result normal?

YES >> GO TO 2.

NO >> Proceed to [EC-243, "Diagnosis Procedure"](#).

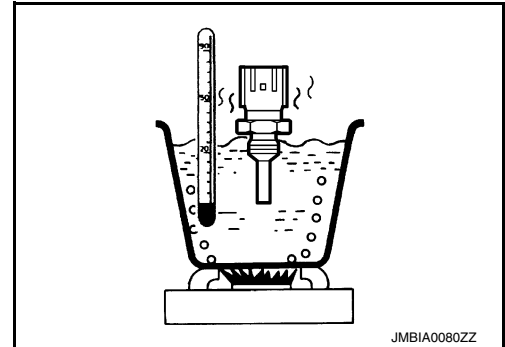
2. CHECK INTERMITTENT INCIDENT

Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> INSPECTION END

NO >> Proceed to [EC-243, "Diagnosis Procedure"](#).



Diagnosis Procedure

INFOID:000000012356349

1. CHECK ENGINE COOLANT TEMPERATURE (ECT) SENSOR

Check ECT sensor. Refer to [EC-243, "Component Inspection"](#).

Is the inspection result normal?

OK >> GO TO 2.

NG >> Replace ECT sensor. Refer to [CO-28, "Exploded View"](#).

2. CHECK INTERMITTENT INCIDENT

Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:000000012356350

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. Refer to [CO-28, "Exploded View"](#).

P0116 ECT SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

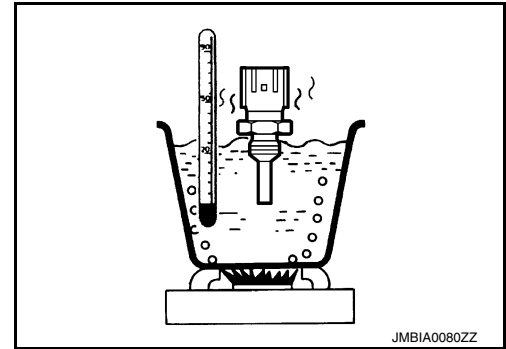
4. Check resistance between engine coolant temperature sensor terminals by heating with hot water as shown in the figure.

Terminals	Condition	Resistance (k Ω)	
1 and 2	Temperature [$^{\circ}$ C ($^{\circ}$ F)]	20 (68)	2.10 - 2.90
		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. Refer to [CO-28, "Exploded View"](#).



P0117, P0118 ECT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0117, P0118 ECT SENSOR

DTC Logic

INFOID:000000012356351

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.) • 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 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 DTC.

Is DTC detected?

- YES >> Go to [EC-245, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356352

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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 4.
NO >> GO TO 3.

3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F106, F107
- Harness for open or short between engine coolant temperature sensor and ECM

P0117, P0118 ECT SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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

4. 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 5.

NO >> Repair open circuit, short to ground or short to power in harness or connectors.

5. CHECK ENGINE COOLANT TEMPERATURE SENSOR

Refer to [EC-246. "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace engine coolant temperature sensor. Refer to [CO-28. "Exploded View"](#).

6. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:000000012356353

1. CHECK ENGINE COOLANT TEMPERATURE SENSOR

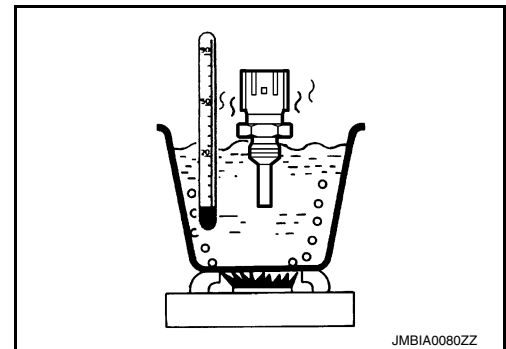
1. Turn ignition switch OFF.
2. Disconnect engine coolant temperature sensor harness connector.
3. Remove engine coolant temperature sensor. Refer to [CO-28. "Exploded View"](#).
4. Check resistance between engine coolant temperature sensor terminals by heating with hot water as shown in the figure.

Terminals	Condition	Resistance (k Ω)	
1 and 2	Temperature °C (°F)	20 (68)	2.10 - 2.90
		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. Refer to [CO-28. "Exploded View"](#).



P0122, P0123, P0227, P0228 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0122, P0123, P0227, P0228 TP SENSOR

DTC Logic

INFOID:000000012356354

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-404, "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.) • 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-247, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356355

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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.

P0122, P0123, P0227, P0228 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

DTC	Electric throttle control actuator			Ground	Voltage (V)
	Bank	Connector	Terminal		
P0122, P0123	1	F67	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	F67	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	F67	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-249, "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-249, "Special Repair Requirement"](#).

>> INSPECTION END

7. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

P0122, P0123, P0227, P0228 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

Component Inspection

INFOID:000000012356356

1. CHECK THROTTLE POSITION SENSOR

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Perform [EC-170, "Description"](#).
4. Turn ignition switch ON.
5. Set selector lever to D 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	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-249, "Special Repair Requirement"](#).

>> INSPECTION END

Special Repair Requirement

INFOID:000000012356357

1. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to [EC-170, "Description"](#)

>> GO TO 2.

2. PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-171, "Description"](#)

>> END

P0125 ECT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0125 ECT SENSOR

DTC Logic

INFOID:000000012356358

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-245, "DTC Logic"](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0125	Insufficient engine coolant temperature for closed loop fuel control	<ul style="list-style-type: none">• Voltage sent to ECM from the sensor is not practical, even when some time has passed after starting the engine.• Engine coolant temperature is insufficient for closed loop fuel control.	<ul style="list-style-type: none">• Harness or connectors (High resistance in the circuit)• Engine coolant temperature sensor• 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.
3. Check that "COOLAN TEMP/S" is above -5°C (23°F).

Is the temperature above -5°C (23°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 -5°C (23°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-250, "Diagnosis Procedure"](#)
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356359

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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-251, "Component Inspection"](#).

Is the inspection result normal?

P0125 ECT SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

YES >> GO TO 3.

NO >> Replace engine coolant temperature sensor. Refer to [CO-28, "Exploded View"](#).

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-26, "Removal and Installation"](#).

4.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356360

1.CHECK ENGINE COOLANT TEMPERATURE SENSOR

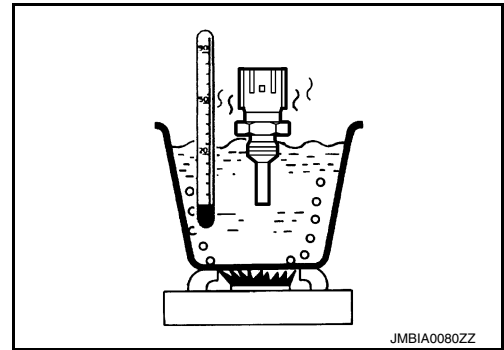
1. Turn ignition switch OFF.
2. Disconnect engine coolant temperature sensor harness connector.
3. Remove engine coolant temperature sensor. Refer to [CO-28, "Exploded View"](#).
4. Check resistance between engine coolant temperature sensor terminals by heating with hot water as shown in the figure.

Terminals	Condition	Resistance (kΩ)	
1 and 2	Temperature [°C (°F)]	20 (68)	2.10 - 2.90
		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. Refer to [CO-28, "Exploded View"](#).



P0127 IAT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0127 IAT SENSOR

DTC Logic

INFOID:000000012356361

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.	<ul style="list-style-type: none">• Harness or connectors (The sensor circuit is open or shorted)• 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 96°C (205°F)
 - Turn ignition switch ON.
 - Select "DATA MONITOR" mode with CONSULT.
 - Check the engine coolant temperature.
 - If the engine coolant temperature is not less than 96°C (205°F), turn ignition switch OFF and cool down engine.

NOTE:

Perform the following steps before engine coolant temperature is above 96°C (205°F).

2. Turn ignition switch ON.
3. Select "DATA MONITOR" mode with CONSULT.
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-252, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356362

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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-253, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 3.

P0127 IAT SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

NO >> Replace mass air flow sensor (with intake air temperature sensor) (bank 1). Refer to [EM-29](#).
"Exploded View".

3.CHECK INTERMITTENT INCIDENT

Refer to [GI-45](#). "Intermittent Incident".

>> INSPECTION END

Component Inspection

INFOID:0000000012356363

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). Refer to [EM-29](#).
"Exploded View".

P0128 THERMOSTAT FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0128 THERMOSTAT FUNCTION

DTC Logic

INFOID:000000012356364

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-318](#).

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.	<ul style="list-style-type: none">• Thermostat• Leakage from sealing portion of thermostat• Engine coolant temperature sensor

DTC CONFIRMATION PROCEDURE

NOTE:

Never refuel before and during the following 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.

>> GO TO 2.

2. PRECONDITIONING-II

 With CONSULT

1. Turn ignition switch ON.
2. Check the following conditions:

Ambient temperature	-10°C (14°F) or more
A/C switch	OFF
Blower fan switch	OFF


3. Select "DATA MONITOR" mode of "ENGINE" using CONSULT.
4. Check the following conditions:

COOLAN TEMP/S	-10°C – 52°C (14 – 126°F)
---------------	---------------------------

Is the condition satisfied?

- YES >> GO TO 3.
NO >> 1. Satisfy the condition.
2. GO TO 3.

3. PERFORM DTC CONFIRMATION PROCEDURE-I

 With CONSULT

1. Start engine.
2. Drive the vehicle until the following condition is satisfied.

CAUTION:

Always drive vehicle at safe speed.

- STEP 1

Drive the vehicle under the conditions instructed below until the difference between "COOLAN TEMP/S" and "FUEL T/TMP SE" becomes at least 25°C (45°F).

P0128 THERMOSTAT FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

COOLAN TEMP/S	71°C (159°F) or less
FUEL T/TMP SE	Less than the value calculated by subtracting 25°C (45°F) from "COOLAN TEMP/S".*

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*: Example

COOLAN TEMP/S	FUEL T/TMP SE
70°C (158°F)	45°C (113°F) or less
65°C (149°F)	40°C (104°F) or less
60°C (140°F)	35°C (95°F) or less

- STEP 2

Drive the vehicle at 50 km/h (32 MPH) or more with the difference between "COOLAN TEMP/S" and "FUEL T/TMP SE" maintained at 25°C (45°F) or more.

NOTE:

Keep the accelerator pedal as steady as possible during cruising.

- STEP 3

Drive the vehicle at 50 km/h (32 MPH) or more until "COOLAN TEMP/S" increases by 6°C (11°F).

NOTE:

Keep the accelerator pedal as steady as possible during cruising.

Is the condition satisfied?

YES >> GO TO 4.

NO >> GO TO 1.

4.PERFORM DTC CONFIRMATION PROCEDURE-II

 With CONSULT

1. Drive the vehicle until the following condition is satisfied.

COOLAN TEMP/S	71°C (159°F) or more
---------------	----------------------

CAUTION:

Always drive vehicle at safe speed.

2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to [EC-255, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356365

1.CHECK ENGINE COOLANT TEMPERATURE SENSOR

Refer to [EC-255, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace engine coolant temperature sensor. Refer to [CO-28, "Exploded View"](#).

2.CHECK THERMOSTAT

Check thermostat. Refer to [CO-27, "Inspection"](#).

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace thermostat. Refer to [CO-26, "Exploded View"](#).

Component Inspection

INFOID:0000000012356366

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. Refer to [CO-28, "Exploded View"](#).

P0128 THERMOSTAT FUNCTION

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

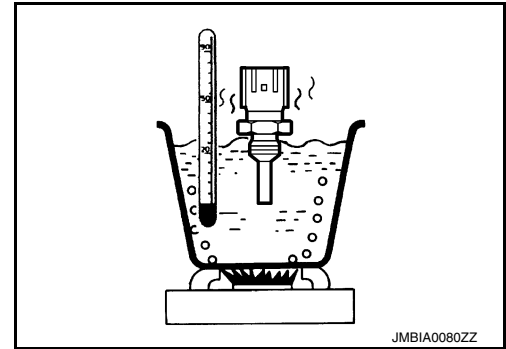
4. Check resistance between engine coolant temperature sensor terminals by heating with hot water as shown in the figure.

Terminals	Condition	Resistance (k Ω)	
1 and 2	Temperature [$^{\circ}$ C ($^{\circ}$ F)]	20 (68)	2.10 - 2.90
		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. Refer to [CO-28, "Exploded View"](#).



P0130, P0150 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0130, P0150 A/F SENSOR 1

DTC Logic

INFOID:000000012356367

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.) • 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-259, "Diagnosis Procedure"](#).

NO-1 >> With CONSULT: GO TO 3.

NO-2 >> Without CONSULT: 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.
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-259, "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.
2. Touch "START".
3. When the following conditions are met, "TESTING" will be displayed on the CONSULT screen.

P0130, P0150 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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

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 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 screen?

OK >> INSPECTION END

NG >> Go to [EC-259. "Diagnosis Procedure"](#).

7. PERFORM COMPONENT FUNCTION CHECK FOR MALFUNCTION B

Perform component function check. Refer to [EC-258. "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-259. "Diagnosis Procedure"](#).

Component Function Check

INFOID:000000012356368

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, 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?

P0130, P0150 A/F SENSOR 1

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

- YES >> Go to [EC-259, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

A

Diagnosis Procedure

INFOID:0000000012356369

EC

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "Circuit Inspection"](#).

C

Is the inspection result normal?

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

D

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.

E

DTC	A/F sensor 1			Ground	Voltage
	Bank	Connector	Terminal		
P0130	1	F77	4	Ground	Battery voltage
P0150	2	F76	4		

F

Is the inspection result normal?

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

G

H

3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E20, F40
- IPDM E/R harness connector E7
- 15 A fuse (No. 45)
- Harness for open or short between A/F sensor 1 and fuse

I

J

>> Repair or replace harness or connectors.

K

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.

L

DTC	A/F sensor 1			ECM		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P0130	1	F77	1	F102	57	Existed
			2		61	
P0150	2	F76	1		65	
			2		66	

M

N

O

4. Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

P

P0130, P0150 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

DTC	A/F sensor 1			Ground	Continuity
	Bank	Connector	Terminal		
P0130	1	F77	1	Ground	Not existed
			2		
P0150	2	F76	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-45. "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

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0131, P0151 A/F SENSOR 1

DTC Logic

INFOID:000000012356370

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.) • 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
3. Check "A/F SEN1 (B1)" or "A/F SEN1 (B2)" indication.

Is the indication constantly approx. 0 V?

YES >> Go to [EC-262, "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-262, "Diagnosis Procedure"](#).

NO >> INSPECTION END

P0131, P0151 A/F SENSOR 1

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

INFOID:000000012356371

Diagnosis Procedure

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48. "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	F77	4	Ground	Battery voltage
P0150	2	F76	4		

Is the inspection result normal?

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

3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E20, F40
- IPDM E/R harness connector E7
- 15 A fuse (No. 45)
- 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	F77	1	F102	57	Existed
			2		61	
P0150	2	F76	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	F77	1	Ground	Not existed
			2		
P0150	2	F76	1		
			2		

P0131, P0151 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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-45. "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

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0132, P0152 A/F SENSOR 1

DTC Logic

INFOID:000000012356372

DTC DETECTION LOGIC

To judge the malfunction, 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.) • 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.
3. Check "A/F SEN1 (B1)" or "A/F SEN1 (B2)" indication.

Is the indication constantly approx. 5V?

YES >> Go to [EC-265, "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-265, "Diagnosis Procedure"](#).

NO >> INSPECTION END

P0132, P0152 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

Diagnosis Procedure

INFOID:000000012356373

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48. "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	F77	4	Ground	Battery voltage
P0150	2	F76	4		

Is the inspection result normal?

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

3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E20, F40
- IPDM E/R harness connector E7
- 15 A fuse (No. 45)
- 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	F77	1	F102	57	Existed
			2		61	
P0150	2	F76	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	F77	1	Ground	Not existed
			2		
P0150	2	F76	1		
			2		

P0132, P0152 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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-45. "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

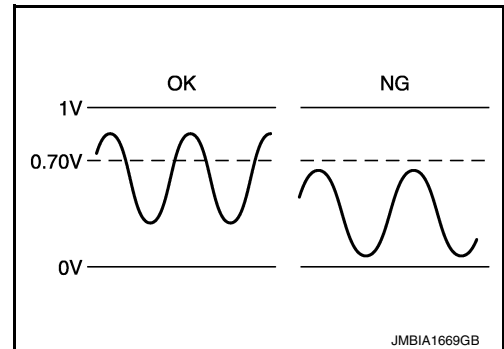
P0137, P0157 HO2S2

DTC Logic

INFOID:000000012356374

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 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.	<ul style="list-style-type: none"> • Harness or connectors (The sensor circuit is open or shorted) • Heated oxygen sensor 2 • Fuel pressure • Fuel injector • Intake air leaks
P0157	Heated oxygen sensor 2 (bank 2) circuit low voltage		

DTC CONFIRMATION PROCEDURE

1.INSPECTION START

Do you have CONSULT?

Do you have CONSULT?

- 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

1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT.
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.

< DTC/CIRCUIT DIAGNOSIS >

11. Start engine and follow the instruction of CONSULT display.

NOTE:

It will take at most 10 minutes until "COMPLETED" is displayed.

12. Touch "SELF-DIAG RESULTS".

Which is displayed on CONSULT screen?

- OK >> INSPECTION END
- NG >> Go to [EC-269. "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-268. "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-269. "Diagnosis Procedure"](#).

Component Function Check

INFOID:000000012356375

1.PERFORM COMPONENT FUNCTION CHECK-I

⊗Without CONSULT

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 0.70 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 0.70 V at least once during this procedure.
P0157		80			

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> GO TO 3.

P0137, P0157 HO2S2

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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 P0157	F102	76	84	Coasting from 80 km/h (50 MPH) in D position	The voltage should be above 0.70 V at least once during this procedure.
		80			

Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to [EC-269, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000012356376

1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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-175, "Description"](#).
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-294, "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	F79	1	F102	84	Existed
P0157	2	F78	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	F79	4	F102	76	Existed
P0157	2	F78	4		80	

2. Check the continuity between HO2S2 harness connector and ground, or ECM harness connector and ground.

< DTC/CIRCUIT DIAGNOSIS >

DTC	HO2S2			Ground	Continuity
	Bank	Connector	Terminal		
P0137	1	F79	4	Ground	Not existed
P0157	2	F78	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-270, "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-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356377

1. INSPECTION START


Do you have CONSULT?

Do you have CONSULT?

YES >> GO TO 2.

NO >> GO TO 3.

2. CHECK HEATED OXYGEN SENSOR 2

 **With CONSULT**

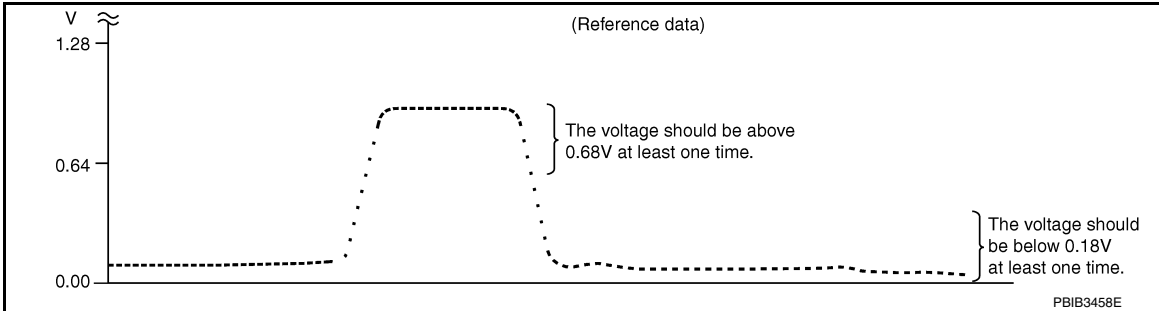
1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT.
2. Start engine and warm it up to the normal operating temperature.
3. Turn ignition switch OFF and wait at least 10 seconds.
4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
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.

P0137, P0157 HO2S2

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

7. Check "HO2S2 (B1)/(B2)" at idle speed when adjusting "FUEL INJECTION" to $\pm 25\%$.



"HO2S2 (B1)/(B2)" should be above 0.70 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

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.

Connector	ECM		Condition	Voltage
	+	-		
	Terminal	Terminal		
F102	76 [HO2S2 (bank 1)]	84	Reving up to 4,000 rpm under no load at least 10 times	The voltage should be above 0.70 V at least once during this procedure. 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.

Connector	ECM		Condition	Voltage
	+	-		
	Terminal	Terminal		
F102	76 [HO2S2 (bank 1)]	84	Keeping engine at idle for 10 minutes	The voltage should be above 0.70 V at least once during this procedure. 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.

P0137, P0157 HO2S2

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

ECM			Condition	Voltage
Connector	+	-		
	Terminal	Terminal		
F102	76 [HO2S2 (bank 1)]	84	Coasting from 80 km/h (50 MPH) in D position	The voltage should be above 0.70 V at least once during this procedure. 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

DTC Logic

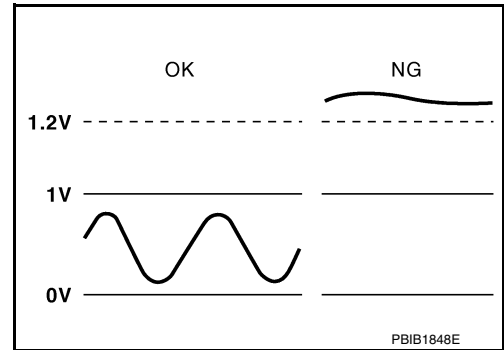
INFOID:000000012356378

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.

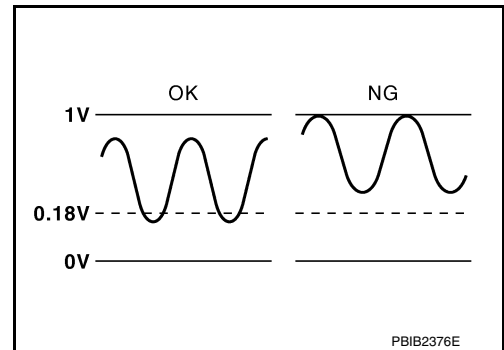
MALFUNCTION A

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.	<ul style="list-style-type: none"> • Harness or connectors (The sensor circuit is open or shorted) • Heated oxygen sensor 2
		B)	The minimum voltage from the sensor is not reached to the specified voltage.	<ul style="list-style-type: none"> • Harness or connectors (The sensor circuit is open or shorted) • Heated oxygen sensor 2 • Fuel pressure • Fuel injector
P0158	Heated oxygen sensor 2 (bank 2) circuit high voltage	A)	An excessively high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> • Harness or connectors (The sensor circuit is open or shorted) • Heated oxygen sensor 2
		B)	The minimum voltage from the sensor is not reached to the specified voltage.	<ul style="list-style-type: none"> • Harness or connectors (The sensor circuit is open or shorted) • Heated oxygen sensor 2 • Fuel pressure • 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-275, "Diagnosis Procedure"](#).

NO-1 >> With CONSULT: GO TO 3.

NO-2 >> Without CONSULT: 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.
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.
11. Start engine and follow the instruction of CONSULT display.

NOTE:

It will take at most 10 minutes until "COMPLETED" is displayed.

12. Touch "SELF-DIAG RESULTS".

Which is displayed on CONSULT screen?

OK >> INSPECTION END

NG >> Go to [EC-275, "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-274, "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-275, "Diagnosis Procedure"](#).

Component Function Check

INFOID:000000012356379

1. PERFORM COMPONENT FUNCTION CHECK-I

P0138, P0158 HO2S2

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

⊗ Without CONSULT

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	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-275, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012356380

1.INSPECTION START

Confirm the detected malfunction (A or B). Refer to [EC-273, "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-48, "Circuit Inspection"](#).

Is the inspection result normal?

P0138, P0158 HO2S2

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

- 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	F79	1	F102	84	Existed
P0158	2	F78	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	F79	4	F102	76	Existed
P0158	2	F78	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	F79	4	Ground	Not existed
P0158	2	F78	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-278, "Component Inspection"](#).

< DTC/CIRCUIT DIAGNOSIS >

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-45. "Intermittent Incident"](#).

>> INSPECTION END

9.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48. "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-175. "Description"](#).
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-298. "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	F79	1	F102	84	Existed
P0158	2	F78	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, 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.

P0138, P0158 HO2S2

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

DTC	HO2S2			ECM		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P0138	1	F79	4	F102	76	Existed
P0158	2	F78	4		80	

2. Check the continuity between HO2S2 harness connector or ECM harness connector and ground.

DTC	HO2S2			Ground	Continuity
	Bank	Connector	Terminal		
P0138	1	F79	4	Ground	Not existed
P0158	2	F78	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, short to ground or short to power in harness or connectors.

13. CHECK HEATED OXYGEN SENSOR 2

Refer to [EC-274, "Component Function Check"](#).

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-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:000000012356381

1. INSPECTION START


Do you have CONSULT?

Do you have CONSULT?

YES >> GO TO 2.

NO >> GO TO 3.

2. CHECK HEATED OXYGEN SENSOR 2

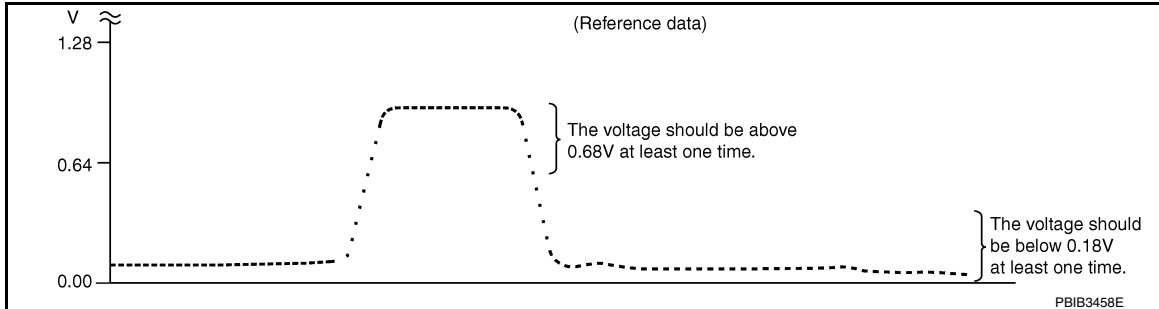
 With CONSULT

P0138, P0158 HO2S2

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT.
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.
7. Check "HO2S2 (B1)/(B2)" at idle speed when adjusting "FUEL INJECTION" to $\pm 25\%$.



"HO2S2 (B1)/(B2)" should be above 0.70 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

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.

Connector	ECM		Condition	Voltage
	+	-		
	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 0.70 V at least once during this procedure. 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.

P0138, P0158 HO2S2

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

ECM			Condition	Voltage
Connector	+	-		
	Terminal	Terminal		
F102	76 [HO2S2 (bank 1)]	84	Keeping engine at idle for 10 minutes	The voltage should be above 0.70 V at least once during this procedure. 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	The voltage should be above 0.70 V at least once during this procedure. 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

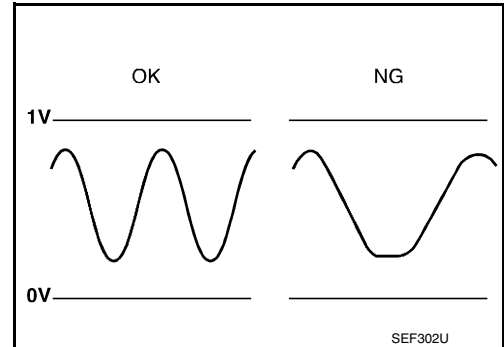
P0139, P0159 HO2S2

DTC Logic

INFOID:000000012356382

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	The switching time between rich and lean of a heated oxygen sensor 2 signal delays more than the specified time computed by ECM.	<ul style="list-style-type: none"> • Harness or connectors (The sensor circuit is open or shorted) • Heated oxygen sensor 2 • Fuel system • EVAP system • Intake air system
P0159	Heated oxygen sensor 2 (bank 2) circuit slow response		

DTC CONFIRMATION PROCEDURE

1.INSPECTION START

Do you have CONSULT?

Do you have CONSULT?

- 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:

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

1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT.
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).
9. Drive the vehicle in a proper gear at 60 km/h (38MPH) and maintain the speed.

CAUTION:

Always drive vehicle at a safe speed.

10. Release the accelerator pedal fully at least 5 seconds.

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< DTC/CIRCUIT DIAGNOSIS >

CAUTION:

- Enable the engine brake.
- Always drive carefully.
- Never apply brake when releasing the accelerator pedal.

11. Repeat step 9 and 10 at least 8 times.
12. Check the following item of "DATA MONITOR".

DTC	Data monitor item	Status
P0139	HO2 S2 DIAG1 (B1)	CMPLT
	HO2 S2 DIAG2 (B1)	
P0159	HO2 S2 DIAG1 (B2)	
	HO2 S2 DIAG2 (B2)	

Is "CMPLT" displayed on CONSULT screen?

- YES >> GO TO 6.
 NO-1: "CMPLT" is not displayed on DIAG 1>>Perform DTC confirmation procedure again.
 NO-2: "CMPLT" is not displayed on DIAG 2>>GO TO 4.

4.PERFORM DTC WORK SUPPORT

1. Open engine hood.
2. Select "HO2S2 (B1) P0139" or "HO2S2 (B2) P0159" of "HO2S2" in "DTC WORK SUPPORT" mode with CONSULT.
3. Start engine and follow the instruction of CONSULT display.

NOTE:

It will take at most 10 minutes until "COMPLETED" is displayed.

Is "COMPLETED" displayed on CONSULT screen?

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

5.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.

6.PERFORM SELF-DIAGNOSIS

Ⓟ With CONSULT

Perform ECM self-diagnosis.

Is DTC "P0139" or "P0159" detected?

- YES >> Proceed 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 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 >> Proceed to [EC-283, "Diagnosis Procedure"](#).

Component Function Check

INFOID:000000012356383

1.PERFORM COMPONENT FUNCTION CHECK-I

Ⓧ Without CONSULT

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.

P0139, P0159 HO2S2

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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			
		+	-		
P0139	F102	76	84	Revvng up to 4,000 rpm under no load at least 10 times	A change of voltage should be more than 0.08 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			
		+	-		
P0139	F102	76	84	Keeping engine at idle for 10 minutes	A change of voltage should be more than 0.08 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) on the suitable gear position	A change of voltage should be more than 0.08 V for 1 second during this procedure.
P0159		80				

Is the inspection result normal?

- YES >> INSPECTION END
 NO >> Proceed to [EC-283, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012356384

1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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-175, "Description"](#).
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-294, "DTC Logic"](#) or [EC-298, "DTC Logic"](#).

P0139, P0159 HO2S2

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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	F79	1	F102	84	Existed
P0159	2	F78	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	F79	4	F102	76	Existed
P0159	2	F78	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	F79	4	Ground	Not existed
P0159	2	F78	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-285, "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.

< DTC/CIRCUIT DIAGNOSIS >

- 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-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356385

1.INSPECTION START

Do you have CONSULT?

Do you have CONSULT?

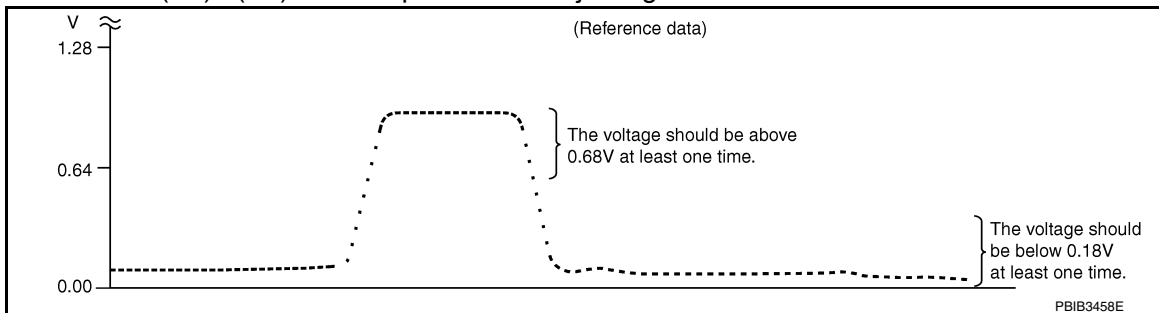
YES >> GO TO 2.

NO >> GO TO 3.

2.CHECK HEATED OXYGEN SENSOR 2

 With CONSULT

1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT.
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.
7. Check "HO2S2 (B1) / (B2)" at idle speed when adjusting "FUEL INJECTION" to $\pm 25\%$.



"HO2S2 (B1)/(B2)" should be above 0.70 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

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.

P0139, P0159 HO2S2

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

ECM			Condition	Voltage
Connector	+	-		
	Terminal	Terminal		
F102	76 [HO2S2 (bank 1)]	84	Revvng up to 4,000 rpm under no load at least 10 times	The voltage should be above 0.70 V at least once during this procedure. 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 0.70 V at least once during this procedure. 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) on the suitable gear position	The voltage should be above 0.70 V at least once during this procedure. 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).

P0139, P0159 HO2S2

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

>> INSPECTION END

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P014C, P014D, P014E, P014F, P015A, P015B, P015C, P015D A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P014C, P014D, P014E, P014F, P015A, P015B, P015C, P015D A/F SENSOR 1

DTC Logic

INFOID:000000012356386

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
P014C	Air fuel ratio (A/F) sensor 1 (bank 1) circuit slow response	• The response time of a A/F sensor 1 signal delays more than the specified time computed by ECM.	• Harness or connectors (The A/F sensor 1 circuit is open or shorted.) • A/F sensor 1
P014D			
P015A	Air fuel ratio (A/F) sensor 1 (bank 1) circuit delayed response		
P015B			
P014E	Air fuel ratio (A/F) sensor 1 (bank 2) circuit slow response		
P014F			
P015C	Air fuel ratio (A/F) sensor 1 (bank 2) circuit delayed response		
P015D			

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?

- YES >> GO TO 2.
NO >> GO TO 6.

2. PERFORM DTC CONFIRMATION PROCEDURE-1

With CONSULT

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.
6. On CONSULT screen, select the following items in "DATA MONITOR" of "ENGINE".
 - ENG SPEED
 - VHCL SPEED SE
 - COOLAN TEMP/S
 - B/FUEL SCHDL
 - A/F SEN1 DIAG3 (B1)
 - A/F SEN1 DIAG3 (B2)
7. Drive the vehicle under the following conditions.

CAUTION:

Always drive vehicle at a safe speed.

Item	Condition
ENG SPEED	1,000 – 1,500 rpm
VHCL SPEED SE	More than 58 km/h (37 MPH) constant speed
COOLAN TEMP/S	More than 80°C (176°F)
B/FUEL SCHDL	3 – 10 msec
Gear position	D position

8. Keep the driving condition and check the items status of “DATA MONITOR” as follows.

CAUTION:

This procedure must be performed by two or more persons.

NOTE:

If “PRCNT” changed to “ABSCNT”, refer to [EC-258, "Component Function Check"](#).

DTC	Data monitor item	Status
<ul style="list-style-type: none"> • P014C • P014D • P015A • P015B 	A/F SEN1 DIAG3 (B1)	PRCNT
<ul style="list-style-type: none"> • P014E • P014F • P015C • P015D 	A/F SEN1 DIAG3 (B2)	

Is “PRCNT” displayed on CONSULT screen?

YES >> GO TO 4.

NO >> GO TO 3.

3.PERFORM DTC CONFIRMATION PROCEDURE-2

With CONSULT

Perform DTC confirmation procedure-1 again.

Is “PRCNT” displayed on CONSULT screen?

YES >> GO TO 4.

NO >> Refer to [EC-258, "Component Function Check"](#).

4.PERFORM DTC CONFIRMATION PROCEDURE-2

With CONSULT

1. Wait for about 20 seconds at idle.

2. Check the items status of “DATA MONITOR” as follows.

NOTE:

If “CMPLT” changed to “INCMPT”, refer to [EC-258, "Component Function Check"](#).

DTC	Data monitor item	Status
<ul style="list-style-type: none"> • P014C • P014D • P015A • P015B 	A/F SEN1 DIAG1 (B1)	CMPLT
	A/F SEN1 DIAG2 (B1)	
<ul style="list-style-type: none"> • P014E • P014F 	A/F SEN1 DIAG1 (B2)	
<ul style="list-style-type: none"> • P015C • P015D 	A/F SEN1 DIAG2 (B2)	

Is “CMPLT” displayed on CONSULT screen?

YES >> GO TO 5.

NO >> Refer to [EC-258, "Component Function Check"](#).

5.PERFORM SELF-DIAGNOSIS

With CONSULT

Check the "SELF-DIAG RESULT".

Is any DTC detected?

YES >> Proceed to [EC-290. "Diagnosis Procedure"](#).

NO >> INSPECTION END

6. 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 $\pm 15\%$?

YES >> GO TO 8.

NO >> GO TO 7.

7. 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.

8. 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.
5. Drive the vehicle for 10 seconds or more under the following conditions.

CAUTION:

Always drive vehicle at a safe speed.

Item	Condition
Engine speed	1,000 – 1,500 rpm
Vehicle speed	More than 58 km/h (37 MPH) constant speed
Gear position	D position

6. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to [EC-290. "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356387

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48. "Circuit Inspection"](#).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

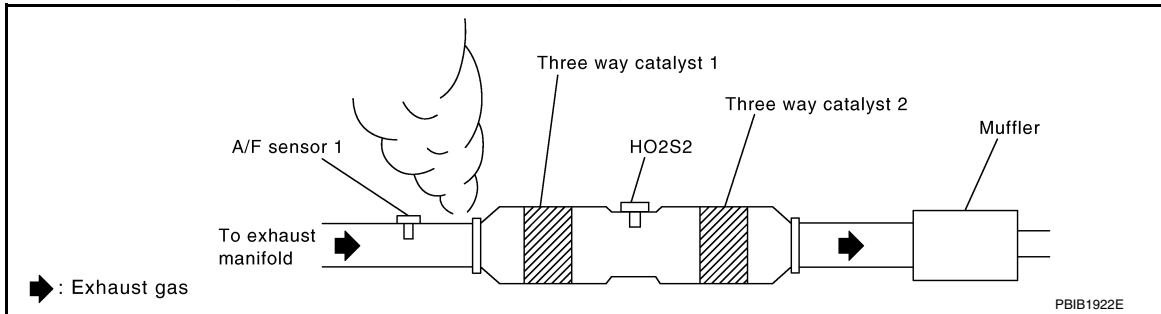
2. RETIGHTEN A/F SENSOR 1

Loosen and retighten the A/F sensor 1. Refer to [EM-36, "Exploded View"](#).

>> 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-175, "Description"](#).
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-294, "DTC Logic"](#) or [EC-298, "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		
<ul style="list-style-type: none"> • P014C • P014D • P015A • P015B 	1	F77	4	Ground	Battery voltage
<ul style="list-style-type: none"> • P014E • P014F • P015C • P015D 	2	F76	4		

Is the inspection result normal?

- YES >> GO TO 8.
 NO >> GO TO 7.

7. DETECT MALFUNCTIONING PART

P014C, P014D, P014E, P014F, P015A, P015B, P015C, P015D A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

Check the following.

- Harness connectors E20, F40
- IPDM E/R harness connector E7
- 15 A fuse (No. 45)
- 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	
• P014C • P014D • P015A • P015B	1	F77	1	F8	57	Existed
			2		61	
			1		65	
• P014E • P014F • P015C • P015D	2	F76	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		
• P014C • P014D • P015A • P015B	1	F77	1	Ground	Not existed
			2		
			1		
• P014E • P014F • P015C • P015D	2	F76	2		

DTC	ECM			Ground	Continuity
	Bank	Connector	Terminal		
• P014C • P014D • P015A • P015B	1	F102	57	Ground	Not existed
			61		
			65		
• P014E • P014F • P015C • P015D	2		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-219, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 10.

P014C, P014D, P014E, P014F, P015A, P015B, P015C, P015D A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

NO >> GO TO 13.

10. CHECK MASS AIR FLOW SENSOR

Check both mass air flow sensor (bank 1 and bank 2).

Refer to [EC-228. "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 11.

NO >> Replace malfunctioning mass air flow sensor. Refer to [EM-29. "Exploded View"](#).

11. CHECK PCV VALVE

Refer to [EC-558. "Inspection"](#).

Is the inspection result normal?

YES >> GO TO 12.

NO >> Repair or replace PCV valve. Refer to [EM-54. "Exploded View"](#).

12. CHECK INTERMITTENT INCIDENT

Perform [GI-45. "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. Refer to [EM-36. "Exploded View"](#).

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

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P0171, P0174 FUEL INJECTION SYSTEM FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0171, P0174 FUEL INJECTION SYSTEM FUNCTION

DTC Logic

INFOID:000000012356388

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. • The amount of mixture ratio compensation is too large. (The mixture ratio is too lean.)	• Intake air leaks • A/F sensor 1 • Fuel injector • Exhaust gas leaks • Incorrect fuel pressure • Lack of fuel • Mass air flow sensor • 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-175. "Description"](#).
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 depress accelerator pedal too much.

Does engine start?

- YES >> Go to [EC-295. "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?

P0171, P0174 FUEL INJECTION SYSTEM FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

- YES >> Go to [EC-295. "Diagnosis Procedure"](#).
 NO >> GO TO 5.

5.PERFORM DTC CONFIRMATION PROCEDURE-III

- Turn ignition switch OFF and wait at least 10 seconds.
- Start engine.
- 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.

- Check 1st trip DTC.

Is 1st trip DTC detected?

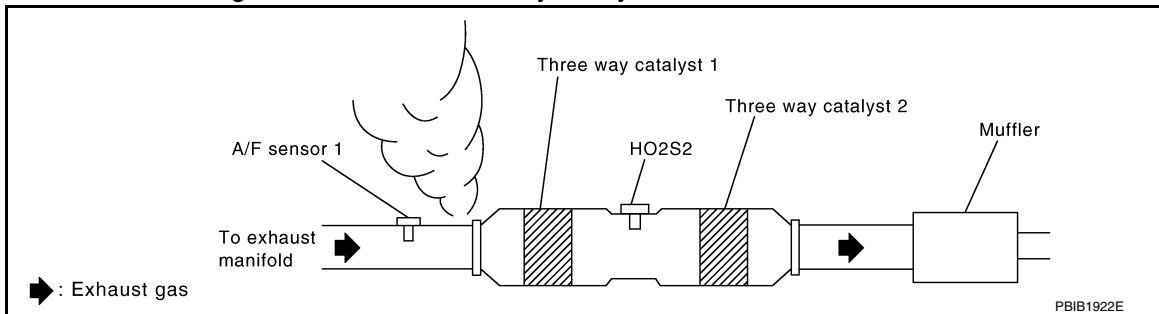
- YES >> Go to [EC-295. "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356389

1.CHECK EXHAUST GAS LEAK

- Start engine and run it at idle.
- 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.
- 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

- Turn ignition switch OFF.
- Disconnect corresponding A/F sensor 1 harness connector.
- Disconnect ECM harness connector.
- 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	F77	1	F102	57	Existed
			2		61	
P0174	2	F76	1		65	
			2		66	

P0171, P0174 FUEL INJECTION SYSTEM FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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	F77	1	Ground	Not existed
			2		
P0174	2	F76	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-180, "Work Procedure"](#).
2. Install fuel pressure gauge and check fuel pressure. Refer to [EC-180, "Work Procedure"](#).

At idling: Approximately 350 kPa (3.57 kg/cm², 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". Refer to [FL-6, "Exploded View"](#).

NO >> Repair or replace.

6. CHECK MASS AIR FLOW SENSOR

 **With CONSULT**

1. Install all removed parts.
2. Check "MASS AIR FLOW" in "DATA MONITOR" mode with CONSULT.
For specification, refer to [EC-561, "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-561, "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-232, "Diagnosis Procedure"](#).

7. CHECK FUNCTION OF FUEL INJECTOR

 **With CONSULT**

1. Start engine.

P0171, P0174 FUEL INJECTION SYSTEM FUNCTION

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT.
3. Make sure that each circuit produces a momentary engine speed drop.

⊗ Without CONSULT

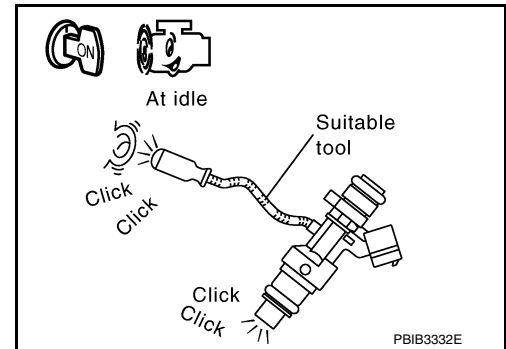
1. Start engine and let it idle.
2. Listen to each fuel injector operating sound.

Clicking sound should be heard.

Is the inspection result normal?

YES >> GO TO 8.

NO >> Perform trouble diagnosis for FUEL INJECTOR, refer to [EC-528. "Diagnosis Procedure"](#).



8. CHECK FUEL INJECTOR

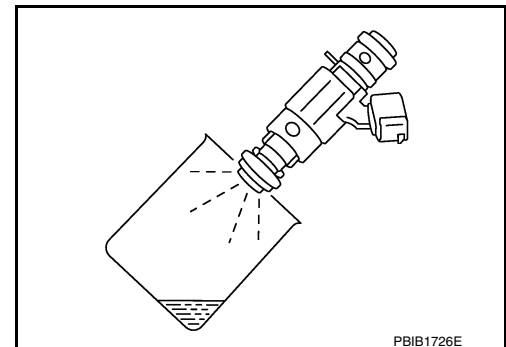
1. Turn ignition switch OFF.
2. Confirm that the engine is cooled down and there are no fire hazards near the vehicle.
3. Disconnect all fuel injector harness connectors.
4. Remove fuel tube assembly. Refer to [EM-42. "Removal and Installation"](#).
Keep fuel hose and all fuel injectors connected to 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-45. "Intermittent Incident"](#).

>> INSPECTION END

P0172, P0175 FUEL INJECTION SYSTEM FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0172, P0175 FUEL INJECTION SYSTEM FUNCTION

DTC Logic

INFOID:000000012356390

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. • The amount of mixture ratio compensation is too large. (The mixture ratio is too rich.)	• A/F sensor 1 • Fuel injector • Exhaust gas leaks • Incorrect fuel pressure • 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-175, "Description"](#).
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 depress accelerator pedal too much.

Does engine start?

- YES >> Go to [EC-299, "Diagnosis Procedure"](#).
NO >> Remove spark plugs and check for fouling, etc.

4. PERFORM DTC CONFIRMATION PROCEDURE-II

1. Keep engine idle for at least 10 minutes.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Go to [EC-299, "Diagnosis Procedure"](#).
NO >> GO TO 5.

5. PERFORM DTC CONFIRMATION PROCEDURE-III

P0172, P0175 FUEL INJECTION SYSTEM FUNCTION

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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

4. Check 1st trip DTC.

Is 1st trip DTC detected?

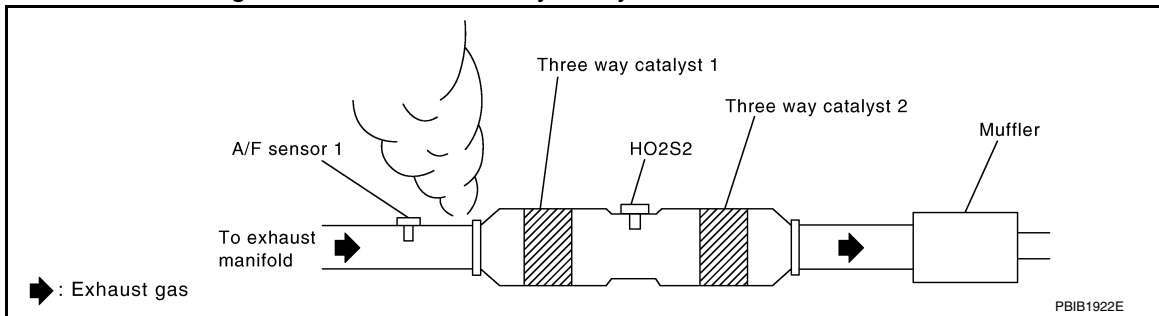
- YES >> Go to [EC-299, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356391

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	F77	1	F102	57	Existed
			2		61	
P0175	2	F76	1		65	
			2		66	

5. Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

P0172, P0175 FUEL INJECTION SYSTEM FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

DTC	A/F sensor 1			Ground	Continuity
	Bank	Connector	Terminal		
P0172	1	F77	1	Ground	Not existed
			2		
P0175	2	F76	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-180, "Work Procedure"](#).
2. Install fuel pressure gauge and check fuel pressure. Refer to [EC-180, "Work Procedure"](#).

At idling: Approximately 350 kPa (3.57 kg/cm², 51 psi)

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace "fuel filter and fuel pump assembly". Refer to [FL-6, "Exploded View"](#).

5. CHECK MASS AIR FLOW SENSOR

With CONSULT

1. Install all removed parts.
2. Check "MASS AIR FLOW" in "DATA MONITOR" mode with CONSULT.
For specification, refer to [EC-561, "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-561, "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-232, "Diagnosis Procedure"](#).

6. CHECK FUNCTION OF FUEL INJECTOR

With CONSULT

1. Start engine.
2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT.
3. Make sure that each circuit produces a momentary engine speed drop.

Without CONSULT

1. Start engine and let it idle.

P0172, P0175 FUEL INJECTION SYSTEM FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

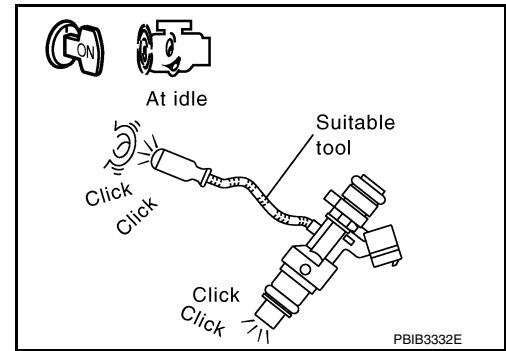
- Listen to each fuel injector operating sound.

Clicking sound should be heard.

Is the inspection result normal?

YES >> GO TO 7.

NO >> Perform trouble diagnosis for FUEL INJECTOR, refer to [EC-528. "Diagnosis Procedure"](#).



7. CHECK FUEL INJECTOR

- Remove fuel injector assembly. Refer to [EM-42. "Removal and Installation"](#).
Keep fuel hose and all fuel injectors connected to fuel tube.
- Confirm that the engine is cooled down and there are no fire hazards near the vehicle.
- Disconnect all fuel injector harness connectors.
- Disconnect all ignition coil harness connectors.
- Prepare pans or saucers under each fuel injector.
- 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-45. "Intermittent Incident"](#).

>> INSPECTION END

P0181 FTT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0181 FTT SENSOR

DTC Logic

INFOID:000000012356392

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis (Trouble diagnosis content)	DTC detecting condition		Possible cause
P0181	FTT SENSOR [Fuel tank temperature (FTT) sensor circuit range/ performance]	A)	Rationally incorrect voltage from the sensor is sent to ECM, compared with the voltage signals from ECT sensor and intake air temperature sensor.	<ul style="list-style-type: none">• Harness or connectors (The FTT sensor circuit is open or shorted)• FTT sensor
		B)	The comparison result of signals transmitted to ECM from each temperature sensor (IAT sensor, ECT sensor, EOT sensor, and FTT sensor) shows that the voltage signal of the FTT sensor is higher/lower than that of other temperature sensors when the engine is started with its cold state.	

DTC CONFIRMATION PROCEDURE

1.INSPECTION START

Is it necessary to erase permanent DTC?

- YES >> GO TO 7.
NO >> GO TO 2.

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.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-304, "Diagnosis Procedure"](#).
NO >> GO TO 4.

4.CHECK ENGINE COOLANT TEMPERATURE

1. Select "COOLAN TEMP/S" in "DATA MONITOR" with CONSULT.
2. Check "COOLAN TEMP/S" value.

"COOLAN TEMP/S" less than 60°C (140°F)?

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

5.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-304, "Diagnosis Procedure"](#).
NO >> GO TO 6.

P0181 FTT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

6. PERFORM COMPONENT FUNCTION CHECK (FOR MALFUNCTION B)

Perform component function check. Refer to [EC-303. "Component Function Check"](#).

NOTE:

Use the component function check to check the overall function of the FTT sensor circuit. During this check, a 1st trip DTC might not be confirmed.

Is the inspection result normal?

YES >> INSPECTION END

NO >> Proceed to [EC-304. "Diagnosis Procedure"](#).

7. 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.
- Before performing the following procedure, check that fuel level is between 1/4 and 4/4.
- Before performing the following procedure, confirm that battery voltage is 11 V or more at idle.

>> GO TO 8.

8. PERFORM DTC CONFIRMATION PROCEDURE B

1. Start engine and let it idle for 60 minutes.
2. Move the vehicle to a cool place.

NOTE:

Cool the vehicle in an environment of ambient air temperature between -10°C (14°F) and 35°C (95°F).

3. Turn ignition switch OFF and soak the vehicle for 12 hours.

CAUTION:

Never turn ignition switch ON during soaking.

NOTE:

The vehicle must be cooled with the hood open.

4. Start engine and let it idle for 5 minutes or more.

CAUTION:

Never turn ignition switch OFF during idling.

5. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to [EC-304. "Diagnosis Procedure"](#).

NO >> INSPECTION END

Component Function Check

INFOID:000000012356393

1. CHECK FUEL TANK TEMPERATURE SENSOR

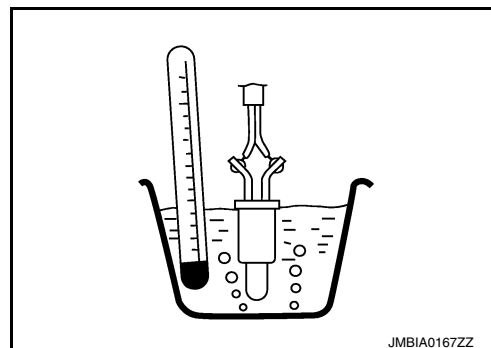
1. Turn ignition switch OFF.
2. Disconnect "fuel level sensor unit and fuel pump" harness connector.
3. Remove fuel level sensor unit. Refer to [FL-6. "Exploded View"](#).
4. Check resistance between "fuel level sensor unit and fuel pump" terminals by heating with hot water as shown in the figure.

Terminals	Condition		Resistance (k Ω)
4 and 5	Temperature [$^{\circ}\text{C}$ ($^{\circ}\text{F}$)]	20 (68)	2.3 - 2.7
		50 (122)	0.79 - 0.90

Is the inspection result normal?

YES >> GO TO 2.

NO >> Proceed to [EC-304. "Diagnosis Procedure"](#).



P0181 FTT SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

2. CHECK INTERMITTENT INCIDENT

Check intermittent incident. Refer to [GI-45. "Intermittent Incident"](#).

Is the inspection result normal?

YES >> INSPECTION END

NO >> Proceed to [EC-304. "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012356394

1. INSPECTION START

Confirm the detected malfunction (A or B). Refer to [EC-302. "DTC Logic"](#).

Which malfunction is detected?

YES >> GO TO 2.

NO >> GO TO 7.

2. CHECK DTC WITH COMBINATION METER

Refer to [MWI-32. "CONSULT Function"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Go to [MWI-78. "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		
B241	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 B201, M117
- 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 combination meter harness connector.
3. Check the continuity between "fuel level sensor unit and fuel pump" harness connector and combination meter harness connector.

Fuel level sensor unit and fuel pump		Combination meter		Continuity
Connector	Terminal	Connector	Terminal	
B241	5	M53	24	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.

P0181 FTT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

6. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors B201, M117
- Harness for open or short between “fuel level sensor unit and fuel pump” and combination meter

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

7. CHECK FUEL TANK TEMPERATURE SENSOR

Refer to [EC-305, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 8.

NO >> Replace “fuel level sensor unit and fuel pump”. Refer to [FL-6, "Exploded View"](#).

8. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356395

1. CHECK FUEL TANK TEMPERATURE SENSOR

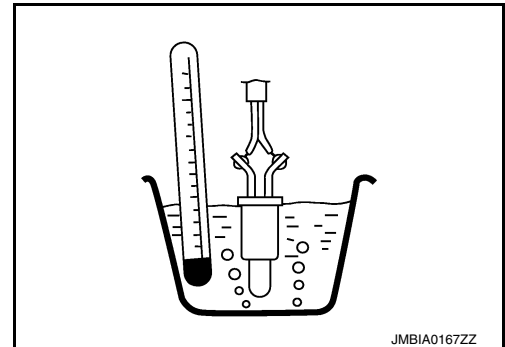
1. Turn ignition switch OFF.
2. Disconnect “fuel level sensor unit and fuel pump” harness connector.
3. Remove fuel level sensor unit. Refer to [FL-6, "Exploded View"](#).
4. Check resistance between “fuel level sensor unit and fuel pump” terminals by heating with hot water as shown in the figure.

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”. Refer to [FL-6, "Exploded View"](#).



P0182, P0183 FTT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0182, P0183 FTT SENSOR

DTC Logic

INFOID:0000000012356396

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.) • 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-306, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356397

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "Circuit Inspection"](#).

Is the inspection result normal?

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

2. CHECK DTC WITH "COMBINATION METER"

Refer to [MWI-32, "CONSULT Function"](#).

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Go to [MWI-78, "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		
B241	4	Ground	Approx. 5

Is the inspection result normal?

P0182, P0183 FTT SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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

4. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M117, B201
- 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 “combination meter” harness connector.
3. Check the continuity between “fuel level sensor unit and fuel pump” harness connector and “combination meter” harness connector.

Fuel level sensor unit and fuel pump		Combination meter		Continuity
Connector	Terminal	Connector	Terminal	
B241	5	M53	24	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 M117, B201
- Harness for open or short between “fuel level sensor unit and fuel pump” and “combination meter”

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

7. CHECK FUEL TANK TEMPERATURE SENSOR

Refer to [EC-307, "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 8.
- NO >> Replace “fuel level sensor unit and fuel pump”. Refer to [FL-6, "Exploded View"](#).

8. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:000000012356398

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. Refer to [FL-6, "Exploded View"](#).

P0182, P0183 FTT SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

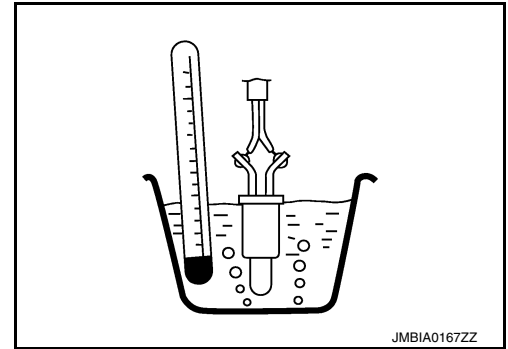
4. Check resistance between “fuel level sensor unit and fuel pump” terminals by heating with hot water as shown in the figure.

Terminals	Condition	Resistance (k Ω)	
4 and 5	Temperature [$^{\circ}$ C ($^{\circ}$ 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”. Refer to [FL-6. "Exploded View"](#).



P0196 EOT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0196 EOT SENSOR

DTC Logic

INFOID:0000000012356399

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-313, "DTC Logic"](#).

DTC No.	Trouble diagnosis (Trouble diagnosis content)	DTC detecting condition		Possible cause
P0196	EOT SENSOR [Engine oil temperature (EOT) sensor range/performance]	A)	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.	<ul style="list-style-type: none">• Harness or connectors (The EOT sensor circuit is open or shorted)• EOT sensor
		B)	The comparison result of signals transmitted to ECM from each temperature sensor (IAT sensor, ECT sensor, EOT sensor, and FTT sensor) shows that the voltage signal of the EOT sensor is higher/lower than that of other temperature sensors when the engine is started with its cold state.	

DTC CONFIRMATION PROCEDURE

1.INSPECTION START

Is it necessary to erase permanent DTC?

YES >> GO TO 6.

NO >> GO TO 2.

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:

Before performing the following procedure, confirm that battery voltage is more than 11 V at idle.

>> GO TO 3.

3.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-311, "Diagnosis Procedure"](#).

NO >> GO TO 4.

4.PERFORM DTC CONFIRMATION PROCEDURE-II

1. Select "DATA MONITOR" mode with CONSULT.
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.

P0196 EOT SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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.
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-311, "Diagnosis Procedure"](#).

NO >> GO TO 5.

5.PERFORM COMPONENT FUNCTION CHECK (FOR MALFUNCTION B)

Perform component function check. Refer to [EC-311, "Component Function Check"](#).

NOTE:

Use the component function check to check the overall function of the EOT sensor circuit. During this check, a 1st trip DTC might not be confirmed.

Is the inspection result normal?

YES >> INSPECTION END

NO >> Proceed to [EC-311, "Diagnosis Procedure"](#).

6.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.**
- **Before performing the following procedure, check that fuel level is between 1/4 and 4/4.**
- **Before performing the following procedure, confirm that battery voltage is 11 V or more at idle.**

>> GO TO 7.

7.PERFORM DTC CONFIRMATION PROCEDURE B

1. Start engine and let it idle for 60 minutes.
2. Move the vehicle to a cool place.

NOTE:

Cool the vehicle in an environment of ambient air temperature between -10°C (14°F) and 35°C (95°F).

3. Turn ignition switch OFF and soak the vehicle for 12 hours.

CAUTION:

Never turn ignition switch ON during soaking.

NOTE:

The vehicle must be cooled with the hood open.

4. Start engine and let it idle for 5 minutes or more.

CAUTION:

Never turn ignition switch OFF during idling.

P0196 EOT SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

5. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-311, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

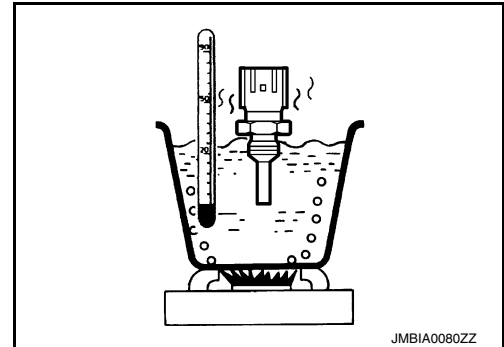
Component Function Check

INFOID:0000000012356400

1. CHECK ENGINE OIL TEMPERATURE (EOT) SENSOR

1. Turn ignition switch OFF.
2. Disconnect EOT sensor harness connector.
3. Remove EOT sensor. Refer to [EM-48, "Exploded View"](#).
4. Check resistance between EOT sensor terminals by heating with hot water as shown in the figure.

Terminals	Condition	Resistance (kΩ)	
1 and 2	Temperature [°C (°F)]	20 (68)	2.10 - 2.90
		50 (122)	0.68 - 1.00
		90 (194)	0.236 - 0.260



Is the inspection result normal?

- YES >> GO TO 2.
- NO >> Proceed to [EC-311, "Diagnosis Procedure"](#).

2. CHECK INTERMITTENT INCIDENT

Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Proceed to [EC-311, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000012356401

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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-311, "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 3.
- NO >> Replace engine oil temperature sensor. Refer to [EM-48, "Exploded View"](#).

3. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356402

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. Refer to [EM-48, "Exploded View"](#).

P0196 EOT SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

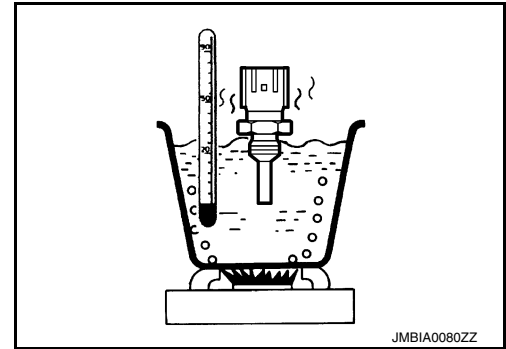
4. Check resistance between engine oil temperature sensor terminals by heating with hot water as shown in the figure.

Terminals	Condition	Resistance (kΩ)	
1 and 2	Temperature [°C (°F)]	20 (68)	2.10 - 2.90
		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. Refer to [EM-48](#), "[Exploded View](#)".



P0197, P0198 EOT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0197, P0198 EOT SENSOR

DTC Logic

INFOID:000000012356403

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.) • 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-313, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356404

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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.

P0197, P0198 EOT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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-314. "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace engine oil temperature sensor. Refer to [EM-48. "Exploded View"](#).

5.CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:000000012356405

1.CHECK ENGINE OIL TEMPERATURE SENSOR

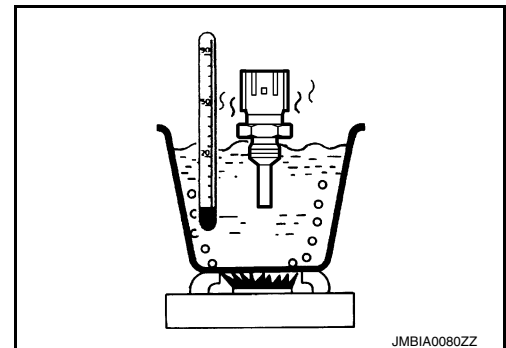
1. Turn ignition switch OFF.
2. Disconnect engine oil temperature sensor harness connector.
3. Remove engine oil temperature sensor. Refer to [EM-48. "Exploded View"](#).
4. Check resistance between engine oil temperature sensor terminals by heating with hot water as shown in the figure.

Terminals	Condition	Resistance (k Ω)	
1 and 2	Temperature °C (°F)]	20 (68)	2.10 - 2.90
		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. Refer to [EM-48. "Exploded View"](#).



P0222, P0223, P2132, P2133 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0222, P0223, P2132, P2133 TP SENSOR

DTC Logic

INFOID:0000000012356406

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-404, "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.) • 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-315, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356407

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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.

P0222, P0223, P2132, P2133 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

DTC	Electric throttle control actuator			Ground	Voltage (V)
	Bank	Connector	Terminal		
P0222, P0223	1	F67	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	F67	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	F67	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-317, "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-317, "Special Repair Requirement"](#).

>> INSPECTION END

7. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

P0222, P0223, P2132, P2133 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

Component Inspection

INFOID:000000012356408

1. CHECK THROTTLE POSITION SENSOR

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Perform [EC-170, "Description"](#).
4. Turn ignition switch ON.
5. Set selector lever to D position.
6. Check the voltage between ECM harness connector terminals under the following conditions.

Connector	ECM		Condition	Voltage (V)
	+	-		
	Terminal			
F101	30 [TP sensor 1 (bank 1)]	40	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-317, "Special Repair Requirement"](#).

>> INSPECTION END

Special Repair Requirement

INFOID:000000012356409

1. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to [EC-170, "Description"](#)

>> GO TO 2.

2. PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-171, "Description"](#)

>> END

P0300, P0301, P0302, P0303, P0304, P0305, P0306 MISFIRE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0300, P0301, P0302, P0303, P0304, P0305, P0306 MISFIRE

DTC Logic

INFOID:000000012356410

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.

- 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.
- 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 illuminate 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.	<ul style="list-style-type: none">• Improper spark plug• Insufficient compression• Incorrect fuel pressure• The fuel injector circuit is open or shorted• Fuel injector• Intake air leak• The ignition signal circuit is open or shorted• Lack of fuel• Signal plate• A/F sensor 1• 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?

P0300, P0301, P0302, P0303, P0304, P0305, P0306 MISFIRE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

- YES >> Go to [EC-319. "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 \pm 400 rpm
Vehicle speed	Vehicle speed in the freeze frame data \pm 10 km/h (6 MPH)
Base fuel schedule	Base fuel schedule in the freeze frame data \times (1 \pm 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-319. "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356411

1.CHECK GROUND CONNECTION

Check the following.

- Connection condition of the ground F34.
- Connection condition of the ground harness between engine assembly and vehicle body (If equipped).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair or replace error-detected parts.

2.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 3.

3.CHECK FOR EXHAUST SYSTEM CLOGGING

Stop engine and visually check exhaust tube, three way catalyst and muffler for dents.

Is the inspection result normal?

P0300, P0301, P0302, P0303, P0304, P0305, P0306 MISFIRE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

- YES-1 >> With CONSULT: GO TO 4.
- YES-2 >> Without CONSULT: GO TO 5.
- NO >> Repair or replace it.

4. PERFORM POWER BALANCE TEST

With CONSULT

1. Start engine.
2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT.
3. Make sure that each circuit produces a momentary engine speed drop.

Is the inspection result normal?

- YES >> GO TO 10.
- NO >> GO TO 5.

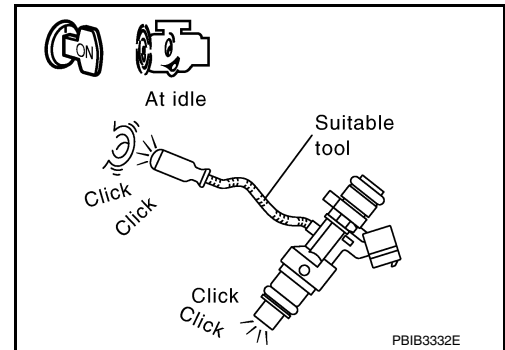
5. CHECK FUNCTION OF FUEL INJECTOR-I

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 6.
- NO >> Perform trouble diagnosis for FUEL INJECTOR, refer to [EC-528, "Diagnosis Procedure"](#).



6. CHECK FUNCTION OF IGNITION COIL-I

CAUTION:

Perform the following procedure in a place where with no combustable 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:

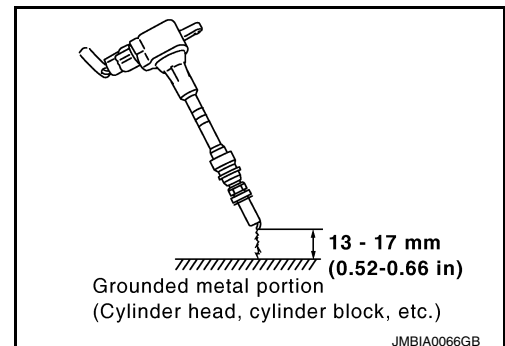
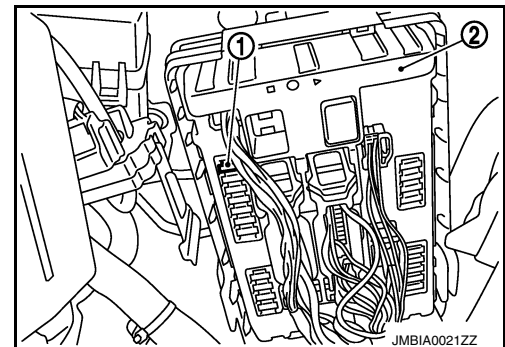
Do not use CONSULT to release fuel pressure, or fuel pressure applies again during the following procedure.

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.



P0300, P0301, P0302, P0303, P0304, P0305, P0306 MISFIRE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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-535, "Diagnosis Procedure"](#).

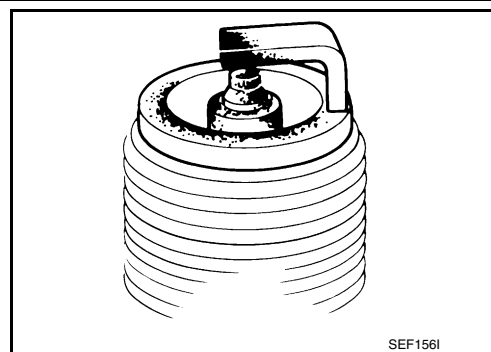
8. CHECK SPARK PLUG

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-26, "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 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-25, "Removal and Installation"](#).

10. CHECK COMPRESSION PRESSURE

Check compression pressure. Refer to [EM-18, "Inspection"](#).

Is the inspection result normal?

YES >> GO TO 11.

NO >> Check pistons, piston rings, valves, valve seats and cylinder head gaskets.

11. CHECK FUEL PRESSURE

1. Install all removed parts.
2. Release fuel pressure to zero. Refer to [EC-180, "Work Procedure"](#).
3. Install fuel pressure gauge and check fuel pressure. Refer to [EC-180, "Work Procedure"](#).

At idle: Approximately 350 kPa (3.57 kg/cm², 51 psi)

Is the inspection result normal?

YES >> GO TO 13.

NO >> GO TO 12.

P0300, P0301, P0302, P0303, P0304, P0305, P0306 MISFIRE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

12. 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.

13. CHECK IDLE SPEED AND IGNITION TIMING

For procedure, refer to [EC-176. "Work Procedure"](#).

For specification, refer to [EC-561. "Idle Speed"](#) and [EC-561. "Ignition Timing"](#).

Is the inspection result normal?

YES >> GO TO 14.

NO >> Follow the [EC-176. "Work Procedure"](#).

14. 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	F77	1	F102	57	Existed
		2		61	
2	F76	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	F77	1	Ground	Not existed
		2		
2	F76	1		
		2		

ECM			Ground	Continuity
Bank	Connector	Terminal		
1	F102	57	Ground	Not existed
		61		
65				
66				
2				

6. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 15.

NO >> Repair open circuit, short to ground or short to power in harness or connectors.

15. CHECK A/F SENSOR 1 HEATER

Refer to [EC-219. "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 16.

P0300, P0301, P0302, P0303, P0304, P0305, P0306 MISFIRE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

NO >> Replace (malfunctioning) A/F sensor 1. Refer to [EM-36, "Exploded View"](#).

16. CHECK MASS AIR FLOW SENSOR

With CONSULT

Check mass air flow sensor signal in "DATA MONITOR" mode with CONSULT.

For specification, refer to [EC-561, "Mass Air Flow Sensor"](#).

With GST

Check mass air flow sensor signal in Service \$01 with GST.

For specification, refer to [EC-561, "Mass Air Flow Sensor"](#).

Is the measurement value within the specification?

YES >> GO TO 17.

NO >> Check connectors for rusted terminals or loose connections in the mass air flow sensor circuit or ground. Refer to [EC-232, "Diagnosis Procedure"](#).

17. CHECK SYMPTOM TABLE

Check items on the rough idle symptom in [EC-548, "Symptom Table"](#).

Is the inspection result normal?

YES >> GO TO 18.

NO >> Repair or replace.

18. 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-83, "On Board Diagnosis Function"](#) (Without CONSULT) or [EC-86, "CONSULT Function"](#) (With CONSULT).

>> GO TO 19.

19. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

A

EC

C

D

E

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G

H

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P

P0327, P0328, P0332, P0333 KS

DTC Logic

INFOID:000000012356412

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.	<ul style="list-style-type: none"> • Harness or connectors (The sensor circuit is open or shorted.) • 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-324, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356413

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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?

< DTC/CIRCUIT DIAGNOSIS >

- 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-325, "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 7.
- NO >> Replace malfunctioning knock sensor. Refer to [EM-130, "Exploded View"](#).

7. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356414

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

P0327, P0328, P0332, P0333 KS

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

NO >> Replace malfunctioning knock sensor. Refer to [EM-130. "Exploded View"](#).

P0335 CKP SENSOR (POS)

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0335 CKP SENSOR (POS)

DTC Logic

INFOID:0000000012356415

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0335	Crankshaft position sensor (POS) circuit	<ul style="list-style-type: none">The crankshaft position sensor (POS) signal is not detected by the ECM during the first few seconds of engine cranking.The proper pulse signal from the crankshaft position sensor (POS) is not sent to ECM while the engine is running.The crankshaft position sensor (POS) signal is not in the normal pattern during engine running.	<ul style="list-style-type: none">Harness or connectors [CKP sensor (POS) circuit is open or shorted.] [CMP sensor (PHASE) (bank 2) circuit is open or shorted.] (APP sensor 2 circuit is shorted.) (EVAP control system pressure sensor circuit is shorted.) (Battery current sensor circuit is shorted) (Refrigerant pressure sensor circuit is shorted.)Crankshaft position sensor (POS)Camshaft position sensor (PHASE) (bank 2)Accelerator pedal position sensorEVAP control system pressure sensorBattery current sensorRefrigerant pressure sensorSignal plate

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- 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

- Start engine and let it idle for at least 5 seconds.
If engine does not start, crank engine for at least 2 seconds.
- Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Go to [EC-327, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356416

1. CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection M95. Refer to Ground Inspection in [GI-48, "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

- Disconnect crankshaft position (CKP) sensor (POS) harness connector.
- Turn ignition switch ON.
- Check the voltage between CKP sensor (POS) harness connector and ground.

P0335 CKP SENSOR (POS)

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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	46	CKP sensor (POS)	F2	1
F102	64	CMP sensor (PHASE) (bank 2)	F18	1
		Battery current sensor	E21	
M107	103	APP sensor	M154*1 M9*2	10*1 6*2
	107	EVAP control system pressure sensor	B73	3
		Refrigerant pressure sensor	E77	3

*1: With ICC

*2: Without ICC

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.

- Camshaft position sensor (PHASE) (bank 2) (Refer to [EC-334, "Component Inspection"](#).)
- Battery current sensor (Refer to [EC-453, "Component Inspection"](#).)
- EVAP control system pressure sensor (Refer to [EC-364, "Component Inspection"](#).)
- Refrigerant pressure sensor (Refer to [EC-546, "Diagnosis Procedure"](#).)

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace malfunctioning component.

6. CHECK APP SENSOR

Refer to [EC-507, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 12.

P0335 CKP SENSOR (POS)

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

NO >> GO TO 7.

7. REPLACE ACCELERATOR PEDAL ASSEMBLY

1. Replace accelerator pedal assembly.
2. Go to [EC-507, "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-329, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 11.

NO >> Replace crankshaft position sensor (POS). Refer to [EM-130, "Exploded View"](#).

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. Refer to [EM-130, "Exploded View"](#).

12. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:000000012356417

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.

P0335 CKP SENSOR (POS)

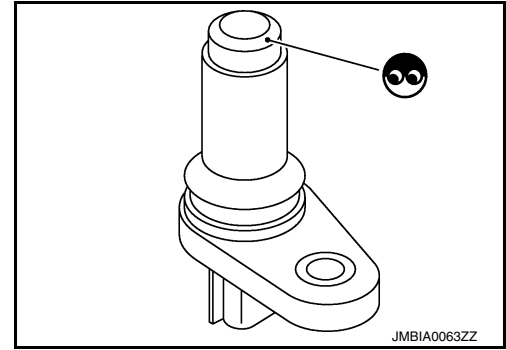
[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

4. Remove the sensor. Refer to [EM-130. "Exploded View"](#).
5. Visually check the sensor for chipping.

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Replace crankshaft position sensor (POS). Refer to [EM-130. "Exploded View"](#).



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). Refer to [EM-130. "Exploded View"](#).

P0340, P0345 CMP SENSOR (PHASE)

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0340, P0345 CMP SENSOR (PHASE)

DTC Logic

INFOID:0000000012356418

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-404, "DTC Logic"](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0340	Camshaft position sensor (PHASE) (bank 1) circuit		<ul style="list-style-type: none">• Harness or connectors [CMP sensor (PHASE) (bank 1) circuit is open or shorted.]• Camshaft position sensor (PHASE) (bank 1)• Camshaft (INT)• Starter motor• Starting system circuit• Dead (Weak) battery
P0345	Camshaft position sensor (PHASE) (bank 2) circuit	<ul style="list-style-type: none">• The cylinder No. signal is not sent to ECM for the first few seconds during engine cranking.• The cylinder No. signal is not sent to ECM during engine running.• The cylinder No. signal is not in the normal pattern during engine running.	<ul style="list-style-type: none">• Harness or connectors [CMP sensor (PHASE) (bank 2) circuit is open or shorted.] [CKP sensor (POS) circuit is open or shorted.] (APP sensor 2 circuit is shorted.) (EVAP control system pressure sensor circuit is shorted.) (Battery current sensor circuit is open or shorted.) (Refrigerant pressure sensor circuit is shorted.)• Camshaft position sensor (PHASE) (bank 2)• Crankshaft position sensor (POS)• Accelerator pedal position sensor• EVAP control system pressure sensor• Battery current sensor• Refrigerant pressure sensor• Camshaft (INT)• Starter motor• Starting system circuit• 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-332, "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.

P0340, P0345 CMP SENSOR (PHASE)

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

Is 1st trip DTC detected?

- YES >> Go to [EC-332, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356419

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 [ST-13, "Work Flow \(Heated Steering Wheel\)"](#).)

2. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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-I

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 9.
- NO-1 >> P0340: Repair open circuit, short to ground or short to power in harness or connectors.
- NO-2 >> P0345: GO TO 4.

4. CHECK CAMSHAFT POSITION (CMP) SENSOR (PHASE) POWER SUPPLY CIRCUIT-II

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between CMP sensor (PHASE) harness connector and ECM harness connector.

CMP sensor (PHASE)			ECM		Continuity
Bank	Connector	Terminal	Connector	Terminal	
2	F18	1	F102	64	Existed

Is the inspection result normal?

- YES >> GO TO 5.
- NO >> Repair open circuit.

5. CHECK CAMSHAFT POSITION (CMP) SENSOR (PHASE) 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	46	CKP sensor (POS)	F2	1
F102	64	CMP sensor (PHASE) (bank 2)	F18	1
		Battery current sensor	E21	

P0340, P0345 CMP SENSOR (PHASE)

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

ECM		Sensor		
Connector	Terminal	Name	Connector	Terminal
M107	103	APP sensor	M154*1 M9*2	10*1 6*2
	107	EVAP control system pressure sensor	B73	3
		Refrigerant pressure sensor	E77	3

*1: With ICC

*2: Without ICC

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-329, "Component Inspection"](#).)
- Battery current sensor (Refer to [EC-453, "Component Inspection"](#).)
- EVAP control system pressure sensor (Refer to [EC-364, "Component Inspection"](#).)
- Refrigerant pressure sensor (Refer to [EC-546, "Diagnosis Procedure"](#).)

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace malfunctioning component.

7. CHECK APP SENSOR

Refer to [EC-507, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 13.

NO >> GO TO 8.

8. REPLACE ACCELERATOR PEDAL ASSEMBLY

1. Replace accelerator pedal assembly.
2. Go to [EC-507, "Special Repair Requirement"](#).

>> INSPECTION END

9. 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 10.

NO >> Repair open circuit, short to ground or short to power in harness or connectors.

10. 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.

P0340, P0345 CMP SENSOR (PHASE)

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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 11.

NO >> Repair open circuit, short to ground or short to power in harness or connectors.

11. CHECK CAMSHAFT POSITION SENSOR (PHASE)

Refer to [EC-334, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 12.

NO >> Replace malfunctioning camshaft position sensor (PHASE). Refer to [EM-57, "Exploded View"](#).

12. CHECK CAMSHAFT (INTAKE)

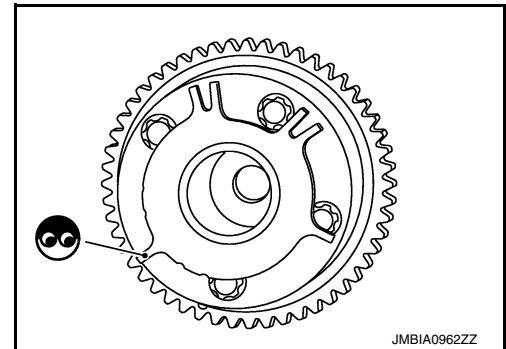
Check the following.

- 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 13.

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



13. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356420

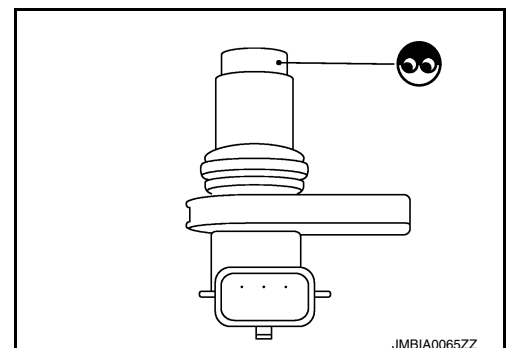
1. CHECK CAMSHAFT POSITION SENSOR (PHASE)-I

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. Refer to [EM-57, "Exploded View"](#).
5. Visually check the sensor for chipping.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace malfunctioning camshaft position sensor (PHASE). Refer to [EM-57, "Exploded View"](#).



2. CHECK CAMSHAFT POSITION SENSOR (PHASE)-II

Check resistance camshaft position sensor (PHASE) terminals as follows.

P0340, P0345 CMP SENSOR (PHASE)

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

Terminals (Polarity)	Resistance (Ω)
1 (+) - 2 (-)	Except 0 or ∞ [at 25°C (77°F)]
1 (+) - 3 (-)	
2 (+) - 3 (-)	

A

EC

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace malfunctioning camshaft position sensor (PHASE). Refer to [EM-57, "Exploded View"](#).

C

D

E

F

G

H

I

J

K

L

M

N

O

P

P0420, P0430 THREE WAY CATALYST FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0420, P0430 THREE WAY CATALYST FUNCTION

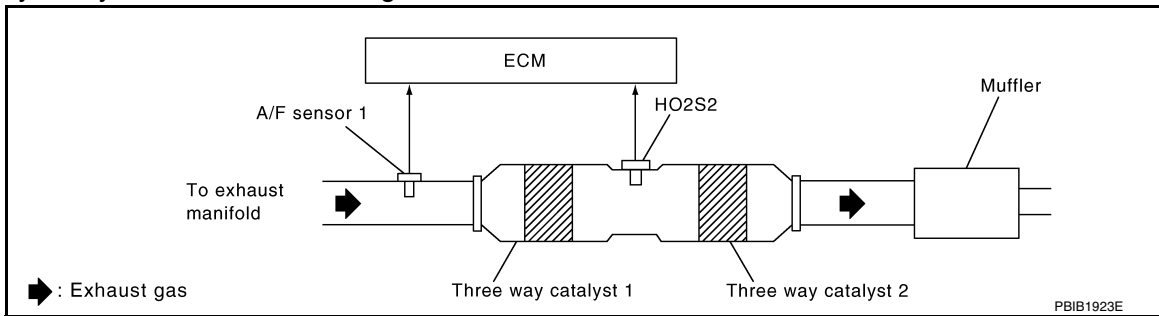
DTC Logic

INFOID:000000012356421

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)	<ul style="list-style-type: none"> Three way catalyst (manifold) does not operate properly. Three way catalyst (manifold) does not have enough oxygen storage capacity. 	<ul style="list-style-type: none"> Three way catalyst (manifold) Exhaust tube Intake air leaks Fuel injector Fuel injector leaks Spark plug Improper ignition timing
P0430	Catalyst system efficiency below threshold (bank 2)		

DTC CONFIRMATION PROCEDURE

1. INSPECTION START

Do you have CONSULT?

Do you have CONSULT?

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

1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT.
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.

P0420, P0430 THREE WAY CATALYST FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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.
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 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-338, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

7.PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to [EC-337, "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-338, "Diagnosis Procedure"](#).

Component Function Check

INFOID:000000012356422

1.PERFORM COMPONENT FUNCTION CHECK

Without CONSULT

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.

P0420, P0430 THREE WAY CATALYST FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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	
P0430		80 [HO2S2 (bank 2)]			

Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to [EC-338, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012356423

1. CHECK EXHAUST SYSTEM

Visually check exhaust tubes and muffler for dents.

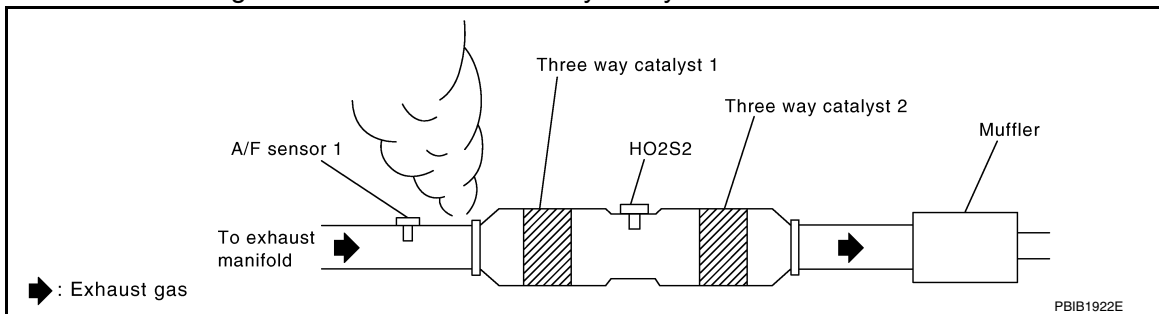
Is the inspection result normal?

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-176, "Work Procedure"](#).

For specification, refer to [EC-561, "Idle Speed"](#) and [EC-561, "Ignition Timing"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Follow the [EC-176, "Work Procedure"](#).

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.

P0420, P0430 THREE WAY CATALYST FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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-528, "Diagnosis Procedure"](#).

6. CHECK FUNCTION OF IGNITION COIL-I

CAUTION:

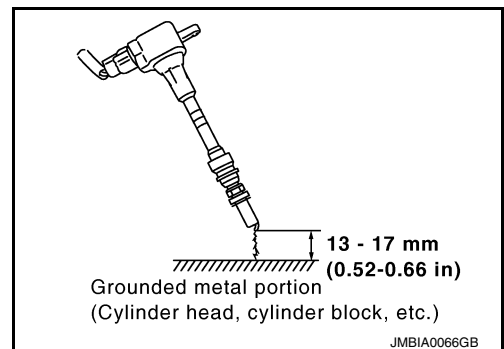
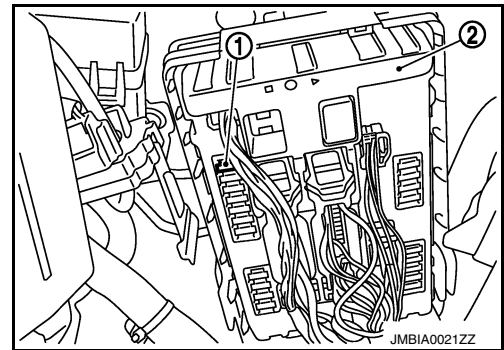
Perform the following procedure in a place where with no combustible objects and good ventilation.

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 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.

P0420, P0430 THREE WAY CATALYST FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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-535, "Diagnosis Procedure"](#).

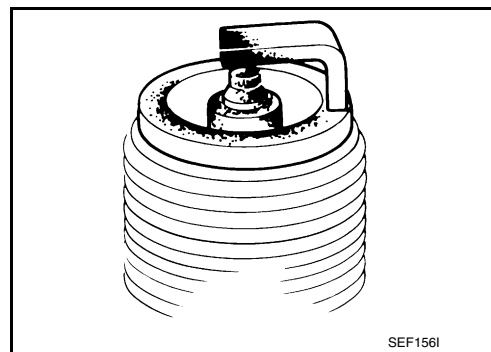
8. CHECK SPARK PLUG

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-26, "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-25, "Removal and Installation"](#).

10. CHECK FUEL INJECTOR

1. Turn ignition switch OFF.
2. Remove fuel injector assembly.
Refer to [EM-42, "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-45, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> Replace three way catalyst assembly. Refer to [EX-5, "VQ37VHR : Exploded View"](#).

NO >> Repair or replace harness or connector.

P0441 EVAP CONTROL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0441 EVAP CONTROL SYSTEM

DTC Logic

INFOID:000000012356424

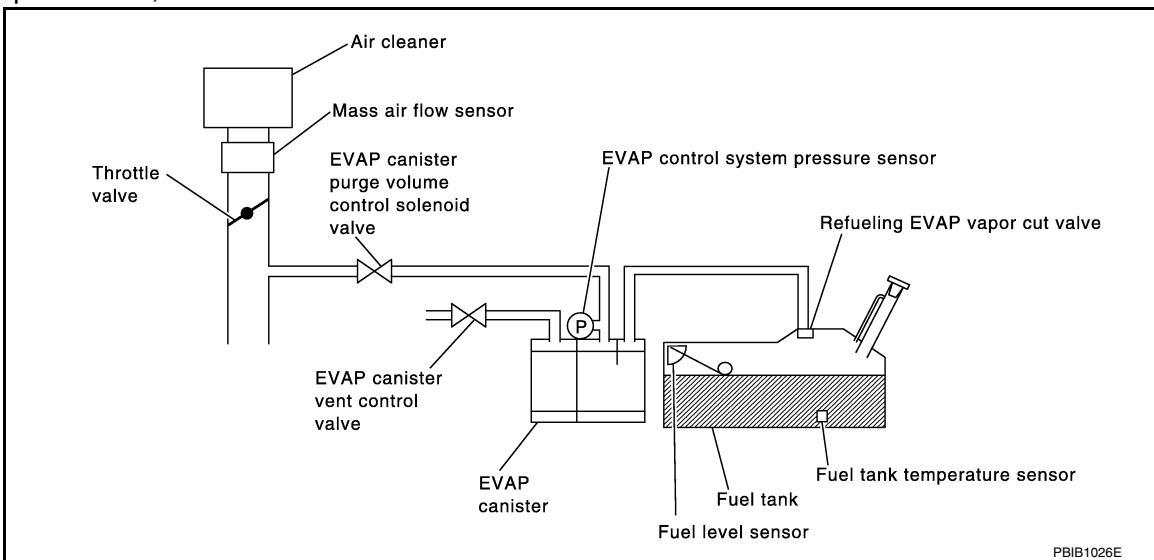
DTC DETECTION LOGIC

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.	<ul style="list-style-type: none"> • EVAP canister purge volume control solenoid valve stuck closed • EVAP control system pressure sensor and the circuit • Loose, disconnected or improper connection of rubber tube • Blocked rubber tube • Cracked EVAP canister • EVAP canister purge volume control solenoid valve circuit • Accelerator pedal position sensor • Blocked purge port • EVAP canister vent control valve

DTC CONFIRMATION PROCEDURE

1. INSPECTION START

Do you have CONSULT?

Do you have CONSULT?

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.

P0441 EVAP CONTROL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

>> GO TO 3.

3. PERFORM DTC CONFIRMATION PROCEDURE-I

With CONSULT

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.
7. Touch "START".

Is "COMPLETED" displayed on CONSULT 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 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	1.25 - 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 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 screen?

- OK >> INSPECTION END
NG >> Go to [EC-343, "Diagnosis Procedure"](#).

6. PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to [EC-342, "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-343, "Diagnosis Procedure"](#).

Component Function Check

INFOID:000000012356425

1. PERFORM COMPONENT FUNCTION CHECK

Without CONSULT

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.

P0441 EVAP CONTROL SYSTEM

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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 (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-343. "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000012356426

1.CHECK EVAP CANISTER

1. Turn ignition switch OFF.
2. Check EVAP canister for cracks.

Is the inspection result normal?

- YES-1 >> With CONSULT: GO TO 2.
YES-2 >> Without CONSULT: GO TO 3.
NO >> Replace EVAP canister. Refer to [FL-15. "EXCEPT FOR MEXICO : Exploded View"](#).

2.CHECK PURGE FLOW

 **With CONSULT**

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.
4. Touch "Qd" and "Qu" on CONSULT 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**

1. Start engine and warm it up to normal operating temperature.
2. Stop engine.

P0441 EVAP CONTROL SYSTEM

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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-64, "EVAPORATIVE EMISSION SYSTEM : 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

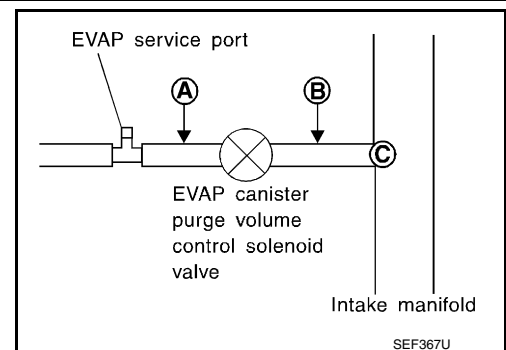
1. Turn ignition switch OFF.
2. Check EVAP purge line for improper connection or disconnection.
Refer to [EC-64, "EVAPORATIVE EMISSION SYSTEM : System Diagram"](#).

Is the inspection result normal?

- YES >> GO TO 5.
- NO >> Repair it.

5.CHECK EVAP PURGE HOSE AND PURGE PORT

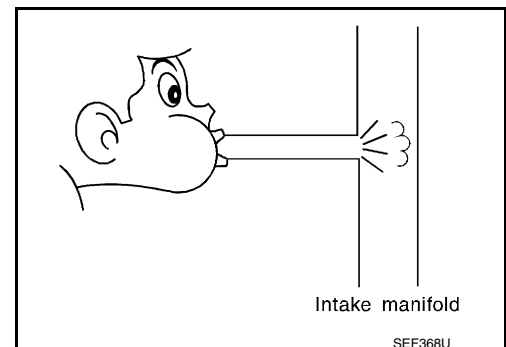
1. Disconnect purge hoses connected to EVAP service port **A** and EVAP canister purge volume control solenoid valve **B**.
2. Blow air into each hose and EVAP purge port **C**.



3. Check that air flows freely.

Is the inspection result normal?

- YES-1 >> With CONSULT: GO TO 6.
- YES-2 >> Without CONSULT: GO TO 7.
- NO >> Repair or clean hoses and/or purge port.



6.CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

With CONSULT

1. Start engine.
2. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT. 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.

P0441 EVAP CONTROL SYSTEM

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

7. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to [EC-349, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 8.

NO >> Replace EVAP canister purge volume control solenoid valve. Refer to [EM-31, "Exploded View"](#).

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. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

9. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR FUNCTION

Refer to [EC-365, "DTC Logic"](#) for DTC P0452, [EC-370, "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-355, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 12.

NO >> Replace EVAP canister vent control valve. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

12. CHECK EVAP PURGE LINE

Inspect EVAP purge line (pipe and rubber tube). Check for evidence of leaks.

Refer to [EC-64, "EVAPORATIVE EMISSION SYSTEM : 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-45, "Intermittent Incident"](#).

>> INSPECTION END

P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

DTC Logic

INFOID:000000012356427

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.	<ul style="list-style-type: none">• EVAP control system pressure sensor• EVAP canister purge volume control solenoid valve (The valve is stuck open.)• EVAP canister vent control valve• EVAP canister• 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

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

2. PERFORM DTC CONFIRMATION PROCEDURE

With CONSULT

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.
7. Touch "START".
8. Start engine and let it idle until "TESTING" on CONSULT 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 screen?

- OK >> INSPECTION END
NG >> Go to [EC-347. "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-347. "Diagnosis Procedure"](#).
NO >> INSPECTION END

P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

Diagnosis Procedure

INFOID:000000012356428

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. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

5. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-364, "Component Inspection"](#).

Is the inspection result normal?

P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

YES-1 >> With CONSULT: GO TO 6.

YES-2 >> Without CONSULT: GO TO 7.

NO >> Replace EVAP control system pressure sensor. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

6. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

With CONSULT

1. Turn ignition switch OFF.
2. Reconnect harness connectors disconnected.
3. Start the engine.
4. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT. 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-349, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 8.

NO >> Replace EVAP canister purge volume control solenoid valve. Refer to [EM-31, "Exploded View"](#).

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-355, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 10.

NO >> Replace EVAP canister vent control valve. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

10. CHECK IF EVAP CANISTER IS SATURATED WITH WATER

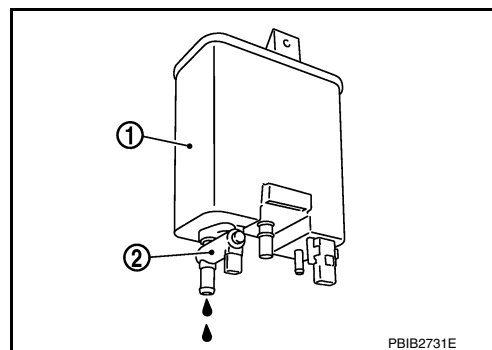
1. Remove EVAP canister with EVAP canister vent control valve and EVAP control system pressure sensor attached.
2. Check if water will drain from EVAP canister (1).

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 2.1 kg (4.6 lb).

Is the inspection result normal?

YES >> GO TO 13.

NO >> GO TO 12.

P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

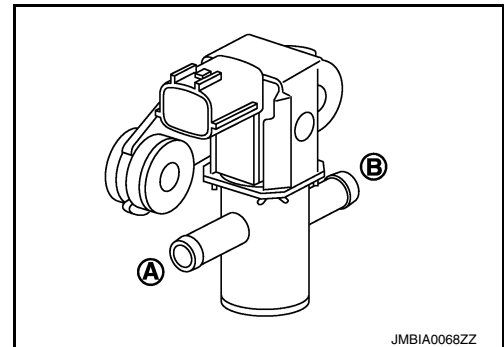
INFOID:000000012356429

1. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

With CONSULT

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. Start the engine.
5. Select "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT.
6. Touch "Qd" and "Qu" on CONSULT 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.

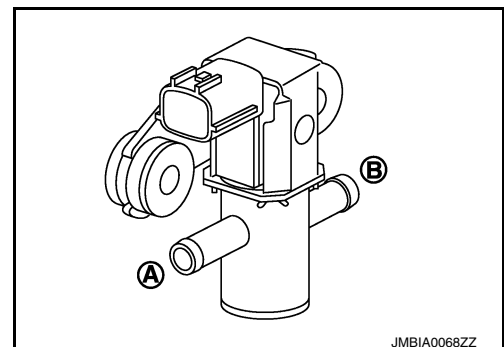
Condition (PURG VOL C/V value)	Air passage continuity between (A) and (B)
100%	Existed
0%	Not existed



Without CONSULT

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. Refer to [EM-31. "Exploded View"](#).

P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

DTC Logic

INFOID:000000012356430

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	<ul style="list-style-type: none"> Harness or connectors (The solenoid valve circuit is open or shorted.) 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	<ul style="list-style-type: none"> Harness or connectors (The solenoid valve circuit is shorted.) 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.

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- 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

- Start engine and let it idle for at least 13 seconds.
- Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Go to [EC-350, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356431

1.CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT

- Turn ignition switch OFF.
- Disconnect EVAP canister purge volume control solenoid valve harness connector.
- Turn ignition switch ON.
- 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

P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

- 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: GO TO 4.

YES-2 >> Without CONSULT: 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

1. Reconnect all harness connectors disconnected.
2. Start the engine.
3. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT. 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-351. "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace EVAP canister purge volume control solenoid valve. Refer to [EM-31. "Exploded View"](#).

6. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356432

1. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Ⓜ With CONSULT

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. Start the engine.
5. Select "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT.

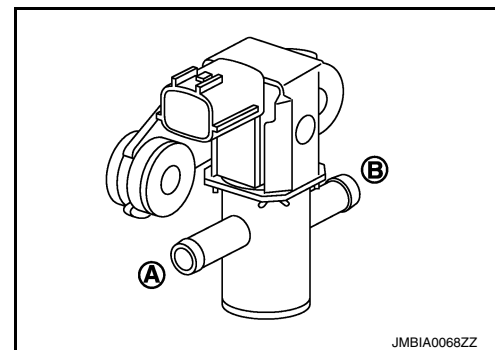
P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

6. Touch “Qd” and “Qu” on CONSULT 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

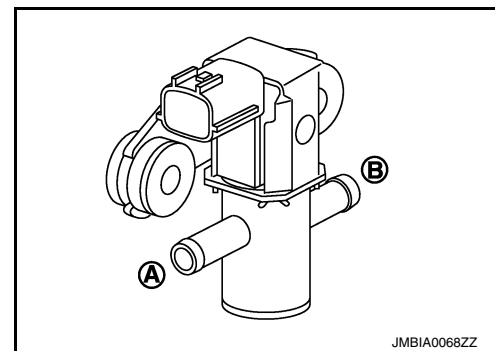


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⊗ **Without CONSULT**

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



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Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace EVAP canister purge volume control solenoid valve. Refer to [EM-31, "Exploded View"](#).

P0447 EVAP CANISTER VENT CONTROL VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0447 EVAP CANISTER VENT CONTROL VALVE

DTC Logic

INFOID:000000012356433

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.	<ul style="list-style-type: none">• Harness or connectors (The valve circuit is open or shorted.)• 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-353, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356434

1. INSPECTION START

Do you have CONSULT?

Do you have CONSULT?

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

2. CHECK EVAP CANISTER VENT CONTROL VALVE CIRCUIT

With CONSULT

1. Turn ignition switch OFF and then ON.
2. Select "VENT CONTROL/V" in "ACTIVE TEST" mode with CONSULT.
3. Touch "ON/OFF" on CONSULT 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.

P0447 EVAP CANISTER VENT CONTROL VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

EVAP canister vent control valve		Ground	Voltage
Connector	Terminal		
B74	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 B8, E115
- Harness connectors B71, B72
- 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	
B74	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 B71, B72
- 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-355, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 9.

NO >> Replace EVAP canister vent control valve. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

9.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

P0447 EVAP CANISTER VENT CONTROL VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

>> INSPECTION END

Component Inspection

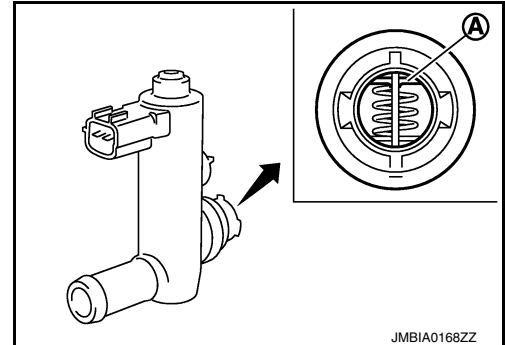
INFOID:000000012356435

1. CHECK EVAP CANISTER VENT CONTROL VALVE-I

1. Turn ignition switch OFF.
2. Remove EVAP canister vent control valve from EVAP canister. Refer to [FL-15. "EXCEPT FOR MEXICO : Exploded View"](#).
3. Check portion (A) of EVAP canister vent control valve for rust.

Is it rusted?

- YES >> Replace EVAP canister vent control valve. Refer to [FL-15. "EXCEPT FOR MEXICO : Exploded View"](#).
- NO >> GO TO 2.



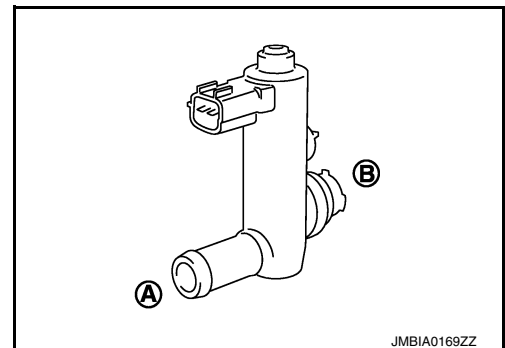
2. CHECK EVAP CANISTER VENT CONTROL VALVE-II

With CONSULT

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

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. Refer to [FL-15. "EXCEPT FOR MEXICO : Exploded View"](#).

3. CHECK EVAP CANISTER VENT CONTROL VALVE-III

With CONSULT

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.

P0447 EVAP CANISTER VENT CONTROL VALVE

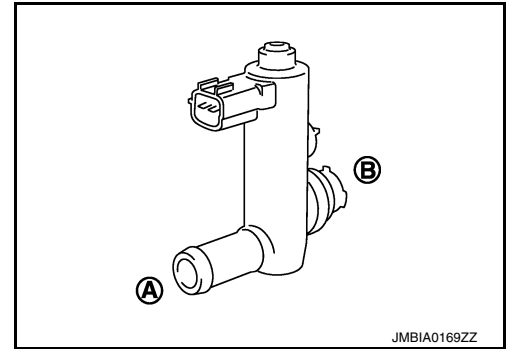
[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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.



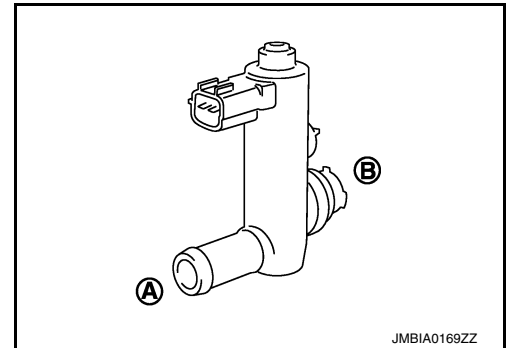
⊗ Without CONSULT

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. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

P0448 EVAP CANISTER VENT CONTROL VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0448 EVAP CANISTER VENT CONTROL VALVE

DTC Logic

INFOID:000000012356436

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.	<ul style="list-style-type: none">• EVAP canister vent control valve• EVAP control system pressure sensor and the circuit• Blocked rubber tube to EVAP canister vent control valve• EVAP canister is saturated with water

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

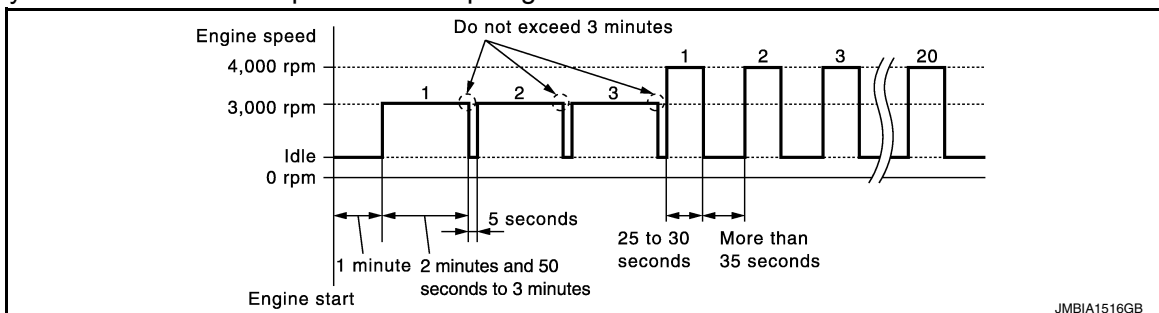
If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

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-357. "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356437

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.

P0448 EVAP CANISTER VENT CONTROL VALVE

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

NO >> Clean rubber tube using an air blower.

2.CHECK EVAP CANISTER VENT CONTROL VALVE

Refer to [EC-359, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Replace EVAP canister vent control valve. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

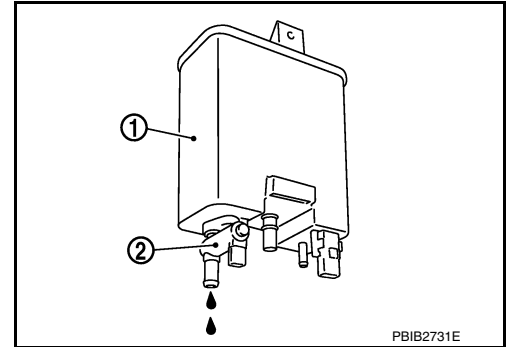
3.CHECK IF EVAP CANISTER IS SATURATED WITH WATER

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 2.1 kg (4.6 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. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

7.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-364, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 8.

NO >> Replace EVAP control system pressure sensor. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

8.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

P0448 EVAP CANISTER VENT CONTROL VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

>> INSPECTION END

Component Inspection

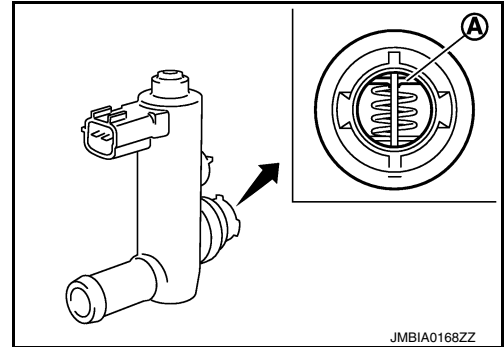
INFOID:000000012356438

1. CHECK EVAP CANISTER VENT CONTROL VALVE-I

1. Turn ignition switch OFF.
2. Remove EVAP canister vent control valve from EVAP canister. Refer to [FL-15. "EXCEPT FOR MEXICO : Exploded View"](#).
3. Check portion (A) of EVAP canister vent control valve for being rusted.

Is it rusted?

- YES >> Replace EVAP canister vent control valve. Refer to [FL-15. "EXCEPT FOR MEXICO : Exploded View"](#).
- NO >> GO TO 2.



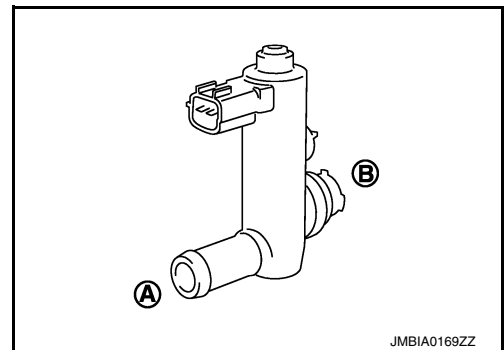
2. CHECK EVAP CANISTER VENT CONTROL VALVE-II

With CONSULT

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

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.

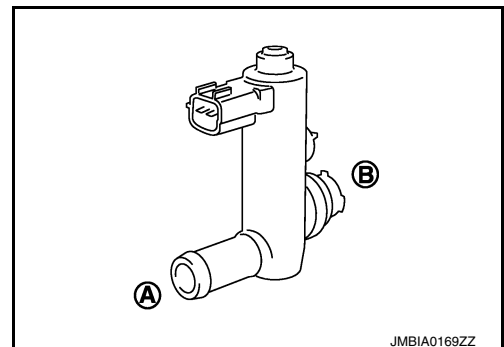
Is the inspection result normal?

- YES >> INSPECTION END
- NO >> GO TO 3.

3. CHECK EVAP CANISTER VENT CONTROL VALVE-III

With CONSULT

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.



P0448 EVAP CANISTER VENT CONTROL VALVE

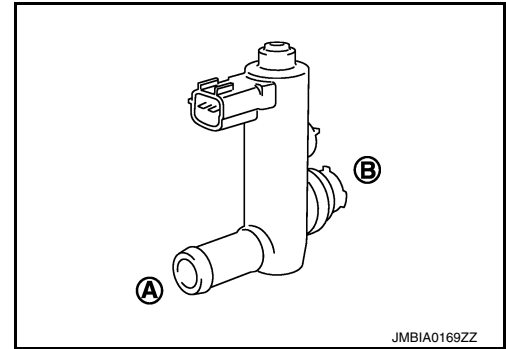
[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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.



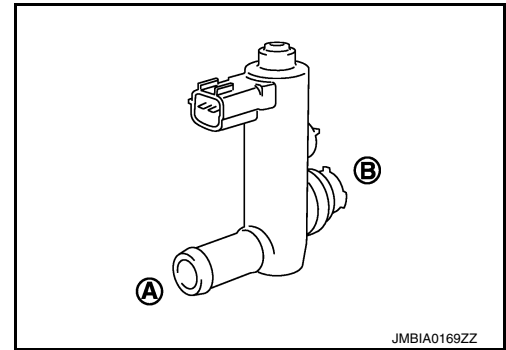
⊗ Without CONSULT

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. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

P0451 EVAP CONTROL SYSTEM PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0451 EVAP CONTROL SYSTEM PRESSURE SENSOR

DTC Logic

INFOID:000000012356439

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	<ul style="list-style-type: none">• Harness or connectors (EVAP control system pressure sensor circuit is shorted.) [CKP sensor (POS) circuit is shorted.] (APP sensor 2 circuit is shorted.) [CMP sensor (PHASE) (bank 2) circuit is open or shorted.] (Battery current sensor circuit is open or shorted.) (Refrigerant pressure sensor circuit is shorted.)• EVAP control system pressure sensor• Crankshaft position sensor (POS)• Accelerator pedal position sensor• Camshaft position sensor (PHASE) (bank 2)• Battery current sensor• Refrigerant pressure sensor

DTC CONFIRMATION PROCEDURE

NOTE:

Never remove fuel filler cap during 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.

With CONSULT>>GO TO 2.

Without CONSULT>>GO TO 5.

2. PERFORM DTC CONFIRMATION PROCEDURE-I

With CONSULT

1. Start engine and let it idle for least 40 seconds.

NOTE:

Do not depress accelerator pedal even slightly.

2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to [EC-362, "Diagnosis Procedure"](#).

NO >> GO TO 3.

3. PERFORM DTC CONFIRMATION PROCEDURE-II

With CONSULT

1. Select "EVAP DIAG READY" in "DATA MONITOR" mode of "ENGINE".
2. Let it idle until "OFF" of "EVAP DIAG READY" changes to "ON".

NOTE:

It will take at most 2 hours until "OFF" of "EVAP DIAG READY" changes to "ON".

3. Turn ignition switch OFF and wait at least 90 minutes.

NOTE:

Never turn ignition switch ON during 90 minutes.

4. Turn ignition switch ON.
5. Select "EVAP LEAK DIAG" in "DATA MONITOR" mode of "ENGINE".
6. Check that "EVAP LEAK DIAG" indication.

Which is displayed on CONSULT?

CMPLT >> GO TO 4.


P0451 EVAP CONTROL SYSTEM PRESSURE SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

- YET >> 1. Perform DTC CONFIRMATION PROCEDURE again.
2. GO TO 1.


4. PERFORM DTC CONFIRMATION PROCEDURE-III

 With CONSULT
Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-362, "Diagnosis Procedure"](#).
NO >> INSPECTION END

5. PERFORM DTC CONFIRMATION PROCEDURE-IV

 With GST
1. Start engine and let it idle for least 40 seconds.

NOTE:


Do not depress accelerator pedal even slightly.

2. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-362, "Diagnosis Procedure"](#).
NO >> GO TO 6.

6. PERFORM DTC CONFIRMATION PROCEDURE-V

 With GST
1. Let it idle for at least 2 hours.
2. Turn ignition switch OFF and wait at least 90 minutes.

NOTE:

Never turn ignition switch ON during 90 minutes.

3. Turn ignition switch ON.

4. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-362, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356440

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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.

P0451 EVAP CONTROL SYSTEM PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

EVAP control system pressure sensor		Ground	Voltage (V)
Connector	Terminal		
B73	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	46	CKP sensor (POS)	F2	1
F102	64	CMP sensor (PHASE) (bank 2)	F18	1
		Battery current sensor	E21	
M107	103	APP sensor	M154 ^{*1} M9 ^{*2}	10 ^{*1} 6 ^{*2}
		EVAP control system pressure sensor	B73	3
	107	Refrigerant pressure sensor	E77	3

*1: With ICC

*2: Without ICC

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-329, "Component Inspection"](#).)
- Camshaft position sensor (PHASE) (bank 2) (Refer to [EC-334, "Component Inspection"](#).)
- Battery current sensor (Refer to [EC-453, "Component Inspection"](#).)
- Refrigerant pressure sensor (Refer to [EC-546, "Diagnosis Procedure"](#).)

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace malfunctioning component.

6. CHECK APP SENSOR

Refer to [EC-507, "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-507, "Special Repair Requirement"](#).

>> INSPECTION END

8. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-364, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 9.

P0451 EVAP CONTROL SYSTEM PRESSURE SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

NO >> Replace EVAP control system pressure sensor. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

9. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356441

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.

Connector	ECM		Condition [Applied vacuum kPa (kg/cm ² , psi)]	Voltage (V)
	+	-		
	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/cm², -13.53 psi) or pressure over 101.3 kPa (1.033 kg/cm², 14.69 psi).

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace EVAP control system pressure sensor. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

DTC Logic

INFOID:000000012356442

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.	<ul style="list-style-type: none"> • 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.) [CMP sensor (PHASE) (bank 2) circuit is open or shorted.] (Battery current sensor circuit is open or shorted.) (Refrigerant pressure sensor circuit is shorted.) • EVAP control system pressure sensor • Crankshaft position sensor (POS) • Accelerator pedal position sensor • Camshaft position sensor (PHASE) (bank 2) • Battery current sensor • 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:

Always perform test at a temperature of 5°C (41°F) or more.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

With CONSULT

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.
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.

P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

7. Start engine and wait at least 20 seconds.
8. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Go to [EC-366, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356443

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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		
B73	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	
B73	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 B71, B72
- Harness for open between ECM and EVAP control system pressure sensor

>> Repair open circuit.

P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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	46	CKP sensor (POS)	F2	1
F102	64	CMP sensor (PHASE) (bank 2)	F18	1
		Battery current sensor	E21	
M107	103	APP sensor	M154 ^{*1} M9 ^{*2}	10 ^{*1} 6 ^{*2}
		EVAP control system pressure sensor	B73	3
	107	Refrigerant pressure sensor	E77	3

*1: With ICC

*2: Without ICC

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-329, "Component Inspection"](#).)
- Camshaft position sensor (PHASE) (bank 2) (Refer to [EC-334, "Component Inspection"](#).)
- Battery current sensor (Refer to [EC-453, "Component Inspection"](#).)
- Refrigerant pressure sensor (Refer to [EC-546, "Diagnosis Procedure"](#).)

Is the inspection result normal?

YES >> GO TO 8.

NO >> Replace malfunctioning component.

8. CHECK APP SENSOR

Refer to [EC-507, "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-507, "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	
B73	1	M107	112	Existed

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

Is the inspection result normal?

P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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

11. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors B1, M7
- Harness connectors B71, B72
- 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	
B73	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 B71, B72
- 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-368, "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 15.
NO >> Replace EVAP control system pressure sensor. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

15. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356444

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.

P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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/cm², -13.53 psi) or pressure over 101.3 kPa (1.033 kg/cm², 14.69 psi).

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace EVAP control system pressure sensor. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

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P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

DTC Logic

INFOID:000000012356445

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.	<ul style="list-style-type: none"> • 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.) [CMP sensor (PHASE) (bank 2) circuit is open or shorted.] (Battery current sensor circuit is open or shorted.) (Refrigerant pressure sensor circuit is shorted.) • EVAP control system pressure sensor • Crankshaft position sensor (POS) • Accelerator pedal position sensor • Camshaft position sensor (PHASE) (bank 2) • Battery current sensor • Refrigerant pressure sensor • EVAP canister vent control valve • EVAP canister • 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

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.
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.

P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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-371, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356446

1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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		
B73	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	
B73	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 B71, B72

P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

- 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	46	CKP sensor (POS)	F2	1
F102	64	CMP sensor (PHASE) (bank 2)	F18	1
		Battery current sensor	E21	
M107	103	APP sensor	M154*1 M9*2	10*1 6*2
		EVAP control system pressure sensor	B73	3
	107	Refrigerant pressure sensor	E77	3

*1: With ICC

*2: Without ICC

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-329, "Component Inspection"](#).)
- Camshaft position sensor (PHASE) (bank 2) (Refer to [EC-334, "Component Inspection"](#).)
- Battery current sensor (Refer to [EC-453, "Component Inspection"](#).)
- Refrigerant pressure sensor (Refer to [EC-546, "Diagnosis Procedure"](#).)

Is the inspection result normal?

YES >> GO TO 8.

NO >> Replace malfunctioning component.

8. CHECK APP SENSOR

Refer to [EC-507, "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-507, "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	
B73	1	M107	112	Existed

P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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 B71, B72
- 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	
B73	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 B71, B72
- 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-355. "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 16.

NO >> Replace EVAP canister vent control valve. Refer to [FL-15. "EXCEPT FOR MEXICO : Exploded View"](#).

16.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-374. "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 17.

NO >> Replace EVAP control system pressure sensor. Refer to [FL-15. "EXCEPT FOR MEXICO : Exploded View"](#).

17.CHECK IF EVAP CANISTER IS SATURATED WITH WATER

P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

[VQ37VHR FOR USA AND CANADA]

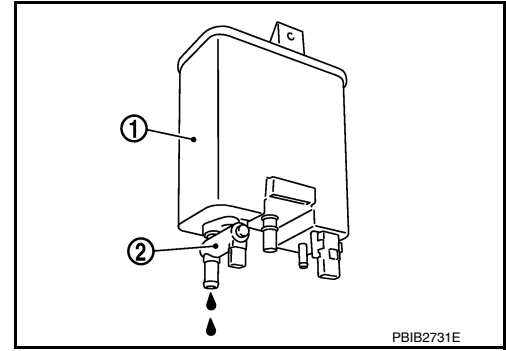
< DTC/CIRCUIT DIAGNOSIS >

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 2.1 kg (4.6 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-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356447

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/cm², -13.53 psi) or pressure over 101.3 kPa (1.033 kg/cm², 14.69 psi).**

Is the inspection result normal?

- YES >> INSPECTION END

P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

NO >> Replace EVAP control system pressure sensor. Refer to [FL-15. "EXCEPT FOR MEXICO : Exploded View"](#).

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P0456 EVAP CONTROL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0456 EVAP CONTROL SYSTEM

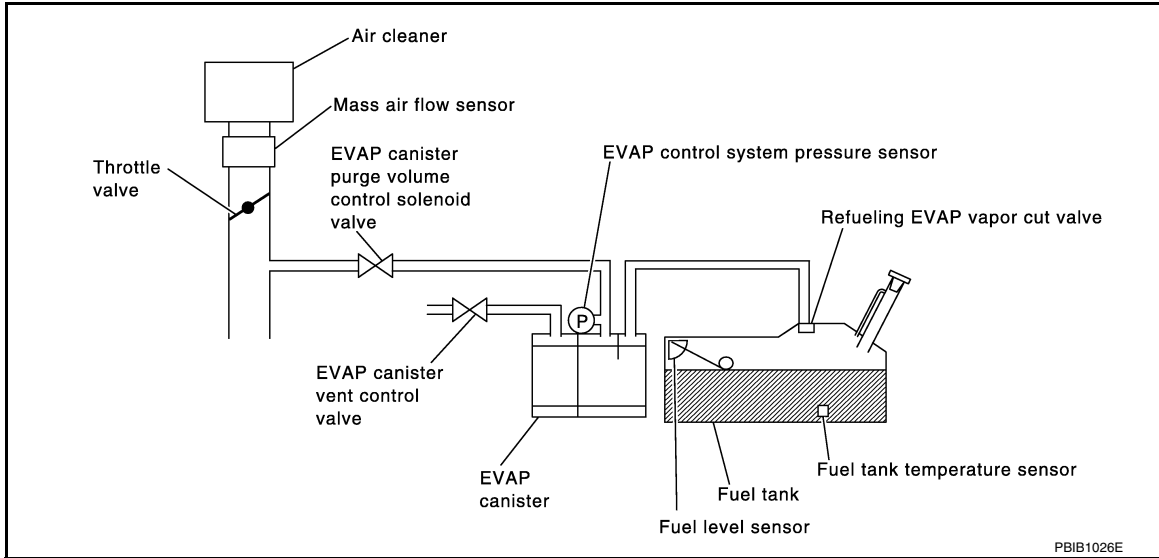
DTC Logic

INFOID:000000012356448

DTC DETECTION LOGIC

This diagnosis detects leaks in the EVAP line between fuel tank and EVAP canister purge volume control solenoid valve, using the negative pressure caused by decrease of fuel temperature in the fuel tank after turning ignition switch OFF.

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)	<ul style="list-style-type: none"> • EVAP system has a very small leak. • EVAP system does not operate properly. 	<ul style="list-style-type: none"> • Incorrect fuel tank vacuum relief valve • Incorrect fuel filler cap used • Fuel filler cap remains open or fails to close. • Foreign matter caught in fuel filler cap. • Leak is in line between intake manifold and EVAP canister purge volume control solenoid valve. • Foreign matter caught in EVAP canister vent control valve. • EVAP canister or fuel tank leaks • EVAP purge line (pipe and rubber tube) leaks • EVAP purge line rubber tube bent • Loose or disconnected rubber tube • EVAP canister vent control valve and the circuit • EVAP canister purge volume control solenoid valve and the circuit • Fuel tank temperature sensor • O-ring of EVAP canister vent control valve is missing or damaged • EVAP canister is saturated with water • EVAP control system pressure sensor • Refueling EVAP vapor cut valve • ORVR system leaks • Fuel level sensor and the circuit • 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. PRECONDITIONING

P0456 EVAP CONTROL SYSTEM

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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.

Do you have CONSULT?

YES >> GO TO 2.

NO >> GO TO 4.

2.PERFORM DTC CONFIRMATION PROCEDURE-I

With CONSULT

1. Turn ignition switch ON and select "EVAP DIAG READY" in "DATA MONITOR" mode with CONSULT.
2. Start engine and wait at idle until "OFF" of "EVAP DIAG READY" changes to "ON".

NOTE:

It will take at most 2 hours until "OFF" of "EVAP DIAG READY" changes to "ON".

3. Turn ignition switch OFF and wait at least 90 minutes.

NOTE:

Never turn ignition switch ON during 90 minutes.

4. Turn ignition switch ON and select "EVAP LEAK DIAG" in "DATA MONITOR" mode with CONSULT.
5. Check that "EVAP LEAK DIAG" indication.

Which is displayed on CONSULT?

CMPLT >> GO TO 3.

YET >> Perform DTC CONFIRMATION PROCEDURE again. GO TO 1.

3.PERFORM COMPONENT FUNCTION CHECK-II

Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to [EC-377, "Diagnosis Procedure"](#).

NO >> INSPECTION END

4.PERFORM DTC CONFIRMATION PROCEDURE

With GST

1. Start engine and wait engine idle for at least 2 hours.
2. Turn ignition switch OFF and wait at least 90 minutes.

NOTE:

Never turn ignition switch ON during 90 minutes.

3. Turn ignition switch ON.
4. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to [EC-377, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356449

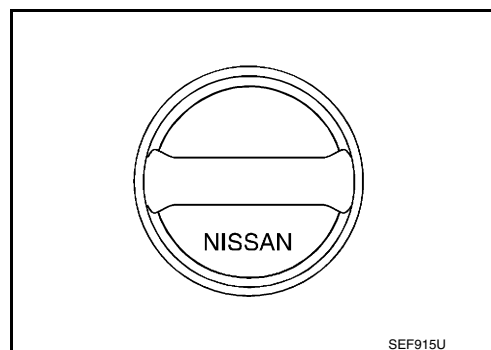
1.CHECK FUEL FILLER CAP DESIGN

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.



P0456 EVAP CONTROL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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. Then 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-543, "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-556, "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 [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).
- EVAP canister vent control valve.
Refer to [EC-355, "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

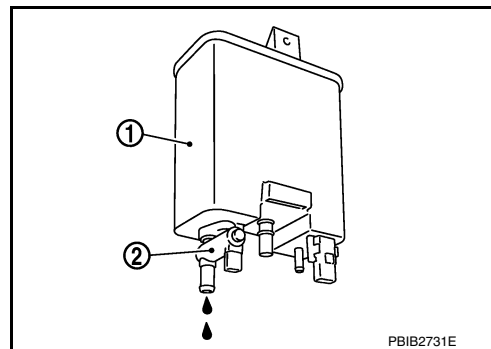
1. Remove EVAP canister (1) with EVAP canister vent control valve (2) and EVAP control system pressure sensor attached.
2. Check if water will drain from EVAP canister.

Does water drain from the EVAP canister?

YES >> GO TO 8.

NO-1 >> With CONSULT: GO TO 10.

NO-2 >> Without CONSULT: GO TO 11.



8. CHECK EVAP CANISTER

Weigh the EVAP canister assembly with the EVAP canister vent control valve and EVAP control system pressure sensor attached.

The weight should be less than 2.1 kg (4.6 lb).

Is the inspection result normal?

YES-1 >> With CONSULT: GO TO 10.

YES-2 >> Without CONSULT: GO TO 11.

NO >> GO TO 9.

P0456 EVAP CONTROL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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

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 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

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 13.
NO >> GO TO 12.

12. CHECK VACUUM HOSE

Check vacuum hoses for clogging or disconnection. Refer to [EC-64, "EVAPORATIVE EMISSION SYSTEM : System Description"](#).

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-349, "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 14.
NO >> Replace EVAP canister purge volume control solenoid valve. Refer to [EM-31, "Exploded View"](#).

14. CHECK FUEL TANK TEMPERATURE SENSOR

Refer to [EC-305, "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-364, "Component Inspection"](#).

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P0456 EVAP CONTROL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

Is the inspection result normal?

YES >> GO TO 16.

NO >> Replace EVAP control system pressure sensor. Refer to [FL-15. "EXCEPT FOR MEXICO : Exploded View"](#).

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-64. "EVAPORATIVE EMISSION SYSTEM : System Description"](#).

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-541. "Diagnosis Procedure"](#).

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 tube.

20.CHECK REFUELING EVAP VAPOR CUT VALVE

Refer to [EC-543. "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 21.

NO >> Replace refueling EVAP vapor cut valve with fuel tank. Refer to [FL-11. "Exploded View"](#).

21.CHECK FUEL LEVEL SENSOR

Refer to [MWI-79. "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 22.

NO >> Replace fuel level sensor unit. Refer to [FL-6. "Exploded View"](#).

22.CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356450

1.CHECK FUEL TANK VACUUM RELIEF VALVE

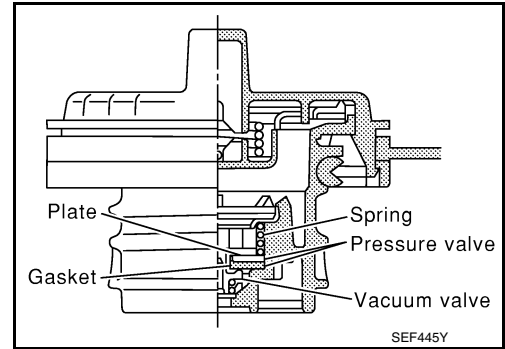
1. Turn ignition switch OFF.
2. Remove fuel filler cap.

P0456 EVAP CONTROL SYSTEM

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

3. Wipe clean valve housing.



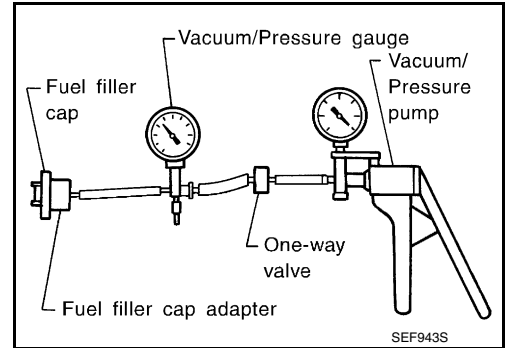
4. Check valve opening pressure and vacuum.

Pressure: 15.3 - 20.0 kPa (0.156 - 0.204 kg/cm², 2.22 - 2.90 psi)

Vacuum: -6.0 to -3.3 kPa (-0.061 to -0.034 kg/cm², -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

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0460 FUEL LEVEL SENSOR

DTC Logic

INFOID:000000012356451

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-403, "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.	<ul style="list-style-type: none">• Harness or connectors (The CAN communication line is open or shorted)• Harness or connectors (The sensor circuit is open or shorted)• Combination meter• 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-382, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356452

1. CHECK DTC WITH "COMBINATION METER"

Refer to [MWI-32, "CONSULT Function"](#).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Go to [MWI-78, "Component Function Check"](#).

2. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

P0461 FUEL LEVEL SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0461 FUEL LEVEL SENSOR

DTC Logic

INFOID:000000012356453

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-403, "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.	<ul style="list-style-type: none">• Harness or connectors (The CAN communication line is open or shorted)• Harness or connectors (The sensor circuit is open or shorted)• Combination meter• Fuel level sensor

DTC CONFIRMATION PROCEDURE

1. PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to [EC-383, "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-384, "Diagnosis Procedure"](#).

Component Function Check

INFOID:000000012356454

1. PRECONDITIONING

WARNING:

When performing the following procedure, always observe the handling of the fuel. Refer to [FL-7, "Removal and Installation"](#).

TESTING CONDITION:

Before starting component function check, preparation of draining fuel and refilling fuel is required.

Do you have CONSULT?

YES >> GO TO 2.

NO >> GO TO 3.

2. PERFORM COMPONENT FUNCTION CHECK

With CONSULT

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-180, "Work Procedure"](#).
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.
7. Check "FUEL LEVEL SE" output voltage and note it.
8. Select "FUEL PUMP RELAY" in "ACTIVE TEST" mode with CONSULT.
9. Touch "ON" and drain fuel approximately 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal) and stop it.

P0461 FUEL LEVEL SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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 0.03V during step 7 to 10 and 10 to 12.

Is the inspection result normal?

- YES >> INSPECTION END
NO >> Go to [EC-384, "Diagnosis Procedure"](#).

3.PERFORM COMPONENT FUNCTION CHECK

⊗ Without CONSULT

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-180, "Work Procedure"](#).
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-384, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000012356455

1.CHECK DTC WITH "COMBINATION METER"

Refer to [MWI-32, "CONSULT Function"](#).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Go to [MWI-78, "Component Function Check"](#).

2.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

P0462, P0463 FUEL LEVEL SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0462, P0463 FUEL LEVEL SENSOR

DTC Logic

INFOID:000000012356456

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-403, "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.	<ul style="list-style-type: none">• Harness or connectors (The CAN communication line is open or shorted)
P0463	Fuel level sensor circuit high input	An excessively high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none">• Harness or connectors (The sensor circuit is open or shorted)• Combination meter• 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.

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-385, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356457

1. CHECK DTC WITH "COMBINATION METER"

Refer to [MWI-32, "CONSULT Function"](#).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Go to [MWI-78, "Component Function Check"](#).

2. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

P0500 VSS

Description

INFOID:0000000012356458

The vehicle speed signal is sent to the “combination meter” from the “ABS actuator and electric unit (control unit)” via the CAN communication line. The “combination meter” then sends a signal to the ECM via the CAN communication line.

DTC Logic

INFOID:0000000012356459

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-403, "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.	<ul style="list-style-type: none"> • Harness or connectors (The CAN communication line is open or shorted) • Harness or connectors (The vehicle speed signal circuit is open or shorted) • Wheel sensor • Combination meter • ABS actuator and electric unit (control unit)

DTC CONFIRMATION PROCEDURE

1.INSPECTION START

Do you have CONSULT?

Do you have CONSULT?

- 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

1. Start engine (VDC switch OFF).
2. Read “VHCL SPEED SE” in “DATA MONITOR” mode with CONSULT. The vehicle speed on CONSULT 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-387, "Diagnosis Procedure"](#).

4.PERFORM DTC CONFIRMATION PROCEDURE

1. Select “DATA MONITOR” mode with CONSULT.
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	1,500 - 6,000 rpm
COOLAN TEMP/S	More than 70°C (158°F)
B/FUEL SCHDL	6.5 - 31.8 msec
Selector lever	Except P or N position
PW/ST SIGNAL	OFF

4. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to [EC-387, "Diagnosis Procedure"](#).

NO >> INSPECTION END

5.PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to [EC-387, "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-387, "Diagnosis Procedure"](#).

Component Function Check

INFOID:0000000012356460

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-387, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000012356461

1.CHECK DTC WITH “ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)”

Refer to [BRC-38, "CONSULT Function"](#).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace.

2.CHECK DTC WITH “COMBINATION METER”

Refer to [MWI-32, "CONSULT Function"](#).

>> INSPECTION END

P0506 ISC SYSTEM

Description

INFOID:000000012356462

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:000000012356463

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.	<ul style="list-style-type: none"> • Electric throttle control actuator • 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-171, "Description"](#), 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-388, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356464

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.

P0506 ISC SYSTEM

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

NO >> GO TO 2.

2. REPLACE ECM

1. Stop engine.
2. Replace ECM.
3. Go to [EC-165. "Description"](#).

>> INSPECTION END

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P0507 ISC SYSTEM

Description

INFOID:000000012356465

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:000000012356466

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.	<ul style="list-style-type: none"> • Electric throttle control actuator • Intake air leak • 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-171, "Description"](#), 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-390, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356467

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.

P0507 ISC SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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-165, "Description"](#).

>> INSPECTION END

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P050A, P050E COLD START CONTROL

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P050A, P050E COLD START CONTROL

Description

INFOID:000000012356468

ECM controls ignition timing and engine idle speed when engine is started with pre-warming up condition. This control promotes the activation of three way catalyst by heating the catalyst and reduces emissions.

DTC Logic

INFOID:000000012356469

DTC DETECTION LOGIC

NOTE:

If DTC P050A or P050E is displayed with other DTC, first perform the trouble diagnosis for other DTC.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P050A	Cold start idle air control system performance	ECM does not control engine idle speed properly when engine is started with pre-warming up condition.	<ul style="list-style-type: none">• Lack of intake air volume• Fuel injection system• ECM
P050E	Cold start engine exhaust temperature too low	The temperature of the catalyst inlet does not rise to the proper temperature when the engine is started with pre-warming up condition.	

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

With CONSULT

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Select "DATA MONITOR" mode with CONSULT.
4. Check the indication of "COOLAN TEMP/S".

With GST

Follow the procedure "With CONSULT" above.

Is the value of "COOLAN TEMP/S" between 4°C (39°F) and 36°C (97°F)?

YES >> GO TO 3.

NO-1 [If it is below 4°C (39°F)]>>Warm up the engine until the value of "COOLAN TEMP/S" reaches 4°C (39°F) or more. Retry from step 1.

NO-2 [If it is above 36°C (97°F)]>>Cool engine down to less than 36°C (97°F). Retry from step 1.

3. PERFORM DTC CONFIRMATION PROCEDURE-II

With CONSULT

1. Set the select lever in N range.
2. Start the engine and warm up in idle with the value of "COOLAN TEMP/S" between -10°C (14°F) and 40°C (104°F) for more than 15 seconds.
3. Check 1st trip DTC.

With GST

Follow the procedure "With CONSULT" above.

Is 1st trip DTC detected?

YES >> Go to [EC-393. "Diagnosis Procedure"](#).

NO >> INSPECTION END

P050A, P050E COLD START CONTROL

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

INFOID:000000012356470

Diagnosis Procedure

1. PERFORM IDLE AIR VOLUME LEARNING

Perform [EC-171, "Description"](#).

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
- Clogging of throttle body

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-294, "DTC Logic"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Go to [EC-295, "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-392, "DTC Logic"](#).

Is the 1st trip DTC P050A or P050E displayed again?

YES >> GO TO 5.

NO >> INSPECTION END

5. REPLACE ECM

1. Replace ECM.
2. Go to [EC-165, "Description"](#).

>> INSPECTION END

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P0524 ENGINE OIL PRESSURE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0524 ENGINE OIL PRESSURE

DTC Logic

INFOID:000000012356471

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-223, "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.	<ul style="list-style-type: none">• Engine oil pressure or level too low• Crankshaft position sensor (POS)• Camshaft position sensor (PHASE)• Intake valve control solenoid valve• Accumulation of debris to the signal pick-up portion of the camshaft• Timing chain installation• 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-9, "Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Go to [LU-9, "Inspection"](#).

3. PERFORM DTC CONFIRMATION PROCEDURE

1. Select "DATA MONITOR" mode with CONSULT.
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 (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-395, "Diagnosis Procedure"](#)
NO >> INSPECTION END

P0524 ENGINE OIL PRESSURE

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

INFOID:000000012356472

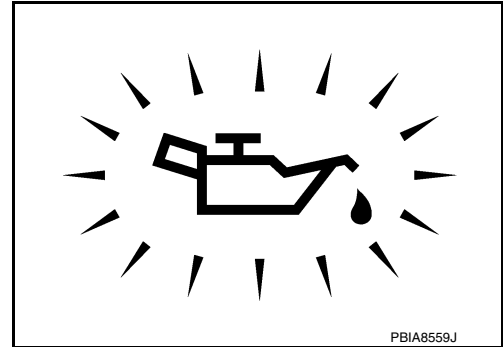
Diagnosis Procedure

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-9, "Inspection"](#).
NO >> GO TO 2.



2. CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE

Refer to [EC-215, "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Replace malfunctioning intake valve timing control solenoid valve. Refer to [EM-57, "Exploded View"](#).

3. CHECK CRANKSHAFT POSITION SENSOR (POS)

Refer to [EC-329, "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Replace crankshaft position sensor (POS). Refer to [EM-130, "Exploded View"](#).

4. CHECK CAMSHAFT POSITION SENSOR (PHASE)

Refer to [EC-334, "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 5.
NO >> Replace malfunctioning camshaft position sensor (PHASE). Refer to [EM-57, "Exploded View"](#).

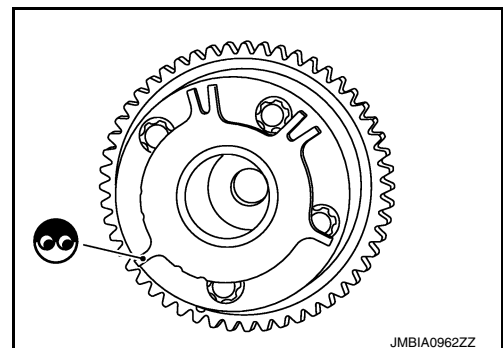
5. CHECK CAMSHAFT (INTAKE)

Check the following.

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

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-58, "Removal and Installation"](#).
NO >> GO TO 7.

7. CHECK LUBRICATION CIRCUIT

Perform "Inspection of Camshaft Sprocket (INT) Oil Groove". Refer to [EM-113, "Inspection"](#).

P0524 ENGINE OIL PRESSURE

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

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

8. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356473

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	∞ (Continuity should not exist)

Is the inspection result normal?

- YES >> GO TO 2.
- NO >> Replace malfunctioning intake valve timing control solenoid valve. Refer to [EM-57, "Exploded View"](#).

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:

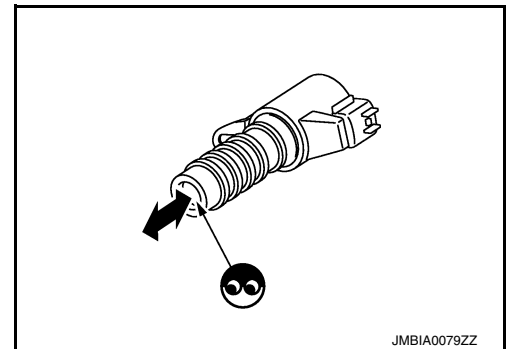
Never apply 12 V DC continuously for 5 seconds or more. Doing so may result in damage to the coil in intake valve timing control solenoid valve.

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. Refer to [EM-57, "Exploded View"](#).



P0550 PSP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0550 PSP SENSOR

DTC Logic

INFOID:0000000012356474

DTC DETECTION LOGIC

NOTE:

If DTC P0550 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643. Refer to [EC-404, "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.	<ul style="list-style-type: none">• Harness or connectors (The sensor circuit is open or shorted)• 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-397, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356475

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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.

P0550 PSP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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-398. "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace PSP sensor. Refer to [ST-72. "2WD : Exploded View"](#).

6.CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356476

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. Refer to [ST-72. "2WD : Exploded View"](#).

P0603 ECM POWER SUPPLY

< DTC/CIRCUIT DIAGNOSIS >

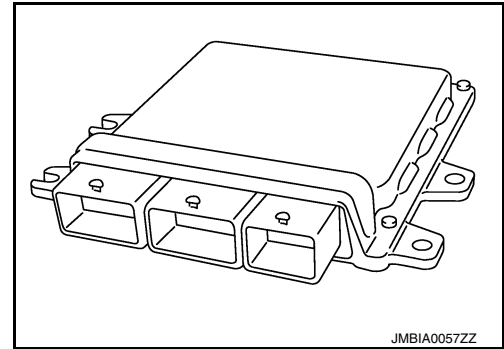
[VQ37VHR FOR USA AND CANADA]

P0603 ECM POWER SUPPLY

Description

INFOID:000000012356477

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.



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DTC Logic

INFOID:000000012356478

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.	<ul style="list-style-type: none"> • Harness or connectors [ECM power supply (back up) circuit is open or shorted.] • 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-399. "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356479

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

P0603 ECM POWER SUPPLY

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

YES >> GO TO 3.

NO >> GO TO 2.

2. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E20, F40
- 15 A fuse (No. 51)
- IPDM E/R harness connector E5
- Harness for open or short between ECM and battery

>> Repair or replace harness or connectors.

3. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "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-399. "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-165. "Description"](#).

>> INSPECTION END

P0605 ECM

DTC Logic

INFOID:0000000012356480

DTC DETECTION LOGIC

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DTC No.	Trouble diagnosis name	DTC detecting condition		Possible cause
P0605	Engine control module	A)	ECM calculation function is malfunctioning.	• ECM
		B)	ECM EEPROM system is malfunctioning.	
		C)	ECM self shut-off function is malfunctioning.	

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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.

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>> 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-401, "Diagnosis Procedure"](#).
- NO >> GO TO 3.

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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-401, "Diagnosis Procedure"](#).
- NO >> GO TO 4.

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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-401, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

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Diagnosis Procedure

INFOID:0000000012356481

1. INSPECTION START

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure. See [EC-401, "DTC Logic"](#).

Is the 1st trip DTC P0605 displayed again?

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

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P0605 ECM

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

2. REPLACE ECM

1. Replace ECM.
2. Go to [EC-165, "Description"](#).

>> INSPECTION END

P0607 ECM

DTC Logic

INFOID:000000012356482

DTC DETECTION LOGIC

EC

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-403, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356483

1. INSPECTION START

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
See [EC-403, "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-165, "Description"](#).

>> INSPECTION END

P0643 SENSOR POWER SUPPLY

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0643 SENSOR POWER SUPPLY

DTC Logic

INFOID:000000012356484

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.	<ul style="list-style-type: none">• Harness or connectors (APP sensor 1 circuit is shorted.) (TP sensor circuit is shorted.) [CMP sensor (PHASE) (bank 1) circuit is shorted.] [Manifold absolute pressure (MAP) sensor circuit is shorted.] (PSP sensor circuit is shorted.)• Accelerator pedal position sensor• Throttle position sensor• Camshaft position sensor (PHASE) (bank 1)• Manifold absolute pressure (MAP) sensor• 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.

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-404, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356485

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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		
M154*1	4*1	Ground	Approx. 5
M9*2	5*2		

P0643 SENSOR POWER SUPPLY

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

*1: With ICC

*2: Without ICC

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)	F67	6
F102	60	CMP sensor (PHASE) (bank 1)	F5	1
		Manifold absolute pressure (MAP) sensor	F50	1
		PSP sensor	F35	3
M107	99	APP sensor	M154 ^{*1} M9 ^{*2}	4 ^{*1} 5 ^{*2}

*1: With ICC

*2: Without ICC

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-334, "Component Inspection"](#).)
- Power steering pressure sensor (Refer to [EC-398, "Component Inspection"](#).)

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace malfunctioning component.

5. CHECK TP SENSOR

Refer to [EC-249, "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-249, "Special Repair Requirement"](#).

>> INSPECTION END

7. CHECK APP SENSOR

Refer to [EC-507, "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-507, "Special Repair Requirement"](#).

P0643 SENSOR POWER SUPPLY

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

>> INSPECTION END

9. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

P0850 PNP SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P0850 PNP SWITCH

Description

INFOID:000000012356486

When the selector lever position is P or N, park/neutral position (PNP) signal from the TCM is sent to ECM. ECM detects the position because the continuity of the line (the ON signal) exists.

DTC Logic

INFOID:000000012356487

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.	<ul style="list-style-type: none">• Harness or connectors [The park/neutral position (PNP) signal circuit is open or shorted.]• TCM

DTC CONFIRMATION PROCEDURE

1.INSPECTION START

Do you have CONSULT?

Do you have CONSULT?

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 SIGNAL

With CONSULT

1. Turn ignition switch ON.
2. Select "P/N POSI SW" in "DATA MONITOR" mode with CONSULT. Then check the "P/N POSI SW" signal under the following conditions.

Position (Selector lever)	Known-good signal
N or P position	ON
Except above position	OFF

Is the inspection result normal?

YES >> GO TO 4.

NO >> Go to [EC-408. "Diagnosis Procedure"](#).

4.PERFORM DTC CONFIRMATION PROCEDURE

1. Select "DATA MONITOR" mode with CONSULT.
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)

P0850 PNP SWITCH

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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-408, "Diagnosis Procedure"](#).

NO >> INSPECTION END

5.PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to [EC-408, "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-408, "Diagnosis Procedure"](#).

Component Function Check

INFOID:000000012356488

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	Battery voltage
				Except above	Approx. 0

Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to [EC-408, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012356489

1.CHECK DTC WITH TCM

Refer to [TM-60, "Diagnosis Description"](#).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace.

2.CHECK STARTING SYSTEM

Turn ignition switch OFF, then turn it to START.

Does starter motor operate?

YES >> GO TO 3.

NO >> Check DTC with BCM. Refer to [BCS-14, "COMMON ITEM : CONSULT Function \(BCM - COMMON ITEM\)"](#).

3.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.

P0850 PNP SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

A/T assembly		ECM		Continuity
Connector	Terminal	Connector	Terminal	
F61	9	M107	109	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 F40, E20
- Harness connectors E106, M6
- Harness connectors M20, M30
- 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.

5.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

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P100A, P100B VVEL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P100A, P100B VVEL SYSTEM

DTC Logic

INFOID:000000012356490

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-422, "DTC Logic"](#).
- If DTC P100A or P100B is displayed with DTC P0101 or P010B, first perform the trouble diagnosis for DTC P0101 or P010B. Refer to [EC-226, "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.	<ul style="list-style-type: none">• Harness or connectors (VVEL actuator motor circuit is open or shorted.)• VVEL actuator motor• VVEL actuator sub assembly• VVEL ladder assembly• 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 conditions, 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-410, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356491

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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.

P100A, P100B VVEL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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 F40, E20
- 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-412, "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-413, "Special Repair Requirement"](#).

>> INSPECTION END

6. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "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-167, "Description"](#).

>> GO TO 8.

8. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
See [EC-410, "DTC Logic"](#).

Is the DTC P100A or P100B displayed again?

YES >> GO TO 9.

P100A, P100B VVEL SYSTEM

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

NO >> INSPECTION END

9. CHECK VVEL ACTUATOR SUB ASSEMBLY

Refer to [EC-412, "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-413, "Special Repair Requirement"](#).

>> INSPECTION END

11. CHECK VVEL LADDER ASSEMBLY

Refer to [EM-113, "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-413, "Special Repair Requirement"](#).

>> INSPECTION END

13. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (VVEL ACTUATOR MOTOR)

INFOID:0000000012356492

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-413, "Special Repair Requirement"](#).

>> INSPECTION END

Component Inspection (VVEL ACTUATOR SUB ASSEMBLY)

INFOID:0000000012356493

1. CHECK VVEL ACTUATOR SUB ASSEMBLY

1. Turn ignition switch OFF.
2. Remove VVEL actuator sub assembly. Refer to [EM-104, "Disassembly and Assembly"](#).

P100A, P100B VVEL SYSTEM

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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-413. "Special Repair Requirement"](#).

>> INSPECTION END

Special Repair Requirement

INFOID:000000012356494

1.PERFORM VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

Refer to [EC-173. "Description"](#).

>> GO TO 2.

2.PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-171. "Description"](#).

>> END

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P1087, P1088 VVEL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1087, P1088 VVEL SYSTEM

DTC Logic

INFOID:000000012356495

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-418, "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.	<ul style="list-style-type: none">• Harness or connectors (VVEL actuator motor circuit is open or shorted.)• VVEL actuator motor• VVEL actuator sub assembly• VVEL ladder assembly• VVEL control module
P1088	VVEL small event angle malfunction (bank 2)		

P1089, P1092 VVEL CONTROL SHAFT POSITION SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1089, P1092 VVEL CONTROL SHAFT POSITION SENSOR

DTC Logic

INFOID:000000012356496

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-495. "DTC Logic"](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1089	VVEL control shaft position sensor (bank 1) circuit	<ul style="list-style-type: none">An excessively low voltage from the sensor is sent to VVEL control module.An excessively high voltage from the sensor is sent to VVEL control module.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.	<ul style="list-style-type: none">Harness or connectors (VVEL control shaft position sensor circuit is open or shorted.)VVEL control shaft position sensorVVEL 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.

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- 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

- Start engine and let it idle for 1 second.
- Check DTC.

Is DTC detected?

- YES >> Go to [EC-415. "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356497

1. CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection M95. Refer to Ground Inspection in [GI-48. "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

- Disconnect VVEL control shaft position sensor harness connector.
- Turn ignition switch ON.
- Check the voltage between VVEL control shaft position sensor harness connector and ground.

P1089, P1092 VVEL CONTROL SHAFT POSITION SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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 F40, E20
- 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 F40, E20
- 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	

P1089, P1092 VVEL CONTROL SHAFT POSITION SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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 F40, E20
- 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-45. "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-167. "Description"](#).

>> GO TO 10.

10. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
See [EC-415. "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-417. "Special Repair Requirement"](#).

>> INSPECTION END

Special Repair Requirement

INFOID:0000000012356498

1. PERFORM VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

Refer to [EC-173. "Description"](#).

>> GO TO 2.

2. PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-171. "Description"](#).

>> END

P1090, P1093 VVEL ACTUATOR MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1090, P1093 VVEL ACTUATOR MOTOR

DTC Logic

INFOID:000000012356499

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-422. "DTC Logic"](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1090	VVEL system performance (bank 1)	<ul style="list-style-type: none">Event angle difference between the actual and the target is detected.Abnormal current is sent to VVEL actuator motor.	<ul style="list-style-type: none">Harness or connectors (VVEL actuator motor circuit is open or shorted.)VVEL actuator motorVVEL actuator sub assemblyVVEL ladder assemblyVVEL 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.

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- 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

- Start engine and let it idle for 10 second.
- Keep the engine speed at about 3,500 rpm for at least 10 seconds under no load.
- Check DTC.

Is DTC detected?

- YES >> Go to [EC-418. "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356500

1. CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection M95. Refer to Ground Inspection in [GI-48. "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

- Disconnect VVEL control module harness connector.
- Disconnect VVEL actuator motor harness connector.
- Check the continuity between VVEL control module harness connector and VVEL actuator motor harness connector.

P1090, P1093 VVEL ACTUATOR MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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 F40, E20
- 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-420, "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-421, "Special Repair Requirement"](#).

>> INSPECTION END

6. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "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-167, "Description"](#).

>> GO TO 8.

8. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
See [EC-418, "DTC Logic"](#).

Is the DTC P1090 or P1093 displayed again?

YES >> GO TO 9.

P1090, P1093 VVEL ACTUATOR MOTOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

NO >> INSPECTION END

9. CHECK VVEL ACTUATOR SUB ASSEMBLY

Refer to [EC-420, "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-421, "Special Repair Requirement"](#).

>> INSPECTION END

11. CHECK VVEL LADDER ASSEMBLY

Refer to [EM-113, "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-421, "Special Repair Requirement"](#).

>> INSPECTION END

13. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (VVEL ACTUATOR MOTOR)

INFOID:0000000012356501

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-421, "Special Repair Requirement"](#).

>> INSPECTION END

Component Inspection (VVEL ACTUATOR SUB ASSEMBLY)

INFOID:0000000012356502

1. CHECK VVEL ACTUATOR SUB ASSEMBLY

1. Turn ignition switch OFF.
2. Remove VVEL actuator sub assembly. Refer to [EM-104, "Disassembly and Assembly"](#).

P1090, P1093 VVEL ACTUATOR MOTOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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-421](#), "Special Repair Requirement".

>> INSPECTION END

Special Repair Requirement

INFOID:000000012356503

1.PERFORM VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

Refer to [EC-173](#), "Description".

>> GO TO 2.

2.PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-171](#), "Description".

>> END

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P1091 VVEL ACTUATOR MOTOR RELAY

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1091 VVEL ACTUATOR MOTOR RELAY

DTC Logic

INFOID:000000012356504

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1091	VVEL actuator motor relay circuit	<ul style="list-style-type: none">VVEL control module detects the VVEL actuator motor relay is stuck OFF.VVEL control module detects the VVEL actuator motor relay is stuck ON.	<ul style="list-style-type: none">Harness or connectors (VVEL actuator motor relay circuit is open or shorted.) (Abort circuit is open or shorted.)VVEL actuator motor relayVVEL control moduleECM

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- 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

- Turn ignition switch ON and wait at least 1 seconds.
- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON and wait at least 1 seconds.
- Check DTC.

Is DTC detected?

- YES >> Go to [EC-422, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356505

1. VVEL ACTUATOR MOTOR RELAY POWER SUPPLY CIRCUIT-I

- Turn ignition switch OFF.
- Disconnect VVEL actuator motor relay.
- 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 G)
- Harness for open or short between VVEL actuator motor relay and battery

P1091 VVEL ACTUATOR MOTOR RELAY

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

>> 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-424. "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 E20, F40
- 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

P1091 VVEL ACTUATOR MOTOR RELAY

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

Refer to [GI-45. "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-167. "Description"](#).

>> GO TO 10.

10. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
See [EC-422. "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-165. "Description"](#).

>> INSPECTION END

Component Inspection

INFOID:000000012356506

1. CHECK VVEL ACTUATOR MOTOR RELAY

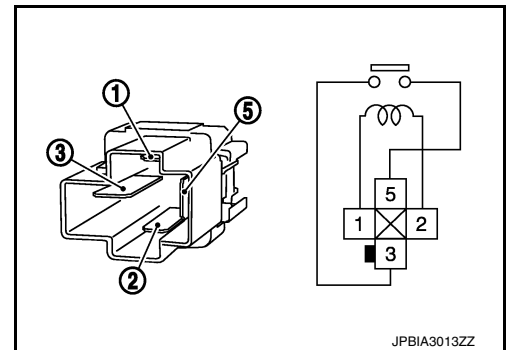
1. Turn ignition switch OFF.
2. Remove VVEL actuator motor relay.
3. Check the continuity between VVEL actuator motor relay terminals under the following conditions.

Terminal	Condition	Continuity
3 and 5	12 V direct current supply between terminals 1 and 2	Existed
	No current supply	Not existed

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace VVEL actuator motor relay.



P1148, P1168 CLOSED LOOP CONTROL

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1148, P1168 CLOSED LOOP CONTROL

DTC Logic

INFOID:000000012356507

DTC DETECTION LOGIC

NOTE:

DTC P1148 or P1168 is displayed with DTC for A/F sensor 1.

When the DTC is detected, perform the trouble diagnosis of DTC corresponding to A/F sensor 1.

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.	<ul style="list-style-type: none">• Harness or connectors (The A/F sensor 1 circuit is open or shorted.)• A/F sensor 1• 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.	

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P1211 TCS CONTROL UNIT

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1211 TCS CONTROL UNIT

Description

INFOID:0000000012356508

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:0000000012356509

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)”.	<ul style="list-style-type: none">• ABS actuator and electric unit (control unit)• 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-426. "Diagnosis Procedure"](#)

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356510

Go to [BRC-63. "Work Flow"](#).

P1212 TCS COMMUNICATION LINE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1212 TCS COMMUNICATION LINE

Description

INFOID:0000000012356511

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:0000000012356512

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-403, "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.	<ul style="list-style-type: none">• Harness or connectors (The CAN communication line is open or shorted.)• ABS actuator and electric unit (control unit)• 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-427, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356513

Go to [BRC-63, "Work Flow"](#).

P1217 ENGINE OVER TEMPERATURE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1217 ENGINE OVER TEMPERATURE

DTC Logic

INFOID:000000012356514

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-403, "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)	<ul style="list-style-type: none">• Cooling fan does not operate properly (Overheat).• Cooling fan system does not operate properly (Overheat).• Engine coolant was not added to the system using the proper filling method.• Engine coolant is not within the specified range.	<ul style="list-style-type: none">• Harness or connectors (The cooling fan circuit is open or shorted.)• IPDM E/R• Cooling fan control module• Cooling fan motor• Radiator hose• Radiator• Radiator cap• Water pump• Thermostat

CAUTION:

When a malfunction is indicated, always replace the coolant. Refer to [CO-11, "Draining"](#) and [CO-11, "Refilling"](#). Also, replace the engine oil. Refer to [LU-11, "Draining"](#) and [LU-12, "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-17, "FOR NORTH AMERICA : 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-428, "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-429, "Diagnosis Procedure"](#).

Component Function Check

INFOID:000000012356515

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.

P1217 ENGINE OVER TEMPERATURE

[VQ37VHR FOR USA AND CANADA]

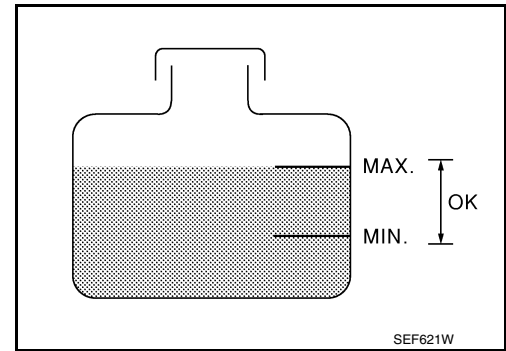
< DTC/CIRCUIT DIAGNOSIS >

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-429, "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-429, "Diagnosis Procedure"](#).
- NO >> GO TO 3.

3.PERFORM COMPONENT FUNCTION CHECK-III

With CONSULT

1. Turn ignition switch ON.
2. Perform "FAN DUTY CONTROL" in "ACTIVE TEST" mode with CONSULT.
3. Make sure that cooling fan speed varies according to the percentage.

Without CONSULT

Perform IPDM E/R auto active test and check cooling fan motors operation, refer to [PCS-11, "Diagnosis Description"](#).

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Go to [EC-429, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000012356516

1.CHECK COOLING FAN OPERATION

With CONSULT

1. Turn ignition switch ON.
2. Perform "FAN DUTY CONTROL" in "ACTIVE TEST" mode with CONSULT.
3. Make sure that cooling fan speed varies according to the percentage.

Without CONSULT

1. Perform IPDM E/R auto active test and check cooling fan motors operation, refer to [PCS-11, "Diagnosis Description"](#).
2. Make sure that cooling fan operates.

Is the inspection result normal?

- YES >> GO TO 2.
- NO >> Go to [EC-522, "Diagnosis Procedure"](#).

2.CHECK COOLING SYSTEM FOR LEAK-I

Check cooling system for leak. Refer to [CO-10, "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

P1217 ENGINE OVER TEMPERATURE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

>> Repair or replace malfunctioning part.

4. CHECK RADIATOR CAP

Check radiator cap. Refer to [CO-14, "RADIATOR CAP : Inspection"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace radiator cap. Refer to [CO-16, "Exploded View"](#).

5. CHECK THERMOSTAT

Check thermostat. Refer to [CO-27, "Inspection"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace thermostat. Refer to [CO-26, "Exploded View"](#).

6. CHECK ENGINE COOLANT TEMPERATURE SENSOR

Refer to [EC-246, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace engine coolant temperature sensor. Refer to [CO-28, "Exploded View"](#).

7. CHECK MAIN 12 CAUSES

If the cause cannot be isolated, check the following.

Engine	Step	Inspection item	Equipment	Standard	Reference page
OFF	1	<ul style="list-style-type: none">Blocked radiatorBlocked condenserBlocked radiator grilleBlocked bumper	<ul style="list-style-type: none">Visual	No blocking	—
	2	<ul style="list-style-type: none">Coolant mixture	<ul style="list-style-type: none">Coolant tester	MA-17, "FOR NORTH AMERICA : Anti-Freeze Coolant Mixture Ratio"	
	3	<ul style="list-style-type: none">Coolant level	<ul style="list-style-type: none">Visual	Coolant up to MAX level in reservoir tank and radiator filler neck	CO-10, "Inspection"
	4	<ul style="list-style-type: none">Radiator cap	<ul style="list-style-type: none">Pressure tester	107 kPa (1.1 kg/cm ² , 16 psi) (Limit)	CO-14, "RADIATOR CAP : Inspection"
ON*2	5	<ul style="list-style-type: none">Coolant leaks	<ul style="list-style-type: none">Visual	No leaks	CO-10, "Inspection"
ON*2	6	<ul style="list-style-type: none">Thermostat	<ul style="list-style-type: none">Touch the upper and lower radiator hoses	Both hoses should be hot	CO-27, "Inspection"
ON*1	7	<ul style="list-style-type: none">Cooling fan	<ul style="list-style-type: none">CONSULT	Operating	EC-522, "Component Function Check"
OFF	8	<ul style="list-style-type: none">Combustion gas leak	<ul style="list-style-type: none">Color checker chemical tester 4 Gas analyzer	Negative	—
ON*3	9	<ul style="list-style-type: none">Coolant temperature gauge	<ul style="list-style-type: none">Visual	Gauge less than 3/4 when driving	—
		<ul style="list-style-type: none">Coolant overflow to reservoir tank	<ul style="list-style-type: none">Visual	No overflow during driving and idling	CO-10, "Inspection"
OFF*4	10	<ul style="list-style-type: none">Coolant return from reservoir tank to radiator	<ul style="list-style-type: none">Visual	Should be initial level in reservoir tank	CO-10, "Inspection"
OFF	11	<ul style="list-style-type: none">Cylinder head	<ul style="list-style-type: none">Straight gauge feeler gauge	0.1 mm (0.004 in) Maximum distortion (warping)	EM-126, "Inspection"
	12	<ul style="list-style-type: none">Cylinder block and pistons	<ul style="list-style-type: none">Visual	No scuffing on cylinder walls or piston	EM-139, "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.

P1217 ENGINE OVER TEMPERATURE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

For more information, refer to [CO-8. "Troubleshooting Chart"](#).

>> INSPECTION END

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P1225, P1234 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1225, P1234 TP SENSOR

DTC Logic

INFOID:000000012356517

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-432, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

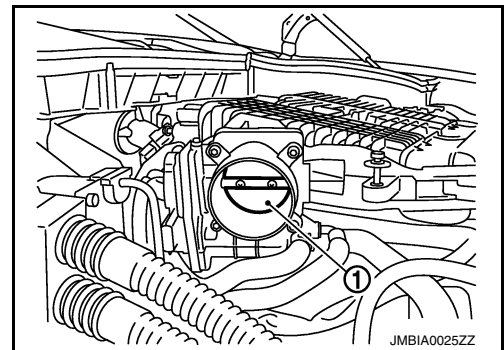
INFOID:000000012356518

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, and then perform throttle valve closed position leaning. Refer to [EC-170, "Description"](#).



2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace malfunctioning electric throttle control actuator.
2. Go to [EC-433, "Special Repair Requirement"](#).

>> INSPECTION END

P1225, P1234 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

Special Repair Requirement

INFOID:000000012356519

1.PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to [EC-170, "Description"](#)

>> GO TO 2.

2.PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-171, "Description"](#)

>> END

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P1226, P1235 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1226, P1235 TP SENSOR

DTC Logic

INFOID:000000012356520

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-434, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

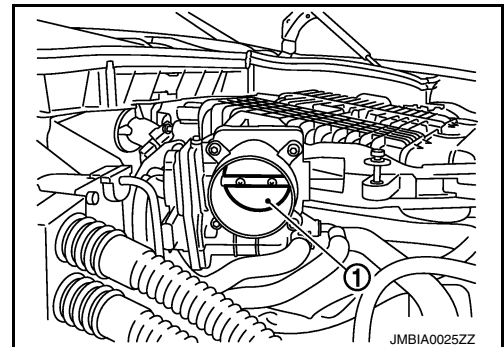
INFOID:000000012356521

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, and then perform throttle valve closed position leaning. Refer to [EC-170, "Description"](#).



2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace malfunctioning electric throttle control actuator.
2. Go to [EC-435, "Special Repair Requirement"](#).

>> INSPECTION END

P1226, P1235 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

Special Repair Requirement

INFOID:000000012356522

1. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to [EC-170, "Description"](#)

>> GO TO 2.

2. PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-171, "Description"](#)

>> END

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P1233, P2101 ELECTRIC THROTTLE CONTROL FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1233, P2101 ELECTRIC THROTTLE CONTROL FUNCTION

DTC Logic

INFOID:000000012356523

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-443, "DTC Logic"](#) or [EC-448, "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.	<ul style="list-style-type: none">• Harness or connectors (Throttle control motor circuit is open or shorted)• 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-436, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356524

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "Circuit Inspection"](#).

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.

P1233, P2101 ELECTRIC THROTTLE CONTROL FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

DTC	ECM				Condition	Voltage (V)	
	+		-				
	Connector	Terminal	Connector	Terminal			
P1233	F102	52	M107	128	Ignition switch	OFF	Approx. 0
							ON
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	71	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 E20, F40
- 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	E5	7	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 E20, F40
- 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

P1233, P2101 ELECTRIC THROTTLE CONTROL FUNCTION

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

1. Disconnect 15 A fuse (No. 50) 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-45. "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	F67	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?

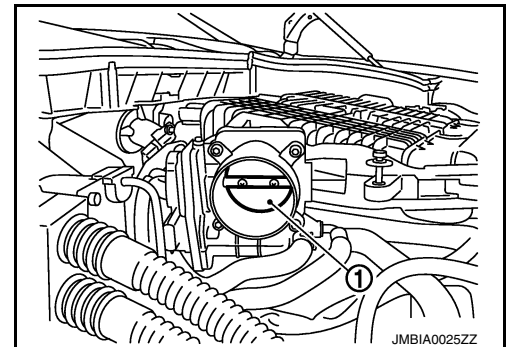
- YES >> GO TO 10.
NO >> Repair or replace.

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, and then perform throttle valve closed position leaning. Refer to [EC-170. "Description"](#).



11.CHECK THROTTLE CONTROL MOTOR

Refer to [EC-439. "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 12.
NO >> GO TO 13.

12.CHECK INTERMITTENT INCIDENT

P1233, P2101 ELECTRIC THROTTLE CONTROL FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

Refer to [GI-45. "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-439. "Special Repair Requirement"](#).

>> INSPECTION END

Component Inspection

INFOID:000000012356525

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-439. "Special Repair Requirement"](#).

>> INSPECTION END

Special Repair Requirement

INFOID:000000012356526

1. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to [EC-170. "Description"](#)

>> GO TO 2.

2. PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-171. "Description"](#)

>> END

P1236, P2118 THROTTLE CONTROL MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1236, P2118 THROTTLE CONTROL MOTOR

DTC Logic

INFOID:000000012356527

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.	<ul style="list-style-type: none"> • Harness or connectors (Throttle control motor circuit is shorted.) • 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-440, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356528

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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

P1236, P2118 THROTTLE CONTROL MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

DTC	Electric throttle control actuator			ECM		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P2118	1	F67	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-441, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 5.

4. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "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-441, "Special Repair Requirement"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356529

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-441, "Special Repair Requirement"](#).

>> INSPECTION END

Special Repair Requirement

INFOID:0000000012356530

1. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

P1236, P2118 THROTTLE CONTROL MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

Refer to [EC-170, "Description"](#)

>> GO TO 2.

2.PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-171, "Description"](#)

>> END

P1238, P2119 ELECTRIC THROTTLE CONTROL ACTUATOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1238, P2119 ELECTRIC THROTTLE CONTROL ACTUATOR

DTC Logic

INFOID:000000012356531

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 and wait at least 3 seconds.
3. Shift selector lever to P position.
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 and wait at least 3 seconds.
7. Shift selector lever to P position.
8. Turn ignition switch OFF, wait at least 10 seconds, and then turn ON.
9. Check DTC.

Is DTC detected?

YES >> Go to [EC-443. "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 and wait at least 3 seconds.
3. Shift selector lever to P position.
4. Start engine and let it idle for 3 seconds.
5. Check DTC.

Is DTC detected?

YES >> Go to [EC-443. "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356532

1. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

1. Turn ignition switch OFF.

P1238, P2119 ELECTRIC THROTTLE CONTROL ACTUATOR

[VQ37VHR FOR USA AND CANADA]

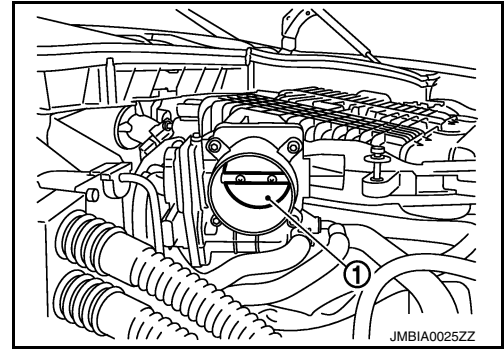
< DTC/CIRCUIT DIAGNOSIS >

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, and then perform throttle valve closed position learning. Refer to [EC-170, "Description"](#).



2.REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace malfunctioning electric throttle control actuator.
2. Go to [EC-444, "Special Repair Requirement"](#).

>> INSPECTION END

Special Repair Requirement

INFOID:000000012356533

1.PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to [EC-170, "Description"](#)

>> GO TO 2.

2.PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-171, "Description"](#)

>> END

P1239, P2135 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1239, P2135 TP SENSOR

DTC Logic

INFOID:000000012356534

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-404, "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.) • 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-445, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356535

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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	F67	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.

P1239, P2135 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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	F67	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	F67	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-446. "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-447. "Special Repair Requirement"](#).

>> INSPECTION END

7. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:000000012356536

1. CHECK THROTTLE POSITION SENSOR

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Perform [EC-170. "Description"](#).

P1239, P2135 TP SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

4. Turn ignition switch ON.
5. Set selector lever to D 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	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-447. "Special Repair Requirement"](#).

>> INSPECTION END

Special Repair Requirement

INFOID:000000012356537

1. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to [EC-170. "Description"](#)

>> GO TO 2.

2. PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-171. "Description"](#)

>> END

P1290, P2100, P2103 THROTTLE CONTROL MOTOR RELAY

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1290, P2100, P2103 THROTTLE CONTROL MOTOR RELAY

DTC Logic

INFOID:000000012356538

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) • 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) • 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-448, "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-448, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356539

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	71	F101	25	Existed

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

P1290, P2100, P2103 THROTTLE CONTROL MOTOR RELAY

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

Is the inspection result normal?

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

2. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E20, F40
- 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	E5	7	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 E20, F40
- 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. 50) from IPDM E/R.
2. Check 15 A fuse for blown.

Is the inspection result normal?

- YES >> GO TO 6.
- NO >> Replace 15A fuse.

6. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace IPDM E/R. Refer to [PCS-34, "Exploded View"](#).
- NO >> Repair or replace harness or connectors.

P1550 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1550 BATTERY CURRENT SENSOR

DTC Logic

INFOID:0000000012356540

DTC DETECTION 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.	<ul style="list-style-type: none">• Harness or connectors (Battery current sensor circuit is open or shorted.) [CKP sensor (POS) circuit is open or shorted.] [CMP sensor (PHASE) (bank 2) circuit is open or shorted.] (APP sensor 2 circuit is shorted.) (EVAP control system pressure sensor circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.)• Battery current sensor• Crankshaft position sensor (POS)• Camshaft position sensor (PHASE) (bank 2)• Accelerator pedal position sensor• EVAP control system pressure sensor• 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 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-450, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356541

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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

P1550 BATTERY CURRENT SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

YES >> GO TO 9.

NO >> GO TO 3.

3. CHECK BATTERY CURRENT SENSOR POWER SUPPLY CIRCUIT-II

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	1	F102	64	Existed

Is the inspection result normal?

YES >> GO TO 5.

NO >> GO TO 4.

4. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F40, E20
- Harness for open between battery current sensor and ECM

>> 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	46	CKP sensor (POS)	F2	1
F102	64	CMP sensor (PHASE) (bank 2)	F18	1
		Battery current sensor	E21	
M107	103	APP sensor	M154 ^{*1} M9 ^{*2}	10 ^{*1} 6 ^{*2}
	107	EVAP control system pressure sensor	B73	3
		Refrigerant pressure sensor	E77	3

*1: With ICC

*2: Without ICC

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-329, "Component Inspection"](#).)
- Camshaft position sensor (PHASE) (bank 2) (Refer to [EC-334, "Component Inspection"](#).)
- EVAP control system pressure sensor (Refer to [EC-364, "Component Inspection"](#).)
- Refrigerant pressure sensor (Refer to [EC-546, "Diagnosis Procedure"](#).)

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace malfunctioning component.

7. CHECK APP SENSOR

Refer to [EC-453, "Component Inspection"](#).

Is the inspection result normal?

P1550 BATTERY CURRENT SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

- YES >> GO TO 14.
NO >> GO TO 8.

8. REPLACE ACCELERATOR PEDAL ASSEMBLY

1. Replace accelerator pedal assembly.
2. Go to [EC-507. "Special Repair Requirement"](#).

>> INSPECTION END

9. 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	3	F102	95	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 E20, F40
- 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.

11. 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	4	F102	91	Existed

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 E20, F40
- 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.

13. CHECK BATTERY CURRENT SENSOR

Refer to [EC-453. "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 14.
NO >> Replace battery negative cable assembly.

14. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

P1550 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

>> INSPECTION END

Component Inspection

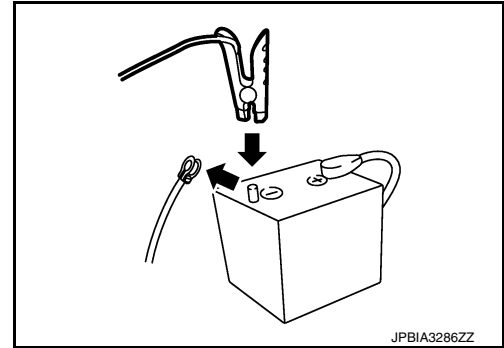
INFOID:0000000012356542

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-157, "How to Handle Battery"](#).

Is the inspection result normal?

- YES >> INSPECTION END
NO >> Replace battery negative cable assembly.

P1551, P1552 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1551, P1552 BATTERY CURRENT SENSOR

DTC Logic

INFOID:000000012356543

DTC DETECTION 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.	<ul style="list-style-type: none">• Harness or connectors (Battery current sensor circuit is open or shorted.) [CKP sensor (POS) circuit is open or shorted.] [CMP sensor (PHASE) (bank 2) circuit is open or shorted.] [APP sensor 2 circuit is shorted.] (EVAP control system pressure sensor circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.)• Battery current sensor• Crankshaft position sensor (POS)• Camshaft position sensor (PHASE) (bank 2)• Accelerator pedal position sensor• EVAP control system pressure sensor• Refrigerant pressure 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-454, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356544

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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.

P1551, P1552 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

Battery current sensor		Ground	Voltage (V)
Connector	Terminal		
E21	1	Ground	Approx. 5

Is the inspection result normal?

YES >> GO TO 9.

NO >> GO TO 3.

3. CHECK BATTERY CURRENT SENSOR POWER SUPPLY CIRCUIT-II

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	1	F102	64	Existed

Is the inspection result normal?

YES >> GO TO 5.

NO >> GO TO 4.

4. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F40, E20
- Harness for open between battery current sensor and ECM

>> 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	46	CKP sensor (POS)	F2	1
F102	64	CMP sensor (PHASE) (bank 2)	F18	1
		Battery current sensor	E21	
M107	103	APP sensor	M154 ^{*1} M9 ^{*2}	10 ^{*1} 6 ^{*2}
		EVAP control system pressure sensor	B73	3
	107	Refrigerant pressure sensor	E77	3

*1: With ICC

*2: Without ICC

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-329, "Component Inspection".](#))
- Camshaft position sensor (PHASE) (bank 2) (Refer to [EC-334, "Component Inspection".](#))
- EVAP control system pressure sensor (Refer to [EC-364, "Component Inspection".](#))
- Refrigerant pressure sensor (Refer to [EC-546, "Diagnosis Procedure".](#))

Is the inspection result normal?

P1551, P1552 BATTERY CURRENT SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

- YES >> GO TO 7.
NO >> Replace malfunctioning component.

7. CHECK APP SENSOR

Refer to [EC-465, "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-507, "Special Repair Requirement"](#).

>> INSPECTION END

9. 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	3	F102	95	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 E20, F40
- 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.

11. 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	4	F102	91	Existed

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 E20, F40
- 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.

13. CHECK BATTERY CURRENT SENSOR

Refer to [EC-465, "Component Inspection"](#).

P1551, P1552 BATTERY CURRENT SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

- YES >> GO TO 14.
- NO >> Replace battery negative cable assembly.

14. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

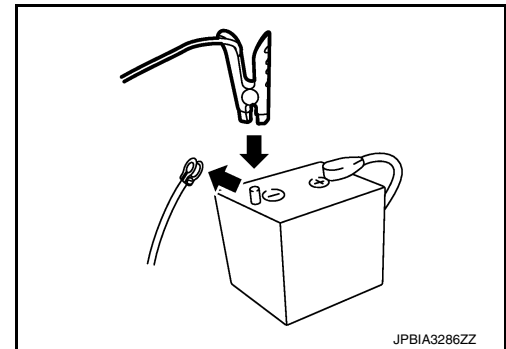
INFOID:000000012356545

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.



Connector	ECM		Voltage (V)
	+	-	
	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-157. "How to Handle Battery"](#).

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Replace battery negative cable assembly.

P1553 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1553 BATTERY CURRENT SENSOR

DTC Logic

INFOID:000000012356546

DTC DETECTION 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.	<ul style="list-style-type: none">• Harness or connectors (Battery current sensor circuit is open or shorted.) [CKP sensor (POS) circuit is open or shorted.] [CMP sensor (PHASE) (bank 2) circuit is open or shorted.] (APP sensor 2 circuit is shorted.) (EVAP control system pressure sensor circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.)• Battery current sensor• Crankshaft position sensor (POS)• Camshaft position sensor (PHASE) (bank 2)• Accelerator pedal position sensor• EVAP control system pressure sensor• 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 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-458, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356547

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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

P1553 BATTERY CURRENT SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

- YES >> GO TO 9.
- NO >> GO TO 3.

3. CHECK BATTERY CURRENT SENSOR POWER SUPPLY CIRCUIT-II

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	1	F102	64	Existed

Is the inspection result normal?

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

4. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F40, E20
- Harness for open between battery current sensor and ECM

>> 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	46	CKP sensor (POS)	F2	1
F102	64	CMP sensor (PHASE) (bank 2)	F18	1
		Battery current sensor	E21	
M107	103	APP sensor	M154*1 M9*2	10*1 6*2
	107	EVAP control system pressure sensor	B73	3
		Refrigerant pressure sensor	E77	3

*1: With ICC

*2: Without ICC

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-329, "Component Inspection"](#).)
- Camshaft position sensor (PHASE) (bank 2) (Refer to [EC-334, "Component Inspection"](#).)
- EVAP control system pressure sensor (Refer to [EC-364, "Component Inspection"](#).)
- Refrigerant pressure sensor (Refer to [EC-546, "Diagnosis Procedure"](#).)

Is the inspection result normal?

- YES >> GO TO 7.
- NO >> Replace malfunctioning component.

7. CHECK APP SENSOR

Refer to [EC-465, "Component Inspection"](#).

Is the inspection result normal?

P1553 BATTERY CURRENT SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

- YES >> GO TO 14.
NO >> GO TO 8.

8. REPLACE ACCELERATOR PEDAL ASSEMBLY

1. Replace accelerator pedal assembly.
2. Go to [EC-507. "Special Repair Requirement"](#).

>> INSPECTION END

9. 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	3	F102	95	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 E20, F40
- 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.

11. 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	4	F102	91	Existed

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 E20, F40
- 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.

13. CHECK BATTERY CURRENT SENSOR

Refer to [EC-465. "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 14.
NO >> Replace battery negative cable assembly.

14. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

P1553 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

>> INSPECTION END

Component Inspection

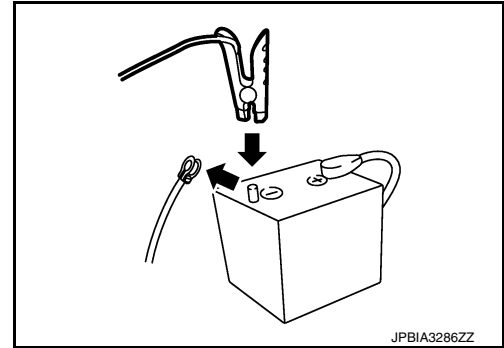
INFOID:0000000012356548

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-157, "How to Handle Battery"](#).

Is the inspection result normal?

- YES >> INSPECTION END
NO >> Replace battery negative cable assembly.

P1554 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1554 BATTERY CURRENT SENSOR

DTC Logic

INFOID:000000012356549

DTC DETECTION 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.	<ul style="list-style-type: none">• Harness or connectors (Battery current sensor circuit is open or shorted.) [CKP sensor (POS) circuit is open or shorted.] [CMP sensor (PHASE) (bank 2) circuit is open or shorted.] (APP sensor 2 circuit is shorted.) (EVAP control system pressure sensor circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.)• Battery current sensor• Crankshaft position sensor (POS)• Camshaft position sensor (PHASE) (bank 2)• Accelerator pedal position sensor• EVAP control system pressure sensor• Refrigerant pressure sensor

DTC CONFIRMATION PROCEDURE

1.PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to [EC-462. "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-463. "Diagnosis Procedure"](#).

Component Function Check

INFOID:000000012356550

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

1. Start engine and let it idle.
2. Select "BAT CUR SEN" in "DATA MONITOR" mode with CONSULT.
3. Check "BAT CUR SEN" indication for 10 seconds.
"BAT CUR SEN" should be above 2,300 mV at least once.

Without CONSULT

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?

P1554 BATTERY CURRENT SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

- YES >> INSPECTION END
NO >> Go to [EC-463, "Diagnosis Procedure"](#)

Diagnosis Procedure

INFOID:0000000012356551

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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 9.
NO >> GO TO 3.

3. CHECK BATTERY CURRENT SENSOR POWER SUPPLY CIRCUIT-II

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	1	F102	64	Existed

Is the inspection result normal?

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

4. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F40, E20
- Harness for open between battery current sensor and ECM

>> 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	46	CKP sensor (POS)	F2	1
F102	64	CMP sensor (PHASE) (bank 2)	F18	1
		Battery current sensor	E21	

P1554 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

ECM		Sensor		
Connector	Terminal	Name	Connector	Terminal
M107	103	APP sensor	M154* ¹	10* ¹
			M9* ²	6* ²
	107	EVAP control system pressure sensor	B73	3
Refrigerant pressure sensor		E77	3	

*1: With ICC

*2: Without ICC

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-329, "Component Inspection"](#).)
- Camshaft position sensor (PHASE) (bank 2) (Refer to [EC-334, "Component Inspection"](#).)
- EVAP control system pressure sensor (Refer to [EC-364, "Component Inspection"](#).)
- Refrigerant pressure sensor (Refer to [EC-546, "Diagnosis Procedure"](#).)

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace malfunctioning component.

7. CHECK APP SENSOR

Refer to [EC-465, "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-507, "Special Repair Requirement"](#).

>> INSPECTION END

9. 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	3	F102	95	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 E20, F40
- 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.

P1554 BATTERY CURRENT SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

11. 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	4	F102	91	Existed

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 E20, F40
- 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.

13. CHECK BATTERY CURRENT SENSOR

Refer to [EC-465, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 14.

NO >> Replace battery negative cable assembly.

14. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

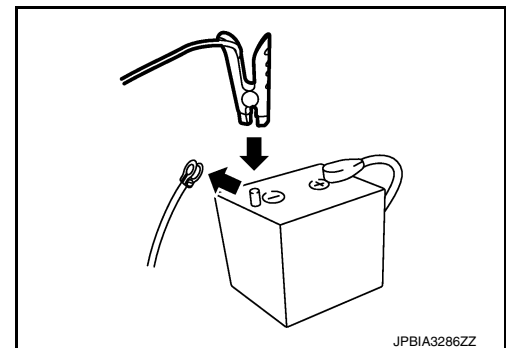
INFOID:000000012356552

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.



Connector	ECM		Voltage (V)
	+	-	
	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-157, "How to Handle Battery"](#).

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace battery negative cable assembly.

P1556, P1557 BATTERY TEMPERATURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1556, P1557 BATTERY TEMPERATURE SENSOR

DTC Logic

INFOID:000000012356553

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1556	BAT TMP SEN/CIRC (Battery temperature sensor circuit low input)	Signal voltage from Battery temperature sensor remains 0.16V or less for 5 seconds or more.	<ul style="list-style-type: none">• Harness or connectors [Battery current sensor (Battery temperature sensor) circuit is shorted.] (Crankshaft position sensor circuit is open or shorted.) [Camshaft position sensor (bank 2) circuit is shorted.] (Accelerator pedal position sensor 2 circuit is shorted.) (EVAP control system pressure sensor circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.)• Battery current sensor (Battery temperature sensor)• Crankshaft position sensor• Camshaft position sensor (bank 2)• Accelerator pedal position sensor 2• EVAP control system pressure sensor• Refrigerant pressure sensor
P1557	BAT TMP SEN/CIRC (Battery temperature sensor circuit high input)	Signal voltage from Battery temperature sensor remains 4.84V or more for 5 seconds or more.	

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

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

Is 1st trip DTC detected?

YES >> Proceed to [EC-466, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356554

1. CHECK BATTERY TEMPERATURE SENSOR INPUT SIGNAL 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	2	Ground	Approx. 5 V

Is the inspection result normal?

YES >> GO TO 7.

NO >> GO TO 2.

2. CHECK BATTERY TEMPERATURE SENSOR INPUT SIGNAL CIRCUIT-II

1. Turn ignition switch ON.
2. Disconnect ECM harness connector.
3. Check the continuity between battery current sensor harness connector and ECM harness connector.

P1556, P1557 BATTERY TEMPERATURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

Battery current sensor		ECM		Continuity
Connector	Terminal	Connector	Terminal	
E21	2	F102	83	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair open circuit.

3. 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	46	CKP sensor (POS)	F2	1
F102	64	CMP sensor (PHASE) (bank 2)	F18	1
		Battery current sensor	E21	
M107	103	APP sensor	M154 ^{*1} M9 ^{*2}	10 ^{*1} 6 ^{*2}
		EVAP control system pressure sensor	B73	3
	107	Refrigerant pressure sensor	E77	3

*1: With ICC

*2: Without ICC

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 (bank 2) (Refer to [EC-334, "Component Inspection"](#).)
- CKP sensor (Refer to [EC-329, "Component Inspection"](#).)
- Battery current sensor (Refer to [EC-453, "Component Inspection"](#).)
- EVAP control system pressure sensor (Refer to [EC-364, "Component Inspection"](#).)
- Refrigerant pressure sensor (Refer to [EC-546, "Diagnosis Procedure"](#).)

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace malfunctioning component.

5. CHECK APP SENSOR

Refer to [EC-507, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 9.

NO >> GO TO 6.

6. REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly.

>> INSPECTION END

7. CHECK BATTERY TEMPERATURE 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.

P1556, P1557 BATTERY TEMPERATURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

Battery current sensor		ECM		Continuity
Connector	Terminal	Connector	Terminal	
E21	3	M160	150	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 connectors.

8.CHECK BATTERY TEMPERATURE SENSOR

Refer to [EC-468. "Component Inspection \(Battery Temperature Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 9.

NO >> Replace battery negative cable assembly.

9.CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Battery Temperature Sensor)

INFOID:000000012356555

1.CHECK BATTERY TEMPERATURE SENSOR

1. Turn ignition switch OFF.
2. Disconnect battery current sensor.
3. Check the resistance between battery current sensor connector terminals.

Battery current sensor		Resistance
+	-	
Terminal		
2	3	continuity with the resistance value 100 Ω or more

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace battery negative cable assembly.

P1564 ASCD STEERING SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1564 ASCD STEERING SWITCH

DTC Logic

INFOID:000000012356556

DTC DETECTION LOGIC

NOTE:

If DTC P1564 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to [EC-401, "DTC Logic"](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1564	ASCD steering switch	<ul style="list-style-type: none">An excessively high voltage signal from the ASCD steering switch is sent to ECM.ECM detects that input signal from the ASCD steering switch is out of the specified range.ECM detects that the ASCD steering switch is stuck ON.	<ul style="list-style-type: none">Harness or connectors (The switch circuit is open or shorted.)ASCD steering switchECM

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON and wait at least 10 seconds.
- Press MAIN switch for at least 10 seconds, then release it and wait at least 10 seconds.
- Press CANCEL switch for at least 10 seconds, then release it and wait at least 10 seconds.
- Press RESUME/ACCELERATE switch for at least 10 seconds, then release it and wait at least 10 seconds.
- Press SET/COAST switch for at least 10 seconds, then release it and wait at least 10 seconds.
- Check DTC.

Is DTC detected?

- YES >> Go to [EC-469, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356557

1. CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection M95. Refer to Ground Inspection in [GI-48, "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

- Turn ignition switch ON.
- Select "MAIN SW", "CANCEL SW", "RESUME/ACC SW" and "SET SW" in "DATA MONITOR" mode with CONSULT.
- Check each item indication under the following conditions.

P1564 ASCD STEERING SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

Monitor item	Condition		Indication
MAIN SW	MAIN switch	Pressed	ON
		Released	OFF
CANCEL SW	CANCEL switch	Pressed	ON
		Released	OFF
RESUME/ACC SW	RESUME/ACCELERATE switch	Pressed	ON
		Released	OFF
SET SW	SET/COAST switch	Pressed	ON
		Released	OFF

⊗ Without CONSULT

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.
4. Check the continuity between combination switch and ECM harness connector.

Combination switch	ECM		Continuity
	Terminal	Connector	
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.

P1564 ASCD STEERING SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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-471, "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 8.
- NO >> Replace ASCD steering switch. Refer to [ST-33, "Exploded View"](#).

8. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356558

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. Refer to [ST-33, "Exploded View"](#).

P1564 ICC STEERING SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1564 ICC STEERING SWITCH

DTC Logic

INFOID:000000012356559

DTC DETECTION LOGIC

NOTE:

If DTC P1564 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to [EC-401, "DTC Logic"](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1564	ICC steering switch	<ul style="list-style-type: none">• An excessively high voltage signal from the ICC steering switch is sent to ECM.• ECM detects that input signal from the ICC steering switch is out of the specified range.• ECM detects that the ICC steering switch is stuck ON.	<ul style="list-style-type: none">• Harness or connectors (The switch circuit is open or shorted.)• ICC steering switch• 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 DYNAMIC DRIVE ASSISTANCE SYSTEMS switch for at least 10 seconds, then release it and wait at least 10 seconds.
4. Press CANCEL switch for at least 10 seconds, then release it and wait at least 10 seconds.
5. Press RESUME/ACCELERATE switch for at least 10 seconds, then release it and wait at least 10 seconds.
6. Press SET/COAST switch for at least 10 seconds, then release it and wait at least 10 seconds.
7. Press DISTANCE switch for at least 10 seconds, then release it and wait at least 10 seconds.
8. Check DTC.

Is DTC detected?

YES >> Go to [EC-472, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356560

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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

1. Turn ignition switch ON.
2. Select "MAIN SW", "DYNAMIC DRIVE ASSISTANCE SYSTEMS SW", "CANCEL SW", "RESUME/ACC SW", "SET SW" and "DIST SW" in "DATA MONITOR" mode with CONSULT.
3. Check each item indication under the following conditions.

P1564 ICC STEERING SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

Monitor item	Condition	Indication	
MAIN SW	MAIN switch	Pressed	ON
		Released	OFF
DYNAMIC DRIVE ASSISTANCE SYSTEMS SW	DYNAMIC DRIVE ASSISTANCE SYSTEMS switch	Pressed	ON
		Released	OFF
CANCEL SW	CANCEL switch	Pressed	ON
		Released	OFF
RESUME/ACC SW	RESUME/ACCELERATE switch	Pressed	ON
		Released	OFF
SET SW	SET/COAST switch	Pressed	ON
		Released	OFF
DIST SW	DISTANCE switch	Pressed	ON
		Released	OFF

⊗ Without CONSULT

1. Turn ignition switch ON.
2. Check the voltage between ECM harness connector terminals as per the following.

Connector	ECM		Condition	Voltage (V)
	+	-		
	Terminal	Terminal		
M107	101 (ICC steering switch signal)	108	MAIN switch: Pressed	Approx. 0
			DYNAMIC DRIVE ASSISTANCE SYSTEMS switch: Pressed	Approx. 1.0
			CANCEL switch: Pressed	Approx. 1.9
			DISTANCE switch: Pressed	Approx. 2.6
			SET/COAST switch: Pressed	Approx. 3.2
			RESUME/ACCELERATE switch: Pressed	Approx. 3.7
			All ICC steering switches: Released	Approx. 4.2

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.
4. Check the continuity between combination switch and ECM harness connector.

Combination switch	ECM		Continuity
	Terminal	Connector	
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)

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P

P1564 ICC STEERING SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

- 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 Terminal	ECM		Continuity
	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-474, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 8.

NO >> Replace ICC steering switch. Refer to [ST-33, "Exploded View"](#).

8. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356561

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
		DYNAMIC DRIVE ASSISTANCE SYSTEMS switch: Pressed	Approx. 270
		CANCEL switch: Pressed	Approx. 620
		DISTANCE switch: Pressed	Approx. 1,090
		SET/COAST switch: Pressed	Approx. 1,810
		RESUME/ACCELERATE switch: Pressed	Approx. 2,990
		All ICC steering switches: Released	Approx. 5,420

Is the inspection result normal?

YES >> INSPECTION END

P1564 ICC STEERING SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

NO >> Replace ICC steering switch. Refer to [ST-33. "Exploded View"](#).

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P1568 ICC FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1568 ICC FUNCTION

DTC Logic

INFOID:000000012356562

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-401, "DTC Logic"](#).
- If DTC P1568 is displayed with DTC P0607, first perform the trouble diagnosis for DTC P0607. Refer to [EC-403, "DTC Logic"](#).

DTC No.	Trouble Diagnosis Name	DTC Detecting Condition	Possible Cause
P1568	ICC function	ECM detects a difference between signals from ADAS control unit is out of specified range.	<ul style="list-style-type: none">• Harness or connectors (The CAN communication line is open or shorted.)• ADAS control unit• 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-476, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356563

1. REPLACE ADAS CONTROL UNIT

1. Replace ADAS control unit.
2. Perform [CCS-93, "Description"](#).
3. Check DTC of ADAS control unit. Refer to [CCS-28, "On Board Diagnosis Function"](#).

>> INSPECTION END

P1572 ASCD BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1572 ASCD BRAKE SWITCH

Description

INFOID:000000012356564

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-62, "AUTOMATIC SPEED CONTROL DEVICE \(ASCD\) : System Description"](#) for the ASCD function.

DTC Logic

INFOID:000000012356565

DTC DETECTION LOGIC

NOTE:

- If DTC P1572 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to [EC-401, "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.	<ul style="list-style-type: none">• Harness or connectors (The stop lamp switch circuit is shorted.)• Harness or connectors (The ASCD brake switch circuit is shorted.)• Stop lamp switch• ASCD brake switch• Incorrect stop lamp switch installation• Incorrect ASCD brake switch installation• 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 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 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.

P1572 ASCD BRAKE SWITCH

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

Is 1st trip DTC detected?

YES >> Go to [EC-478, "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 5 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-478, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356566

1.CHECK OVERALL FUNCTION-I

With CONSULT

1. Turn ignition switch ON.
2. Select "BRAKE SW1" in "DATA MONITOR" mode with CONSULT.
3. Check "BRAKE SW1" indication under the following conditions.

Monitor item	Condition		Indication
BRAKE SW1	Brake pedal	Slightly depressed	OFF
	Brake pedal	Fully released	ON

Without CONSULT

1. Turn ignition switch ON.
2. Check the voltage between ECM harness connector terminals as per the following.

Connector	ECM		Condition	Voltage (V)
	+	-		
	Terminal	Terminal		
M107	126 (ASCD brake switch signal)	128	Brake pedal Slightly depressed	Approx. 0
			Brake pedal Fully released	Battery voltage

Is the inspection result normal?

YES >> GO TO 2.

NO >> GO TO 3.

2.CHECK OVERALL FUNCTION-II

With CONSULT

Select "BRAKE SW2" and check indication under the following conditions.

P1572 ASCD BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

Monitor item	Condition		Indication
BRAKE SW2	Brake pedal	Slightly depressed	ON
		Fully released	OFF

⊗ Without CONSULT

Check the voltage between ECM harness connector terminals as per the following.

Connector	ECM		Condition	Voltage (V)	
	+	-			
	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 13.

NO >> GO TO 8.

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

P1572 ASCD BRAKE SWITCH

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

- 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-481, "Component Inspection \(ASCD Brake Switch\)"](#)

Is the inspection result normal?

YES >> GO TO 13.

NO >> Replace ASCD brake switch. Refer to [BR-21, "Exploded View"](#).

8. 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 10.

NO >> GO TO 9.

9. DETECT MALFUNCTIONING PART

Check the following.

- Fuse block (J/B) connector E103
- 10A 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.

10. 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 12.

NO >> GO TO 11.

11. 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.

12. CHECK STOP LAMP SWITCH

Refer to [EC-481, "Component Inspection \(Stop Lamp Switch\)"](#)

Is the inspection result normal?

YES >> GO TO 13.

NO >> Replace stop lamp switch. Refer to [BR-21, "Exploded View"](#).

P1572 ASCD BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

13.CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (ASCD Brake Switch)

INFOID:000000012356567

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-22. "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. Refer to [BR-21. "Exploded View"](#).

Component Inspection (Stop Lamp Switch)

INFOID:000000012356568

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-22. "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?

P1572 ASCD BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

YES >> INSPECTION END

NO >> Replace stop lamp switch. Refer to [BR-21, "Exploded View"](#).

P1572 ICC BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1572 ICC BRAKE SWITCH

DTC Logic

INFOID:000000012356569

DTC DETECTION LOGIC

NOTE:

- If DTC P1572 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to [EC-401, "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.	<ul style="list-style-type: none"> • Harness or connectors (The stop lamp switch circuit is shorted.) • Harness or connectors (The ICC brake switch circuit is shorted.)
		B)	ICC brake switch signal is not sent to ECM for extremely long time while the vehicle is being driven	<ul style="list-style-type: none"> • Stop lamp switch • ICC brake switch • ICC brake hold relay • Incorrect stop lamp switch installation • Incorrect ICC brake switch installation • 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.

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-484, "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.

P1572 ICC BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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 5 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-484, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356570

1.CHECK OVERALL FUNCTION-I

Ⓟ With CONSULT

1. Turn ignition switch ON.
2. Select "BRAKE SW1" in "DATA MONITOR" mode with CONSULT.
3. Check "BRAKE SW1" indication under the following conditions.

Monitor item	Condition		Indication
BRAKE SW1	Brake pedal	Slightly depressed	OFF
	Brake pedal	Fully released	ON

ⓧ Without CONSULT

1. Turn ignition switch ON.
2. Check the voltage between ECM harness connector terminals under the following conditions.

Connector	ECM		Condition	Voltage (V)
	+	-		
	Terminal			
M107	126 (ICC brake switch signal)	128	Brake pedal Slightly depressed	Approx. 0
			Brake pedal Fully released	Battery voltage

Is the inspection result normal?

YES >> GO TO 2.

NO >> GO TO 3.

2.CHECK OVERALL FUNCTION-II

Ⓟ With CONSULT

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

Check the voltage between ECM harness connector terminals as per the following.

P1572 ICC BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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 14.

NO >> GO TO 8.

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-487, "Component Inspection \(ICC Brake Switch\)"](#).

P1572 ICC BRAKE SWITCH

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

YES >> GO TO 14.

NO >> Replace ICC brake switch. Refer to [BR-21, "Exploded View"](#).

8. 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		
E92	5	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. 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.

10. 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	
E92	3	M107	122	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.

- 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

P1572 ICC BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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

12.CHECK STOP LAMP SWITCH

Refer to [EC-487. "Component Inspection \(Stop Lamp Switch\)".](#)

Is the inspection result normal?

YES >> GO TO 13.

NO >> Replace stop lamp switch. Refer to [BR-21. "Exploded View".](#)

13.CHECK ICC BRAKE HOLD RELAY

Refer to [EC-488. "Component Inspection \(ICC Brake Hold Relay\)".](#)

Is the inspection result normal?

YES >> GO TO 14.

NO >> Replace ICC brake hold relay.

14.CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident".](#)

>> INSPECTION END

Component Inspection (ICC Brake Switch)

INFOID:0000000012356571

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-22. "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. Refer to [BR-21. "Exploded View".](#)

Component Inspection (Stop Lamp Switch)

INFOID:0000000012356572

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.

P1572 ICC BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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-22, "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. Refer to [BR-21, "Exploded View"](#).

Component Inspection (ICC Brake Hold Relay)

INFOID:000000012356573

1.CHECK ICC BRAKE HOLD RELAY

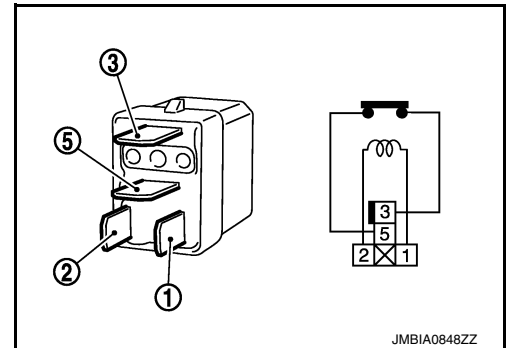
1. Turn ignition switch OFF.
2. Remove ICC brake hold relay.
3. Check the continuity between ICC brake hold relay terminals under the following conditions.

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

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1574 ASCD VEHICLE SPEED SENSOR

Description

INFOID:0000000012356574

The ECM receives two vehicle speed signals via the CAN communication line. One is sent from “combination meter”, and the other is from TCM (Transmission control module). The ECM uses these signals for ASCD control. Refer to [EC-62, "AUTOMATIC SPEED CONTROL DEVICE \(ASCD\) : System Description"](#) for ASCD functions.

DTC Logic

INFOID:0000000012356575

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-386, "DTC Logic"](#).
- If DTC P1574 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to [EC-401, "DTC Logic"](#).
- If DTC P1574 is displayed with DTC P0607, first perform the trouble diagnosis for DTC P0607. Refer to [EC-403, "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.	<ul style="list-style-type: none">• Harness or connectors (The CAN communication line is open or shorted.)• Combination meter• ABS actuator and electric unit (control unit)• Wheel sensor• TCM• 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 (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-489, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356576

1. CHECK DTC WITH TCM

Check DTC with TCM. Refer to [TM-60, "Diagnosis Description"](#).

Is the inspection result normal?

P1574 ASCD VEHICLE SPEED SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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-38. "CONSULT Function"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace.

3.CHECK DTC WITH “COMBINATION METER”

Refer to [MWI-32. "CONSULT Function"](#).

>> INSPECTION END

P1574 ICC VEHICLE SPEED SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1574 ICC VEHICLE SPEED SENSOR

Description

INFOID:0000000012356577

The ECM receives two vehicle speed signals via CAN communication line. One is sent from “combination meter”, and the other is from TCM (Transmission control module). The ECM uses these signals for ICC control. Refer to [CCS-12, "System Description"](#) for ICC functions.

DTC Logic

INFOID:0000000012356578

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-386, "DTC Logic"](#).
- If DTC P1574 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to [EC-401, "DTC Logic"](#).
- If DTC P1574 is displayed with DTC P0607, first perform the trouble diagnosis for DTC P0607. Refer to [EC-403, "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.	<ul style="list-style-type: none">• Harness or connectors (The CAN communication line is open or shorted.)• Combination meter• ABS actuator and electric unit (control unit)• Wheel sensor• TCM• 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 (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-491, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356579

1. CHECK DTC WITH TCM

Check DTC with TCM. Refer to [TM-60, "Diagnosis Description"](#).

Is the inspection result normal?

- YES >> GO TO 2.

P1574 ICC VEHICLE SPEED SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

NO >> Perform trouble shooting relevant to DTC indicated.

2.CHECK DTC WITH “ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)”

Refer to [BRC-38. "CONSULT Function"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace.

3.CHECK DTC WITH “COMBINATION METER”

Check combination meter function.

Refer to [MWI-32. "CONSULT Function"](#).

>> INSPECTION END

P1606 VVEL CONTROL MODULE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1606 VVEL CONTROL MODULE

DTC Logic

INFOID:0000000012356580

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1606	VVEL control module	<ul style="list-style-type: none">• VVEL control module calculation function is malfunctioning.• VVEL EEPROM system is malfunctioning.	<ul style="list-style-type: none">• 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-493, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356581

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
See [EC-493, "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-167, "Description"](#).

>> INSPECTION END

P1607 VVEL CONTROL MODULE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1607 VVEL CONTROL MODULE

DTC Logic

INFOID:000000012356582

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-494, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356583

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
See [EC-494, "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-167, "Description"](#).

>> INSPECTION END

P1608 VVEL SENSOR POWER SUPPLY

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1608 VVEL SENSOR POWER SUPPLY

DTC Logic

INFOID:0000000012356584

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.	<ul style="list-style-type: none">• Harness or connectors (VVEL control shaft position sensor power supply circuit is open or shorted.)• VVEL control shaft position sensor• 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-495, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356585

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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.

P1608 VVEL SENSOR POWER SUPPLY

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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 E20, F40
- 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-45, "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-167, "Description"](#).

>> INSPECTION END

7. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "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-496, "Special Repair Requirement"](#).

>> INSPECTION END

Special Repair Requirement

INFOID:000000012356586

1. PERFORM VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

Refer to [EC-173, "Description"](#).

P1608 VVEL SENSOR POWER SUPPLY

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

>> GO TO 2.

2.PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-171, "Description"](#).

>> END

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P

P1805 BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P1805 BRAKE SWITCH

DTC Logic

INFOID:000000012356587

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.	<ul style="list-style-type: none"> • Harness or connectors (Stop lamp switch circuit is open or shorted.) • 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-498, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356588

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

P1805 BRAKE SWITCH

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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-499, "Component Inspection \(Stop Lamp Switch\)"](#).

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace stop lamp switch. Refer to [BR-21, "Exploded View"](#).

7.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Stop Lamp Switch)

INFOID:000000012356589

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-22, "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

P1805 BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

NO >> Replace stop lamp switch. Refer to [BR-21. "Exploded View"](#).

P2096, P2097, P2098, P2099 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P2096, P2097, P2098, P2099 A/F SENSOR 1

DTC Logic

INFOID:000000012356590

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible Cause
P2096	POST CAT FUEL TRIM SYS B1 (Post catalyst fuel trim system too lean bank 1)	The output voltage computed by ECM from the A/F sensor 1 signal is shifts to the lean side for a specified period.	<ul style="list-style-type: none">• A/F sensor 1 (bank 1)• A/F sensor 1 heater• Heated oxygen sensor 2 (bank 1)• Fuel pressure• Fuel injector• Intake air leaks• Exhaust gas leaks
P2097	POST CAT FUEL TRIM SYS B1 (Post catalyst fuel trim system too rich bank 1)	The A/F signal computed by ECM from the A/F sensor 1 signal is shifts to the rich side for a specified period.	
P2098	POST CAT FUEL TRIM SYS B2 (Post catalyst fuel trim system too lean bank 2)	The output voltage computed by ECM from the A/F sensor 1 signal is shifts to the lean side for a specified period.	<ul style="list-style-type: none">• A/F sensor 1 (bank 2)• A/F sensor 1 heater• Heated oxygen sensor 2 (bank 2)• Fuel pressure• Fuel injector• Intake air leaks• Exhaust gas leaks
P2099	POST CAT FUEL TRIM SYS B2 (Post catalyst fuel trim system too rich bank 2)	The A/F signal computed by ECM from the A/F sensor 1 signal is shifts to the rich side for a specified period.	

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-175, "Description"](#).
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-501, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356591

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "Circuit Inspection"](#).

Is the inspection result normal?

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

2. RETIGHTEN A/F SENSOR 1 AND HEATED OXYGEN SENSOR 2

P2096, P2097, P2098, P2099 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

- Loosen and retighten the A/F sensor 1 and heated oxygen sensor 2. Refer to [EM-37, "Removal and Installation"](#).

>> GO TO 3.

3. CHECK FOR EXHAUST GAS LEAK

- Start engine and run it at idle.
- Listen for an exhaust gas leak before the three way catalyst 2.

Is exhaust gas detected?

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

4. CHECK FOR INTAKE AIR LEAK

- Start engine and run it at idle.
- 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

- Clear the mixture ratio self-learning value. Refer to [EC-175, "Description"](#).
- 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-295, "Diagnosis Procedure"](#) or [EC-299, "Diagnosis Procedure"](#).
NO >> GO TO 6.

6. CHECK HARNESS CONNECTOR

- Turn ignition switch OFF.
- Disconnect A/F sensor 1 harness connector.
- Check harness connector for water.

Water should not exit.

Is the inspection result normal?

- YES >> GO TO 7.
NO >> Repair or replace harness connector.

7. CHECK A/F SENSOR 1 POWER SUPPLY CIRCUIT

- Turn ignition switch ON.
- Check the voltage between A/F sensor 1 harness connector and ground.

DTC	A/F sensor 1			Ground	Voltage
	Bank	Connector	Terminal		
P2096 P2097	1	F77	4	Ground	Battery voltage
P2098 P2099	2	F76	4		

Is the inspection result normal?

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

8. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E20, F40
- IPDM E/R harness connector E7
- 15 A fuse (No. 45)

P2096, P2097, P2098, P2099 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

- Harness for open or short between A/F sensor 1 and fuse

>> Repair or replace harness or connectors.

9. 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	
P2096 P2097	1	F77	1	F102	57	Existed
			2		61	
P2098 P2099	2	F76	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		
P2096 P2097	1	F77	1	Ground	Not existed
			2		
P2098 P2099	2	F76	1		
			2		

DTC	ECM			Ground	Continuity
	Bank	Connector	Terminal		
P2096 P2097	1	F102	57	Ground	Not existed
			61		
P2098 P2099	2		65		
			66		

5. Also check harness for 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 A/F SENSOR 1 HEATER

Refer to [EC-219. "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 11.

NO >> GO TO 13.

11. CHECK HEATED OXYGEN SENSOR 2

Refer to [EC-270. "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 12.

NO >> Replace malfunctioning heated oxygen sensor 2. Refer to [EX-5. "VQ37VHR : Exploded View"](#).

12. CHECK INTERMITTENT INCIDENT

Perform [GI-45. "Intermittent Incident"](#).

Is the inspection result normal?

P2096, P2097, P2098, P2099 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

- YES >> GO TO 13.
NO >> Repair or replace.

13. 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?

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

14. CONFIRM A/F ADJUSTMENT DATA

With CONSULT

1. Turn ignition switch ON.
2. Select "A/F ADJ-B1" and "A/F ADJ-B2" in "DATA MONITOR" mode with CONSULT.
3. Make sure that "0.000" is displayed on CONSULT screen.

Is "0.000" displayed?

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

15. CLEAR THE MIXTURE RATIO SELF-LEARNING VALUE

Clear the mixture ratio self-learning value. Refer to [EC-175, "Description"](#).

Do you have CONSULT?

- YES >> GO TO 16.
NO >> INSPECTION END

16. CONFIRM A/F ADJUSTMENT DATA

With CONSULT

1. Turn ignition switch ON.
2. Select "A/F ADJ-B1" and "A/F ADJ-B2" in "DATA MONITOR" mode with CONSULT.
3. Make sure that "0.000" is displayed on CONSULT screen.

>> INSPECTION END

P2122, P2123 APP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P2122, P2123 APP SENSOR

DTC Logic

INFOID:000000012356592

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-404, "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.)
P2123	Accelerator pedal position sensor 1 circuit high input	An excessively high voltage from the APP sensor 1 is sent to ECM.	• Accelerator pedal position sensor (APP sensor 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 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-505, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356593

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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		
M154*1	4*1	Ground	Approx. 5
M9*2	5*2		

*1: With ICC

*2: Without ICC

Is the inspection result normal?

P2122, P2123 APP SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

- 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	
M154 ^{*1} M9 ^{*2}	5 ^{*1} 4 ^{*2}	M107	100	Existed

*1: With ICC

*2: Without ICC

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 (With ICC).
NO >> Repair open circuit, short to ground or short to power in harness or connectors (Without ICC).

5. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M150, M151
- 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	
M154 ^{*1} M9 ^{*2}	6 ^{*1} 3 ^{*2}	M107	97	Existed

*1: With ICC

*2: Without ICC

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 (With ICC).
NO >> Repair open circuit, short to ground or short to power in harness or connectors (Without ICC).

7. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M150, M151
- 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.

P2122, P2123 APP SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

8. CHECK APP SENSOR

Refer to [EC-507. "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-507. "Special Repair Requirement"](#).

>> INSPECTION END

10. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356594

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	Fully released	0.5 - 1.0
			Fully depressed	4.2 - 4.8
	98 (APP sensor 2)	104	Fully released	0.25 - 0.50
			Fully depressed	2.0 - 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-507. "Special Repair Requirement"](#).

>> INSPECTION END

Special Repair Requirement

INFOID:0000000012356595

1. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

Refer to [EC-169. "Description"](#).

>> GO TO 2.

2. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to [EC-170. "Description"](#).

>> GO TO 3.

P2122, P2123 APP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

3.PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-171, "Description"](#).

>> END

P2127, P2128 APP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P2127, P2128 APP SENSOR

DTC Logic

INFOID:000000012356596

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.	<ul style="list-style-type: none">• Harness or connectors (APP sensor 2 circuit is open or shorted.) [CKP sensor (POS) circuit is shorted.] [CMP sensor (PHASE) (bank 2) circuit is open or shorted.] (Battery current sensor circuit is open or shorted.) (EVAP control system pressure sensor circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.)• Accelerator pedal position sensor (APP sensor 2)• Crankshaft position sensor (POS)• Camshaft position sensor (PHASE) (bank 2)• Battery current sensor• EVAP control system pressure sensor• Refrigerant 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-509, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356597

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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.

P2127, P2128 APP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

APP sensor		Ground	Voltage (V)
Connector	Terminal		
M154*1 M9*2	10*1 6*2	Ground	Approx. 5

*1: With ICC

*2: Without ICC

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	
M154*1 M9*2	10*1 6*2	M107	103	Existed

*1: With ICC

*2: Without ICC

Is the inspection result normal?

YES >> GO TO 5.

NO >> GO TO 4 (With ICC).

NO >> Repair open circuit, short to ground or short to power in harness or connectors (Without ICC).

4. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M150, M151
- 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.

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	46	CKP sensor (POS)	F2	1
F102	64	CMP sensor (PHASE) (bank 2)	F18	1
		Battery current sensor	E21	
M107	103	APP sensor	M154*1 M9*2	10*1 6*2
	107	EVAP control system pressure sensor	B73	3
		Refrigerant pressure sensor	E77	3

*1: With ICC

*2: Without ICC

Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair short to ground or short to power in harness or connectors.

P2127, P2128 APP SENSOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

6. CHECK COMPONENTS

Check the following.

- Crankshaft position sensor (POS) (Refer to [EC-329, "Component Inspection"](#).)
- Camshaft position sensor (PHASE) (bank 2) (Refer to [EC-334, "Component Inspection"](#).)
- Battery current sensor (Refer to [EC-453, "Component Inspection"](#).)
- EVAP control system pressure sensor (Refer to [EC-364, "Component Inspection"](#).)
- Refrigerant pressure sensor (Refer to [EC-546, "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	
M154*1 M9*2	11*1 2*2	M107	104	Existed

*1: With ICC

*2: Without ICC

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 (With ICC).

NO >> Repair open circuit, short to ground or short to power in harness or connectors (Without ICC).

8. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M150, M151
- 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	
M154*1 M9*2	12*1 1*2	M107	98	Existed

*1: With ICC

*2: Without ICC

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 (With ICC).

NO >> Repair open circuit, short to ground or short to power in harness or connectors (Without ICC).

10. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M150, M151
- 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-512, "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-512, "Special Repair Requirement"](#).

>> INSPECTION END

13. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356598

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	Fully released	0.5 - 1.0
			Fully depressed	4.2 - 4.8
	98 (APP sensor 2)	104	Fully released	0.25 - 0.50
			Fully depressed	2.0 - 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-507, "Special Repair Requirement"](#).

>> INSPECTION END

Special Repair Requirement

INFOID:0000000012356599

1. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

Refer to [EC-169, "Description"](#).

>> GO TO 2.

2. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to [EC-170, "Description"](#).

P2127, P2128 APP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

>> GO TO 3.

3.PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-171, "Description"](#).

>> END

A

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P2138 APP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

P2138 APP SENSOR

DTC Logic

INFOID:0000000012356600

DTC DETECTION LOGIC

NOTE:

If DTC P2138 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643. Refer to [EC-404, "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.	<ul style="list-style-type: none">• Harness or connectors (APP sensor 2 circuit is open or shorted.) [CKP sensor (POS) circuit is shorted.] [CMP sensor (PHASE) (bank 2) circuit is open or shorted.] (Battery current sensor circuit is open or shorted.) (EVAP control system pressure sensor circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.)• Accelerator pedal position sensor (APP sensor 2)• Crankshaft position sensor (POS)• Camshaft position sensor (PHASE) (bank 2)• Battery current sensor• EVAP control system pressure sensor• 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-514, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356601

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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.

P2138 APP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

APP sensor		Ground	Voltage (V)
Connector	Terminal		
M154 ^{*1} M9 ^{*2}	4 ^{*1} 5 ^{*2}	Ground	Approx. 5

*1: With ICC

*2: Without ICC

Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 3 (With ICC).

NO >> Repair open circuit, short to ground or short to power in harness or connectors (Without ICC).

3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M150, M151
- 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		
M154 ^{*1} M9 ^{*2}	10 ^{*1} 6 ^{*2}	Ground	Approx. 5

*1: With ICC

*2: Without ICC

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	
M154 ^{*1} M9 ^{*2}	10 ^{*1} 6 ^{*2}	M107	103	Existed

*1: With ICC

*2: Without ICC

Is the inspection result normal?

YES >> GO TO 7.

NO >> GO TO 6 (With ICC).

NO >> Repair open circuit, short to ground or short to power in harness or connectors (Without ICC).

6. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M105, M151
- Harness for open or short between ECM and accelerator pedal position sensor

P2138 APP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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

7. 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	46	CKP sensor (POS)	F2	1
F102	64	CMP sensor (PHASE) (bank 2)	F18	1
		Battery current sensor	E21	
M107	103	APP sensor	M154*1 M9*2	10*1 6*2
		EVAP control system pressure sensor	B73	3
	107	Refrigerant pressure sensor	E77	3

*1: With ICC

*2: Without ICC

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-329, "Component Inspection"](#).)
- Camshaft position sensor (PHASE) (bank 2) (Refer to [EC-334, "Component Inspection"](#).)
- Battery current sensor (Refer to [EC-453, "Component Inspection"](#).)
- EVAP control system pressure sensor (Refer to [EC-364, "Component Inspection"](#).)
- Refrigerant pressure sensor (Refer to [EC-546, "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	
M154*1 M9*2	5*1	M107	100	Existed
	4*2		104	
	2			

*1: With ICC

*2: Without ICC

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 (With ICC).

NO >> Repair open circuit, short to ground or short to power in harness or connectors (Without ICC).

10. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M150, M151

P2138 APP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

- 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	
M154 ^{*1} M9 ^{*2}	6 ^{*1}	M107	97	Existed
	3 ^{*2}		98	
	1			

*1: With ICC

*2: Without ICC

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 (With ICC).

NO >> Repair open circuit, short to ground or short to power in harness or connectors (Without ICC).

12. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M150, M151
- 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-517, "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-518, "Special Repair Requirement"](#).

>> INSPECTION END

15. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356602

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.

P2138 APP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

ECM			Condition	Voltage (V)	
Connector	+	-			
	Terminal	Terminal			
M107	97 (APP sensor 1)	100	Accelerator pedal	Fully released	0.5 - 1.0
				Fully depressed	4.2 - 4.8
	98 (APP sensor 2)	104		Fully released	0.25 - 0.50
				Fully depressed	2.0 - 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-507, "Special Repair Requirement"](#).

>> INSPECTION END

Special Repair Requirement

INFOID:0000000012356603

1. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

Refer to [EC-169, "Description"](#).

>> GO TO 2.

2. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to [EC-170, "Description"](#).

>> GO TO 3.

3. PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-171, "Description"](#).

>> END

ASCD BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

ASCD BRAKE SWITCH

Component Function Check

INFOID:000000012356604

1. CHECK ASCD BRAKE SWITCH FUNCTION

With CONSULT

1. Turn ignition switch ON.
2. Select "BRAKE SW1" in "DATA MONITOR" mode with CONSULT.
3. Check "BRAKE SW1" indication under the following conditions.

Monitor item	Condition		Indication
BRAKE SW1	Brake pedal	Slightly depressed	OFF
	Brake pedal	Fully released	ON

Without CONSULT

1. Turn ignition switch ON.
2. Check the voltage between ECM harness connector terminals as per the following.

Connector	ECM		Condition		Voltage (V)
	+	-			
	Terminal				
M107	126 (ASCD brake switch signal)		128	Brake pedal Slightly depressed	Approx. 0
				Brake pedal Fully released	Battery voltage

Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to [EC-519. "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012356605

1. 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 3.

NO >> GO TO 2.

2. 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.

3. 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

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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 5.
- NO >> GO TO 4.

4. 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.

5. CHECK ASCD BRAKE SWITCH

Refer to [EC-520, "Component Inspection \(ASCD Brake Switch\)"](#)

Is the inspection result normal?

- YES >> GO TO 6.
- NO >> Replace ASCD brake switch. Refer to [BR-21, "Exploded View"](#).

6. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (ASCD Brake Switch)

INFOID:0000000012356606

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-22, "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. Refer to [BR-21, "Exploded View"](#).

ASCD INDICATOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

ASCD INDICATOR

Component Function Check

INFOID:000000012356607

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 • 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-521, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012356608

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 "COMBINATION METER"

Refer to [MWI-32, "CONSULT Function"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace.

3.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> Replace combination meter. Refer to [MWI-95, "Exploded View"](#).

NO >> Repair or replace.

COOLING FAN

Component Function Check

INFOID:0000000012356609

1. CHECK COOLING FAN FUNCTION

With CONSULT

1. Turn ignition switch ON.
2. Perform "FAN DUTY CONTROL" in "ACTIVE TEST" mode with CONSULT.
3. Make sure that cooling fan speed varies according to the percentage.

Without CONSULT

1. Perform IPDM E/R auto active test and check cooling fan motors operation, refer to [PCS-11. "Diagnosis Description"](#).
2. Make sure that cooling fan operates.

Is the inspection result normal?

- YES >> INSPECTION END
 NO >> Go to [EC-522. "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000012356610

1. CHECK COOLING FAN CONTROL MODULE POWER SUPPLY CIRCUIT-I

1. Turn ignition switch OFF.
2. Disconnect cooling fan control module harness connector.
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.
2. Check the continuity between IPDM E/R harness connector and ground.

IPDM E/R		Ground	Continuity
Connector	Terminal		
E5	11	Ground	Existed
E6	41		

3. Also check harness for short to power.

COOLING FAN

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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.
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.
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		
E301	4	Ground	Battery voltage
E302	6		

Is the inspection result normal?

- YES >> GO TO 6.
- NO >> Replace cooling fan control module. Refer to [CO-21, "Exploded View"](#).

6. CHECK COOLING FAN MOTORS -1 AND -2

Refer to [EC-524, "Component Inspection \(Cooling Fan Motor\)"](#).

Is the inspection result normal?

- YES >> GO TO 11.
- NO >> Replace cooling fan motor. Refer to [CO-21, "Exploded View"](#).

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	1	Ground	Battery voltage
	3		

Is the inspection result normal?

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

8. DETECT MALFUNCTIONING PART

Check the following.

- 10A fuse (No. 42)

COOLING FAN

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

- IPDM E/R harness connector E7
- 50A fusible link (letter O)
- 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.
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	2	E7	73	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-525, "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-45, "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace IPDM E/R. Refer to [PCS-34, "Exploded View"](#).
 NO >> Repair or replace harness connectors.

Component Inspection (Cooling Fan Motor)

INFOID:000000012356611

1. CHECK COOLING FAN MOTOR

1. Turn ignition switch OFF.
2. Disconnect cooling fan control module harness connectors.
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. Refer to [CO-21, "Exploded View"](#).

COOLING FAN

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

Component Inspection (Cooling Fan Relay)

INFOID:000000012356612

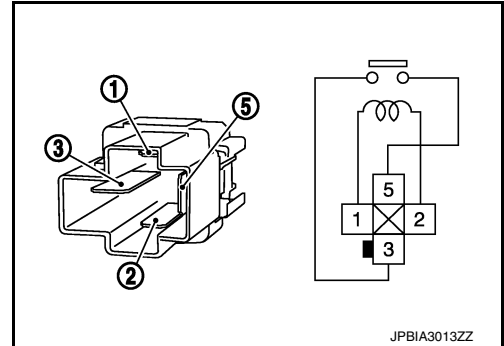
1. CHECK COOLING FAN RELAY

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

Is the inspection result normal?

- YES >> INSPECTION END
NO >> Replace cooling fan relay.



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ELECTRICAL LOAD SIGNAL

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

ELECTRICAL LOAD SIGNAL

Description

INFOID:000000012356613

The electrical load signal (Headlamp switch signal, rear window defogger switch signal, etc.) is transferred via the CAN communication line.

Component Function Check

INFOID:000000012356614

1. CHECK REAR WINDOW DEFOGGER SWITCH FUNCTION

1. Turn ignition switch ON.
2. Connect CONSULT 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-526, "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-526, "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-526, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012356615

1. INSPECTION START

Confirm the malfunctioning circuit (rear window defogger, headlamp or heater fan). Refer to [EC-526, "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-20, "Work Flow"](#).

ELECTRICAL LOAD SIGNAL

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

>> INSPECTION END

3.CHECK HEADLAMP SYSTEM

Refer to [EXL-71, "Work Flow"](#).

>> INSPECTION END

4.CHECK HEATER FAN CONTROL SYSTEM

Refer to [HAC-48, "Work Flow"](#).

>> INSPECTION END

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FUEL INJECTOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

FUEL INJECTOR

Component Function Check

INFOID:000000012356616

1.INSPECTION START

Turn ignition switch to START.

Are any cylinders ignited?

YES >> GO TO 2.

NO >> Go to [EC-528, "Diagnosis Procedure"](#).

2.CHECK FUEL INJECTOR FUNCTION

Ⓟ With CONSULT

1. Start engine.
2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT.
3. Make sure that each circuit produces a momentary engine speed drop.

ⓧ Without CONSULT

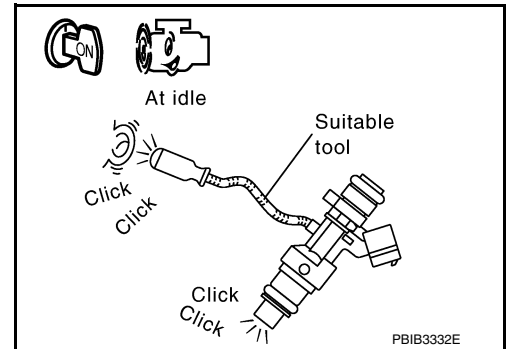
1. Start engine.
2. Listen to each fuel injector operating sound.

Clicking sound should be heard.

Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to [EC-528, "Diagnosis Procedure"](#).



Diagnosis Procedure

INFOID:000000012356617

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 E20, F40
- Harness connectors F30, F120
- IPDM E/R harness connector E7
- 10 A fuse (No. 44)

FUEL INJECTOR

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

- 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 F30, 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-529. "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 6.
NO >> Replace malfunctioning fuel injector. Refer to [EM-42. "Exploded View"](#).

6. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace IPDM E/R. Refer to [PCS-34. "Exploded View"](#).
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

Component Inspection

INFOID:000000012356618

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. Refer to [EM-42. "Exploded View"](#).

FUEL PUMP

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

FUEL PUMP

Component Function Check

INFOID:000000012356619

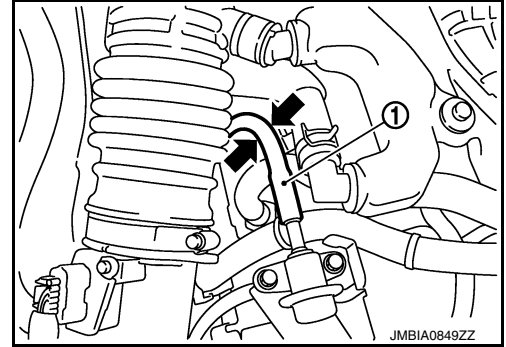
1. CHECK FUEL PUMP FUNCTION

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-530. "Diagnosis Procedure"](#).



Diagnosis Procedure

INFOID:000000012356620

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 E20, F40
- 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.

FUEL PUMP

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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		
B241	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 15A FUSE

1. Turn ignition switch OFF.
2. Disconnect 15A 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.
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	B241	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 E105, B3
- Harness connectors B51, B230
- 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		
B241	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

FUEL PUMP

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

Refer to [EC-532. "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 10.

NO >> Replace fuel pump. Refer to [FL-6. "Exploded View"](#).

10.CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to [PCS-34. "Exploded View"](#).

NO >> Repair or replace harness or connectors.

Component Inspection

INFOID:000000012356621

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". Refer to [FL-6. "Exploded View"](#).

ICC BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

ICC BRAKE SWITCH

Component Function Check

INFOID:000000012356622

1. CHECK ICC BRAKE SWITCH FUNCTION

With CONSULT

1. Turn ignition switch ON.
2. Select "BRAKE SW1" in "DATA MONITOR" mode with CONSULT.
3. Check "BRAKE SW1" indication under the following conditions.

Monitor item	Condition		Indication
BRAKE SW1	Brake pedal	Slightly depressed	OFF
	Brake pedal	Fully released	ON

Without CONSULT

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 (ICC brake switch signal)	128	Brake pedal	Slightly depressed	Approx. 0
				Fully released	Battery voltage

Is the inspection result normal?

- YES >> INSPECTION END
NO >> Go to [EC-533. "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012356623

1. 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 3.
NO >> GO TO 2.

2. DETECT MALFUNCTIONING PART

Check the following.

- Fuse block (J/B) connector E103
- 10A 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.

3. CHECK ICC BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.

ICC BRAKE SWITCH

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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 5.

NO >> GO TO 4.

4. 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.

5. CHECK ICC BRAKE SWITCH

Refer to [EC-534, "Component Inspection \(ICC Brake Switch\)"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace ICC brake switch. Refer to [BR-21, "Exploded View"](#).

6. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (ICC Brake Switch)

INFOID:0000000012356624

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-22, "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. Refer to [BR-21, "Exploded View"](#).

IGNITION SIGNAL

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

IGNITION SIGNAL

Component Function Check

INFOID:000000012356625

1.INSPECTION START

Turn ignition switch OFF, and restart engine.

Does the engine start?

- YES-1 >> With CONSULT: GO TO 2.
- YES-2 >> Without CONSULT: GO TO 3.
- No >> Go to [EC-535. "Diagnosis Procedure"](#).

2.CHECK IGNITION SIGNAL FUNCTION

With CONSULT

1. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT.
2. Make sure that each circuit produces a momentary engine speed drop.

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Go to [EC-535. "Diagnosis Procedure"](#).

3.CHECK IGNITION SIGNAL FUNCTION

Without CONSULT

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-535. "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012356626

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.

IGNITION SIGNAL

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

NO >> Go to [EC-202, "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.
3. Check the continuity between IPDM E/R harness connector and condenser harness connector.

IPDM E/R		Condenser		Continuity
Connector	Terminal	Connector	Terminal	
E5	5	F8	1	Existed

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

Is the inspection result normal?

YES >> Go to [EC-202, "Diagnosis Procedure"](#).

NO >> GO TO 4.

4.DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E20, F40
- 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-539, "Component Inspection \(Condenser\)"](#)

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace condenser.

7.CHECK IGNITION COIL POWER SUPPLY CIRCUIT-IV

IGNITION SIGNAL

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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 F40, E20
- Harness for open or short between ignition coil and harness connector F40

>> 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 SIGNAL

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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-538, "Component Inspection \(Ignition Coil with Power Transistor\)"](#).

Is the inspection result normal?

YES >> GO TO 12.

NO >> Replace malfunctioning ignition coil with power transistor. Refer to [EM-42, "Exploded View"](#).

12.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Ignition Coil with Power Transistor)

INFOID:000000012356627

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. Refer to [EM-42, "Exploded View"](#).

2.CHECK IGNITION COIL WITH POWER TRANSISTOR-II

CAUTION:

Perform the following procedure in a place where with no combustible objects and good ventilation.

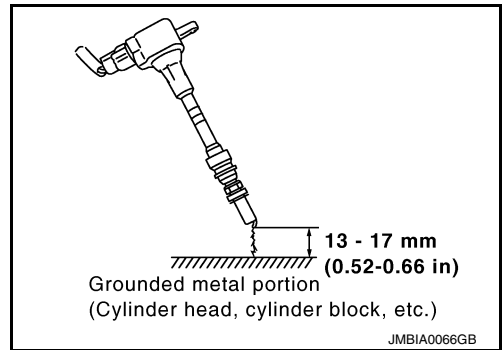
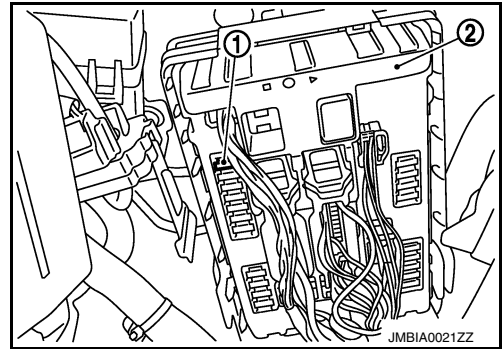
1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.

IGNITION SIGNAL

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

3. Remove fuel pump fuse (1) in IPDM E/R (2) to release fuel pressure.
NOTE:
 Do not use CONSULT 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. Refer to [EM-42, "Exploded View"](#).

Component Inspection (Condenser)

INFOID:000000012356628

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

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

MALFUNCTION INDICATOR LAMP

Component Function Check

INFOID:000000012356629

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-540. "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012356630

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 "COMBINATION METER"

Refer to [MWI-32. "CONSULT Function"](#).

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Repair or replace.

3.CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace combination meter. Refer to [MWI-95. "Exploded View"](#).
NO >> Repair or replace.

ON BOARD REFUELING VAPOR RECOVERY (ORVR)

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

ON BOARD REFUELING VAPOR RECOVERY (ORVR)

Component Function Check

INFOID:000000012356631

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-541. "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356632

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 2.1 kg (4.6 lb).

Is the inspection result normal?

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

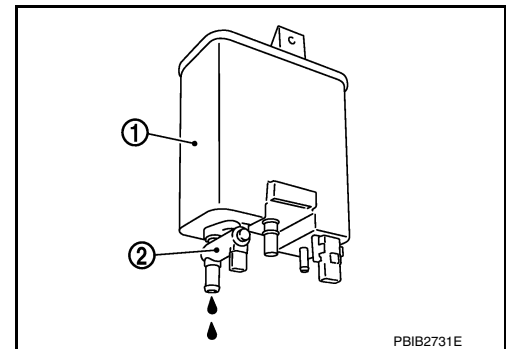
3.CHECK IF EVAP CANISTER IS SATURATED WITH WATER

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-543. "Component Inspection"](#).

ON BOARD REFUELING VAPOR RECOVERY (ORVR)

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace refueling EVAP vapor cut valve with fuel tank. Refer to [FL-11. "Exploded View"](#).

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 2.1 kg (4.6 lb).

Is the inspection result normal?

YES >> GO TO 8.

NO >> GO TO 9.

8. CHECK IF EVAP CANISTER IS SATURATED WITH WATER

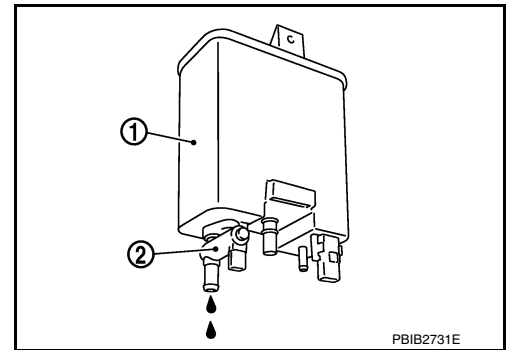
Check if water will drain from EVAP canister (1).

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-543. "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 14.

NO >> Replace refueling EVAP vapor cut valve with fuel tank. Refer to [FL-11. "Exploded View"](#).

14. CHECK FUEL FILLER TUBE

Check filler neck tube and hose connected to the fuel tank for clogging, dents and cracks.

ON BOARD REFUELING VAPOR RECOVERY (ORVR)

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

YES >> GO TO 15.

NO >> Replace fuel filler tube. Refer to [FL-11, "Exploded View"](#).

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. Refer to [FL-11, "Exploded View"](#).

16.CHECK ONE-WAY FUEL VALVE-II

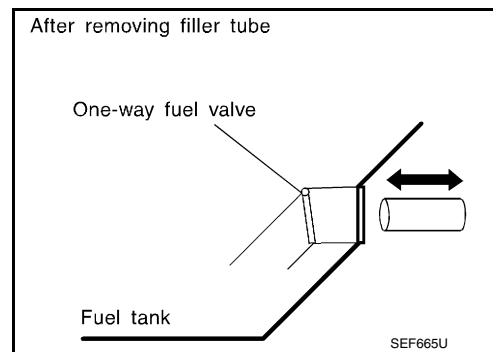
1. Make sure that fuel is drained from the tank.
2. Remove fuel filler tube and hose.
3. Check one-way fuel valve for operation as follows.
When a stick is inserted, the valve should open, when removing stick it should close.

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. Refer to [FL-11, "Exploded View"](#).



INFOID:0000000012356633

Component Inspection

1.INSPECTION START

Do you have CONSULT?

Do you have CONSULT?

YES >> GO TO 2.

NO >> GO TO 3.

2.CHECK REFUELING EVAP VAPOR CUT VALVE

ⓂWith CONSULT

1. Turn ignition switch OFF.
2. Remove fuel tank. Refer to [FL-12, "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.
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.

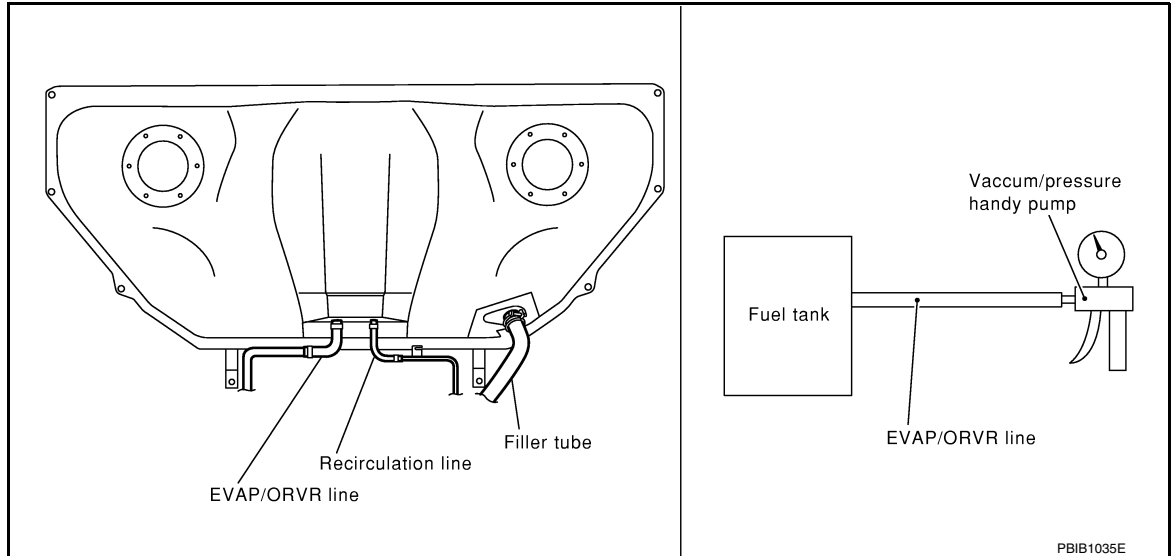
 - Turn fuel tank upside down.

ON BOARD REFUELING VAPOR RECOVERY (ORVR)

[VQ37VHR FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

- Apply vacuum pressure to hose end [-13.3 kPa (-0.136 kg/cm³, -1.93 psi)] with fuel gauge retainer remaining open and check that the pressure is applicable.



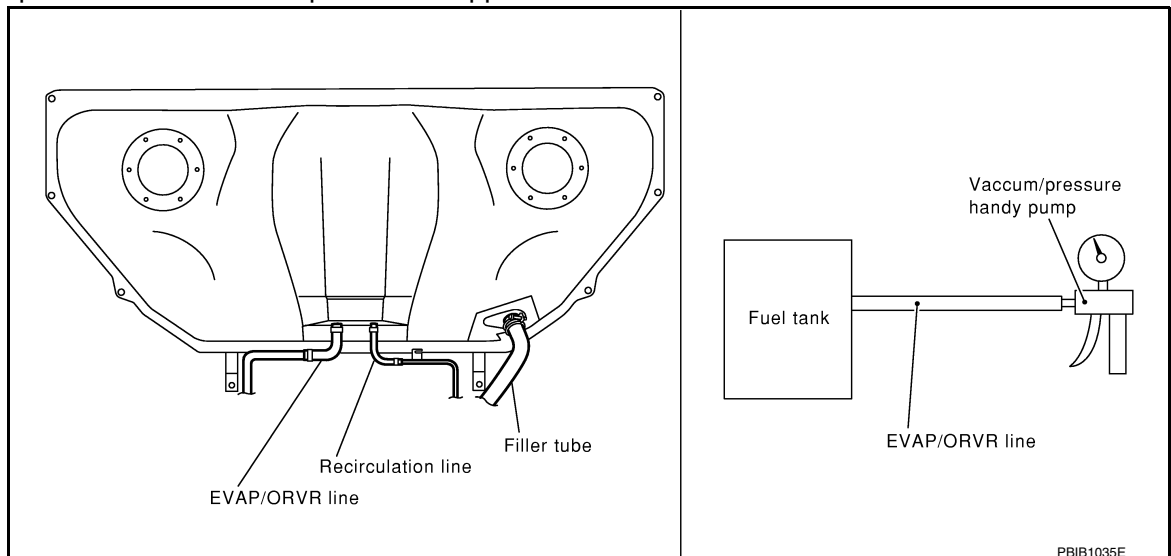
Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Replace refueling EVAP vapor cut valve with fuel tank.

3. CHECK REFUELING EVAP VAPOR CUT VALVE

⊗ Without CONSULT

1. Turn ignition switch OFF.
 2. Remove fuel tank. Refer to [FL-12, "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/cm³, -1.93 psi)] with fuel gauge retainer remaining open and check that the pressure is applicable.



ON BOARD REFUELING VAPOR RECOVERY (ORVR)

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace refueling EVAP vapor cut valve with fuel tank. Refer to [FL-11, "Exploded View"](#).

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REFRIGERANT PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

REFRIGERANT PRESSURE SENSOR

Component Function Check

INFOID:000000012356634

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.

Connector	ECM		Voltage (V)
	+	-	
	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-546, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012356635

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-48, "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

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

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-45, "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace refrigerant pressure sensor. Refer to [HA-40, "Exploded View"](#).
- NO >> Repair or replace.

ENGINE CONTROL SYSTEM SYMPTOMS

< SYMPTOM DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

SYMPTOM DIAGNOSIS

ENGINE CONTROL SYSTEM SYMPTOMS

Symptom Table

INFOID:0000000012356636

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-530
	Fuel pressure regulator system	3	3	4	4	4	4	4	4	4		4			EC-180
	Fuel injector circuit	1	1	2	3	2		2	2			2			EC-528
	Evaporative emission system	3	3	4	4	4	4	4	4	4	4	4			EC-64
Air	Positive crankcase ventilation system	3	3	4	4	4	4	4	4	4		4	1		EC-558
	Incorrect idle speed adjustment						1	1	1	1		1			EC-176
	Electric throttle control actuator	1	1	2	3	3	2	2	2	2		2		2	EC-436 , EC-443
Ignition	Incorrect ignition timing adjustment	3	3	1	1	1		1	1			1			EC-176
	Ignition circuit	1	1	2	2	2		2	2			2			EC-535
Main power supply and ground circuit		2	2	3	3	3		3	3		2	3			EC-202
Mass air flow sensor circuit		1			2										EC-226 , EC-232
Engine coolant temperature sensor circuit							3			3					EC-245 , EC-250
Air fuel ratio (A/F) sensor 1 circuit			1	2	3	2		2	2			2			EC-257 , EC-261 , EC-264 , EC-501
Throttle position sensor circuit							2			2					EC-247 , EC-315 , EC-432 , EC-434 , EC-445
Accelerator pedal position sensor circuit				3	2	1									EC-505 , EC-509 , EC-514
Knock sensor circuit				2								3			EC-324

ENGINE CONTROL SYSTEM SYMPTOMS

< SYMPTOM DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

	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-309 , EC-313
Crankshaft position sensor (POS) circuit	2	2												EC-327
Camshaft position sensor (PHASE) circuit	3	2												EC-331
Vehicle speed signal circuit		2	3		3						3			EC-386
Power steering pressure sensor circuit		2					3	3						EC-397
ECM	2	2	3	3	3	3	3	3	3	3	3			EC-399 , EC-401
Intake valve timing control solenoid valve circuit		3	2		1	3	2	2	3		3			EC-223
VVEL control module	3		4	4	3									EC-493 , EC-494
VVEL actuator motor	3		4	4	3									EC-418
VVEL actuator motor relay	3		4	4	3									EC-422
VVEL actuator shaft position sensor	3		4	4	3									EC-415
PNP signal circuit			3		3		3	3			3			EC-407
Refrigerant pressure sensor circuit		2				3			3		4			EC-546
Electrical load signal circuit							3							EC-526
Air conditioner circuit	2	2	3	3	3	3	3	3	3		3		2	HAC-48
ABS actuator and electric unit (control unit)			4											BRC-63

1 - 6: The numbers refer to the order of inspection.

(continued on next page)

SYSTEM — ENGINE MECHANICAL & OTHER

A
EC
C
D
E
F
G
H
I
J
K
L
M
N
O
P

ENGINE CONTROL SYSTEM SYMPTOMS

< SYMPTOM DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

		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-13															
	Fuel piping			5	5	5		5	5			5			EM-53															
	Vapor lock															—														
	Valve deposit															—														
	Poor fuel (Heavy weight gasoline, Low octane)	5			5	5	5		5	5			5			—														
Air	Air duct		5												EM-30															
	Air cleaner														EM-30															
	Air leakage from air duct (Mass air flow sensor — electric throttle control actuator)	5		5	5		5	5	5				5			EM-30														
	Electric throttle control actuator				5		5				5					EM-31														
	Air leakage from intake manifold/Collector/Gasket															EM-35														
Cranking	Battery	1	1	1	1	1	1	1	1	1	1	1	1	1	PG-164															
	Generator circuit																										CHG-22, CHG-23			
	Starter circuit														3										1			STR-13, STR-16		
	Signal plate														6													EM-139		
	PNP signal circuit														4													TM-111		
Engine	Cylinder head	5	5	5	5	5	5	5	5	5	5	5	5	5	5	EM-126														
	Cylinder head gasket																									4	3			
	Cylinder block																													
	Piston																										4			
	Piston ring																													
	Connecting rod	6														6	6	6	6	6	6	6	6	6	6	6	6	6	6	EM-139
	Bearing																													
Crankshaft																														

ENGINE CONTROL SYSTEM SYMPTOMS

< SYMPTOM DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

		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														EM-72
	Camshaft														EM-113
	Intake valve timing control	5	5	5	5	5		5	5			5			EM-72
	Intake valve												3		EM-126
	Exhaust valve														
Exhaust	Exhaust manifold/Tube/Muffler/Gasket	5	5	5	5	5		5	5			5			EM-41, EX-4
	Three way catalyst														
Lubrication	Oil pan/Oil strainer/Oil pump/Oil filter/Oil gallery	5	5	5	5	5		5	5			5			EM-53, LU-14, LU-24
	Oil level (Low)/Filthy oil														LU-9
Cooling	Radiator/Hose/Radiator filler cap														CO-14, CO-15
	Thermostat										5				CO-27
	Water pump														CO-25
	Water gallery	5	5	5	5	5		5	5		4	5			CO-30
	Cooling fan														CO-22
	Coolant level (Low)/Contaminated coolant									5					CO-10
IVIS (INFINITI Vehicle Immobilizer System — NATS)		1	1												SEC-50

1 - 6: The numbers refer to the order of inspection.

A
EC
C
D
E
F
G
H
I
J
K
L
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N
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P

INFINITI DRIVE MODE SELECTOR

< SYMPTOM DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

INFINITI DRIVE MODE SELECTOR

Symptom Table

INFOID:000000012356637

SYSTEM — DRIVE MODE SELECTOR —

Malfunction	Check item		Probable malfunctioning part/Action
ECO pedal reaction force is not generated when in ECO mode.	Only ECO pedal reaction force is not generated. [Intelligent pedal (distance control assist) operates normally.]	The central switch of the navigation system operates normally.	Perform self-diagnosis of the engine control system. Refer to EC-116, "DTC Index" .
		The central switch of the navigation system malfunctions.	Perform self-diagnosis of the navigation system. Refer to AV-119, "Symptom Table" (BASE AUDIO WITHOUT NAVIGATION) or AV-395, "Symptom Table" (BOSE AUDIO WITH NAVIGATION)
	Intelligent pedal (distance control assist) reaction force is not generated as well.		Perform self-diagnosis of the ADAS control unit, ICC sensor, and Accelerator pedal actuator. <ul style="list-style-type: none"> • ADAS C/U: Refer to DAS-40, "DTC Index". • ICC SENSOR: Refer to DAS-252, "DTC Index". • ACCELERATOR PEDAL ACTUATOR: Refer to DAS-255, "DTC Index".
When in ECO mode, settings of ECO pedal reaction force cannot be changed or vehicle behavior does not agree to the settings.	Intelligent pedal (distance control assist) reaction force has a malfunction as well.		Perform self-diagnosis of the ADAS control unit, ICC sensor, and Accelerator pedal actuator. <ul style="list-style-type: none"> • ADAS C/U: Refer to DAS-40, "DTC Index". • ICC SENSOR: Refer to DAS-252, "DTC Index". • ACCELERATOR PEDAL ACTUATOR: Refer to DAS-255, "DTC Index".
	Intelligent pedal (distance control assist) reaction force is normal.	The central switch of the navigation system operates normally.	Perform self-diagnosis of the engine control system. Refer to EC-116, "DTC Index" .
		The central switch of the navigation system malfunctions.	Perform self-diagnosis of the navigation system. Refer to AV-119, "Symptom Table" (BASE AUDIO WITHOUT NAVIGATION) or AV-395, "Symptom Table" (BOSE AUDIO WITH NAVIGATION)

NORMAL OPERATING CONDITION

< SYMPTOM DIAGNOSIS >

[VQ37VHR FOR USA AND CANADA]

NORMAL OPERATING CONDITION

Description

INFOID:000000012356638

FUEL CUT CONTROL (AT NO LOAD AND HIGH ENGINE SPEED)

If the engine speed is above 2,400 rpm under no load (for example, the selector lever position is neutral and engine speed is over 2,400 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 4,500 rpm, fuel will be cut off in a few seconds. Fuel cut will be operated until the engine speed reaches 1,500 rpm, then fuel cut will be cancelled.

NOTE:

This function is different from deceleration control listed under Multiport Fuel Injection (MFI) System, [EC-57. "MULTIPOINT FUEL INJECTION SYSTEM : 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-311. "Component Inspection"](#).

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PERIODIC MAINTENANCE

IDLE SPEED


Inspection

INFOID:000000012356639

CHECK IDLE SPEED

 **With CONSULT**

Check idle speed in “DATA MONITOR” mode of “ENGINE” using CONSULT.

 **With GST**

Check idle speed with Service \$01 of GST.

IGNITION TIMING

< PERIODIC MAINTENANCE >

[VQ37VHR FOR USA AND CANADA]

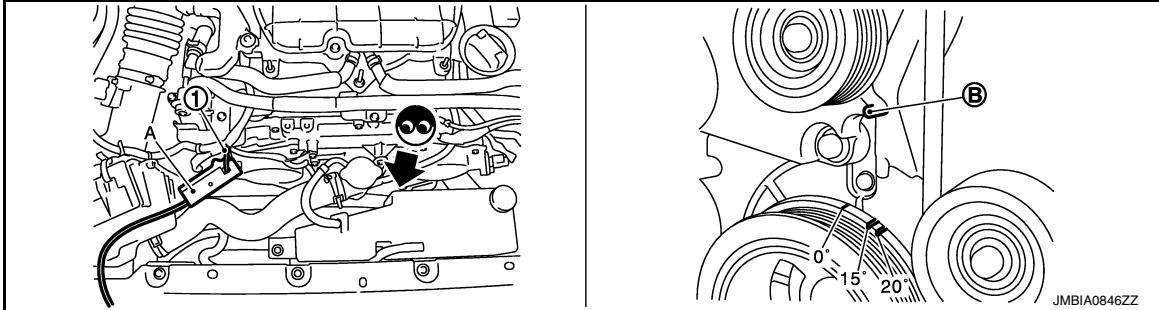
IGNITION TIMING

Inspection

INFOID:000000012356640

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.

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EVAP LEAK CHECK

< PERIODIC MAINTENANCE >

[VQ37VHR FOR USA AND CANADA]

EVAP LEAK CHECK

Inspection

INFOID:000000012356641

CAUTION:

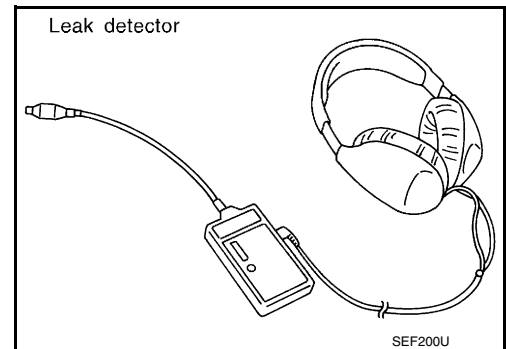
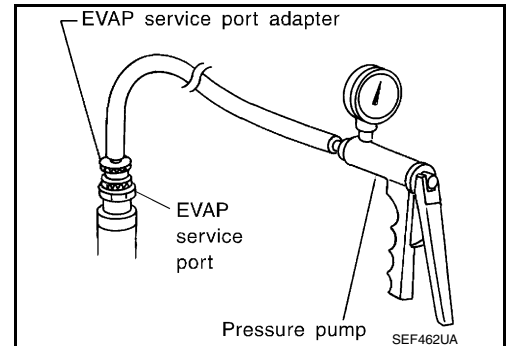
- Do not use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm², 0.6 psi) of pressure in EVAP system.

NOTE:

- Do not start engine.
- Improper installation of EVAP service port adapter to the EVAP service port may cause a leak.

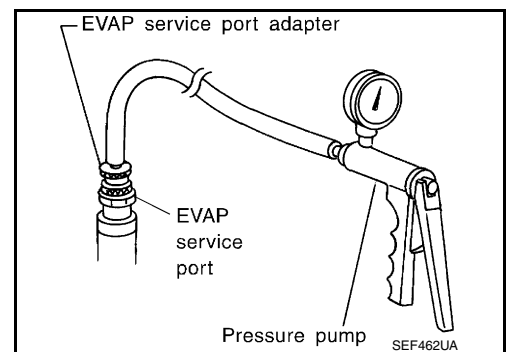
Ⓟ WITH CONSULT

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.
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-64. "EVAPORATIVE EMISSION SYSTEM : System Diagram"](#).



ⓧ WITHOUT CONSULT

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/cm², 0.2 to 0.4 psi).
4. Remove EVAP service port adapter and hose with pressure pump.

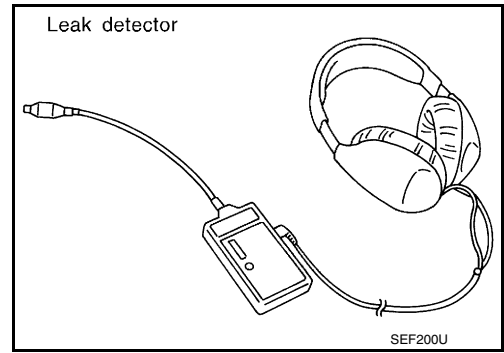


EVAP LEAK CHECK

< PERIODIC MAINTENANCE >

[VQ37VHR FOR USA AND CANADA]

5. Locate the leak using a leak detector. Refer to [EC-64. "EVAPORATIVE EMISSION SYSTEM : System Diagram"](#).



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POSITIVE CRANKCASE VENTILATION

< PERIODIC MAINTENANCE >

[VQ37VHR FOR USA AND CANADA]

POSITIVE CRANKCASE VENTILATION

Inspection

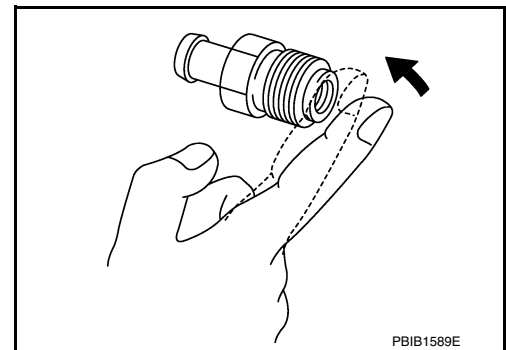
INFOID:000000012356642

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.



REMOVAL AND INSTALLATION

ECM

Removal and Installation

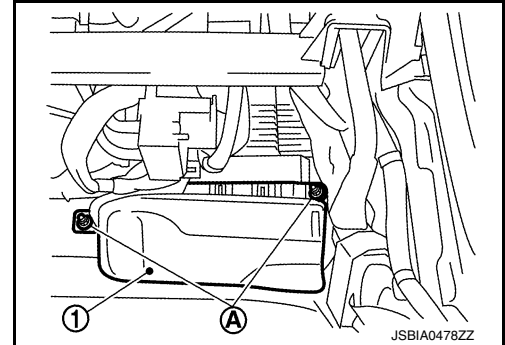
INFOID:0000000012356643

CAUTION:

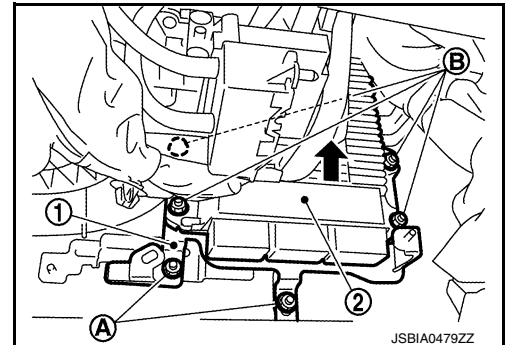
Perform **ADDITIONAL SERVICE WHEN REPLACING ECM**. Refer to [EC-165, "Description"](#).

REMOVAL

1. Remove the instrument lower cover. Refer to [IP-12, "Exploded View"](#).
2. Remove the dash side finisher (LH). Refer to [INT-44, "DASH SIDE FINISHER : Removal and Installation"](#).
3. Remove the ECM cover bolts (A) and remove ECM cover (1).



4. Disconnect ECM harness connectors.
5. Remove ECM bracket bolt (A)
6. Slide the ECM bracket (1) upward and then remove ECM bracket with ECM.
7. Remove ECM bracket bolts (B) and separate ECM (2) and ECM bracket.



INSTALLATION

Install in the reverse order of removal.

VVEL CONTROL MODULE

< REMOVAL AND INSTALLATION >

[VQ37VHR FOR USA AND CANADA]

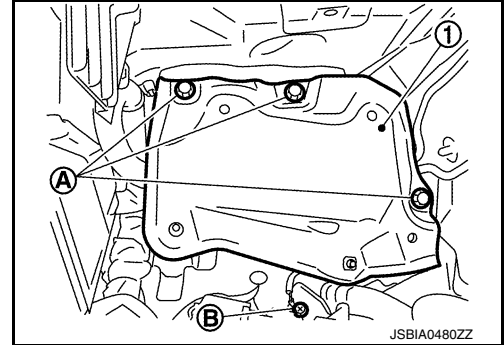
VVEL CONTROL MODULE

Removal and Installation

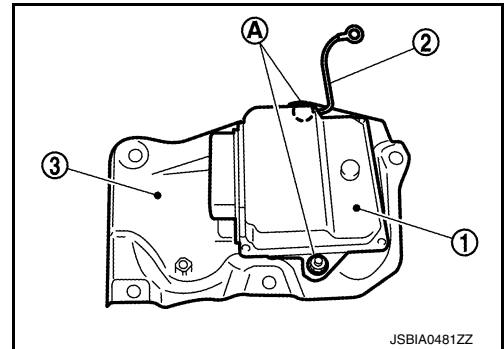
INFOID:000000012356644

REMOVAL

1. Remove hoodledge cover (RH) and cowl top cover (RH). Refer to [EXT-23, "Exploded View"](#).
2. Remove the battery and battery tray. Refer to [PG-164, "Exploded View"](#).
3. Remove VVEL control module bracket bolts (A).
4. Remove the ground harness fix bolt (B).
5. Remove VVEL control module bracket (1).



6. Disconnect VVEL control module harness connector.
7. Remove the fix bolts (A). And then separate VVEL control module (1), ground harness (2) and VVEL control module bracket (3).



INSTALLATION

Install in the reverse order of removal.

CAUTION:

Must be perform additional service when replacing VVEL control module. Refer to [EC-167, "Description"](#).

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[VQ37VHR FOR USA AND CANADA]

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

Idle Speed

INFOID:0000000012356645

EC

Condition	Specification
No load* (in P or N 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:0000000012356646

Condition	Specification
No load* (in P or N position)	10 ± 2° 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:0000000012356647

Condition	Specification (Using CONSULT or GST)
At idle	5 – 35 %
At 2,500 rpm	5 – 35 %

Mass Air Flow Sensor

INFOID:0000000012356648

Supply voltage	Battery voltage (11 – 14 V)
Output voltage at idle	0.7 – 1.2 V*
Mass air flow (Using CONSULT or GST)	2.0 – 6.0 g/s at idle* 7.0 – 20.0 g/s at 2,500 rpm*

*: Engine is warmed up to normal operating temperature and running under no load.

PRECAUTION

PRECAUTIONS

Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

INFOID:000000012356649

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:

Always observe the following items for preventing accidental activation.

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision that 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 "SRS AIR BAG".
- Never 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:

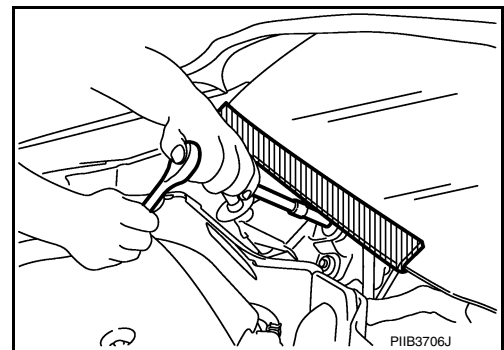
Always observe the following items for preventing accidental activation.

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, never 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:000000012356650

When performing the procedure after removing cowl top cover, cover the lower end of windshield with urethane, etc to prevent damage to windshield.



Precautions for Removing Battery Terminal

INFOID:000000013051547

When disconnecting the battery terminal, pay attention to the following.

- Always use a 12V battery as power source.
- Never disconnect battery terminal while engine is running.

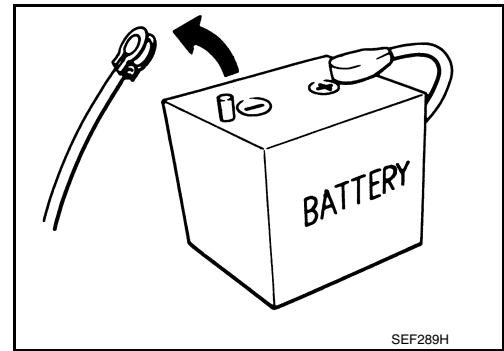
PRECAUTIONS

[VQ37VHR FOR MEXICO]

< PRECAUTION >

- When removing the 12V battery terminal, turn OFF the ignition switch and wait at least 30 seconds.
- For vehicles with the engine listed below, remove the battery terminal after a lapse of the specified time:

D4D engine	: 20 minutes	YS23DDT	: 4 minutes
HRA2DDT	: 12 minutes	YS23DDTT	: 4 minutes
K9K engine	: 4 minutes	ZD30DDTi	: 60 seconds
M9R engine	: 4 minutes	ZD30DDTT	: 60 seconds
R9M engine	: 4 minutes		
V9X engine	: 4 minutes		
YD25DDTi	: 2 minutes		



NOTE:

ECU may be active for several tens of seconds after the ignition switch is turned OFF. If the battery terminal is removed before ECU stops, then a DTC detection error or ECU data corruption may occur.

- After high-load driving, if the vehicle is equipped with the V9X engine, turn the ignition switch OFF and wait for at least 15 minutes to remove the battery terminal.

NOTE:

- Turbocharger cooling pump may operate in a few minutes after the ignition switch is turned OFF.
- Example of high-load driving
 - Driving for 30 minutes or more at 140 km/h (86 MPH) or more.
 - Driving for 30 minutes or more on a steep slope.
- For vehicles with the 2-batteries, be sure to connect the main battery and the sub battery before turning ON the ignition switch.

NOTE:

If the ignition switch is turned ON with any one of the terminals of main battery and sub battery disconnected, then DTC may be detected.

- After installing the 12V battery, always check "Self Diagnosis Result" of all ECUs and erase DTC.

NOTE:

The removal of 12V battery may cause a DTC detection error.

On Board Diagnostic (OBD) System of Engine and A/T

INFOID:0000000012356652

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-6, "Harness Connector"](#).**
- **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.**

PRECAUTIONS

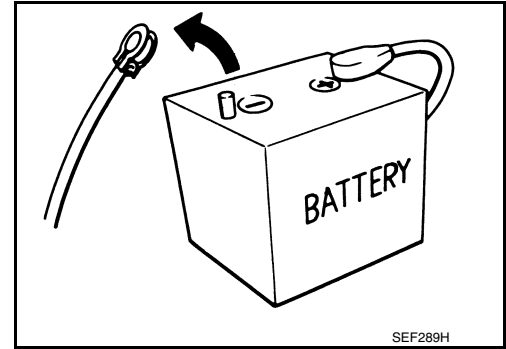
< PRECAUTION >

[VQ37VHR FOR MEXICO]

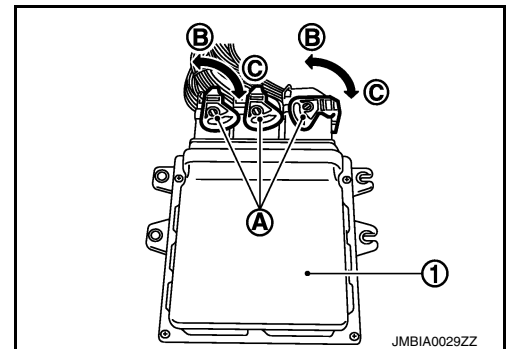
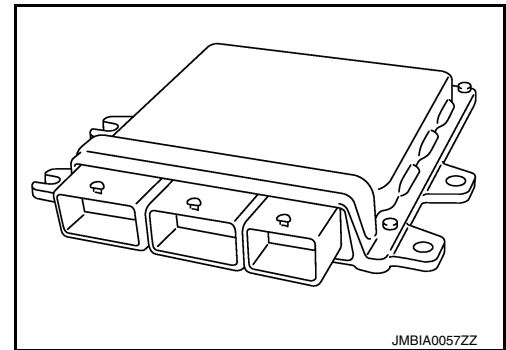
INFOID:000000012356653

General Precautions

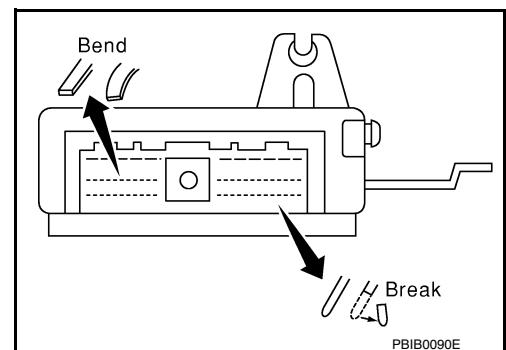
- Always use a 12 volt battery as power source.
- Never attempt to disconnect battery cables while engine is running.
- Before connecting or disconnecting the ECM harness connector, turn ignition switch OFF and disconnect negative battery cable. Failure to do so may damage the ECM because battery voltage is applied to ECM even if ignition switch is turned OFF.
- Before removing parts, turn ignition switch OFF and then disconnect negative battery cable.



- 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 cleared 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
- 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.

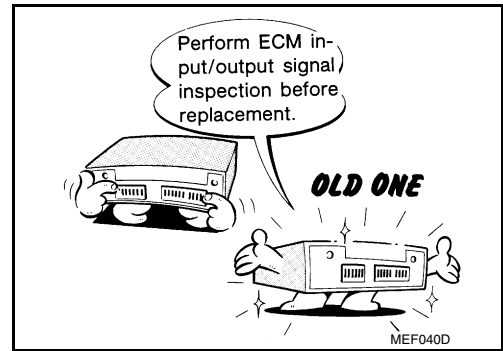


PRECAUTIONS

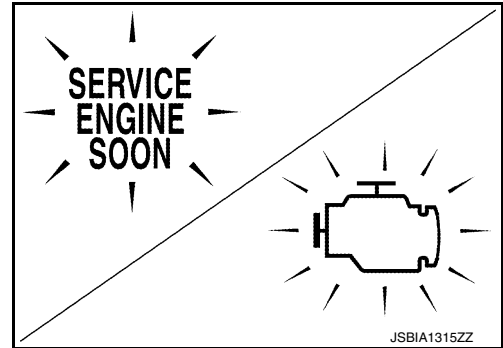
[VQ37VHR FOR MEXICO]

< PRECAUTION >

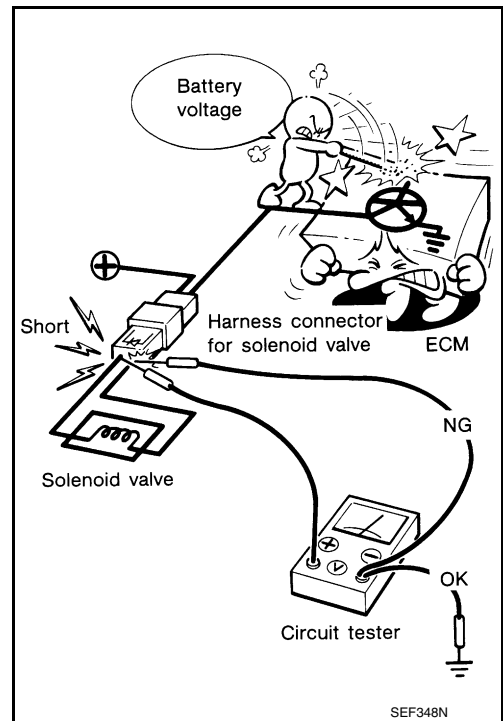
- Before replacing ECM, perform ECM Terminals and Reference Value inspection and make sure ECM functions properly. Refer to [EC-622, "Reference Value"](#).
- Handle mass air flow sensor carefully to avoid damage.
- Never clean mass air flow sensor with any type of detergent.
- Never disassemble electric 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.

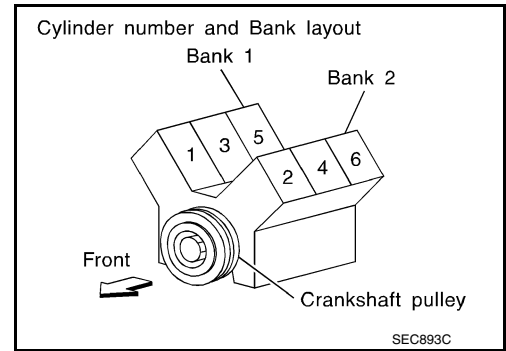


PRECAUTIONS

[VQ37VHR FOR MEXICO]

< PRECAUTION >

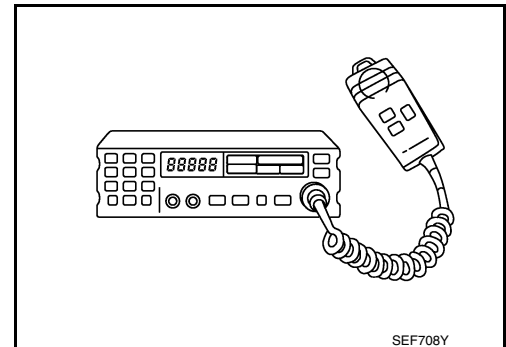
- B1 indicates bank 1, B2 indicates bank 2 as shown in the figure.
- Never operate fuel pump when there is no fuel in lines.
- Tighten fuel hose clamps to the specified torque.



- 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:0000000012356654

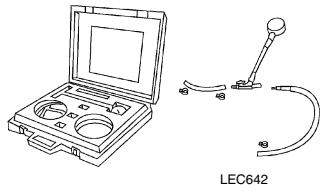
A

EC

NOTE:

The actual shapes of TechMate tools may differ from those of special service tools illustrated here.

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Tool number (TechMate No.) Tool name	Description
(J-44321) Fuel pressure gauge kit  <p style="text-align: center;">LEC642</p>	Checks fuel pressure

D

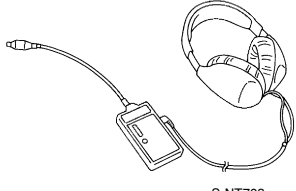
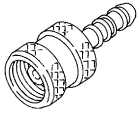
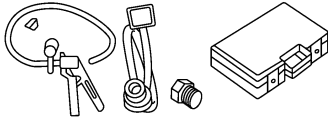
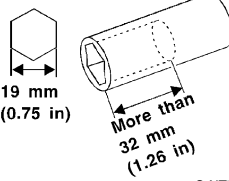
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Commercial Service Tools

INFOID:0000000012356655

G

Tool name (TechMate No.)	Description
Leak detector i.e.: (J-41416)  <p style="text-align: center;">S-NT703</p>	Locates the EVAP leak
EVAP service port adapter i.e.: (J-41413-OBD)  <p style="text-align: center;">S-NT704</p>	Applies positive pressure through EVAP service port
Fuel filler cap adapter i.e.: (J-42909)  <p style="text-align: center;">ALBIA1353ZZ</p>	Checks fuel tank vacuum relief valve opening pressure
Socket wrench  <p style="text-align: center;">S-NT705</p>	Removes and installs engine coolant temperature sensor

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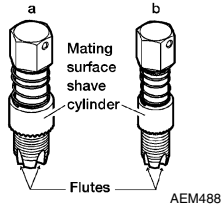

O

P

PREPARATION

< PREPARATION >

[VQ37VHR FOR MEXICO]

Tool name (TechMate No.)	Description
<p>Oxygen sensor thread cleaner i.e.: (J-43897-18) (J-43897-12)</p> 	<p>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 Titanium Oxygen Sensor</p>
<p>Anti-seize lubricant i.e.: (Permatex™ 133AR or equivalent meeting MIL specification MIL-A-907)</p> 	<p>Lubricates oxygen sensor thread cleaning tool when reconditioning exhaust system threads.</p>

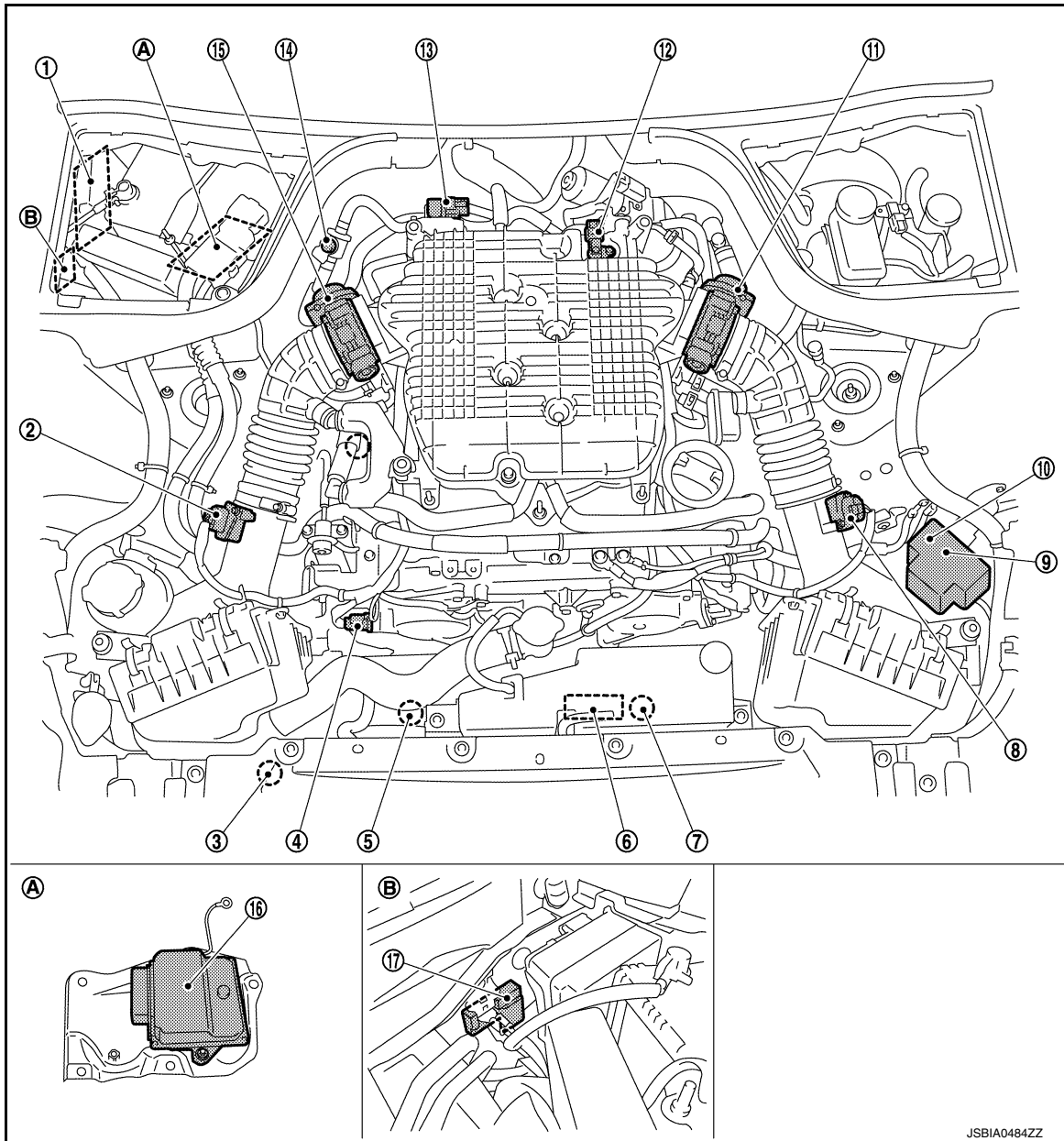
SYSTEM DESCRIPTION

COMPONENT PARTS

ENGINE CONTROL SYSTEM

ENGINE CONTROL SYSTEM : Component Parts Location

INFOID:000000012356656



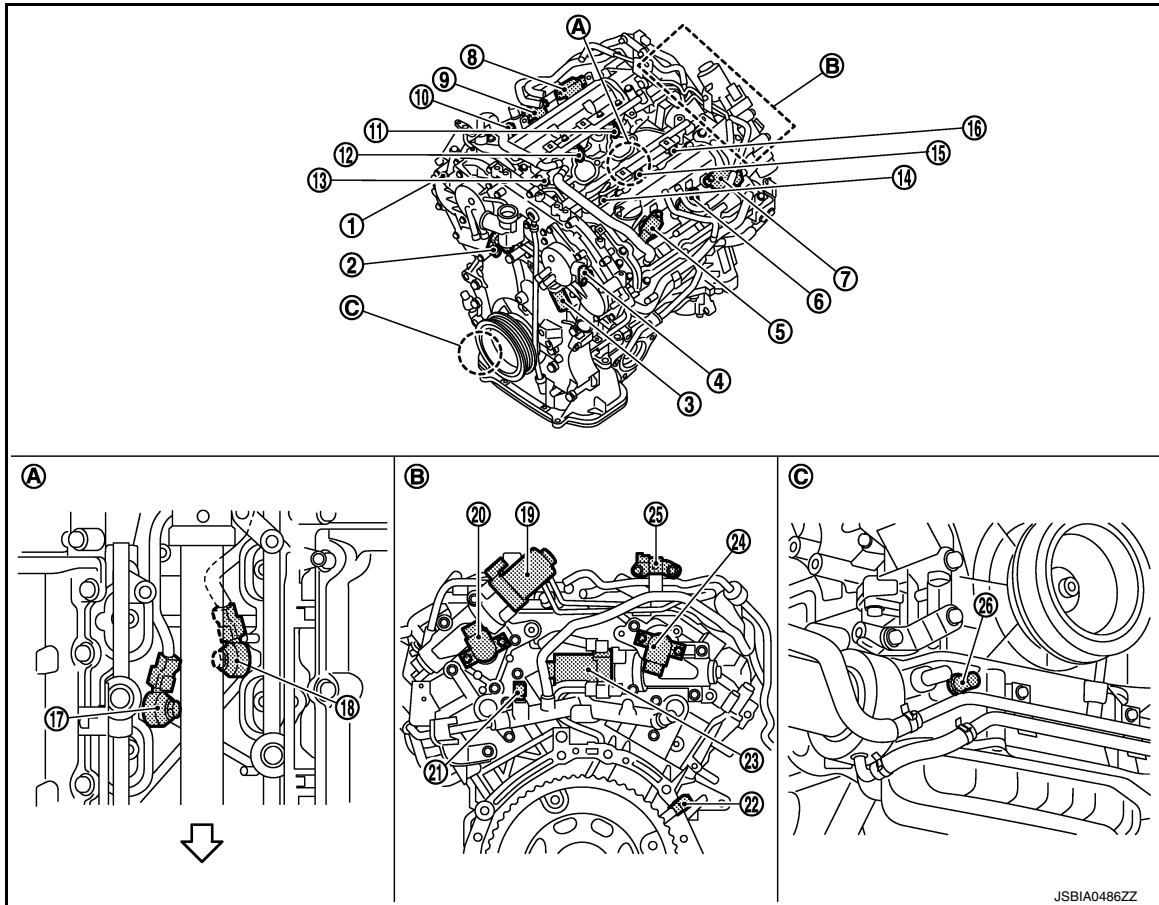
- | | | |
|---|---|---|
| 1. IPDM E/R
PCS-5, "IPDM E/R : Component Parts Location" | 2. Mass air flow sensor (with intake air temperature sensor) (bank 1) | 3. Refrigerant pressure sensor |
| 4. Camshaft position sensor (PHASE) (bank 1) | 5. Cooling fan motor-2 | 6. Cooling fan control module |
| 7. Cooling fan motor-1 | 8. Mass air flow sensor (bank 2) | 9. VVEL actuator motor relay |
| 10. Cooling fan relay | 11. Electric throttle control actuator (bank 2) | 12. Manifold absolute pressure (MAP) sensor |
| 13. EVAP canister purge volume control solenoid valve | 14. EVAP service port | 15. Electric throttle control actuator (bank 1) |

COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VQ37VHR FOR MEXICO]

- 16. VVEL control module
- 17. Battery current sensor (with battery temperature sensor)
- A. Under the battery tray (View with upside-down)
- B. Body side in battery case



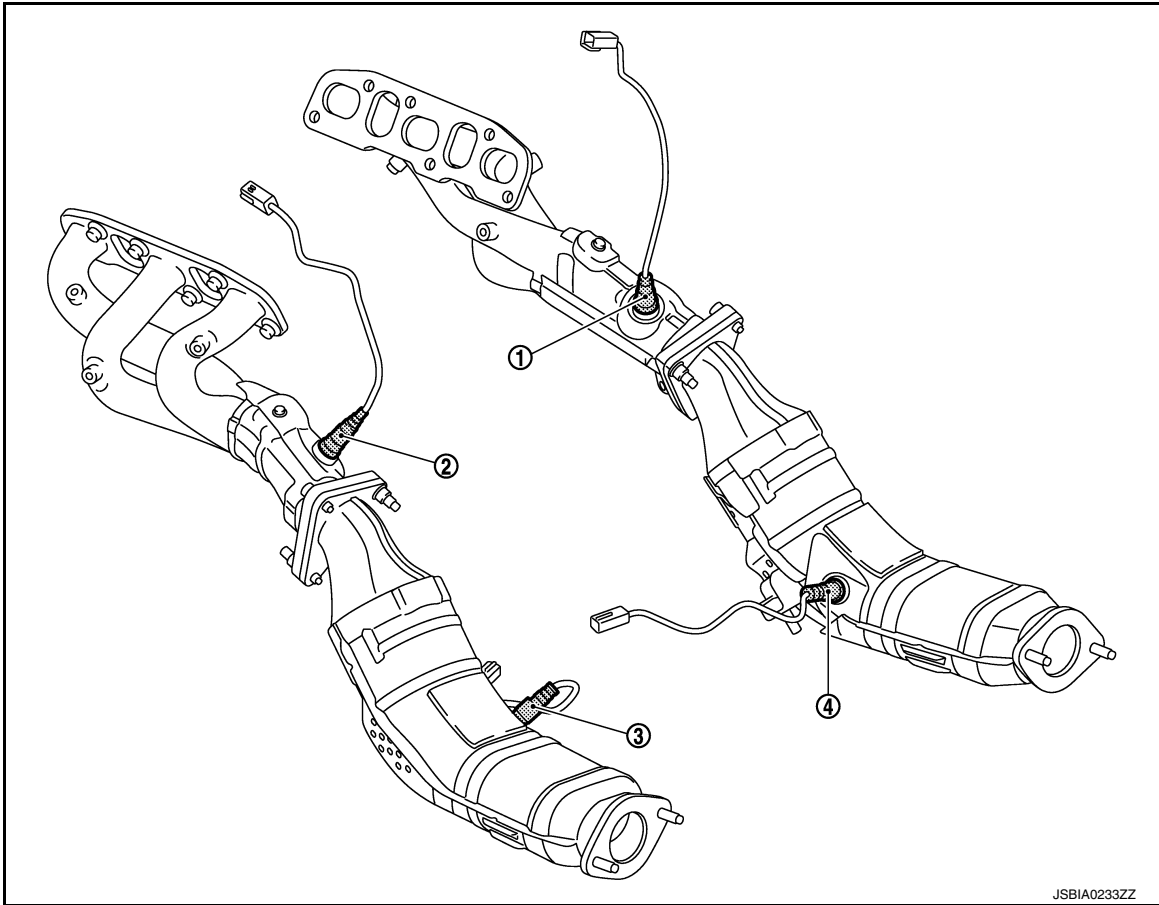
- | | | |
|--|---|---|
| 1. Camshaft position sensor (PHASE) (bank 1) | 2. Intake valve timing control solenoid valve (bank 1) | 3. Intake valve timing control solenoid valve (bank 2) |
| 4. Camshaft position sensor (PHASE) (bank 2) | 5. Ignition coil (with power transistor) and spark plug (No.2 cylinder) | 6. Ignition coil (with power transistor) and spark plug (No.4 cylinder) |
| 7. Ignition coil (with power transistor) and spark plug (No.6 cylinder) | 8. Ignition coil (with power transistor) and spark plug (No.5 cylinder) | 9. Ignition coil (with power transistor) and spark plug (No.3 cylinder) |
| 10. Ignition coil (with power transistor) and spark plug (No.1 cylinder) | 11. Fuel injector (No.5 cylinder) | 12. Fuel injector (No.3 cylinder) |
| 13. Fuel injector (No.1 cylinder) | 14. Fuel injector (No.2 cylinder) | 15. Fuel injector (No.4 cylinder) |
| 16. Fuel injector (No.6 cylinder) | 17. Knock sensor (bank 1) | 18. Knock sensor (bank 2) |
| 19. VVEL actuator motor (bank 2) | 20. VVEL control shaft position sensor (bank 2) | 21. Engine coolant temperature sensor |
| 22. Crankshaft position sensor (POS) | 23. VVEL actuator motor (bank 1) | 24. VVEL control shaft position sensor (bank 1) |
| 25. EVAP canister purge volume control solenoid valve | 26. Engine oil temperature sensor | |
| A. Top view of the engine (View with intake manifold is removed) | B. Rear view of the engine | C. Front view of the engine |

⇐ Engine front

COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VQ37VHR FOR MEXICO]



- 1. A/F sensor 1 (bank 1)
- 2. A/F sensor 1 (bank 2)
- 3. Heated oxygen sensor 2 (bank 2)
- 4. Heated oxygen sensor 2 (bank 1)

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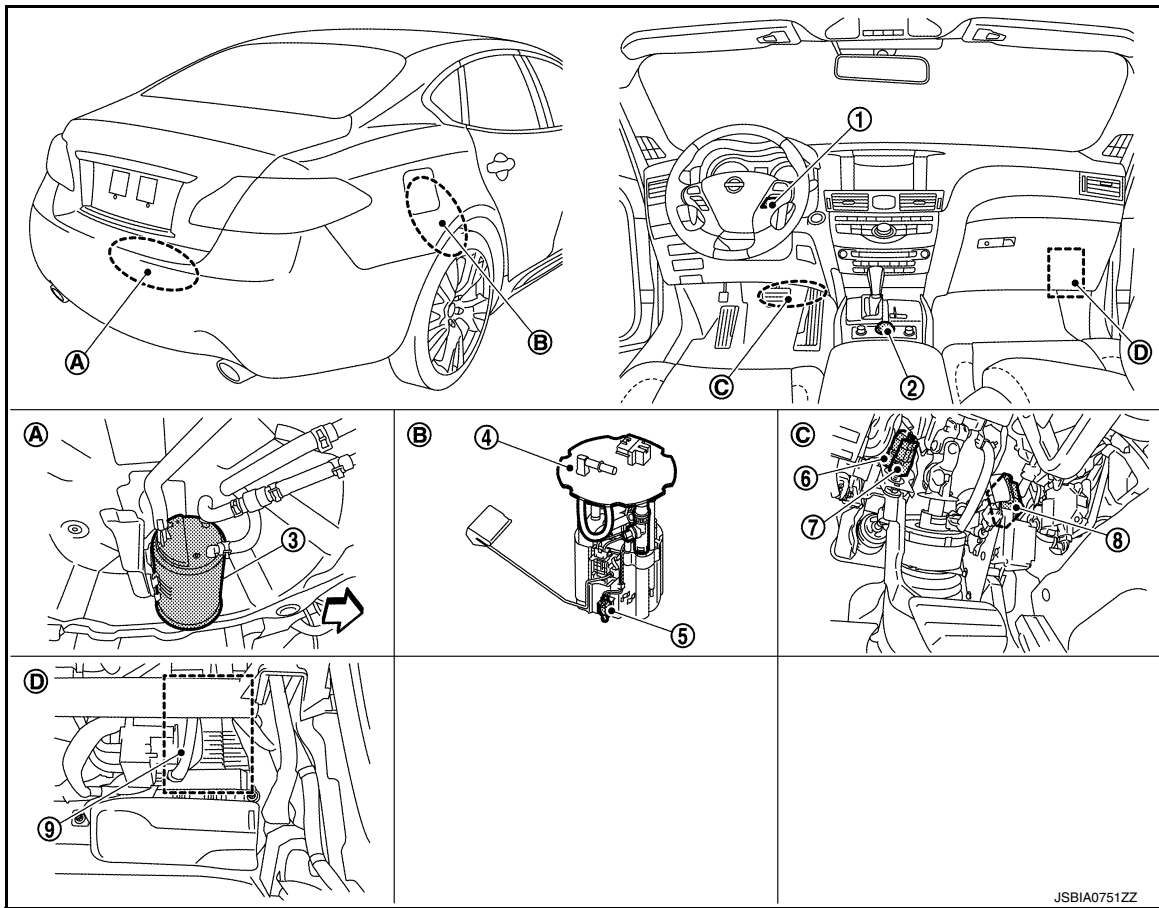
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COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VQ37VHR FOR MEXICO]



- | | | |
|---|--------------------------------------|---------------------|
| 1. ASCD steering switch | 2. Drive mode select switch | 3. EVAP canister |
| 4. Fuel level sensor unit and fuel pump | 5. Fuel tank temperature sensor | 6. Stop lamp switch |
| 7. ASCD brake switch | 8. Accelerator pedal position sensor | 9. ECM |
| A. Under the spare tire housing | B. Rear seat (lower right) | C. Around the pedal |
| D. Lower right of the glove box | | |
- ↶ Engine front

JSBIA0751ZZ

ENGINE CONTROL SYSTEM : Component Description

INFOID:000000012356657

Component	Reference
A/F sensor 1	EC-574. "Air Fuel Ratio Sensor 1"
A/F sensor 1 heater	EC-575. "Air Fuel Ratio Sensor 1 Heater"
Accelerator pedal position sensor	EC-574. "Accelerator Pedal Position Sensor"
ASCD brake switch	EC-910. "Description"
ASCD steering switch	EC-575. "ASCD Steering Switch"
Battery current sensor	EC-575. "Battery Current Sensor (With Battery Temperature Sensor)"
Camshaft position sensor (PHASE)	EC-576. "Camshaft Position Sensor (PHASE)"
Cooling fan control module	EC-577. "Cooling Fan"
Cooling fan motor	EC-577. "Cooling Fan"
Crankshaft position sensor (POS)	EC-577. "Crankshaft Position Sensor (POS)"
Electric throttle control actuator	EC-578. "Electric Throttle Control Actuator"
Engine coolant temperature sensor	EC-578. "Engine Coolant Temperature Sensor"
Engine oil temperature sensor	EC-579. "Engine Oil Temperature Sensor"

COMPONENT PARTS

< SYSTEM DESCRIPTION >

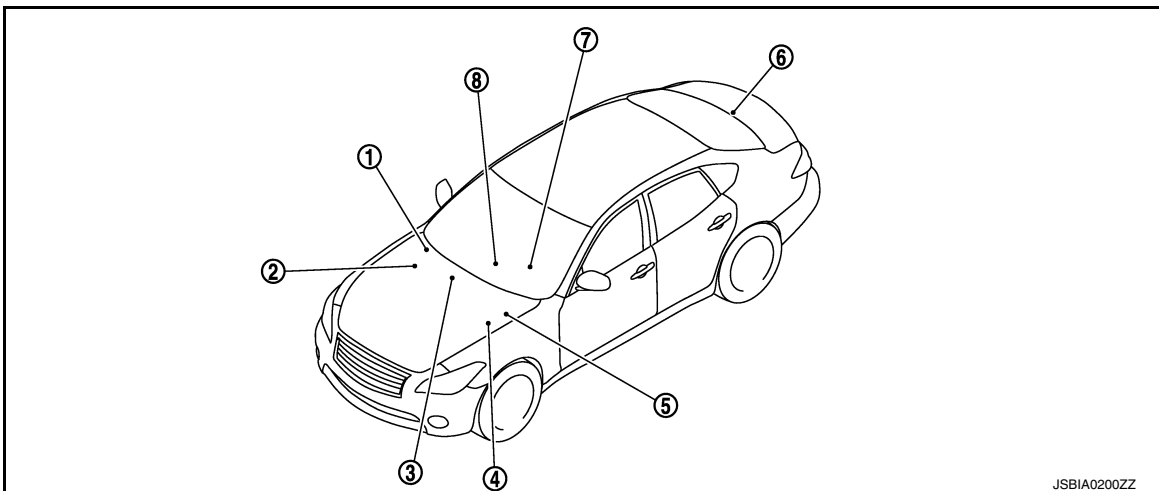
[VQ37VHR FOR MEXICO]

Component	Reference
EVAP canister purge volume control solenoid valve	EC-579. "EVAP Canister Purge Volume Control Solenoid Valve"
Fuel injector	EC-579. "Fuel Injector"
Fuel level sensor	EC-579. "Fuel Level Sensor"
Fuel pump	EC-580. "Fuel Pump"
Fuel tank temperature sensor	EC-580. "Fuel Tank Temperature Sensor"
Heated oxygen sensor 2	EC-580. "Heated Oxygen Sensor 2"
Heated oxygen sensor 2 heater	EC-580. "Heated Oxygen Sensor 2 Heater"
Ignition signal	EC-581. "Ignition Coil"
Intake air temperature sensor	EC-581. "Intake Air Temperature Sensor"
Intake valve timing control solenoid valve	EC-582. "Intake Valve Timing Control Solenoid Valve"
Knock sensor	EC-582. "Knock Sensor"
Manifold absolute pressure (MAP) sensor	EC-582. "Manifold Absolute Pressure Sensor"
Mass air flow sensor	EC-582. "Mass Air Flow Sensor"
PCV valve	EC-585. "Positive Crankcase Ventilation"
Power steering pressure sensor	EC-583. "Power Steering Pressure Sensor"
Refrigerant pressure sensor	EC-583. "Refrigerant Pressure Sensor"
Stop lamp switch	EC-576. "Brake Switch"
Throttle control motor	EC-583. "Throttle Control Motor"
Throttle control motor relay	EC-583. "Throttle Control Motor Relay"
Throttle position sensor	EC-583. "Throttle Position Sensor"
VVEL actuator motor	EC-583. "VVEL Actuator Motor"
VVEL actuator motor relay	EC-584. "VVEL Actuator Motor Relay"
VVEL control module	EC-584. "VVEL Control Module"
VVEL control shaft position sensor	EC-584. "VVEL Control Position Sensor"

Infiniti Drive Mode Selector

Infiniti Drive Mode Selector : Component Parts Location

INFOID:000000012356658



JSBIA0200ZZ

COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VQ37VHR FOR MEXICO]

- | | | |
|--|--|---|
| <p>1. A/C auto amp.
Refer to HAC-6, "AUTOMATIC AIR CONDITIONING SYSTEM : Component Parts Location".</p> <p>4. Accelerator pedal actuator</p> <p>7. TCM
TM-11, "A/T CONTROL SYSTEM : Component Parts Location".</p> | <p>2. ECM
Refer to EC-569, "ENGINE CONTROL SYSTEM : Component Parts Location".</p> <p>5. Combination meter
(Vehicle information display, and ECO drive indicator)</p> <p>8. Drive mode select switch</p> | <p>3. AV control unit
Refer to AV-13, "Component Parts Location" (BASE AUDIO WITHOUT NAVIGATION).
Refer to AV-150, "Component Parts Location" (BOSE AUDIO WITH NAVIGATION).</p> <p>6. ADAS control unit
DAS-12, "Component Parts Location".</p> |
|--|--|---|

Infiniti Drive Mode Selector : Component Description

INFOID:000000012356659

Part name	Description
Drive mode select switch	Transmits an ON/OFF state signal of STANDARD, SPORT, ECO, or SNOW mode to the A/C auto amp.
A/C auto amp.	Transmits an input signal (ON/OFF state of each mode) received from the drive mode select switch to the TCM, combination meter, 4WAS main control unit, and ADAS control unit via CAN communication.
TCM	Transmits a state of a mode received from the A/C auto amp. to ECM.
ECM	<ul style="list-style-type: none"> Receives a ECO mode signal from TCM and controls throttle angle characteristics and torque. Controls the ECO drive indicator when in ECO mode. The ECO drive indicator turns according to accelerator pedal operation.
Combination meter	<ul style="list-style-type: none"> Indicates a mode state on the vehicle information display, based on a mode state signal received from the A/C auto amp. Turns ON the ECO drive indicator according to a request from ECM when in ECO mode.

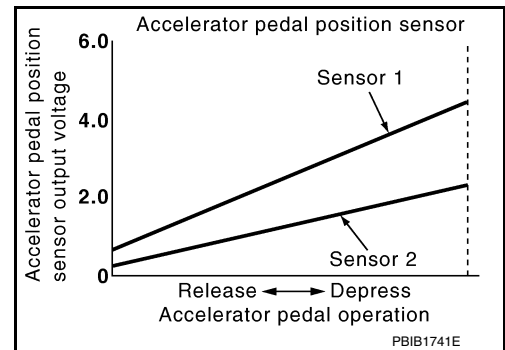
Accelerator Pedal Position Sensor

INFOID:000000012356660

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.



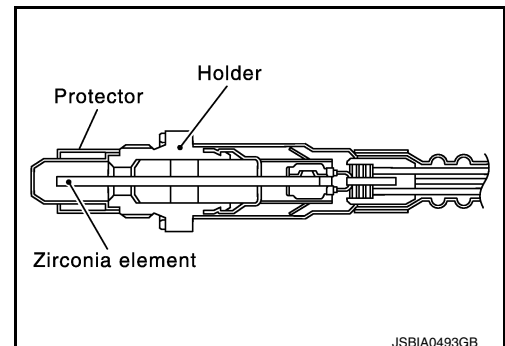
Air Fuel Ratio Sensor 1

INFOID:000000012356661

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 λ 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.

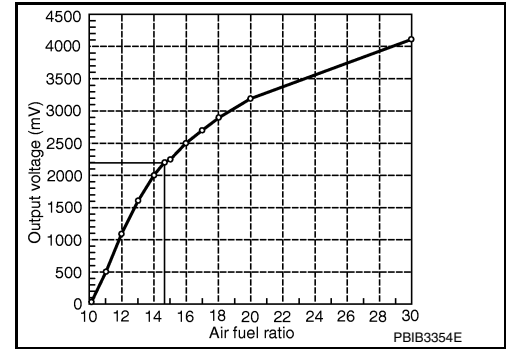


COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VQ37VHR FOR MEXICO]

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).



Air Fuel Ratio Sensor 1 Heater

INFOID:000000012356662

SYSTEM DESCRIPTION

Sensor	Input Signal to ECM	ECM function	Actuator
Camshaft position sensor (PHASE) 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.

ASCD Brake Switch

INFOID:000000012356663

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-592. "AUTOMATIC SPEED CONTROL DEVICE \(ASCD\) : System Description"](#) for the ASCD function.

ASCD Indicator

INFOID:000000012356664

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-592. "AUTOMATIC SPEED CONTROL DEVICE \(ASCD\) : System Description"](#) for the ASCD function.

ASCD Steering Switch

INFOID:000000012356665

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-592. "AUTOMATIC SPEED CONTROL DEVICE \(ASCD\) : System Description"](#) for the ASCD function.

Battery Current Sensor (With Battery Temperature Sensor)

INFOID:000000012356666

OUTLINE

COMPONENT PARTS

[VQ37VHR FOR MEXICO]

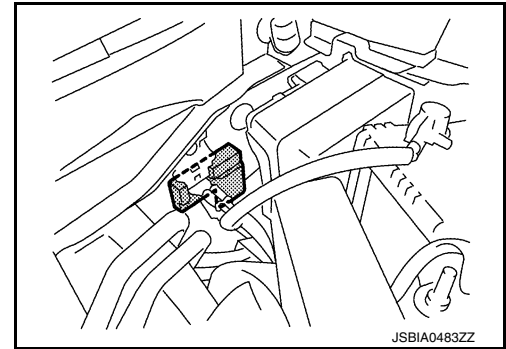
< SYSTEM DESCRIPTION >

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.

Based on sensor signals, 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-8. "POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM : 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 the battery discharge may occur.



BATTERY CURRENT SENSOR

The battery current sensor is installed to the battery negative cable. The sensor measures the charging/discharging current of the battery.

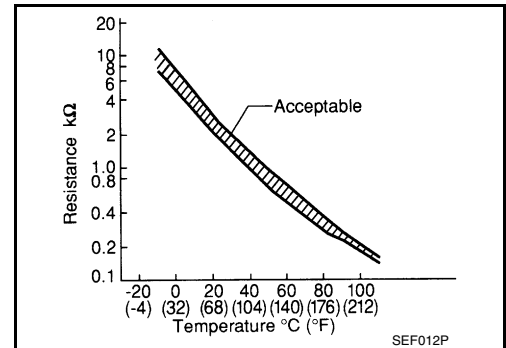
BATTERY TEMPERATURE SENSOR

Battery temperature sensor is integrated in battery current sensor. The sensor measures temperature around the battery. The electrical resistance of the thermistor decreases as temperature increases.

<Reference data>

Temperature [°C (°F)]	Voltage* (V)	Resistance (kΩ)
25 (77)	3.333	1.9 - 2.1
90 (194)	0.969	0.222 - 0.258

*: These data are reference values and are measured between battery temperature sensor signal terminal and sensor ground.



Brake Switch

INFOID:000000012356667

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.

Camshaft Position Sensor (PHASE)

INFOID:000000012356668

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.

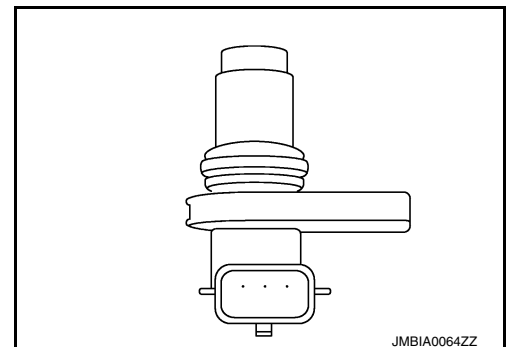
When the crankshaft position sensor (POS) system becomes inoperative, the camshaft position sensor (PHASE) provides various controls of engine parts instead, utilizing timing of cylinder identification signals.

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.

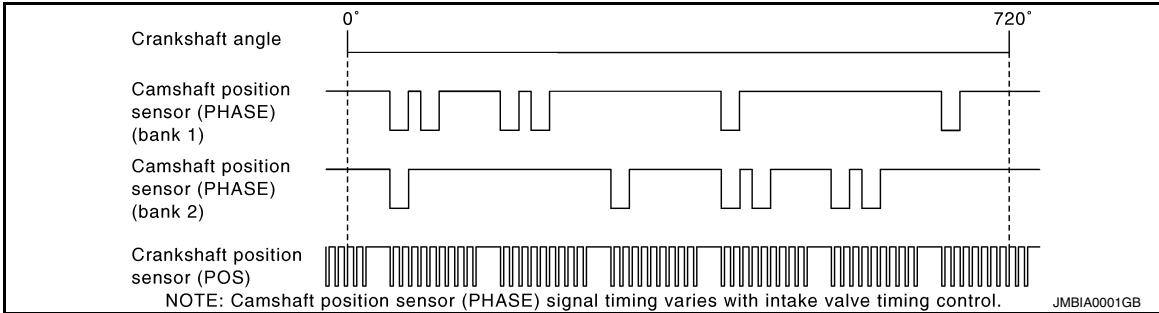


COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VQ37VHR FOR MEXICO]

ECM receives the signals as shown in the figure.



Cooling Fan

INFOID:0000000012356669

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.

Crankshaft Position Sensor (POS)

INFOID:0000000012356670

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.

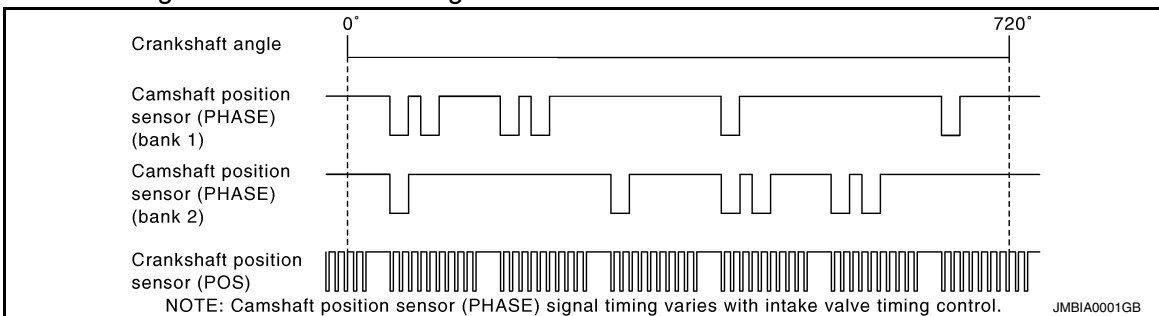
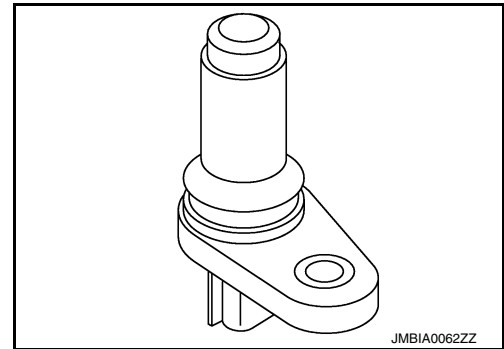
When the engine is running, the high and low parts of the teeth cause the gap with the sensor to change.

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.

ECM receives the signals as shown in the figure.



COMPONENT PARTS

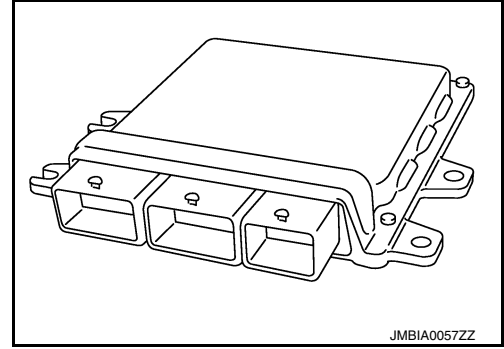
< SYSTEM DESCRIPTION >

[VQ37VHR FOR MEXICO]

ECM

INFOID:000000012356671

The ECM consists of a microcomputer and connectors for signal input and output and for power supply. The ECM controls the engine.



Electric Throttle Control Actuator

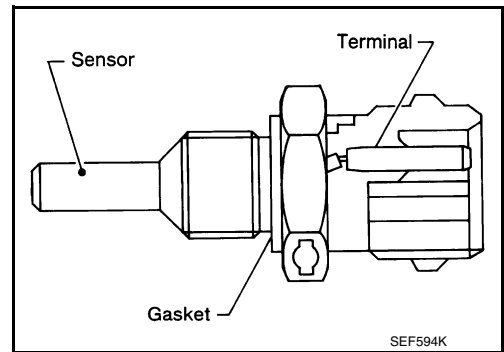
INFOID:000000012356672

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.

Engine Coolant Temperature Sensor

INFOID:000000012356673

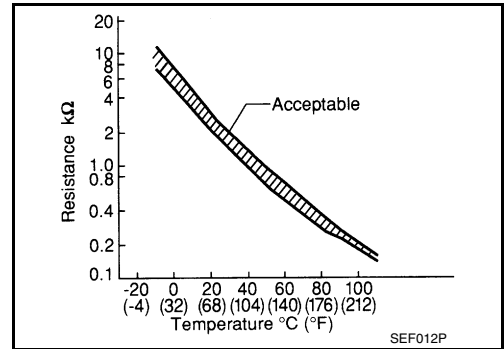
The engine coolant temperature sensor is used to detect the engine coolant temperature. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the engine coolant temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The 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	2.10 - 2.90
50 (122)	2.2	0.68 - 1.00
90 (194)	0.9	0.236 - 0.260

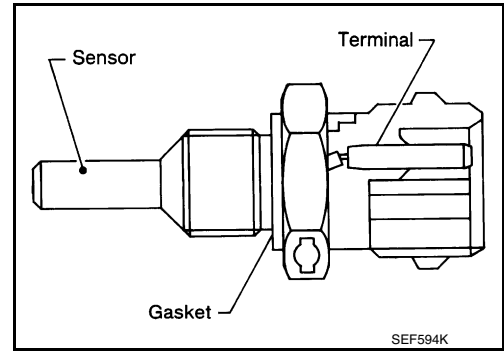
*: These data are reference values and are measured between ECM terminals 71 (Engine coolant temperature sensor) and 84 (Sensor ground).



Engine Oil Temperature Sensor

INFOID:0000000012356674

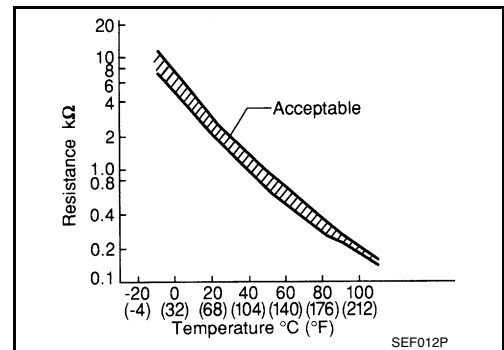
The engine oil temperature sensor is used to detect the engine oil temperature. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the engine oil temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The electrical resistance 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	2.10 - 2.90
50 (122)	2.2	0.68 - 1.00
90 (194)	0.9	0.236 - 0.260
110 (230)	0.6	0.143 - 0.153

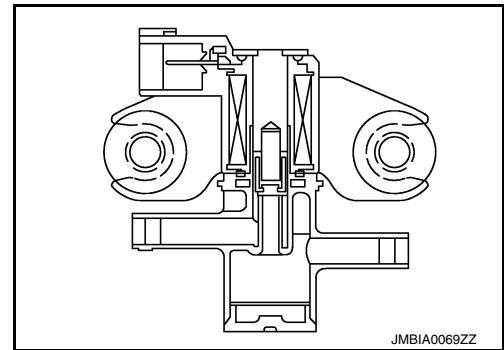
*: These data are reference values and are measured between ECM terminals 78 (Engine oil temperature sensor) and 84 (Sensor ground).



EVAP Canister Purge Volume Control Solenoid Valve

INFOID:0000000012356675

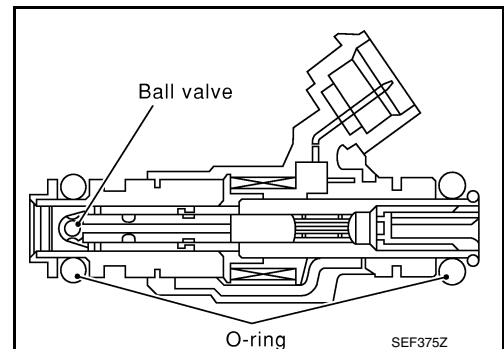
The EVAP canister purge volume control solenoid valve is used to control the flow rate of fuel vapor from the EVAP canister. The EVAP canister purge volume control solenoid valve is moved by ON/OFF pulses from the ECM. The longer the ON pulse, the greater the amount of fuel vapor that will flow through the valve.



Fuel Injector

INFOID:0000000012356676

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.



Fuel Level Sensor

INFOID:0000000012356677

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 "A/C auto amp.". The "A/C auto amp." sends the fuel level sensor signal to the ECM via the CAN communication line.

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COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VQ37VHR FOR MEXICO]

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.

Fuel Pump

INFOID:000000012356678

Sensor	Input signal to ECM	ECM Function	Actuator
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed*	Fuel pump control	Fuel pump relay ↓
Battery	Battery voltage*		Fuel pump

*: 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.

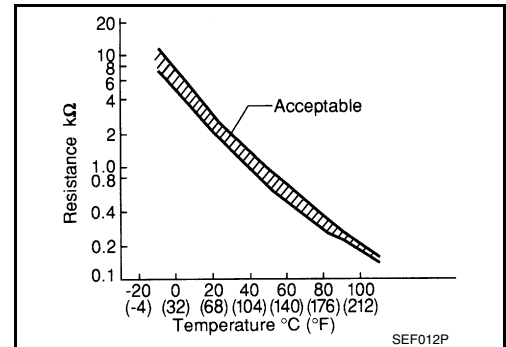
Fuel Tank Temperature Sensor

INFOID:000000012356679

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).

Heated Oxygen Sensor 2

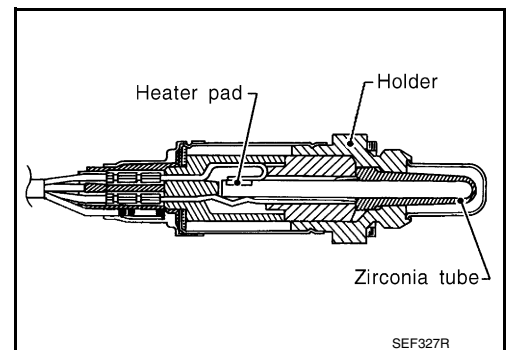
INFOID:000000012356680

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.



Heated Oxygen Sensor 2 Heater

INFOID:000000012356681

SYSTEM DESCRIPTION

COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VQ37VHR FOR MEXICO]

Sensor	Input signal to ECM	ECM function	Actuator
Camshaft position sensor (PHASE) 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. <ul style="list-style-type: none"> • Engine: After warming up • Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load 	ON

Ignition Coil

INFOID:0000000012356682

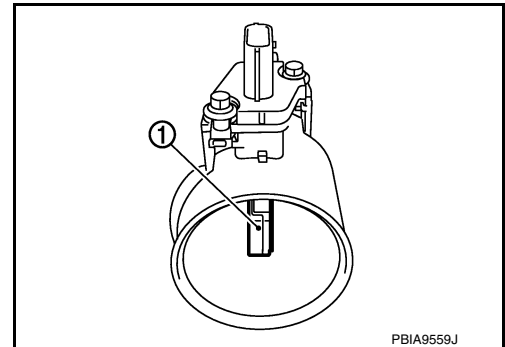
The ignition signal from the ECM is sent to and amplified by the power transistor. The power transistor turns ON and OFF the ignition coil primary circuit. This ON/OFF operation induces the proper high voltage in the coil secondary circuit.

Intake Air Temperature Sensor

INFOID:0000000012356683

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.

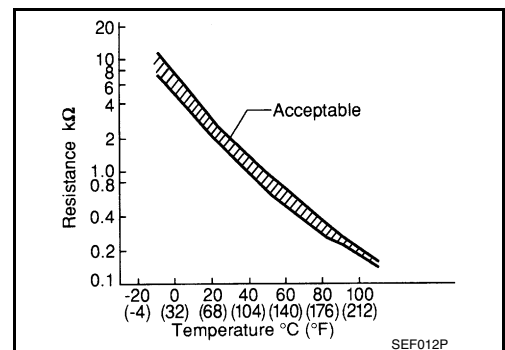
The temperature sensing unit uses a thermistor which is sensitive to the change in temperature. Electrical resistance of the thermistor decreases in response to the rise in temperature.



<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).



COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VQ37VHR FOR MEXICO]

Intake Valve Timing Control Solenoid Valve

INFOID:000000012356684

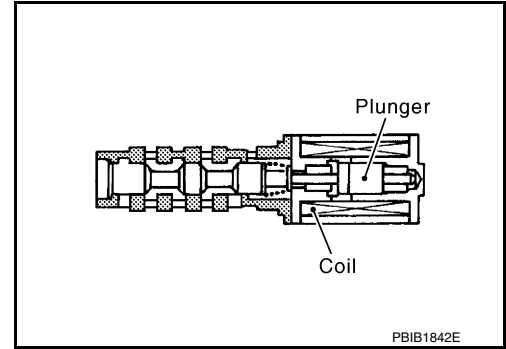
Intake valve timing control solenoid valve is activated by ON/OFF pulse duty (ratio) signals from the ECM.

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.



Knock Sensor

INFOID:000000012356685

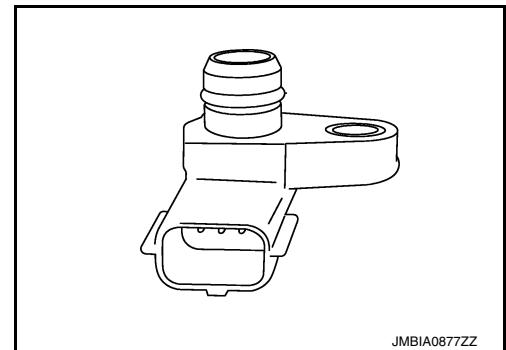
The knock sensor is attached to the cylinder block. It senses engine knocking using a piezoelectric element. A knocking vibration from the cylinder block is sensed as vibrational pressure. This pressure is converted into a voltage signal and sent to the ECM.

Manifold Absolute Pressure Sensor

INFOID:000000012356686

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.



Malfunction Indicator Lamp

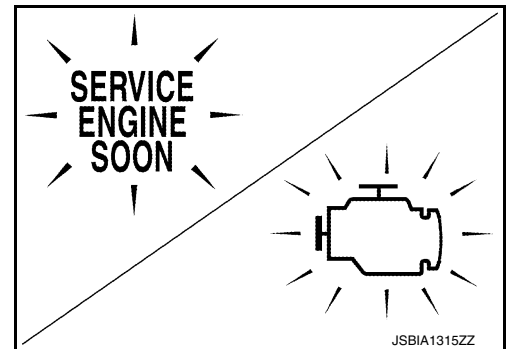
INFOID:000000012356687

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-603, "Diagnosis Description"](#).

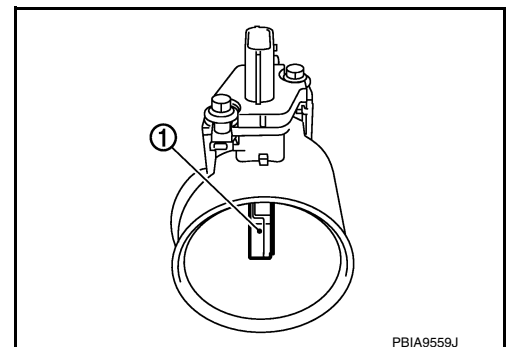


Mass Air Flow Sensor

INFOID:000000012356688

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.



COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VQ37VHR FOR MEXICO]

Power Steering Pressure Sensor

INFOID:000000012356689

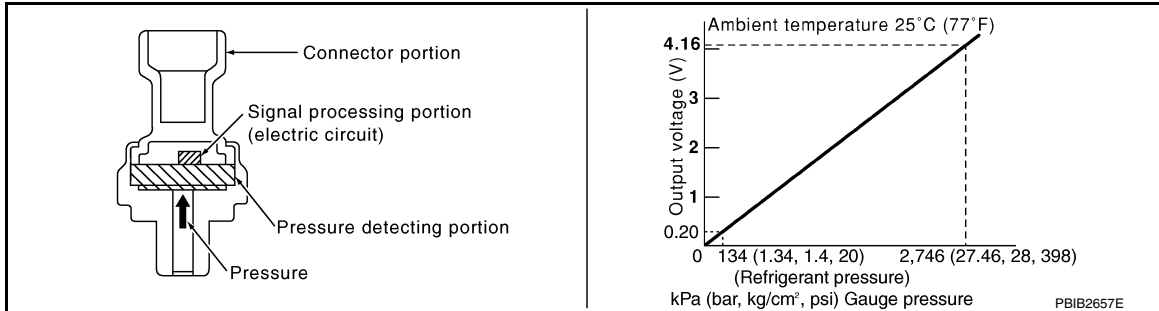
Power steering pressure (PSP) sensor is installed to the power steering high-pressure tube and detects a power steering load.

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.

Refrigerant Pressure Sensor

INFOID:000000012356690

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.



Throttle Control Motor

INFOID:000000012356691

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.

Throttle Control Motor Relay

INFOID:000000012356692

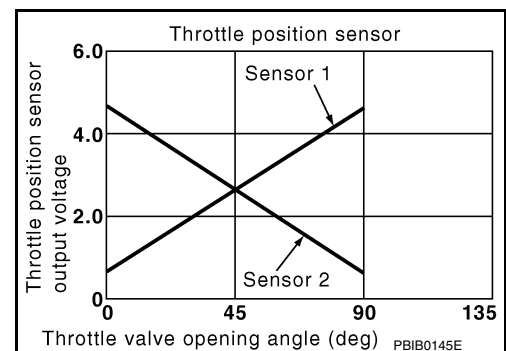
Power supply for the throttle control motor is provided to the ECM via throttle control motor relay. The throttle control motor relay is ON/OFF controlled by the ECM. When the ignition switch is turned ON, the ECM sends an ON signal to throttle control motor relay and battery voltage is provided to the 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.

Throttle Position Sensor

INFOID:000000012356693

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 the throttle valve opening angle properly in response to driving condition via the throttle control motor.



VVEL Actuator Motor

INFOID:000000012356694

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.

VVEL Actuator Motor Relay

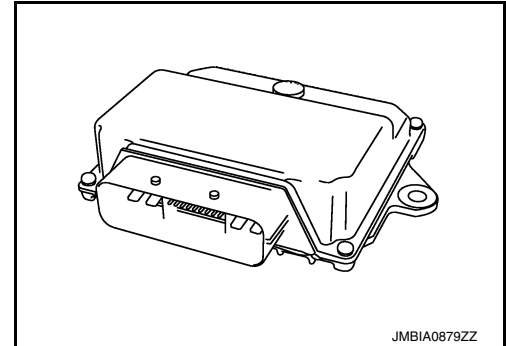
INFOID:000000012356695

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.

VVEL Control Module

INFOID:000000012356696

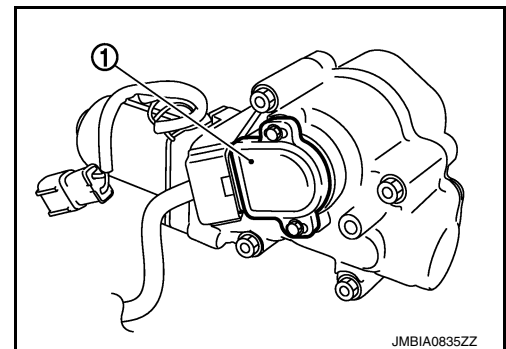
The VVEL control module consists of a microcomputer and connectors for signal input and output and for power supply. The VVEL control module controls VVEL system.



VVEL Control Position Sensor

INFOID:000000012356697

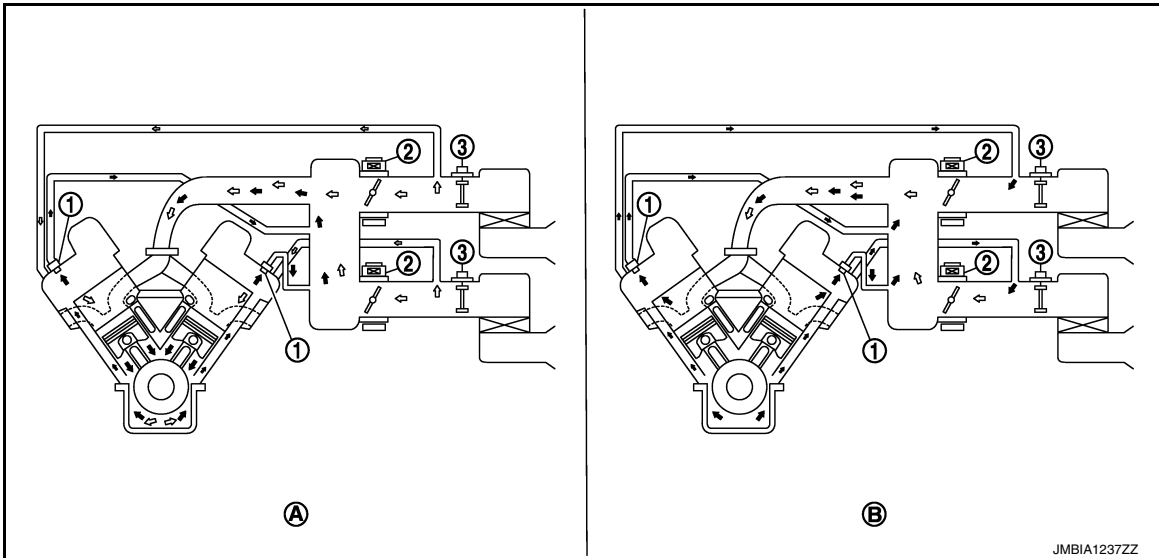
VVEL control shaft position sensor (1) is placed on VVEL actuator sub assembly and detects the control shaft position angle. A magnet is pressed into the arm on the edge of control shaft. The magnetic field changes as the magnet rotates together with the arm resulting in the output voltage change of the sensor. VVEL control module detects the actual position angle through the voltage change and sends the signal to ECM.



STRUCTURE AND OPERATION

Positive Crankcase Ventilation

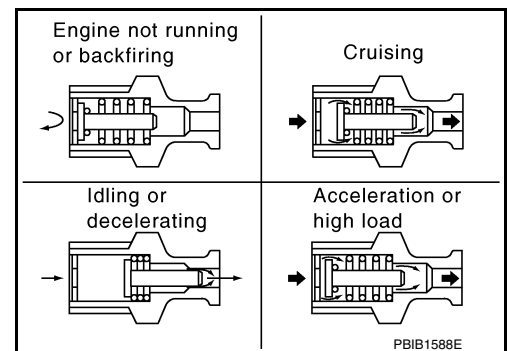
INFOID:000000012356698



- 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 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.

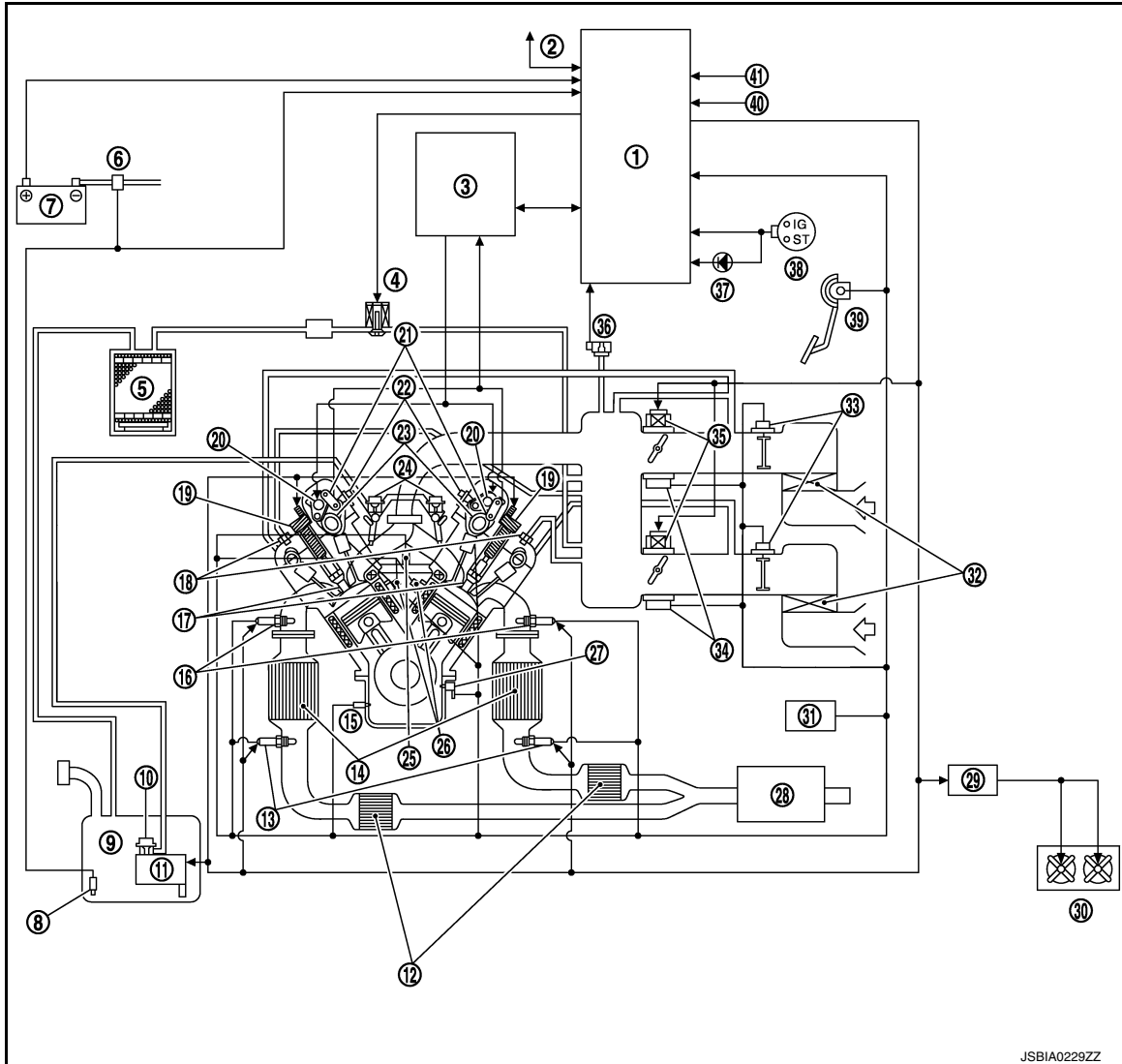


SYSTEM

ENGINE CONTROL SYSTEM

ENGINE CONTROL SYSTEM : System Diagram

INFOID:000000012356699



JSBIA0229ZZ

- | | | |
|--|--|---|
| 1. ECM | 2. Can communication | 3. VVEL control module |
| 4. EVAP canister purge volume control solenoid valve | 5. EVAP canister | 6. Battery current sensor (with Battery temperature sensor) |
| 7. Battery | 8. Fuel tank temperature sensor | 9. Fuel tank |
| 10. Fuel pressure regulator | 11. Fuel pump | 12. Three way catalyst 2 |
| 13. Heated oxygen sensor 2 | 14. Three way catalyst 1 | 15. Engine oil temperature sensor |
| 16. A/F sensor 1 | 17. Spark plug | 18. PCV valve |
| 19. Ignition coil (with power transistor) | 20. VVEL actuator motor | 21. VVEL control shaft position sensor |
| 22. Intake valve timing control solenoid valve | 23. Camshaft position sensor (PHASE) | 24. Fuel damper |
| 25. Engine coolant temperature sensor | 26. Knock sensor | 27. Crankshaft position sensor (POS) |
| 28. Muffler | 29. Cooling fan control module | 30. Cooling fan |
| 31. PNP signal | 32. Air cleaner | 33. Mass air flow sensor (with intake air temperature sensor) |
| 34. Throttle position sensor | 35. Electric throttle control actuator | 36. Manifold absolute pressure (MAP) sensor |

SYSTEM

< SYSTEM DESCRIPTION >

[VQ37VHR FOR MEXICO]

- 37. MIL
- 38. Ignition switch
- 39. Accelerator pedal position sensor
- 40. Power steering pressure sensor
- 41. Refrigerant pressure sensor

A

ENGINE CONTROL SYSTEM : System Description

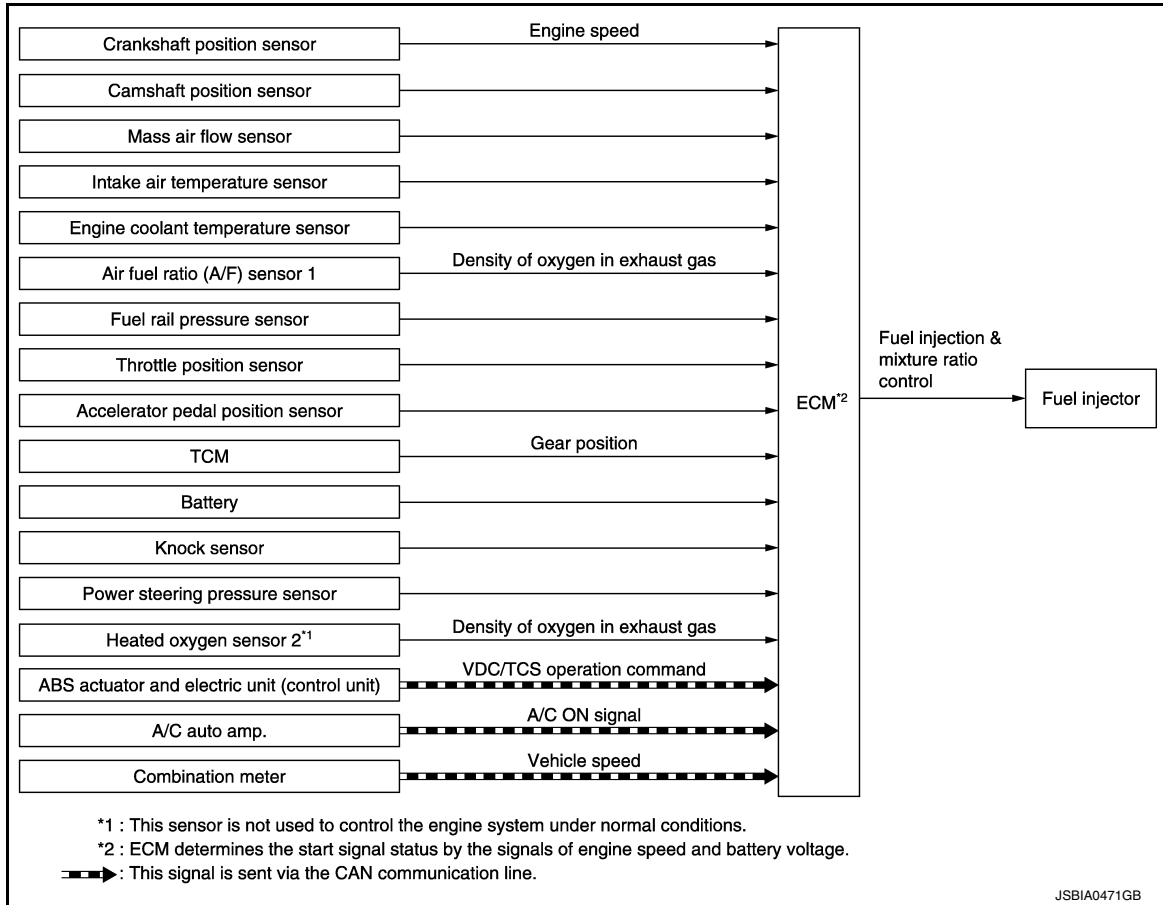
INFOID:000000012356700

ECM performs various controls such as fuel injection control and ignition timing control.
MULTIPOINT FUEL INJECTION SYSTEM

EC

MULTIPOINT FUEL INJECTION SYSTEM : System Diagram

INFOID:000000012356701



C

D

E

F

G

H

I

J

K

L

MULTIPOINT FUEL INJECTION SYSTEM : System Description

INFOID:000000012356702

INPUT/OUTPUT SIGNAL CHART

M

N

O

P

SYSTEM

< SYSTEM DESCRIPTION >

[VQ37VHR FOR MEXICO]

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS)	Engine speed*3 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		
TCM	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		
A/C auto amp.	A/C ON signal*2		
Combination meter	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.

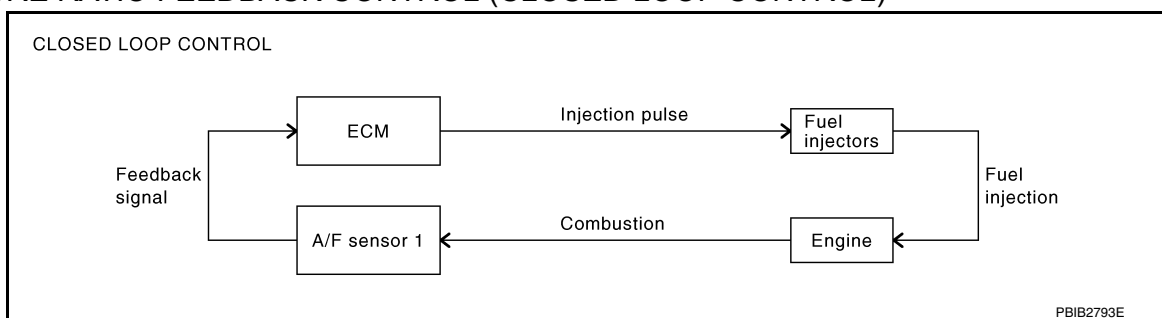
<Fuel increase>

- During warm-up
- When starting the engine
- During acceleration
- Hot-engine operation
- When selector lever is changed from N to D
- 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-574, "Air Fuel Ratio Sensor 1"](#). 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
- 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.

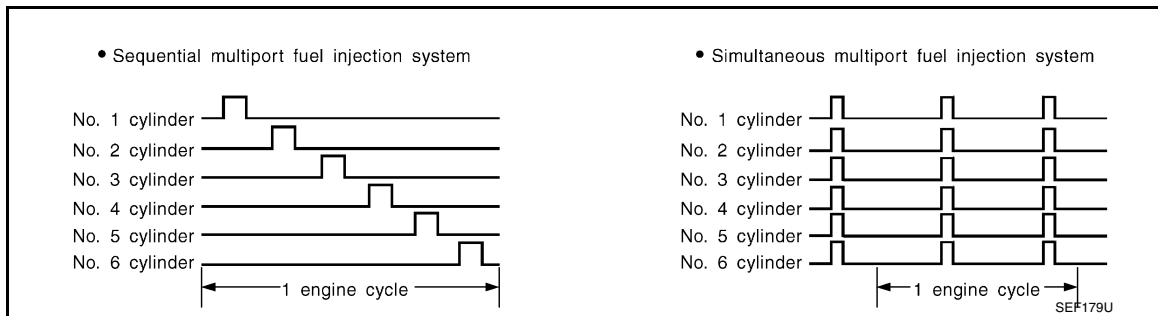
Accordingly, the difference between the basic and theoretical mixture ratios is monitored in this system. This is then computed in terms of "injection pulse duration" to automatically compensate for the difference between the two ratios.

"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

SYSTEM

< SYSTEM DESCRIPTION >

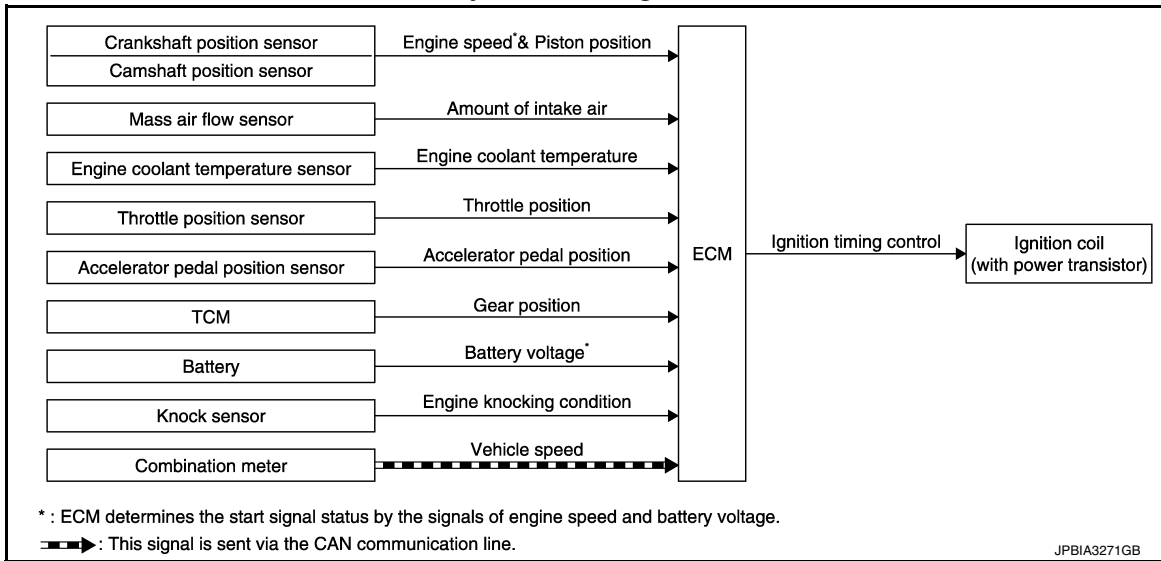
[VQ37VHR FOR MEXICO]

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.

ELECTRIC IGNITION SYSTEM

ELECTRIC IGNITION SYSTEM : System Diagram

INFOID:0000000012356703



ELECTRIC IGNITION SYSTEM : System Description

INFOID:0000000012356704

INPUT/OUTPUT SIGNAL CHART

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS)	Engine speed*2 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		
TCM	Gear position		
Battery	Battery voltage*2		
Knock sensor	Engine knocking		
Combination meter	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

SYSTEM

< SYSTEM DESCRIPTION >

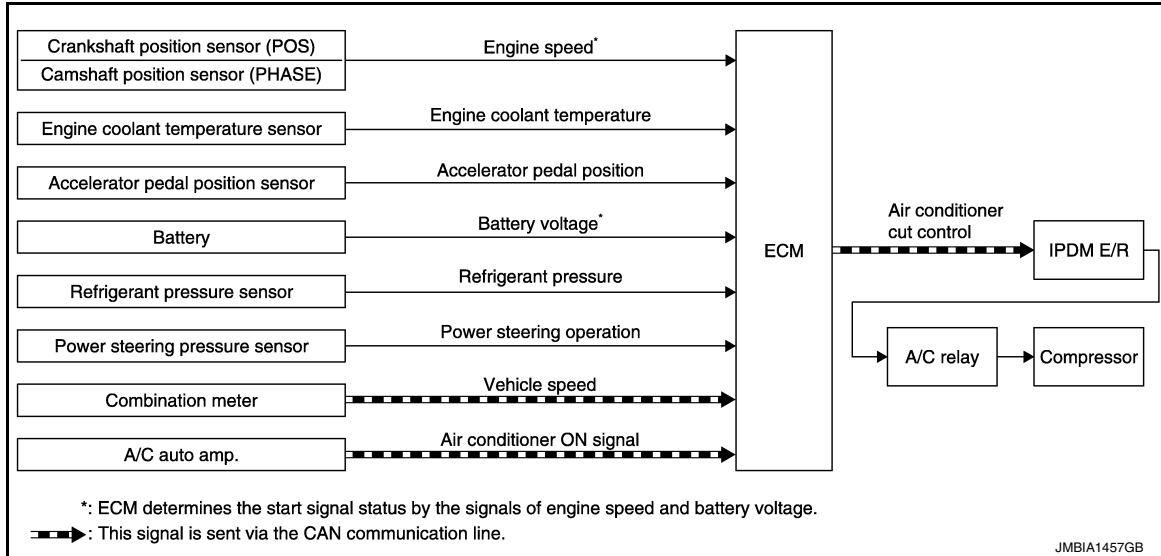
[VQ37VHR FOR MEXICO]

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.

AIR CONDITIONING CUT CONTROL

AIR CONDITIONING CUT CONTROL : System Diagram

INFOID:0000000012356705



AIR CONDITIONING CUT CONTROL : System Description

INFOID:0000000012356706

INPUT/OUTPUT SIGNAL CHART

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed*2	Air conditioner cut control	IPDM E/R ↓ A/C relay ↓ 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		
Combination meter	Vehicle speed*1		
A/C auto amp.	Air conditioner ON signal*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.

AUTOMATIC SPEED CONTROL DEVICE (ASCD)

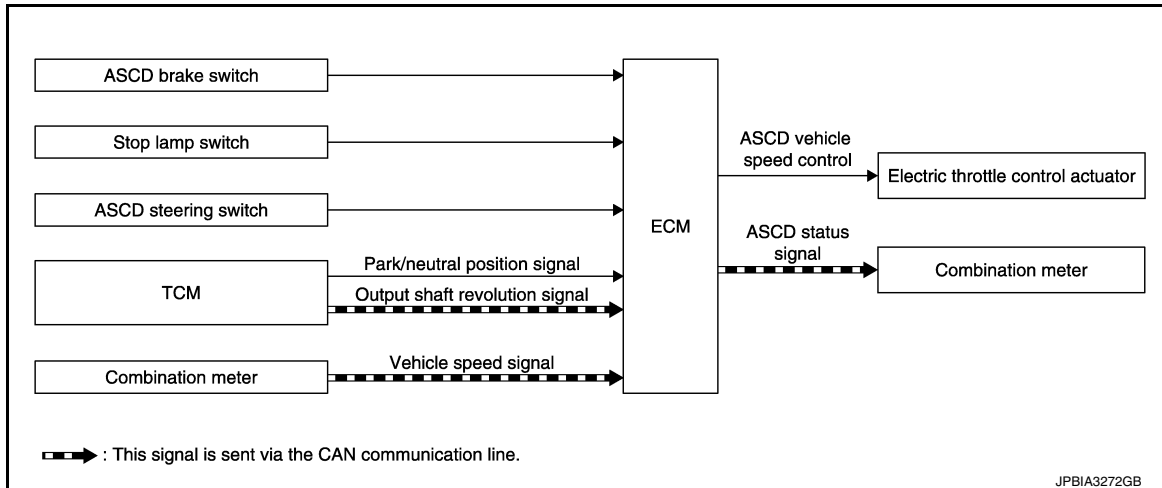
SYSTEM

< SYSTEM DESCRIPTION >

[VQ37VHR FOR MEXICO]

AUTOMATIC SPEED CONTROL DEVICE (ASCD) : System Diagram

INFOID:000000012356707



AUTOMATIC SPEED CONTROL DEVICE (ASCD) : System Description

INFOID:000000012356708

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 steering switch	ASCD steering switch operation		
TCM	Park/neutral position signal	ASCD status signal	Combination meter
	Output shaft revolution signal*		
Combination meter	Vehicle speed*		

*: 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 35 km/h (22 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 indicator in combination meter illuminates.)

When vehicle speed reaches a desired speed between approximately 35 km/h (22 MPH) and 144 km/h (89 MPH), press SET/COAST switch. (Then SET lamp in combination meter illuminates.)

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
- Selector lever is in the N, P, R position
- 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
- A/T selector lever is in the P and N positions
- Vehicle speed is greater than 35 km/h (22 MPH) and less than 144 km/h (89 MPH)

CAN COMMUNICATION

CAN COMMUNICATION : System Description

INFOID:000000012356709

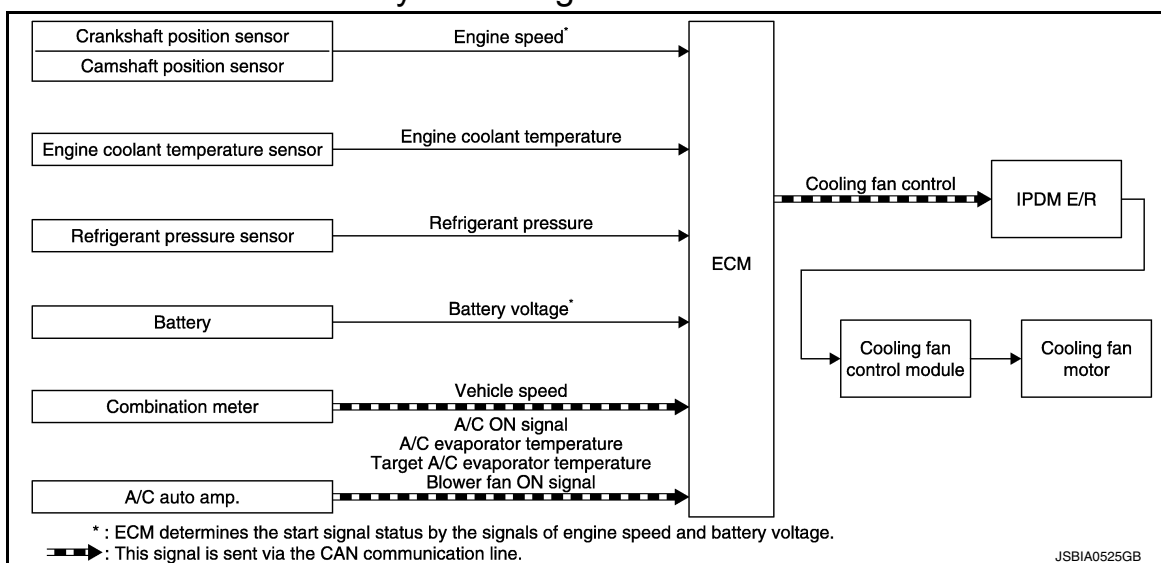
CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information 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-19. "CAN COMMUNICATION SYSTEM : CAN Communication Control Circuit"](#), about CAN communication for detail.

COOLING FAN CONTROL

COOLING FAN CONTROL : System Diagram

INFOID:000000012356710



COOLING FAN CONTROL : System Description

INFOID:000000012356711

INPUT/OUTPUT SIGNAL CHART

SYSTEM

< SYSTEM DESCRIPTION >

[VQ37VHR FOR MEXICO]

Sensor	Input signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed* ¹	Cooling fan control	IPDM E/R ↓ Cooling fan control module ↓ Cooling fan motor
Engine coolant temperature sensor	Engine coolant temperature		
Refrigerant pressure sensor	Refrigerant pressure		
Battery	Battery voltage* ¹		
Combination meter	Vehicle speed* ²		
A/C auto amp.	A/C ON signal* ²		
	A/C evaporator temperature* ²		
	Target A/C evaporator temperature* ²		
	Blower fan ON signal* 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.

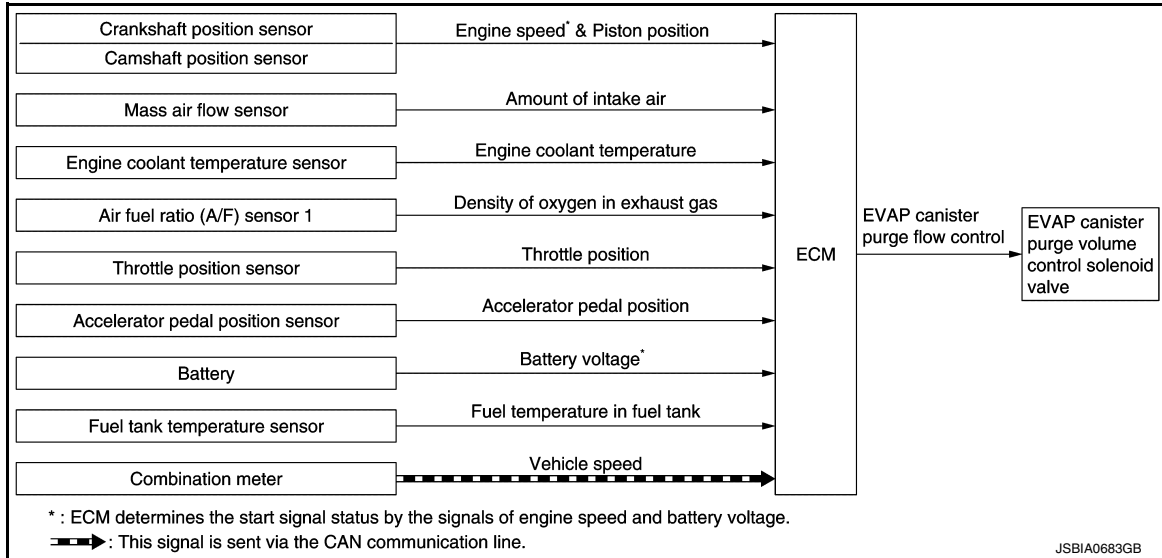
SYSTEM DESCRIPTION

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.

EVAPORATIVE EMISSION SYSTEM

EVAPORATIVE EMISSION SYSTEM : System Diagram

INFOID:000000012356712



EVAPORATIVE EMISSION SYSTEM : System Description

INFOID:000000012356713

INPUT/OUTPUT SIGNAL CHART

SYSTEM

< SYSTEM DESCRIPTION >

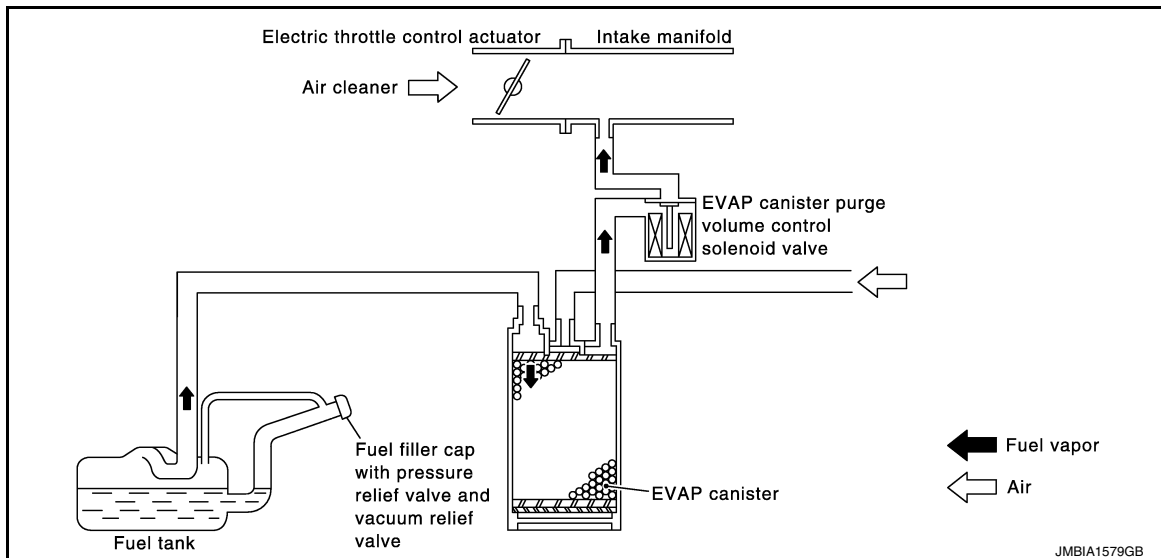
[VQ37VHR FOR MEXICO]

Sensor	Input signal to ECM	ECM function	Actuator
Crankshaft position sensor Camshaft position sensor	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		
Combination meter	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.

INTAKE VALVE TIMING CONTROL

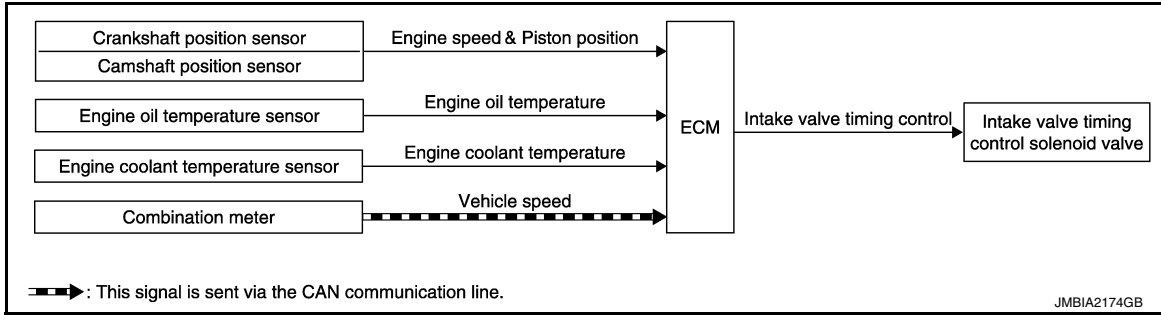
SYSTEM

< SYSTEM DESCRIPTION >

[VQ37VHR FOR MEXICO]

INTAKE VALVE TIMING CONTROL : System Diagram

INFOID:000000012356714



INTAKE VALVE TIMING CONTROL : System Description

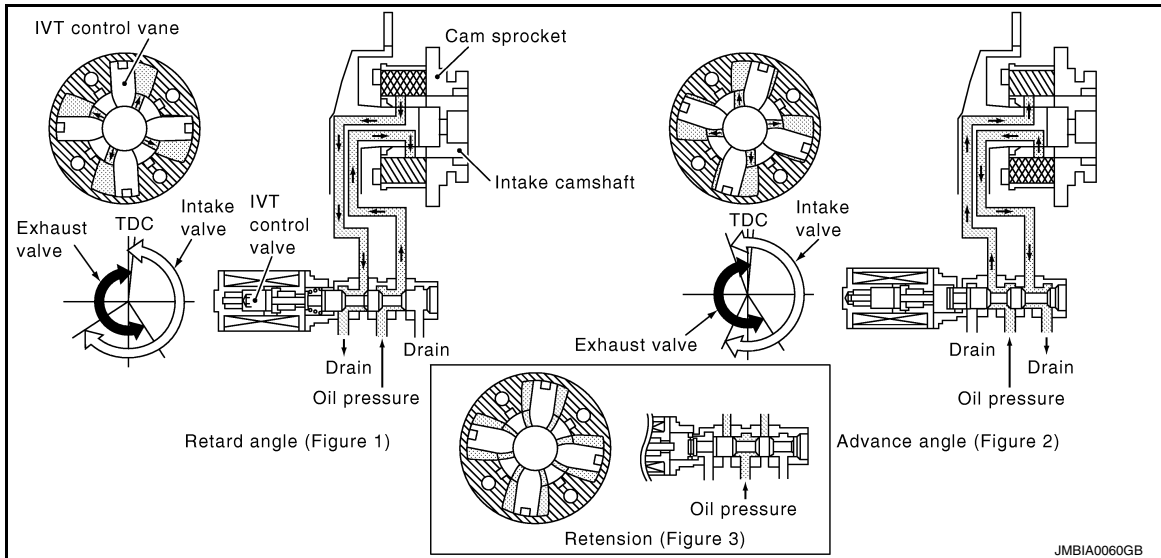
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INPUT/OUTPUT SIGNAL CHART

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		
Combination meter	Vehicle speed*		

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

SYSTEM DESCRIPTION



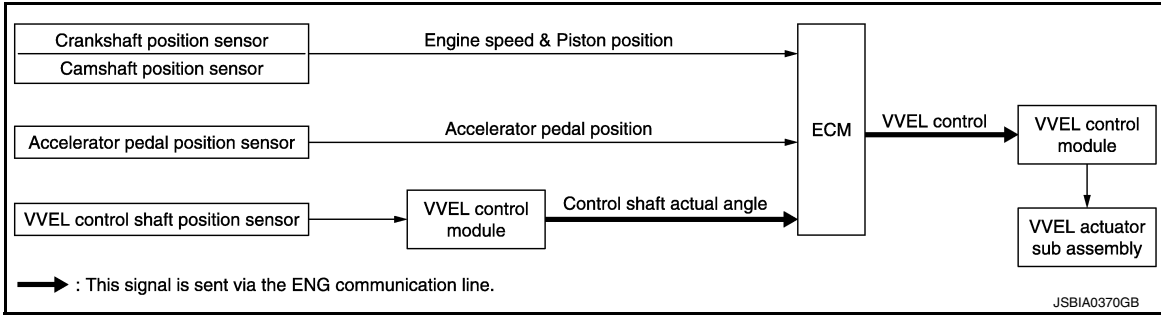
This mechanism hydraulically controls cam phases continuously with the fixed operating angle of the intake valve.

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.

VVEL SYSTEM

VVEL SYSTEM : System Diagram

INFOID:000000012356716



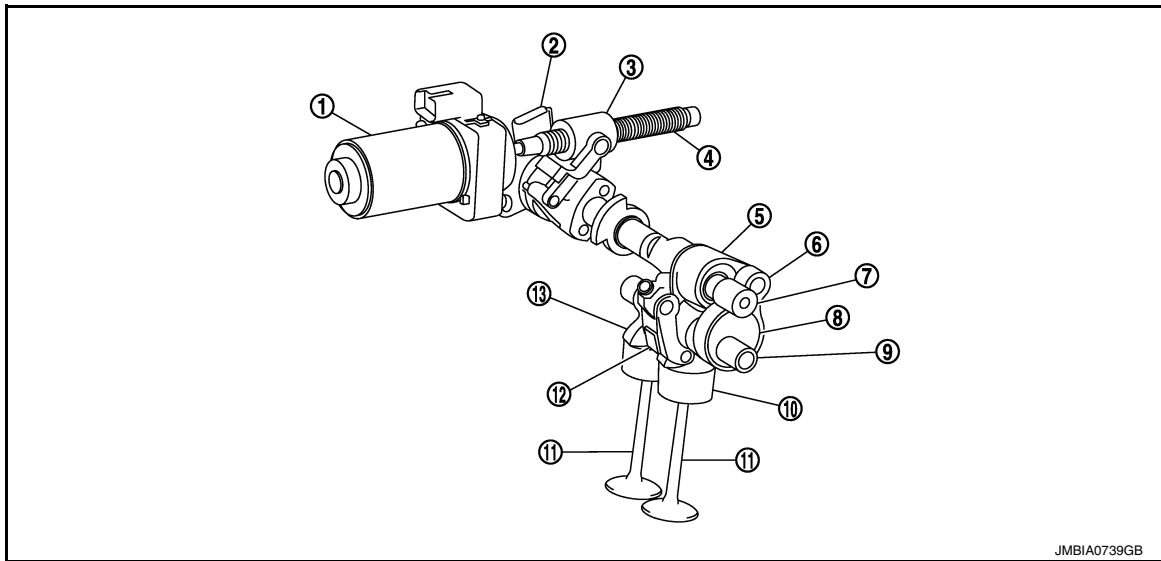
VVEL SYSTEM : System Description

INFOID:000000012356717

INPUT/OUTPUT SIGNAL CHART

Sensor	Input signal to ECM	ECM function	Actuator
Camshaft position sensor Crankshaft position sensor	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 ↓ VVEL control module	Control shaft actual angle		

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 | | |

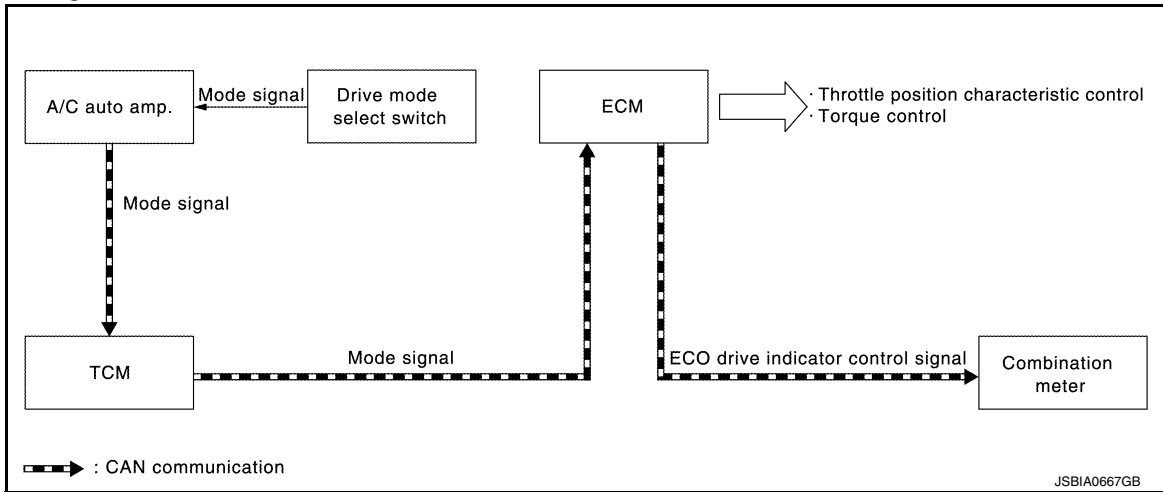
VVEL (Variable Valve Event & Lift) is a system that controls valve event and valve lift continuously. Rotational movement of the drive shaft equipped with eccentric cam is transmitted to output cam via the rocker arm and two kinds of links to depress the intake valve. ECM decides the target valve lift 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.

Infiniti Drive Mode Selector

Infiniti Drive Mode Selector : System Description

INFOID:000000012356718

System Diagram



NOTE:

- This section provides descriptions only about the control by ECM.
For overall control, refer to [DMS-5, "Infiniti Drive Mode Selector : System Description"](#).

Infiniti drive mode selector

- A/C auto amp. receives an operation state signal of the drive mode select switch and transmits a mode signal (see below) to TCM via CAN communication.
 - STANDARD: ON/OFF
 - SPORT: ON/OFF
 - ECO: ON/OFF
 - SNOW: ON/OFF
- TCM transmits a mode state signal to ECM via CAN communication, based on a ECO mode signal received from the A/C auto amp.
- ECM controls throttle angle characteristics and torque appropriate to each mode, based on a ECO mode signal received from TCM via CAN communication.
- The combination meter turns ON the ECO drive indicator when in ECO mode, based on a ECO drive indicator control signal received from ECM via CAN communication.

Control

- With the drive mode selector, a drive mode select switch installed at the top of the center console switches a vehicle drive mode, changes throttle angle characteristics, and controls torque.
- Vehicle characteristics are controlled in the following modes, on the basis of STANDARD mode (“●” position of the drive mode select switch).
 - SPORT: Changing throttle angle characteristics allows to use a high engine performance range and increases driving performance.
 - ECO: Changing throttle angle characteristics and controlling torque, ECO drive indicator enhance fuel economy in actual traffic.
 - SNOW: Changing throttle angle characteristics enhances driving performance on roads with a low coefficient of friction.

Control item	Vehicle drive mode			Description
	SPORT	ECO	SNOW	
Engine	×	×	×	Changes throttle angle and controls torque* and the ECO drive indicator*.

*: Torque control and the ECO drive indicator is available only when in ECO mode.

ECO drive indicator control

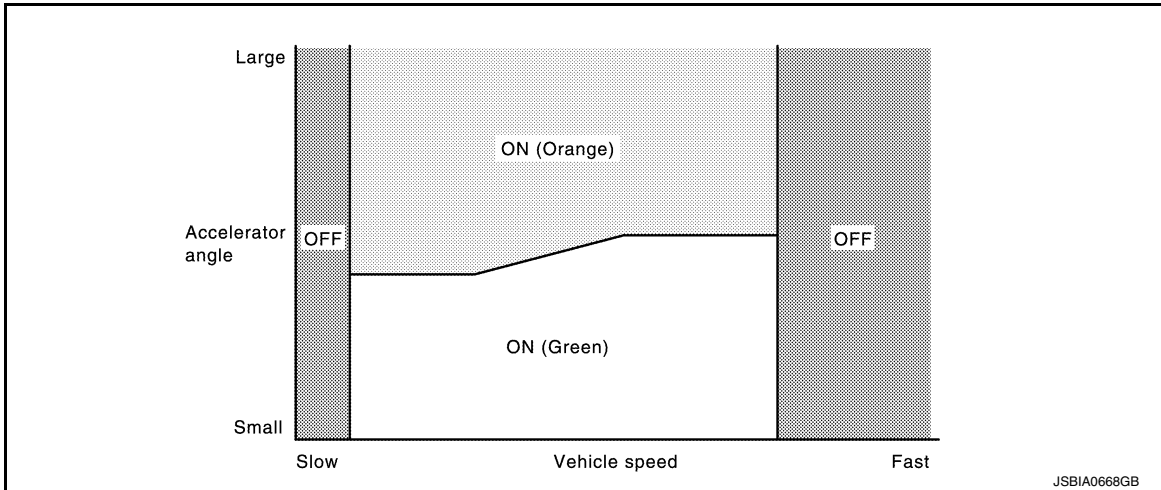
ECO drive indicator turns ON in ECO mode.

SYSTEM

< SYSTEM DESCRIPTION >

[VQ37VHR FOR MEXICO]

ECO drive indicator	Driving condition
ON (Green)	Within the ECO drive range.
ON (Orange)	Over the ECO drive range.
OFF	Low-speed range [approx. 3 MPH (4.8 km/h) or less]



NOTE:

ECO drive indicator turns OFF under the following conditions.

- Intelligent cruise control in operation.
- Selector lever is in R range.

OPERATION

< SYSTEM DESCRIPTION >

[VQ37VHR FOR MEXICO]

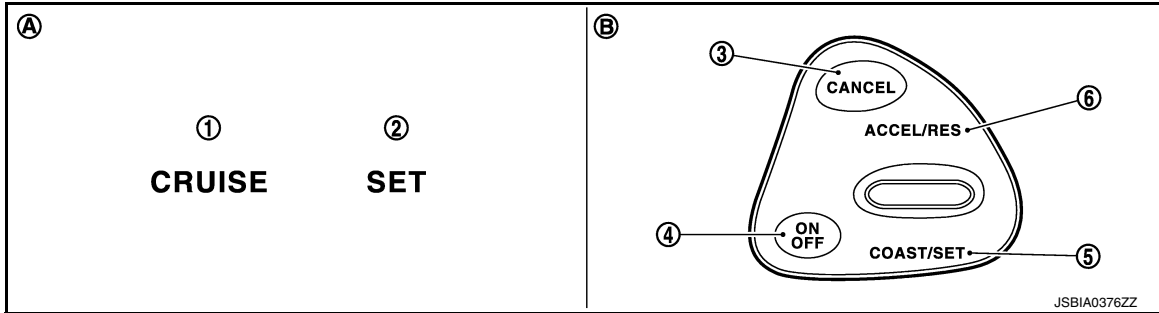
OPERATION

AUTMATIC SPEED CONTROL DEVICE (ASCD)

AUTMATIC SPEED CONTROL DEVICE (ASCD) : Switch Name and Function

INFOID:000000012356719

SWITCHES AND INDICATORS



- | | | |
|---------------------|---------------------|--|
| 1. CRUISE indicator | 2. SET indicator | 3. CANCEL switch |
| 4. ASCD MAIN switch | 5. COAST/SET switch | 6. ACCEL/RES switch
(ACCELERATE/RESUME) |

- A. On the combination meter (Information display)
 B. On the steering wheel

SET SPEED RANGE

ASCD system can be set the following vehicle speed.

Minimum speed (Approx.)	Maximum speed (Approx.)
35 km/h (22 MPH)	144 km/h (89 MPH)

SWITCH OPERATION

Item	Function
CANCEL switch	Cancels the cruise control driving.
RES / + switch (RESUME/ACCELERATE)	<ul style="list-style-type: none"> Resumes the set speed. Increases speed incrementally during cruise control driving.
SET / - switch (SET/COAST)	<ul style="list-style-type: none"> Sets desired cruise speed. Decreases speed incrementally during cruise control driving.
ASCD MAIN switch	Master switch to activate the ASCD system.

CANCEL OPERATION

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

- CANCEL switch is pressed
- ASCD MAIN switch pressed (Set speed is cleared)
- More than 2 switches at ASCD steering switch are pressed at the same time (Set speed will be cleared)
- Brake pedal is depressed
- Selector lever position is changed to N, P or R
- 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.

- Engine coolant temperature is slightly higher than the normal operating temperature, CRUISE indicator may blink slowly.
 When the engine coolant temperature decreases to the normal operating temperature, CRUISE indicator 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.

OPERATION

[VQ37VHR FOR MEXICO]

< SYSTEM DESCRIPTION >

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

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HANDLING PRECAUTION

Infiniti Drive Mode Selector

INFOID:000000012356720

ECO DRIVE INDICATOR LAMP CONTROL

- ECO drive indicator turns OFF under the following conditions.
 - While driving at low speeds [3 MPH (4.8 km/h) or less] or high speeds [90 MPH (144 km/h) or more].
 - Intelligent cruise control is in operation.
 - Selector lever is in R range.

ENGINE OUTPUT CHARACTERISTICS AFTER SWITCHING MODE

- Engine output characteristics after switching mode by operating the drive mode select switch are as follows.
 - After switching mode to a mode that engine output increase, engine output characteristics are changed by releasing the accelerator pedal.
 - After switching mode to a mode that engine output decreases, engine output characteristics are changed immediately.
- When an accelerator angle is constant, engine output characteristics are as follows.
 - SPORT > STANDARD > ECO > SNOW

Output characteristics of each mode

Control mode	Engine output
SPORT	Increase
STANDARD	Normal
ECO	Decrease
SNOW	Decrease (More reduction than ECO mode)

ON BOARD DIAGNOSTIC (OBD) SYSTEM

< SYSTEM DESCRIPTION >

[VQ37VHR FOR MEXICO]

ON BOARD DIAGNOSTIC (OBD) SYSTEM

Diagnosis Description

INFOID:000000012356721

This system is an on board diagnostic system that records exhaust emission-related diagnostic information and detects a sensors/actuator-related malfunction. A malfunction is indicated by the malfunction indicator lamp (MIL) and stored in ECU memory as a DTC. The diagnostic information can be obtained with the diagnostic tool (GST: Generic Scan Tool).

GST (Generic Scan Tool)

INFOID:000000012356722

When GST is connected with a data link connector equipped on the vehicle side, it will communicate with the control unit equipped in the vehicle and then enable various kinds of diagnostic tests. Refer to [EC-603. "Diagnosis Description"](#).

NOTE:

Service \$0A is not applied for regions where it is not mandated.

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DIAGNOSIS SYSTEM (ECM)

DIAGNOSIS DESCRIPTION

DIAGNOSIS DESCRIPTION : 1st Trip Detection Logic and Two Trip Detection Logic

INFOID:000000012356723

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 when 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	Illuminate	Blinking	Illuminate				
Misfire (Possible three way catalyst damage) — DTC: P0300 - P0308 is being detected	×	—	—	—	—	—	×	—
Misfire (Possible three way catalyst damage) — DTC: P0300 - P0308 is being detected	—	—	×	—	—	×	—	—
One trip detection diagnoses (Refer to EC-640, "DTC Index" .)	—	×	—	—	×	—	—	—
Except above	—	—	—	×	—	×	×	—

DIAGNOSIS DESCRIPTION : DTC and Freeze Frame Data

INFOID:000000012356724

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 recur, 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 light up (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 saved in the ECM memory and the MIL lights up. In other words, the DTC is stored in the ECM memory and the MIL lights up when the same malfunction occurs in two consecutive trips. If a 1st trip DTC is stored 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 light up the MIL during the 1st trip, the DTC and 1st trip DTC are stored in the ECM memory.

For malfunctions in which 1st trip DTCs are displayed, refer to [EC-640, "DTC Index"](#). 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.

1st trip DTC is specified in Service \$07 of SAE J1979/ISO 15031-5. 1st trip DTC detection occurs without illuminating the MIL and therefore does not warn the driver of a malfunction.

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-682, "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 or GST. The 1st trip freeze frame data can only be displayed on the CONSULT screen.

DIAGNOSIS SYSTEM (ECM)

[VQ37VHR FOR MEXICO]

< SYSTEM DESCRIPTION >

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 stored 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 - P0308 Fuel Injection System Function — DTC: P0171, P0172, P0174, P0175
2		Except the above 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.

DIAGNOSIS DESCRIPTION : Counter System

INFOID:000000012356725

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 come on.
- The MIL will turn OFF after the vehicle is driven 3 times (driving pattern B) with no malfunction. The 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 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.

COUNTER SYSTEM CHART

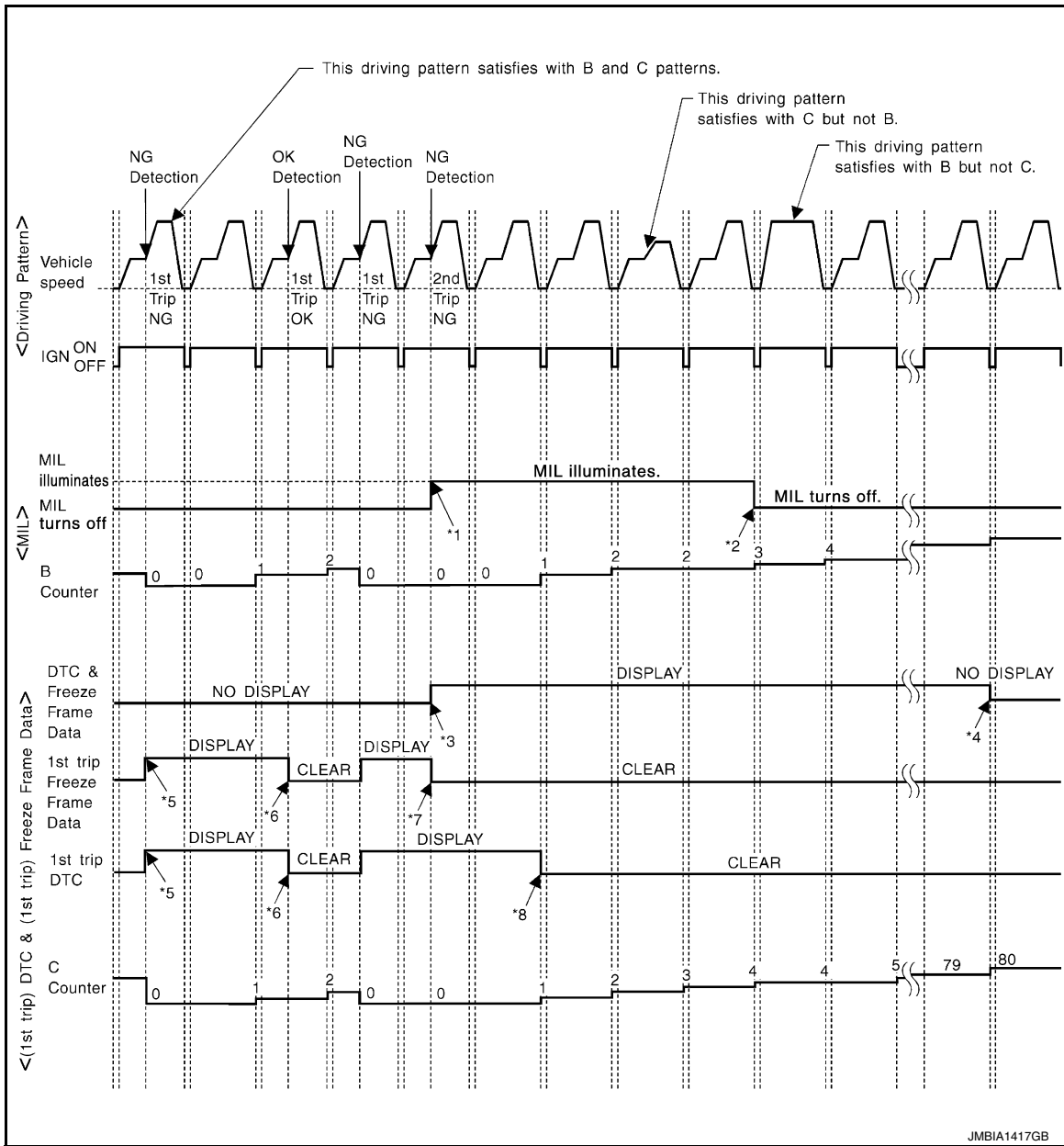
Items	Fuel Injection System	Misfire	Other
MIL (turns OFF)	3 (pattern B)	3 (pattern B)	3 (pattern B)
DTC, Freeze Frame Data (no display)	80 (pattern C)	80 (pattern C)	40 (pattern A)
1st Trip DTC (clear)	1 (pattern C), *1	1 (pattern C), *1	1 (pattern B)
1st Trip Freeze Frame Data (clear)	*1, *2	*1, *2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

Refer to [EC-608. "DIAGNOSIS DESCRIPTION : Driving Pattern"](#).

DIAGNOSIS SYSTEM (ECM)

[VQ37VHR FOR MEXICO]

< SYSTEM DESCRIPTION >

Driving Pattern C

Refer to [EC-608, "DIAGNOSIS DESCRIPTION : Driving Pattern"](#).

Example:

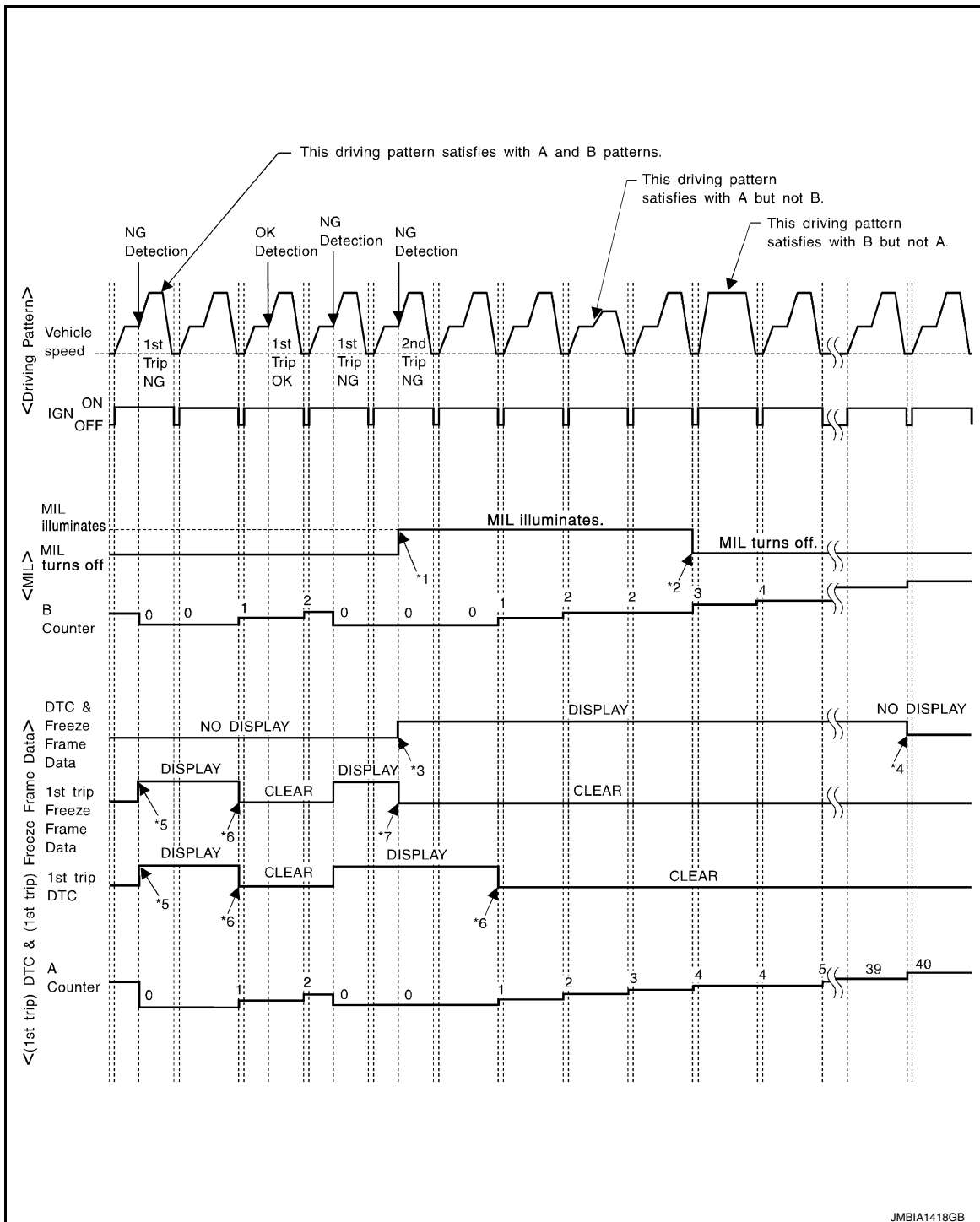
If the stored freeze frame data is as per the following:

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)

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



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- | | | |
|---|--|---|
| <p>*1: When the same malfunction is detected in two consecutive trips, MIL will light up.</p> | <p>*2: MIL will turn OFF after vehicle is driven 3 times (pattern B) without any malfunctions.</p> | <p>*3: When the same malfunction is detected in two consecutive trips, the DTC and the freeze frame data will be stored in ECM.</p> |
| <p>*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.)</p> | <p>*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.</p> | <p>*6: 1st trip DTC will be cleared after vehicle is driven once (pattern B) without the same malfunction.</p> |
| <p>*7: When the same malfunction is detected in the 2nd trip, the 1st trip freeze frame data will be cleared.</p> | | |

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

Driving Pattern A

Refer to [EC-608, "DIAGNOSIS DESCRIPTION : Driving Pattern"](#).

Driving Pattern B

Refer to [EC-608, "DIAGNOSIS DESCRIPTION : Driving Pattern"](#).

DIAGNOSIS DESCRIPTION : Driving Pattern

INFOID:000000012356726

CAUTION:

Always drive at a safe speed.

DRIVING PATTERN A

Driving pattern A means a trip satisfying the following conditions.

- Engine speed reaches 400 rpm or more.
- Engine coolant temperature rises by 20°C (32°F) or more after starting the engine.
- Engine coolant temperature reaches 70°C (158°F) or more.
- The ignition switch is turned from ON to OFF.

NOTE:

- When the same malfunction is detected regardless of driving conditions, reset the counter of driving pattern A.
- When the above conditions are satisfied without detecting the same malfunction, reset the counter of driving pattern A.

DRIVING PATTERN B

Driving pattern B means a trip satisfying the following conditions.

- Engine speed reaches 400 rpm or more.
- Engine coolant temperature reaches 70°C (158°F) or more.
- Vehicle speed of 70 – 120 km/h (44 – 75 MPH) is maintained for 60 seconds or more under the control of closed loop.
- Vehicle speed of 30 – 60 km/h (19 – 37 MPH) is maintained for 10 seconds or more under the control of closed loop.
- Under the closed loop control condition, the following state reaches 12 seconds or more in total: Vehicle speed of 4 km/h (2 MPH) or less with idling condition.
- The state of driving at 10 km/h (7 MPH) or more reaches 10 minutes or more in total.
- A lapse of 22 minutes or more after engine start.

NOTE:

- Drive the vehicle at a constant velocity.
- When the same malfunction is detected regardless of driving conditions, reset the counter of driving pattern B.
- When the above conditions are satisfied without detecting the same malfunction, reset the counter of driving pattern B.

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

DIAGNOSIS SYSTEM (ECM)

[VQ37VHR FOR MEXICO]

< SYSTEM DESCRIPTION >

Calculated load value: (Calculated load value in the freeze frame data) x (1±0.1) [%]

Engine coolant temperature condition:

- When the freeze frame data shows lower than 70°C (158°F), engine coolant temperature should be lower than 70°C (158°F).
- When the freeze frame data shows higher than or equal to 70°C (158°F), engine coolant temperature should be higher than or equal to 70°C (158°F).

NOTE:

- When the same malfunction is detected regardless of the above vehicle conditions, reset the counter of driving pattern C.
- When the above conditions are satisfied without detecting the same malfunction, reset the counter of driving pattern C.
- The 1st trip DTC will be cleared when C counter is counted once without the same malfunction after DTC is stored in ECM.

DRIVING PATTERN D

Driving pattern D means a trip satisfying the following conditions.

- The state of driving at 40 km/h (25 MPH) reaches 300 seconds or more in total.
- Idle speed lasts 30 seconds or more.
- A lapse of 600 seconds or more after engine start.

NOTE:

- When the same malfunction is detected regardless of driving conditions, reset the counter of driving pattern D.
- When the above conditions are satisfied without detecting the same malfunction, reset the counter of driving pattern D.

DIAGNOSIS DESCRIPTION : System Readiness Test (SRT) Code

INFOID:0000000012356727

System Readiness Test (SRT) code is specified in Service §01 of SAE J1979/ISO 15031-5.

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 ON 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 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.

DIAGNOSIS SYSTEM (ECM)

< SYSTEM DESCRIPTION >

[VQ37VHR FOR MEXICO]

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	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.
- 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”.

DIAGNOSIS DESCRIPTION : Malfunction Indicator Lamp (MIL)

INFOID:000000012356728

When emission related ECU detects a malfunction in the emission control systems components and/or the powertrain control components (which affect vehicle emissions), it turns on/blinks MIL to inform the driver that a malfunction has been detected.

1. The MIL illuminates when ignition switch is turned ON (engine is not running).

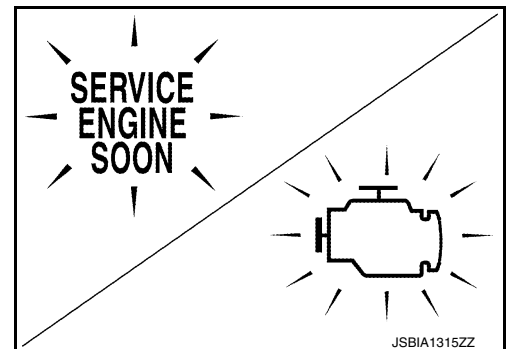
NOTE:

Check the MIL circuit if MIL does not illuminate. Refer to [EC-960. "Component Function Check"](#).

2. When the engine is started, the MIL should go off.

NOTE:

If MIL continues to illuminate/blink, perform self-diagnoses and inspect/repair accordingly because an emission related ECU has detected a malfunction in the emission control systems components and/or the powertrain control components (which affect vehicle emissions).



On Board Diagnosis Function

ON BOARD DIAGNOSIS ITEM

The on board diagnostic system has the following functions.

Diagnostic test mode	Function
Bulb check	MIL can be checked.
SRT status	ECM can read if SRT codes are set.
Malfunction warning	If ECM detects a malfunction, it illuminates or blinks MIL to inform the driver that a malfunction has been detected.
Self-diagnostic results	DTCs or 1st trip DTCs stored in ECM can be read.
Accelerator pedal released position learning	ECM can learn the accelerator pedal released position. Refer to EC-690, "Description" .
Throttle valve closed position learning	ECM can learn the throttle valve closed position. Refer to EC-691, "Description" .
Idle air volume learning	ECM can learn the idle air volume. Refer to EC-692, "Description" .
VVEL control shaft position sensor adjustment	The initial position of the VVEL control shaft position sensor can be adjusted. Refer to EC-694, "Description" .

BLUB CHECK MODE

Description

This function allows damage inspection in the MIL bulb (blown, open circuit, etc.).

Operation Procedure

1. Turn ignition switch ON.
2. The MIL on the instrument panel should stay ON.
If it remains OFF, check MIL circuit. Refer to [EC-960, "Diagnosis Procedure"](#).

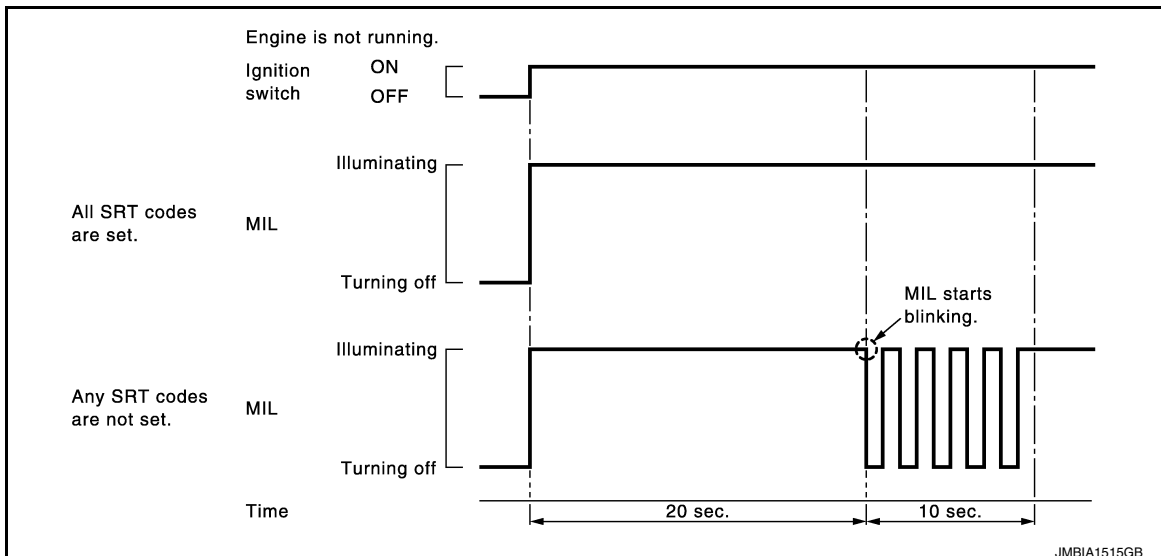
SRT STATUS MODE

Description

This function allows to read if ECM has completed the self-diagnoses of major emission control systems and components. For SRT, refer to [EC-609, "DIAGNOSIS DESCRIPTION : System Readiness Test \(SRT\) Code"](#).

Operation Procedure

1. Turn ignition switch ON and wait 20 seconds.
2. SRT status is indicated as shown blow.
 - ECM continues to illuminate MIL if all SRT codes are set.
 - ECM blinks MIL for about 10 seconds if all SRT codes are not set.



< SYSTEM DESCRIPTION >

MALFUNCTION WARNING MODE

Description

In this function ECM turns on or blinks MIL when it detects a malfunction in the emission control system components and/or the powertrain control components (which affect vehicle emissions) to inform the driver that a malfunction has been detected.

Operation Procedure

1. Turn ignition switch ON.
2. Check that MIL illuminates.
If it remains OFF, check MIL circuit. Refer to [EC-960. "Diagnosis Procedure"](#).
3. Start engine and let it idle.
 - For two trip detection logic diagnoses, ECM turns on MIL when it detects the same malfunction twice in the two consecutive driving cycles.
 - For 1st trip detection logic diagnoses, ECM turns on MIL when it detects a malfunction in one driving cycle.
 - ECM blinks MIL when it detects a malfunction that may damage the three way catalyst (misfire).

SELF-DIAGNOSTIC RESULTS MODE

Description

This function allows to indicate DTCs or 1st trip DTCs stored in ECM according to the number of times MIL is blinking.

How to Set Self-diagnostic Results 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.
 - After ignition switch is turned off, ECM is always released from the "self-diagnostic results" mode.
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.

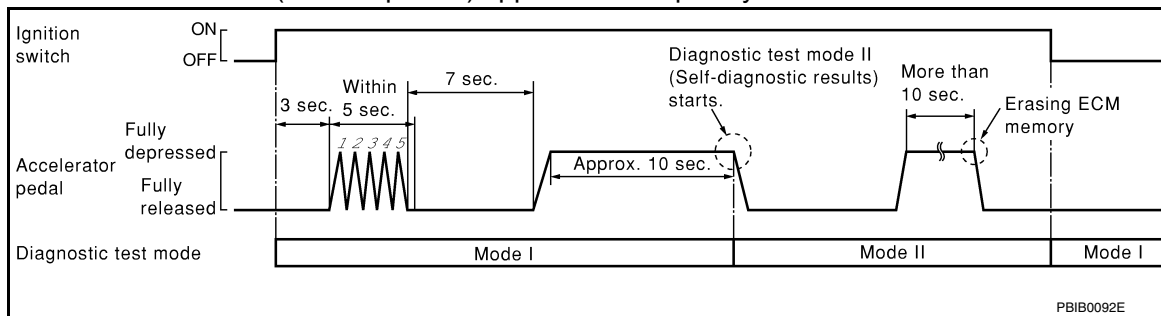
NOTE:

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 self-diagnostic results mode.

NOTE:

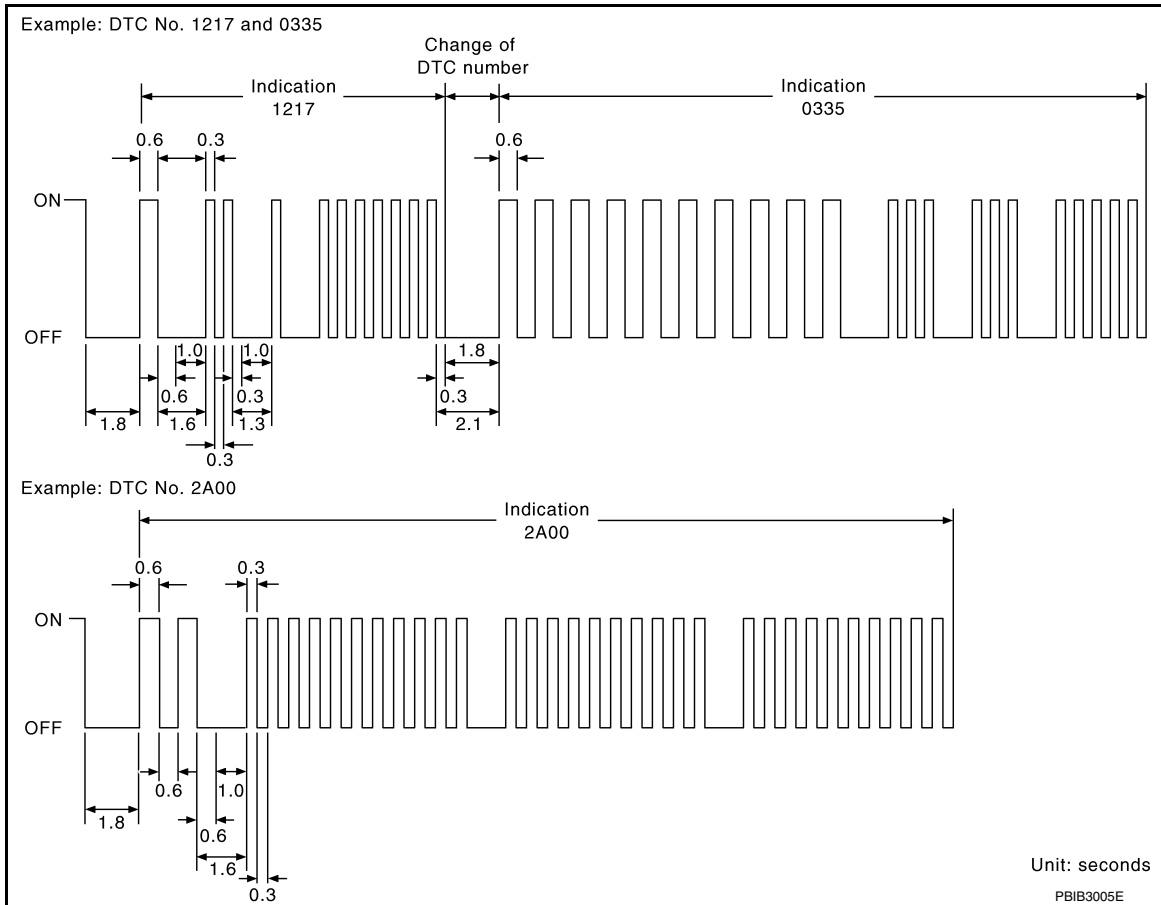
Wait until the same DTC (or 1st trip DTC) appears to completely confirm all DTCs.



How to Read Self-diagnostic Results

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 "malfunction warning" mode, 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 unidentified codes can be identified by using the CONSULT 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. Refer to [EC-640, "DTC Index"](#).

How to Erase Self-diagnostic Results

By performing this procedure, ECM memory is erased and the following diagnostic information is erased as well.

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

NOTE:

Also, if a battery terminal is disconnected, ECM memory is erased and the diagnostic information as listed above is erased. (The amount of time required for erasing may vary from a few seconds to several hours.)

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.

< SYSTEM DESCRIPTION >

4. Turn ignition switch ON.
5. Set ECM in self-diagnostic results.
6. The diagnostic information has been erased from the backup memory in the ECM.
Fully depress the accelerator pedal and keep it depressed for more than 10 seconds.
7. Fully release the accelerator pedal, and confirm the DTC 0000 is displayed.

CONSULT Function

INFOID:000000012356730

FUNCTION

Diagnostic test mode	Function
Self Diagnostic Results	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.
Work support	This mode enables a technician to adjust some devices faster and more accurately by following the indications on the CONSULT unit.
Active Test	Diagnostic Test Mode in which CONSULT drives some actuators apart from the ECMs and also shifts some parameters in a specified range.
ECU Identification	ECM part number can be read.
DTC Work Support	The status of system monitoring tests and the self-diagnosis status/results can be confirmed.

*: 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

SELF DIAGNOSTIC RESULT MODE

Self Diagnostic Item

Regarding items of DTC and 1st trip DTC, refer to [EC-640. "DTC Index"](#).

How to Read DTC and 1st Trip DTC

DTCs and 1st trip DTCs related to the malfunction are displayed in "Self-diag results".

- When ECM detects a 1st trip DTC, "1t" is displayed for "TIME".
- When ECM has detected a current DTC, "0" is displayed for "TIME".
- If "TIME" is neither "0" nor "1t", the DTC occurred in the past and ECM shows the number of times the vehicle has been driven since the last detection of the DTC.

How to Erase DTC and 1st Trip DTC

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-640. "DTC Index"](#)), skip step 1.
 1. Erase DTC in TCM. Refer to [TM-60. "Diagnosis Description"](#).
 2. Select "ENGINE" with CONSULT.
 3. Select "SELF-DIAG RESULTS".
 4. Touch "ERASE". (DTC in ECM will be erased.)

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-640. "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.

DIAGNOSIS SYSTEM (ECM)

[VQ37VHR FOR MEXICO]

< SYSTEM DESCRIPTION >

Freeze frame data item*	Description
L-FUEL TRM-B1 [%]	<ul style="list-style-type: none"> • "Long-term fuel trim" at the moment a malfunction is detected is displayed. • 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 [%]	<ul style="list-style-type: none"> • "Short-term fuel trim" at the moment a malfunction is detected is displayed. • The short-term fuel trim indicates dynamic or instantaneous feedback compensation to the base fuel schedule.
S-FUEL TRM-B2 [%]	
ENGINE SPEED [rpm]	<ul style="list-style-type: none"> • The engine speed at the moment a malfunction is detected is displayed
VEHICL SPEED [km/h] or [mph]	<ul style="list-style-type: none"> • The vehicle speed at the moment a malfunction is detected is displayed
ABSOL TH-P/S [%]	<ul style="list-style-type: none"> • The throttle valve opening angle at the moment a malfunction is detected is displayed
B/FUEL SCHDL [msec]	<ul style="list-style-type: none"> • The base fuel schedule at the moment a malfunction is detected is displayed
INT/A TEMP SE [°C] or [°F]	<ul style="list-style-type: none"> • The intake air temperature at the moment a malfunction is detected is displayed
FUEL SYS-B1	<ul style="list-style-type: none"> • "Fuel injection system status" at the moment a malfunction is detected is displayed. • One of the following mode is displayed. Mode2: Open loop due to detected system malfunction Mode3: Open loop due to driving conditions (power enrichment, deceleration enrichment) Mode4: Closed loop - using oxygen sensor(s) as feedback for fuel control Mode5: Open loop - has not yet satisfied condition to go to closed loop
FUEL SYS-B2	
INT MANI PRES [kPa]	<ul style="list-style-type: none"> • These items are displayed but are not applicable to this model.
COMBUST CONDITION	

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

DATA MONITOR MODE

NOTE:

- The following table includes information (items) inapplicable to this vehicle. For information (items) applicable to this vehicle, refer to CONSULT display items.
- For reference values of the following items, refer to [EC-622. "Reference Value"](#).

Monitored Item

x: Applicable

Monitored item	Unit	Description	Remarks
ENG SPEED	rpm	<ul style="list-style-type: none"> • Indicates the engine speed computed from the signal of the crankshaft position sensor (POS) and camshaft position sensor (PHASE). 	<ul style="list-style-type: none"> • Accuracy becomes poor if engine speed drops below the idle rpm. • If the signal is interrupted while the engine is running, an abnormal value may be indicated.
MAS A/F SE-B1	V	<ul style="list-style-type: none"> • The signal voltage of the mass air flow sensor is displayed. 	<ul style="list-style-type: none"> • When the engine is stopped, a certain value is indicated. • When engine is running, specification range is indicated in "SPEC".
MAS A/F SE-B2			
B/FUEL SCHDL	msec	<ul style="list-style-type: none"> • "Base fuel schedule" indicates the fuel injection pulse width programmed into ECM, prior to any learned on board correction. 	<ul style="list-style-type: none"> • When engine is running, specification range is indicated in "SPEC".
A/F ALPHA-B1	%	<ul style="list-style-type: none"> • The mean value of the air-fuel ratio feedback correction factor per cycle is indicated. 	<ul style="list-style-type: none"> • When the engine is stopped, a certain value is indicated. • This data also includes the data for the air-fuel ratio learning control. • When engine is running, specification range is indicated in "SPEC".
A/F ALPHA-B2			
COOLAN TEMP/S	°C or °F	<ul style="list-style-type: none"> • The engine coolant temperature (determined by the signal voltage of the engine coolant temperature sensor) is displayed. 	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • The A/F signal computed from the input signal of the air fuel ratio (A/F) sensor 1 is displayed. 	
A/F SEN1 (B2)			

DIAGNOSIS SYSTEM (ECM)

< SYSTEM DESCRIPTION >

[VQ37VHR FOR MEXICO]

Monitored item	Unit	Description	Remarks
HO2S2 (B1)	V	<ul style="list-style-type: none"> The signal voltage of the heated oxygen sensor 2 is displayed. 	
HO2S2 (B2)			
HO2S2 MNTR (B1)	RICH/LEAN	<ul style="list-style-type: none"> Display of heated oxygen sensor 2 signal: RICH: means the amount of oxygen after three way catalyst is relatively small. LEAN: means the amount of oxygen after three way catalyst is relatively large. 	<ul style="list-style-type: none"> When the engine is stopped, a certain value is indicated.
HO2S2 MNTR (B2)			
VHCL SPEED SE	km/h or mph	<ul style="list-style-type: none"> The vehicle speed computed from the vehicle speed signal sent from combination meter is displayed. 	
BATTERY VOLT	V	<ul style="list-style-type: none"> The power supply voltage of ECM is displayed. 	
ACCEL SEN 1	V	<ul style="list-style-type: none"> The accelerator pedal position sensor signal voltage is displayed. 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> The throttle position sensor signal voltage is displayed. 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> The fuel temperature (determined by the signal voltage of the fuel tank temperature sensor) is displayed. 	
INT/A TEMP SE	°C or °F	<ul style="list-style-type: none"> The intake air temperature (determined by the signal voltage of the intake air temperature sensor) is indicated. 	
FUEL LEVEL SE	V	<ul style="list-style-type: none"> The signal voltage of the fuel level sensor is displayed. 	
START SIGNAL	ON/OFF	<ul style="list-style-type: none"> Indicates start signal status [ON/OFF] computed by the ECM according to the signals of engine speed and battery voltage. 	<ul style="list-style-type: none"> After starting the engine, [OFF] is displayed regardless of the starter signal.
CLSD THL POS	ON/OFF	<ul style="list-style-type: none"> Indicates idle position [ON/OFF] computed by ECM according to the accelerator pedal position sensor signal. 	
AIR COND SIG	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition of the air conditioner switch as determined by the air conditioner signal. 	
P/N POSI SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from the park/neutral position (PNP) signal. 	
PW/ST SIGNAL	ON/OFF	<ul style="list-style-type: none"> [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	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from the electrical load signal. ON: Rear window defogger switch is ON and/or lighting switch is in 2nd position. OFF: Both rear window defogger switch and lighting switch are OFF. 	
IGNITION SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from ignition switch signal. 	
HEATER FAN SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from the heater fan switch signal. 	
BRAKE SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from the stop lamp switch signal. 	
INJ PULSE-B1	msec	<ul style="list-style-type: none"> Indicates the actual fuel injection pulse width compensated by ECM according to the input signals. 	<ul style="list-style-type: none"> When the engine is stopped, a certain computed value is indicated.
INJ PULSE-B2			
IGN TIMING	BTDC	<ul style="list-style-type: none"> Indicates the ignition timing computed by ECM according to the input signals. 	<ul style="list-style-type: none"> When the engine is stopped, a certain value is indicated.

DIAGNOSIS SYSTEM (ECM)

[VQ37VHR FOR MEXICO]

< SYSTEM DESCRIPTION >

Monitored item	Unit	Description	Remarks
CAL/LD VALUE	%	<ul style="list-style-type: none"> “Calculated load value” indicates the value of the current air flow divided by peak air flow. 	
MASS AIRFLOW	g/s	<ul style="list-style-type: none"> Indicates the mass air flow computed by ECM according to the signal voltage of the mass air flow sensor. 	
PURG VOL C/V	%	<ul style="list-style-type: none"> Indicates the EVAP canister purge volume control solenoid valve control value computed by the ECM according to the input signals. The opening becomes larger as the value increases. 	
INT/V TIM (B1)	°CA	<ul style="list-style-type: none"> Indicates [°CA] of intake camshaft advance angle. 	
INT/V TIM (B2)			
INT/V SOL (B1)	%	<ul style="list-style-type: none"> The control value of the intake valve timing control solenoid valve (determined by ECM according to the input signals) is indicated. The advance angle becomes larger as the value increases. 	
INT/V SOL (B2)			
TP SEN 1-B2	V	<ul style="list-style-type: none"> The throttle position sensor signal voltage is displayed. 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> The air conditioner relay control condition (determined by ECM according to the input signals) is indicated. 	
FUEL PUMP RLY	ON/OFF	<ul style="list-style-type: none"> Indicates the fuel pump relay control condition determined by ECM according to the input signals. 	
THRTL RELAY	ON/OFF	<ul style="list-style-type: none"> Indicates the throttle control motor relay control condition determined by the ECM according to the input signals. 	
HO2S2 HTR (B1)	ON/OFF	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Indicates the engine speed computed from the input speed sensor signal. 	
VEHICLE SPEED	km/h or mph	<ul style="list-style-type: none"> The vehicle speed computed from the vehicle speed signal sent from TCM is displayed. 	
IDL A/V LEARN	YET/CMPLT	<ul style="list-style-type: none"> Displays the condition of Idle Air Volume Learning YET: Idle air volume learning has not been performed yet. CMPLT: Idle air volume learning has already been performed successfully. 	
SNOW MODE SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from snow mode switch signal. 	
ENG OIL TEMP	°C or °F	<ul style="list-style-type: none"> The engine oil temperature (determined by the signal voltage of the engine oil temperature sensor) is displayed. 	
TRVL AFTER MIL	km or mile	<ul style="list-style-type: none"> Distance traveled while MIL is activated. 	
A/F S1 HTR (B1)	%	<ul style="list-style-type: none"> Air fuel ratio (A/F) sensor 1 heater control value computed by ECM according to the input signals. The current flow to the heater becomes larger as the value increases. 	
A/F S1 HTR (B2)			
AC PRESS SEN	V	<ul style="list-style-type: none"> The signal voltage from the refrigerant pressure sensor is displayed. 	

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DIAGNOSIS SYSTEM (ECM)

< SYSTEM DESCRIPTION >

[VQ37VHR FOR MEXICO]

Monitored item	Unit	Description	Remarks
VHCL SPEED SE	km/h or mph	<ul style="list-style-type: none"> The vehicle speed computed from the vehicle speed signal sent from combination meter is displayed. 	
SET VHCL SPD	km/h or mph	<ul style="list-style-type: none"> The preset vehicle speed is displayed. 	
MAIN SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from MAIN switch signal. 	
CANCEL SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from CANCEL switch signal. 	
RESUME/ACC SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from RESUME/ACCELERATE switch signal. 	
SET SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from SET/COAST switch signal. 	
BRAKE SW1	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from ASCD brake switch signal. 	
BRAKE SW2	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition of stop lamp switch signal. 	
DIST SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from DISTANCE switch signal. 	
CRUISE LAMP	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition of CRUISE lamp determined by the ECM according to the input signals. 	
BAT CUR SEN	mV	<ul style="list-style-type: none"> The signal voltage of battery current sensor is displayed. 	
MAP SENSOR	V	<ul style="list-style-type: none"> The signal voltage from the manifold absolute pressure (MAP) sensor is displayed. 	
ALT DUTY	%	<ul style="list-style-type: none"> Indicates the duty ratio of the power generation command value. The ratio is calculated by ECM based on the battery current sensor signal. 	
BRAKE BST PRES SE	mV	<ul style="list-style-type: none"> Always a certain value is displayed. This item is not efficient for Y51 models. 	
VVEL POSITION SEN-B1	V	<ul style="list-style-type: none"> The VVEL control shaft position sensor signal voltage is displayed. 	
VVEL POSITION SEN-B2			
VVEL TIM-B1	deg	<ul style="list-style-type: none"> Indicates [deg] of VVEL control shaft angle. 	
VVEL TIM-B2			
VVEL LEARN	YET/DONE	<ul style="list-style-type: none"> Display the condition of VVEL learning YET: VVEL learning has not been performed yet. DONE: VVEL learning has already been performed successfully. 	
VVEL SEN LEARN-B1	V	<ul style="list-style-type: none"> Indicates the VVEL learning value. 	
VVEL SEN LEARN-B2			
A/F ADJ-B1	—	<ul style="list-style-type: none"> 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	%	<ul style="list-style-type: none"> Indicates a command value for cooling fan. The value is calculated by ECM based on input signals. 	

DIAGNOSIS SYSTEM (ECM)

< SYSTEM DESCRIPTION >

[VQ37VHR FOR MEXICO]

Monitored item	Unit	Description	Remarks
ALT DUTY SIG	ON/OFF	<ul style="list-style-type: none"> The control condition of the power generation voltage variable control (determined by ECM according to the input signals) is indicated. ON: Power generation voltage variable control is active. OFF: Power generation voltage variable control is inactive. 	
BAT TEMP SEN	V	<ul style="list-style-type: none"> The signal voltage from the battery temperature sensor is displayed. 	
HO2 S2 DIAG1 (B1)	INCMP/CM-PLT	<ul style="list-style-type: none"> These items are displayed but are not applicable to this model. 	
HO2 S2 DIAG1 (B2)	INCMP/CM-PLT		
HO2 S2 DIAG2 (B1)	INCMP/CM-PLT		
HO2 S2 DIAG2 (B2)	INCMP/CM-PLT		
A/F SEN1 DIAG2 (B1)	—		NOTE: The item is indicated, but not used.
A/F SEN1 DIAG2 (B2)			
A/F-S ATMSPHRC CRCT B1	—	Displays a determined value of atmospheric correction factor necessary for correcting an A/F sensor signal input to ECM. The signal used for the correction is an A/F sensor signal transmitted while driving under atmospheric pressure.	
A/F-S ATMSPHRC CRCT B2	—	Displays a determined value of atmospheric correction factor necessary for correcting an A/F sensor signal input to ECM. The signal used for the correction is an A/F sensor signal transmitted while driving under atmospheric pressure.	
A/F-S ATMSPHRC CRCT UP B1	count	Displays the number of updates of the A/F sensor atmospheric correction factor.	
A/F-S ATMSPHRC CRCT UP B2	count	Displays the number of updates of the A/F sensor atmospheric correction factor.	
THRTL STK CNT B1	—	NOTE: The item is indicated, but not used.	
THRTL STK CNT B2			

NOTE:

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

WORK SUPPORT MODE

Work Item

WORK ITEM	CONDITION	USAGE
IDLE AIR VOL LEARN	<ul style="list-style-type: none"> The idle air volume that keeps the engine within the specified range is memorized in ECM. 	When learning the idle air volume
FUEL PRESSURE RELEASE	<ul style="list-style-type: none"> Fuel pump will stop by touching "START" during idling. Crank a few times after engine stalls. 	When releasing fuel pressure from fuel line
SELF-LEARNING CONT	<ul style="list-style-type: none"> The coefficient of self-learning control mixture ratio returns to the original coefficient. 	When clearing mixture ratio self-learning value
TARGET IDLE RPM ADJ*	<ul style="list-style-type: none"> Idle condition 	When setting target idle speed
TARGET IGN TIM ADJ*	<ul style="list-style-type: none"> Idle condition 	When adjusting target ignition timing
VIN REGISTRATION	<ul style="list-style-type: none"> In this mode, VIN is registered in ECM. 	When registering VIN in ECM

DIAGNOSIS SYSTEM (ECM)

< SYSTEM DESCRIPTION >

[VQ37VHR FOR MEXICO]

WORK ITEM	CONDITION	USAGE
CLSD THL POS LEARN	<ul style="list-style-type: none"> Ignition switch ON and engine stopped. 	When learning the throttle valve closed position
VVEL POS SEN ADJ PREP	<ul style="list-style-type: none"> Use this item only when replacing VVEL actuator sub assembly. Ignition on and engine stopped. 	When adjusting VVEL control shaft position sensor

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

ACTIVE TEST MODE

Test Item

TEST ITEM	CONDITION	JUDGEMENT	CHECK ITEM (REMEDY)
VENT CONTROL/V	<ul style="list-style-type: none"> Ignition switch: ON (Engine stopped) Turn solenoid valve ON and OFF with the CONSULT and listen to operating sound. 	Solenoid valve makes an operating sound.	<ul style="list-style-type: none"> Harness and connectors Solenoid valve
ENG COOLANT TEMP	<ul style="list-style-type: none"> Engine: Return to the original trouble condition Change the engine coolant temperature using CONSULT. 	If trouble symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> Harness and connectors Engine coolant temperature sensor Fuel injector
FUEL INJECTION	<ul style="list-style-type: none"> Engine: Return to the original trouble condition Change the amount of fuel injection using CONSULT. 	If trouble symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> Harness and connectors Fuel injector Air fuel ratio (A/F) sensor 1
FUEL/T TEMP SEN	<ul style="list-style-type: none"> Change the fuel tank temperature using CONSULT. 		
PURG VOL CONT/V	<ul style="list-style-type: none"> Engine: After warming up, run engine at 1,500 rpm. Change the EVAP canister purge volume control solenoid valve opening percent using CONSULT. 	Engine speed changes according to the opening percent.	<ul style="list-style-type: none"> Harness and connectors Solenoid valve
FUEL PUMP RELAY	<ul style="list-style-type: none"> Ignition switch: ON (Engine stopped) Turn the fuel pump relay ON and OFF using CONSULT and listen to operating sound. 	Fuel pump relay makes the operating sound.	<ul style="list-style-type: none"> Harness and connectors Fuel pump relay
IGNITION TIMING	<ul style="list-style-type: none"> Engine: Return to the original trouble condition Timing light: Set Retard the ignition timing using CONSULT. 	If trouble symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> Perform Idle Air Volume Learning.
FAN DUTY CONTROL*	<ul style="list-style-type: none"> Ignition switch: ON Change duty ratio using CONSULT. 	Cooling fan speed changes.	<ul style="list-style-type: none"> Harness and connectors Cooling fan motor Cooling fan relay Cooling fan control module IPDM E/R
ALTERNATOR DUTY	<ul style="list-style-type: none"> Engine: Idle Change duty ratio using CONSULT. 	Battery voltage changes.	<ul style="list-style-type: none"> Harness and connectors IPDM E/R Alternator
POWER BALANCE	<ul style="list-style-type: none"> Engine: After warming up, idle the engine. A/C switch OFF Selector lever: P or N Cut off each injector signal one at a time using CONSULT. 	Engine runs rough or dies.	<ul style="list-style-type: none"> Harness and connectors Compression Fuel injector Power transistor Spark plug Ignition coil
INT V/T ASSIGN ANGLE	<ul style="list-style-type: none"> Engine: Return to the original non-standard condition Change intake valve timing using CONSULT. 	If malfunctioning symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> Harness and connectors Intake valve timing control solenoid valve

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

DIAGNOSIS SYSTEM (ECM)

< SYSTEM DESCRIPTION >

[VQ37VHR FOR MEXICO]

DTC WORK SUPPORT MODE

Test Item

Test mode	Test item	Corresponding DTC No.	Reference page
A/F SEN1	A/F SEN1 (B1) P1278/P1279	P0133	EC-766
	A/F SEN1 (B1) P1276	P0130	EC-756
	A/F SEN1 (B2) P1288/P1289	P0153	EC-766
	A/F SEN1 (B2) P1286	P0150	EC-756
HO2S2	HO2S2 (B1) P1146	P0138	EC-777
	HO2S2 (B1) P1147	P0137	EC-771
	HO2S2 (B1) P0139	P0139	EC-785
	HO2S2 (B2) P1166	P0158	EC-777
	HO2S2 (B2) P1167	P0157	EC-771
	HO2S2 (B2) P0159	P0159	EC-785

SRT & P-DTC MODE

SRT STATUS Mode

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

SRT WORK SUPPORT Mode

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

ECU DIAGNOSIS INFORMATION

ECM

Reference Value

INFOID:0000000012356731

VALUES ON THE DIAGNOSIS TOOL

NOTE:

- The following table includes information (items) inapplicable to this vehicle. For information (items) applicable to this vehicle, refer to CONSULT display items.
- Numerical values in the following table are reference values.
- These values are input/output values that ECM receives/transmits and may differ from actual operations.
Example: The ignition timing shown by the timing light may differ from the ignition timing displayed on the data monitor.
This occurs because the timing light shows a value calculated by ECM according to signals received from the camshaft position sensor and other sensors related to ignition timing.
- For outlines of following items, refer to [EC-614. "CONSULT Function"](#).

CONSULT MONITOR ITEM

Monitor Item	Condition		Values/Status
ENG SPEED	• Run engine and compare CONSULT value with the tachometer indication.		Almost the same speed as the tachometer indication
MAS A/F SE-B1	See EC-708. "Description" .		
MAS A/F SE-B2	See EC-708. "Description" .		
B/FUEL SCHDL	See EC-708. "Description" .		
A/F ALPHA-B1	See EC-708. "Description" .		
A/F ALPHA-B2	See EC-708. "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)	<ul style="list-style-type: none"> • Revving engine from idle up to 3,000 rpm quickly after the following conditions are met. - Engine: After warming up - 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)	<ul style="list-style-type: none"> • Revving engine from idle up to 3,000 rpm quickly after the following conditions are met. - Engine: After warming up - 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)	<ul style="list-style-type: none"> • Revving engine from idle up to 3,000 rpm quickly after the following conditions are met. - Engine: After warming up - 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)	<ul style="list-style-type: none"> • Revving engine from idle up to 3,000 rpm quickly after the following conditions are met. - Engine: After warming up - 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 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

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< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR MEXICO]

Monitor Item	Condition		Values/Status
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
TP SEN 1-B1	• Ignition switch: ON (Engine stopped) • Selector lever: D	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) • Selector lever: D	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
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	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
BRAKE SW	• Ignition switch: ON	Brake pedal: Fully released	OFF
		Brake pedal: Slightly depressed	ON
INJ PULSE-B1	• Engine: After warming up • Selector lever: P or N • Air conditioner switch: OFF • No load	Idle	2.0 - 3.0 msec
		2,000 rpm	1.9 - 2.9 msec
INJ PULSE-B2	• Engine: After warming up • Selector lever: P or N • Air conditioner switch: OFF • No load	Idle	2.0 - 3.0 msec
		2,000 rpm	1.9 - 2.9 msec
IGN TIMING	• Engine: After warming up • Selector lever: P or N • Air conditioner switch: OFF • No load	Idle	7° BTDC
		2,000 rpm	25° - 45° BTDC
CAL/LD VALUE	• Engine: After warming up • Selector lever: P or N • Air conditioner switch: OFF • No load	Idle	5% - 35%
		2,500 rpm	5% - 35%

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< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR MEXICO]

Monitor Item	Condition	Values/Status	
MASS AIRFLOW	<ul style="list-style-type: none"> Engine: After warming up Selector lever: P or N Air conditioner switch: OFF No load 	Idle 2,500 rpm	2.0 - 6.0 g/s 7.0 - 20.0 g/s
	PURG VOL C/V	<ul style="list-style-type: none"> Engine: After warming up Selector lever: P or N Air conditioner switch: OFF No load 	Idle (Accelerator pedal: Not depressed even slightly, after engine starting.) 2,000 rpm
INT/V TIM (B1)		<ul style="list-style-type: none"> Engine: After warming up Selector lever: P or N Air conditioner switch: OFF No load 	Idle 2,000 rpm
	INT/V TIM (B2)		<ul style="list-style-type: none"> Engine: After warming up Selector lever: P or N Air conditioner switch: OFF No load
INT/V SOL (B1)		<ul style="list-style-type: none"> Engine: After warming up Selector lever: P or N Air conditioner switch: OFF No load 	
	INT/V SOL (B2)		<ul style="list-style-type: none"> Engine: After warming up Selector lever: P or N Air conditioner switch: OFF No load
TP SEN 1-B2		<ul style="list-style-type: none"> Ignition switch: ON (Engine stopped) Selector lever: D 	
	TP SEN 2-B2*1		<ul style="list-style-type: none"> Ignition switch: ON (Engine stopped) Selector lever: D
AIR COND RLY		<ul style="list-style-type: none"> Engine: After warming up, idle the engine 	
	FUEL PUMP RLY		<ul style="list-style-type: none"> For 1 second after turning ignition switch: ON Engine running or cranking Except above
THRTL RELAY		<ul style="list-style-type: none"> Ignition switch: ON 	
HO2S2 HTR (B1)	<ul style="list-style-type: none"> Engine speed: Below 3,600 rpm after the following conditions are met. <ul style="list-style-type: none"> Engine: After warming up Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load Engine speed: Above 3,600 rpm 		ON OFF
		HO2S2 HTR (B2)	<ul style="list-style-type: none"> Engine speed: Below 3,600 rpm after the following conditions are met. <ul style="list-style-type: none"> Engine: After warming up Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load Engine speed: Above 3,600 rpm
I/P PULLY SPD	<ul style="list-style-type: none"> Vehicle speed: More than 20 km/h (12 MPH) 		
VEHICLE SPEED	<ul style="list-style-type: none"> Turn drive wheels and compare CONSULT value with the speedometer indication. 		Almost the same speed as the speedometer indication
IDL A/V LEARN	<ul style="list-style-type: none"> Engine: Running 	Idle air volume learning has not been performed yet.	YET
		Idle air volume learning has already been performed successfully.	CMPLT

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< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR MEXICO]

Monitor Item	Condition		Values/Status
SNOW MODE SW	• Ignition switch: ON	Snow mode switch: Pressed	ON
		Snow mode switch: Released	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 (0 - 40,723 miles)
A/F S1 HTR (B1)	• Engine: After warming up, idle the engine (More than 140 seconds after starting engine)		4 - 100%
A/F S1 HTR (B2)	• Engine: After warming up, idle the engine (More than 140 seconds after starting engine)		4 - 100%
AC PRESS SEN	• Engine: Idle • 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 value with the speedometer indication.		Almost the same speed as the speedometer indication
SET VHCL SPD	• Engine: Running	ASCD: Operating	The preset vehicle speed is displayed
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 (ASCD brake switch)	• Ignition switch: ON	Brake pedal: Fully released	ON
		Brake pedal: Slightly depressed	OFF
BRAKE SW2 (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 • Battery: Fully charged*2 • Selector lever: P or N • Air conditioner switch: OFF • No load		Approx. 2,600 - 3,500 mV
MAP SENSOR	• Engine: After warming up • Selector lever: P or N • A/C switch: OFF • No load	Idle	Approx. 1.0 V
		2,000 rpm	Approx. 1.35 V
ALT DUTY	• Engine: Idle		0 - 80%
BRAKE BST PRES SE	• This item is displayed but is not applicable to this model.		
VVEL POSITION SEN-B1	• Engine: After warming up • Selector lever: P or N • Air conditioner switch: OFF • No load	Idle	Approx. 0.25 - 1.40 V
		When revving engine up to 2,000 rpm quickly	Approx. 0.25 - 4.75 V

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< ECU DIAGNOSIS INFORMATION >

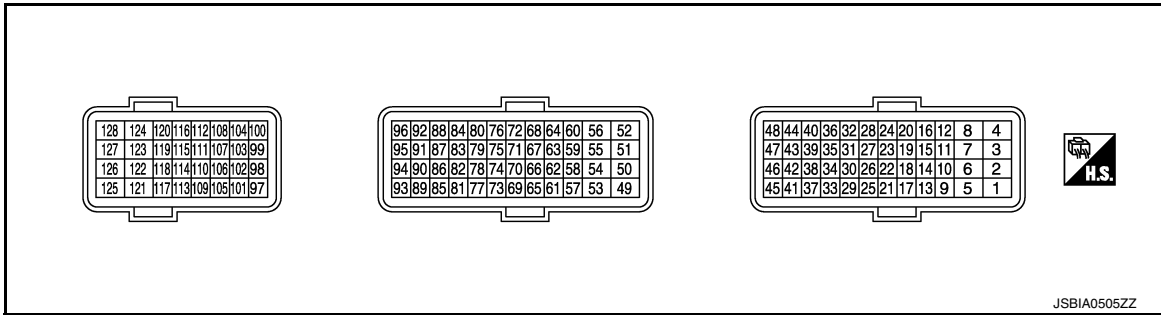
[VQ37VHR FOR MEXICO]

Monitor Item	Condition	Values/Status
VVEL POSITION SEN-B2	• Engine: After warming up • Selector lever: P or N • Air conditioner switch: OFF • 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 • Selector lever: P or N • Air conditioner switch: OFF • 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 • Selector lever: P or N • Air conditioner switch: OFF • 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
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
BAT TEMP SEN	• Engine: After warming up • Selector lever: P or N • A/C switch: OFF • No load	Idle Indicates the temperature around the battery.
HO2 S2 DIAG1 (B1)	• This item is displayed but is not applicable to this model.	
HO2 S2 DIAG1 (B2)	• This item is displayed but is not applicable to this model.	
HO2 S2 DIAG2 (B1)	• This item is displayed but is not applicable to this model.	
HO2 S2 DIAG2 (B2)	• This item is displayed but is not applicable to this model.	
A/F SEN1 DIAG2 (B1)	• This item is displayed but is not applicable to this model.	
A/F SEN1 DIAG2 (B2)	• This item is displayed but is not applicable to this model.	
A/F-S ATMSPHRC CRCT B1	Engine: After warming up, idle the engine	Varies depending on vehicle environment.
A/F-S ATMSPHRC CRCT B2	Engine: After warming up, idle the engine	Varies depending on vehicle environment.
A/F-S ATMSPHRC CRCT UP B1	Engine: Running	Varies depending on the number of updates.
A/F-S ATMSPHRC CRCT UP B2	Engine: Running	Varies depending on the number of updates.
THRTL STK CNT B1	• This item is displayed but is not applicable to this model.	
THRTL STK CNT B2	• This item is displayed but is not applicable to this model.	

*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-157, "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.

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] • Warm-up condition • Idle speed (More than 140 seconds after starting engine)	2.9 - 8.8 V★ JMBIA0030GB
2 (G)	128 (B)	Throttle control motor (Open) (bank 1)	Output	[Ignition switch: ON] • Engine stopped • Selector lever: D • Accelerator pedal: Fully depressed	0 - 14 V★ JMBIA0031GB
				[Ignition switch: ON] • Engine stopped • Selector lever: D • Accelerator pedal: Fully released	0 - 14 V★ 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] • Engine stopped • Selector lever: D • Accelerator pedal: In the middle of releasing operation	0 - 14 V★ JMBIA0033GB

ECM

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR MEXICO]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
5 (L)	128 (B)	A/F sensor 1 heater (bank 2)	Output	[Engine is running] • Warm-up condition • Idle speed (More than 140 seconds after starting engine)	2.9 - 8.8 V★
8 (B)	—	ECM ground	—	—	—
11 (GR)	128 (B)	Ignition signal No. 4	Output	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	0 - 0.2 V★
12 (L)		Ignition signal No. 3			
15 (LG)		Ignition signal No. 5			
16 (G)		Ignition signal No. 2			
19 (V)		Ignition signal No. 6			
20 (Y)		Ignition signal No. 1		[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	0.1 - 0.4 V★
17 (P)	128 (B)	Heated oxygen sensor 2 heater (bank 1)	Output	[Engine is running] • Engine speed: Below 3,600 rpm after the following conditions are met - Engine: after warming up - 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★
				[Ignition switch: ON] • Engine stopped [Engine is running] • Engine speed: Above 3,600 rpm	BATTERY VOLTAGE (11 - 14 V)
18 (Y)	128 (B)	Intake valve timing control solenoid valve (bank 1)	Output	[Engine is running] • Warm-up condition • Idle speed	BATTERY VOLTAGE (11 - 14 V)
				[Engine is running] • Warm-up condition • Engine speed: 2,000rpm	7 - 12 V★

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< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR MEXICO]

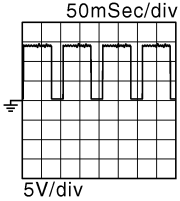
Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
21 (GR)	128 (B)	EVAP canister purge volume control solenoid valve	Output	[Engine is running] • Idle speed • Accelerator pedal: Not depressed even slightly, after engine starting	BATTERY VOLTAGE (11 - 14 V)★
				[Engine is running] • Engine speed: About 2,000 rpm (More than 100 seconds after starting engine)	BATTERY VOLTAGE (11 - 14 V)★
22 (B)	128 (B)	Fuel pump relay	Output	[Ignition switch: ON] • For 1 second after turning ignition switch ON	0 - 1.5 V
				[Engine is running] • More than 1 second after turning ignition switch ON	BATTERY VOLTAGE (11 - 14 V)
24 (V)	128 (B)	ECM relay (Self shut-off)	Output	[Engine is running] [Ignition switch: OFF] • A few seconds after turning ignition switch OFF	0 - 1.5 V
				[Ignition switch: OFF] • 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 ↓ BATTERY VOLTAGE (11 - 14 V) ↓ 0 V
				[Ignition switch: ON]	0 - 1.0 V
28 (R)	128 (B)	VVEL actuator motor relay abort signal [VVEL control module]	Output	[Engine is running] • Warm-up condition • Idle speed	0 V
29 (Y)	128 (B)	Intake valve timing control solenoid valve (bank 2)	Output	[Engine is running] • Warm-up condition • Idle speed	BATTERY VOLTAGE (11 - 14 V)
				[Engine is running] • Warm-up condition • Engine speed: 2,000rpm	7 - 12 V★

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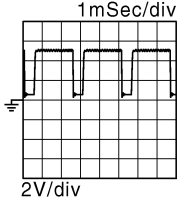
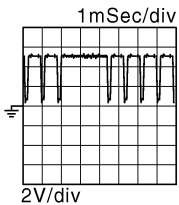
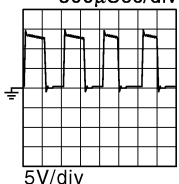
[VQ37VHR FOR MEXICO]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	—	Signal name	Input/ Output		
30 (O)	40 (O/L)	Throttle position sensor 1 (bank 1)	Input	[Ignition switch: ON] • Engine stopped • Selector lever: D • Accelerator pedal: Fully released	More than 0.36 V
				[Ignition switch: ON] • Engine stopped • Selector lever: D • Accelerator pedal: Fully depressed	Less than 4.75 V
31 (O/L)	48 (O)	Throttle position sensor 1 (bank 2)	Input	[Ignition switch: ON] • Engine stopped • Selector lever: D • Accelerator pedal: Fully released	More than 0.36 V
				[Ignition switch: ON] • Engine stopped • Selector lever: D • Accelerator pedal: Fully depressed	Less than 4.75 V
33 (LG)	128 (B)	Heated oxygen sensor 2 heater (bank 2)	Output	[Engine is running] • Engine speed: Below 3,600 rpm after the following conditions are met - Engine: after warming up - 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★  JMBIA0037GB
				[Ignition switch: ON] • Engine stopped [Engine is running] • Engine speed: Above 3,600 rpm	BATTERY VOLTAGE (11 - 14 V)
34 (W/L)	40 (O/L)	Throttle position sensor 2 (bank 1)	Input	[Ignition switch: ON] • Engine stopped • Selector lever: D • Accelerator pedal: Fully released	Less than 4.75 V
				[Ignition switch: ON] • Engine stopped • Selector lever: D • Accelerator pedal: Fully depressed	More than 0.36 V
35 (W)	48 (O)	Throttle position sensor 2 (bank 2)	Input	[Ignition switch: ON] • Engine stopped • Selector lever: D • Accelerator pedal: Fully released	Less than 4.75 V
				[Ignition switch: ON] • Engine stopped • Selector lever: D • Accelerator pedal: Fully depressed	More than 0.36 V

ECM

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR MEXICO]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	—	Signal name	Input/ Output		
37 (L)	128 (B)	Crankshaft position sensor (POS)	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	4.0 - 5.0 V★  JMBIA0041GB
				[Engine is running] • Engine speed: 2,000 rpm	4.0 - 5.0 V★  JMBIA0042GB
38 (W)	96 (O)	Manifold absolute pressure (MAP) sensor	Input	[Engine is running] • Warm-up condition • Idle speed	1.2 V
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	1.5 V
40 (O/L)	—	Sensor ground [Throttle position sensor (bank 1)]	—	—	—
43 (W/L)	48 (O)	Sensor power supply [Throttle position sensor (bank 2)]	—	[Ignition switch: ON]	5 V
44 (W)	40 (O/L)	Sensor power supply [Throttle position sensor (bank 1)]	—	[Ignition switch: ON]	5 V
46 (R)	128 (B)	Sensor power supply [Crankshaft position sensor (POS)]	—	[Ignition switch: ON]	5 V
47 (B)	—	Sensor ground [Crankshaft position sensor (POS)]	—	—	—
48 (O)	—	Sensor ground [Throttle position sensor (bank 2)]	—	—	—
49 (LG)	128 (B)	Throttle control motor (Close) (bank 2)	Output	[Ignition switch: ON] • Engine stopped • Selector lever: D • Accelerator pedal: In the middle of releasing operation	0 - 14 V★  JMBIA0033GB

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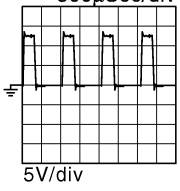
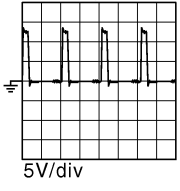
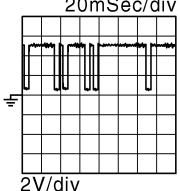
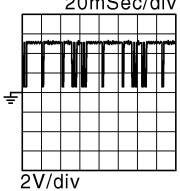
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< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR MEXICO]

Terminal No. (Wire color)		Description	Input/ Output	Condition	Value (Approx.)
+	-	Signal name			
50 (V)	128 (B)	Throttle control motor (Open) (bank 2)	Output	[Ignition switch: ON] • Engine stopped • Selector lever: D • Accelerator pedal: Fully depressed	0 - 14 V★  500µSec/div 5V/div JMBIA0031GB
				[Ignition switch: ON] • Engine stopped • Selector lever: D • Accelerator pedal: Fully released	0 - 14 V★  500µSec/div 5V/div JMBIA0032GB
52 (R)	128 (B)	Throttle control motor power supply (bank 2)	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
53 (G)	128 (B)	Ignition switch	Input	[Ignition switch: OFF]	0 V
				[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
54 (L)	—	CAN communication line [VVEL control module]	Input/ output	—	—
55 (Y)	—	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 (L)	128 (B)	Camshaft position sen- sor (PHASE) (bank 1)	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	3.0 - 5.0 V★  20mSec/div 2V/div JMBIA0045GB
				[Engine is running] • Engine speed: 2,000 rpm	3.0 - 5.0 V★  20mSec/div 2V/div JMBIA0046GB
60 (G)	128 (B)	Sensor power supply [Camshaft position sen- sor (PHASE) (bank 1), Manifold absolute pres- sure (MAP) sensor, Pow- er steering pressure sensor]	—	[Ignition switch: ON]	5 V
61 (B/W)	128 (B)	A/F sensor 1 (bank 1)	Input	[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	1.8 V Output voltage varies with air fuel ratio.

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< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR MEXICO]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	—	Signal name	Input/ Output		
63 (BR)	128 (B)	Camshaft position sensor (PHASE) (bank 2)	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	3.0 - 5.0 V★ JMBIA0045GB
				[Engine is running] • Engine speed: 2,000 rpm	3.0 - 5.0 V★ JMBIA0046GB
64 (W)	128 (B)	Sensor power supply [Camshaft position sensor (PHASE) (bank 2), Battery current sensor]	—	[Ignition switch: ON]	5 V
65 (L/O)	128 (B)	A/F sensor 1 (bank 2)	Input	[Ignition switch: ON]	2.2 V
66 (W/L)	128 (B)	A/F sensor 1 (bank 2)	Input	[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	1.8 V Output voltage varies with air fuel ratio.
67 (Y)	128 (B)	Intake air temperature sensor	Input	[Engine is running]	0 - 4.8 V Output voltage varies with intake air temperature.
68 (V)	—	Sensor ground [Mass air flow sensor (bank 1), Intake air temperature sensor]	—	—	—
69 (GR)	128 (B)	Knock sensor (bank 2)	Input	[Engine is running] • Idle speed	2.5 V*1
71 (SB)	128 (B)	Engine coolant temperature sensor	Input	[Engine is running]	0 - 4.8 V Output voltage varies with engine coolant temperature.
72 (—)	—	Sensor ground (Knock sensor)	—	—	—
73 (W)	128 (B)	Knock sensor (bank 1)	Input	[Engine is running] • Idle speed	2.5 V*1
76 (BR)	128 (B)	Heated oxygen sensor 2 (bank 1)	Input	[Engine is running] • Revving engine from idle to 3,000 rpm quickly after the following conditions are met - Engine: after warming up - 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

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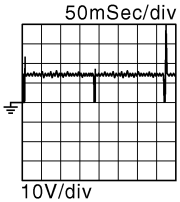
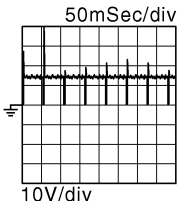
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< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR MEXICO]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
77 (O)	68 (V)	Mass air flow sensor (bank 1)	Input	[Engine is running] • Warm-up condition • Idle speed	0.7 - 1.2 V
				[Engine is running] • Warm-up condition • Engine speed: 2,500 rpm	1.3 - 1.7 V
78 (G)	84 (B/W)	Engine oil temperature sensor	Input	[Engine is running]	0 - 4.8 V Output voltage varies with engine oil temperature.
79 (BR)	94 (B)	Mass air flow sensor (bank 2)	Input	[Engine is running] • Warm-up condition • Idle speed	0.7 - 1.2 V
				[Engine is running] • Warm-up condition • Engine speed: 2,500 rpm	1.3 - 1.7 V
80 (L)	128 (B)	Heated oxygen sensor 2 (bank 2)	Input	[Engine is running] • Revving engine from idle to 3,000 rpm quickly after the following conditions are met - Engine: after warming up - 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 (Y)	128 (B)	Fuel injector No. 3	Output	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	BATTERY VOLTAGE (11 - 14 V)★ 
82 (V)		Fuel injector No. 6			
85 (BR)		Fuel injector No. 2			
86 (R)		Fuel injector No. 5			
89 (GR)		Fuel injector No. 1			
90 (O)	Fuel injector No. 4			[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	BATTERY VOLTAGE (11 - 14 V)★ 
83 (GR)	128 (B)	Battery temperature sensor	Input	[Engine is running] • Battery: Fully charged*2 • Idle speed	1.6 V
84 (B/W)	—	Sensor ground (Heated oxygen sensor 2, Engine coolant tem- perature sensor, Engine oil temperature sensor)	—	—	—
87 (V)	96 (O)	Power steering pressure sensor	Output	[Engine is running] • Steering wheel: Being turned	0.5 - 4.5 V
				[Engine is running] • Steering wheel: Not being turned	0.4 - 0.8 V

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< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR MEXICO]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	—	Signal name	Input/ Output		
91 (G)	95 (W)	Battery current sensor	Input	[Engine is running] • Battery: Fully charged*2 • Idle speed	2.6 - 3.5 V
92 (R)	—	Sensor ground [Camshaft position sensor (PHASE) (bank 2)]	—	—	—
93 (W)	128 (B)	Power supply for ECM (Back-up)	Input	[Ignition switch: OFF]	BATTERY VOLTAGE (11 - 14 V)
94 (B)	—	Sensor ground [Mass air flow sensor (bank 2)]	—	—	—
95 (W)	—	Sensor ground (Battery current sensor)	—	—	—
96 (O)	—	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] • Engine stopped • Accelerator pedal: Fully released	0.5 - 1.00 V
				[Ignition switch: ON] • Engine stopped • Accelerator pedal: Fully depressed	4.2 - 4.8 V
98 (Y)	104 (B)	Accelerator pedal position sensor 2	Input	[Ignition switch: ON] • Engine stopped • Accelerator pedal: Fully released	0.25 - 0.50 V
				[Ignition switch: ON] • Engine stopped • Accelerator pedal: Fully depressed	2.0 - 2.5 V
99 (G)	100 (W)	Sensor power supply (Accelerator pedal position sensor 1)	—	[Ignition switch: ON]	5 V
100 (W)	—	Sensor ground (Accelerator pedal position sensor 1)	—	—	—
101 (SB)	108 (Y)	ASCD steering switch	Input	[Ignition switch: ON] • ASCD steering switch: OFF	4 V
				[Ignition switch: ON] • MAIN switch: Pressed	0 V
				[Ignition switch: ON] • CANCEL switch: Pressed	1 V
				[Ignition switch: ON] • RESUME/ACCELERATE switch: Pressed	3 V
				[Ignition switch: ON] • SET/COAST switch: Pressed	2 V
103 (L)	104 (B)	Sensor power supply (Accelerator pedal position sensor 2)	—	[Ignition switch: ON]	5 V

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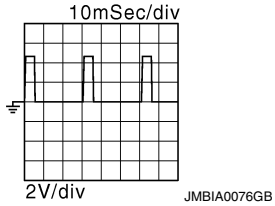
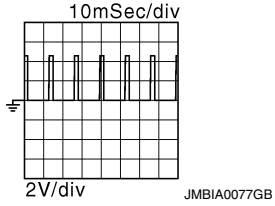
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< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR MEXICO]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	—	Signal name	Input/ Output		
104 (B)	—	Sensor ground (Accelerator pedal position sensor 2)	—	—	—
105 (LG)	112 (V)	Refrigerant pressure sensor	Input	[Engine is running] • Warm-up condition • Both A/C switch and blower fan motor switch: ON (Compressor operates)	1.0 - 4.0 V
106 (P)	128 (B)	Fuel tank temperature sensor	Input	[Engine is running]	0 - 4.8 V Output voltage varies with fuel tank temperature.
107 (BG)	112 (V)	Sensor power supply (Refrigerant pressure sensor)	—	[Ignition switch: ON]	5 V
108 (Y)	—	Sensor ground (ASCD steering switch)	—	—	—
109 (BR)	128 (B)	PNP signal	Input	[Ignition switch: ON] • Selector lever: P or N	BATTERY VOLTAGE (11 - 14 V)
				[Ignition switch: ON] • Selector lever: Except above	0 V
110 (V)	128 (B)	Engine speed output signal	Output	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	1 V★ 
				[Engine is running] • Engine speed is 2,000 rpm	1 V★ 
112 (V)	—	Sensor ground (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	—	—
122 (P)	128 (B)	Stop lamp switch	Input	[Ignition switch: OFF] • Brake pedal: Fully released	0 V
				[Ignition switch: OFF] • Brake pedal: Slightly depressed	BATTERY VOLTAGE (11 - 14 V)
123 (B) 124 (B)	—	ECM ground	—	—	—

ECM

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR MEXICO]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	—	Signal name	Input/ Output		
125 (SB)	128 (B)	Power supply for ECM	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
126 (BR)	128 (B)	ASCDC brake switch	Input	[Ignition switch: ON] • Brake pedal: Slightly depressed	0 V
				[Ignition switch: ON] • 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-157, "How to Handle Battery"](#).

Fail safe

INFOID:000000012356732

DTC No.	Detected items	Engine operating condition in fail-safe mode	
U1003 U1024	Can communication circuit	VVEL actuator motor relay is turned off, and VVEL value is become at a minimum angle. Engine speed will not rise more than 3,500 rpm due to the fuel cut.	
P0011 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 P0103 P010C P010D	Mass air flow sensor circuit	Engine speed will not rise more than 2,400 rpm due to the fuel cut.	
P0117 P0118	Engine coolant temperature sensor circuit	Engine coolant temperature will be determined by ECM based on the following condition. CONSULT displays the engine coolant temperature decided by ECM.	
		Condition	Engine coolant temperature decided (CONSULT 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) (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 P0123 P0222 P0223 P0227 P0228 P1239 P2132 P2133 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. The ECM regulates the opening speed of the throttle valve to be slower than the normal condition. 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. Engine speed will not rise more than 2,400 rpm due to the fuel cut.	

ECM

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR MEXICO]

DTC No.	Detected items	Engine operating condition in fail-safe mode	
P0605	ECM	(When ECM calculation function is malfunctioning: ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring. ECM deactivates ASCD operation.	
P0607	ECM	VVEL actuator motor relay is turned off, and VVEL value is become at a minimum angle. Engine speed will not rise more than 2,500 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.	
P1087 P1088	VVEL control function	VVEL of normal bank is controlled at VVEL angle of abnormal bank. Engine speed will not rise more than 3,500 rpm due to the fuel cut.	
P1089 P1092	VVEL control shaft position sensor	VVEL value is maintained at a fixed angle. 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 minimum angle. Engine speed will not rise more than 3,500 rpm due to the fuel cut	
P1090 P1093	VVEL actuator motor	VVEL of normal bank is controlled at VVEL angle of abnormal bank. 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 minimum angle. 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 minimum angle. Engine speed will not rise more than 3,500 rpm due to the fuel cut.	
P1233 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 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 P2119	Electric throttle control actuator	(When electric throttle control actuator does not function properly due to the return spring malfunction:) 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:) 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:) While the vehicle is being driven, it slows down gradually because of fuel cut. After the vehicle stops, the engine stalls. The engine can restart in N or P position, and engine speed will not exceed 1,000 rpm or more.	
P1290 P2100 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 minimum angle. 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. Therefore, acceleration will be poor.	
		Vehicle condition	Driving condition
		When engine is idling	Normal
	When accelerating	Poor acceleration	
P2122 P2123 P2127 P2128 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. The ECM regulates the opening speed of the throttle valve to be slower than the normal condition. Therefore, the acceleration will be poor.	

DTC Inspection Priority Chart

INFOID:000000012356733

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	<ul style="list-style-type: none"> • U0101 U1001 U1003 CAN communication line • U1024 VVEL CAN communication line • P0102 P0103 P010C P010D Mass air flow sensor • P010A Manifold absolute pressure (MAP) sensor • P0112 P0113 Intake air temperature sensor • P0117 P0118 Engine coolant temperature sensor • P0122 P0123 P0222 P0223 P0227 P0228 P1225 P1226 P1234 P1235 P1239 P2132 P2133 P2135 Throttle position sensor • P0182 P0183 Fuel tank temperature sensor • P0197 P0198 Engine oil temperature sensor • P0327 P0328 P0332 P0333 Knock sensor • P0335 Crankshaft position sensor (POS) • P0340 P0345 Camshaft position sensor (PHASE) • P0500 Vehicle speed sensor • P0605 P0607 ECM • P0643 Sensor power supply • P0700 TCM • P0705 Transmission range switch • P0850 Park/neutral position (PNP) switch • P1089 P1092 P1608 VVEL control shaft position sensor • P1606 P1607 VVEL control module • P1550 P1551 P1552 P1553 P1554 Battery current sensor • P1556 P1557 Battery temperature sensor • P1610 - P1615 NATS • P2122 P2123 P2127 P2128 P2138 Accelerator pedal position sensor 	<p>A</p> <p>EC</p> <p>C</p> <p>D</p> <p>E</p> <p>F</p> <p>G</p> <p>H</p>
2	<ul style="list-style-type: none"> • P0031 P0032 P0051 P0052 Air fuel ratio (A/F) sensor 1 heater • P0037 P0038 P0057 P0058 Heated oxygen sensor 2 heater • P0075 P0081 Intake valve timing control solenoid valve • P0130 P0131 P0132 P0133 P0150 P0151 P0152 P0153 P2A00 P2A03 Air fuel ratio (A/F) sensor 1 • P0137 P0138 P0139 P0157 P0158 P0159 Heated oxygen sensor 2 • P0444 EVAP canister purge volume control solenoid valve • P0550 Power steering pressure sensor • P0603 ECM power supply • P0710 P0717 P0720 P0731 P0732 P0733 P0734 P0735 P0740 P0744 P0745 P0750 P0775 P0780 P0795 P1730 P1734 P2713 P2722 P2731 P2807 A/T related sensors, solenoid valves and switches • P1087 P1088 VVEL system • P1090 P1093 VVEL actuator motor • P1091 VVEL actuator motor relay • P1217 Engine over temperature (OVERHEAT) • P1233 P2101 Electric throttle control function • P1236 P2118 Throttle control motor • P1290 P2100 P2103 Throttle control motor relay • P1805 Brake switch 	<p>I</p> <p>J</p> <p>K</p> <p>L</p> <p>M</p>
3	<ul style="list-style-type: none"> • P0011 P0021 Intake valve timing control • P0171 P0172 P0174 P0175 Fuel injection system function • P0300 - P0306 Misfire • P0420 P0430 Three way catalyst function • P0524 Engine oil pressure • P100A P100B VVEL system • P1211 TCS control unit • P1212 TCS communication line • P1238 P2119 Electric throttle control actuator • P1564 ASCD steering switch • P1572 ASCD brake switch • P1574 ASCD vehicle speed sensor 	<p>N</p> <p>O</p> <p>P</p>

DTC Index

x:Applicable —: Not applicable

DTC*1		Items (CONSULT screen terms)	SRT code	Trip	MIL	Reference page
CONSULT GST*2	ECM*3					
U0101	0101*4	CAN COMM CIRCUIT	—	1	x	EC-721
U1001	1001*4	CAN COMM CIRCUIT	—	2	—	EC-722
U1003	1003	CAN COMM CIRCUIT	—	2	—	EC-723
U1024	1024	VVEL CAN COMM CIRCUIT	—	1	x	EC-725
P0000	0000	NO DTC IS DETECTED. FURTHER TESTING MAY BE RE- QUIRED.	—	—	Flashing*6	—
P0011	0011	INT/V TIM CONT-B1	—	2	x	EC-727
P0021	0021	INT/V TIM CONT-B2	—	2	x	EC-727
P0031	0031	A/F SEN1 HTR (B1)	—	2	x	EC-731
P0032	0032	A/F SEN1 HTR (B1)	—	2	x	EC-731
P0037	0037	HO2S2 HTR (B1)	—	2	x	EC-734
P0038	0038	HO2S2 HTR (B1)	—	2	x	EC-734
P0051	0051	A/F SEN1 HTR (B2)	—	2	x	EC-731
P0052	0052	A/F SEN1 HTR (B2)	—	2	x	EC-731
P0057	0057	HO2S2 HTR (B2)	—	2	x	EC-734
P0058	0058	HO2S2 HTR (B2)	—	2	x	EC-734
P0075	0075	INT/V TIM V/CIR-B1	—	2	x	EC-737
P0081	0081	INT/V TIM V/CIR-B2	—	2	x	EC-737
P0102	0102	MAF SEN/CIRCUIT-B1	—	1	x	EC-740
P0103	0103	MAF SEN/CIRCUIT-B1	—	1	x	EC-740
P010A	010A	ABSL PRES SEN/CIRC	—	2	x	EC-746
P010C	010C	MAF SEN/CIRCUIT-B2	—	1	x	EC-740
P010D	010D	MAF SEN/CIRCUIT-B2	—	1	x	EC-740
P0112	0112	IAT SEN/CIRCUIT-B1	—	2	x	EC-749
P0113	0113	IAT SEN/CIRCUIT-B1	—	2	x	EC-749
P0117	0117	ECT SEN/CIRC	—	1	x	EC-751
P0118	0118	ECT SEN/CIRC	—	1	x	EC-751
P0122	0122	TP SEN 2/CIRC-B1	—	1	x	EC-753
P0123	0123	TP SEN 2/CIRC-B1	—	1	x	EC-753
P0130	0130	A/F SENSOR1 (B1)	—	2	x	EC-756
P0131	0131	A/F SENSOR1 (B1)	—	2	x	EC-760
P0132	0132	A/F SENSOR1 (B1)	—	2	x	EC-763
P0133	0133	A/F SENSOR1 (B1)	x	2	x	EC-766
P0137	0137	HO2S2 (B1)	x	2	x	EC-771
P0138	0138	HO2S2 (B1)	x	2	x	EC-777
P0139	0139	HO2S2 (B1)	x	2	x	EC-785
P0150	0150	A/F SENSOR1 (B2)	—	2	x	EC-756
P0151	0151	A/F SENSOR1 (B2)	—	2	x	EC-760
P0152	0152	A/F SENSOR1 (B2)	—	2	x	EC-763

ECM

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR MEXICO]

DTC*1		Items (CONSULT screen terms)	SRT code	Trip	MIL	Reference page
CONSULT GST*2	ECM*3					
P0153	0153	A/F SENSOR1 (B2)	×	2	×	EC-766
P0157	0157	HO2S2 (B2)	×	2	×	EC-771
P0158	0158	HO2S2 (B2)	×	2	×	EC-777
P0159	0159	HO2S2 (B2)	×	2	×	EC-785
P0171	0171	FUEL SYS-LEAN-B1	—	2	×	EC-791
P0172	0172	FUEL SYS-RICH-B1	—	2	×	EC-795
P0174	0174	FUEL SYS-LEAN-B2	—	2	×	EC-791
P0175	0175	FUEL SYS-RICH-B2	—	2	×	EC-795
P0182	0182	FTT SEN/CIRCUIT	—	2	×	EC-799
P0183	0183	FTT SEN/CIRCUIT	—	2	×	EC-799
P0197	0197	EOT SEN/CIRC	—	2	×	EC-802
P0198	0198	EOT SEN/CIRC	—	2	×	EC-802
P0222	0222	TP SEN 1/CIRC-B1	—	1	×	EC-804
P0223	0223	TP SEN 1/CIRC-B1	—	1	×	EC-804
P0227	0227	TP SEN 2/CIRC-B2	—	1	×	EC-753
P0228	0228	TP SEN 2/CIRC-B2	—	1	×	EC-753
P0300	0300	MULTI CYL MISFIRE	—	1 or 2	×	EC-807
P0301	0301	CYL 1 MISFIRE	—	1 or 2	×	EC-807
P0302	0302	CYL 2 MISFIRE	—	1 or 2	×	EC-807
P0303	0303	CYL 3 MISFIRE	—	1 or 2	×	EC-807
P0304	0304	CYL 4 MISFIRE	—	1 or 2	×	EC-807
P0305	0305	CYL 5 MISFIRE	—	1 or 2	×	EC-807
P0306	0306	CYL 6 MISFIRE	—	1 or 2	×	EC-807
P0327	0327	KNOCK SEN/CIRC-B1	—	2	—	EC-813
P0328	0328	KNOCK SEN/CIRC-B1	—	2	—	EC-813
P0332	0332	KNOCK SEN/CIRC-B2	—	2	—	EC-813
P0333	0333	KNOCK SEN/CIRC-B2	—	2	—	EC-813
P0335	0335	CKP SEN/CIRCUIT	—	2	×	EC-816
P0340	0340	CMP SEN/CIRC-B1	—	2	×	EC-820
P0345	0345	CMP SEN/CIRC-B2	—	2	×	EC-820
P0420	0420	TW CATALYST SYS-B1	×	2	×	EC-824
P0430	0430	TW CATALYST SYS-B2	×	2	×	EC-824
P0444	0444	PURG VOLUME CONT/V	—	2	×	EC-829
P0500	0500	VEHICLE SPEED SENSOR A*5	—	2	×	EC-832
P0524	0524	ENGINE OIL PRESSURE	—	2	×	EC-834
P0550	0550	PW ST P SEN/CIRC	—	2	—	EC-837
P0603	0603	ECM BACK UP/CIRCUIT	—	2	×	EC-839
P0605	0605	ECM	—	1 or 2	× or —	EC-841
P0607	0607	ECM	—	1	×	EC-843
P0643	0643	SENSOR POWER/CIRC	—	1	×	EC-844
P0705	0705	T/M RANGE SENSOR A	—	2	×	TM-111
P0710	0710	FLUID TEMP SENSOR A	—	2	×	TM-112

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< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR MEXICO]

DTC*1		Items (CONSULT screen terms)	SRT code	Trip	MIL	Reference page
CONSULT GST*2	ECM*3					
P0717	0717	INPUT SPEED SENSOR A	—	2	×	TM-114
P0720	0720	OUTPUT SPEED SENSOR*5	—	2	×	TM-115
P0729	0729	6GR INCORRECT RATIO	—	2	×	TM-119
P0730	0730	INCORRECT GR RATIO	—	2	×	TM-121
P0731	0731	1GR INCORRECT RATIO	—	2	×	TM-123
P0732	0732	2GR INCORRECT RATIO	—	2	×	TM-125
P0733	0733	3GR INCORRECT RATIO	—	2	×	TM-127
P0734	0734	4GR INCORRECT RATIO	—	2	×	TM-129
P0735	0735	5GR INCORRECT RATIO	—	2	×	TM-131
P0740	0740	TORQUE CONVERTER	—	2	×	TM-133
P0744	0744	TORQUE CONVERTER	—	2	×	TM-134
P0745	0745	PC SOLENOID A	—	2	×	TM-136
P0750	0750	SHIFT SOLENOID A	—	2	×	TM-137
P0775	0775	PC SOLENOID B	—	2	×	TM-138
P0780	0780	SHIFT	—	1	×	TM-139
P0795	0795	PC SOLENOID C	—	2	×	TM-141
P0850	0850	P-N POS SW/CIRCUIT	—	2	×	EC-846
P100A	100A	VVEL SYSTEM-B1	—	2	×	EC-849
P100B	100B	VVEL SYSTEM-B2	—	2	×	EC-849
P1087	1087	VVEL SYSTEM-B1	—	1	×	EC-853
P1088	1088	VVEL SYSTEM-B2	—	1	×	EC-853
P1089	1089	VVEL POS SEN/CIRC-B1	—	1	×	EC-854
P1090	1090	VVEL ACTR MOT-B1	—	1	×	EC-857
P1091	1091	VVEL ACTR MOT PWR	—	1 or 2	×	EC-861
P1092	1092	VVEL POS SEN/CIRC-B2	—	1	×	EC-854
P1093	1093	VVEL ACTR MOT-B2	—	1	×	EC-857
P1211	1211	TCS C/U FUNCTN	—	2	—	EC-864
P1212	1212	TCS/CIRC	—	2	—	EC-865
P1217	1217	ENG OVER TEMP	—	1	×	EC-866
P1225	1225	CTP LEARNING-B1	—	2	—	EC-870
P1226	1226	CTP LEARNING-B1	—	2	—	EC-872
P1233	1233	ETC FNCTN/CIRC-B2	—	1	×	EC-874
P1234	1234	CTP LEARNING-B2	—	2	—	EC-870
P1235	1235	CTP LEARNING-B2	—	2	—	EC-872
P1236	1236	ETC MOT-B2	—	1	×	EC-878
P1238	1238	ETC ACTR-B2	—	1	×	EC-881
P1239	1239	TP SENSOR-B2	—	1	×	EC-883
P1290	1290	ETC MOT PWR-B2	—	1	×	EC-886
P1550	1550	BAT CURRENT SENSOR	—	2	—	EC-888
P1551	1551	BAT CURRENT SENSOR	—	2	—	EC-892
P1552	1552	BAT CURRENT SENSOR	—	2	—	EC-892
P1553	1553	BAT CURRENT SENSOR	—	2	—	EC-896

ECM

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR MEXICO]

DTC*1		Items (CONSULT screen terms)	SRT code	Trip	MIL	Reference page
CONSULT GST*2	ECM*3					
P1554	1554	BAT CURRENT SENSOR	—	2	—	EC-900
P1556	1556	BAT TMP SEN/CIRC	—	2	—	EC-904
P1557	1557	BAT TMP SEN/CIRC	—	2	—	EC-904
P1564	1564	ASCD SW	—	1	—	EC-907
P1572	1572	ASCD BRAKE SW	—	1	—	EC-910
P1574	1574	ASCD VHL SPD SEN	—	1	—	EC-916
P1606	1606	VVEL CONTROL MODULE	—	1 or 2	× or —	EC-918
P1607	1607	VVEL CONTROL MODULE	—	1	×	EC-919
P1608	1608	VVEL SENSOR POWER/CIRC	—	1	×	EC-920
P1610	1610	LOCK MODE	—	2	—	SEC-55
P1611	1611	ID DISCARD, IMM-ECM	—	2	—	SEC-56
P1612	1612	CHAIN OF ECM-IMMU	—	2	—	SEC-57
P1614	1614	CHAIN OF IMMU-KEY	—	2	—	SEC-58
P1730	1730	INTERLOCK	—	2	×	TM-145
P1734	1734	7GR INCORRECT RATIO	—	2	×	TM-147
P1805	1805	BRAKE SW/CIRCUIT	—	2	—	EC-923
P1806	1806	BRAKE VACUUM SEN	—	2	×	BRC-135
P2100	2100	ETC MOT PWR-B1	—	1	×	EC-886
P2101	2101	ETC FNCTN/CIRC-B1	—	1	×	EC-874
P2103	2103	ETC MOT PWR	—	1	×	EC-886
P2118	2118	ETC MOT-B1	—	1	×	EC-878
P2119	2119	ETC ACTR-B1	—	1	×	EC-881
P2122	2122	APP SEN 1/CIRC	—	1	×	EC-926
P2123	2123	APP SEN 1/CIRC	—	1	×	EC-926
P2127	2127	APP SEN 2/CIRC	—	1	×	EC-929
P2128	2128	APP SEN 2/CIRC	—	1	×	EC-929
P2132	2132	TP SEN 1/CIRC-B2	—	1	×	EC-804
P2133	2133	TP SEN 1/CIRC-B2	—	1	×	EC-804
P2135	2135	TP SENSOR-B1	—	1	×	EC-883
P2138	2138	APP SENSOR	—	1	×	EC-933
P2713	2713	PC SOLENOID D	—	2	×	TM-155
P2722	2722	PC SOLENOID E	—	2	×	TM-156
P2731	2731	PC SOLENOID F	—	2	×	TM-157
P2807	2807	PC SOLENOID G	—	2	×	TM-158
P2A00	2A00	A/F SENSOR1 (B1)	—	2	×	EC-937
P2A03	2A03	A/F SENSOR1 (B2)	—	2	×	EC-937

*1: 1st trip DTC No. is the same as DTC No.

*2: This number is prescribed by SAE J2012/ISO 15031-6.

*3: In Diagnostic Test Mode II (Self-diagnostic results), this number is controlled by NISSAN.

*4: The troubleshooting for this DTC needs CONSULT.

*5: When the fail-safe operations for both self-diagnoses occur, the MIL illuminates.

*6: When the ECM is in the mode that displays SRT status, MIL may blink. For the details, refer to "How to Display SRT Status".

Test Value and Test Limit

INFOID:000000012356735

The following is the information specified in Service \$06 of SAE J1979/ISO 15031-5.

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. (e.g., 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 or P2096	89H	84H	The amount of shift in air fuel ratio (too lean)
			P2A00 or P2097	8AH	84H	The amount of shift in air fuel ratio (too rich)
			P0130	8BH	0BH	Difference in sensor output voltage
			P0133	8CH	83H	Response gain at the limited frequency
			P014C	8DH	04H	O2 sensor slow response - Rich to lean bank 1 sensor 1
			P014C	8EH	04H	O2 sensor slow response - Rich to lean bank 1 sensor 1
			P014D	8FH	84H	O2 sensor slow response - Lean to rich bank 1 sensor 1
			P014D	90H	84H	O2 sensor slow response - Lean to rich bank 1 sensor 1
			P015A	91H	01H	O2 sensor delayed response - Rich to lean bank 1 sensor 1
			P015A	92H	01H	O2 sensor delayed response - Rich to lean bank 1 sensor 1
			P015B	93H	01H	O2 sensor delayed response - Lean to rich bank 1 sensor 1
			P015B	94H	01H	O2 sensor delayed response - Lean to rich bank 1 sensor 1
			P0133	95H	04H	Response rate: Response ratio (lean to rich)
			P0133	96H	84H	Response rate: Response ratio (rich to lean)

ECM

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR MEXICO]

Item	OBD-MID	Self-diagnostic test item	DTC	Test value and Test limit (GST display)		Description
				TID	Unit and Scaling ID	
HO2S	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
			P0139	82H	11H	Rear O2 sensor delay response diagnosis
	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
	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 or P2098	89H	84H	The amount of shift in air fuel ratio (too lean)
			P2A03 or P2099	8AH	84H	The amount of shift in air fuel ratio (too rich)
			P0150	8BH	0BH	Difference in sensor output voltage
			P0153	8CH	83H	Response gain at the limited frequency
			P014E	8DH	04H	O2 sensor slow response - Rich to lean bank 2 sensor 1
			P014E	8EH	04H	O2 sensor slow response - Rich to lean bank 2 sensor 1
			P014F	8FH	84H	O2 sensor slow response - Lean to rich bank 2 sensor 1
			P014F	90H	84H	O2 sensor slow response - Lean to rich bank 2 sensor 1
			P015C	91H	01H	O2 sensor delayed response - Rich to lean bank 2 sensor 1
			P015C	92H	01H	O2 sensor delayed response - Rich to lean bank 2 sensor 1
			P015D	93H	01H	O2 sensor delayed response - Lean to rich bank 2 sensor 1

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< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR MEXICO]

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)	P015D	94H	01H	O2 sensor delayed response - Lean to rich bank 2 sensor 1	
			P0153	95H	04H	Response rate: Response ratio (lean to rich)	
			P0153	96H	84H	Response rate: Response ratio (rich to lean)	
	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	
			P0159	82H	11H	Rear O2 sensor delay response diagnosis	
	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	
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	
			P0402	85H	FCH	EGR differential pressure high flow	
			P0401	86H	37H	EGR differential pressure low flow	
			P2457	87H	96H	EGR temperature	

ECM

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR MEXICO]

Item	OBD-MID	Self-diagnostic test item	DTC	Test value and Test limit (GST display)		Description
				TID	Unit and Scaling ID	
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)
			P100A	84H	10H	VEL slow response diagnosis
			P1090	85H	10H	VEL servo system diagnosis
			P0011	86H	9DH	VTC intake intermediate lock function diagnosis (VTC intermediate position alignment check diagnosis)
			Advanced: P052A Retarded: P052B	87H	9DH	VTC intake intermediate lock system diagnosis (VTC intermediate lock position check 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)
			P100B	84H	10H	VEL slow response diagnosis
			P1093	85H	10H	VEL servo system diagnosis
P0021			86H	9DH	VTC intake intermediate lock function diagnosis (VTC intermediate position alignment check diagnosis)	
		Advanced: P052C Retarded: P052D	87H	9DH	VTC intake intermediate lock system diagnosis (VTC intermediate lock position check 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
			P0456	82H	FDH	Internal pressure of EVAP system at the end of monitoring
	3DH	Purge flow system	P0441	83H	0CH	Difference in pressure sensor output voltage before and after vent control valve close

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< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR MEXICO]

Item	OBD-MID	Self-diagnostic test item	DTC	Test value and Test limit (GST display)		Description	
				TID	Unit and Scaling ID		
O2 SENSOR HEATER	41H	A/F sensor 1 heater (Bank 1)	Low Input: P0031 High Input: P0032	81H	0BH	Converted value of heater electric current to voltage	
			P0030	83H	0BH	A/F sensor heater circuit malfunction	
	42H	Heated oxygen sensor 2 heater (Bank 1)	Low Input: P0037 High Input: P0038	80H	0CH	Converted value of heater electric current to voltage	
			P0141	81H	14H	Rear O2 sensor internal impedance	
	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 High Input: P0052	81H	0BH	Converted value of heater electric current to voltage	
			P0036	83H	0BH	A/F sensor heater circuit malfunction	
	46H	Heated oxygen sensor 2 heater (Bank 2)	Low Input: P0057 High Input: P0058	80H	0CH	Converted value of heater electric current to voltage	
			P0161	81H	14CH	Rear O2 sensor internal impedance	
	47H	Heated oxygen sensor 3 heater (Bank 2)	P0063	80H	0CH	Converted value of heater electric current to voltage	
	SECONDARY AIR	71H	Secondary air system	P0411	80H	01H	Secondary air injection system incorrect flow detected
				Bank1: P0491 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 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	

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< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR MEXICO]

Item	OBD-MID	Self-diagnostic test item	DTC	Test value and Test limit (GST display)		Description
				TID	Unit and Scaling ID	
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
			P117A / P219A	82H	03H	Cylinder A/F imbalance monitoring
			P219C	83H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #1 cylinder parameter
			P219D	84H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #2 cylinder parameter
			P219E	85H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #3 cylinder parameter
			P219F	86H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #4 cylinder parameter
			P21A0	87H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #5 cylinder parameter
			P21A2	89H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #7 cylinder parameter
	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
			P117B / P219B	82H	03H	Cylinder A/F imbalance monitoring
			P219D	84H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #2 cylinder parameter
			P219F	86H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #4 cylinder parameter
			P21A1	88H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #6 cylinder parameter
P21A3	8AH	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #8 cylinder parameter			

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< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR MEXICO]

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

ECM

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR MEXICO]

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

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VVEL CONTROL MODULE

< ECU DIAGNOSIS INFORMATION >

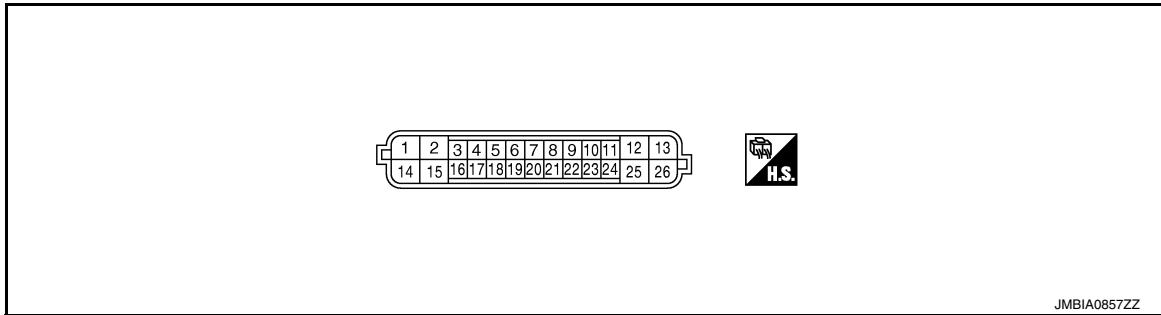
[VQ37VHR FOR MEXICO]

VVEL CONTROL MODULE

Reference Value

INFOID:000000012356736

TERMINAL LAYOUT



PHYSICAL VALUES

NOTE:

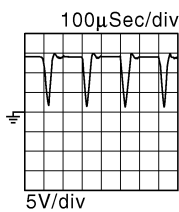
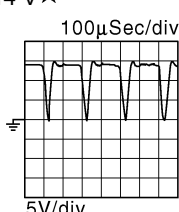
- VVEL control module is located behind the IPDM E/R. For this inspection, remove hoodledge cover (RH).
- Specification data are reference values and are measured between each terminal and ground.
- Pulse signal is measured by CONSULT.

Terminal No.		Description		Condition	Value (Approx.)
+	—	Signal name	Input/Output		
1 (W)	14 (B/R)	VVEL actuator motor power supply (bank 2)	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
2 (L/B)	14 (B/R)	VVEL actuator motor (High lift) (bank 2)	Output	[Engine is running] • Warm-up condition • Idle speed	0 - 14 V★
				[Engine is running] • Warm-up condition • When revving engine up to 2,000 rpm quickly	0 - 14 V★
3 (B)	4 (W)	VVEL control shaft position sensor 1 (bank 1)	Input	[Engine is running] • Warm-up condition • Idle speed	Approx.0.25 - 1.40 V
				[Engine is running] • Warm-up condition • When revving engine up to 2,000 rpm quickly	Approx.0.25 - 4.75 V
4 (W)	—	Sensor ground [VVEL control shaft position sensor 1 (bank 1)]	—	—	—

VVEL CONTROL MODULE

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR MEXICO]

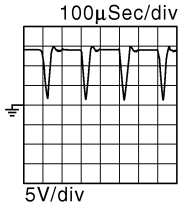
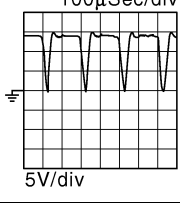
Terminal No.		Description		Condition	Value (Approx.)
+	-	Signal name	Input/Output		
5 (W)	6 (B)	VVEL control shaft position sensor 1 (bank 2)	Input	[Engine is running] • Warm-up condition • Idle speed	Approx.0.25 - 1.40 V
				[Engine is running] • Warm-up condition • When revving engine up to 2,000 rpm quickly	Approx.0.25 - 4.75 V
6 (B)	—	Sensor ground [VVEL control shaft position sensor 1 (bank 2)]	—	—	—
7 (Y)	6 (B)	Sensor power supply [VVEL control shaft position sensor 1 (bank 2)]	—	[Ignition switch: ON]	5 V
8 (R)	14 (B/R)	Power supply for VVEL control module	—	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
9 (L)	4 (W)	Sensor power supply [VVEL control shaft position sensor 1 (bank 1)]	—	[Ignition switch: ON]	5 V
11 (GR)	—	CAN communication line [ECM]	Input/Output	—	—
12 (L/B)	14 (B/R)	VVEL actuator motor (High lift) (bank 1)	Output	[Engine is running] • Warm-up condition • Idle speed	0 - 14 V★ 
				[Engine is running] • Warm-up condition • When revving engine up to 2,000 rpm quickly	0 - 14 V★ 
13 (W)	14 (B/R)	VVEL actuator motor power supply (bank 1)	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
14 (B/R)	—	VVEL control module ground	—	[Engine is running] • Idle speed	—

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VVEL CONTROL MODULE

< ECU DIAGNOSIS INFORMATION >

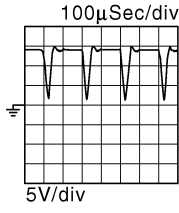
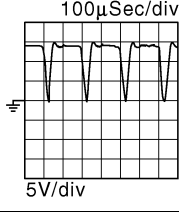
[VQ37VHR FOR MEXICO]

Terminal No.		Description		Condition	Value (Approx.)
+	-	Signal name	Input/Output		
15 (L/W)	14 (B/R)	VVEL actuator motor (Low lift) (bank 2)	Output	[Engine is running] • Warm-up condition • Idle speed	0 - 14 V★  5V/div JMBIA0854ZZ
				[Engine is running] • Warm-up condition • When revving engine up to 2,000 rpm quickly	0 - 14 V★  5V/div JMBIA0855ZZ
16 (R)	17 (G)	VVEL control shaft position sensor 2 (bank 1)	Input	[Engine is running] • Warm-up condition • Idle speed	3.50 - 4.75 V
				[Engine is running] • Warm-up condition • When revving engine up to 2,000 rpm quickly	0.25 - 4.75 V
17 (G)	—	Sensor ground [VVEL control shaft position sensor 2 (bank 1)]	—	—	—
18 (G)	19 (R)	VVEL control shaft position sensor 2 (bank 2)	Input	[Engine is running] • Warm-up condition • Idle speed	3.50 - 4.75 V
				[Engine is running] • Warm-up condition • When revving engine up to 2,000 rpm quickly	0.25 - 4.75 V
19 (R)	—	Sensor ground [VVEL control shaft position sensor 2 (bank 2)]	—	—	—
20 (L)	19 (R)	Sensor power supply [VVEL control shaft position sensor 2 (bank 2)]	—	[Ignition switch: ON]	5 V
21 (V)	14 (B/R)	VVEL actuator motor relay abort signal	Input	[Engine is running] • Warm-up condition • Idle speed	0 V
22 (Y)	17 (G)	Sensor power supply [VVEL position sensor 2 (bank 1)]	—	[Ignition switch: ON]	5 V
23 (P)	14 (B/R)	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	—	—

VVEL CONTROL MODULE

< ECU DIAGNOSIS INFORMATION >

[VQ37VHR FOR MEXICO]

Terminal No.		Description		Condition	Value (Approx.)
+	-	Signal name	Input/Output		
25 (L/W)	14 (B/R)	VVEL control motor (Low lift) (bank 1)	Output	[Engine is running] • Warm-up condition • Idle speed	0 - 14 V★ 
				[Engine is running] • Warm-up condition • When revving engine up to 2,000 rpm quickly	0 - 14 V★ 

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

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ENGINE CONTROL SYSTEM

< WIRING DIAGRAM >

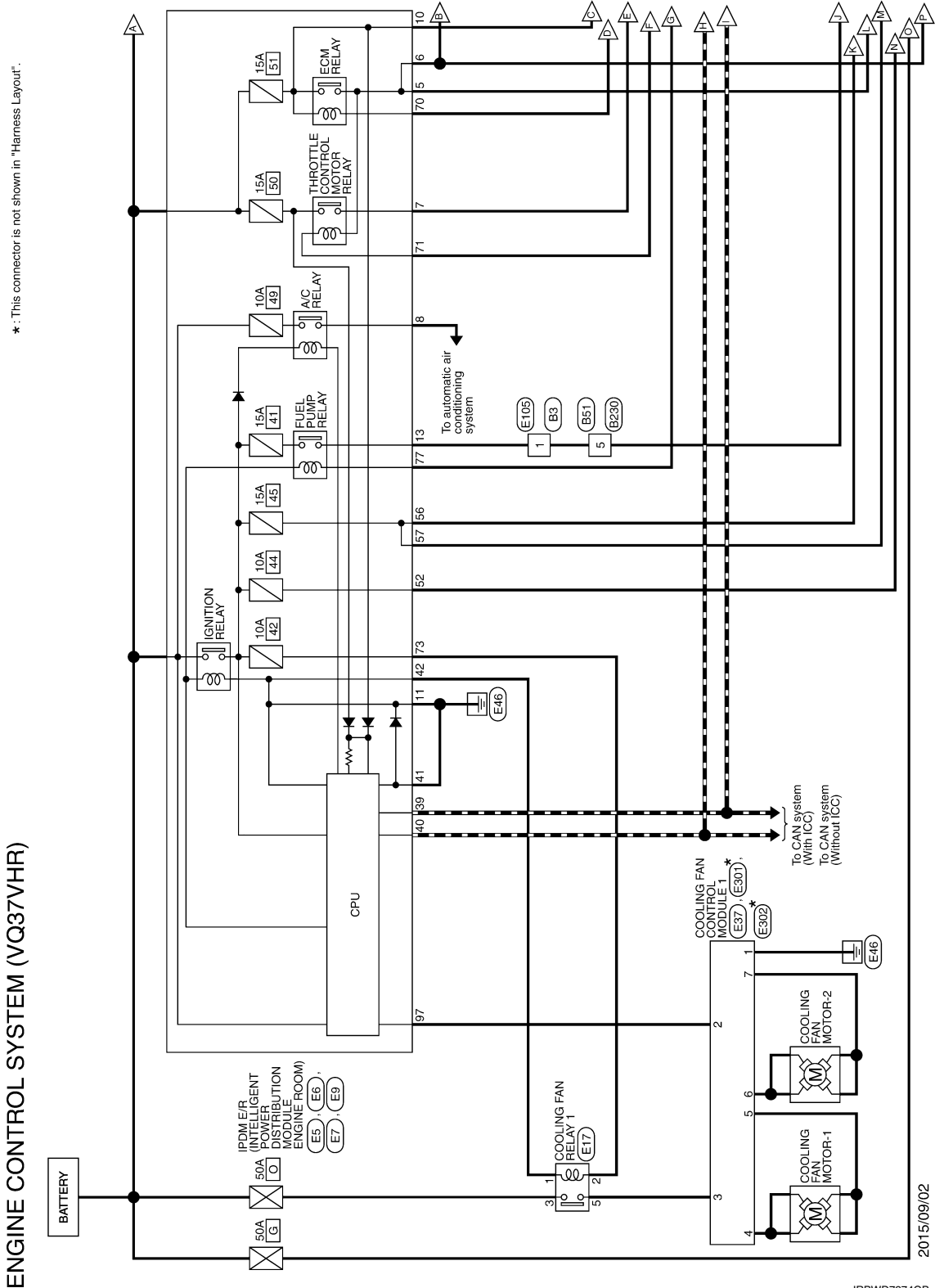
[VQ37VHR FOR MEXICO]

WIRING DIAGRAM

ENGINE CONTROL SYSTEM

Wiring Diagram

INFOID:000000012356737



ENGINE CONTROL SYSTEM (VQ37VHR)

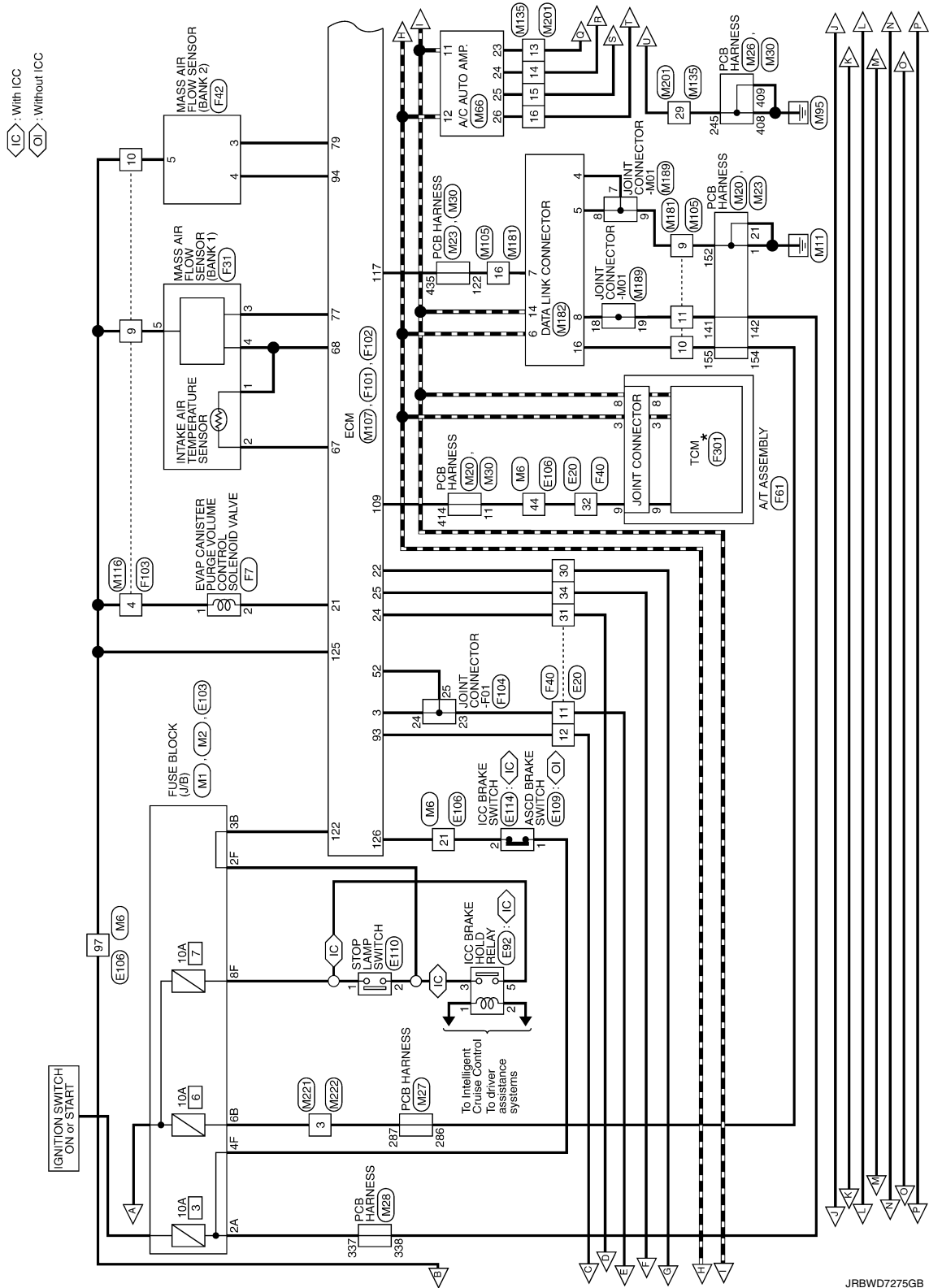
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ENGINE CONTROL SYSTEM

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[VQ37VHR FOR MEXICO]

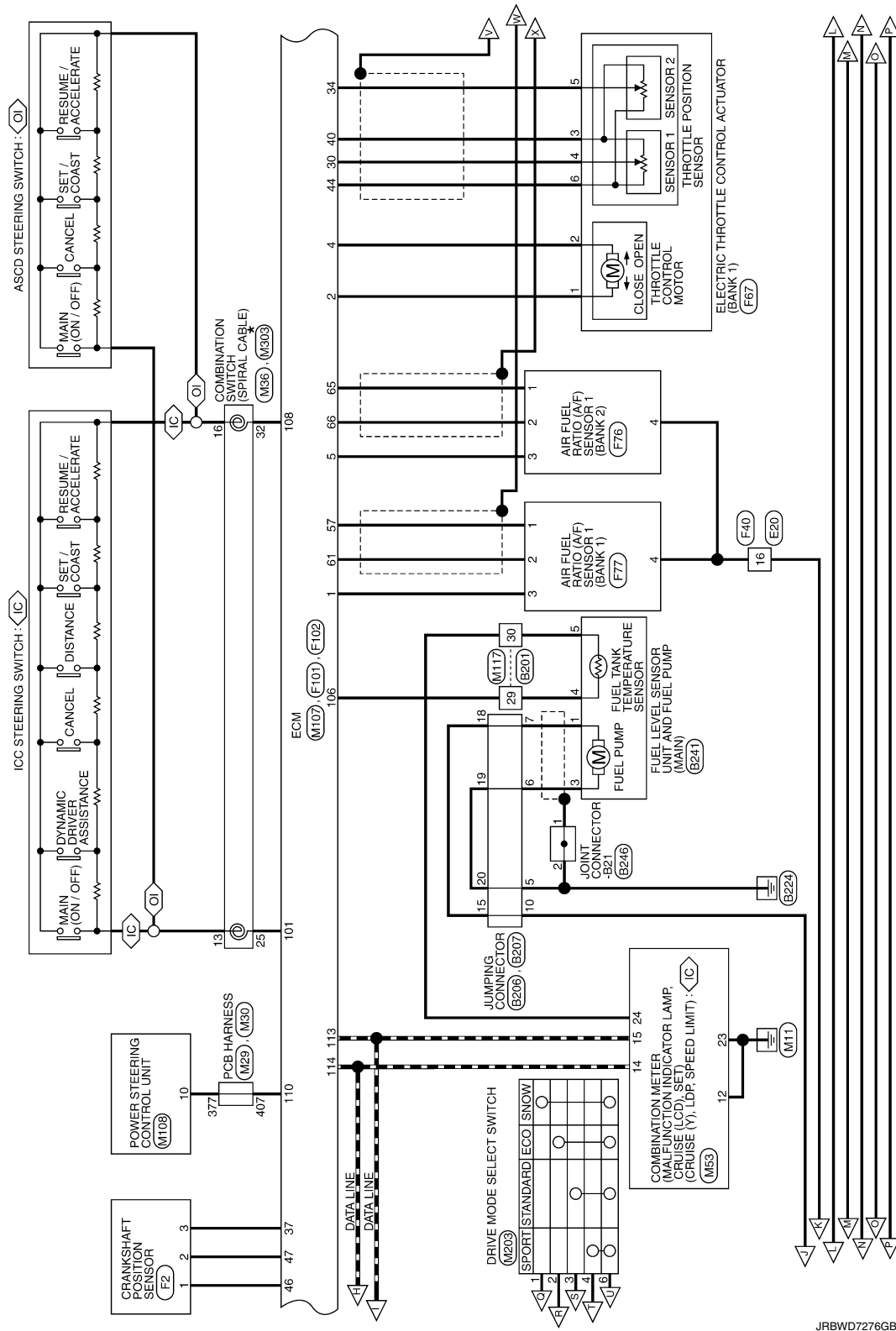


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ENGINE CONTROL SYSTEM

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[VQ37VHR FOR MEXICO]

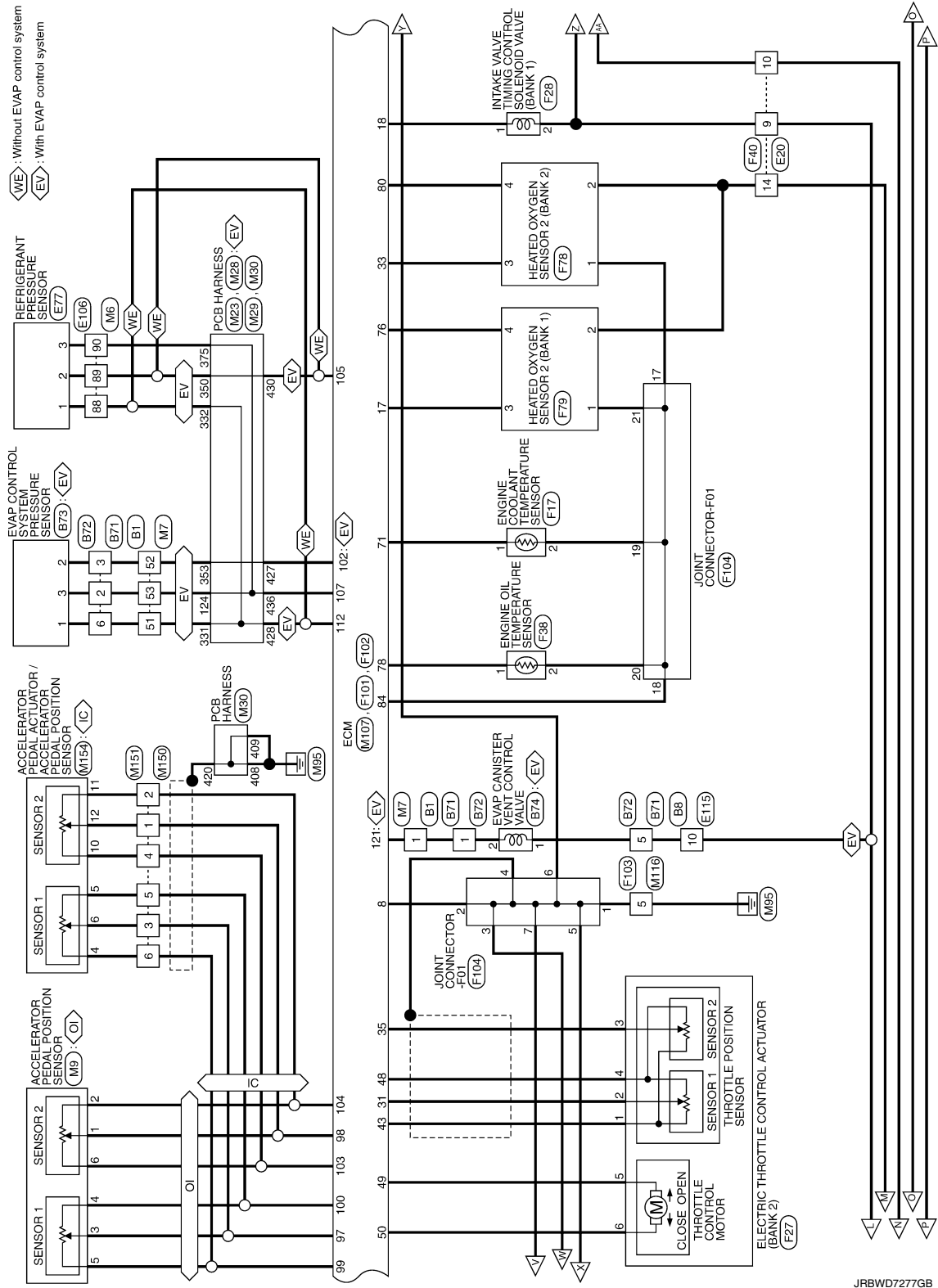


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ENGINE CONTROL SYSTEM

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[VQ37VHR FOR MEXICO]



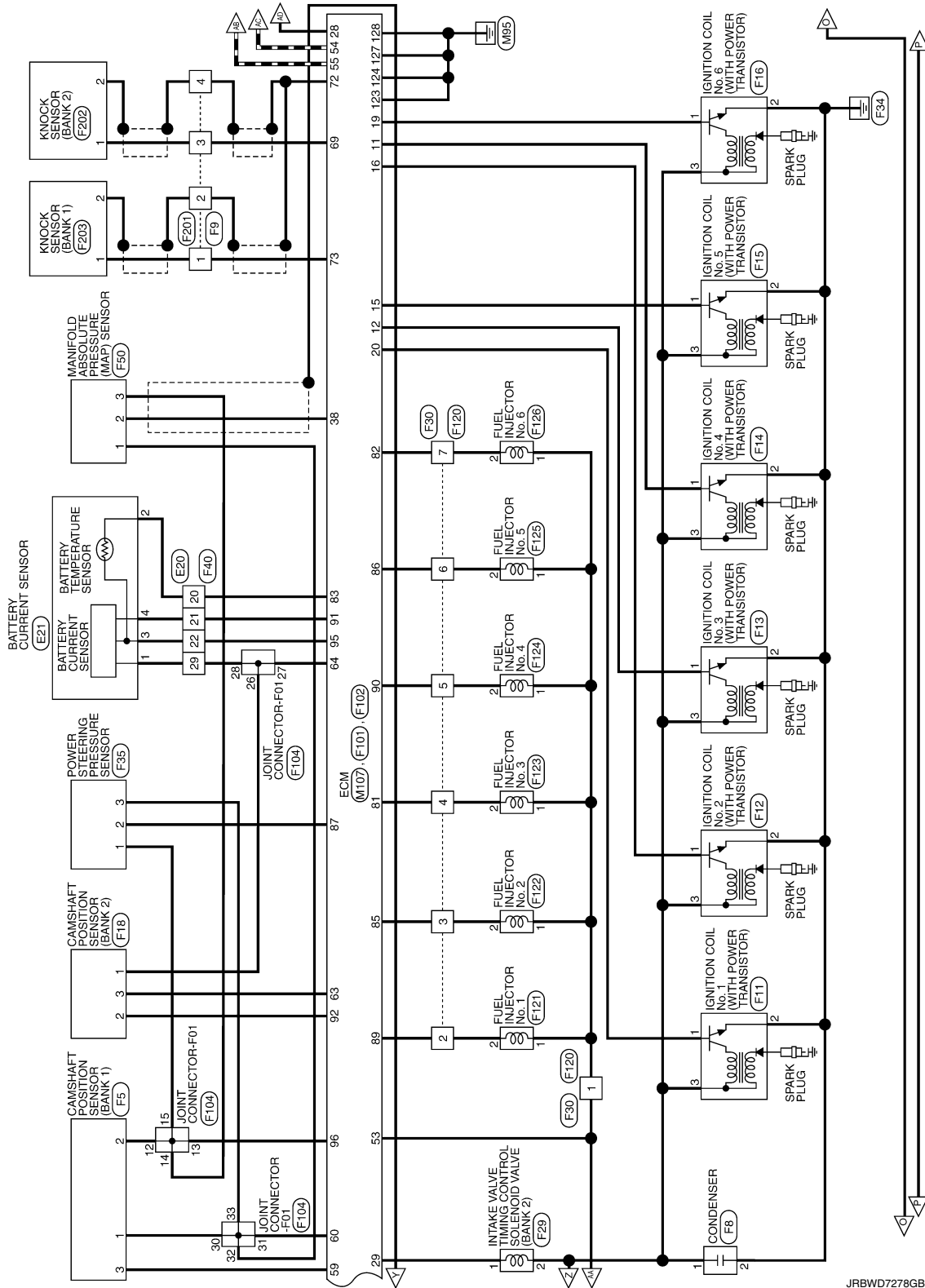
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ENGINE CONTROL SYSTEM

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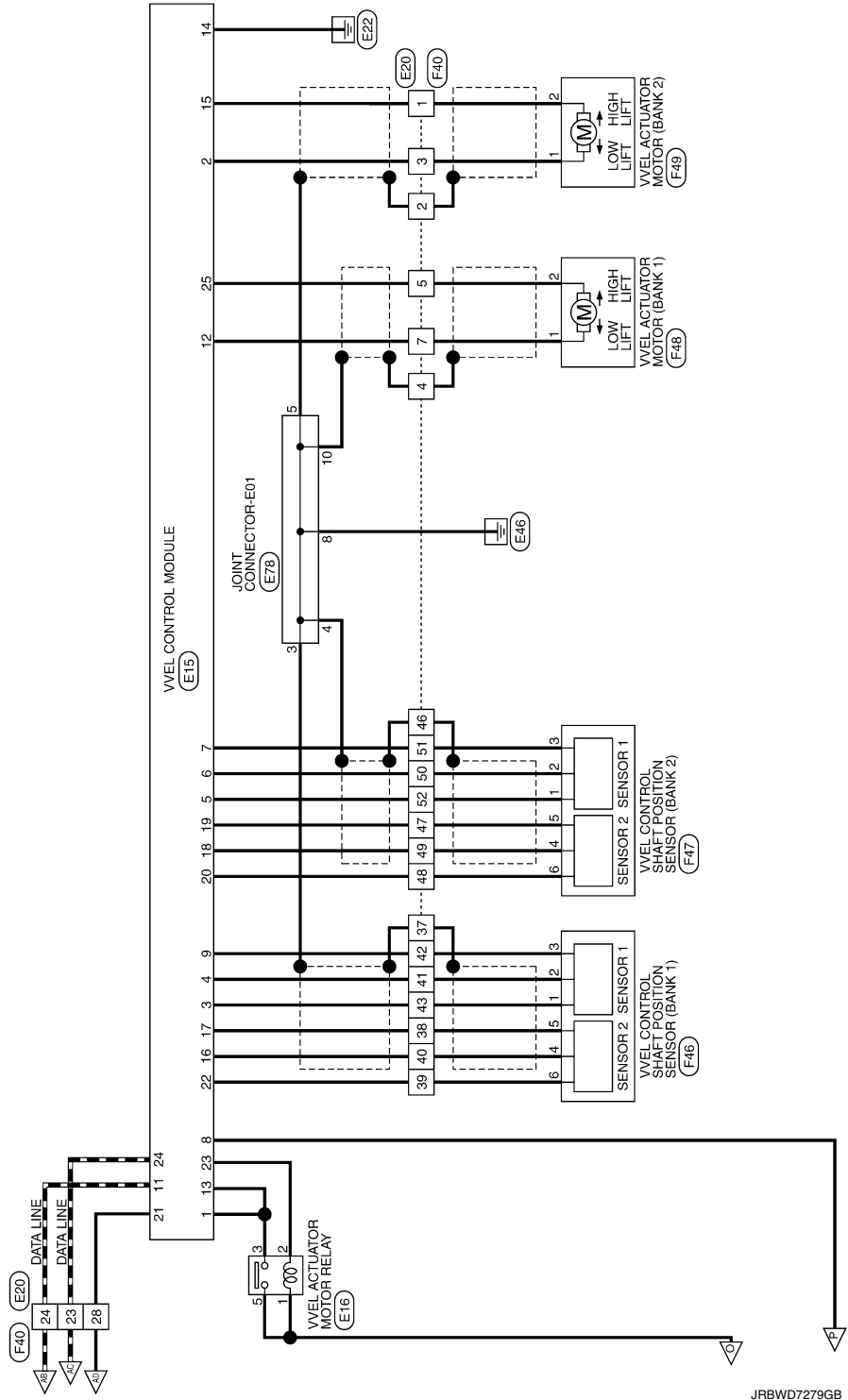
[VQ37VHR FOR MEXICO]



ENGINE CONTROL SYSTEM

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[VQ37VHR FOR MEXICO]



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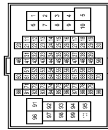
ENGINE CONTROL SYSTEM

< WIRING DIAGRAM >

[VQ37VHR FOR MEXICO]

ENGINE CONTROL SYSTEM (VQ37VHR)

Connector No.	B51
Connector Name	WIRE TO WIRE
Connector Type	THBDFH-C515-TM44



Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	-
2	W	-
4	LG	-
5	P	-
7	GR	-
8	Y	-
9	LG	-
10	V	-
11	GR	- [With climate controlled seat]
11	L	- [With heated seat]
12	GR	- [With heated seat]
12	P	- [With climate controlled seat]
13	BR	-
14	R	-
15	U	-
16	B	-
17	B	-
18	R	-
19	W	-
20	L	-
21	B	-
22	LG	-
23	V	-
24	Y	-
25	G	-
26	GR	-
27	SB	-
28	L/O	-
29	W/L	-
30	SHIELD	-
32	L	-
33	R	-
36	G	-
37	SB	-
40	SHIELD	-

Terminal No.	Color Of Wire	Signal Name [Specification]
41	GR/V	-
43	W/L	-
45	B	-
44	B	-
47	O	-
48	V	-
49	BR	-
50	SB	-
51	V	-
52	LG	-
53	G	-
56	P	-
57	BR	-
58	LG	-
59	Y	-
60	W	-
61	B	-
62	LG	-
63	V	-
65	O	-
66	BR	-
67	V	-
68	LG	-
69	GR	-
70	R	-
72	L	-
73	P	-
74	L	-
75	V	-
77	R	-
78	W	-
79	G	-
81	LG	-
82	BR	-
83	SB	-
84	Y	-
85	W	-
86	R	-
87	G	-
88	GR	-
91	SB	-
92	G	-
96	Y	-
97	O	-
98	SB	-
99	LG	-

Connector No.	B5
Connector Name	WIRE TO WIRE
Connector Type	MD31FM-LC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-

Connector No.	BR
Connector Name	WIRE TO WIRE
Connector Type	NS12FW-CS



Terminal No.	Color Of Wire	Signal Name [Specification]
3	O	-
4	L	-
5	Y	-
8	LG	-
10	W	-
11	G	-
12	SB	-

Connector No.	B51
Connector Name	WIRE TO WIRE
Connector Type	MD5BMB-LC



Terminal No.	Color Of Wire	Signal Name [Specification]
5	W	-

Connector No.	B71
Connector Name	WIRE TO WIRE
Connector Type	RS0NF8-PR



Terminal No.	Color Of Wire	Signal Name [Specification]
1	BR	-
2	G	-
3	LG	-
5	W	-
6	V	-

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ENGINE CONTROL SYSTEM

< WIRING DIAGRAM >

[VQ37VHR FOR MEXICO]

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ENGINE CONTROL SYSTEM (VQ37VHR)

Connector No.	B72
Connector Name	WIRE TO WIRE
Connector Type	HS26A18



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	G	-
3	P	-
5	W	-
6	V	-

Connector No.	B73
Connector Name	EVAP CONTROL SYSTEM PRESSURE SENSOR
Connector Type	ED3FGVRS



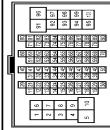
Terminal No.	Color Of Wire	Signal Name [Specification]
1	V	-
2	P	-
3	G	-

Connector No.	B74
Connector Name	EVAP CANISTER VENT CONTROL VALVE
Connector Type	EDZFBRS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	POWER
2	G	GND

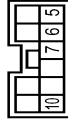
Connector No.	B201
Connector Name	WIRE TO WIRE
Connector Type	TH80MMV-CS16-TM4



Terminal No.	Color Of Wire	Signal Name [Specification]
3	R	-
6	R	-
7	W	-
8	V	-
11	R	-
12	G	-
13	Y	-
14	L	-
15	R	- [Without ADAS]
15	Y	- [With ADAS]
17	GR	-
18	P	-
19	BR	-
20	GR	-
21	Y	-
22	GR	-
23	R	-

85	LG	-
86	W	-
87	O	-
88	BR	-
89	BR	-
90	O	-
91	BR	-
93	O	- [With heated seat]
93	Y	- [With climate controlled seat]
94	GR	-
96	W	-
97	P	-
98	LG	-
99	LG	-
100	Y	-

Connector No.	B206
Connector Name	JUMPING CONNECTOR
Connector Type	TM1DFB



Terminal No.	Color Of Wire	Signal Name [Specification]
2	BR	-
7	W	-
10	BR	-

24	V	-
25	B	-
26	W	-
27	V	-
28	P	-
30	O	-
31	BR	-
32	BR	-
33	Y	-
40	SHIELD	-
41	W/R	-
42	V	-
45	SR	-
46	R	- [With climate controlled seat]
46	Y	- [With heated seat]
47	G	- [With climate controlled seat]
47	GR	- [With heated seat]
48	V	-
49	O	-
50	R	-
51	GR	-
52	LG	-
53	P	-
56	P	-
57	W	-
58	O	-
59	Y	-
61	SR	-
62	L	-
63	L	-
64	GR	-
65	Y	-
66	Y	-
68	SR	-
69	B	-
71	L	-
72	L	-
73	R	-
74	B	-
75	L	-
76	SHIELD	-
77	G	-
78	R	-
79	P	-
80	G	-
81	O	-
82	BR	-
83	GR	-
84	V	-

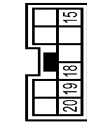
ENGINE CONTROL SYSTEM

< WIRING DIAGRAM >

[VQ37VHR FOR MEXICO]

ENGINE CONTROL SYSTEM (VQ37VHR)

Connector No.	B207
Connector Name	JUMPING CONNECTOR
Connector Type	TH2084-4



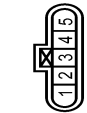
Terminal No.	Color Of Wire	Signal Name [Specification]
15	W	-
18	W	-
19	B	-
20	B	-

Connector No.	B230
Connector Name	WIRE TO WIRE
Connector Type	W08FEL-CC



Terminal No.	Color Of Wire	Signal Name [Specification]
5	BR	-

Connector No.	B241
Connector Name	FUEL LEVEL SENSOR UNIT AND FUEL PUMP (P/W)
Connector Type	ED5EGR-BS



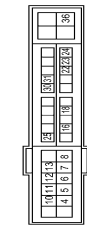
Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	O	-
3	B	-
4	P	-
5	B	-

Connector No.	B246
Connector Name	POINT CONNECTOR-B21
Connector Type	T004FW-J



Terminal No.	Color Of Wire	Signal Name [Specification]
1	SHIELD	-
2	B/R	-
3	B/R	-
4	B/R	-

Connector No.	E5
Connector Name	WATER THERMOSTAT POWER DISTRIBUTION MODULE ENGINE ROOM
Connector Type	TH2084-CS12-304-3V



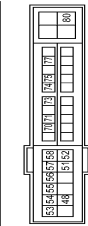
Terminal No.	Color Of Wire	Signal Name [Specification]
4	W	ENG_SOL
5	P	IGN_COIL
6	R	ECM_VB [With VQ37 engine]
6	SR	ECM_VB [With VQ37 engine]
7	R	ETC [With VQ37 engine]
7	Y	ETC [With VQ37 engine]
8	L/Y	A/C_COMP [With VQ37 engine]
8	P	A/C_COMP [With VQ37 engine]
10	V	ECM_BAT
11	B	P_GND
12	G	ABS_ECU
13	GR	FUEL_PUMP [With VQ37 engine]
13	W	FUEL_PUMP [With VQ37 engine]
16	V	WIPER_AUTOSTOP
16	Y	IGN_STOP
22	BR	ECM_BAT
22	P	HOOD_SW
24	O	HOOD_SW
25	LG	SUB_ECU
30	BR	PUSHER_START_SW
31	BR	NP_SW [With VQ37 engine]
31	W	NP_SW [With VQ37 engine]
36	GR	F/L_IGN_SW

Connector No.	I6
Connector Name	IGNITION POWER DISTRIBUTION MODULE ENGINE ROOM
Connector Type	TH08F4-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
39	P	CAN-L
40	L	CAN-H
41	B	S-GND
42	V	MOTOR_FAN_RV_CONT [With VQ37 engine]
42	Y	MOTOR_FAN_RV_CONT [With VQ37 engine]
43	SB	DEFENT_SW
44	GR	HOORN_RV [With VQ37 engine]
44	LG	HOORN_RV [With VQ37 engine]
45	G	HOORN_SW
46	BR	START_CONT

Connector No.	E7
Connector Name	IGNITION POWER DISTRIBUTION MODULE ENGINE ROOM
Connector Type	TH2084-CS12-304



Terminal No.	Color Of Wire	Signal Name [Specification]
48	P	DIRL_DEICER
51	O	WASH_MTR
52	G	INJECTOR_#1
53	L	FR_WIPER_HI
54	P	FR_WIPER_LO
55	R	TAIL/ILLUMI
56	GR	O2_SENS_#1
57	V	O2_SENS_#2
58	BR	AT_ECU
70	LG	SSOFF

ENGINE CONTROL SYSTEM

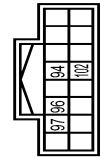
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[VQ37VHR FOR MEXICO]

ENGINE CONTROL SYSTEM (VQ37VHR)

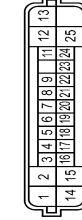
71	G	MOTIFL
72	W	START_L(SEN)
73	G	START_G(SEN)
74	Y	START_Y(SEN)
75	W	OIL_PRESS_SW
76	W	STARTER_MOTOR

Connector No.	E8
Connector Name	IGNITION/INTEGRATED POWER DISTRIBUTION MODULE (ENGINE)
Connector Type	TH16FW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
94	P	CLEARANCE_RH
96	R	WIPER_REV_RLY
97	V	MOTOR_FAN_PWM
102	R	CLEARANCE_LH [W/In VQ37 engine]
102	RL	CLEARANCE_LH [W/In VQ37 engine]

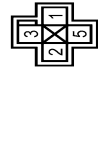
Connector No.	E85
Connector Name	VVEL CONTROL MODULE
Connector Type	BH18FB-A02B-LH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	VMQI-B2
2	L/B	MOTIFL-B2
3	B	VELJ51-B1 [W/In VQ37 engine]
3	Y	VELJ51-B1 [W/In VQ37 engine]
4	W	SENSOR GROUND
5	L	VELJ51-B2 [W/In VQ37 engine]
5	W	VELJ51-B2 [W/In VQ37 engine]

6	B	SENSOR GROUND
7	W	AVC3 [W/In VQ37 engine]
8	Y	AVC2 [W/In VQ37 engine]
8	R	POWER SWP [W/In VQ37 engine]
9	T	AVC1 [W/In VQ37 engine]
9	Y	AVC1 [W/In VQ37 engine]
11	GR	ENGINE COMMUNICATION LINE
12	L/B	VVEL ACTUATOR MOTOR (HIGH LIFT) [BANK 1]
13	W	VMOTI-B1
14	B/R	VVEL CONTROL MODULE GROUND
15	L/W	MOTIFL-B2
16	G	VELJ52-B1 [W/In VQ37 engine]
17	G	AGND2 [W/In VQ37 engine]
17	Y	AGND2 [W/In VQ37 engine]
18	G	VELJ52-B2 [W/In VQ37 engine]
18	R	VELJ52-B2 [W/In VQ37 engine]
19	L	AGND4 [W/In VQ37 engine]
19	R	AGND4 [W/In VQ37 engine]
20	L	AVC4 [W/In VQ37 engine]
20	R	AVC4 [W/In VQ37 engine]
21	V	VVEL ACTUATOR MOTOR RELAY ABORT SIGNAL
22	G	AVC2 [W/In VQ37 engine]
23	Y	AVC2 [W/In VQ37 engine]
23	P	VVEL ACTUATOR MOTOR RELAY
24	L	CAN L
25	L/W	MOTIFL-B1

Connector No.	E16
Connector Name	VVEL ACTUATOR MOTOR RELAY
Connector Type	E4247-2F3900



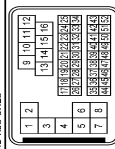
Terminal No.	Color Of Wire	Signal Name [Specification]
1	B	-
2	P	-
3	W	-
5	B	-

Connector No.	E17
Connector Name	COOLING FAN RELAY 1
Connector Type	E4247-2F3900



Terminal No.	Color Of Wire	Signal Name [Specification]
1	V	-
3	L	-
5	R	-

Connector No.	E20
Connector Name	WIRE TO WIRE
Connector Type	SA364MB-RSS-SH2B



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L/W	-
2	SHIELD	-
3	L/B	-
4	SHIELD	-
5	L/W	-
6	W	-
7	L/B	-
9	P	-
10	G	-
11	W	- [W/In VQ37 engine]
11	Y	- [W/In VQ37 engine]
12	V	-
13	L	-
14	LG	- [W/In VQ37 engine]
14	V	- [W/In VQ37 engine]
15	SB	-

16	GR	-
19	W	-
20	BR	-
21	G	-
23	O	-
24	GR	-
25	V	-
28	V	-
29	Y	-
30	B	-
31	LG	-
32	W	-
33	BR	-
34	O	-
37	SHIELD	-
38	G	-
39	Y	-
40	R	-
41	W	-
42	L	-
43	B	-
46	SHIELD	-
47	R	-
48	L	-
49	G	-
50	B	-
51	Y	-
52	W	-

Connector No.	E23
Connector Name	BATTERY CURRENT SENSOR
Connector Type	SAZ04E5Y



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	-
2	BR	-
3	O	-
4	G	-

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ENGINE CONTROL SYSTEM

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[VQ37VHR FOR MEXICO]

ENGINE CONTROL SYSTEM (VQ37VHR)

Connector No.	E37
Connector Name	COOLING FAN CONTROL MODULE 1
Connector Type	53201EGV-SNZ2



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B/W	-
2	V	-
3	R	-

Connector No.	E77
Connector Name	REFRIGERANT PRESSURE SENSOR
Connector Type	RK03FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	BR	-
2	LG	-
3	W	-

Connector No.	E78
Connector Name	JOINT CONNECTOR-E01
Connector Type	RH1P8B



Terminal No.	Color Of Wire	Signal Name [Specification]
3	SHIELD	-
4	SHIELD	-
5	SHIELD	-
8	B	-
10	SHIELD	-

Connector No.	E92
Connector Name	ICC BRAKE HOLD RELAY
Connector Type	M502L-M2-1C



Terminal No.	Color Of Wire	Signal Name [Specification]
1	V	-
2	LG	-
3	V	-
5	W	-

Connector No.	E103
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS16FM-CS



Terminal No.	Color Of Wire	Signal Name [Specification]
10F	GR	-
12F	Y	-
14F	W	-
15F	V	-
1F	SB	-
2F	LG	-
4F	G	-
6F	O	-
8F	BR	-
9F	R	-

Connector No.	E105
Connector Name	WIRE TO WIRE
Connector Type	M023M-1C



Terminal No.	Color Of Wire	Signal Name [Specification]
1	GR	-

Connector No.	E106
Connector Name	WIRE TO WIRE
Connector Type	TH08P-1C-S16-TM4



Terminal No.	Color Of Wire	Signal Name [Specification]
1	P	-
2	W	-
3	SB	-
4	LG	-
5	O	-
6	W	-
7	GR	-
8	G	-
9	Y	-
10	BR	-
11	SB	-
12	L	-
13	GR	-
14	GR	-
15	V	-
16	V	-
17	GR	-
18	V	-
19	GR	-
20	BR	-
21	P	-
22	L	-
23	P	-
27	SHIELD	-
28	L/O	-
29	W/L	-
31	BR	-
32	G	-
33	O	-
34	Y	-
36	G	-
37	V	-
41	BR	-
44	W	-
45	L	-
46	GR	-
47	V	-

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ENGINE CONTROL SYSTEM

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[VQ37VHR FOR MEXICO]

ENGINE CONTROL SYSTEM (VQ37VHR)

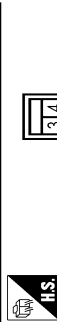
48	G	-	-
49	O	-	-
50	LG	-	-
51	B	-	-
52	B	-	-
53	B	-	-
54	W	-	-
55	W	-	-
56	W	-	-
57	Y	-	-
58	Y	-	-
59	Y	-	-
60	Y	-	-
61	Y	-	-
62	Y	-	-
63	BR	-	-
64	B	-	-
65	Y	-	-
66	R	-	-
67	SR	-	-
68	G	-	-
69	SHIELD	-	-
70	W	-	-
71	W	-	-
72	R	-	-
73	G	-	-
74	Y	-	-
75	B	-	-
76	SHIELD	-	-
77	O	-	-
78	SB	-	-
80	V	-	-
82	SB	-	-
83	GR	-	-
84	Y	-	-
85	Y	-	-
86	L	-	-
87	L	-	-
88	BR	-	-
89	LG	-	-
90	W	-	-
91	W	-	-
92	P	-	-
93	LG	-	-
94	BR	-	-
95	W	-	-
97	R	-	-
98	Y	-	-
99	Y	-	-
100	V	-	-

Connector No.	E109
Connector Name	ASC0 BRAKE SWITCH
Connector Type	M02FBR/LC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	P	-

Connector No.	E110
Connector Name	STOP LAMP SWITCH
Connector Type	M04FW/LC



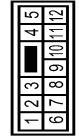
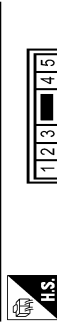
Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	W	-
3	G	[Without LCC]
4	SB	[With LCC]

Connector No.	E114
Connector Name	LCC BRAKE SWITCH
Connector Type	M02FBR/LC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	P	-

Connector No.	E115
Connector Name	WIRE TO WIRE
Connector Type	NS12MW/CS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	-
2	R	-
3	R	-
4	R	-
5	LG	-
6	GR	-
7	P	-
8	W	-
9	W	-
10	W	[With VQ37 engine]
11	V	[With VQ37 engine]
12	Y	[With VQ37 engine]

Connector No.	E301
Connector Name	COOLING FAN CONTROL MODULE 1
Connector Type	61889-0219



Terminal No.	Color Of Wire	Signal Name [Specification]
4	-	-
5	-	-

Connector No.	E302
Connector Name	COOLING FAN CONTROL MODULE 1
Connector Type	61888-0259



Terminal No.	Color Of Wire	Signal Name [Specification]
7	-	-

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ENGINE CONTROL SYSTEM

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[VQ37VHR FOR MEXICO]

ENGINE CONTROL SYSTEM (VQ37VHR)

Connector No.	F2
Connector Name	CRANKSHAFT POSITION SENSOR
Connector Type	RH03FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B	- [WITH VQ37 engine]
2	R	- [WITH VQ37 engine]
3	R	- [WITH VQ37 engine]
4	L	-

Connector No.	F5
Connector Name	CRANKSHAFT POSITION SENSOR (BANK 1)
Connector Type	RH03FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	O	-
3	L	-

Connector No.	F7
Connector Name	CRANKSHAFT PULSE VOLUME CONTROL SOLENOID VALVE
Connector Type	ED04E-RS-1G7



Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	POWER
2	GR	GND

Connector No.	F8
Connector Name	CONDENSER
Connector Type	MD2FW-LC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	B	-

Connector No.	F9
Connector Name	WIRE TO WIRE
Connector Type	RS04E-B



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	SHIELD	-
3	GR	-
4	SHIELD	-

Connector No.	F11
Connector Name	IGNITION COIL No. 1 (WITH POINT TRANSISTOR)
Connector Type	ED03FX-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	-
2	B	-
3	W/B	-

Connector No.	F12
Connector Name	IGNITION COIL No. 2 (WITH POINT TRANSISTOR)
Connector Type	ED03FX-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	B	-
3	W	-

Connector No.	F13
Connector Name	IGNITION COIL No. 3 (WITH POINT TRANSISTOR)
Connector Type	ED03FX-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	-
2	B	-
3	W	-

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ENGINE CONTROL SYSTEM

< WIRING DIAGRAM >

[VQ37VHR FOR MEXICO]

ENGINE CONTROL SYSTEM (VQ37VHR)

Connector No.	F14
Connector Name	IGNITION COIL NO. 4 (WITH POWER TRANSFORMER)
Connector Type	ED3FGV-RS



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 TRANSFORMER)
Connector Type	ED3FGV-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	LG	-
2	B	-
3	W	-

Connector No.	F16
Connector Name	IGNITION COIL NO. 6 (WITH POWER TRANSFORMER)
Connector Type	ED3FGV-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	V	-
2	B	-
3	W	-

Connector No.	F17
Connector Name	ENGINE COOLANT TEMPERATURE SENSOR
Connector Type	ED3FGV-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	SB	- [With VQ37 engine]
2	B	- [With VQ37 engine]
2	BAW	- [With VQ37 engine]

Connector No.	F18
Connector Name	CRANKSHFT POSITION SENSOR (BANK 2)
Connector Type	RH05FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	R	-
3	BR	-

Connector No.	F27
Connector Name	ELECTRIC THROTTLE CONTROL ACTUATOR (BANK 2)
Connector Type	RH05FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	INP (TPS)
2	OT	OUTP (TPS)
3	W	OUTP (TPS)
4	O	GND (TPS)
5	LG	MOTOR (CLOSE)
6	V	MOTOR (OPEN)

Connector No.	F28
Connector Name	INPAKE VALVE TRIMMING CONTROL SOLenoid VALVE (BANK 1)
Connector Type	ED3FG-RS-LGY



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	-
2	W	-

Connector No.	F29
Connector Name	INPAKE VALVE TRIMMING CONTROL SOLenoid VALVE (BANK 2)
Connector Type	ED3FG-RS-LGY



Terminal No.	Color Of Wire	Signal Name [Specification]
2	W	-

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ENGINE CONTROL SYSTEM

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[VQ37VHR FOR MEXICO]

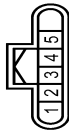
ENGINE CONTROL SYSTEM (VQ37VHR)

Connector No.	F30
Connector Name	WIRE TO WIRE
Connector Type	RH08FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	GR	-
3	BR	-
4	Y	-
5	O	-
6	R	-
7	V	-

Connector No.	F31
Connector Name	MASS AIR FLOW SENSOR (BANK 1)
Connector Type	RH06FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	V	-
2	Y	-
3	O	-
4	V	-
5	SR	-

Connector No.	F35
Connector Name	POWER STEERING PRESSURE SENSOR
Connector Type	RH03FB



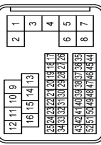
Terminal No.	Color Of Wire	Signal Name [Specification]
1	O	- [With VQ37 engine]
2	V	- [With W56 engine]
3	LG	- [With W56 engine]
4	V	- [With VQ37 engine]
5	G	-

Connector No.	F38
Connector Name	ENGINE OIL TEMPERATURE SENSOR
Connector Type	E027GFHS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	- [With VQ37 engine]
2	L	- [With W56 engine]
3	B	- [With W56 engine]
4	B/W	- [With VQ37 engine]

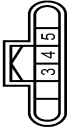
Connector No.	F40
Connector Name	WIRE TO WIRE
Connector Type	SA03BEF-RSS-SH2B



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L/W	-
2	SHIELD	-
3	L/B	-
4	SHIELD	-
5	L/W	-
6	R	- [With W56 engine]
7	L/B	- [With VQ37 engine]
8	W	-
9	W	-
10	G	-
11	G	- [With W56 engine]
12	W	- [With VQ37 engine]
13	P	-
14	R	-
15	R	-
16	O	- [With W56 engine]
17	Y	- [With VQ37 engine]
18	L	-
19	L	-
20	GR	-
21	G	-
22	W	-
23	L	-
24	Y	-
25	LG	-
26	R	-
27	R	-
28	R	-
29	W	-
30	B	-
31	V	-
32	BR	- [With VQ37 engine]
33	LG	- [With W56 engine]
34	P	- [With VQ37 engine]
35	Y	- [With W56 engine]
36	O	-
37	SHIELD	-
38	L/G	- [With W56 engine]

38	O/L	- [With VQ37 engine]
39	Y	- [With W56 engine]
40	W	- [With VQ37 engine]
41	O/L	-
42	W	- [With W56 engine]
43	LG	- [With VQ37 engine]
44	O	- [With W56 engine]
45	O	- [With VQ37 engine]
46	W	- [With W56 engine]
47	SHIELD	-
48	L/G	- [With W56 engine]
49	W	- [With VQ37 engine]
50	BR	- [With W56 engine]
51	L/Y	- [With W56 engine]
52	O/L	- [With VQ37 engine]
53	W/L	- [With W56 engine]
54	O	- [With VQ37 engine]
55	O	- [With W56 engine]
56	SB	- [With VQ37 engine]
57	O	- [With W56 engine]
58	W	- [With VQ37 engine]

Connector No.	F42
Connector Name	MASS AIR FLOW SENSOR (BANK 2)
Connector Type	RH06FB



Terminal No.	Color Of Wire	Signal Name [Specification]
3	BR	-
4	B	-
5	V	-

ENGINE CONTROL SYSTEM

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[VQ37VHR FOR MEXICO]

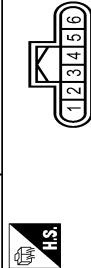
ENGINE CONTROL SYSTEM (VQ37VHR)

Connector No.	F46
Connector Name	WVL CONTROL SHFT POSITION SENSOR (BANK 1)
Connector Type	RH06FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	O	-
2	W	-
3	LG	-
4	W/L	-
5	O/L	-
6	P	-

Connector No.	F47
Connector Name	WVL CONTROL SHFT POSITION SENSOR (BANK 2)
Connector Type	RH06FB



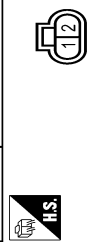
Terminal No.	Color Of Wire	Signal Name [Specification]
1	O	-
2	W/L	-
3	SR	-
4	O/L	-
5	W	-
6	BR	-

Connector No.	F48
Connector Name	WVEL ACTUATOR MOTOR (BANK 1)
Connector Type	X02FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L/B	-
2	L/W	-

Connector No.	F49
Connector Name	WVEL ACTUATOR MOTOR (BANK 2)
Connector Type	X02FB



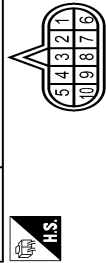
Terminal No.	Color Of Wire	Signal Name [Specification]
1	US	-
2	L/W	-

Connector No.	F50
Connector Name	MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR
Connector Type	RH03FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	W	-
3	O	-

Connector No.	F61
Connector Name	A/T ASSEMBLY
Connector Type	RKLDG-DGY



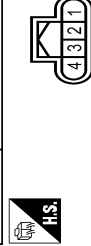
Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	POWER SUPPLY (BACK UP)
2	R	POWER SUPPLY (BACK UP)
3	L	CAN-H
4	V	K-LINE
5	B	GND
6	G	POWER SUPPLY (IGN)
7	SR	BACK-UP LAMP RELAY
8	P	CAN-L
9	BR	P/W SIGNAL
10	B	GROUND

Connector No.	F67
Connector Name	ELECTRIC THROTTLE CONTROL ACTUATOR (BANK 1)
Connector Type	RH06FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	MOTOR (OPEN)
2	BR	MOTOR (CLOSE)
3	O/L	GND(TPS)
4	O	OUTPUT (TPS)
5	W/L	OUTPUT (TPS)
6	W	INPUT (TPS)

Connector No.	F76
Connector Name	AIR FUEL RATIO (AFR) SENSOR 1 (BANK 2)
Connector Type	RH04FDG-P



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L/O	- [With VQ37 engine]
1	L/W	- [With VQ37 engine]
2	L	- [With VQ37 engine]
2	W/L	- [With VQ37 engine]
3	L	- [With VQ37 engine]
3	L/R	- [With VQ37 engine]
4	O	- [With VQ37 engine]
4	Y	- [With VQ37 engine]

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ENGINE CONTROL SYSTEM

< WIRING DIAGRAM >

[VQ37VHR FOR MEXICO]

ENGINE CONTROL SYSTEM (VQ37VHR)

Connector No.	F77
Connector Name	AIR FUEL RATIO (AFR) SENSOR 1 (BANK 1)
Connector Type	RHDAMB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	-
2	B/W	- [With VQ37 engine]
3	L/R	- [With VQ37 engine]
4	O	- [With VQ37 engine]

Connector No.	F78
Connector Name	HEATED OXYGEN SENSOR 2 (BANK 2)
Connector Type	RHDAMB



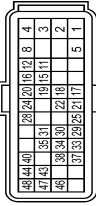
Terminal No.	Color Of Wire	Signal Name [Specification]
1	B/W	-
2	V	-
3	L/G	-
4	L	-

Connector No.	F79
Connector Name	HEATED OXYGEN SENSOR 2 (BANK 1)
Connector Type	RHDAMB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B/W	-
2	V	-
3	P	-
4	BR	-

Connector No.	F101
Connector Name	ECM
Connector Type	RHD0BR-R25L-RH-Z



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	A/F SENSOR 1 HEATER (BANK 1)
2	G	THROTTLE CONTROL MOTOR (BANK 1) (OPEN)
3	BR	THROTTLE CONTROL MOTOR POWER SUPPLY (BANK 1)
4	BR	THROTTLE CONTROL MOTOR (BANK 1) (CLOSE)
5	L	A/F SENSOR 1 HEATER (BANK 2)
8	B	ECM GROUND
11	GR	IGNITION SIGNAL No. 4
12	L	IGNITION SIGNAL No. 3
15	L/G	IGNITION SIGNAL No. 5
16	G	IGNITION SIGNAL No. 2
17	P	HEATED OXYGEN SENSOR 2 HEATER (BANK 1)
18	Y	INTAKE VALVE TIMING CONTROL SOLENOID VALVE (BANK 1)
19	V	IGNITION SIGNAL No. 6
20	Y	IGNITION SIGNAL No. 1
21	GR	EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE
22	B	FUEL PUMP RELAY

34	V	ECM REAR (SELF SHUT OFF)
35	0	THROTTLE CONTROL MOTOR RELAY
36	Y	INTAKE VALVE TIMING CONTROL SOLENOID VALVE (BANK 2)
37	O	THROTTLE POSITION SENSOR 1 (BANK 1)
38	O	THROTTLE POSITION SENSOR 1 (BANK 2)
39	L/G	HEATED OXYGEN SENSOR 2 HEATER (BANK 2)
40	W/L	THROTTLE POSITION SENSOR 2 (BANK 2)
41	L	CRANKSHAFT POSITION SENSOR
42	L	MANIFOLD ABSOLUTE PRESSURE SENSOR
43	W/L	SENSOR GROUND
44	W	SENSOR POWER SUPPLY (THROTTLE POSITION SENSOR (BANK 2))
45	W	SENSOR POWER SUPPLY (THROTTLE POSITION SENSOR (BANK 1))
46	R	AVCC POS
47	B	GNP POS
48	O	SENSOR GROUND

Connector No.	F102
Connector Name	ECM
Connector Type	RHD0BR-R25L-RH-Z



Terminal No.	Color Of Wire	Signal Name [Specification]
48	L/G	THROTTLE CONTROL MOTOR (BANK 2) (CLOSE)
50	V	THROTTLE CONTROL MOTOR (BANK 2) (OPEN)
52	R	THROTTLE CONTROL MOTOR RELAY POWER SUPPLY (BANK 2)
53	G	IGNITION SWITCH
54	L	CAN COMMUNICATION LINE (VEEL CONTROL MODULE)
55	Y	CAN COMMUNICATION LINE (VALVE CONTROL MODULE)
57	L	A/F SENSOR 1 (BANK 1)
59	L	CAMSHAFT POSITION SENSOR (BANK 1)
60	G	AVCC PHIS-E PHIS1/PS
61	B/W	A/F SENSOR 1 (BANK 1)
63	BR	CAMSHAFT POSITION SENSOR (BANK 2)
64	W	AVCC PHIS-E PHIS2/CSU
65	L/O	A/F SENSOR 1 (BANK 2)
66	W/L	A/F SENSOR 1 (BANK 2)
67	Y	INTAKE AIR TEMPERATURE SENSOR (BANK 1)
68	V	GNDA DAT1/TA1
69	GR	KNOCK SENSOR (BANK 2)

71	SB	ENGINE COOLANT TEMPERATURE SENSOR
72	SHLD	SENSOR GROUND (KNOCK SENSOR)
73	SHLD	SENSOR GROUND (KNOCK SENSOR)
74	SHLD	HEATED OXYGEN SENSOR 2 (BANK 1)
75	SHLD	HEATED OXYGEN SENSOR 2 (BANK 1)
76	CO	MASS AIR FLOW SENSOR (BANK 1)
77	CO	MASS AIR FLOW SENSOR (BANK 2)
78	G	ENGINE OIL TEMPERATURE SENSOR
79	BR	MASS AIR FLOW SENSOR (BANK 2)
80	L	HEATED OXYGEN SENSOR 2 (BANK 2)
81	Y	FUEL INJECTOR No. 3
82	V	FUEL INJECTOR No. 6
83	GR	BATT TEMP
84	B/W	SENSOR GROUND
85	BR	FUEL INJECTOR No. 2
86	R	FUEL INJECTOR No. 5
87	V	POWER STEERING PRESSURE SENSOR
89	GR	FUEL INJECTOR No. 1
90	O	FUEL INJECTOR No. 4
91	G	BATTERY CURRENT SENSOR
92	R	GNDA PHASE2
93	W	POWER SUPPLY FOR ECM (BACK-UP)
94	B	GNDA QAZ
95	W	GNDA CURSEN
96	O	GNDA PHASE1/PS

Connector No.	F103
Connector Name	WIRE TO WIRE
Connector Type	VQ37VHR-ASLD



Terminal No.	Color Of Wire	Signal Name [Specification]
2	L	-
3	G	-
4	B	- [With VQ37 engine]
4	R	- [With VQ37 engine]
5	B	- [With VQ37 engine]
5	GR	- [With VQ37 engine]
7	LG	-
8	Y	-
9	SB	- [With VQ37 engine]
9	W	- [With VQ37 engine]
10	BR	- [With VQ37 engine]

ENGINE CONTROL SYSTEM

< WIRING DIAGRAM >

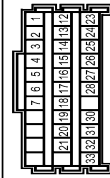
[VQ37VHR FOR MEXICO]

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ENGINE CONTROL SYSTEM (VQ37VHR)

10	V	- [With VQ37 Engine]
11	L	-
12	V	-
13	V	-
14	SR	-
15	R	-
16	W	-
17	GR	-
18	LG	-
21	LG	-
22	B	-
23	G	-
24	BR	-
25	O	-

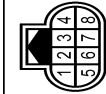
Connector No.	F104
Connector Name	JOINT CONNECTOR-F01
Connector Type	BES0PV



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B	- [With VQ37 Engine]
2	BR	- [With VQ37 Engine]
3	GR	- [With VQ37 Engine]
4	SHIELD	-
5	SHIELD	-
6	SHIELD	-
7	SHIELD	-
12	O	- [With VQ37 Engine]
13	B/W	- [With VQ37 Engine]
14	O	- [With VQ37 Engine]
15	O	- [With VQ37 Engine]
16	SHIELD	- [With VQ37 Engine]
17	B/W	- [With VQ37 Engine]
18	SHIELD	- [With VQ37 Engine]

18	B/W	- [With VQ37 Engine]
18	SHIELD	- [With VQ37 Engine]
19	B/W	- [With VQ37 Engine]
20	B/W	- [With VQ37 Engine]
20	SHIELD	- [With VQ37 Engine]
21	B/W	-
23	R	-
24	R	-
25	R	-
26	W	- [With VQ37 Engine]
27	L	- [With VQ37 Engine]
27	W	- [With VQ37 Engine]
28	L	- [With VQ37 Engine]
28	W	- [With VQ37 Engine]
30	B	- [With VQ37 Engine]
30	G	- [With VQ37 Engine]
31	B	- [With VQ37 Engine]
32	B	- [With VQ37 Engine]
32	G	- [With VQ37 Engine]
33	B	- [With VQ37 Engine]
33	G	- [With VQ37 Engine]

Connector No.	F120
Connector Name	WIRE TO WIRE
Connector Type	PH05MB



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	HS02FG



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	GR	-

Connector No.	F122
Connector Name	FUEL INJECTOR No. 2
Connector Type	HS02FG



Terminal No.	Color Of Wire	Signal Name [Specification]
1	GR	-
2	BR	-

Connector No.	F123
Connector Name	FUEL INJECTOR No. 3
Connector Type	HS02FG



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	R	-

Connector No.	F124
Connector Name	FUEL INJECTOR No. 4
Connector Type	HS02FG



Terminal No.	Color Of Wire	Signal Name [Specification]
1	O	-
2	O	-

ENGINE CONTROL SYSTEM

< WIRING DIAGRAM >

[VQ37VHR FOR MEXICO]

ENGINE CONTROL SYSTEM (VQ37VHR)

Connector No.	F125
Connector Name	FUEL INJECTOR No. 5
Connector Type	HSD2FGY



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	W	-

Connector No.	F126
Connector Name	FUEL INJECTOR No. 6
Connector Type	HSD2FGY



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	V	-

Connector No.	F201
Connector Name	WIRE TO WIRE
Connector Type	ESD4MLB



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	B02FG-B5-LGY



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	SHIELD	-

Connector No.	F203
Connector Name	KNOCK SENSOR (BANK 1)
Connector Type	B02FG-B5-LGY



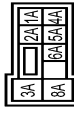
Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	SHIELD	-

Connector No.	F301
Connector Name	TCM
Connector Type	SP1DFG



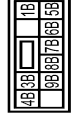
Terminal No.	Color Of Wire	Signal Name [Specification]
1	-	VIGN
2	-	BATT
3	-	CAN-H
4	-	K LINE
5	-	GND
6	-	VIGN
7	-	REV LAMP RLY
8	-	CAN-L
9	-	START RLY
10	-	GND

Connector No.	M1
Connector Name	FUSE BLOCK (J/B)
Connector Type	HS05FW-MZ



Terminal No.	Color Of Wire	Signal Name [Specification]
1A	R	-
2A	W	-
3A	Y	-
4A	W	-
5A	V	-
6A	Y	-
8A	Y	-

Connector No.	M2
Connector Name	FUSE BLOCK (J/B)
Connector Type	HS10FW-CS



Terminal No.	Color Of Wire	Signal Name [Specification]
1B	R	-
3B	P	-
4B	G	-
5B	SB	-
6B	W	- [With VQ37 engine]
7B	Y	- [With M56 engine]
8B	R	-
9B	R	-

ENGINE CONTROL SYSTEM

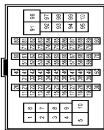
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[VQ37VHR FOR MEXICO]

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ENGINE CONTROL SYSTEM (VQ37VHR)

Connector No.	1M6
Connector Name	WIRE TO WIRE
Connector Type	TH808WV-CS16-TM4



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	
2	W	
3	SB	
4	LG	
5	W	
6	W	
7	BG	
8	G	
9	Y	
10	W	
11	R	
12	V	
13	LG	
14	L	
15	V	
16	B	
17	GR	
18	SB	
19	BR	
20	L	
21	L	
22	P	
23	P	
27	SHIELD	
28	V	
29	SB	
31	BG	
32	P	
33	R	
34	BG	
36	V	
37	G	
41	BR	
44	BR	
45	Y	
46	BG	
47	V	

48	G	
49	BG	
50	W	
51	W	
52	G	
60	GR	
61	SB	
62	LG	
63	BR	
64	L	- [Without LCC]
65	R	- [Without LCC]
66	P	- [Without LCC]
67	L	
68	R	
69	SHIELD	
70	B	
71	W	
72	W	
73	G	
74	Y	
75	B	
76	SHIELD	
77	B	
78	V	
80	G	
82	B	
83	BG	
84	SB	
85	G	
86	Y	
87	V	
88	V	
89	LG	
90	BG	
91	W	
92	BG	
93	G	
94	Y	
95	W	
97	SB	
98	R	
99	W	
100	L	

Connector No.	M7
Connector Name	WIRE TO WIRE
Connector Type	TH808WV-CS16-TM4



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	
2	Y	
4	BR	
5	P	
7	G	
8	Y	
9	G	
10	V	
11	L	- [With heated seat]
11	V	- [With climate controlled seat]
12	GR	- [With heated seat]
12	P	- [With climate controlled seat]
13	BR	
14	GR	
15	BG	
16	G	
17	BG	
18	L	- [With CAN gateway]
18	Y	- [With CAN gateway]
19	W	
20	L	
21	B	
22	LG	
23	W	
24	V	
25	G	
26	BR	
27	SB	
28	P	
29	L	
30	SHIELD	
32	L	
33	P	
36	BG	
37	SB	
38	SB	
41	SB	

42	V	
43	L	
44	B	
45	L	
46	LG	
48	BR	
50	V	
51	V	
52	P	
53	BG	
56	SB	
57	P	
58	LG	
59	Y	
60	GR	
61	B	
62	LG	
63	BR	
65	W	
66	R	
67	V	
68	LG	
69	SB	
70	V	
72	L	
73	P	
74	L	
75	P	
76	G	
77	V	
78	SB	
81	LG	
82	BR	
83	BG	
84	B	
85	W	
86	G	
87	R	
88	G	
91	W	
92	G	
96	W	
97	BG	
98	Y	
99	LG	

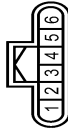
ENGINE CONTROL SYSTEM

< WIRING DIAGRAM >

[VQ37VHR FOR MEXICO]

ENGINE CONTROL SYSTEM (VQ37VHR)

Connector No.	M49
Connector Name	ACCELERATOR PEDAL POSITION SENSOR
Connector Type	TH06FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	ACCELERATOR PEDAL POSITION SENSOR 2
2	B	SENSOR GROUND
3	R	SENSOR POWER SUPPLY
4	W	ACCELERATOR PEDAL POSITION SENSOR 1
5	G	SENSOR GROUND
6	L	SENSOR POWER SUPPLY

Connector No.	M20
Connector Name	PCB HARNESS
Connector Type	TH06FB-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B	-
2	B	-
3	Y	-
4	G	-
5	R	-
6	W	-
11	BR	-
12	R	-
15	B	-
16	SHIELD	-
17	R	-
18	P	-
19	W	-
21	B	-

22	R	- [With UCC]
23	Y	- [Without UCC]
24	L	- [Without UCC]
25	SP	- [Without UCC]
26	T	-
27	P	-
31	V	-
33	V	-
35	L	-
36	P	-
38	L	-
40	Y	-

Connector No.	M23
Connector Name	PCB HARNESS
Connector Type	TH06PW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
132	R	-
133	R	-
134	L	-
135	P	-
136	P	-
137	Y	-
138	L	-
141	W	-
142	W	-
144	P	-
145	B	-
146	LG	-
147	B	-
149	B	-
150	P	-
151	L	-

152	B	-
153	W	-
154	W	-
155	W	-
157	W	-
158	R	-
159	R	-
160	SR	-

Connector No.	M26
Connector Name	PCB HARNESS
Connector Type	TH06PW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
241	L	-
243	R	- [With UCC]
243	L	- [Without UCC]
244	SR	- [With UCC]
244	SR	- [Without UCC]
246	B	-
247	B	-
248	SHIELD	-
251	SHIELD	-
252	B	-
253	B	-
254	B	- [With heated seat]
254	W	- [With climate controlled seat]
255	B	-
258	R	-
259	L	-
260	RG	-
261	P	-
262	P	-
267	P	-
268	Y	-
269	G	-
270	Y	-
271	BR	-

272	G	-
273	R	-
274	R	-
275	Y	-
276	B	-
277	G	-
278	R	-
279	R	-
280	Y	-

Connector No.	M27
Connector Name	PCB HARNESS
Connector Type	TH06FB-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
281	O	-
282	RG	-
283	RG	-
284	W	-
287	W	-
288	W	-
289	SHIELD	-
290	R	-
291	SHIELD	-
292	B	-
293	B	-
294	B	-
295	B	-
296	GR	-
297	B	-
298	B	-
299	L	-
300	W	-
301	R	-
302	R	-
303	R	-
304	SHIELD	-
305	P	-
306	V	-

ENGINE CONTROL SYSTEM

< WIRING DIAGRAM >

[VQ37VHR FOR MEXICO]

ENGINE CONTROL SYSTEM (VQ37VHR)

309	G	-	-
310	R	-	-
311	W	-	-
312	W	-	-
313	B	-	-
314	Y	-	-
315	G	-	-
316	R	-	-
317	W	-	-
318	SHIELD	-	-
319	V	-	-
320	W	-	-

Connector No.	M28
Connector Name	PCB HARNESS
Connector Type	TH40PW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
321	V	-
322	V	-
323	B	-
324	Y	-
325	L	-
326	L	-
327	P	-
328	P	-
330	B	-
331	V	-
332	V	-
335	B	-
337	W	-
338	W	-
343	L	-
344	B	-
345	Y	-
346	L	-
347	P	-
348	GR	-
349	V	-
350	LG	-
351	P	-

352	R	-	-
353	P	-	-
354	W	-	-
355	W	-	-
356	W	-	-
357	G	-	-

Connector No.	M29
Connector Name	PCB HARNESS
Connector Type	TH40PB-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
361	W	-
362	W	-
363	Y	-
366	B	-
367	B	-
368	G	-
374	BG	-
375	BG	-
376	V	-
378	V	-
379	B	-
380	LG	-
381	G	-
382	V	-
384	GR	-
385	P	-
395	L	-
400	V	-

Connector No.	M30
Connector Name	PCB HARNESS
Connector Type	TH40PW-NH



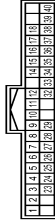
Terminal No.	Color Of Wire	Signal Name [Specification]
402	R	-
403	R	-
406	B	-
407	V	-
408	B	-
409	B	-
410	B	-
411	B	-
413	Y	-
414	BR	-
416	LG	-
417	B	-
419	SB	-
420	SHIELD	-
422	V	-
427	P	-
428	P	-
429	P	-
431	LG	-
432	B	-
433	V	-
435	V	-
436	BG	-
437	B	-
438	P	-
439	L	-
440	B	-

Connector No.	M36
Connector Name	COMBINATION SWITCH (SERIAL CABLE)
Connector Type	TR08PG-1V



Terminal No.	Color Of Wire	Signal Name [Specification]
24	P	-
25	SB	-
26	B	-
31	L	-
32	Y	-
33	B	-
34	LG	-

Connector No.	M53
Connector Name	COMBINATION METER
Connector Type	TH40PW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	BATTERY POWER SUPPLY
2	BG	IGNITION SIGNAL
3	GR	VEHICLE SPEED SIGNAL (P-PULSE)
4	R	VEHICLE SPEED SIGNAL (B-PULSE)
5	B	ILLUMINATION CONTROL SIGNAL
6	B	METER CONTROL SWITCH GROUND
7	SB	ENTER SWITCH SIGNAL
8	LG	SELECT SWITCH SIGNAL
9	G	ILLUMINATION CONTROL SWITCH SIGNAL (+)
10	GR	ILLUMINATION CONTROL SWITCH SIGNAL (-)
11	L	TRIP RESET SWITCH SIGNAL
12	B	GROUND
14	L	CAN-H

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ENGINE CONTROL SYSTEM

< WIRING DIAGRAM >

[VQ37VHR FOR MEXICO]

ENGINE CONTROL SYSTEM (VQ37VHR)

15	P	AIR LOCK SIGNAL
16	G	LED HEADLAMP (LEFT) WARNING SIGNAL
17	V	LED HEADLAMP (LEFT) WARNING SIGNAL
18	V	LED HEADLAMP (RIGHT) WARNING SIGNAL
19	V	LED HEADLAMP (RIGHT) WARNING SIGNAL
20	B	GROUND
21	B	FUEL LEVEL SENSOR GROUND
22	B	FUEL LEVEL SENSOR SIGNAL
23	B	ALTERNATOR SIGNAL
24	W	PARKING BRAKE SWITCH SIGNAL
25	W	ALTERNATOR SIGNAL
26	V	BRAKE FLUID LEVEL SWITCH SIGNAL
27	V	SECURITY SIGNAL
28	G	WASHER LEVEL SWITCH SIGNAL
29	L	PADDLE SHIFTER SHIFT DOWN SIGNAL
30	L	PADDLE SHIFTER SHIFT UP SIGNAL
31	G	FUEL LEVEL SENSOR SIGNAL
32	G	SEAT BELT BUCKLE SWITCH SIGNAL (DRIVER SIDE)
33	BC	PASSENGER SEAT BELT WARNING SIGNAL
34	G	NON-MANUAL MODE SIGNAL
35	W	MANUAL MODE SHIFT UP SIGNAL
36	G	MANUAL MODE SIGNAL
37	G	MANUAL MODE SHIFT DOWN SIGNAL
38	V	MANUAL MODE SIGNAL
39	L	MANUAL MODE SIGNAL
40	W	MANUAL MODE SIGNAL

Connector No.	M165
Connector Name	A/C AUTO AMP.
Connector Type	TH28PW-T86



Terminal No.	Color Of Wire	Signal Name (Specification)
1	L	BATTERY POWER SUPPLY
2	W	IGNITION POWER SUPPLY
6	R	BLOWER MOTOR F/B SIGNAL
7	L	POWER TRANSISTOR CONTROL SIGNAL
10	B	GROUND
11	P	CAN-L
12	L	CAN-H
13	V	ACC-POWER SUPPLY
17	BC	ECV CONTROL SIGNAL
23	W	DRIVE MODE SELECT SW (SNOW)
24	L	DRIVE MODE SELECT SW (ECON)
25	G	DRIVE MODE SELECT SW (STANDARD)
26	Y	DRIVE MODE SELECT SW (SPORT)

Connector No.	M105
Connector Name	WIRE TO WIRE
Connector Type	TH48PW-NH



Terminal No.	Color Of Wire	Signal Name (Specification)
2	R	-
3	B	-
5	LG	-
6	P	-
7	L	-
8	P	-
9	B	-
10	W	-
11	W	-
12	SB	-
14	SB	-
15	BR	-
16	V	-
18	G	-
19	BS	-
22	W	-
25	W	-
30	R	-
31	BR	-
32	L	-
33	P	-
34	LG	-
35	W	-
36	LG	-
37	L	-

Connector No.	M107
Connector Name	ECM
Connector Type	RH24EG-R28-R-RH-Z



Terminal No.	Color Of Wire	Signal Name (Specification)
97	R	ACCELERATOR PEDAL POSITION SENSOR 1
98	Y	ACCELERATOR PEDAL POSITION SENSOR 2
99	G	SHOOSER POWER SUPPLY / ACCELERATOR PEDAL POSITION SENSOR 2
100	W	SENSOR GROUND / ACCELERATOR PEDAL POSITION SENSOR 1
101	SB	ASC2 STEERING SWITCH
102	P	FUEL TANK PRESSURE SENSOR
103	L	SHOOSER POWER SUPPLY / ACCELERATOR PEDAL POSITION SENSOR 2
104	B	SENSOR GROUND (Without ITC)
104	BR	SENSOR GROUND (With ITC)
105	LG	REFRIGERANT PRESSURE SENSOR
106	P	FUEL TANK TEMPERATURE SENSOR
107	BG	AVCCZ PDPRES/TPRES
108	Y	GROUND ACCESSORY
109	BR	TRANSMISSION RANGE SWITCH
110	V	ENGINE SPEED SENSOR OUTPUT
111	V	ENGINE SPEED SENSOR
112	P	CAN COMMUNICATION LINE
113	L	CAN COMMUNICATION LINE
117	V	DATA LINK CONNECTOR
121	G	EVAP CANISTER CONTROL VALVE
122	P	STOP LAMP SWITCH
123	B	ECM GROUND
124	B	ECM GROUND
125	SB	POWER SUPPLY FOR ECM
126	BR	ASC2 BRAKE SWITCH
127	B	ECM GROUND
128	B	ECM GROUND

Connector No.	M108
Connector Name	POWER STEERING CONTROL UNIT
Connector Type	TH12PW-NH



Terminal No.	Color Of Wire	Signal Name (Specification)
1	LG	EPS SCL+
3	G	IGN
5	B	EPS SCL-
6	B	GNL
8	GR	VEHICLE SPEED (ZP)
10	V	ENG TACHO

Connector No.	M116
Connector Name	WIRE TO WIRE
Connector Type	TH35MW-NS10



Terminal No.	Color Of Wire	Signal Name (Specification)
2	SB	-
3	Y	-
4	B	- [With VQ37 engine]
5	B	- [With VQ37 engine]
7	W	-
8	Y	-
9	SB	- [With VQ37 engine]
10	SB	- [With VQ37 engine]
11	L	-
12	P	-
13	V	-
14	R	-

ENGINE CONTROL SYSTEM

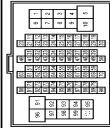
< WIRING DIAGRAM >

[VQ37VHR FOR MEXICO]

ENGINE CONTROL SYSTEM (VQ37VHR)

15	Y	-	-
16	BR	-	-
17	LG	-	-
18	W	-	-
19	Y	-	-
20	GR	-	-
21	B	-	-
22	W	-	-
23	W	-	-
24	W	-	-
25	BG	-	-

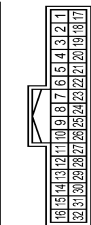
Connector No.	M117
Connector Name	WIRE TO WIRE
Connector Type	TH80FW-6316-TM4



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	-
2	Y	-
3	Y	-
4	R	-
5	W	-
6	Y	-
7	W	-
8	Y	-
9	G	-
10	W	-
11	W	-
12	W	-
13	L	-
14	L	-
15	R	- [Without ADAS]
16	Y	- [With ADAS]
17	GR	-
18	P	-
19	BR	-
20	GR	-
21	Y	-
22	LG	-
23	R	-
24	BG	-
25	BG	-
26	W	-
27	R	-
28	V	-
29	P	-
30	B	-

31	G	-	-
32	Y	-	-
33	SHIELD	-	-
34	W	-	-
35	W	-	-
36	W	-	-
37	W	-	-
38	BR	-	-
39	G	-	-
40	L	-	-
41	L	-	-
42	B	-	-
43	B	-	-
44	B	-	-
45	B	-	-
46	L	-	-
47	G	-	-
48	V	-	-
49	BG	-	-
50	LG	-	-
51	SB	-	-
52	Y	-	-
53	W	-	-
54	B	-	-
55	B	-	-
56	B	-	-
57	G	-	-
58	R	-	-
59	W	-	-
60	W	-	-
61	LG	-	-
62	V	-	-
63	R	-	-
64	SB	-	-
65	LG	-	-
66	L	-	-
67	Y	-	-
68	SB	-	-
69	B	-	-
70	L	-	-
71	L	-	-
72	B	-	-
73	B	-	-
74	B	-	-
75	L	-	-
76	SHIELD	-	-
77	G	-	-
78	R	-	-
79	L	-	-
80	G	-	-
81	BG	-	-
82	BR	-	-
83	GR	-	-
84	V	-	-
85	LG	-	-
86	V	-	-
87	R	-	-
88	Y	-	-
89	BR	-	-
90	L	-	-
91	Y	-	-

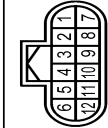
Connector No.	M135
Connector Name	WIRE TO WIRE
Connector Type	TH12FW-AH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	BG	-
3	L	-
4	L	-
5	V	-
6	GR	-
7	B	-
8	W	-
9	W	-
10	GR	-
11	BG	-
12	L	-
13	W	-
14	L	-
15	G	-
16	Y	-
17	P	-
18	BR	-
19	GR	-
20	B	-
21	R	-
22	B	-
23	BG	-
24	V	-

25	B	-	-
26	LG	-	-
27	SB	-	-
28	SB	-	-
29	SB	-	-
30	P	-	-
31	B	-	-
32	B	-	-
33	V	-	-
34	V	-	-
35	L	-	-

Connector No.	M150
Connector Name	WIRE TO WIRE
Connector Type	RH12FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	-
2	BR	-
3	R	-
4	L	-
5	W	-
6	W	-
7	BG	-
8	LG	-
9	G	-
10	Y	-
11	L	-
12	SHIELD	-

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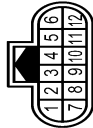
ENGINE CONTROL SYSTEM

< WIRING DIAGRAM >

[VQ37VHR FOR MEXICO]

ENGINE CONTROL SYSTEM (VQ37VHR)

Connector No.	M151
Connector Name	WIRE TO WIRE
Connector Type	RH127NB



Connector No.	M181
Connector Name	WIRE TO WIRE
Connector Type	TH40MM-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	-
2	B	-
3	R	-
4	L	-
5	W	-
6	G	-
7	O	-
8	B	-
9	R	-
10	Y	-
11	L	-
12	J SHIELD	-

Connector No.	M154
Connector Name	SENSOR PEDAL POSITION
Connector Type	RH127B



Terminal No.	Color Of Wire	Signal Name [Specification]
1	O	BATTERY
2	R	IGNITION
3	L	ITS COMM-H
4	G	SENSOR POWER SUPPLY
5	W	SENSOR GROUND
6	R	ACCELERATOR PEDAL POSITION SENSOR 1
7	B	GROUND
9	Y	ITS COMM-L

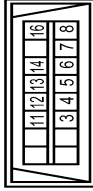
Terminal No.	10	L	SENSOR POWER SUPPLY
Terminal No.	11	B	SENSOR GROUND
Terminal No.	12	Y	ACCELERATOR PEDAL POSITION SENSOR 2

Connector No.	M181
Connector Name	WIRE TO WIRE
Connector Type	TH40MM-NH



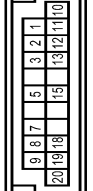
Terminal No.	Color Of Wire	Signal Name [Specification]
2	R	-
3	B	-
5	R	-
6	BR	-
7	L	-
8	P	-
9	B	-
10	W	-
11	LG	-
12	SB	-
13	GR	-
14	BR	-
15	W	-
16	V	-
18	G	-
22	BG	-
23	B	-
25	W	-
30	R	-
31	BR	-
32	L	-
33	P	-
34	LG	-
35	W	-
36	LG	-
37	L	-

Connector No.	M182
Connector Name	DATA LINK CONNECTOR
Connector Type	BD165W



Terminal No.	Color Of Wire	Signal Name [Specification]
3	LG	M-CAN-L
4	B	EARTH
5	B	EARTH
6	L	CAN-H
7	V	KLINE
8	LG	IGN-SW
11	SB	M-CAN-H
12	P	CAN-L
13	L	CAN-H
14	P	CAN-L
16	W	POWER

Connector No.	M189
Connector Name	JOINT CONNECTOR-M01
Connector Type	NH39FL-DC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B	-
2	B	-
3	B	-
5	B	-
7	B	-
8	B	-
9	B	-
10	B	-
11	B	-

Terminal No.	12	B	-
Terminal No.	13	B	-
Terminal No.	15	B	-
Terminal No.	18	LG	-
Terminal No.	19	LG	-
Terminal No.	20	LG	-

Connector No.	M201
Connector Name	WIRE TO WIRE
Connector Type	TH32MM-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	-
2	BG	-
5	V	-
6	P	-
7	SB	-
10	G	-
11	B	-
13	B	-
14	W	-
15	G	-
16	Y	-
17	W	-
18	BR	-
19	GR	-
20	B	-
21	R	-
22	B	-
23	BG	-
24	V	-
25	B	-
26	R	-
27	B	-
28	B	-
29	B	-
30	B	-
32	R	-

ENGINE CONTROL SYSTEM

< WIRING DIAGRAM >

[VQ37VHR FOR MEXICO]

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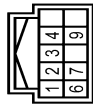
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ENGINE CONTROL SYSTEM (VQ37VHR)

Connector No.	M203
Connector Name	DRIVE MODE SELECT SWITCH
Connector Type	TM02PB-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	L	-
3	G	-
4	Y	-
6	B	-
7	B	-
9	R	-

Connector No.	M221
Connector Name	WIRE TO WIRE
Connector Type	MG3FW-LC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	R	-
3	W	-

Connector No.	M222
Connector Name	WIRE TO WIRE
Connector Type	MG3MP-LC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	R	-
3	Y	-

Connector No.	M303
Connector Name	COMBINATION SWITCH (SPIRAL CABLE)
Connector Type	TR08FGY



Terminal No.	Color Of Wire	Signal Name [Specification]
33	-	-
34	-	-
35	-	-
36	-	-
37	-	-
38	-	-
39	-	-
20	-	-

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[VQ37VHR FOR MEXICO]

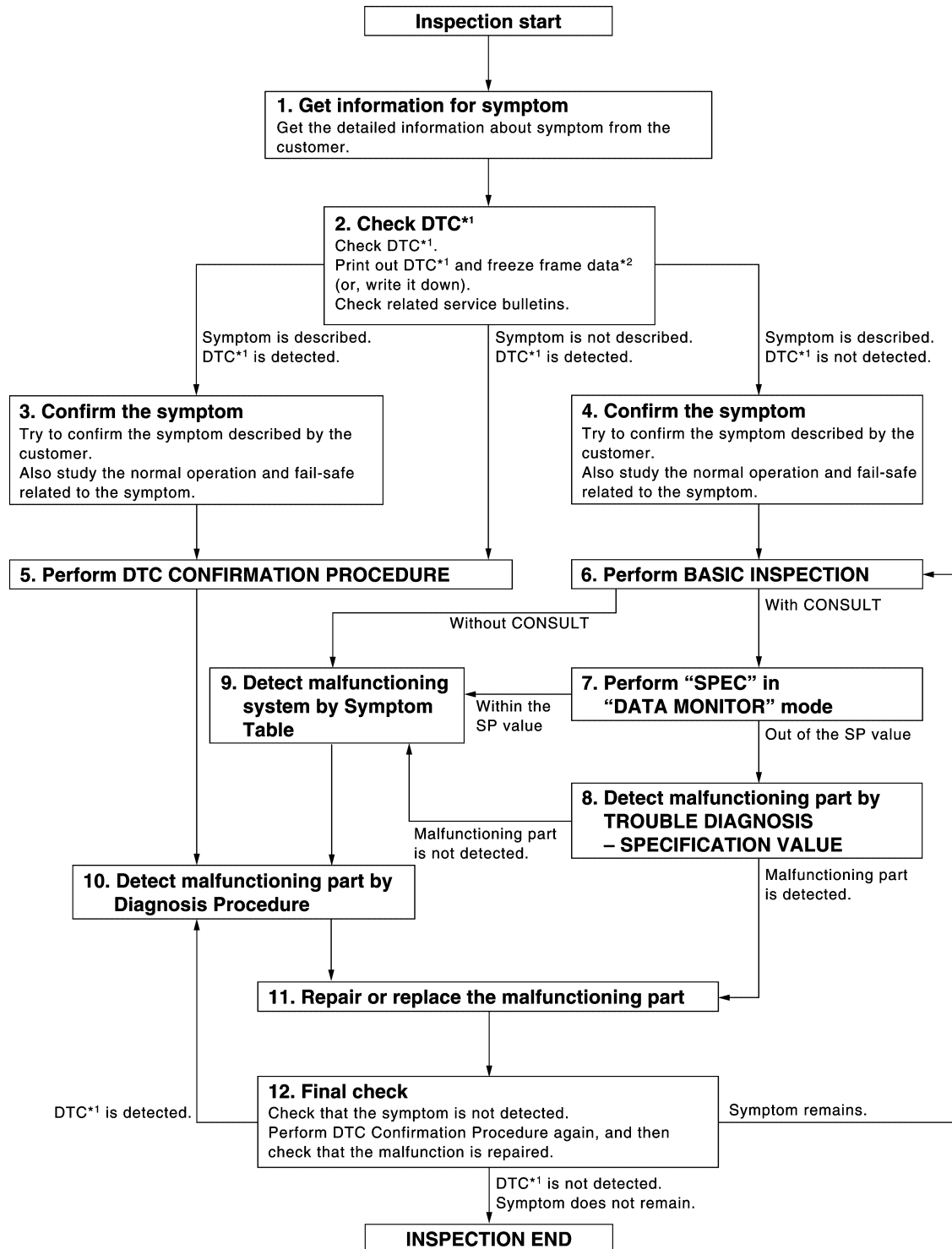
BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Work Flow

INFOID:000000012356738

OVERALL SEQUENCE



*1: Include 1st trip DTC.

*2: Include 1st trip freeze frame data.

JSBIA1228GB

DETAILED FLOW

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[VQ37VHR FOR MEXICO]

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-684, "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 or GST.)
 - Erase DTC. (Refer to [EC-611, "On Board Diagnosis Function"](#).)
 - Study the relationship between the cause detected by DTC and the symptom described by the customer. (Symptom Matrix Chart is useful. Refer to [EC-967, "Symptom Table"](#).)
3. Check related service bulletins for information.

Are any symptoms described and is 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 MI ON).

Also study the normal operation and fail-safe related to the symptom. Refer to [EC-972, "Description"](#) and [EC-637, "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-972, "Description"](#) and [EC-637, "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-639, "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-45, "Intermittent Incident"](#).

6.PERFORM BASIC INSPECTION

Perform [EC-697, "Work Procedure"](#).

Do you have CONSULT?

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[VQ37VHR FOR MEXICO]

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

7. PERFORM SPEC IN DATA MONITOR MODE

With CONSULT

Make sure that "MAS A/F SE-B1", "MAS A/F SE-B2", "B/FUEL SCHDL", and "A/F ALPHA-B1", "A/F ALPHA-B2" are within the SP value using CONSULT "SPEC" in "DATA MONITOR" mode. Refer to [EC-708, "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-709, "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-967, "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-48, "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. Refer to [EC-622, "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-611, "On Board Diagnosis Function"](#) (Without CONSULT) or [EC-614, "CONSULT Function"](#) (With CONSULT).

>> 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, make sure to always erase unnecessary DTC in ECM and TCM (Transmission Control Module). Refer to [EC-603, "Diagnosis Description"](#).

Diagnostic Work Sheet

INFOID:000000012356739

DESCRIPTION

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[VQ37VHR FOR MEXICO]

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 symptoms. It is important to fully understand the symptoms or conditions for a customer complaint.

Utilize a diagnostic worksheet like the one on the next page in order to organize all the information for troubleshooting.

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

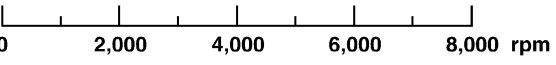
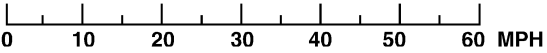
- Vehicle ran out of fuel, which caused the engine to misfire.
- Fuel filler cap was left off or incorrectly screwed on, allowing fuel to evaporate into the atmosphere.

KEY POINTS

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

SEF907L

WORKSHEET SAMPLE

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

MTBL0017

ADDITIONAL SERVICE WHEN REPLACING ECM

< BASIC INSPECTION >

[VQ37VHR FOR MEXICO]

ADDITIONAL SERVICE WHEN REPLACING ECM

Description

INFOID:000000012356740

When replacing ECM, the following procedure must be performed. (For details, refer to [EC-686, "Work Procedure."](#))

PROGRAMMING OPERATION

NOTE:

After replacing with a blank ECM, programming is required to write ECM information. Be sure to follow the procedure to perform the programming.

Work Procedure

INFOID:000000012356741

1. CHECK ECM PART NUMBER

Check ECM part number to see whether it is blank ECM or not.

NOTE:

- Part number of blank ECM is 23703 - xxxxxx.
- Check the part number when ordering ECM or with the one included in the label on the container box.

Is the ECM a blank ECM?

YES >> GO TO 2.

NO >> GO TO 4.

2. SAVE ECM PART NUMBER

Read out the part number from the old ECM and save the number, following the programming instructions. Refer to "CONSULT Operation Manual".

NOTE:

- The ECM part number is saved in CONSULT.
- Even when ECM part number is not saved in CONSULT, go to 3.

>> GO TO 3.

3. PERFORM ECM PROGRAMMING

After replacing ECM, perform the ECM programming. Refer to "CONSULT Operation Manual".

NOTE:

- Refer to [EC-977, "Removal and Installation"](#) for replacement of ECM.
- During programming, maintain the following conditions:
 - Ignition switch: ON
 - Electric load: OFF
 - Brake pedal: Not depressed
 - Battery voltage: 12 – 13.5 V (Be sure to check the value of battery voltage by selecting "BATTERY VOLT" in "Data monitor" of CONSULT.)

>> GO TO 5.

4. REPLACE ECM

Replace ECM. Refer to [EC-977, "Removal and Installation"](#).

>> GO TO 5.

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

Refer to [SEC-53, "ECM : Description"](#).

>> GO TO 6.

6. PERFORM VIN REGISTRATION

Refer to [EC-689, "Description"](#).

ADDITIONAL SERVICE WHEN REPLACING ECM

< BASIC INSPECTION >

[VQ37VHR FOR MEXICO]

>> GO TO 7.

7. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

Refer to [EC-690. "Description"](#).

>> GO TO 8.

8. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to [EC-691. "Description"](#).

>> GO TO 9.

9. PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-692. "Description"](#).

>> END

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ADDITIONAL SERVICE WHEN REPLACING VVEL CONTROL MODULE

< BASIC INSPECTION >

[VQ37VHR FOR MEXICO]

ADDITIONAL SERVICE WHEN REPLACING VVEL CONTROL MODULE

Description

INFOID:000000012356742

When replacing VVEL control module, the following procedure must be performed. (For details, refer to [EC-688](#), "Work Procedure".)

Work Procedure

INFOID:000000012356743

1. PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-692](#), "Description".

>> END

VIN REGISTRATION**Description**

INFOID:000000012356744

VIN Registration is an operation to registering VIN in ECM. It must be performed each time ECM is replaced. (For details, refer to [EC-689, "Work Procedure"](#).)

NOTE:

Accurate VIN which is registered in ECM may be required for Inspection & Maintenance (I/M).

Work Procedure

INFOID:000000012356745

1. CHECK VIN

Check the VIN of the vehicle and note it. Refer to [GI-36, "Information About Identification or Model Code"](#).

>> GO TO 2.

2. PERFORM VIN REGISTRATION** With CONSULT**

1. Turn ignition switch ON and engine stopped.
2. Select "VIN REGISTRATION" in "WORK SUPPORT" mode.
3. Follow the instruction of CONSULT display.

>> END

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ACCELERATOR PEDAL RELEASED POSITION LEARNING

< BASIC INSPECTION >

[VQ37VHR FOR MEXICO]

ACCELERATOR PEDAL RELEASED POSITION LEARNING

Description

INFOID:000000012356746

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. (For details, refer to [EC-690, "Work Procedure"](#).)

Work Procedure

INFOID:000000012356747

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

< BASIC INSPECTION >

[VQ37VHR FOR MEXICO]

THROTTLE VALVE CLOSED POSITION LEARNING

Description

INFOID:000000012356748

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 or electric throttle control actuator is cleaned. (For details, refer to [EC-691, "Work Procedure"](#).)

Work Procedure

INFOID:000000012356749

1. START

Ⓜ With CONSULT

1. Turn ignition switch ON.
2. Select "CLSD THL POS LEARN" in "WORK SUPPORT" mode.
3. Follow the instructions on the CONSULT display.
4. Turn ignition switch OFF and wait at least 10 seconds.
5. Check that throttle valve moves during the above 10 seconds by confirming the operating sound.

ⓧ Without CONSULT

1. Start the engine.

NOTE:

1. Coolant temperature is less than 25°C (77°F) before engine starts.
2. Warm up the engine until engine coolant temperature reaches 65°C (149°F).
3. Turn ignition switch OFF and wait at least 10 seconds.
4. Check that throttle valve moves during the above 10 seconds by confirming the operating sound.

>> END

IDLE AIR VOLUME LEARNING

Description

INFOID:000000012356750

Idle Air Volume Learning is a function of ECM to learn the idle air volume that keeps engine idle speed within the specific range. (For details, refer to [EC-692, "Work Procedure"](#).) 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.

Work Procedure

INFOID:000000012356751

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)
- Selector lever: P or N
- 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
- With CONSULT: Drive vehicle until "ATF TEMP SE 1" in "DATA MONITOR" mode of "A/T" system indicates less than 0.9V.
- Without CONSULT: Drive vehicle for 10 minutes.

Do you have CONSULT?

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

2. PERFORM IDLE AIR VOLUME LEARNING

With CONSULT

1. Perform Accelerator Pedal Released Position Learning. Refer to [EC-690, "Description"](#).
2. Perform Throttle Valve Closed Position Learning. [EC-691, "Description"](#).
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 screen?

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

3. PERFORM IDLE AIR VOLUME LEARNING

Without CONSULT

NOTE:

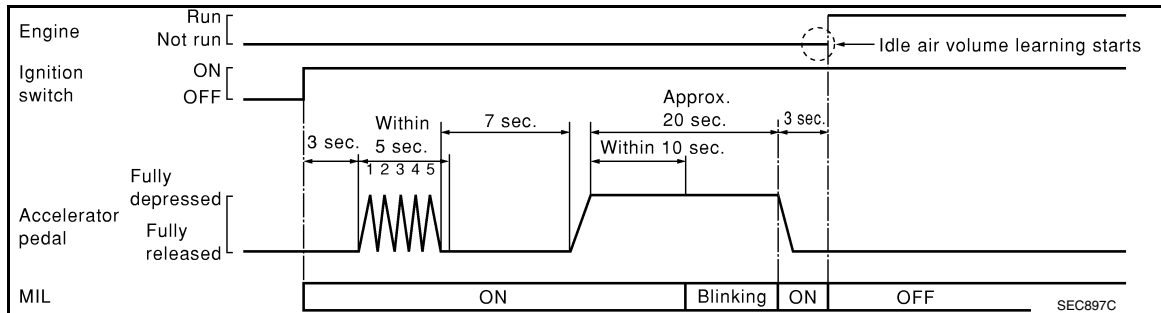
- **It is better to count the time accurately with a clock.**
 - **It is impossible to switch the diagnostic mode when an accelerator pedal position sensor circuit has a malfunction.**
1. Perform Accelerator Pedal Released Position Learning. Refer to [EC-690, "Description"](#).
 2. Perform Throttle Valve Closed Position Learning. [EC-691, "Description"](#).
 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.

IDLE AIR VOLUME LEARNING

[VQ37VHR FOR MEXICO]

< BASIC INSPECTION >

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-979, "Idle Speed"](#) and [EC-979, "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-708, "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

< BASIC INSPECTION >

[VQ37VHR FOR MEXICO]

VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

Description

INFOID:000000012356752

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. (For details, refer to [EC-694, "Work Procedure"](#).) 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.

Work Procedure

INFOID:000000012356753

1. START

Do you have CONSULT?

Do you have CONSULT?

YES >> GO TO 2.

NO >> GO TO 3.

2. PERFORM VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

With CONSULT

1. Turn ignition switch ON.
2. Select "VVEL POS SEN ADJ PREP" in "WORK SUPPORT" mode with CONSULT.
3. Touch "Start" and wait a few seconds.
4. Make sure the "CMPLT" is displayed on CONSULT screen.
5. Select "VVEL POSITION SEN- B1" or "VVEL POSITION SEN- B2" in "DATA MONITOR" mode with CONSULT.
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.

Torque : 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.

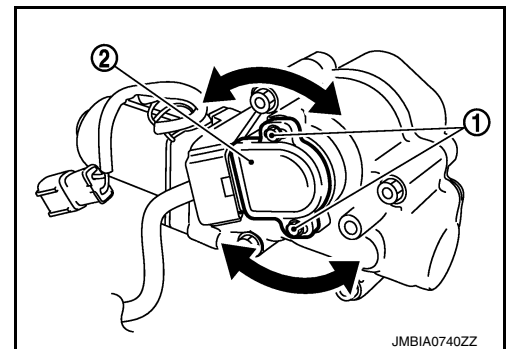
10. Turn ignition switch OFF and wait at least 10 seconds.
11. Start engine and warm it up to normal operating temperature.
12. Turn ignition switch OFF and wait at least 10 seconds.
13. Perform idle air volume learning. Refer to [EC-692, "Description"](#).

>> INSPECTION END

3. PERFORM VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

Without CONSULT

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.

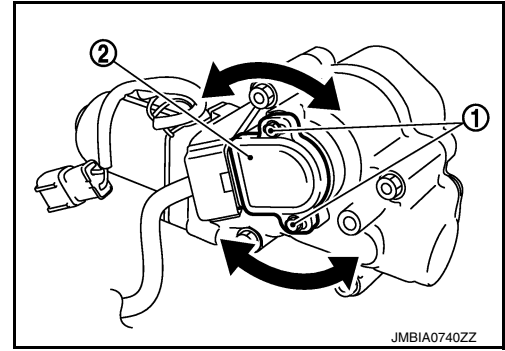


VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

< BASIC INSPECTION >

[VQ37VHR FOR MEXICO]

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-692, "Description"](#).

>> INSPECTION END

MIXTURE RATIO SELF-LEARNING VALUE CLEAR

< BASIC INSPECTION >

[VQ37VHR FOR MEXICO]

MIXTURE RATIO SELF-LEARNING VALUE CLEAR

Description

INFOID:000000012356754

This describes how to erase the mixture ratio self-learning value. For the actual procedure, follow the instructions in "Diagnosis Procedure". (For details, refer to [EC-696, "Work Procedure"](#).)

Work Procedure

INFOID:000000012356755

1. START

With CONSULT

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

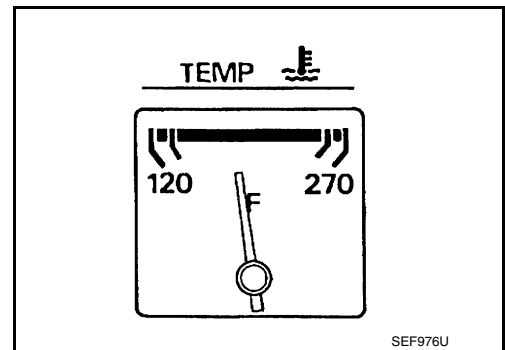
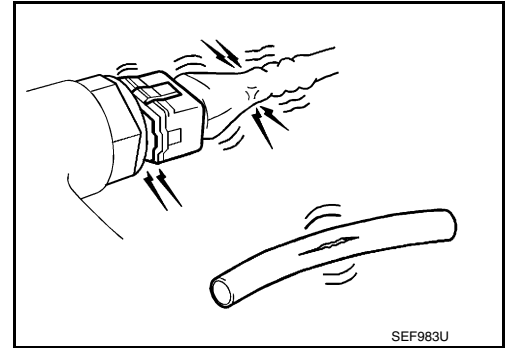
BASIC INSPECTION

Work Procedure

INFOID:000000012356756

1.INSPECTION START

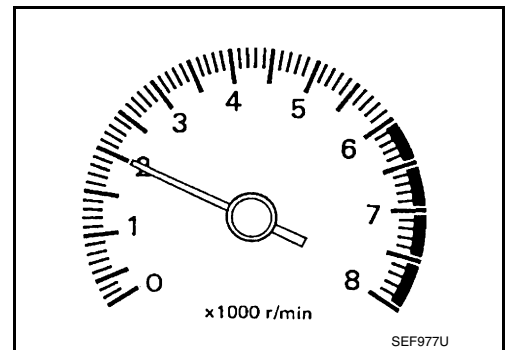
1. Check service records for any recent repairs that may indicate a related malfunction, or a current need for scheduled maintenance.
2. Open engine hood and check the following:
 - Harness connectors for improper connections
 - Wiring harness for improper connections, pinches and cut
 - Vacuum hoses 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.



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 or GST.

Are any DTCs detected?

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



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.

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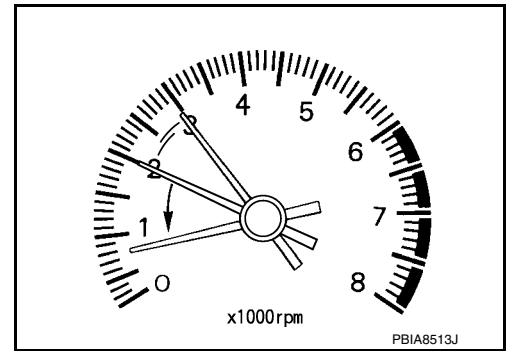
[VQ37VHR FOR MEXICO]

< BASIC INSPECTION >

- 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.
- Check idle speed.
For procedure, refer to [EC-973, "Inspection"](#).
For specification, refer to [EC-979, "Idle Speed"](#).

Is the inspection result normal?

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



4.PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

- Stop engine.
- Perform [EC-690, "Description"](#).

>> GO TO 5.

5.PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Perform [EC-691, "Description"](#).

>> GO TO 6.

6.PERFORM IDLE AIR VOLUME LEARNING

Perform [EC-692, "Description"](#).

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

- Start engine and warm it up to normal operating temperature.
- Check idle speed.
For procedure, refer to [EC-973, "Inspection"](#).
For specification, refer to [EC-979, "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-823, "Component Inspection"](#).
- Check crankshaft position sensor (POS) and circuit. Refer to [EC-818, "Component Inspection"](#).

Is the inspection result normal?

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

9.CHECK ECM FUNCTION

- Substitute with a non-malfunctioning ECM to check ECM function. (ECM may be the cause of the incident, although this is rare.)
- Perform initialization of IVIS (NATS) system and registration of all IVIS (NATS) ignition key IDs. Refer to [SEC-53, "ECM : Description"](#).

>> GO TO 4.

10.CHECK IGNITION TIMING

- Run engine at idle.

BASIC INSPECTION

[VQ37VHR FOR MEXICO]

< BASIC INSPECTION >

2. Check ignition timing with a timing light.

A :Timing indicator

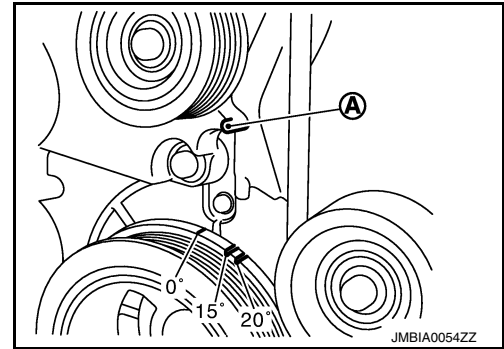
For procedure, refer to [EC-974, "Inspection"](#).

For specification, refer to [EC-979, "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-690, "Description"](#).

>> GO TO 12.

12. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Perform [EC-691, "Description"](#).

>> GO TO 13.

13. PERFORM IDLE AIR VOLUME LEARNING

Perform [EC-692, "Description"](#).

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-973, "Inspection"](#).

For specification, refer to [EC-979, "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

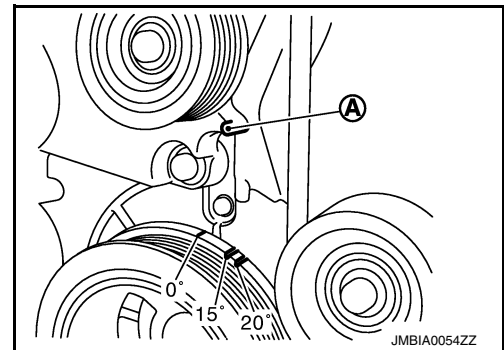
For procedure, refer to [EC-974, "Inspection"](#).

For specification, refer to [EC-979, "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-58, "Removal and Installation"](#).

Is the inspection result normal?

YES >> GO TO 17.

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

BASIC INSPECTION

< BASIC INSPECTION >

[VQ37VHR FOR MEXICO]

17. DETECT MALFUNCTIONING PART

Check the following.

- Check camshaft position sensor (PHASE) and circuit. Refer to [EC-823, "Component Inspection"](#).
- Check crankshaft position sensor (POS) and circuit. Refer to [EC-818, "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-53, "ECM : Description"](#).

>> GO TO 4.

19. INSPECTION END

If ECM is replaced during this BASIC INSPECTION procedure, go to [EC-686, "Description"](#).

>> INSPECTION END

FUEL PRESSURE CHECK

Work Procedure

INFOID:000000012356757

FUEL PRESSURE RELEASE

1. FUEL PRESSURE RELEASE

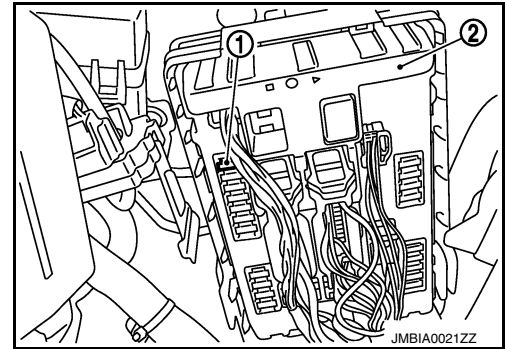
☐ With CONSULT

1. Turn ignition switch ON.
2. Select ENGINE using CONSULT.
3. Perform "FUEL PRESSURE RELEASE" in "WORK SUPPORT" mode.
4. Start engine.
5. After engine stalls, crank it two or three times to release all fuel pressure.
6. Turn ignition switch OFF.

☒ Without CONSULT

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.

>> INSPECTION END



FUEL PRESSURE CHECK

1. FUEL PRESSURE CHECK

1. Release fuel pressure to zero.
2. Install the inline fuel quick disconnected fitting (A) between fuel damper (1) and injector tube.

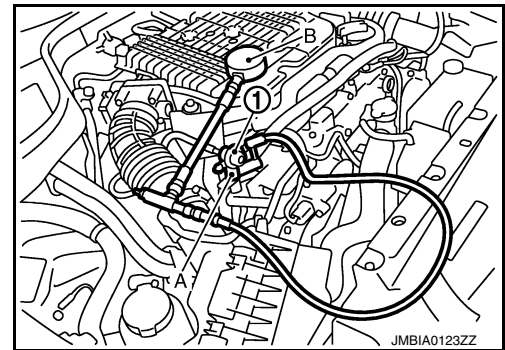
CAUTION:

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 Y51 models do not have fuel return system.
- Use Fuel Pressure Gauge Kit (J-44321) to check fuel pressure.

3. Connect pressure gauge (B) to fuel pressure check adapter.
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 (3.5 bar, 3.57 kg/cm², 51 psi)

Is the inspection result normal?

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

2. CHECK FUEL HOSE AND FUEL TUBE

If result is unsatisfactory, check fuel hoses and fuel tubes for clogging.

Is the inspection result normal?

- YES >> Replace "fuel filter and fuel pump assembly".

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FUEL PRESSURE CHECK

< BASIC INSPECTION >

[VQ37VHR FOR MEXICO]

NO >> Repair or replace.

HOW TO SET SRT CODE

< BASIC INSPECTION >

[VQ37VHR FOR MEXICO]

HOW TO SET SRT CODE

Description

INFOID:000000012356758

OUTLINE

In order to set all SRTs, the self-diagnoses as in the “SRT ITEM” table must have been performed at least once. Each diagnosis may require actual driving for a long period of time under various conditions.

SRT ITEM

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

SRT item*1 (CONSULT indication)	Required self-diagnostic items to set the SRT to “CMPLT”	Corresponding DTC No.
CATALYST	Three way catalyst function	P0420, P0430
HO2S	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
EGR/VVT SYSTEM	Intake valve timing control function	P0011, P0021

*1: Though displayed on the CONSULT screen, “HO2S HTR” is not SRT item.

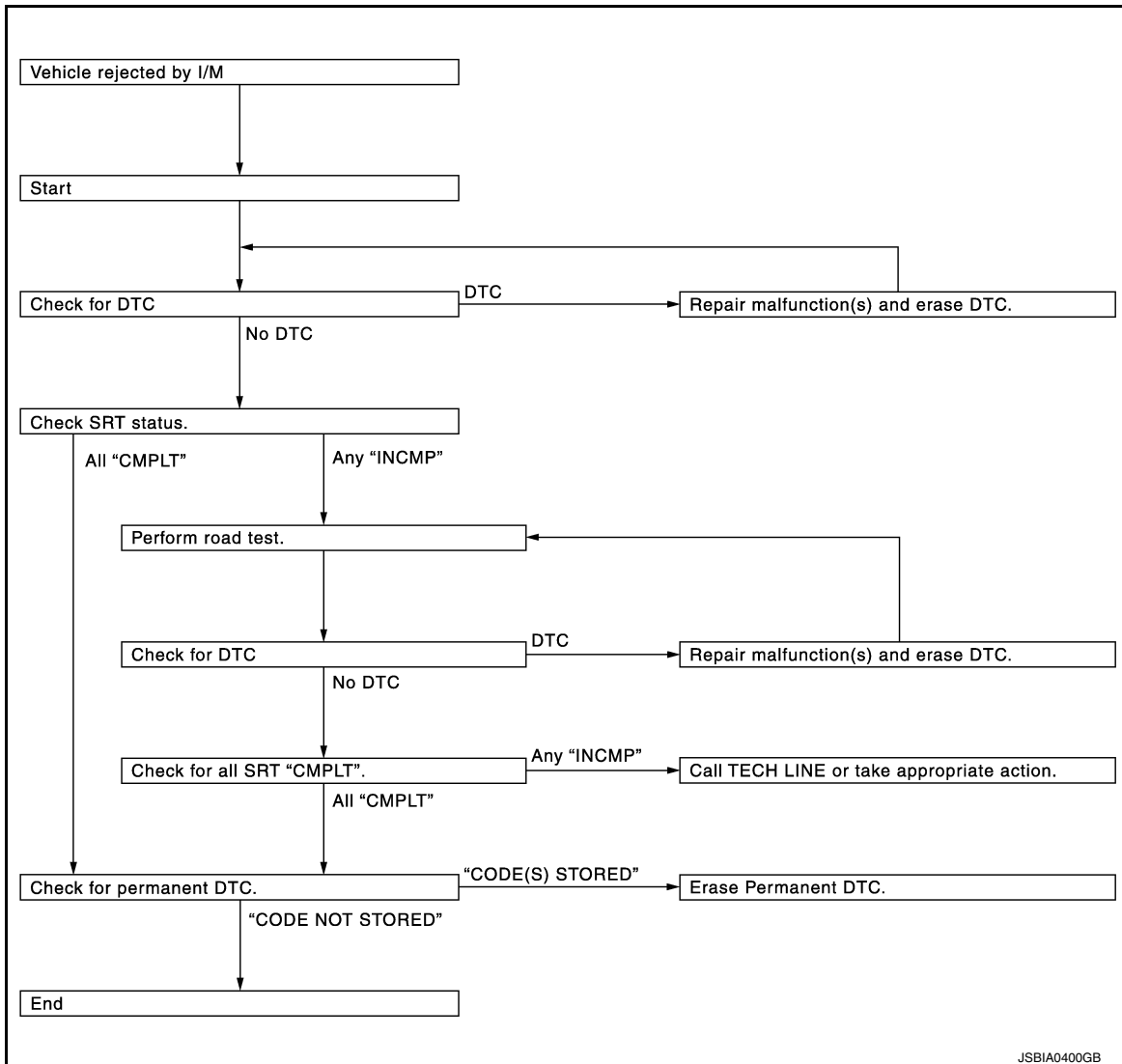
SRT SERVICE PROCEDURE

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

HOW TO SET SRT CODE

< BASIC INSPECTION >

[VQ37VHR FOR MEXICO]



JSBIA0400GB

SRT Set Driving Pattern

INFOID:000000012356759

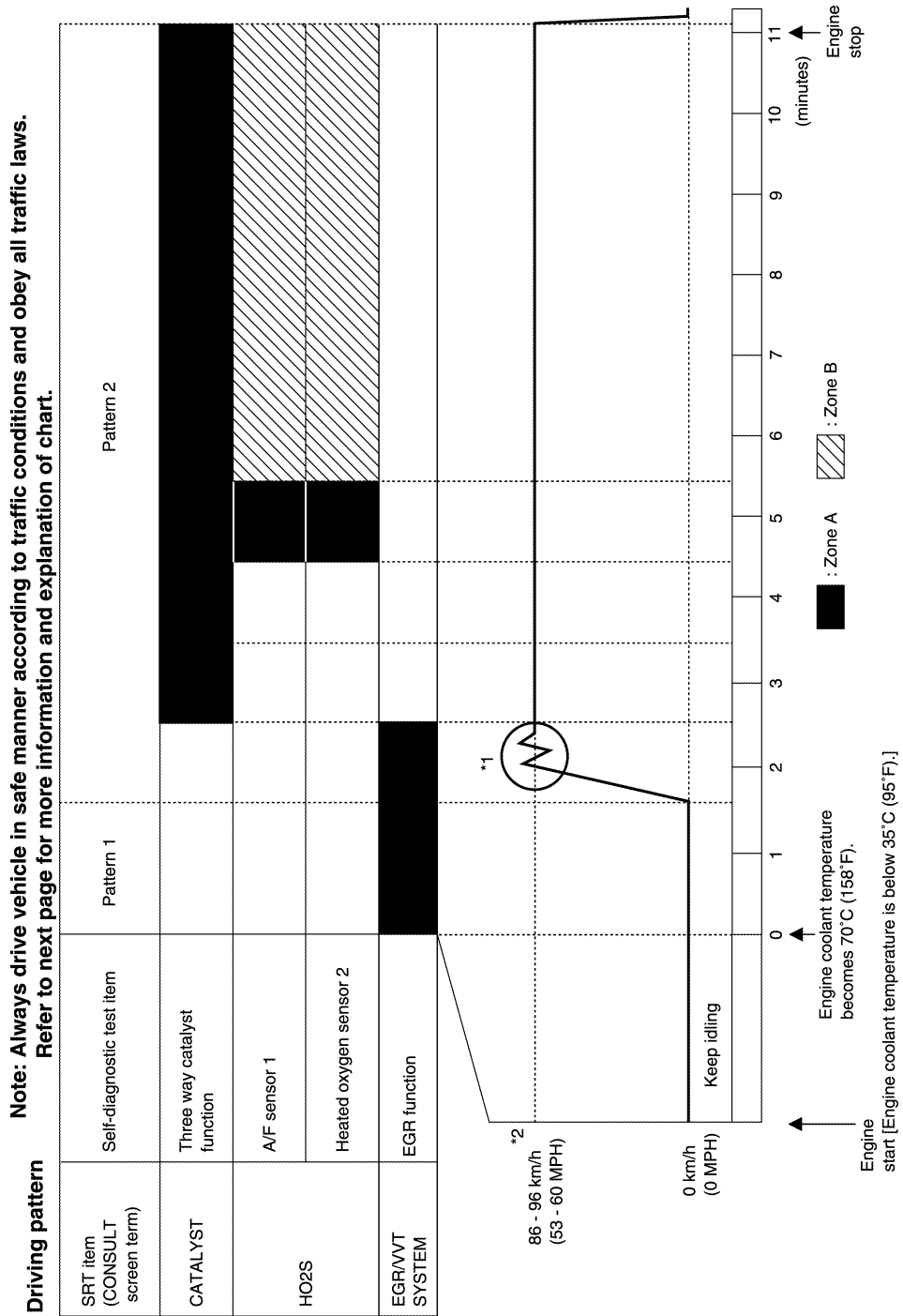
CAUTION:

HOW TO SET SRT CODE

< BASIC INSPECTION >

[VQ37VHR FOR MEXICO]

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



*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.

- 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.

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HOW TO SET SRT CODE

[VQ37VHR FOR MEXICO]

< BASIC INSPECTION >

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.

Work Procedure

INFOID:000000012356760

1. CHECK DTC

Check DTC.

Is any DTC detected?

YES >> Repair malfunction(s) and erase DTC. Refer to [EC-640, "DTC Index"](#).

NO >> GO TO 2.

2. CHECK SRT STATUS

WITH CONSULT

Select "SRT STATUS" in "DTC & SRT CONFIRMATION" mode with CONSULT.

WITHOUT CONSULT

Perform "SRT status" mode with [EC-611, "On Board Diagnosis Function"](#).

WITH GST

Select Service \$01 with GST.

Is SRT code(s) set?

YES >> END

NO-1 >> With CONSULT: GO TO 3.

NO-2 >> Without CONSULT: GO TO 4.

3. DTC CONFIRMATION PROCEDURE

1. Select "SRT WORK SUPPORT" in "DTC & SRT CONFIRMATION" mode with CONSULT.
2. For SRT(s) that is not set, perform the corresponding "DTC CONFIRMATION PROCEDURE" according to the "Performance Priority" in the "SRT ITEM" table. Refer to [EC-703, "Description"](#).
3. Check DTC.

Is any DTC detected?

YES >> Repair malfunction(s) and erase DTC. Refer to [EC-640, "DTC Index"](#).

NO >> GO TO 7.

4. PERFORM ROAD TEST

- Check the "Performance Priority" in the "SRT ITEM" table. Refer to [EC-703, "Description"](#).
- Perform the most efficient SRT set driving pattern to set the SRT properly. Refer to [EC-704, "SRT Set Driving Pattern"](#).

In order to set all SRTs, the SRT set driving pattern must be performed at least once.

>> GO TO 5.

5. PATTERN 1

1. Check the vehicle condition;
 - Engine coolant temperature is -10 to 35°C (14 to 95°F).
 - Fuel tank temperature is more than 0°C (32°F).
2. Start the engine.
3. Keep engine idling until the engine coolant temperature is greater than 70°C (158°F)

NOTE:

ECM terminal voltage is follows;

- Engine coolant temperature
 - -10 to 35°C (14 to 95°F): 3.0 - 4.3 V
 - 70°C (158°F): Less than 1.4 V

HOW TO SET SRT CODE

[VQ37VHR FOR MEXICO]

< BASIC INSPECTION >

- Fuel tank temperature: Less than 4.1 V
Refer to [EC-622, "Reference Value"](#).

>> GO TO 6.

6.PATTERN 2

1. Drive the vehicle. And 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.
2. Depress the accelerator pedal until vehicle speed is 90 km/h (56 MPH) again

NOTE:

- Checking the vehicle speed with GST is advised.
- 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.

>> GO TO 7.

7.CHECK SRT STATUS

WITH CONSULT

Select "SRT STATUS" in "DTC & SRT CONFIRMATION" mode with CONSULT.

WITHOUT CONSULT

Perform "SRT status" mode with [EC-611, "On Board Diagnosis Function"](#).

WITH GST

Select Service \$01 with GST.

Is SRT(s) set?

YES >> END

NO >> Call TECH LINE or take appropriate action.

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DTC/CIRCUIT DIAGNOSIS

TROUBLE DIAGNOSIS - SPECIFICATION VALUE

Description

INFOID:0000000012356761

The specification (SP) value indicates the tolerance of the value that is displayed in "SPEC" in "DATA MONITOR" mode of CONSULT 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:0000000012356762

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/cm², 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
- 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).
- 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

NOTE:

Perform "SPEC" in "DATA MONITOR" mode in maximum scale display.

1. Perform [EC-697. "Work Procedure"](#).
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.
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-709. "Diagnosis Procedure"](#).

TROUBLE DIAGNOSIS - SPECIFICATION VALUE

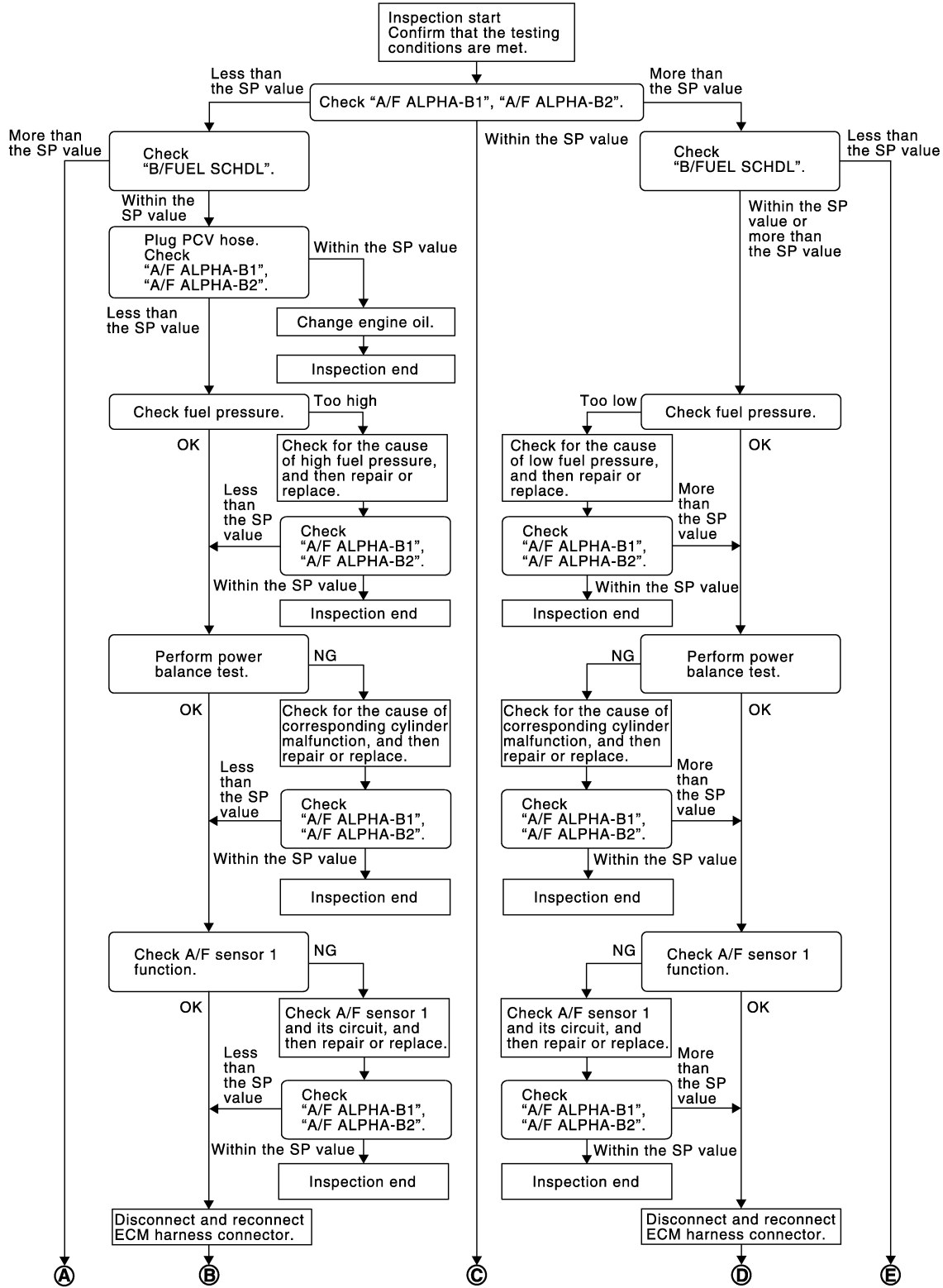
< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

Diagnosis Procedure

INFOID:000000012356763

OVERALL SEQUENCE



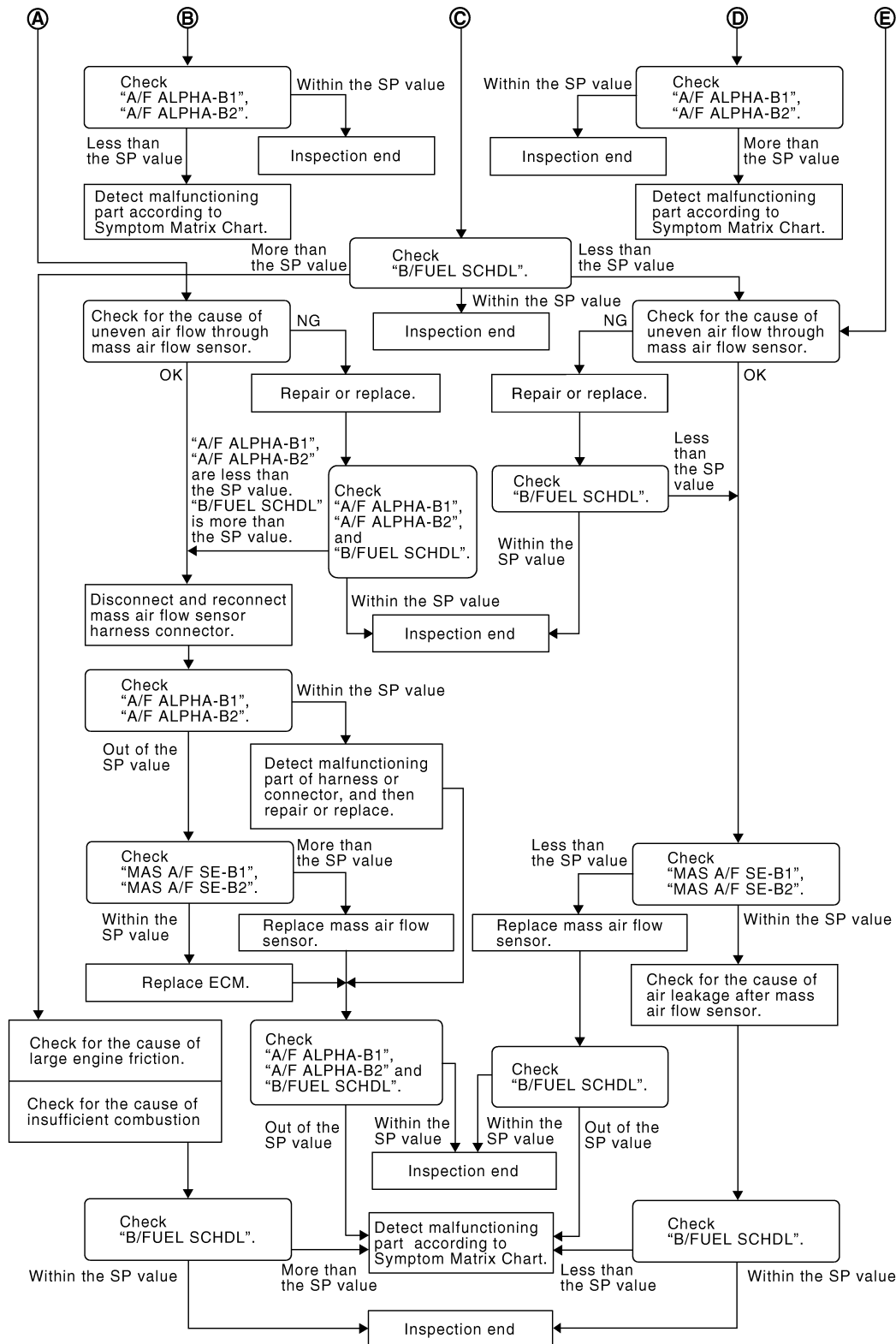
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TROUBLE DIAGNOSIS - SPECIFICATION VALUE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]



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DETAILED PROCEDURE

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

ⓑ With CONSULT

1. Start engine.
2. Confirm that the testing conditions are met. Refer to [EC-708, "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.

TROUBLE DIAGNOSIS - SPECIFICATION VALUE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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-701, "Work Procedure"](#).)

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"

TROUBLE DIAGNOSIS - SPECIFICATION VALUE

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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-955, "Component Function Check".](#))
- Fuel injector and its circuit (Refer to [EC-950, "Component Function Check".](#))
- Intake air leakage
- Low compression pressure (Refer to [FL-5, "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-756, "DTC Logic".](#)
- For DTC P0131, P0151, refer to [EC-760, "DTC Logic".](#)
- For DTC P0132, P0152, refer to [EC-763, "DTC Logic".](#)
- For DTC P0133, P0153, refer to [EC-766, "DTC Logic".](#)
- For DTC P2A00, P2A03, refer to [EC-937, "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.

TROUBLE DIAGNOSIS - SPECIFICATION VALUE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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-967. "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.

TROUBLE DIAGNOSIS - SPECIFICATION VALUE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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-740, "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 the 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-686, "Description"](#).

>> 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.

TROUBLE DIAGNOSIS - SPECIFICATION VALUE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

>> 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-967. "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-967. "Symptom Table"](#).

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POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

POWER SUPPLY AND GROUND CIRCUIT

Diagnosis Procedure

INFOID:000000012356764

1.CHECK FUSE

Check that the following fuse is not blowing.

Location	Fuse No.	Capacity
IPDM E/R	#44	10 A
	#51	15 A

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the fuse after repairing the applicable circuit. (If the replaced fuse is blown again, check the power supply circuit upstream of IPDM E/R.)

2.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "Circuit Inspection"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace ground connection.

3.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	124		
	127		
	128		

3. Also check harness for 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 F103, M116
- Harness for open or short between ECM and ground

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

5.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.

POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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

Is the inspection result normal?

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

6. DETECT MALFUNCTIONING PART

Check the following.

- IPDM E/R harness connector E7
- Harness for open or short between ECM and fuse

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

7. 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 8.
- NO >> GO TO 10.

8. CHECK ECM POWER SUPPLY CIRCUIT-III

1. Turn ignition switch ON.
2. Check the continuity between ECM harness connector and ground.

ECM		Ground	Voltage
Connector	Terminal		
F102	93	Ground	Battery voltage

Is the inspection result normal?

- YES >> GO TO 9.
- NO >> Replace IPDM E/R. Refer to [PCS-34. "Removal and Installation"](#).

9. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

10. 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

POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

Is the inspection result normal?

- YES >> GO TO 13.
- NO >> GO TO 11.

11. 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	70	Existed

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

Is the inspection result normal?

- YES >> Perform the trouble diagnosis for IPDM E/R power supply circuit.
- NO >> GO TO 12.

12. DETECT MALFUNCTIONING PART

Check the following.

- Harness or connectors E20, F40
- 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.

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	E5	6	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-45. "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace IPDM E/R. Refer to [PCS-34. "Removal and Installation"](#).
- NO >> Repair open circuit, short to ground or short to power in harness or connectors.

POWER SUPPLY AND GROUND CIRCUIT (VVEL CONTROL MODULE)

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

POWER SUPPLY AND GROUND CIRCUIT (VVEL CONTROL MODULE)

Diagnosis Procedure

INFOID:000000012356765

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "Circuit Inspection"](#).

Is the inspection result normal?

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

2. CHECK VVEL CONTROL MODULE GROUND CIRCUIT FOR OPEN AND SHORT

1. Disconnect VVEL control module harness connector.
2. Check the continuity between VVEL control module harness connector and ground.

VVEL control module		Ground	Continuity
Connector	Terminal		
E15	14	Ground	Existed

3. Also check harness for short to power.

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Repair open circuit, short to power in harness connectors.

3. CHECK VVEL CONTROL MODULE POWER SUPPLY CIRCUIT-I

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

VVEL control module			Voltage
Connector	+	-	
	Terminal	Terminal	
E15	8	14	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 5.
NO >> GO TO 4.

4. CHECK VVEL CONTROL MODULE POWER SUPPLY CIRCUIT-II

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Disconnect VVEL control module harness connector.
3. Disconnect IPDM E/R harness connector.
4. Check the continuity between VVEL control module harness connector and IPDM E/R harness connector.

VVEL control module		IPDM E/R		Continuity
Connector	Terminal	Connector	Terminal	
E15	8	E7	49	Existed

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

Is the inspection result normal?

- YES >> [EC-716, "Diagnosis Procedure"](#)
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

5. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

POWER SUPPLY AND GROUND CIRCUIT (VVEL CONTROL MODULE)

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to [PCS-34, "Removal and Installation"](#).

NO >> Repair open circuit, short to ground or short to power in harness or connectors.

U0101 CAN COMM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

U0101 CAN COMM CIRCUIT

Description

INFOID:0000000012356766

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:0000000012356767

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.	<ul style="list-style-type: none">CAN communication line between TCM 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-721, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356768

Go to [LAN-27, "Trouble Diagnosis Flow Chart"](#).

U1001 CAN COMM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

U1001 CAN COMM CIRCUIT

Description

INFOID:000000012356769

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:000000012356770

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.	<ul style="list-style-type: none">• 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-722, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356771

Go to [LAN-27, "Trouble Diagnosis Flow Chart"](#).

U1003 CAN COMM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

U1003 CAN COMM CIRCUIT

Description

INFOID:000000012356772

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:000000012356773

DTC DETECTION LOGIC

NOTE:

If DTC U1003 is displayed with DTC P0607, first perform the trouble diagnosis for DTC P0607. Refer to [EC-843. "DTC Logic"](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
U1003	Lost communication with VVEL control module	CAN communication signal other than OBD (emission related diagnosis) is not received between VVEL control module and ECM for 2 seconds or more.	<ul style="list-style-type: none"> • Harness or connectors (VVEL CAN communication line is open or shorted) • ECM • 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-723. "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356774

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 E20, F40

U1003 CAN COMM CIRCUIT

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

- Harness for open or short between ECM and VVEL control module

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

3.CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "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-688. "Description"](#).

>> 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-723. "DTC Logic"](#).
5. Check DTC.

Is the DTC U1003 displayed again?

YES >> GO TO 6.

NO >> INSPECTION END

6.REPLACE ECM

1. Replace ECM.
2. Go to [EC-686. "Description"](#).

>> INSPECTION END

U1024 CAN COMM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

U1024 CAN COMM CIRCUIT

Description

INFOID:0000000012356775

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:0000000012356776

DTC DETECTION LOGIC

NOTE:

If DTC U1024 is displayed with DTC P0607, first perform the trouble diagnosis for DTC P0607.

Refer to [EC-843. "DTC Logic"](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
U1024	VVEL CAN communication	<ul style="list-style-type: none">When VVEL control module cannot transmit/receive can communication signal from ECM.When detecting error during the initial diagnosis of CAN controller of VVEL control module.	<ul style="list-style-type: none">Harness or connectors (CAN communication line is open or shorted)ECMVVEL 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

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

Is DTC detected?

- YES >> Go to [EC-725. "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356777

1. CHECK VVEL CAN COMMUNICATION CIRCUIT

- Turn ignition switch OFF.
- Disconnect ECM harness connector.
- Disconnect VVEL control module harness connector.
- 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	

- 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

U1024 CAN COMM CIRCUIT

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

Check the following.

- Harness connector E20, F40
- Harness for open or short between ECM and VVEL control module

>> Harness for open or short between ECM and VVEL control module

3. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "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-688. "Description"](#).

>> 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-725. "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-686. "Description"](#).

>> INSPECTION END

P0011, P0021 IVT CONTROL

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P0011, P0021 IVT CONTROL

DTC Logic

INFOID:000000012356778

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-737, "DTC Logic"](#).
- If DTC P0011 or P0021 is displayed with DTC P0524, first perform the trouble diagnosis for DTC P0524. Refer to [EC-834, "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.	<ul style="list-style-type: none">• Crankshaft position sensor (POS)• Camshaft position sensor (PHASE)• Intake valve control solenoid valve• Accumulation of debris to the signal pick-up portion of the camshaft• Timing chain installation• 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.
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.

ENG SPEED	525 - 2,000 rpm
COOLAN TEMP/S	More than 60°C (140°F)
Selector lever	P or N position

4. Let engine idle for 10 seconds.
5. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Go to [EC-728, "Diagnosis Procedure"](#)
NO >> GO TO 3.

3. PERFORM DTC CONFIRMATION PROCEDURE-II

1. Select "DATA MONITOR" mode with CONSULT.
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)

P0011, P0021 IVT CONTROL

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

Selector lever	1st or 2nd position
Driving location	Driving vehicle uphill (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-728, "Diagnosis Procedure"](#)
NO >> INSPECTION END

Diagnosis Procedure

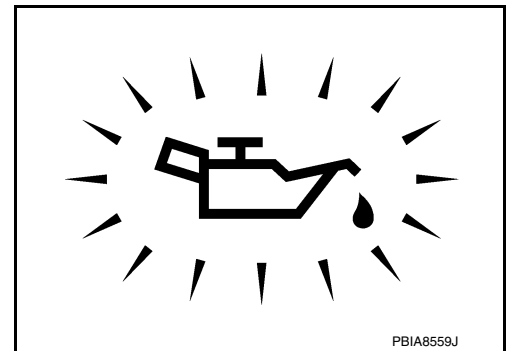
INFOID:000000012356779

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-9, "Inspection"](#).
NO >> GO TO 2.



2. CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE

Refer to [EC-729, "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Replace malfunctioning intake valve timing control solenoid valve. Refer to [EM-57, "Exploded View"](#).

3. CHECK CRANKSHAFT POSITION SENSOR (POS)

Refer to [EC-818, "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Replace crankshaft position sensor (POS). Refer to [EM-130, "Exploded View"](#).

4. CHECK CAMSHAFT POSITION SENSOR (PHASE)

Refer to [EC-823, "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 5.
NO >> Replace malfunctioning camshaft position sensor (PHASE). Refer to [EM-57, "Exploded View"](#).

5. CHECK CAMSHAFT (INTAKE)

Check the following.

P0011, P0021 IVT CONTROL

[VQ37VHR FOR MEXICO]

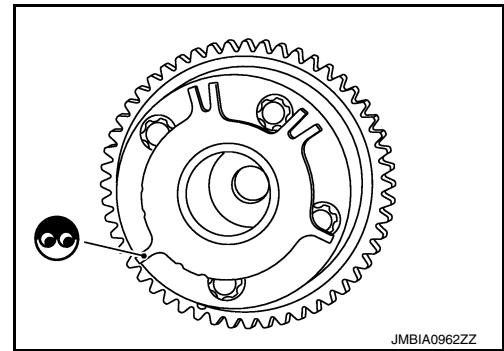
< DTC/CIRCUIT DIAGNOSIS >

- 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. Refer to [EM-103, "Exploded View"](#).



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-58, "Removal and Installation"](#).

NO >> GO TO 7.

7. CHECK LUBRICATION CIRCUIT

Perform "Inspection of Camshaft Sprocket (INT) Oil Groove". Refer to [EM-113, "Inspection"](#).

Is the inspection result normal?

YES >> GO TO 8.

NO >> Clean lubrication line.

8. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356780

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. Refer to [EM-57, "Exploded View"](#).

2. CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE-II

1. Remove intake valve timing control solenoid valve.

P0011, P0021 IVT CONTROL

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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.

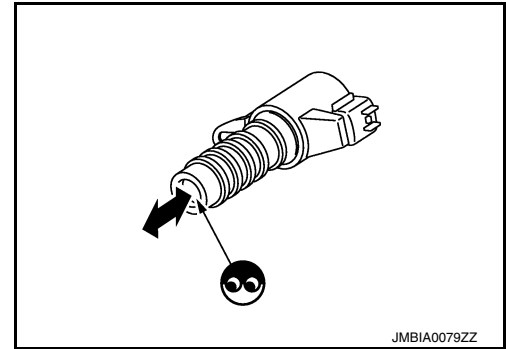
NOTE:

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. Refer to [EM-57. "Exploded View"](#).



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

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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

DTC Logic

INFOID:000000012356781

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. (An excessively low voltage signal is sent to ECM through the A/F sensor 1 heater.)	<ul style="list-style-type: none">• Harness or connectors (The A/F sensor 1 heater circuit is open or shorted.)• 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. (An excessively high voltage signal is sent to ECM through the A/F sensor 1 heater.)	<ul style="list-style-type: none">• Harness or connectors (The A/F sensor 1 heater circuit is shorted.)• 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. (An excessively low voltage signal is sent to ECM through the A/F sensor 1 heater.)	<ul style="list-style-type: none">• Harness or connectors (The A/F sensor 1 heater circuit is open or shorted.)• 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. (An excessively high voltage signal is sent to ECM through the A/F sensor 1 heater.)	<ul style="list-style-type: none">• Harness or connectors (The A/F sensor 1 heater circuit is shorted.)• 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-731, "Diagnosis Procedure"](#).
- NG >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356782

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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.

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

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

DTC	A/F sensor 1			Ground	Voltage
	Bank	Connector	Terminal		
P0031, P0032	1	F77	4	Ground	Battery voltage
P0051, P0052	2	F76	4		

Is the inspection result normal?

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

3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E20, F40
- IPDM E/R harness connector E7
- 15 A fuse (No. 45)
- 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	F77	3	F101	1	Existed
P0051, P0052	2	F76	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-733. "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-45. "Intermittent Incident"](#).

>> Repair or replace.

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

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

Component Inspection

INFOID:000000012356783

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	1.98 - 2.66 [at 25°C (77°F)]
3 and 1, 2	∞
4 and 1, 2	(Continuity should not exist)

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

A
EC
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P

P0037, P0038, P0057, P0058 HO2S2 HEATER

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P0037, P0038, P0057, P0058 HO2S2 HEATER

DTC Logic

INFOID:000000012356784

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.)	<ul style="list-style-type: none">• Harness or connectors (The heated oxygen sensor 2 heater circuit is open or shorted.)• 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.)	<ul style="list-style-type: none">• Harness or connectors (The heated oxygen sensor 2 heater circuit is shorted.)• 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.)	<ul style="list-style-type: none">• Harness or connectors (The heated oxygen sensor 2 heater circuit is open or shorted.)• 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.)	<ul style="list-style-type: none">• Harness or connectors (The heated oxygen sensor 2 heater circuit is shorted.)• 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 trip DTC detected?

- YES >> Go to [EC-734, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356785

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "Circuit Inspection"](#).

Is the inspection result normal?

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

P0037, P0038, P0057, P0058 HO2S2 HEATER

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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	F79	2	Ground	Battery voltage
P0057, P0058	2	F78	2		

Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 3.

3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E20, F40
- IPDM E/R harness connector E7
- 15 A fuse (No. 45)
- 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	F79	3	F101	17	Existed
P0057, P0058	2	F78	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-736. "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

P0037, P0038, P0057, P0058 HO2S2 HEATER

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356786

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	∞
4 and 1, 2, 3	(Continuity should not exist)

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 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

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P0075, P0081 IVT CONTROL SOLENOID VALVE

DTC Logic

INFOID:000000012356787

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.	<ul style="list-style-type: none"> • Harness or connectors (Intake valve timing control solenoid valve circuit is open or shorted.) • 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-737, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356788

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 E20, F40
- 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

P0075, P0081 IVT CONTROL SOLENOID VALVE

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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-738, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace malfunctioning intake valve timing control solenoid valve. Refer to [EM-57, "Exploded View"](#).

5.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356789

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. Refer to [EM-57, "Exploded View"](#).

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.

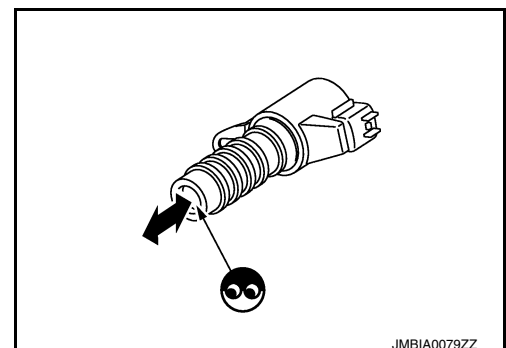
CAUTION:

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?



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P0075, P0081 IVT CONTROL SOLENOID VALVE

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

YES >> INSPECTION END

NO >> Replace malfunctioning intake valve timing control solenoid valve. Refer to [EM-57, "Exploded View"](#).

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P

P0102, P0103, P010C, P010D MAF SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P0102, P0103, P010C, P010D MAF SENSOR

DTC Logic

INFOID:000000012356790

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.	<ul style="list-style-type: none">• Harness or connectors (The sensor circuit is open or shorted.)• Intake air leaks• 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.	<ul style="list-style-type: none">• Harness or connectors (The sensor circuit is open or shorted.)• 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.	<ul style="list-style-type: none">• Harness or connectors (The sensor circuit is open or shorted.)• Intake air leaks• 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.	<ul style="list-style-type: none">• Harness or connectors (The sensor circuit is open or shorted.)• 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-740, "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-740, "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-740, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356791

1. INSPECTION START

P0102, P0103, P010C, P010D MAF SENSOR

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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-48. "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.

P0102, P0103, P010C, P010D MAF SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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-742, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 9.

NO >> Replace malfunctioning mass air flow sensor. Refer to [EM-29, "Exploded View"](#).

9. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356792

1. CHECK MASS AIR FLOW SENSOR-I

With CONSULT

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 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 MAS A/F SE-B2	Ignition switch ON (Engine stopped.)	Approx. 0.4
	Idle (Engine is warmed-up to normal operating temperature.)	0.7 - 1.2
	2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
	Idle to about 4,000 rpm	0.7 - 1.2 to Approx. 2.4*

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

Without CONSULT

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.

P0102, P0103, P010C, P010D MAF SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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.)	0.7 - 1.2
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.7 - 1.2 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.)	0.7 - 1.2
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.7 - 1.2 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

- Turn ignition switch OFF.
- 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
 - Intake valve deposits
 - 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

- Repair or replace malfunctioning part.
- Start engine and warm it up to normal operating temperature.
- Connect CONSULT and select "DATA MONITOR" mode.
- 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.)	0.7 - 1.2
	2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
	Idle to about 4,000 rpm	0.7 - 1.2 to Approx. 2.4*

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

Without CONSULT

- Repair or replace malfunctioning part.
- Start engine and warm it up to normal operating temperature.
- Check the voltage between ECM harness connector terminals under the following conditions.

P0102, P0103, P010C, P010D MAF SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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.)	0.7 - 1.2
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.7 - 1.2 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.)	0.7 - 1.2
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.7 - 1.2 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

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 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 MAS A/F SE-B2	Ignition switch ON (Engine stopped.)	Approx. 0.4
	Idle (Engine is warmed-up to normal operating temperature.)	0.7 - 1.2
	2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
	Idle to about 4,000 rpm	0.7 - 1.2 to Approx. 2.4*

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

Without CONSULT

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.

P0102, P0103, P010C, P010D MAF SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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.)	0.7 - 1.2
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.7 - 1.2 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.)	0.7 - 1.2
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.7 - 1.2 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. Refer to [EM-29, "Exploded View"](#).

P010A MANIFOLD ABSOLUTE PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P010A MANIFOLD ABSOLUTE PRESSURE SENSOR

DTC Logic

INFOID:000000012356793

DTC DETECTION LOGIC

NOTE:

If DTC P010A is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643.
Refer to [EC-844, "DTC Logic"](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P010A	Manifold absolute pressure sensor circuit	<ul style="list-style-type: none">An excessively low voltage from the sensor is sent to ECM.An excessively high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none">Harness or connectors (The sensor circuit is open or shorted.)Manifold absolute pressure (MAP) sensor

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

- Start engine and let it idle for 10 seconds.
- Check DTC.

Is DTC detected?

- YES >> Proceed to [EC-746, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356794

1. CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection M95. Refer to Ground Inspection in [GI-48, "Circuit Inspection"](#).

Is the inspection result normal?

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

2. CHECK MAP SENSOR POWER SUPPLY CIRCUIT

- Disconnect MAP sensor harness connector.
- Turn ignition switch ON.
- Check the voltage between manifold absolute pressure sensor (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 or short to ground or short to power in harness or connectors.

3. CHECK MAP SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

P010A MANIFOLD ABSOLUTE PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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 INPUT 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-747, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace MAP sensor.

6.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356795

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:

P010A MANIFOLD ABSOLUTE PRESSURE SENSOR

[VQ37VHR FOR MEXICO]

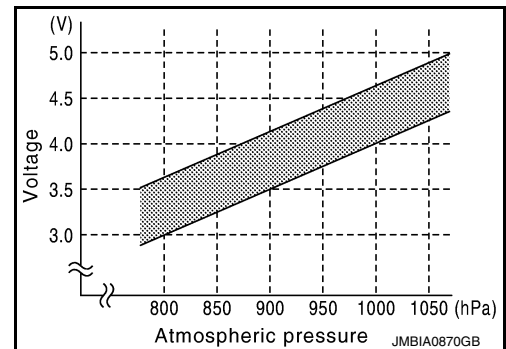
< DTC/CIRCUIT DIAGNOSIS >

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 follows.

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 [kPa (mmHg)]	Voltage difference (V)
-40 (-300)	1.5 – 2.0
-53.3 (-400)	2.0 – 2.6
-66.7 (-500)	2.6 – 3.2
-80 (-600)	3.2 – 3.8

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace MAP sensor.

P0112, P0113 IAT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P0112, P0113 IAT SENSOR

DTC Logic

INFOID:000000012356796

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.) • 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 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-749, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356797

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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 (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.

P0112, P0113 IAT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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-750, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace mass air flow sensor (with intake air temperature sensor) (bank 1). Refer to [EM-29, "Exploded View"](#).

5.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:000000012356798

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). Refer to [EM-29, "Exploded View"](#).

P0117, P0118 ECT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P0117, P0118 ECT SENSOR

DTC Logic

INFOID:000000012356799

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.) • 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 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 DTC.

Is DTC detected?

- YES >> Go to [EC-751, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356800

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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 4.
NO >> GO TO 3.

3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F106, F107
- Harness for open or short between engine coolant temperature sensor and ECM

P0117, P0118 ECT SENSOR

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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

4. 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 5.

NO >> Repair open circuit, short to ground or short to power in harness or connectors.

5. CHECK ENGINE COOLANT TEMPERATURE SENSOR

Refer to [EC-752. "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace engine coolant temperature sensor. Refer to [CO-28. "Exploded View"](#).

6. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:000000012356801

1. CHECK ENGINE COOLANT TEMPERATURE SENSOR

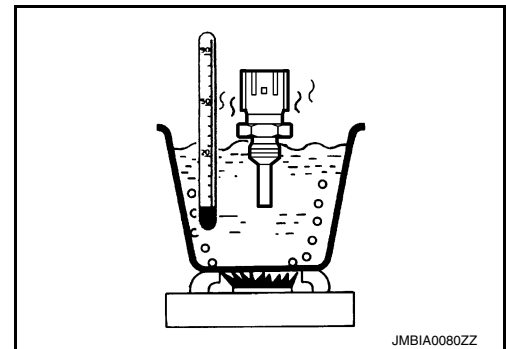
1. Turn ignition switch OFF.
2. Disconnect engine coolant temperature sensor harness connector.
3. Remove engine coolant temperature sensor. Refer to [CO-28. "Exploded View"](#).
4. Check resistance between engine coolant temperature sensor terminals by heating with hot water as shown in the figure.

Terminals	Condition	Resistance (kΩ)	
1 and 2	Temperature °C (°F)	20 (68)	2.10 - 2.90
		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. Refer to [CO-28. "Exploded View"](#).



P0122, P0123, P0227, P0228 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P0122, P0123, P0227, P0228 TP SENSOR

DTC Logic

INFOID:000000012356802

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-844, "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.) • 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-753, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356803

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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.

P0122, P0123, P0227, P0228 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

DTC	Electric throttle control actuator			Ground	Voltage (V)
	Bank	Connector	Terminal		
P0122, P0123	1	F67	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	F67	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	F67	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-755, "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-755, "Special Repair Requirement"](#).

>> INSPECTION END

7. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

P0122, P0123, P0227, P0228 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

Component Inspection

INFOID:000000012356804

1. CHECK THROTTLE POSITION SENSOR

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Perform [EC-691, "Description"](#).
4. Turn ignition switch ON.
5. Set selector lever to D 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	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-755, "Special Repair Requirement"](#).

>> INSPECTION END

Special Repair Requirement

INFOID:000000012356805

1. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to [EC-691, "Description"](#)

>> GO TO 2.

2. PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-692, "Description"](#)

>> END

P0130, P0150 A/F SENSOR 1

DTC Logic

INFOID:000000012356806

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.	<ul style="list-style-type: none"> • Harness or connectors (The A/F sensor 1 circuit is open or shorted.) • 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-758, "Diagnosis Procedure"](#).

NO-1 >> With CONSULT: GO TO 3.

NO-2 >> Without CONSULT: 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.
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-758, "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.
2. Touch "START".
3. When the following conditions are met, "TESTING" will be displayed on the CONSULT 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

EC

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 screen?

C

D

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?

E

F

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 screen?

G

H

OK >> INSPECTION END

NG >> Go to [EC-758, "Diagnosis Procedure"](#).

7.PERFORM COMPONENT FUNCTION CHECK FOR MALFUNCTION B

Perform component function check. Refer to [EC-757, "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?

I

J

K

YES >> INSPECTION END

NO >> Go to [EC-758, "Diagnosis Procedure"](#).

Component Function Check

INFOID:0000000012356807

L

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, then release the accelerator pedal fully until the vehicle speed decreases to 50 km/h (30 MPH).

M

N

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.

O

P

Is 1st trip DTC detected?

P0130, P0150 A/F SENSOR 1

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

- YES >> Go to [EC-758, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356808

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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	F77	4	Ground	Battery voltage
P0150	2	F76	4		

Is the inspection result normal?

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

3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E20, F40
- IPDM E/R harness connector E7
- 15 A fuse (No. 45)
- 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	F77	1	F102	57	Existed
			2		61	
P0150	2	F76	1		65	
			2		66	

4. Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

P0130, P0150 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

DTC	A/F sensor 1			Ground	Continuity
	Bank	Connector	Terminal		
P0130	1	F77	1	Ground	Not existed
			2		
P0150	2	F76	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-45, "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

A
EC
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P

P0131, P0151 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P0131, P0151 A/F SENSOR 1

DTC Logic

INFOID:000000012356809

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.) • 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
3. Check "A/F SEN1 (B1)" or "A/F SEN1 (B2)" indication.

Is the indication constantly approx. 0 V?

- YES >> Go to [EC-761, "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-761, "Diagnosis Procedure"](#).
NO >> INSPECTION END

P0131, P0151 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

INFOID:000000012356810

Diagnosis Procedure

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48. "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	F77	4	Ground	Battery voltage
P0150	2	F76	4		

Is the inspection result normal?

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

3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E20, F40
- IPDM E/R harness connector E7
- 15 A fuse (No. 45)
- 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	F77	1	F102	57	Existed
			2		61	
P0150	2	F76	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	F77	1	Ground	Not existed
			2		
P0150	2	F76	1		
			2		

P0131, P0151 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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-45. "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

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P0132, P0152 A/F SENSOR 1

DTC Logic

INFOID:0000000012356811

DTC DETECTION LOGIC

To judge the malfunction, 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.) • 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.
3. Check "A/F SEN1 (B1)" or "A/F SEN1 (B2)" indication.

Is the indication constantly approx. 5V?

YES >> Go to [EC-764, "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-764, "Diagnosis Procedure"](#).

NO >> INSPECTION END

P0132, P0152 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

INFOID:000000012356812

Diagnosis Procedure

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48. "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	F77	4	Ground	Battery voltage
P0150	2	F76	4		

Is the inspection result normal?

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

3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E20, F40
- IPDM E/R harness connector E7
- 15 A fuse (No. 45)
- 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	F77	1	F102	57	Existed
			2		61	
P0150	2	F76	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	F77	1	Ground	Not existed
			2		
P0150	2	F76	1		
			2		

P0132, P0152 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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-45. "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

DTC Logic

INFOID:000000012356813

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	<ul style="list-style-type: none"> The response of the A/F signal computed by ECM from A/F sensor 1 signal takes more than the specified time. 	<ul style="list-style-type: none"> Harness or connectors (The A/F sensor 1 circuit is open or shorted.) A/F sensor 1 A/F sensor 1 heater Fuel pressure Fuel injector Intake air leaks Exhaust gas leaks PCV 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.

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- 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?

- YES >> GO TO 2.
- NO >> GO TO 5.

2. PERFORM DTC CONFIRMATION PROCEDURE-I

With CONSULT

- Start engine and warm it up to normal operating temperature.
- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.
- Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
- Let engine idle for 1 minute.
- 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.
- Touch "START".

Is "COMPLETED" displayed on CONSULT screen?

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

3. PERFORM DTC CONFIRMATION PROCEDURE-II

Touch "SELF-DIAG RESULT".

Which is displayed on CONSULT screen?

- OK >> INSPECTION END
- NG >> Go to [EC-767, "Diagnosis Procedure"](#).

4. PERFORM DTC CONFIRMATION PROCEDURE-II

- After perform the following procedure, "TESTING" will be displayed on the CONSULT screen.

P0133, P0153 A/F SENSOR 1

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

- 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-708, "Component Function Check"](#).
2. Wait for about 20 seconds at idle under the condition that "TESTING" is displayed on the CONSULT screen.
 3. Make sure that "TESTING" changes to "COMPLETED".
If "TESTING" changed to "OUT OF CONDITION", go to [EC-708, "Component Function Check"](#).
 4. Touch "SELF-DIAG RESULT".

Which is displayed on CONSULT screen?

- OK >> INSPECTION END
- NG >> Go to [EC-767, "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 $\pm 15\%$?

- 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 1 minute 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-767, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356814

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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-36, "Exploded View"](#).

P0133, P0153 A/F SENSOR 1

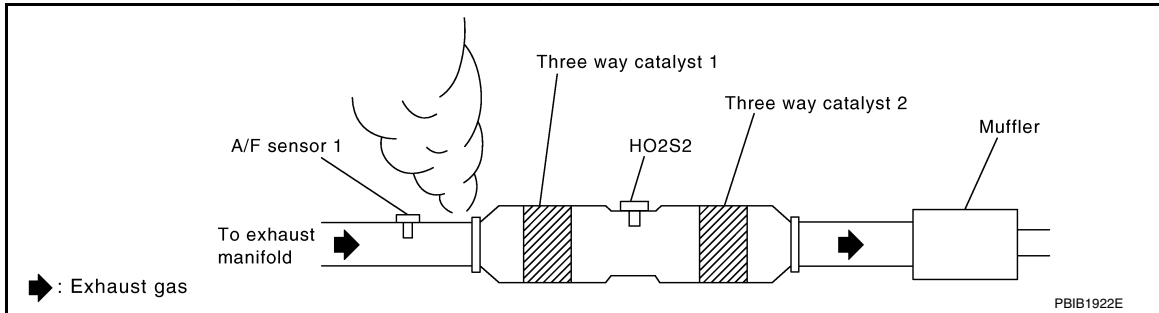
< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

>> 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-696, "Description"](#).
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-791, "DTC Logic"](#) or [EC-795, "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	F77	4	Ground	Battery voltage
P0153	2	F76	4		

Is the inspection result normal?

- YES >> GO TO 8.
NO >> GO TO 7.

7. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E20, F40
- IPDM E/R harness connector E7
- 15 A fuse (No. 45)
- 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

P0133, P0153 A/F SENSOR 1

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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	F77	1	F102	57	Existed
			2		61	
P0153	2	F76	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	F77	1	Ground	Not existed
			2		
P0153	2	F76	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-733, "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-742, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 11.

NO >> Replace malfunctioning mass air flow sensor. Refer to [EM-29, "Exploded View"](#).

11. CHECK PCV VALVE

Refer to [EC-976, "Inspection"](#).

Is the inspection result normal?

YES >> GO TO 12.

NO >> Repair or replace PCV valve. Refer to [EM-54, "Exploded View"](#).

12. CHECK INTERMITTENT INCIDENT

P0133, P0153 A/F SENSOR 1

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

Perform [GI-45. "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

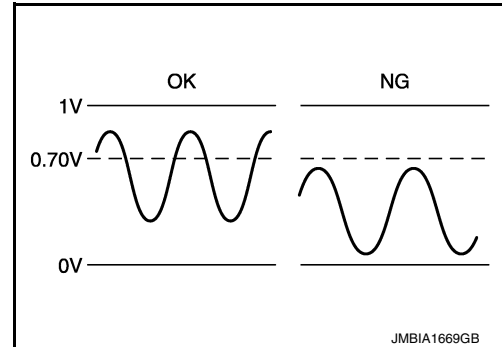
P0137, P0157 HO2S2

DTC Logic

INFOID:000000012356815

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 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.	<ul style="list-style-type: none"> • Harness or connectors (The sensor circuit is open or shorted) • Heated oxygen sensor 2 • Fuel pressure • Fuel injector • Intake air leaks
P0157	Heated oxygen sensor 2 (bank 2) circuit low voltage		

DTC CONFIRMATION PROCEDURE

1. INSPECTION START

Do you have CONSULT?

Do you have CONSULT?

- 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

1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT.
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.

< DTC/CIRCUIT DIAGNOSIS >

11. Start engine and follow the instruction of CONSULT display.

NOTE:

It will take at most 10 minutes until "COMPLETED" is displayed.

12. Touch "SELF-DIAG RESULTS".

Which is displayed on CONSULT screen?

- OK >> INSPECTION END
- NG >> Go to [EC-773. "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-772. "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-773. "Diagnosis Procedure"](#).

Component Function Check

INFOID:000000012356816

1.PERFORM COMPONENT FUNCTION CHECK-I

Without CONSULT

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 0.70 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 0.70 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 P0157	F102	76 80	84	Coasting from 80 km/h (50 MPH) in D position	The voltage should be above 0.70 V at least once during this procedure.

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Go to [EC-773, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000012356817

1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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-696, "Description"](#).
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-791, "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	F79	1	F102	84	Existed
P0157	2	F78	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	F79	4	F102	76	Existed
P0157	2	F78	4		80	

2. Check the continuity between HO2S2 harness connector and ground, or ECM harness connector and ground.

< DTC/CIRCUIT DIAGNOSIS >

DTC	HO2S2			Ground	Continuity
	Bank	Connector	Terminal		
P0137	1	F79	4	Ground	Not existed
P0157	2	F78	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-774, "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-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356818

1. INSPECTION START

Do you have CONSULT?

Do you have CONSULT?

YES >> GO TO 2.

NO >> GO TO 3.

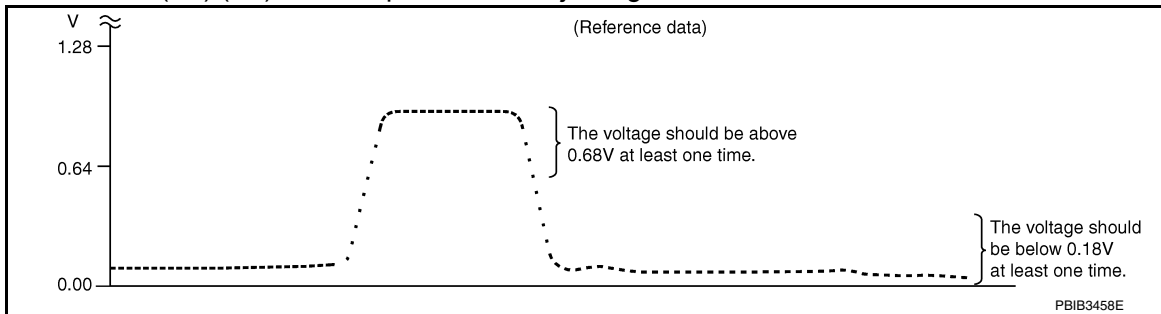
2. CHECK HEATED OXYGEN SENSOR 2

With CONSULT

1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT.
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.

< DTC/CIRCUIT DIAGNOSIS >

7. Check "HO2S2 (B1)/(B2)" at idle speed when adjusting "FUEL INJECTION" to $\pm 25\%$.



"HO2S2 (B1)/(B2)" should be above 0.70 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

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		
F102	76 [HO2S2 (bank 1)]	Revvng up to 4,000 rpm under no load at least 10 times	The voltage should be above 0.70 V at least once during this procedure. 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		
F102	76 [HO2S2 (bank 1)]	Keeping engine at idle for 10 minutes	The voltage should be above 0.70 V at least once during this procedure. 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.

P0137, P0157 HO2S2

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

ECM			Condition	Voltage
Connector	+	-		
	Terminal	Terminal		
F102	76 [HO2S2 (bank 1)]	84	Coasting from 80 km/h (50 MPH) in D position	The voltage should be above 0.70 V at least once during this procedure. 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

DTC Logic

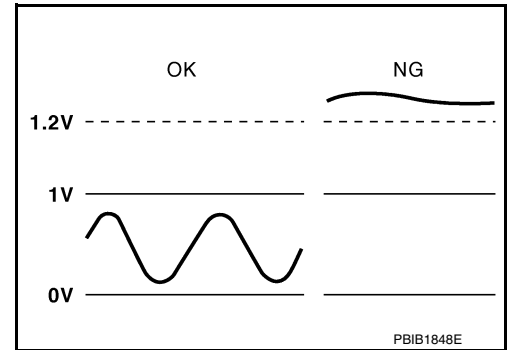
INFOID:000000012356819

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.

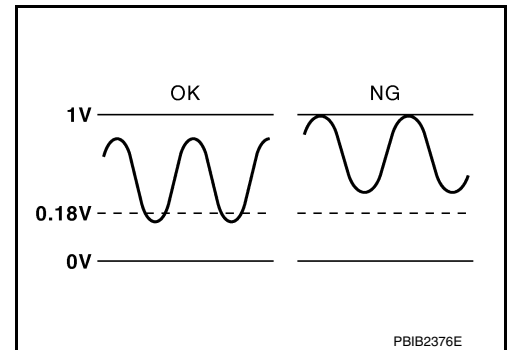
MALFUNCTION A

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.	<ul style="list-style-type: none"> • Harness or connectors (The sensor circuit is open or shorted) • Heated oxygen sensor 2
		B)	The minimum voltage from the sensor is not reached to the specified voltage.	<ul style="list-style-type: none"> • Harness or connectors (The sensor circuit is open or shorted) • Heated oxygen sensor 2 • Fuel pressure • Fuel injector
P0158	Heated oxygen sensor 2 (bank 2) circuit high voltage	A)	An excessively high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> • Harness or connectors (The sensor circuit is open or shorted) • Heated oxygen sensor 2
		B)	The minimum voltage from the sensor is not reached to the specified voltage.	<ul style="list-style-type: none"> • Harness or connectors (The sensor circuit is open or shorted) • Heated oxygen sensor 2 • Fuel pressure • 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-779, "Diagnosis Procedure"](#).

NO-1 >> With CONSULT: GO TO 3.

NO-2 >> Without CONSULT: 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.
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.
11. Start engine and follow the instruction of CONSULT display.

NOTE:

It will take at most 10 minutes until "COMPLETED" is displayed.

12. Touch "SELF-DIAG RESULTS".

Which is displayed on CONSULT screen?

OK >> INSPECTION END

NG >> Go to [EC-779, "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-778, "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-779, "Diagnosis Procedure"](#).

Component Function Check

INFOID:000000012356820

1. PERFORM COMPONENT FUNCTION CHECK-I

< DTC/CIRCUIT DIAGNOSIS >

⊗ Without CONSULT

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	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-779, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012356821

1.INSPECTION START

Confirm the detected malfunction (A or B). Refer to [EC-777, "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-48, "Circuit Inspection"](#).

Is the inspection result normal?

P0138, P0158 HO2S2

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

- 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	F79	1	F102	84	Existed
P0158	2	F78	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	F79	4	F102	76	Existed
P0158	2	F78	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	F79	4	Ground	Not existed
P0158	2	F78	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-782, "Component Inspection"](#).

< DTC/CIRCUIT DIAGNOSIS >

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-45. "Intermittent Incident"](#).

>> INSPECTION END

9.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48. "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-696. "Description"](#).
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-795. "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	F79	1	F102	84	Existed
P0158	2	F78	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, 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	F79	4	F102	76	Existed
P0158	2	F78	4		80	

2. Check the continuity between HO2S2 harness connector or ECM harness connector and ground.

DTC	HO2S2			Ground	Continuity
	Bank	Connector	Terminal		
P0138	1	F79	4	Ground	Not existed
P0158	2	F78	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, short to ground or short to power in harness or connectors.

13.CHECK HEATED OXYGEN SENSOR 2

Refer to [EC-778. "Component Function Check"](#).

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-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:000000012356822

1.INSPECTION START


Do you have CONSULT?

Do you have CONSULT?

YES >> GO TO 2.

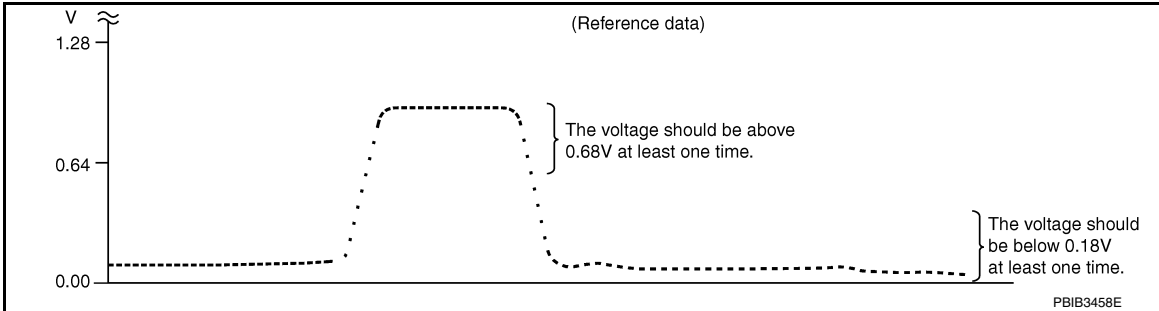
NO >> GO TO 3.

2.CHECK HEATED OXYGEN SENSOR 2

 With CONSULT

< DTC/CIRCUIT DIAGNOSIS >

1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT.
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.
7. Check "HO2S2 (B1)/(B2)" at idle speed when adjusting "FUEL INJECTION" to $\pm 25\%$.



"HO2S2 (B1)/(B2)" should be above 0.70 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

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.

Connector	ECM		Condition	Voltage
	+	-		
	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 0.70 V at least once during this procedure. 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 0.70 V at least once during this procedure. 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	The voltage should be above 0.70 V at least once during this procedure. 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

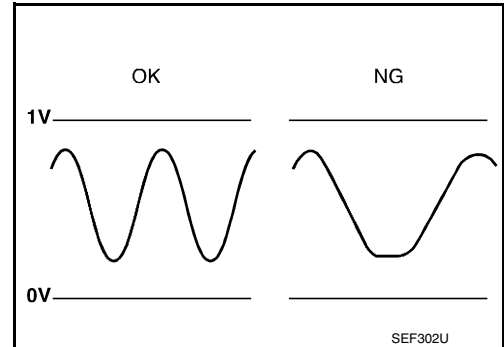
P0139, P0159 HO2S2

DTC Logic

INFOID:000000012356823

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.	<ul style="list-style-type: none"> • Harness or connectors (The sensor circuit is open or shorted) • Heated oxygen sensor 2 • Fuel pressure • Fuel injector • Intake air leaks
P0159	Heated oxygen sensor 2 (bank 2) circuit slow response		

DTC CONFIRMATION PROCEDURE

1. INSPECTION START

Do you have CONSULT?

Do you have CONSULT?

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:

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

1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT.
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).
9. Open engine hood.
10. Select "HO2S2 (B1) P0139" or "HO2S2 (B2) P0159" or "HO2S2" in "DTC WORK SUPPORT" mode with CONSULT.
11. Start engine and follow the instruction of CONSULT display.

< DTC/CIRCUIT DIAGNOSIS >

NOTE:

It will take at most 10 minutes until "COMPLETED" is displayed.

Is "COMPLETED" displayed on CONSULT screen?

- YES >> GO TO 5.
- NO >> 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 SELF-DIAGNOSIS

Ⓜ With CONSULT

Perform ECM self-diagnosis.

Is DTC "P0139" or "P0159" detected?

- YES >> Proceed to [EC-787, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

6.PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to [EC-786, "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 >> Proceed to [EC-787, "Diagnosis Procedure"](#).

Component Function Check

INFOID:000000012356824

1.PERFORM COMPONENT FUNCTION CHECK-I

ⓧ Without CONSULT

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			
		+			-
P0139	F102	76	84	Reving up to 4,000 rpm under no load at least 10 times	
P0159		80			A change of voltage should be more than 0.08 V for 1 second during this procedure.

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			
		+	-		
P0139	F102	76	84	Keeping engine at idle for 10 minutes	A change of voltage should be more than 0.08 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) on the suitable gear position	A change of voltage should be more than 0.08 V for 1 second during this procedure.
P0159		80				

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Proceed to [EC-787, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012356825

1.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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-696, "Description"](#).
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-791, "DTC Logic"](#) or [EC-795, "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	F79	1	F102	84	Existed
P0159	2	F78	1			

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

Is the inspection result normal?

- YES >> GO TO 4.

P0139, P0159 HO2S2

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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	F79	4	F102	76	Existed
P0159	2	F78	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	F79	4	Ground	Not existed
P0159	2	F78	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-788, "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-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:000000012356826

1. INSPECTION START

Do you have CONSULT?

Do you have CONSULT?

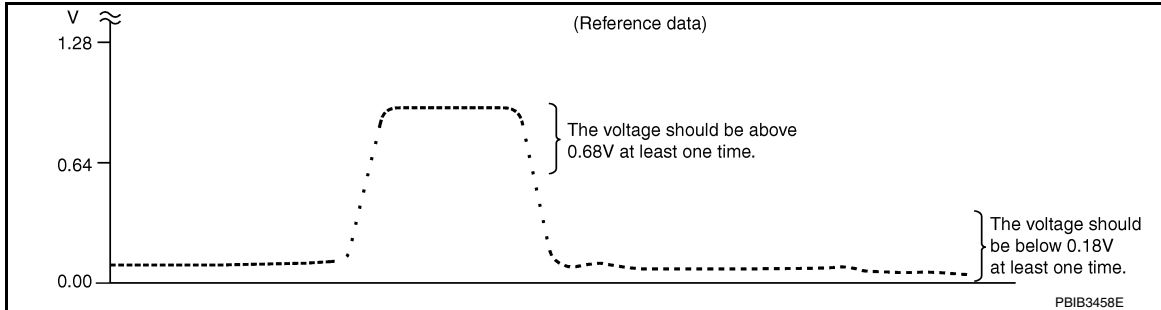
< DTC/CIRCUIT DIAGNOSIS >

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

2.CHECK HEATED OXYGEN SENSOR 2

With CONSULT

1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT.
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.
7. Check "HO2S2 (B1) / (B2)" at idle speed when adjusting "FUEL INJECTION" to $\pm 25\%$.



"HO2S2 (B1)/(B2)" should be above 0.70 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

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.

Connector	ECM		Condition	Voltage
	+	-		
	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 0.40 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 0.40 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) on the suitable gear position	The voltage should be above 0.40 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/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P0171, P0174 FUEL INJECTION SYSTEM FUNCTION

DTC Logic

INFOID:000000012356827

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. • The amount of mixture ratio compensation is too large. (The mixture ratio is too lean.)	• Intake air leaks • A/F sensor 1 • Fuel injector • Exhaust gas leaks • Incorrect fuel pressure • Lack of fuel • Mass air flow sensor • 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-696, "Description"](#).
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 depress accelerator pedal too much.

Does engine start?

- YES >> Go to [EC-792, "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?

P0171, P0174 FUEL INJECTION SYSTEM FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

- YES >> Go to [EC-792, "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 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.

4. Check 1st trip DTC.

Is 1st trip DTC detected?

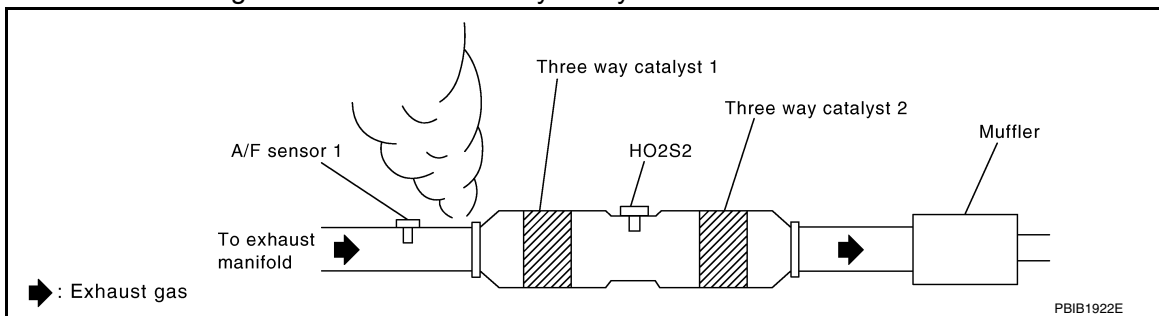
- YES >> Go to [EC-792, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356828

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	F77	1	F102	57	Existed
			2		61	
P0174	2	F76	1		65	
			2		66	

P0171, P0174 FUEL INJECTION SYSTEM FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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	F77	1	Ground	Not existed
			2		
P0174	2	F76	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

- Release fuel pressure to zero. Refer to [EC-701, "Work Procedure"](#).
- Install fuel pressure gauge and check fuel pressure. Refer to [EC-701, "Work Procedure"](#).

At idling: Approximately 350 kPa (3.57 kg/cm², 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". Refer to [FL-6, "Exploded View"](#).

NO >> Repair or replace.

6. CHECK MASS AIR FLOW SENSOR

 **With CONSULT**

- Install all removed parts.
- Check "MASS AIR FLOW" in "DATA MONITOR" mode with CONSULT.
For specification, refer to [EC-979, "Mass Air Flow Sensor"](#).

 **With GST**

- Install all removed parts.
- Check mass air flow sensor signal in Service \$01 with GST.
For specification, refer to [EC-979, "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-740, "Diagnosis Procedure"](#).

7. CHECK FUNCTION OF FUEL INJECTOR

 **With CONSULT**

- Start engine.

P0171, P0174 FUEL INJECTION SYSTEM FUNCTION

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT.
3. Make sure that each circuit produces a momentary engine speed drop.

⊗ Without CONSULT

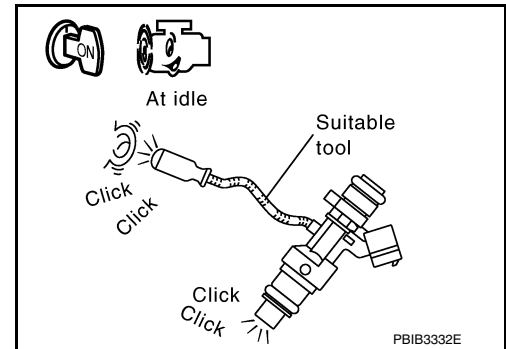
1. Start engine and let it idle.
2. Listen to each fuel injector operating sound.

Clicking sound should be heard.

Is the inspection result normal?

YES >> GO TO 8.

NO >> Perform trouble diagnosis for FUEL INJECTOR, refer to [EC-950. "Diagnosis Procedure"](#).



8. CHECK FUEL INJECTOR

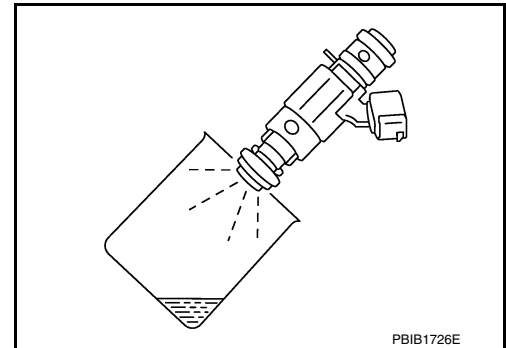
1. Turn ignition switch OFF.
2. Confirm that the engine is cooled down and there are no fire hazards near the vehicle.
3. Disconnect all fuel injector harness connectors.
4. Remove fuel tube assembly. Refer to [EM-42. "Removal and Installation"](#).
Keep fuel hose and all fuel injectors connected to 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-45. "Intermittent Incident"](#).

>> INSPECTION END

P0172, P0175 FUEL INJECTION SYSTEM FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P0172, P0175 FUEL INJECTION SYSTEM FUNCTION

DTC Logic

INFOID:000000012356829

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. • The amount of mixture ratio compensation is too large. (The mixture ratio is too rich.)	• A/F sensor 1 • Fuel injector • Exhaust gas leaks • Incorrect fuel pressure • 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-696, "Description"](#).
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 depress accelerator pedal too much.

Does engine start?

YES >> Go to [EC-796, "Diagnosis Procedure"](#).

NO >> Remove spark plugs and check for fouling, etc.

4. PERFORM DTC CONFIRMATION PROCEDURE-II

1. Keep engine idle for at least 10 minutes.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to [EC-796, "Diagnosis Procedure"](#).

NO >> GO TO 5.

5. PERFORM DTC CONFIRMATION PROCEDURE-III

P0172, P0175 FUEL INJECTION SYSTEM FUNCTION

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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

4. Check 1st trip DTC.

Is 1st trip DTC detected?

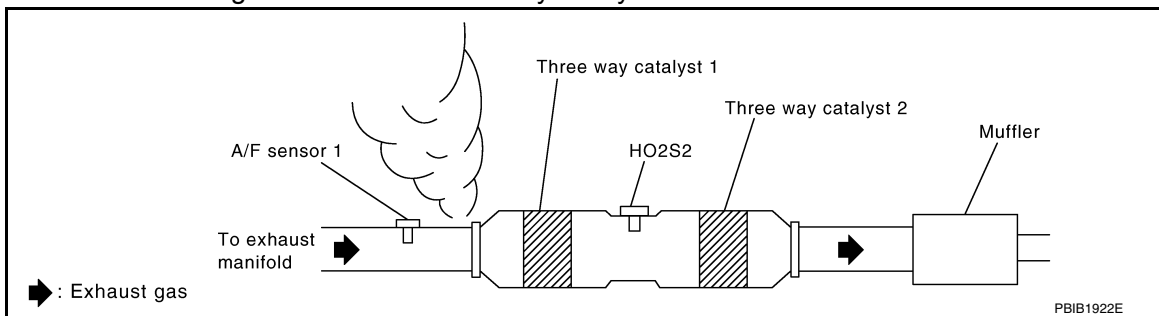
- YES >> Go to [EC-796, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356830

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	F77	1	F102	57	Existed
			2		61	
P0175	2	F76	1		65	
			2		66	

5. Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

P0172, P0175 FUEL INJECTION SYSTEM FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

DTC	A/F sensor 1			Ground	Continuity
	Bank	Connector	Terminal		
P0172	1	F77	1	Ground	Not existed
			2		
P0175	2	F76	1		
			2		

DTC	ECM			Ground	Continuity
	Bank	Connector	Terminal		
P0172	1	F102	57	Ground	Not existed
			61		
			P0175		
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-701, "Work Procedure"](#).
2. Install fuel pressure gauge and check fuel pressure. Refer to [EC-701, "Work Procedure"](#).

At idling: Approximately 350 kPa (3.57 kg/cm², 51 psi)

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace "fuel filter and fuel pump assembly". Refer to [FL-6, "Exploded View"](#).

5. CHECK MASS AIR FLOW SENSOR

With CONSULT

1. Install all removed parts.
2. Check "MASS AIR FLOW" in "DATA MONITOR" mode with CONSULT.
For specification, refer to [EC-979, "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-979, "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-740, "Diagnosis Procedure"](#).

6. CHECK FUNCTION OF FUEL INJECTOR

With CONSULT

1. Start engine.
2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT.
3. Make sure that each circuit produces a momentary engine speed drop.

Without CONSULT

1. Start engine and let it idle.

P0172, P0175 FUEL INJECTION SYSTEM FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

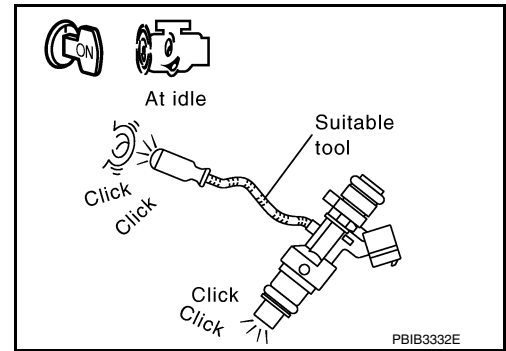
- Listen to each fuel injector operating sound.

Clicking sound should be heard.

Is the inspection result normal?

YES >> GO TO 7.

NO >> Perform trouble diagnosis for FUEL INJECTOR, refer to [EC-950. "Diagnosis Procedure"](#).



7. CHECK FUEL INJECTOR

- Remove fuel injector assembly. Refer to [EM-42. "Removal and Installation"](#).
Keep fuel hose and all fuel injectors connected to fuel tube.
- Confirm that the engine is cooled down and there are no fire hazards near the vehicle.
- Disconnect all fuel injector harness connectors.
- Disconnect all ignition coil harness connectors.
- Prepare pans or saucers under each fuel injector.
- 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-45. "Intermittent Incident"](#).

>> INSPECTION END

P0182, P0183 FTT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P0182, P0183 FTT SENSOR

DTC Logic

INFOID:000000012356831

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.	<ul style="list-style-type: none"> • Harness or connectors (The sensor circuit is open or shorted.) • 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-799, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356832

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "Circuit Inspection"](#).

Is the inspection result normal?

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

2. CHECK DTC WITH "COMBINATION METER"

Refer to [MWI-32, "CONSULT Function"](#).

Is the inspection result normal?

- YES >> GO TO 3.
 NO >> Go to [EC-960, "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		
B241	4	Ground	Approx. 5

Is the inspection result normal?

P0182, P0183 FTT SENSOR

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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

4. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M117, B201
- 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 “combination meter” harness connector.
3. Check the continuity between “fuel level sensor unit and fuel pump” harness connector and “combination meter” harness connector.

Fuel level sensor unit and fuel pump		Combination meter		Continuity
Connector	Terminal	Connector	Terminal	
B241	5	M53	24	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 M117, B201
- Harness for open or short between “fuel level sensor unit and fuel pump” and “combination meter”

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

7. CHECK FUEL TANK TEMPERATURE SENSOR

Refer to [EC-800, "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 8.
- NO >> Replace “fuel level sensor unit and fuel pump”. Refer to [FL-6, "Exploded View"](#).

8. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356833

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. Refer to [FL-6, "Exploded View"](#).

P0182, P0183 FTT SENSOR

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

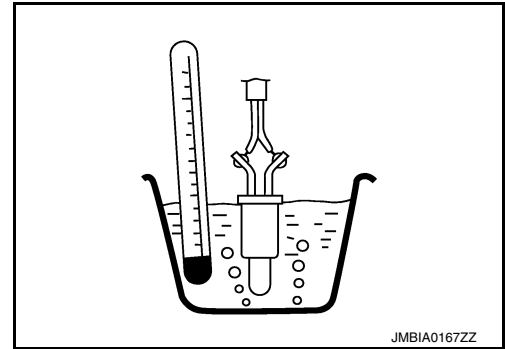
4. Check resistance between “fuel level sensor unit and fuel pump” terminals by heating with hot water as shown in the figure.

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”. Refer to [FL-6. "Exploded View"](#).



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P0197, P0198 EOT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P0197, P0198 EOT SENSOR

DTC Logic

INFOID:0000000012356834

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.) • 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-802, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356835

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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.

P0197, P0198 EOT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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-803. "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace engine oil temperature sensor. Refer to [EM-48. "Exploded View"](#).

5.CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:000000012356836

1.CHECK ENGINE OIL TEMPERATURE SENSOR

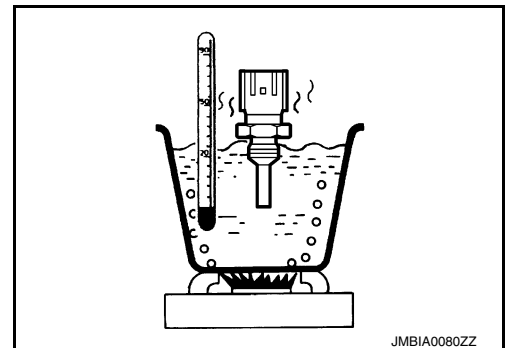
1. Turn ignition switch OFF.
2. Disconnect engine oil temperature sensor harness connector.
3. Remove engine oil temperature sensor. Refer to [EM-48. "Exploded View"](#).
4. Check resistance between engine oil temperature sensor terminals by heating with hot water as shown in the figure.

Terminals	Condition	Resistance (kΩ)	
1 and 2	Temperature °C (°F)]	20 (68)	2.10 - 2.90
		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. Refer to [EM-48. "Exploded View"](#).



P0222, P0223, P2132, P2133 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P0222, P0223, P2132, P2133 TP SENSOR

DTC Logic

INFOID:000000012356837

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-844, "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.) • 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-804, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356838

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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.

P0222, P0223, P2132, P2133 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

DTC	Electric throttle control actuator			Ground	Voltage (V)
	Bank	Connector	Terminal		
P0222, P0223	1	F67	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	F67	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	F67	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-806, "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-806, "Special Repair Requirement"](#).

>> INSPECTION END

7. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

P0222, P0223, P2132, P2133 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

INFOID:000000012356839

Component Inspection

1. CHECK THROTTLE POSITION SENSOR

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Perform [EC-691, "Description"](#).
4. Turn ignition switch ON.
5. Set selector lever to D position.
6. Check the voltage between ECM harness connector terminals under the following conditions.

ECM			Condition	Voltage (V)
Connector	+	-		
	Terminal			
F101	30 [TP sensor 1 (bank 1)]	40	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-806, "Special Repair Requirement"](#).

>> INSPECTION END

Special Repair Requirement

INFOID:000000012356840

1. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to [EC-691, "Description"](#)

>> GO TO 2.

2. PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-692, "Description"](#)

>> END

P0300, P0301, P0302, P0303, P0304, P0305, P0306 MISFIRE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P0300, P0301, P0302, P0303, P0304, P0305, P0306 MISFIRE

DTC Logic

INFOID:000000012356841

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.

- 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.
- 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 illuminate 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.	<ul style="list-style-type: none">• Improper spark plug• Insufficient compression• Incorrect fuel pressure• The fuel injector circuit is open or shorted• Fuel injector• Intake air leak• The ignition signal circuit is open or shorted• Lack of fuel• Signal plate• A/F sensor 1• 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?

P0300, P0301, P0302, P0303, P0304, P0305, P0306 MISFIRE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

- YES >> Go to [EC-808, "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 \pm 400 rpm
Vehicle speed	Vehicle speed in the freeze frame data \pm 10 km/h (6 MPH)
Base fuel schedule	Base fuel schedule in the freeze frame data \times (1 \pm 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-808, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356842

1. CHECK GROUND CONNECTION

Check the following.

- Connection condition of the ground F34.
- Connection condition of the ground harness between engine assembly and vehicle body (If equipped).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair or replace error-detected parts.

2. 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 3.

3. CHECK FOR EXHAUST SYSTEM CLOGGING

Stop engine and visually check exhaust tube, three way catalyst and muffler for dents.

Is the inspection result normal?

P0300, P0301, P0302, P0303, P0304, P0305, P0306 MISFIRE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

- YES-1 >> With CONSULT: GO TO 4.
- YES-2 >> Without CONSULT: GO TO 5.
- NO >> Repair or replace it.

4. PERFORM POWER BALANCE TEST

With CONSULT

1. Start engine.
2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT.
3. Make sure that each circuit produces a momentary engine speed drop.

Is the inspection result normal?

- YES >> GO TO 10.
- NO >> GO TO 5.

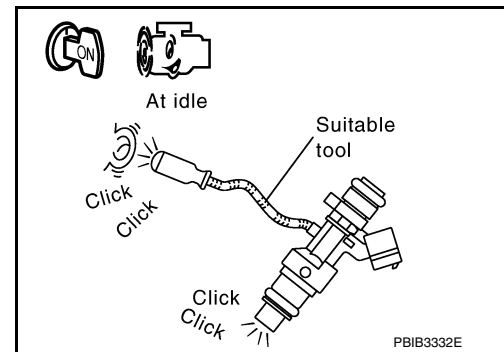
5. CHECK FUNCTION OF FUEL INJECTOR-I

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 6.
- NO >> Perform trouble diagnosis for FUEL INJECTOR, refer to [EC-950, "Diagnosis Procedure"](#).



6. CHECK FUNCTION OF IGNITION COIL-I

CAUTION:

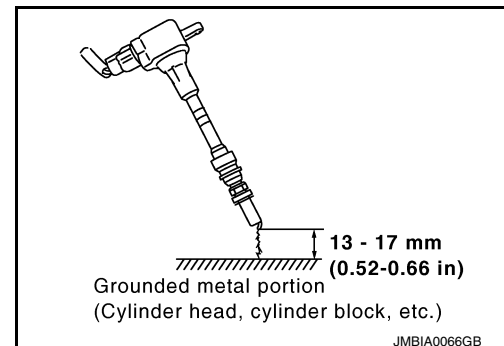
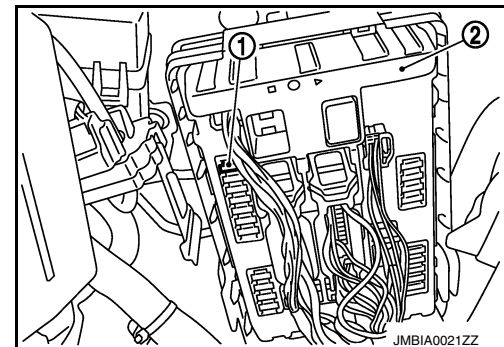
Perform the following procedure in a place where with no combustible objects and good ventilation.

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 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.

P0300, P0301, P0302, P0303, P0304, P0305, P0306 MISFIRE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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-955, "Diagnosis Procedure"](#).

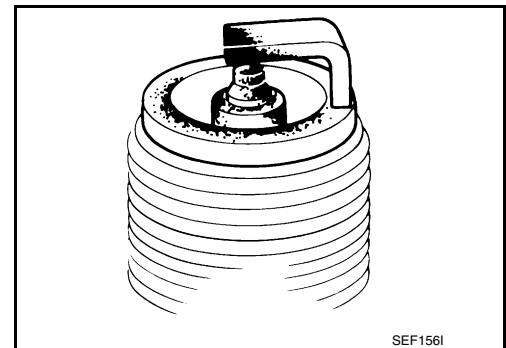
8. CHECK SPARK PLUG

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 [MA-29, "SPARK PLUG : 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 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 [MA-29, "SPARK PLUG : Removal and Installation"](#).

10. CHECK COMPRESSION PRESSURE

Check compression pressure. Refer to [LU-9, "Inspection"](#).

Is the inspection result normal?

YES >> GO TO 11.

NO >> Check pistons, piston rings, valves, valve seats and cylinder head gaskets.

11. CHECK FUEL PRESSURE

1. Install all removed parts.
2. Release fuel pressure to zero. Refer to [EC-701, "Work Procedure"](#).
3. Install fuel pressure gauge and check fuel pressure. Refer to [EC-701, "Work Procedure"](#).

At idle: Approximately 350 kPa (3.57 kg/cm², 51 psi)

Is the inspection result normal?

YES >> GO TO 13.

NO >> GO TO 12.

12. 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.

13. CHECK IDLE SPEED AND IGNITION TIMING

For procedure, refer to [EC-697, "Work Procedure"](#).

For specification, refer to [EC-979, "Idle Speed"](#) and [EC-979, "Ignition Timing"](#).

Is the inspection result normal?

- YES >> GO TO 14.
- NO >> Follow the [EC-697, "Work Procedure"](#).

14. 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	F77	1	F102	57	Existed
		2		61	
2	F76	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	F77	1	Ground	Not existed
		2		
2	F76	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 15.
- NO >> Repair open circuit, short to ground or short to power in harness or connectors.

15. CHECK A/F SENSOR 1 HEATER

Refer to [EC-733, "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 16.

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P0300, P0301, P0302, P0303, P0304, P0305, P0306 MISFIRE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

NO >> Replace (malfunctioning) A/F sensor 1. Refer to [EM-36, "Exploded View"](#).

16. CHECK MASS AIR FLOW SENSOR

With CONSULT

Check mass air flow sensor signal in "DATA MONITOR" mode with CONSULT.

For specification, refer to [EC-979, "Mass Air Flow Sensor"](#).

With GST

Check mass air flow sensor signal in Service \$01 with GST.

For specification, refer to [EC-979, "Mass Air Flow Sensor"](#).

Is the measurement value within the specification?

YES >> GO TO 17.

NO >> Check connectors for rusted terminals or loose connections in the mass air flow sensor circuit or ground. Refer to [EC-740, "Diagnosis Procedure"](#).

17. CHECK SYMPTOM TABLE

Check items on the rough idle symptom in [EC-967, "Symptom Table"](#).

Is the inspection result normal?

YES >> GO TO 18.

NO >> Repair or replace.

18. 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-611, "On Board Diagnosis Function"](#) (Without CONSULT) or [EC-614, "CONSULT Function"](#) (With CONSULT).

>> GO TO 19.

19. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

P0327, P0328, P0332, P0333 KS

DTC Logic

INFOID:000000012356843

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.	<ul style="list-style-type: none"> • Harness or connectors (The sensor circuit is open or shorted.) • 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-813, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356844

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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?

< DTC/CIRCUIT DIAGNOSIS >

- 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-814, "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 7.
- NO >> Replace malfunctioning knock sensor. Refer to [EM-130, "Exploded View"](#).

7. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356845

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

P0327, P0328, P0332, P0333 KS

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

NO >> Replace malfunctioning knock sensor. Refer to [EM-130. "Exploded View"](#).

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P0335 CKP SENSOR (POS)

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P0335 CKP SENSOR (POS)

DTC Logic

INFOID:000000012356846

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0335	Crankshaft position sensor (POS) circuit	<ul style="list-style-type: none">The crankshaft position sensor (POS) signal is not detected by the ECM during the first few seconds of engine cranking.The proper pulse signal from the crankshaft position sensor (POS) is not sent to ECM while the engine is running.The crankshaft position sensor (POS) signal is not in the normal pattern during engine running.	<ul style="list-style-type: none">Harness or connectors [CKP sensor (POS) circuit is open or shorted.] [CMP sensor (PHASE) (bank 2) circuit is open or shorted.] (APP sensor 2 circuit is shorted.) (Battery current sensor circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.)Crankshaft position sensor (POS)Camshaft position sensor (PHASE) (bank 2)Accelerator pedal position sensorBattery current sensorRefrigerant pressure sensorSignal plate

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- 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

- Start engine and let it idle for at least 5 seconds.
If engine does not start, crank engine for at least 2 seconds.
- Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Go to [EC-816, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356847

1. CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection M95. Refer to Ground Inspection in [GI-48, "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

- Disconnect crankshaft position (CKP) sensor (POS) harness connector.
- Turn ignition switch ON.
- Check the voltage between CKP sensor (POS) harness connector and ground.

P0335 CKP SENSOR (POS)

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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	46	CKP sensor (POS)	F2	1
F102	64	CMP sensor (PHASE) (bank 2)	F18	1
		Battery current sensor	E21	
M107	103	APP sensor	M9	6
	107	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.

- Camshaft position sensor (PHASE) (bank 2) (Refer to [EC-823, "Component Inspection"](#).)
- Battery current sensor (Refer to [EC-891, "Component Inspection"](#).)
- Refrigerant pressure sensor (Refer to [EC-965, "Diagnosis Procedure"](#).)

Is the inspection result normal?

- YES >> GO TO 6.
- NO >> Replace malfunctioning component.

6. CHECK APP SENSOR

Refer to [EC-927, "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-928, "Special Repair Requirement"](#).

P0335 CKP SENSOR (POS)

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

>> 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-818, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 11.

NO >> Replace crankshaft position sensor (POS). Refer to [EM-130, "Exploded View"](#).

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. Refer to [EM-130, "Exploded View"](#).

12. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:000000012356848

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. Refer to [EM-130, "Exploded View"](#).

P0335 CKP SENSOR (POS)

[VQ37VHR FOR MEXICO]

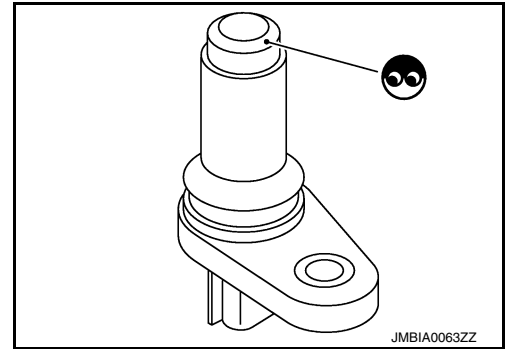
< DTC/CIRCUIT DIAGNOSIS >

5. Visually check the sensor for chipping.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace crankshaft position sensor (POS). Refer to [EM-130, "Exploded View"](#).



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). Refer to [EM-130, "Exploded View"](#).

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P0340, P0345 CMP SENSOR (PHASE)

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P0340, P0345 CMP SENSOR (PHASE)

DTC Logic

INFOID:000000012356849

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-844, "DTC Logic"](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0340	Camshaft position sensor (PHASE) (bank 1) circuit	<ul style="list-style-type: none">The cylinder No. signal is not sent to ECM for the first few seconds during engine cranking.	<ul style="list-style-type: none">Harness or connectors [CMP sensor (PHASE) (bank 1) circuit is open or shorted.]Camshaft position sensor (PHASE) (bank 1)Camshaft (INT)Starter motorStarting system circuitDead (Weak) battery
P0345	Camshaft position sensor (PHASE) (bank 2) circuit	<ul style="list-style-type: none">The cylinder No. signal is not sent to ECM during engine running.The cylinder No. signal is not in the normal pattern during engine running.	<ul style="list-style-type: none">Harness or connectors [CMP sensor (PHASE) (bank 2) circuit is open or shorted.] [CKP sensor (POS) circuit is open or shorted.] (APP sensor 2 circuit is shorted.) (Battery current sensor circuit is open or shorted.) (Refrigerant pressure sensor circuit is shorted.)Camshaft position sensor (PHASE) (bank 2)Crankshaft position sensor (POS)Accelerator pedal position sensorBattery current sensorRefrigerant pressure sensorCamshaft (INT)Starter motorStarting system circuitDead (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.

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- 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

- Start engine and let it idle for at least 5 seconds.
If engine does not start, crank engine for at least 2 seconds.
- Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Go to [EC-821, "Diagnosis Procedure"](#).
NO >> GO TO 3.

3. PERFORM DTC CONFIRMATION PROCEDURE-II

- Maintaining engine speed at more than 800 rpm for at least 5 seconds.
- Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Go to [EC-821, "Diagnosis Procedure"](#).

P0340, P0345 CMP SENSOR (PHASE)

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356850

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 [STR-13, "Work Flow \(With GR8-1200 NI\)"](#).)

2. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.

2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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-I

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 9.

NO-1 >> P0340: Repair open circuit, short to ground or short to power in harness or connectors.

NO-2 >> P0345: GO TO 4.

4. CHECK CAMSHAFT POSITION (CMP) SENSOR (PHASE) POWER SUPPLY CIRCUIT-II

1. Turn ignition switch OFF.

2. Disconnect ECM harness connector.

3. Check the continuity between CMP sensor (PHASE) harness connector and ECM harness connector.

CMP sensor (PHASE)			ECM		Continuity
Bank	Connector	Terminal	Connector	Terminal	
2	F18	1	F102	64	Existed

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair open circuit.

5. CHECK CAMSHAFT POSITION (CMP) SENSOR (PHASE) 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	46	CKP sensor (POS)	F2	1
F102	64	CMP sensor (PHASE) (bank 2)	F18	1
		Battery current sensor	E21	
M107	103	APP sensor	M9	6
	107	Refrigerant pressure sensor	E77	3

P0340, P0345 CMP SENSOR (PHASE)

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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-818, "Component Inspection"](#).)
- Battery current sensor (Refer to [EC-891, "Component Inspection"](#).)
- Refrigerant pressure sensor (Refer to [EC-965, "Diagnosis Procedure"](#).)

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace malfunctioning component.

7. CHECK APP SENSOR

Refer to [EC-927, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 13.

NO >> GO TO 8.

8. REPLACE ACCELERATOR PEDAL ASSEMBLY

1. Replace accelerator pedal assembly.
2. Go to [EC-928, "Special Repair Requirement"](#).

>> INSPECTION END

9. 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 10.

NO >> Repair open circuit, short to ground or short to power in harness or connectors.

10. 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 11.

NO >> Repair open circuit, short to ground or short to power in harness or connectors.

11. CHECK CAMSHAFT POSITION SENSOR (PHASE)

Refer to [EC-823, "Component Inspection"](#).

Is the inspection result normal?

P0340, P0345 CMP SENSOR (PHASE)

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

YES >> GO TO 12.

NO >> Replace malfunctioning camshaft position sensor (PHASE). Refer to [EM-57, "Exploded View"](#).

12.CHECK CAMSHAFT (INTAKE)

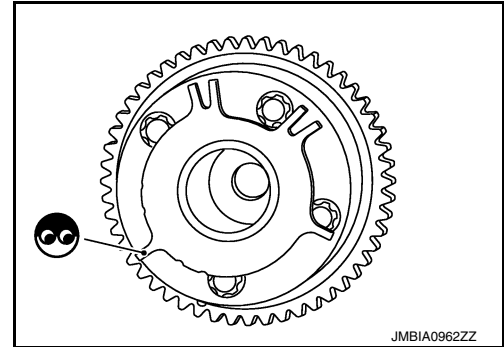
Check the following.

- 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 13.

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



13.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:000000012356851

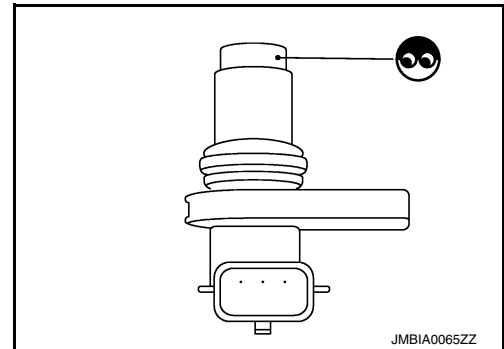
1.CHECK CAMSHAFT POSITION SENSOR (PHASE)-I

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. Refer to [EM-57, "Exploded View"](#).
5. Visually check the sensor for chipping.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace malfunctioning camshaft position sensor (PHASE). Refer to [EM-57, "Exploded View"](#).



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). Refer to [EM-57, "Exploded View"](#).

P0420, P0430 THREE WAY CATALYST FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P0420, P0430 THREE WAY CATALYST FUNCTION

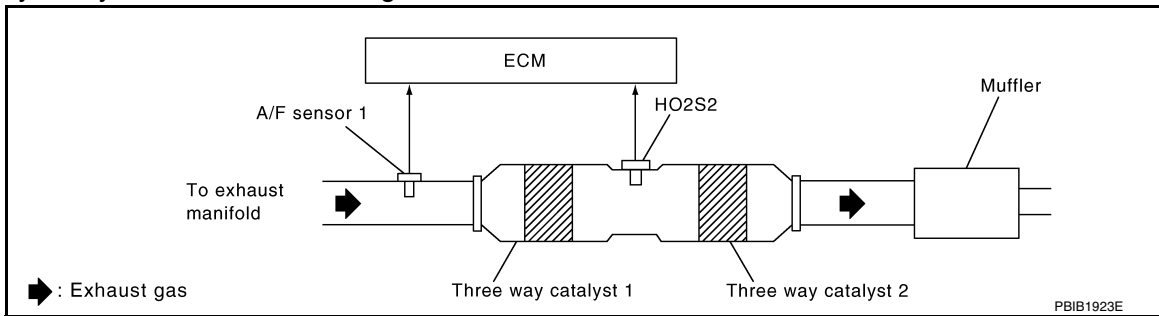
DTC Logic

INFOID:000000012356852

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)	<ul style="list-style-type: none"> • Three way catalyst (manifold) does not operate properly. • Three way catalyst (manifold) does not have enough oxygen storage capacity. 	<ul style="list-style-type: none"> • Three way catalyst (manifold) • Exhaust tube • Intake air leaks • Fuel injector • Fuel injector leaks • Spark plug • Improper ignition timing
P0430	Catalyst system efficiency below threshold (bank 2)		

DTC CONFIRMATION PROCEDURE

1. INSPECTION START

Do you have CONSULT?

Do you have CONSULT?

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

1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT.
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.

P0420, P0430 THREE WAY CATALYST FUNCTION

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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.
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 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-826, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

7.PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to [EC-825, "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-826, "Diagnosis Procedure"](#).

Component Function Check

INFOID:000000012356853

1.PERFORM COMPONENT FUNCTION CHECK

Without CONSULT

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.

P0420, P0430 THREE WAY CATALYST FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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. • 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-826, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012356854

1. CHECK EXHAUST SYSTEM

Visually check exhaust tubes and muffler for dents.

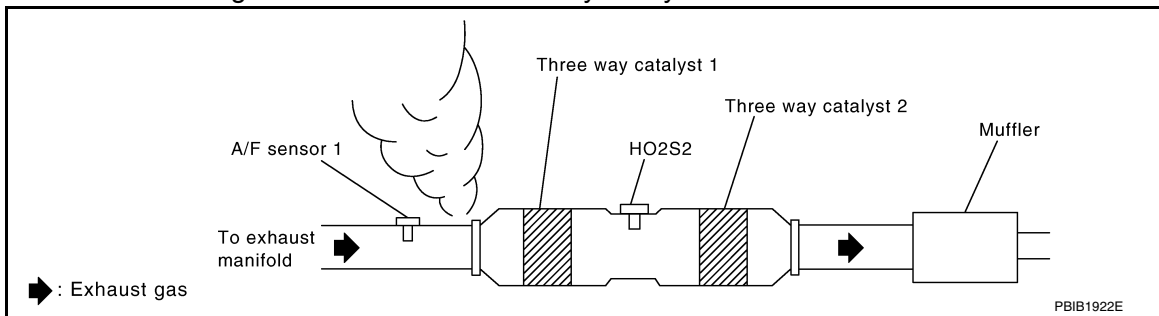
Is the inspection result normal?

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-697, "Work Procedure"](#).

For specification, refer to [EC-979, "Idle Speed"](#) and [EC-979, "Ignition Timing"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Follow the [EC-697, "Work Procedure"](#).

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.

P0420, P0430 THREE WAY CATALYST FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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-950, "Diagnosis Procedure"](#).

6. CHECK FUNCTION OF IGNITION COIL-I

CAUTION:

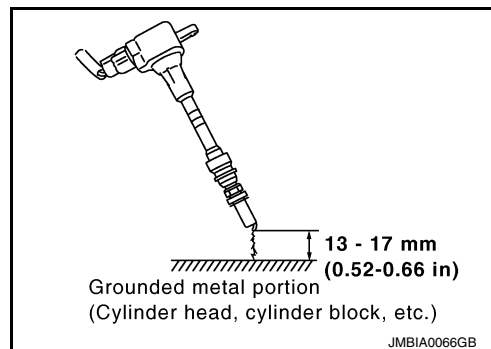
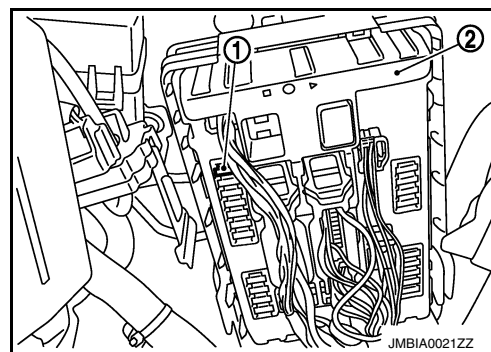
Perform the following procedure in a place where with no combustible objects and good ventilation.

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 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.

P0420, P0430 THREE WAY CATALYST FUNCTION

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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-955, "Diagnosis Procedure"](#).

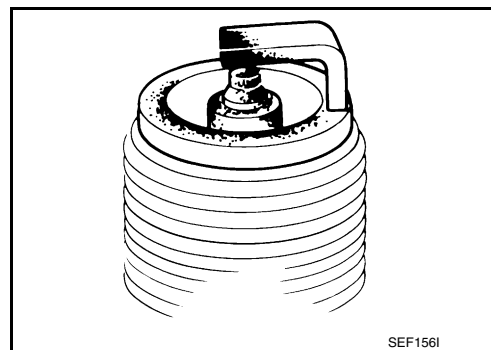
8. CHECK SPARK PLUG

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 [MA-29, "SPARK PLUG : 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 [MA-29, "SPARK PLUG : Removal and Installation"](#).

10. CHECK FUEL INJECTOR

1. Turn ignition switch OFF.
2. Remove fuel injector assembly.
Refer to [EM-42, "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-45, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> Replace three way catalyst assembly. Refer to [EX-5, "VQ37VHR : Exploded View"](#).

NO >> Repair or replace harness or connector.

P0444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P0444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

DTC Logic

INFOID:000000012356855

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	<ul style="list-style-type: none">• Harness or connectors (The solenoid valve circuit is open or shorted.)• 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-829, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356856

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.

P0444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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: GO TO 4.

YES-2 >> Without CONSULT: 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**

1. Reconnect all harness connectors disconnected.
2. Start the engine.
3. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT. 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-830, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace EVAP canister purge volume control solenoid valve. Refer to [EM-31, "Exploded View"](#).

6. CHECK INTERMITTENT INCIDENT


Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:000000012356857

1. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

 **With CONSULT**

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. Start the engine.
5. Select "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT.

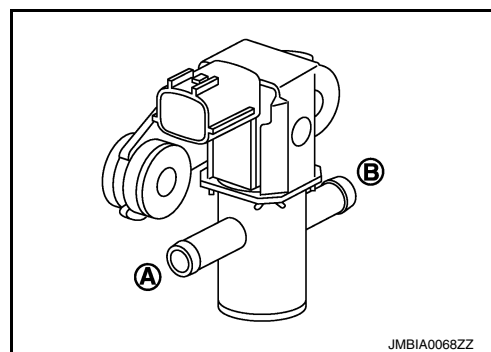
P0444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

- Touch "Qd" and "Qu" on CONSULT 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.

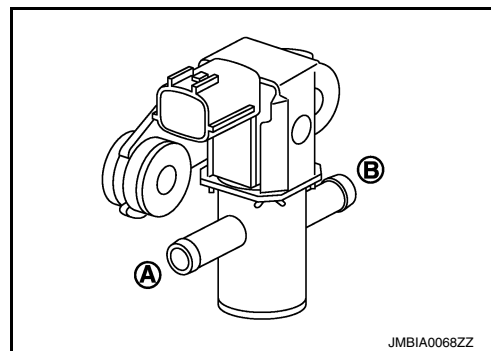
Condition (PURG VOL C/V value)	Air passage continuity between (A) and (B)
100%	Existed
0%	Not existed



⊗ Without CONSULT

- Turn ignition switch OFF.
- Disconnect EVAP canister purge volume control solenoid valve harness connector.
- Disconnect EVAP purge hoses connected to EVAP canister purge volume control solenoid valve.
- 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. Refer to [EM-31. "Exploded View"](#).

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P0500 VSS

Description

INFOID:000000012356858

The vehicle speed signal is sent to the “combination meter” from the “ABS actuator and electric unit (control unit)” via the CAN communication line. The “combination meter” then sends a signal to the ECM via the CAN communication line.

DTC Logic

INFOID:000000012356859

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-843, "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.	<ul style="list-style-type: none"> • Harness or connectors (The CAN communication line is open or shorted) • Harness or connectors (The vehicle speed signal circuit is open or shorted) • Wheel sensor • Combination meter • ABS actuator and electric unit (control unit)

DTC CONFIRMATION PROCEDURE

1.INSPECTION START

Do you have CONSULT?

Do you have CONSULT?

- 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

1. Start engine (VDC switch OFF).
2. Read “VHCL SPEED SE” in “DATA MONITOR” mode with CONSULT. The vehicle speed on CONSULT 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-833, "Diagnosis Procedure"](#).

4.PERFORM DTC CONFIRMATION PROCEDURE

1. Select “DATA MONITOR” mode with CONSULT.
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	1,500 - 6,000 rpm
COOLAN TEMP/S	More than 70°C (158°F)
B/FUEL SCHDL	6.5 - 31.8 msec
Selector lever	Except P or N position
PW/ST SIGNAL	OFF

4. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Go to [EC-833, "Diagnosis Procedure"](#).

NO >> INSPECTION END

5.PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to [EC-833, "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-833, "Diagnosis Procedure"](#).

Component Function Check

INFOID:0000000012356860

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-833, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000012356861

1.CHECK DTC WITH “ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)”

Refer to [BRC-38, "CONSULT Function"](#).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace.

2.CHECK DTC WITH “COMBINATION METER”

Refer to [MWI-32, "CONSULT Function"](#).

>> INSPECTION END

P0524 ENGINE OIL PRESSURE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P0524 ENGINE OIL PRESSURE

DTC Logic

INFOID:000000012356862

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-737, "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.	<ul style="list-style-type: none">• Engine oil pressure or level too low• Crankshaft position sensor (POS)• Camshaft position sensor (PHASE)• Intake valve control solenoid valve• Accumulation of debris to the signal pick-up portion of the camshaft• Timing chain installation• 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-9, "Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Go to [LU-9, "Inspection"](#).

3. PERFORM DTC CONFIRMATION PROCEDURE

1. Select "DATA MONITOR" mode with CONSULT.
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 (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-835, "Diagnosis Procedure"](#)
NO >> INSPECTION END

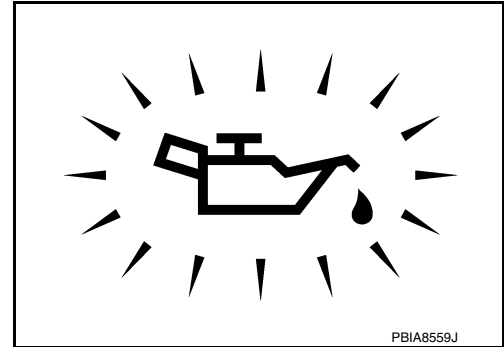
Diagnosis Procedure

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-9, "Inspection"](#).
NO >> GO TO 2.



2. CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE

Refer to [EC-729, "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Replace malfunctioning intake valve timing control solenoid valve. Refer to [EM-57, "Exploded View"](#).

3. CHECK CRANKSHAFT POSITION SENSOR (POS)

Refer to [EC-818, "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Replace crankshaft position sensor (POS). Refer to [EM-130, "Exploded View"](#).

4. CHECK CAMSHAFT POSITION SENSOR (PHASE)

Refer to [EC-823, "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 5.
NO >> Replace malfunctioning camshaft position sensor (PHASE). Refer to [EM-57, "Exploded View"](#).

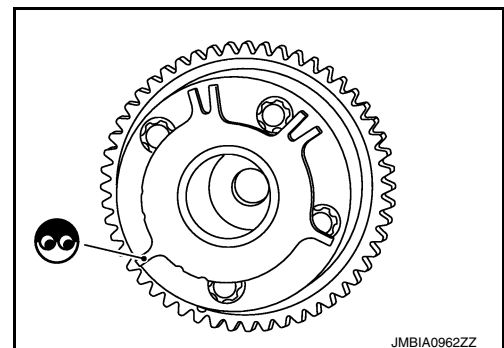
5. CHECK CAMSHAFT (INTAKE)

Check the following.

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

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-58, "Removal and Installation"](#).
NO >> GO TO 7.

7. CHECK LUBRICATION CIRCUIT

Perform "Inspection of Camshaft Sprocket (INT) Oil Groove". Refer to [EM-139, "Inspection"](#).

P0524 ENGINE OIL PRESSURE

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

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

8. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356864

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	∞ (Continuity should not exist)

Is the inspection result normal?

- YES >> GO TO 2.
- NO >> Replace malfunctioning intake valve timing control solenoid valve. Refer to [EM-57, "Exploded View"](#).

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:

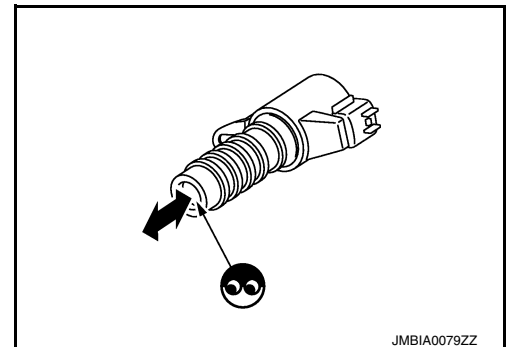
Never apply 12 V DC continuously for 5 seconds or more. Doing so may result in damage to the coil in intake valve timing control solenoid valve.

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. Refer to [EM-57, "Exploded View"](#).



P0550 PSP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P0550 PSP SENSOR

DTC Logic

INFOID:0000000012356865

DTC DETECTION LOGIC

NOTE:

If DTC P0550 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643. Refer to [EC-844, "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.	<ul style="list-style-type: none">• Harness or connectors (The sensor circuit is open or shorted)• 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-837, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356866

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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.

P0550 PSP SENSOR

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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-838, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace PSP sensor. Refer to [ST-72, "2WD : Exploded View"](#).

6.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:000000012356867

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. Refer to [ST-72, "2WD : Exploded View"](#).

P0603 ECM POWER SUPPLY

< DTC/CIRCUIT DIAGNOSIS >

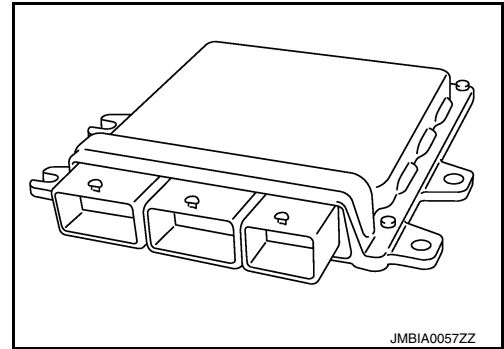
[VQ37VHR FOR MEXICO]

P0603 ECM POWER SUPPLY

Description

INFOID:000000012356868

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:000000012356869

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.	<ul style="list-style-type: none"> • Harness or connectors [ECM power supply (back up) circuit is open or shorted.] • 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-839. "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356870

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

P0603 ECM POWER SUPPLY

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

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

2.DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E20, F40
- 15 A fuse (No. 51)
- IPDM E/R harness connector E5
- Harness for open or short between ECM and battery

>> Repair or replace harness or connectors.

3.CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "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-839. "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-686. "Description"](#).

>> INSPECTION END

P0605 ECM

DTC Logic

INFOID:000000012356871

DTC DETECTION LOGIC

A
EC

DTC No.	Trouble diagnosis name	DTC detecting condition		Possible cause
P0605	Engine control module	A)	ECM calculation function is malfunctioning.	• ECM
		B)	ECM EEPROM system is malfunctioning.	
		C)	ECM self shut-off function is malfunctioning.	

C
D

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.

E
F

>> 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-841, "Diagnosis Procedure"](#).
- NO >> GO TO 3.

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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-841, "Diagnosis Procedure"](#).
- NO >> GO TO 4.

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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-841, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

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Diagnosis Procedure

INFOID:000000012356872

1. INSPECTION START

1. Turn ignition switch ON.
2. Erase DTC.
3. **Perform DTC Confirmation Procedure.**
See [EC-841, "DTC Logic"](#).

Is the 1st trip DTC P0605 displayed again?

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

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2.REPLACE ECM

1. Replace ECM.
2. Go to [EC-686, "Description"](#).

>> INSPECTION END

< DTC/CIRCUIT DIAGNOSIS >

P0607 ECM

DTC Logic

INFOID:000000012356873

DTC DETECTION LOGIC

A
EC

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

C

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Check DTC.

Is DTC detected?

- YES >> Go to [EC-843, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

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Diagnosis Procedure

INFOID:000000012356874

1. INSPECTION START

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
See [EC-843, "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-686, "Description"](#).

>> INSPECTION END

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P0643 SENSOR POWER SUPPLY

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P0643 SENSOR POWER SUPPLY

DTC Logic

INFOID:000000012356875

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.	<ul style="list-style-type: none">• Harness or connectors (APP sensor 1 circuit is shorted.) (TP sensor circuit is shorted.) [CMP sensor (PHASE) (bank 1) circuit is shorted.] [Manifold absolute pressure (MAP) sensor circuit is shorted.] (PSP sensor circuit is shorted.)• Accelerator pedal position sensor• Throttle position sensor• Camshaft position sensor (PHASE) (bank 1)• Manifold absolute pressure (MAP) sensor• 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.

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-844, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356876

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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		
M9	5	Ground	Approx. 5

Is the inspection result normal?

P0643 SENSOR POWER SUPPLY

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

- 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)	F67	6
F102	60	CMP sensor (PHASE) (bank 1)	F5	1
		Manifold absolute pressure (MAP) sensor	F50	1
		PSP sensor	F35	3
M107	99	APP sensor	M9	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-823, "Component Inspection"](#).)
- Manifold absolute pressure (MAP) sensor (Refer to [EC-963, "Component Inspection"](#).)
- Power steering pressure sensor (Refer to [EC-838, "Component Inspection"](#).)

Is the inspection result normal?

- YES >> GO TO 5.
- NO >> Replace malfunctioning component.

5.CHECK TP SENSOR

Refer to [EC-755, "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-755, "Special Repair Requirement"](#).

>> INSPECTION END

7.CHECK APP SENSOR

Refer to [EC-927, "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-928, "Special Repair Requirement"](#).

>> INSPECTION END

9.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

P0850 PNP SWITCH

Description

INFOID:000000012356877

When the selector lever position is P or N, park/neutral position (PNP) signal from the TCM is sent to ECM. ECM detects the position because the continuity of the line (the ON signal) exists.

DTC Logic

INFOID:000000012356878

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.	<ul style="list-style-type: none"> • Harness or connectors [The park/neutral position (PNP) signal circuit is open or shorted.] • TCM

DTC CONFIRMATION PROCEDURE

1.INSPECTION START

Do you have CONSULT?

Do you have CONSULT?

- 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 SIGNAL

 With CONSULT

1. Turn ignition switch ON.
2. Select "P/N POSI SW" in "DATA MONITOR" mode with CONSULT. Then check the "P/N POSI SW" signal under the following conditions.

Position (Selector lever)	Known-good signal
N or P position	ON
Except above position	OFF

Is the inspection result normal?

- YES >> GO TO 4.
- NO >> Go to [EC-847. "Diagnosis Procedure"](#).

4.PERFORM DTC CONFIRMATION PROCEDURE

1. Select "DATA MONITOR" mode with CONSULT.
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)

P0850 PNP SWITCH

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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-847. "Diagnosis Procedure"](#).

NO >> INSPECTION END

5.PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to [EC-847. "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-847. "Diagnosis Procedure"](#).

Component Function Check

INFOID:0000000012356879

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	Battery voltage
				Except above	Approx. 0

Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to [EC-847. "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000012356880

1.CHECK DTC WITH TCM

Refer to [TM-60. "Diagnosis Description"](#).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace.

2.CHECK STARTING SYSTEM

Turn ignition switch OFF, then turn it to START.

Does starter motor operate?

YES >> GO TO 3.

NO >> Check DTC with BCM. Refer to [BCS-14. "COMMON ITEM : CONSULT Function \(BCM - COMMON ITEM\)"](#).

3.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.

P0850 PNP SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

A/T assembly		ECM		Continuity
Connector	Terminal	Connector	Terminal	
F61	9	M107	109	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 F40, E20
- Harness connectors E106, M6
- Harness connectors M20, M30
- 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.

5. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

P100A, P100B VVEL SYSTEM

DTC Logic

INFOID:000000012356881

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-861. "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.	<ul style="list-style-type: none"> • Harness or connectors (VVEL actuator motor circuit is open or shorted.) • VVEL actuator motor • VVEL actuator sub assembly • VVEL ladder assembly • 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 conditions, 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-849. "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356882

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48. "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.

P100A, P100B VVEL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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 F40, E20
- 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-851, "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-852, "Special Repair Requirement"](#).

>> INSPECTION END

6. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "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-688, "Description"](#).

>> GO TO 8.

8. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
See [EC-849, "DTC Logic"](#).

Is the DTC P100A or P100B displayed again?

YES >> GO TO 9.

P100A, P100B VVEL SYSTEM

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

NO >> INSPECTION END

9.CHECK VVEL ACTUATOR SUB ASSEMBLY

Refer to [EC-851, "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-852, "Special Repair Requirement"](#).

>> INSPECTION END

11.CHECK VVEL LADDER ASSEMBLY

Refer to [EM-113, "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-852, "Special Repair Requirement"](#).

>> INSPECTION END

13.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (VVEL ACTUATOR MOTOR)

INFOID:000000012356883

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-852, "Special Repair Requirement"](#).

>> INSPECTION END

Component Inspection (VVEL ACTUATOR SUB ASSEMBLY)

INFOID:000000012356884

1.CHECK VVEL ACTUATOR SUB ASSEMBLY

1. Turn ignition switch OFF.
2. Remove VVEL actuator sub assembly. Refer to [EM-104, "Disassembly and Assembly"](#).

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P100A, P100B VVEL SYSTEM

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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-852. "Special Repair Requirement"](#).

>> INSPECTION END

Special Repair Requirement

INFOID:000000012356885

1.PERFORM VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

Refer to [EC-694. "Description"](#).

>> GO TO 2.

2.PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-692. "Description"](#).

>> END

P1087, P1088 VVEL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P1087, P1088 VVEL SYSTEM

DTC Logic

INFOID:000000012356886

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-857. "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.	<ul style="list-style-type: none">• Harness or connectors (VVEL actuator motor circuit is open or shorted.)• VVEL actuator motor• VVEL actuator sub assembly• VVEL ladder assembly• VVEL control module
P1088	VVEL small event angle malfunction (bank 2)		

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P1089, P1092 VVEL CONTROL SHAFT POSITION SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P1089, P1092 VVEL CONTROL SHAFT POSITION SENSOR

DTC Logic

INFOID:000000012356887

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-920, "DTC Logic"](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1089	VVEL control shaft position sensor (bank 1) circuit	<ul style="list-style-type: none">• An excessively low voltage from the sensor is sent to VVEL control module.• An excessively high voltage from the sensor is sent to VVEL control module.• 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.	<ul style="list-style-type: none">• Harness or connectors (VVEL control shaft position sensor circuit is open or shorted.)• VVEL control shaft position sensor• 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-854, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356888

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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.

P1089, P1092 VVEL CONTROL SHAFT POSITION SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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 F40, E20
- 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 F40, E20
- 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	

P1089, P1092 VVEL CONTROL SHAFT POSITION SENSOR

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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 F40, E20
- 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-45. "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-688. "Description"](#).

>> GO TO 10.

10. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
See [EC-854. "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-856. "Special Repair Requirement"](#).

>> INSPECTION END

Special Repair Requirement

INFOID:0000000012356889

1. PERFORM VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

Refer to [EC-694. "Description"](#).

>> GO TO 2.

2. PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-692. "Description"](#).

>> END

P1090, P1093 VVEL ACTUATOR MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P1090, P1093 VVEL ACTUATOR MOTOR

DTC Logic

INFOID:000000012356890

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-861, "DTC Logic"](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1090	VVEL system performance (bank 1)	<ul style="list-style-type: none">Event angle difference between the actual and the target is detected.Abnormal current is sent to VVEL actuator motor.	<ul style="list-style-type: none">Harness or connectors (VVEL actuator motor circuit is open or shorted.)VVEL actuator motorVVEL actuator sub assemblyVVEL ladder assemblyVVEL 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.

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- 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

- Start engine and let it idle for 10 second.
- Keep the engine speed at about 3,500 rpm for at least 10 seconds under no load.
- Check DTC.

Is DTC detected?

- YES >> Go to [EC-857, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356891

1. CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection M95. Refer to Ground Inspection in [GI-48, "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

- Disconnect VVEL control module harness connector.
- Disconnect VVEL actuator motor harness connector.
- Check the continuity between VVEL control module harness connector and VVEL actuator motor harness connector.

P1090, P1093 VVEL ACTUATOR MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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	E15	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 F40, E20
- 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-859, "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-860, "Special Repair Requirement"](#).

>> INSPECTION END

6. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "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-688, "Description"](#).

>> GO TO 8.

8. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
See [EC-857, "DTC Logic"](#).

Is the DTC P1090 or P1093 displayed again?

YES >> GO TO 9.

P1090, P1093 VVEL ACTUATOR MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

NO >> INSPECTION END

9. CHECK VVEL ACTUATOR SUB ASSEMBLY

Refer to [EC-859, "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-860, "Special Repair Requirement"](#).

>> INSPECTION END

11. CHECK VVEL LADDER ASSEMBLY

Refer to [EM-113, "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-860, "Special Repair Requirement"](#).

>> INSPECTION END

13. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (VVEL ACTUATOR MOTOR)

INFOID:0000000012356892

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-860, "Special Repair Requirement"](#).

>> INSPECTION END

Component Inspection (VVEL ACTUATOR SUB ASSEMBLY)

INFOID:0000000012356893

1. CHECK VVEL ACTUATOR SUB ASSEMBLY

1. Turn ignition switch OFF.
2. Remove VVEL actuator sub assembly. Refer to [EM-104, "Disassembly and Assembly"](#).

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P1090, P1093 VVEL ACTUATOR MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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-860. "Special Repair Requirement"](#).

>> INSPECTION END

Special Repair Requirement

INFOID:000000012356894

1.PERFORM VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

Refer to [EC-694. "Description"](#).

>> GO TO 2.

2.PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-692. "Description"](#).

>> END

P1091 VVEL ACTUATOR MOTOR RELAY

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P1091 VVEL ACTUATOR MOTOR RELAY

DTC Logic

INFOID:0000000012356895

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1091	VVEL actuator motor relay circuit	<ul style="list-style-type: none"> VVEL control module detects the VVEL actuator motor relay is stuck OFF. VVEL control module detects the VVEL actuator motor relay is stuck ON. 	<ul style="list-style-type: none"> Harness or connectors (VVEL actuator motor relay circuit is open or shorted.) (Abort circuit is open or shorted.) VVEL actuator motor relay VVEL control module ECM

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- 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

- Turn ignition switch ON and wait at least 1 seconds.
- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON and wait at least 1 seconds.
- Check DTC.

Is DTC detected?

- YES >> Go to [EC-861, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356896

1. VVEL ACTUATOR MOTOR RELAY POWER SUPPLY CIRCUIT-I

- Turn ignition switch OFF.
- Disconnect VVEL actuator motor relay.
- 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 G)
- Harness for open or short between VVEL actuator motor relay and battery

P1091 VVEL ACTUATOR MOTOR RELAY

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

>> 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-863. "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 E20, F40
- 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

P1091 VVEL ACTUATOR MOTOR RELAY

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

Refer to [GI-45. "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-688. "Description"](#).

>> GO TO 10.

10. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
See [EC-861. "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-686. "Description"](#).

>> INSPECTION END

Component Inspection

INFOID:000000012356897

1. CHECK VVEL ACTUATOR MOTOR RELAY

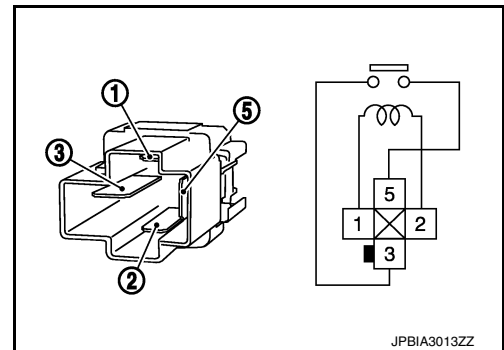
1. Turn ignition switch OFF.
2. Remove VVEL actuator motor relay.
3. Check the continuity between VVEL actuator motor relay terminals under the following conditions.

Terminal	Condition	Continuity
3 and 5	12 V direct current supply between terminals 1 and 2	Existed
	No current supply	Not existed

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace VVEL actuator motor relay.



P1211 TCS CONTROL UNIT

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P1211 TCS CONTROL UNIT

Description

INFOID:0000000012356898

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:0000000012356899

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)”.	<ul style="list-style-type: none">• ABS actuator and electric unit (control unit)• 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-864, "Diagnosis Procedure"](#)

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356900

Go to [BRC-63, "Work Flow"](#).

P1212 TCS COMMUNICATION LINE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P1212 TCS COMMUNICATION LINE

Description

INFOID:0000000012356901

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:0000000012356902

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-843, "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.	<ul style="list-style-type: none">• Harness or connectors (The CAN communication line is open or shorted.)• ABS actuator and electric unit (control unit)• 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-865, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356903

Go to [BRC-63, "Work Flow"](#).

P1217 ENGINE OVER TEMPERATURE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P1217 ENGINE OVER TEMPERATURE

DTC Logic

INFOID:000000012356904

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-843, "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)	<ul style="list-style-type: none">• Cooling fan does not operate properly (Overheat).• Cooling fan system does not operate properly (Overheat).• Engine coolant was not added to the system using the proper filling method.• Engine coolant is not within the specified range.	<ul style="list-style-type: none">• Harness or connectors (The cooling fan circuit is open or shorted.)• IPDM E/R• Cooling fan control module• Cooling fan motor• Radiator hose• Radiator• Radiator cap• Water pump• Thermostat

CAUTION:

When a malfunction is indicated, always replace the coolant. Refer to [MA-20, "ENGINE COOLANT : Draining"](#) and [CO-11, "Refilling"](#). Also, replace the engine oil. Refer to [MA-26, "ENGINE OIL : Draining"](#) and [MA-27, "ENGINE OIL : 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-19, "FOR MEXICO : Engine 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-866, "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-867, "Diagnosis Procedure"](#).

Component Function Check

INFOID:000000012356905

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.

P1217 ENGINE OVER TEMPERATURE

[VQ37VHR FOR MEXICO]

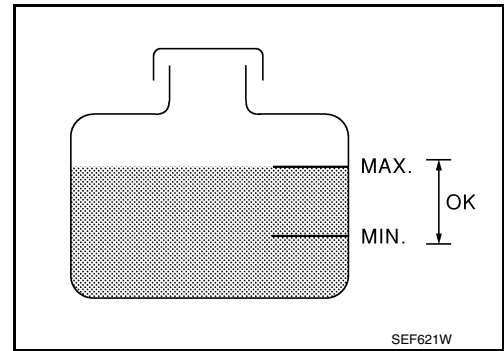
< DTC/CIRCUIT DIAGNOSIS >

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-867, "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-867, "Diagnosis Procedure"](#).
NO >> GO TO 3.

3.PERFORM COMPONENT FUNCTION CHECK-III

With CONSULT

1. Turn ignition switch ON.
2. Perform "FAN DUTY CONTROL" in "ACTIVE TEST" mode with CONSULT.
3. Make sure that cooling fan speed varies according to the percentage.

Without CONSULT

Perform IPDM E/R auto active test and check cooling fan motors operation, refer to [PCS-11, "Diagnosis Description"](#).

Is the inspection result normal?

- YES >> INSPECTION END
NO >> Go to [EC-867, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000012356906

1.CHECK COOLING FAN OPERATION

With CONSULT

1. Turn ignition switch ON.
2. Perform "FAN DUTY CONTROL" in "ACTIVE TEST" mode with CONSULT.
3. Make sure that cooling fan speed varies according to the percentage.

Without CONSULT

1. Perform IPDM E/R auto active test and check cooling fan motors operation, refer to [PCS-11, "Diagnosis Description"](#).
2. Make sure that cooling fan operates.

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Go to [EC-944, "Diagnosis Procedure"](#).

2.CHECK COOLING SYSTEM FOR LEAK-I

Check cooling system for leak. Refer to [CO-10, "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

P1217 ENGINE OVER TEMPERATURE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

>> Repair or replace malfunctioning part.

4. CHECK RADIATOR CAP

Check radiator cap. Refer to [CO-14, "RADIATOR CAP : Inspection"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace radiator cap. Refer to [CO-16, "Exploded View"](#).

5. CHECK THERMOSTAT

Check thermostat. Refer to [CO-27, "Inspection"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace thermostat. Refer to [CO-26, "Exploded View"](#).

6. CHECK ENGINE COOLANT TEMPERATURE SENSOR

Refer to [EC-752, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace engine coolant temperature sensor. Refer to [CO-28, "Exploded View"](#).

7. CHECK MAIN 12 CAUSES

If the cause cannot be isolated, check the following.

Engine	Step	Inspection item	Equipment	Standard	Reference page
OFF	1	<ul style="list-style-type: none"> Blocked radiator Blocked condenser Blocked radiator grille Blocked bumper 	<ul style="list-style-type: none"> Visual 	No blocking	—
	2	<ul style="list-style-type: none"> Coolant mixture 	<ul style="list-style-type: none"> Coolant tester 	MA-17, "FOR NORTH AMERICA : Anti-Freeze Coolant Mixture Ratio"	
	3	<ul style="list-style-type: none"> Coolant level 	<ul style="list-style-type: none"> Visual 	Coolant up to MAX level in reservoir tank and radiator filler neck	CO-10, "Inspection"
	4	<ul style="list-style-type: none"> Radiator cap 	<ul style="list-style-type: none"> Pressure tester 	107 kPa (1.1 kg/cm ² , 16 psi) (Limit)	CO-14, "RADIATOR CAP : Inspection"
ON*2	5	<ul style="list-style-type: none"> Coolant leaks 	<ul style="list-style-type: none"> Visual 	No leaks	CO-10, "Inspection"
ON*2	6	<ul style="list-style-type: none"> Thermostat 	<ul style="list-style-type: none"> Touch the upper and lower radiator hoses 	Both hoses should be hot	CO-27, "Inspection"
ON*1	7	<ul style="list-style-type: none"> Cooling fan 	<ul style="list-style-type: none"> CONSULT 	Operating	EC-944, "Component Function Check"
OFF	8	<ul style="list-style-type: none"> Combustion gas leak 	<ul style="list-style-type: none"> Color checker chemical tester 4 Gas analyzer 	Negative	—
ON*3	9	<ul style="list-style-type: none"> Coolant temperature gauge 	<ul style="list-style-type: none"> Visual 	Gauge less than 3/4 when driving	—
		<ul style="list-style-type: none"> Coolant overflow to reservoir tank 	<ul style="list-style-type: none"> Visual 	No overflow during driving and idling	CO-10, "Inspection"
OFF*4	10	<ul style="list-style-type: none"> Coolant return from reservoir tank to radiator 	<ul style="list-style-type: none"> Visual 	Should be initial level in reservoir tank	CO-10, "Inspection"
OFF	11	<ul style="list-style-type: none"> Cylinder head 	<ul style="list-style-type: none"> Straight gauge feeler gauge 	0.1 mm (0.004 in) Maximum distortion (warping)	EM-126, "Inspection"
	12	<ul style="list-style-type: none"> Cylinder block and pistons 	<ul style="list-style-type: none"> Visual 	No scuffing on cylinder walls or piston	EM-139, "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.

P1217 ENGINE OVER TEMPERATURE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

For more information, refer to [CO-8. "Troubleshooting Chart"](#).

>> INSPECTION END

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P1225, P1234 TP SENSOR

DTC Logic

INFOID:000000012356907

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-870, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

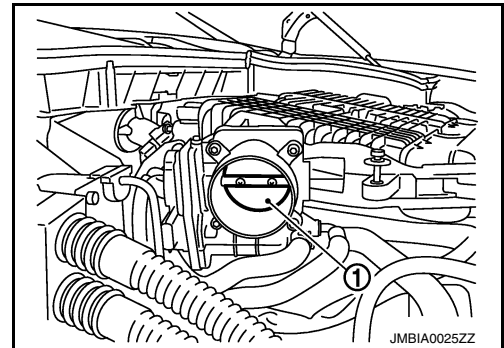
INFOID:000000012356908

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, and then perform throttle valve closed position learning. Refer to [EC-691, "Description"](#).



2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace malfunctioning electric throttle control actuator.
2. Go to [EC-871, "Special Repair Requirement"](#).

>> INSPECTION END

P1225, P1234 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

Special Repair Requirement

INFOID:000000012356909

1.PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to [EC-691, "Description"](#)

>> GO TO 2.

2.PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-692, "Description"](#)

>> END

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P1226, P1235 TP SENSOR

DTC Logic

INFOID:000000012356910

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-872, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

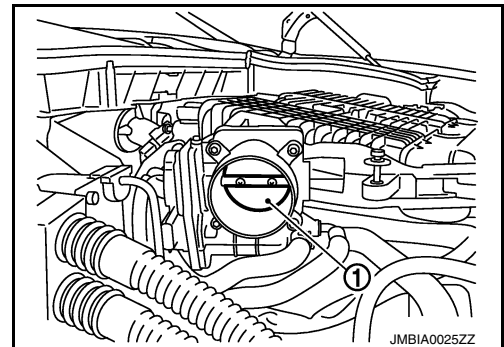
INFOID:000000012356911

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, and then perform throttle valve closed position learning. Refer to [EC-691, "Description"](#).



2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace malfunctioning electric throttle control actuator.
2. Go to [EC-873, "Special Repair Requirement"](#).

>> INSPECTION END

P1226, P1235 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

Special Repair Requirement

INFOID:000000012356912

1.PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to [EC-691, "Description"](#)

>> GO TO 2.

2.PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-692, "Description"](#)

>> END

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P1233, P2101 ELECTRIC THROTTLE CONTROL FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P1233, P2101 ELECTRIC THROTTLE CONTROL FUNCTION

DTC Logic

INFOID:000000012356913

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-881, "DTC Logic"](#) or [EC-886, "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.	<ul style="list-style-type: none">• Harness or connectors (Throttle control motor circuit is open or shorted)• 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-874, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356914

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "Circuit Inspection"](#).

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.

P1233, P2101 ELECTRIC THROTTLE CONTROL FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

DTC	ECM				Condition	Voltage (V)	
	+		-				
	Connector	Terminal	Connector	Terminal			
P1233	F102	52	M107	128	Ignition switch	OFF	Approx. 0
							ON
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	71	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 E20, F40
- 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	E5	7	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 E20, F40
- 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

P1233, P2101 ELECTRIC THROTTLE CONTROL FUNCTION

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

1. Disconnect 15 A fuse (No. 50) 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-45. "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	F67	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?

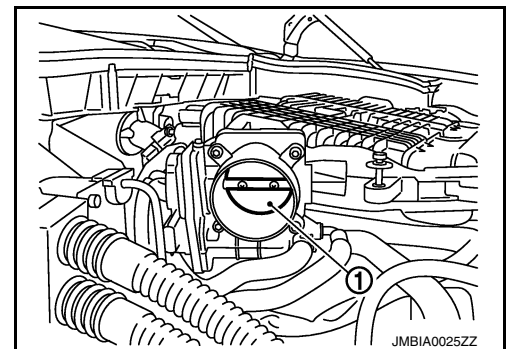
- YES >> GO TO 10.
NO >> Repair or replace.

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, and then perform throttle valve closed position learning. Refer to [EC-691. "Description"](#).



11.CHECK THROTTLE CONTROL MOTOR

Refer to [EC-877. "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 12.
NO >> GO TO 13.

12.CHECK INTERMITTENT INCIDENT

P1233, P2101 ELECTRIC THROTTLE CONTROL FUNCTION

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

Refer to [GI-45. "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-877. "Special Repair Requirement"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356915

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-877. "Special Repair Requirement"](#).

>> INSPECTION END

Special Repair Requirement

INFOID:0000000012356916

1. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to [EC-691. "Description"](#)

>> GO TO 2.

2. PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-692. "Description"](#)

>> END

P1236, P2118 THROTTLE CONTROL MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P1236, P2118 THROTTLE CONTROL MOTOR

DTC Logic

INFOID:000000012356917

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.	<ul style="list-style-type: none"> • Harness or connectors (Throttle control motor circuit is shorted.) • 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-878, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356918

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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

P1236, P2118 THROTTLE CONTROL MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

DTC	Electric throttle control actuator			ECM		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P2118	1	F67	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-879. "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 5.

4.CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "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-879. "Special Repair Requirement"](#).

>> INSPECTION END

Component Inspection

INFOID:000000012356919

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-879. "Special Repair Requirement"](#).

>> INSPECTION END

Special Repair Requirement

INFOID:000000012356920

1.PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

P1236, P2118 THROTTLE CONTROL MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

Refer to [EC-691, "Description"](#)

>> GO TO 2.

2.PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-692, "Description"](#)

>> END

P1238, P2119 ELECTRIC THROTTLE CONTROL ACTUATOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P1238, P2119 ELECTRIC THROTTLE CONTROL ACTUATOR

DTC Logic

INFOID:000000012356921

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 and wait at least 3 seconds.
3. Shift selector lever to P position.
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 and wait at least 3 seconds.
7. Shift selector lever to P position.
8. Turn ignition switch OFF, wait at least 10 seconds, and then turn ON.
9. Check DTC.

Is DTC detected?

YES >> Go to [EC-881, "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 and wait at least 3 seconds.
3. Shift selector lever to P position.
4. Start engine and let it idle for 3 seconds.
5. Check DTC.

Is DTC detected?

YES >> Go to [EC-881, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356922

1. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

1. Turn ignition switch OFF.

P1238, P2119 ELECTRIC THROTTLE CONTROL ACTUATOR

[VQ37VHR FOR MEXICO]

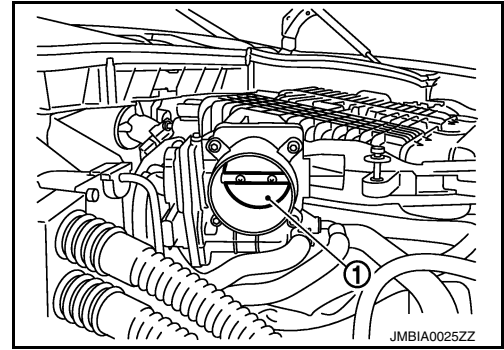
< DTC/CIRCUIT DIAGNOSIS >

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, and then perform throttle valve closed position learning. Refer to [EC-691, "Description"](#).



2.REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace malfunctioning electric throttle control actuator.
2. Go to [EC-882, "Special Repair Requirement"](#).

>> INSPECTION END

Special Repair Requirement

INFOID:000000012356923

1.PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to [EC-691, "Description"](#)

>> GO TO 2.

2.PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-692, "Description"](#)

>> END

P1239, P2135 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P1239, P2135 TP SENSOR

DTC Logic

INFOID:000000012356924

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-844, "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.	<ul style="list-style-type: none"> Harness or connector (TP sensor 1 or 2 circuit is open or shorted.) 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.

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- 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

- Start engine and let it idle for 1 second.
- Check DTC.

Is DTC detected?

- YES >> Go to [EC-883, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356925

1. CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection M95. Refer to Ground Inspection in [GI-48, "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

- Disconnect electric throttle control actuator harness connector.
- Turn ignition switch ON.
- 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	F67	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.

P1239, P2135 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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	F67	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	F67	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-884. "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-885. "Special Repair Requirement"](#).

>> INSPECTION END

7. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:000000012356926

1. CHECK THROTTLE POSITION SENSOR

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Perform [EC-691. "Description"](#).

P1239, P2135 TP SENSOR

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

4. Turn ignition switch ON.
5. Set selector lever to D 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	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-885. "Special Repair Requirement"](#).

>> INSPECTION END

Special Repair Requirement

INFOID:000000012356927

1. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to [EC-691. "Description"](#)

>> GO TO 2.

2. PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-692. "Description"](#)

>> END

P1290, P2100, P2103 THROTTLE CONTROL MOTOR RELAY

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P1290, P2100, P2103 THROTTLE CONTROL MOTOR RELAY

DTC Logic

INFOID:000000012356928

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.	<ul style="list-style-type: none">• Harness or connectors (Throttle control motor relay circuit is open)• 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.	<ul style="list-style-type: none">• Harness or connectors (Throttle control motor relay circuit is shorted)• 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-886, "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-886, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356929

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	71	F101	25	Existed

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

P1290, P2100, P2103 THROTTLE CONTROL MOTOR RELAY

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

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

2. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E20, F40
- 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	E5	7	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 E20, F40
- 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. 50) from IPDM E/R.
2. Check 15 A fuse for blown.

Is the inspection result normal?

- YES >> GO TO 6.
- NO >> Replace 15A fuse.

6. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace IPDM E/R. Refer to [PCS-34, "Exploded View"](#).
- NO >> Repair or replace harness or connectors.

P1550 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P1550 BATTERY CURRENT SENSOR

DTC Logic

INFOID:000000012356930

DTC DETECTION 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.	<ul style="list-style-type: none">• Harness or connectors (Battery current sensor circuit is open or shorted.) [CKP sensor (POS) circuit is open or shorted.] [CMP sensor (PHASE) (bank 2) circuit is open or shorted.] (APP sensor 2 circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.)• Battery current sensor• Crankshaft position sensor (POS)• Camshaft position sensor (PHASE) (bank 2)• Accelerator pedal position sensor• 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 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-888, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356931

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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?

P1550 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

- YES >> GO TO 9.
- NO >> GO TO 3.

3. CHECK BATTERY CURRENT SENSOR POWER SUPPLY CIRCUIT-II

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	1	F102	64	Existed

Is the inspection result normal?

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

4. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F40, E20
- Harness for open between battery current sensor and ECM

>> 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	46	CKP sensor (POS)	F2	1
F102	64	CMP sensor (PHASE) (bank 2)	F18	1
		Battery current sensor	E21	
M107	103	APP sensor	M9	6
	107	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-818, "Component Inspection"](#).)
- Camshaft position sensor (PHASE) (bank 2) (Refer to [EC-823, "Component Inspection"](#).)
- Refrigerant pressure sensor (Refer to [EC-965, "Diagnosis Procedure"](#).)

Is the inspection result normal?

- YES >> GO TO 7.
- NO >> Replace malfunctioning component.

7. CHECK APP SENSOR

Refer to [EC-891, "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-928, "Special Repair Requirement"](#).

P1550 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

>> INSPECTION END

9. 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	3	F102	95	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 E20, F40
- 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.

11. 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	4	F102	91	Existed

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 E20, F40
- 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.

13. CHECK BATTERY CURRENT SENSOR

Refer to [EC-891, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 14.

NO >> Replace battery negative cable assembly.

14. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

P1550 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

Component Inspection

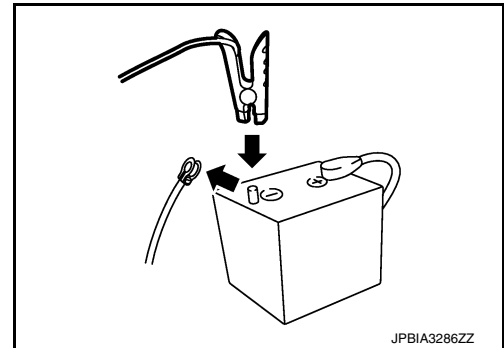
INFOID:000000012356932

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.



Connector	ECM		Voltage (V)
	+	-	
	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-157. "How to Handle Battery"](#).

Is the inspection result normal?

- YES >> INSPECTION END
NO >> Replace battery negative cable assembly.

P1551, P1552 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P1551, P1552 BATTERY CURRENT SENSOR

DTC Logic

INFOID:000000012356933

DTC DETECTION 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.	<ul style="list-style-type: none">• Harness or connectors (Battery current sensor circuit is open or shorted.) [CKP sensor (POS) circuit is open or shorted.] [CMP sensor (PHASE) (bank 2) circuit is open or shorted.] (APP sensor 2 circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.)• Battery current sensor• Crankshaft position sensor (POS)• Camshaft position sensor (PHASE) (bank 2)• Accelerator pedal position sensor• Refrigerant pressure 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-892, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356934

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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?

P1551, P1552 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

- YES >> GO TO 9.
- NO >> GO TO 3.

3. CHECK BATTERY CURRENT SENSOR POWER SUPPLY CIRCUIT-II

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	1	F102	64	Existed

Is the inspection result normal?

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

4. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F40, E20
- Harness for open between battery current sensor and ECM

>> 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	46	CKP sensor (POS)	F2	1
F102	64	CMP sensor (PHASE) (bank 2)	F18	1
		Battery current sensor	E21	
M107	103	APP sensor	M9	6
	107	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-818, "Component Inspection"](#).)
- Camshaft position sensor (PHASE) (bank 2) (Refer to [EC-823, "Component Inspection"](#).)
- Refrigerant pressure sensor (Refer to [EC-965, "Diagnosis Procedure"](#).)

Is the inspection result normal?

- YES >> GO TO 7.
- NO >> Replace malfunctioning component.

7. CHECK APP SENSOR

Refer to [EC-903, "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-928, "Special Repair Requirement"](#).

P1551, P1552 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

>> INSPECTION END

9. 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	3	F102	95	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 E20, F40
- 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.

11. 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	4	F102	91	Existed

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 E20, F40
- 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.

13. CHECK BATTERY CURRENT SENSOR

Refer to [EC-903. "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 14.

NO >> Replace battery negative cable assembly.

14. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

P1551, P1552 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

Component Inspection

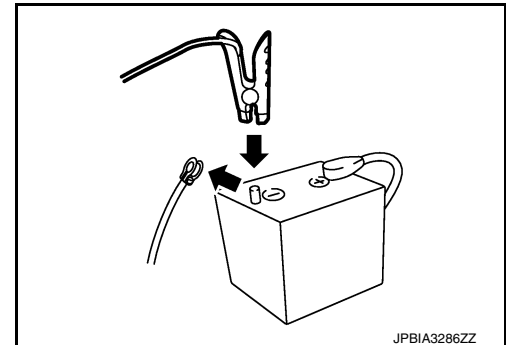
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1. CHECK BATTERY CURRENT SENSOR

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.



Connector	ECM		Voltage (V)
	+	-	
	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-157. "How to Handle Battery"](#).

Is the inspection result normal?

- YES >> INSPECTION END
NO >> Replace battery negative cable assembly.

P1553 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P1553 BATTERY CURRENT SENSOR

DTC Logic

INFOID:000000012356936

DTC DETECTION 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.	<ul style="list-style-type: none">• Harness or connectors (Battery current sensor circuit is open or shorted.) [CKP sensor (POS) circuit is open or shorted.] [CMP sensor (PHASE) (bank 2) circuit is open or shorted.] (APP sensor 2 circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.)• Battery current sensor• Crankshaft position sensor (POS)• Camshaft position sensor (PHASE) (bank 2)• Accelerator pedal position sensor• 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 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-896, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356937

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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?

P1553 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

- YES >> GO TO 9.
- NO >> GO TO 3.

3. CHECK BATTERY CURRENT SENSOR POWER SUPPLY CIRCUIT-II

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	1	F102	64	Existed

Is the inspection result normal?

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

4. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F40, E20
- Harness for open between battery current sensor and ECM

>> 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	46	CKP sensor (POS)	F2	1
F102	64	CMP sensor (PHASE) (bank 2)	F18	1
		Battery current sensor	E21	
M107	103	APP sensor	M9	6
	107	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-818, "Component Inspection"](#).)
- Camshaft position sensor (PHASE) (bank 2) (Refer to [EC-823, "Component Inspection"](#).)
- Refrigerant pressure sensor (Refer to [EC-965, "Diagnosis Procedure"](#).)

Is the inspection result normal?

- YES >> GO TO 7.
- NO >> Replace malfunctioning component.

7. CHECK APP SENSOR

Refer to [EC-903, "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-928, "Special Repair Requirement"](#).

P1553 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

>> INSPECTION END

9. 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	3	F102	95	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 E20, F40
- 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.

11. 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	4	F102	91	Existed

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 E20, F40
- 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.

13. CHECK BATTERY CURRENT SENSOR

Refer to [EC-903. "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 14.

NO >> Replace battery negative cable assembly.

14. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

P1553 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

Component Inspection

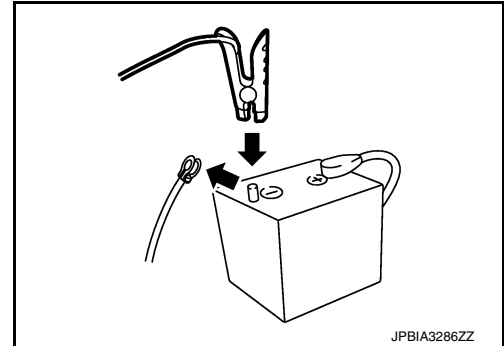
INFOID:000000012356938

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-157. "How to Handle Battery"](#).

Is the inspection result normal?

- YES >> INSPECTION END
NO >> Replace battery negative cable assembly.

P1554 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P1554 BATTERY CURRENT SENSOR

DTC Logic

INFOID:000000012356939

DTC DETECTION 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.	<ul style="list-style-type: none"> • Harness or connectors (Battery current sensor circuit is open or shorted.) [CKP sensor (POS) circuit is open or shorted.] [CMP sensor (PHASE) (bank 2) circuit is open or shorted.] (APP sensor 2 circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.) • Battery current sensor • Crankshaft position sensor (POS) • Camshaft position sensor (PHASE) (bank 2) • Accelerator pedal position sensor • Refrigerant pressure sensor

DTC CONFIRMATION PROCEDURE

1. PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to [EC-900. "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-901. "Diagnosis Procedure"](#).

Component Function Check

INFOID:000000012356940

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

1. Start engine and let it idle.
2. Select "BAT CUR SEN" in "DATA MONITOR" mode with CONSULT.
3. Check "BAT CUR SEN" indication for 10 seconds.
"BAT CUR SEN" should be above 2,300 mV at least once.

Without CONSULT

1. Start engine and let it idle.
2. Check the voltage between ECM harness connector terminals as per the following.

Connector	ECM		Voltage (V)
	+	-	
	Terminal	Terminal	
F102	91 (Battery current sensor signal)	95	Above 2.3 at least once

Is the inspection result normal?

YES >> INSPECTION END

P1554 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

NO >> Go to [EC-901. "Diagnosis Procedure"](#)

Diagnosis Procedure

INFOID:000000012356941

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48. "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 9.
NO >> GO TO 3.

3. CHECK BATTERY CURRENT SENSOR POWER SUPPLY CIRCUIT-II

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	1	F102	64	Existed

Is the inspection result normal?

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

4. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F40, E20
- Harness for open between battery current sensor and ECM

>> 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	46	CKP sensor (POS)	F2	1
F102	64	CMP sensor (PHASE) (bank 2)	F18	1
		Battery current sensor	E21	
M107	103	APP sensor	M9	6
	107	Refrigerant pressure sensor	E77	3

Is the inspection result normal?

P1554 BATTERY CURRENT SENSOR

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

- 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-818. "Component Inspection".](#))
- Camshaft position sensor (PHASE) (bank 2) (Refer to [EC-823. "Component Inspection".](#))
- Refrigerant pressure sensor (Refer to [EC-965. "Diagnosis Procedure".](#))

Is the inspection result normal?

- YES >> GO TO 7.
NO >> Replace malfunctioning component.

7.CHECK APP SENSOR

Refer to [EC-903. "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-928. "Special Repair Requirement".](#)

>> INSPECTION END

9.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	3	F102	95	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 E20, F40
- 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.

11.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	4	F102	91	Existed

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.

P1554 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

12. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E20, F40
- 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.

13. CHECK BATTERY CURRENT SENSOR

Refer to [EC-903, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 14.

NO >> Replace battery negative cable assembly.

14. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

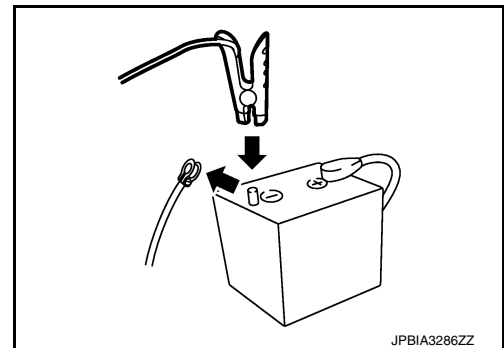
INFOID:0000000012356942

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.



Connector	ECM		Voltage (V)
	+	-	
	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-157, "How to Handle Battery"](#).

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace battery negative cable assembly.

P1556, P1557 BATTERY TEMPERATURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P1556, P1557 BATTERY TEMPERATURE SENSOR

DTC Logic

INFOID:000000012356943

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1556	BAT TMP SEN/CIRC (Battery temperature sensor circuit low input)	Signal voltage from Battery temperature sensor remains 0.16V or less for 5 seconds or more.	<ul style="list-style-type: none"> • Harness or connectors [Battery current sensor (Battery temperature sensor) circuit is shorted.] (Crankshaft position sensor circuit is open or shorted.) [Camshaft position sensor (bank 2) circuit is shorted.] (Accelerator pedal position sensor 2 circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.) • Battery current sensor (Battery temperature sensor) • Crankshaft position sensor • Camshaft position sensor (bank 2) • Accelerator pedal position sensor 2 • Refrigerant pressure sensor
P1557	BAT TMP SEN/CIRC (Battery temperature sensor circuit high input)	Signal voltage from Battery temperature sensor remains 4.84V or more for 5 seconds or more.	

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

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

Is 1st trip DTC detected?

- YES >> Proceed to [EC-904. "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356944

1. CHECK BATTERY TEMPERATURE SENSOR INPUT SIGNAL 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	2	Ground	Approx. 5 V

Is the inspection result normal?

- YES >> GO TO 7.
NO >> GO TO 2.

2. CHECK BATTERY TEMPERATURE SENSOR INPUT SIGNAL CIRCUIT-II

1. Turn ignition switch ON.
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	83	Existed

P1556, P1557 BATTERY TEMPERATURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair open circuit.

3.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	46	CKP sensor (POS)	F2	1
F102	64	CMP sensor (PHASE) (bank 2)	F18	1
		Battery current sensor	E21	
M107	103	APP sensor	M9	6
	107	Refrigerant pressure sensor	E77	3

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 (bank 2) (Refer to [EC-823, "Component Inspection"](#).)
- CKP sensor (Refer to [EC-818, "Component Inspection"](#).)
- Battery current sensor (Refer to [EC-891, "Component Inspection"](#).)
- Refrigerant pressure sensor (Refer to [EC-965, "Diagnosis Procedure"](#).)

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace malfunctioning component.

5.CHECK APP SENSOR

Refer to [EC-927, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 9.

NO >> GO TO 6.

6.REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly.

>> INSPECTION END

7.CHECK BATTERY TEMPERATURE 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	3	M160	150	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 connectors.

8.CHECK BATTERY TEMPERATURE SENSOR

Refer to [EC-906, "Component Inspection \(Battery Temperature Sensor\)"](#).

P1556, P1557 BATTERY TEMPERATURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

Is the inspection result normal?

YES >> GO TO 9.

NO >> Replace battery negative cable assembly.

9.CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Battery Temperature Sensor)

INFOID:0000000012356945

1.CHECK BATTERY TEMPERATURE SENSOR

1. Turn ignition switch OFF.
2. Disconnect battery current sensor.
3. Check the resistance between battery current sensor connector terminals.

Battery current sensor		Resistance
+	-	
Terminal		
2	3	continuity with the resistance value 100 Ω or more

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace battery negative cable assembly.

P1564 ASCD STEERING SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P1564 ASCD STEERING SWITCH

DTC Logic

INFOID:000000012356946

DTC DETECTION LOGIC

NOTE:

If DTC P1564 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to [EC-841, "DTC Logic"](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1564	ASCD steering switch	<ul style="list-style-type: none">An excessively high voltage signal from the ASCD steering switch is sent to ECM.ECM detects that input signal from the ASCD steering switch is out of the specified range.ECM detects that the ASCD steering switch is stuck ON.	<ul style="list-style-type: none">Harness or connectors (The switch circuit is open or shorted.)ASCD steering switchECM

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON and wait at least 10 seconds.
- Press MAIN switch for at least 10 seconds, then release it and wait at least 10 seconds.
- Press CANCEL switch for at least 10 seconds, then release it and wait at least 10 seconds.
- Press RESUME/ACCELERATE switch for at least 10 seconds, then release it and wait at least 10 seconds.
- Press SET/COAST switch for at least 10 seconds, then release it and wait at least 10 seconds.
- Check DTC.

Is DTC detected?

- YES >> Go to [EC-907, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356947

1. CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection M95. Refer to Ground Inspection in [GI-48, "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

- Turn ignition switch ON.
- Select "MAIN SW", "CANCEL SW", "RESUME/ACC SW" and "SET SW" in "DATA MONITOR" mode with CONSULT.
- Check each item indication under the following conditions.

P1564 ASCD STEERING SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

Monitor item	Condition		Indication
MAIN SW	MAIN switch	Pressed	ON
		Released	OFF
CANCEL SW	CANCEL switch	Pressed	ON
		Released	OFF
RESUME/ACC SW	RESUME/ACCELERATE switch	Pressed	ON
		Released	OFF
SET SW	SET/COAST switch	Pressed	ON
		Released	OFF

⊗ Without CONSULT

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.
4. Check the continuity between combination switch and ECM harness connector.

Combination switch	ECM		Continuity
	Terminal	Connector	
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.

P1564 ASCD STEERING SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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-909, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 8.

NO >> Replace ASCD steering switch. Refer to [ST-33, "Exploded View"](#).

8. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356948

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. Refer to [ST-33, "Exploded View"](#).

P1572 ASCD BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P1572 ASCD BRAKE SWITCH

Description

INFOID:0000000012356949

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-592, "AUTOMATIC SPEED CONTROL DEVICE \(ASCD\) : System Description"](#) for the ASCD function.

DTC Logic

INFOID:0000000012356950

DTC DETECTION LOGIC

NOTE:

- If DTC P1572 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to [EC-841, "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.	<ul style="list-style-type: none">• Harness or connectors (The stop lamp switch circuit is shorted.)• Harness or connectors (The ASCD brake switch circuit is shorted.)• Stop lamp switch• ASCD brake switch• Incorrect stop lamp switch installation• Incorrect ASCD brake switch installation• 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 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 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.

P1572 ASCD BRAKE SWITCH

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

Is 1st trip DTC detected?

- YES >> Go to [EC-911, "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 5 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-911, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356951

1.CHECK OVERALL FUNCTION-I

With CONSULT

1. Turn ignition switch ON.
2. Select "BRAKE SW1" in "DATA MONITOR" mode with CONSULT.
3. Check "BRAKE SW1" indication under the following conditions.

Monitor item	Condition		Indication
BRAKE SW1	Brake pedal	Slightly depressed	OFF
	Brake pedal	Fully released	ON

Without CONSULT

1. Turn ignition switch ON.
2. Check the voltage between ECM harness connector terminals as per the following.

Connector	ECM		Condition	Voltage (V)
	+	-		
	Terminal			
M107	126 (ASCD brake switch signal)	128	Brake pedal Slightly depressed	Approx. 0
			Brake pedal Fully released	Battery voltage

Is the inspection result normal?

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

2.CHECK OVERALL FUNCTION-II

With CONSULT

Select "BRAKE SW2" and check indication under the following conditions.

P1572 ASCD BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

Monitor item	Condition		Indication
BRAKE SW2	Brake pedal	Slightly depressed	ON
		Fully released	OFF

⊗ Without CONSULT

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 13.
- NO >> GO TO 8.

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

P1572 ASCD BRAKE SWITCH

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

- 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-914. "Component Inspection \(ASCD Brake Switch\)"](#)

Is the inspection result normal?

YES >> GO TO 13.

NO >> Replace ASCD brake switch. Refer to [BR-21. "Exploded View"](#).

8. 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 10.

NO >> GO TO 9.

9. DETECT MALFUNCTIONING PART

Check the following.

- Fuse block (J/B) connector E103
- 10A 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.

10. 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 12.

NO >> GO TO 11.

11. 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.

12. CHECK STOP LAMP SWITCH

Refer to [EC-914. "Component Inspection \(Stop Lamp Switch\)"](#)

Is the inspection result normal?

YES >> GO TO 13.

NO >> Replace stop lamp switch. Refer to [BR-21. "Exploded View"](#).

P1572 ASCD BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

13. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (ASCD Brake Switch)

INFOID:0000000012356952

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-22. "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. Refer to [BR-21. "Exploded View"](#).

Component Inspection (Stop Lamp Switch)

INFOID:0000000012356953

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-22. "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?

P1572 ASCD BRAKE SWITCH

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

YES >> INSPECTION END

NO >> Replace stop lamp switch. Refer to [BR-21, "Exploded View"](#).

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P1574 ASCD VEHICLE SPEED SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P1574 ASCD VEHICLE SPEED SENSOR

Description

INFOID:0000000012356954

The ECM receives two vehicle speed signals via the CAN communication line. One is sent from “combination meter”, and the other is from TCM (Transmission control module). The ECM uses these signals for ASCD control. Refer to [EC-592, "AUTOMATIC SPEED CONTROL DEVICE \(ASCD\) : System Description"](#) for ASCD functions.

DTC Logic

INFOID:0000000012356955

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-832, "DTC Logic"](#).
- If DTC P1574 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to [EC-841, "DTC Logic"](#).
- If DTC P1574 is displayed with DTC P0607, first perform the trouble diagnosis for DTC P0607. Refer to [EC-843, "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.	<ul style="list-style-type: none">• Harness or connectors (The CAN communication line is open or shorted.)• Combination meter• ABS actuator and electric unit (control unit)• Wheel sensor• TCM• 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 (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-916, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356956

1. CHECK DTC WITH TCM

Check DTC with TCM. Refer to [TM-60, "Diagnosis Description"](#).

Is the inspection result normal?

P1574 ASCD VEHICLE SPEED SENSOR

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

YES >> GO TO 2.

NO >> Perform trouble shooting relevant to DTC indicated.

A

2.CHECK DTC WITH “ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)”

Refer to [BRC-38. "CONSULT Function"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace.

EC

3.CHECK DTC WITH “COMBINATION METER”

Refer to [MWI-32. "CONSULT Function"](#).

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>> INSPECTION END

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P1606 VVEL CONTROL MODULE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P1606 VVEL CONTROL MODULE

DTC Logic

INFOID:000000012356957

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1606	VVEL control module	<ul style="list-style-type: none">• VVEL control module calculation function is malfunctioning.• VVEL EEPROM system is malfunctioning.	<ul style="list-style-type: none">• 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-918, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356958

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
See [EC-918, "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-688, "Description"](#).

>> INSPECTION END

P1607 VVEL CONTROL MODULE

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P1607 VVEL CONTROL MODULE

DTC Logic

INFOID:000000012356959

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-919, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356960

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
See [EC-919, "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-688, "Description"](#).

>> INSPECTION END

P1608 VVEL SENSOR POWER SUPPLY

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P1608 VVEL SENSOR POWER SUPPLY

DTC Logic

INFOID:000000012356961

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.	<ul style="list-style-type: none">• Harness or connectors (VVEL control shaft position sensor power supply circuit is open or shorted.)• VVEL control shaft position sensor• 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-920. "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356962

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48. "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.

P1608 VVEL SENSOR POWER SUPPLY

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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 E20, F40
- 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-45, "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-688, "Description"](#).

>> INSPECTION END

7.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "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-921, "Special Repair Requirement"](#).

>> INSPECTION END

Special Repair Requirement

INFOID:000000012356963

1.PERFORM VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

Refer to [EC-694, "Description"](#).

P1608 VVEL SENSOR POWER SUPPLY

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

>> GO TO 2.

2.PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-692, "Description"](#).

>> END

P1805 BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P1805 BRAKE SWITCH

DTC Logic

INFOID:000000012356964

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.	<ul style="list-style-type: none"> Harness or connectors (Stop lamp switch circuit is open or shorted.) Stop lamp switch

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON.
- Fully depress the brake pedal for at least 5 seconds.
- Erase the DTC.
- Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Go to [EC-923, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356965

1. CHECK STOP LAMP SWITCH CIRCUIT

- Turn ignition switch OFF.
- 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

- Disconnect stop lamp switch harness connector.
- 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

P1805 BRAKE SWITCH

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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-924, "Component Inspection \(Stop Lamp Switch\)"](#).

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace stop lamp switch. Refer to [BR-21, "Exploded View"](#).

7. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Stop Lamp Switch)

INFOID:000000012356966

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-22, "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

P1805 BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

NO >> Replace stop lamp switch. Refer to [BR-21. "Exploded View"](#).

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P2122, P2123 APP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P2122, P2123 APP SENSOR

DTC Logic

INFOID:000000012356967

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-844, "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.)
P2123	Accelerator pedal position sensor 1 circuit high input	An excessively high voltage from the APP sensor 1 is sent to ECM.	• Accelerator pedal position sensor (APP sensor 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 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-926, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356968

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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		
M9	5	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.

P2122, P2123 APP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

3.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	
M9	4	M107	100	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 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	
M9	3	M107	97	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 APP SENSOR

Refer to [EC-927, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 7.

NO >> GO TO 6.

6.REPLACE ACCELERATOR PEDAL ASSEMBLY

1. Replace accelerator pedal assembly.
2. Go to [EC-928, "Special Repair Requirement"](#).

>> INSPECTION END

7.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356969

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.

P2122, P2123 APP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

ECM			Condition	Voltage (V)	
Connector	+	-			
	Terminal	Terminal			
M107	97 (APP sensor 1)	100	Accelerator pedal	Fully released	0.5 - 1.0
			Fully depressed	4.2 - 4.8	
	98 (APP sensor 2)	104	Fully released	0.25 - 0.50	
			Fully depressed	2.0 - 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-928, "Special Repair Requirement"](#).

>> INSPECTION END

Special Repair Requirement

INFOID:0000000012356970

1. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

Refer to [EC-690, "Description"](#).

>> GO TO 2.

2. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to [EC-691, "Description"](#).

>> GO TO 3.

3. PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-692, "Description"](#).

>> END

P2127, P2128 APP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P2127, P2128 APP SENSOR

DTC Logic

INFOID:0000000012356971

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.	<ul style="list-style-type: none"> • Harness or connectors (APP sensor 2 circuit is open or shorted.) [CKP sensor (POS) circuit is shorted.] [CMP sensor (PHASE) (bank 2) circuit is open or shorted.] (Battery current sensor circuit is open or shorted.) (Refrigerant pressure sensor circuit is shorted.) • Accelerator pedal position sensor (APP sensor 2) • Crankshaft position sensor (POS) • Camshaft position sensor (PHASE) (bank 2) • Battery current sensor • Refrigerant 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-929, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012356972

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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 (Approx.)
Connector	Terminal		
M9	6	Ground	5 V

Is the inspection result normal?

P2127, P2128 APP SENSOR

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

- YES >> GO TO 6.
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	
M9	6	M107	103	Existed

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 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	46	CKP sensor (POS)	F2	1
F102	64	CMP sensor (PHASE) (bank 2)	F18	1
		Battery current sensor	E21	
M107	103	APP sensor	M9	6
	107	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-818, "Component Inspection"](#).)
- Camshaft position sensor (PHASE) (bank 2) (Refer to [EC-823, "Component Inspection"](#).)
- Battery current sensor (Refer to [EC-891, "Component Inspection"](#).)
- Refrigerant pressure sensor (Refer to [EC-965, "Diagnosis Procedure"](#).)

Is the inspection result normal?

- YES >> GO TO 10.
NO >> Replace malfunctioning component.

6.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	
M9	2	M107	104	Existed

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 APP SENSOR 2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between APP sensor harness connector and ECM harness connector.

P2127, P2128 APP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

APP sensor		ECM		Continuity
Connector	Terminal	Connector	Terminal	
M9	1	M107	98	Existed

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 APP SENSOR

Refer to [EC-931, "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-932, "Special Repair Requirement"](#).

>> INSPECTION END

10. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356973

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.

Connector	ECM		Condition	Voltage (V)
	+	-		
	Terminal	Terminal		
M107	97 (APP sensor 1)	100	Fully released	0.5 - 1.0
			Fully depressed	4.2 - 4.8
	98 (APP sensor 2)	104	Fully released	0.25 - 0.50
			Fully depressed	2.0 - 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-928, "Special Repair Requirement"](#).

>> INSPECTION END

P2127, P2128 APP SENSOR

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

Special Repair Requirement

INFOID:000000012356974

1.PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

Refer to [EC-690, "Description"](#).

>> GO TO 2.

2.PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to [EC-691, "Description"](#).

>> GO TO 3.

3.PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-692, "Description"](#).

>> END

P2138 APP SENSOR

DTC Logic

INFOID:000000012356975

DTC DETECTION LOGIC

NOTE:

If DTC P2138 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643. Refer to [EC-844, "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.	<ul style="list-style-type: none"> • Harness or connectors (APP sensor 2 circuit is open or shorted.) [CKP sensor (POS) circuit is shorted.] [CMP sensor (PHASE) (bank 2) circuit is open or shorted.] (Battery current sensor circuit is open or shorted.) (Refrigerant pressure sensor circuit is shorted.) • Accelerator pedal position sensor (APP sensor 2) • Crankshaft position sensor (POS) • Camshaft position sensor (PHASE) (bank 2) • Battery current sensor • 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-933, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356976

1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M95. Refer to Ground Inspection in [GI-48, "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.

P2138 APP SENSOR

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

APP sensor		Ground	Voltage (Approx.)
Connector	Terminal		
M9	5	Ground	5 V

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 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 (Approx.)
Connector	Terminal		
M9	6	Ground	5 V

Is the inspection result normal?

YES >> GO TO 7.

NO >> GO TO 4.

4. 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	
M9	6	M107	103	Existed

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 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	46	CKP sensor (POS)	F2	1
F102	64	CMP sensor (PHASE) (bank 2)	F18	1
		Battery current sensor	E21	
M107	103	APP sensor	M9	6
	107	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-818, "Component Inspection".](#))
- Camshaft position sensor (PHASE) (bank 2) (Refer to [EC-823, "Component Inspection".](#))
- Battery current sensor (Refer to [EC-891, "Component Inspection".](#))
- Refrigerant pressure sensor (Refer to [EC-965, "Diagnosis Procedure".](#))

Is the inspection result normal?

P2138 APP SENSOR

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

- YES >> GO TO 11.
NO >> Replace malfunctioning component.

7. 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	
M9	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 8.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

8. 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	
M9	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 9.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

9. CHECK APP SENSOR

Refer to [EC-935, "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 11.
NO >> GO TO 10.

10. REPLACE ACCELERATOR PEDAL ASSEMBLY

1. Replace accelerator pedal assembly.
2. Go to [EC-936, "Special Repair Requirement"](#).

>> INSPECTION END

11. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012356977

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.

P2138 APP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

ECM			Condition	Voltage (V)
Connector	+	-		
	Terminal	Terminal		
M107	97 (APP sensor 1)	100	Fully released	0.5 - 1.0
			Fully depressed	4.2 - 4.8
	98 (APP sensor 2)	104	Fully released	0.25 - 0.50
			Fully depressed	2.0 - 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-928, "Special Repair Requirement"](#).

>> INSPECTION END

Special Repair Requirement

INFOID:0000000012356978

1. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

Refer to [EC-690, "Description"](#).

>> GO TO 2.

2. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to [EC-691, "Description"](#).

>> GO TO 3.

3. PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-692, "Description"](#).

>> END

P2A00, P2A03 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

P2A00, P2A03 A/F SENSOR 1

DTC Logic

INFOID:000000012356979

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	<ul style="list-style-type: none">The output voltage computed by ECM from the A/F sensor 1 signal is shifts to the lean side for a specified period.The A/F signal computed by ECM from the A/F sensor 1 signal is shifts to the rich side for a specified period.	<ul style="list-style-type: none">A/F sensor 1A/F sensor 1 heaterHeated oxygen sensor 2Fuel pressureFuel injectorIntake air leaksExhaust gas 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.

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- 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

- Clear the mixture ratio self-learning value. Refer to [EC-696, "Description"](#).
- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.
- Start engine and keep the engine speed between 3,500 and 4,000 rpm for 1 minute under no load.
- Let engine idle for 1 minute.
- Keep engine speed between 2,500 and 3,000 rpm for 20 minutes.
- Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Go to [EC-937, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012356980

1. CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection M95. Refer to Ground Inspection in [GI-48, "Circuit Inspection"](#).

Is the inspection result normal?

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

2. RETIGHTEN A/F SENSOR 1 AND HEATED OXYGEN SENSOR 2

- Loosen and retighten the A/F sensor 1 and heated oxygen sensor 2. Refer to [EM-37, "Removal and Installation"](#).

>> GO TO 3.

< DTC/CIRCUIT DIAGNOSIS >

3. CHECK FOR EXHAUST GAS LEAK

1. Start engine and run it at idle.
2. Listen for an exhaust gas leak before the three way catalyst 2.

Is exhaust gas leak detected?

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

4. 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 5.

5. CLEAR THE MIXTURE RATIO SELF-LEARNING VALUE

1. Clear the mixture ratio self-learning value. Refer to [EC-696, "Description"](#).
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-792, "Diagnosis Procedure"](#) or [EC-796, "Diagnosis Procedure"](#).
 NO >> GO TO 6.

6. 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 7.
 NO >> Repair or replace harness connector.

7. 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	F77	4	Ground	Battery voltage
P2A03	2	F76	4		

Is the inspection result normal?

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

8. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E20, F40
- IPDM E/R harness connector E7
- 15 A fuse (No. 45)
- Harness for open or short between A/F sensor 1 and fuse

>> Repair or replace harness or connectors.

9. CHECK A/F SENSOR 1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.

P2A00, P2A03 A/F SENSOR 1

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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	F77	1	F102	57	Existed
			2		61	
P2A03	2	F76	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	F77	1	Ground	Not existed
			2		
P2A03	2	F76	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 10.

NO >> Repair open circuit, short to ground or short to power in harness or connectors.

10. CHECK A/F SENSOR 1 HEATER

Refer to [EC-733, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 11.

NO >> GO TO 13.

11. CHECK HEATED OXYGEN SENSOR 2

Refer to [EC-774, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 12.

NO >> Replace malfunctioning heated oxygen sensor 2. Refer to [EM-36, "Exploded View"](#).

12. CHECK INTERMITTENT INCIDENT

Perform [GI-45, "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 air fuel ratio (A/F) sensor 1.

CAUTION:

P2A00, P2A03 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

- 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?

YES >> GO TO 14.

NO >> GO TO 15.

14. CONFIRM A/F ADJUSTMENT DATA

Ⓟ **With CONSULT**

1. Turn ignition switch ON.
2. Select "A/F ADJ-B1" and "A/F ADJ-B2" in "DATA MONITOR" mode with CONSULT.
3. Make sure that "0.000" is displayed on CONSULT screen.

Is "0.000" displayed?

YES >> INSPECTION END

NO >> GO TO 15.

15. CLEAR THE MIXTURE RATIO SELF-LEARNING VALUE

Clear the mixture ratio self-learning value. Refer to [EC-696. "Description"](#).

Do you have CONSULT?

YES >> GO TO 16.

NO >> INSPECTION END

16. CONFIRM A/F ADJUSTMENT DATA

Ⓟ **With CONSULT**

1. Turn ignition switch ON.
2. Select "A/F ADJ-B1" and "A/F ADJ-B2" in "DATA MONITOR" mode with CONSULT.
3. Make sure that "0.000" is displayed on CONSULT screen.

>> INSPECTION END

ASCD BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

ASCD BRAKE SWITCH

Component Function Check

INFOID:000000012356981

1. CHECK ASCD BRAKE SWITCH FUNCTION

With CONSULT

1. Turn ignition switch ON.
2. Select "BRAKE SW1" in "DATA MONITOR" mode with CONSULT.
3. Check "BRAKE SW1" indication under the following conditions.

Monitor item	Condition		Indication
BRAKE SW1	Brake pedal	Slightly depressed	OFF
	Brake pedal	Fully released	ON

Without CONSULT

1. Turn ignition switch ON.
2. Check the voltage between ECM harness connector terminals as per the following.

Connector	ECM		Condition	Voltage (V)
	+	-		
	Terminal	Terminal		
M107	126 (ASCD brake switch signal)	128	Brake pedal Slightly depressed	Approx. 0
			Brake pedal Fully released	Battery voltage

Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to [EC-941, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012356982

1. 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 3.

NO >> GO TO 2.

2. 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.

3. 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

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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 5.
- NO >> GO TO 4.

4. 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.

5. CHECK ASCD BRAKE SWITCH

Refer to [EC-942, "Component Inspection \(ASCD Brake Switch\)"](#)

Is the inspection result normal?

- YES >> GO TO 6.
- NO >> Replace ASCD brake switch. Refer to [ST-33, "Exploded View"](#).

6. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (ASCD Brake Switch)

INFOID:0000000012356983

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-22, "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. Refer to [BR-21, "Exploded View"](#).

ASCD INDICATOR

Component Function Check

INFOID:000000012356984

1.CHECK ASCD INDICATOR FUNCTION

Check ASCD indicator under the following conditions.

ASCD INDICATOR	CONDITION		SPECIFICATION
CRUISE LAMP	<ul style="list-style-type: none"> Ignition switch: ON 	<ul style="list-style-type: none"> MAIN switch: Pressed at the 1st time → at the 2nd time 	ON → OFF
SET LAMP	<ul style="list-style-type: none"> MAIN switch: ON When vehicle speed is between 40 km/h (25 MPH) and 144 km/h (89 MPH) 	<ul style="list-style-type: none"> ASCD: Operating 	ON
		<ul style="list-style-type: none"> ASCD: Not operating 	OFF

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Go to [EC-943, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012356985

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 "COMBINATION METER"

Refer to [MWI-32, "CONSULT Function"](#).

Is the inspection result normal?

- YES >> GO TO 3.
- NO >> Repair or replace.

3.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace combination meter. Refer to [MWI-95, "Exploded View"](#).
- NO >> Repair or replace.

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COOLING FAN

Component Function Check

INFOID:0000000012356986

1. CHECK COOLING FAN FUNCTION

With CONSULT

1. Turn ignition switch ON.
2. Perform "FAN DUTY CONTROL" in "ACTIVE TEST" mode with CONSULT.
3. Make sure that cooling fan speed varies according to the percentage.

Without CONSULT

1. Perform IPDM E/R auto active test and check cooling fan motors operation, refer to [PCS-11. "Diagnosis Description"](#).
2. Make sure that cooling fan operates.

Is the inspection result normal?

- YES >> INSPECTION END
 NO >> Go to [EC-944. "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000012356987

1. CHECK COOLING FAN CONTROL MODULE POWER SUPPLY CIRCUIT-I

1. Turn ignition switch OFF.
2. Disconnect cooling fan control module harness connector.
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.
2. Check the continuity between IPDM E/R harness connector and ground.

IPDM E/R		Ground	Continuity
Connector	Terminal		
E5	11	Ground	Existed
E6	41		

3. Also check harness for short to power.

COOLING FAN

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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.
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.
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		
E301	4	Ground	Battery voltage
E302	6		

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace cooling fan control module. Refer to [CO-21, "Exploded View"](#).

6. CHECK COOLING FAN MOTORS -1 AND -2

Refer to [EC-946, "Component Inspection \(Cooling Fan Motor\)"](#).

Is the inspection result normal?

YES >> GO TO 11.

NO >> Replace cooling fan motor. Refer to [CO-21, "Exploded View"](#).

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	1	Ground	Battery voltage
	3		

Is the inspection result normal?

YES >> GO TO 9.

NO >> GO TO 8.

8. DETECT MALFUNCTIONING PART

Check the following.

- 10A fuse (No. 42)

COOLING FAN

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

- IPDM E/R harness connector E7
- 50A fusible link (letter O)
- 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.
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	2	E7	73	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-947, "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-45, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to [PCS-34, "Exploded View"](#).

NO >> Repair or replace harness connectors.

Component Inspection (Cooling Fan Motor)

INFOID:000000012356988

1. CHECK COOLING FAN MOTOR

1. Turn ignition switch OFF.
2. Disconnect cooling fan control module harness connectors.
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. Refer to [CO-21, "Exploded View"](#).

COOLING FAN

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

Component Inspection (Cooling Fan Relay)

INFOID:000000012356989

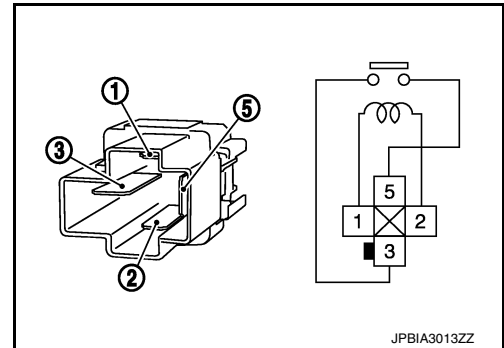
1. CHECK COOLING FAN RELAY

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

Is the inspection result normal?

- YES >> INSPECTION END
NO >> Replace cooling fan relay.



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ELECTRICAL LOAD SIGNAL

Description

INFOID:000000012356990

The electrical load signal (Headlamp switch signal, rear window defogger switch signal, etc.) is transferred via the CAN communication line.

Component Function Check

INFOID:000000012356991

1. CHECK REAR WINDOW DEFOGGER SWITCH FUNCTION

1. Turn ignition switch ON.
2. Connect CONSULT 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-948, "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-948, "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-948, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012356992

1. INSPECTION START

Confirm the malfunctioning circuit (rear window defogger, headlamp or heater fan). Refer to [EC-948, "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-20, "Work Flow"](#).

ELECTRICAL LOAD SIGNAL

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

>> INSPECTION END

3.CHECK HEADLAMP SYSTEM

Refer to [EXL-71, "Work Flow"](#).

>> INSPECTION END

4.CHECK HEATER FAN CONTROL SYSTEM

Refer to [HAC-48, "Work Flow"](#).

>> INSPECTION END

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FUEL INJECTOR

Component Function Check

INFOID:000000012356993

1.INSPECTION START

Turn ignition switch to START.

Are any cylinders ignited?

- YES >> GO TO 2.
- NO >> Go to [EC-950, "Diagnosis Procedure"](#).

2.CHECK FUEL INJECTOR FUNCTION

Ⓟ With CONSULT

1. Start engine.
2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT.
3. Make sure that each circuit produces a momentary engine speed drop.

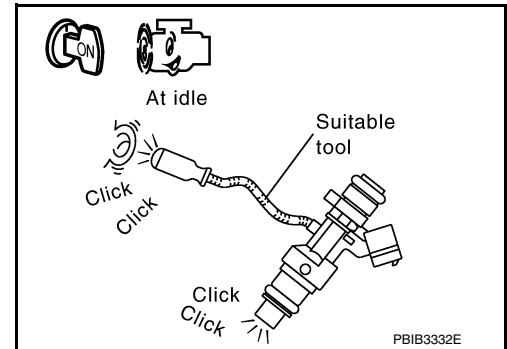
ⓧ Without CONSULT

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-950, "Diagnosis Procedure"](#).



INFOID:000000012356994

Diagnosis Procedure

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 E20, F40
- Harness connectors F30, F120
- IPDM E/R harness connector E7
- 10 A fuse (No. 44)

FUEL INJECTOR

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

- 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 F30, 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-951, "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 6.
- NO >> Replace malfunctioning fuel injector. Refer to [EM-42, "Exploded View"](#).

6.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace IPDM E/R. Refer to [PCS-34, "Exploded View"](#).
- NO >> Repair open circuit, short to ground or short to power in harness or connectors.

Component Inspection

INFOID:000000012356995

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. Refer to [EM-42, "Exploded View"](#).

FUEL PUMP

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

FUEL PUMP

Component Function Check

INFOID:000000012356996

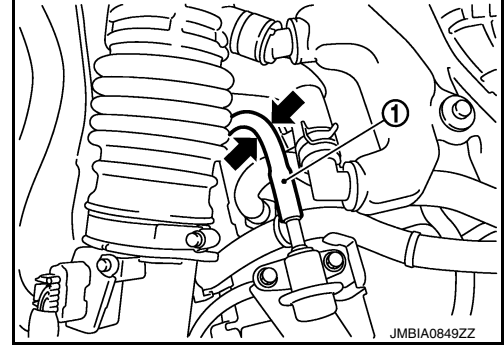
1.CHECK FUEL PUMP FUNCTION

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-952. "Diagnosis Procedure"](#).



Diagnosis Procedure

INFOID:000000012356997

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 E20, F40
- 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.

FUEL PUMP

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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		
B241	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 15A FUSE

1. Turn ignition switch OFF.
2. Disconnect 15A 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.
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	B241	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 E105, B3
- Harness connectors B51, B230
- 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		
B241	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

FUEL PUMP

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

Refer to [EC-954. "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 10.

NO >> Replace fuel pump. Refer to [FL-6. "Exploded View"](#).

10.CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to [PCS-34. "Exploded View"](#).

NO >> Repair or replace harness or connectors.

Component Inspection

INFOID:000000012356998

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". Refer to [FL-6. "Exploded View"](#).

IGNITION SIGNAL

Component Function Check

INFOID:000000012356999

1. INSPECTION START

Turn ignition switch OFF, and restart engine.

Does the engine start?

- YES-1 >> With CONSULT: GO TO 2.
- YES-2 >> Without CONSULT: GO TO 3.
- No >> Go to [EC-955, "Diagnosis Procedure"](#).

2. CHECK IGNITION SIGNAL FUNCTION

With CONSULT

1. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT.
2. Make sure that each circuit produces a momentary engine speed drop.

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Go to [EC-955, "Diagnosis Procedure"](#).

3. CHECK IGNITION SIGNAL FUNCTION

Without CONSULT

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-955, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012357000

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.

IGNITION SIGNAL

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

NO >> Go to [EC-716, "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.
3. Check the continuity between IPDM E/R harness connector and condenser harness connector.

IPDM E/R		Condenser		Continuity
Connector	Terminal	Connector	Terminal	
E5	5	F8	1	Existed

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

Is the inspection result normal?

YES >> Go to [EC-716, "Diagnosis Procedure"](#).

NO >> GO TO 4.

4. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E20, F40
- 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-959, "Component Inspection \(Condenser\)"](#)

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace condenser.

7. CHECK IGNITION COIL POWER SUPPLY CIRCUIT-IV

IGNITION SIGNAL

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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 F40, E20
- Harness for open or short between ignition coil and harness connector F40

>> 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 SIGNAL

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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-958, "Component Inspection \(Ignition Coil with Power Transistor\)"](#).

Is the inspection result normal?

YES >> GO TO 12.

NO >> Replace malfunctioning ignition coil with power transistor. Refer to [EM-54, "Exploded View"](#).

12. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Ignition Coil with Power Transistor)

INFOID:000000012357001

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. Refer to [EM-54, "Exploded View"](#).

2. CHECK IGNITION COIL WITH POWER TRANSISTOR-II

CAUTION:

Perform the following procedure in a place where with no combustible objects and good ventilation.

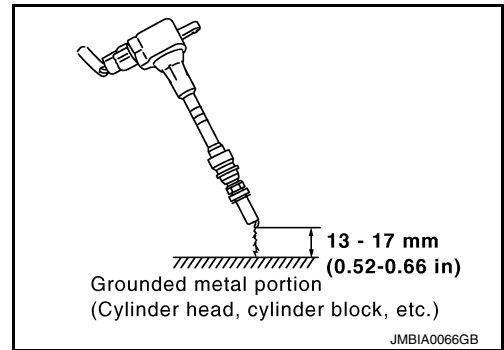
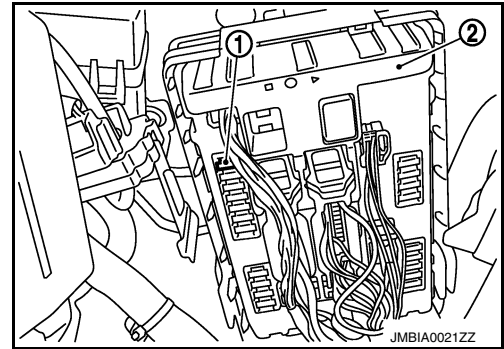
1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.

IGNITION SIGNAL

[VQ37VHR FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

3. Remove fuel pump fuse (1) in IPDM E/R (2) to release fuel pressure.
NOTE:
 Do not use CONSULT 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. Refer to [EM-54, "Exploded View"](#).

Component Inspection (Condenser)

INFOID:000000012357002

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

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

MALFUNCTION INDICATOR LAMP

Component Function Check

INFOID:000000012357003

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-960, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012357004

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 "COMBINATION METER"

Refer to [MWI-32, "CONSULT Function"](#).

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Repair or replace.

3.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace combination meter. Refer to [MWI-95, "Exploded View"](#).
NO >> Repair or replace.

MAP (MANIFOLD ABSOLUTE PRESSURE) SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

MAP (MANIFOLD ABSOLUTE PRESSURE) SENSOR

Component Function Check

INFOID:000000012357005

1. CHECK MAP SENSOR FUNCTION

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch OFF, wait at least 5 seconds and then turn ON.
3. Check the voltage between ECM harness connector terminals as follows.

ECM			
+		-	
Connector	Terminal	Connector	Terminal
F101	38	F102	96

NOTE:

Since this sensor is an absolute pressure sensor and is subject to ambient pressure and altitude, check voltage after a lapse of one minute or more after stopping the engine.

4. Measure the atmospheric pressure.

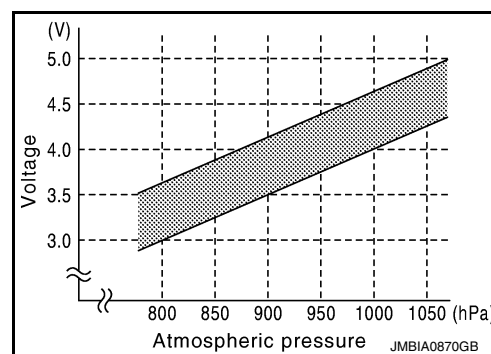
NOTE:

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

5. Check the MAP 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 >> INSPECTION END

NO >> Proceed to [EC-961, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012357006

1. CHECK MAP SENSOR POWER SUPPLY CIRCUIT-I

1. Disconnect MAP sensor harness connector.
2. Turn ignition switch ON.
3. Check the voltage between MAP sensor harness connector terminals.

MAP (MANIFOLD ABSOLUTE PRESSURE) SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

MAP sensor			Voltage (Approx.)
Connector	+	-	
	Terminal		
F50	1	3	5 V

Is the inspection result normal?

- YES >> GO TO 6.
- NO >> GO TO 2.

2.CHECK MAP SENSOR POWER SUPPLY CIRCUIT-II

Check the voltage between MAP sensor harness connector and ground.

+		-	Voltage (Approx.)
MAP sensor			
Connector	Terminal		
F50	1	Ground	5 V

Is inspection result normal?

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

3.CHECK MAP SENSOR POWER SUPPLY CIRCUIT-III

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

+		-		Continuity
MAP sensor		ECM		
Connector	Terminal	Connector	Terminal	
F50	1	F102	60	Existed

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

Is the inspection result normal?

- YES >> Perform the trouble diagnosis for ignition power supply circuit. Refer to [EC-716. "Diagnosis Procedure"](#).
- NO >> Repair or replace error-detected parts.

4.CHECK MAP SENSOR GROUND CIRCUIT

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

+		-		Continuity
MAP sensor		ECM		
Connector	Terminal	Connector	Terminal	
F50	3	F103	96	Existed

Is inspection result normal?

- YES >> GO TO 5.
- NO >> Repair or replace error-detected parts.

5.CHECK ECM GROUND CIRCUIT

Check the continuity between ECM harness connector and the ground.

MAP (MANIFOLD ABSOLUTE PRESSURE) SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

+		-	Continuity
ECM			
Connector	Terminal		
F101	8	ground	Existed
M107	123		
	124		
	127		
	128		

Is inspection result normal?

YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).

NO >> Repair or replace error-detected parts.

6. CHECK MAP SENSOR INPUT SIGNAL CIRCUIT

1. Check the continuity between MAP sensor harness connector and ECM harness connector.

+		-		Continuity
MAP sensor		ECM		
Connector	Terminal	Connector	Terminal	
F50	2	F101	38	Existed

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

Is the inspection result normal?

YES >> GO TO 7.

NO >> Repair or replace error-detected parts.

7. CHECK MAP SENSOR

Refer to [EC-963, "Component Inspection"](#).

Is the inspection result normal?

YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).

NO >> Replace MAP sensor. Refer to [EM-31, "Exploded View"](#).

Component Inspection

INFOID:0000000012357007

1. CHECK MAP SENSOR

1. Turn ignition switch OFF.
2. Reconnect harness connector disconnected.
3. Start engine and keep the engine speed at idle.
4. Check the voltage between ECM harness connector terminals.

+		-	
ECM			
Connector	Terminal	Connector	Terminal
F101	38	F102	96

5. 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 [kPa (mmHg)]	Voltage difference (V)
-40 (-300)	1.5 – 2.0
-53.3 (-400)	2.0 – 2.6

MAP (MANIFOLD ABSOLUTE PRESSURE) SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

Intake manifold vacuum [kPa (mmHg)]	Voltage difference (V)
-66.7 (-500)	2.6 – 3.2
-80 (-600)	3.2 – 3.8

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace MAP sensor. Refer to [EM-31, "Exploded View"](#).

REFRIGERANT PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

REFRIGERANT PRESSURE SENSOR

Component Function Check

INFOID:000000012357008

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.

Connector	ECM		Voltage (V)
	+	-	
	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-965, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012357009

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-48, "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

< DTC/CIRCUIT DIAGNOSIS >

[VQ37VHR FOR MEXICO]

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-45, "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace refrigerant pressure sensor. Refer to [HA-40, "Exploded View"](#).
- NO >> Repair or replace.

ENGINE CONTROL SYSTEM SYMPTOMS

< SYMPTOM DIAGNOSIS >

[VQ37VHR FOR MEXICO]

SYMPTOM DIAGNOSIS

ENGINE CONTROL SYSTEM SYMPTOMS

Symptom Table

INFOID:0000000012357010

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-952
	Fuel pressure regulator system	3	3	4	4	4	4	4	4	4		4			EC-701
	Fuel injector circuit	1	1	2	3	2		2	2			2			EC-950
	Evaporative emission system	3	3	4	4	4	4	4	4	4	4	4			EC-594
Air	Positive crankcase ventilation system	3	3	4	4	4	4	4	4	4		4	1		EC-976
	Incorrect idle speed adjustment						1	1	1	1		1			EC-697
	Electric throttle control actuator	1	1	2	3	3	2	2	2	2		2		2	EC-874 , EC-881
Ignition	Incorrect ignition timing adjustment	3	3	1	1	1		1	1			1			EC-697
	Ignition circuit	1	1	2	2	2		2	2			2			EC-955
Main power supply and ground circuit		2	2	3	3	3		3	3		2	3			EC-716
Mass air flow sensor circuit		1			2										EC-740
Engine coolant temperature sensor circuit					3										
Air fuel ratio (A/F) sensor 1 circuit			1	2	3	2		2	2			2			EC-756 , EC-760 , EC-763 , EC-766 , EC-937
Throttle position sensor circuit															
Accelerator pedal position sensor circuit				3	2	1									EC-926 , EC-929 , EC-933
Knock sensor circuit				2								3			EC-813
Engine oil temperature sensor				4		1						3			EC-802

ENGINE CONTROL SYSTEM SYMPTOMS

< SYMPTOM DIAGNOSIS >

[VQ37VHR FOR MEXICO]

	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	
Crankshaft position sensor (POS) circuit	2	2												EC-816
Camshaft position sensor (PHASE) circuit	3	2												EC-820
Vehicle speed signal circuit		2	3		3						3			EC-832
Power steering pressure sensor circuit		2					3	3						EC-837
ECM	2	2	3	3	3	3	3	3	3	3	3			EC-839 , EC-841
Intake valve timing control solenoid valve circuit		3	2		1	3	2	2	3		3			EC-737
Manifold absolute pressure (MAP) sensor											3			EC-963
VVEL control module	3		4	4	3									EC-918 , EC-919
VVEL actuator motor	3		4	4	3									EC-857
VVEL actuator motor relay	3		4	4	3									EC-861
VVEL actuator shaft position sensor	3		4	4	3									EC-854
PNP signal circuit			3		3		3	3			3			EC-846
Refrigerant pressure sensor circuit		2				3			3		4			EC-965
Electrical load signal circuit							3							EC-948
Air conditioner circuit	2	2	3	3	3	3	3	3	3		3		2	HAC-48
ABS actuator and electric unit (control unit)			4											BRC-63

1 - 6: The numbers refer to the order of inspection.

(continued on next page)

SYSTEM — ENGINE MECHANICAL & OTHER

ENGINE CONTROL SYSTEM SYMPTOMS

< SYMPTOM DIAGNOSIS >

[VQ37VHR FOR MEXICO]

		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-13	
	Fuel piping			5	5	5		5	5			5			EM-47
	Vapor lock														—
	Valve deposit														—
	Poor fuel (Heavy weight gasoline, Low octane)	5			5	5	5		5	5			5		—
Air	Air duct		5											EM-30	
	Air cleaner														EM-30
	Air leakage from air duct (Mass air flow sensor — electric throttle control actuator)	5		5	5	5		5	5				5		EM-30
	Electric throttle control actuator				5		5				5				EM-31
	Air leakage from intake manifold/Collector/Gasket														EM-35
Cranking	Battery	1	1	1		1		1	1					1	PG-164
	Generator circuit														CHG-22, CHG-23
	Starter circuit	3													STR-13, STR-16
	Signal plate	6													EM-139
	PNP signal circuit	4													TM-111
Engine	Cylinder head	5	5	5	5	5		5	5			5	3		EM-139
	Cylinder head gasket														4
	Cylinder block														
	Piston												4		
	Piston ring	6	6	6	6	6		6	6			6			EM-139
	Connecting rod														
	Bearing														
Crankshaft															

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ENGINE CONTROL SYSTEM SYMPTOMS

< SYMPTOM DIAGNOSIS >

[VQ37VHR FOR MEXICO]

		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														EM-72
	Camshaft														EM-113
	Intake valve timing control	5	5	5	5	5		5	5			5			EM-72
	Intake valve												3		EM-126
	Exhaust valve														
Exhaust	Exhaust manifold/Tube/Muffler/Gasket	5	5	5	5	5		5	5			5			EM-41, MA-41
	Three way catalyst														
Lubrication	Oil pan/Oil strainer/Oil pump/Oil filter/Oil gallery	5	5	5	5	5		5	5			5			EM-53, LU-14, LU-24
	Oil level (Low)/Filthy oil														LU-9
Cooling	Radiator/Hose/Radiator filler cap														MA-23, MA-25
	Thermostat									5					CO-27
	Water pump														CO-25
	Water gallery	5	5	5	5	5		5	5		4	5			CO-30
	Cooling fan														CO-22
	Coolant level (Low)/Contaminated coolant									5					CO-10
IVIS (INFINITI Vehicle Immobilizer System — NATS)		1	1												SEC-50

1 - 6: The numbers refer to the order of inspection.

INFINITI DRIVE MODE SELECTOR

< SYMPTOM DIAGNOSIS >

[VQ37VHR FOR MEXICO]

INFINITI DRIVE MODE SELECTOR

Symptom Table

INFOID:0000000012357011

SYSTEM — DRIVE MODE SELECTOR —

Malfunction	Check item		Probable malfunctioning part/Action
ECO pedal reaction force is not generated when in ECO mode.	Only ECO pedal reaction force is not generated. [Intelligent pedal (distance control assist) operates normally.]	The central switch of the navigation system operates normally.	Perform self-diagnosis of the engine control system. Refer to EC-640 , "DTC Index".
		The central switch of the navigation system malfunctions.	Perform self-diagnosis of the navigation system. Refer to AV-119 , "Symptom Table" (BASE AUDIO WITHOUT NAVIGATION) or AV-395 , "Symptom Table" (BOSE AUDIO WITH NAVIGATION)
	Intelligent pedal (distance control assist) reaction force is not generated as well.		Perform self-diagnosis of the ADAS control unit and Accelerator pedal actuator. • ADAS C/U: Refer to DAS-247 , "DTC Index". • ACCELERATOR PEDAL ACTUATOR: Refer to DAS-255 , "DTC Index".
When in ECO mode, settings of ECO pedal reaction force cannot be changed or vehicle behavior does not agree to the settings.	Intelligent pedal (distance control assist) reaction force has a malfunction as well.		Perform self-diagnosis of the ADAS control unit and Accelerator pedal actuator. • ADAS C/U: Refer to DAS-247 , "DTC Index". • ACCELERATOR PEDAL ACTUATOR: Refer to DAS-255 , "DTC Index".
	Intelligent pedal (distance control assist) reaction force is normal.	The central switch of the navigation system operates normally.	Perform self-diagnosis of the engine control system. Refer to EC-640 , "DTC Index".
		The central switch of the navigation system malfunctions.	Perform self-diagnosis of the navigation system. Refer to AV-119 , "Symptom Table" (BASE AUDIO WITHOUT NAVIGATION) or AV-395 , "Symptom Table" (BOSE AUDIO WITH NAVIGATION)

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NORMAL OPERATING CONDITION

Description

INFOID:000000012357012

FUEL CUT CONTROL (AT NO LOAD AND HIGH ENGINE SPEED)

If the engine speed is above 2,400 rpm under no load (for example, the selector lever position is neutral and engine speed is over 2,400 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 4,500 rpm, fuel will be cut off in a few seconds. Fuel cut will be operated until the engine speed reaches 1,500 rpm, then fuel cut will be cancelled.

NOTE:

This function is different from deceleration control listed under Multiport Fuel Injection (MFI) System, [EC-587](#), "[MULTIPOINT FUEL INJECTION SYSTEM : 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.

PERIODIC MAINTENANCE

IDLE SPEED

Inspection

INFOID:0000000012357013

A

EC

CHECK IDLE SPEED

 **With CONSULT**

Check idle speed in “DATA MONITOR” mode of “ENGINE” using CONSULT.

C

 **With GST**

Check idle speed with Service \$01 of GST.

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IGNITION TIMING

< PERIODIC MAINTENANCE >

[VQ37VHR FOR MEXICO]

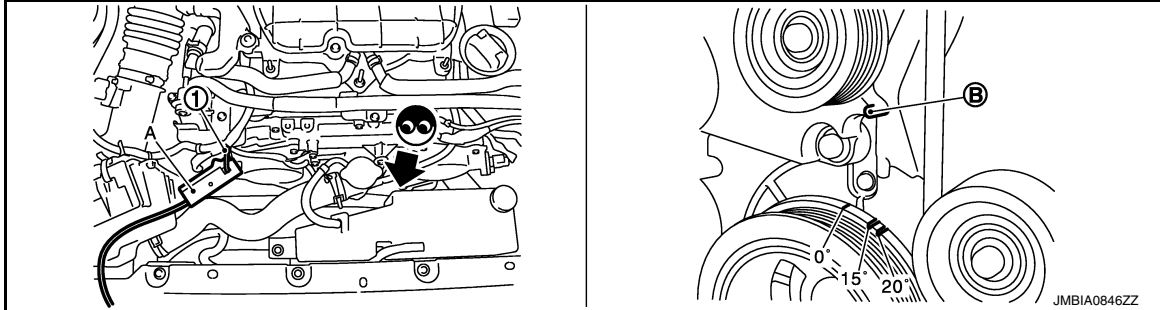
IGNITION TIMING

Inspection

INFOID:000000012357014

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.

EVAP LEAK CHECK

< PERIODIC MAINTENANCE >

[VQ37VHR FOR MEXICO]

EVAP LEAK CHECK

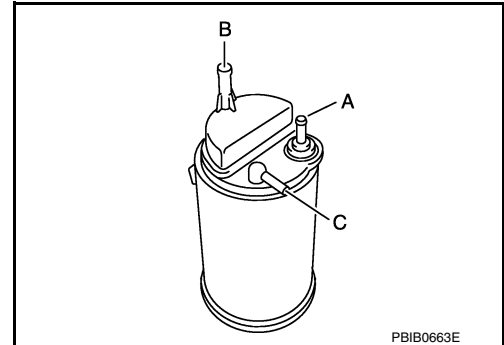
Inspection

INFOID:000000012357015

1. Visually inspect EVAP vapor lines for improper attachment and for cracks, damage, loose connections, chafing and deterioration.

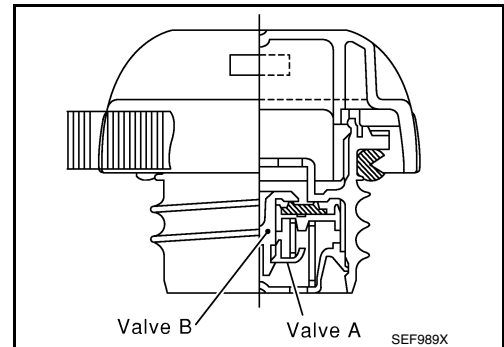
2. Check EVAP canister as follows:

- a. Block port (B). Orally blow air through port (A). Check that air flows freely through port (C).
- b. Block port (A). Orally blow air through port (B). Check that air flows freely through port (C).



3. Inspect fuel tank filler cap vacuum relief valve for clogging, sticking, etc.

- a. Wipe clean valve housing.

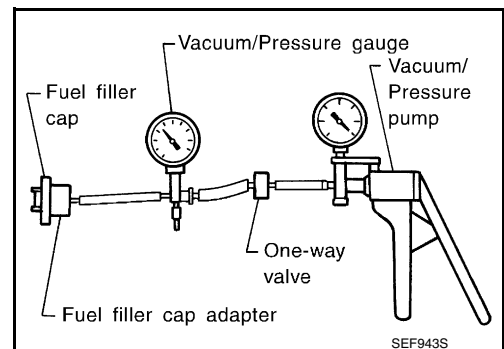


- b. Check valve opening pressure and vacuum.

Pressure: 15.3 - 20.0 kPa (0.153 - 0.200 bar, 0.156 - 0.204 kg/cm², 2.22 - 2.90 psi)

Vacuum: -6.0 to -3.3 kPa (-0.060 to -0.033 bar, -0.061 to -0.034 kg/cm², -0.87 to -0.48 psi)

- c. If out of specification, replace fuel filler cap as an assembly.



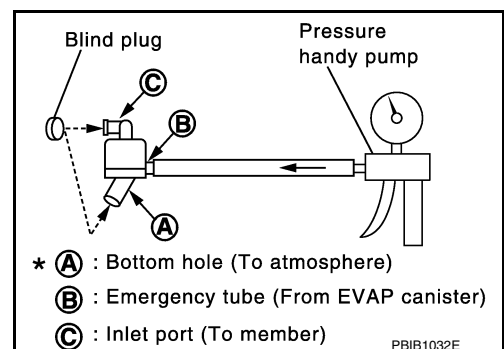
4. Check water separator as follows:

- a. Check visually for insect nests in the water separator air inlet.
- b. Check visually for cracks or flaws in the appearance.
- c. Check visually for cracks or flaws in the hose.
- d. Check that A and C are not clogged by blowing air into B with A, and then C plugged.

- e. In case of NG in items 2 - 4, replace the parts.

NOTE:

Do not disassemble water separator.



POSITIVE CRANKCASE VENTILATION

< PERIODIC MAINTENANCE >

[VQ37VHR FOR MEXICO]

POSITIVE CRANKCASE VENTILATION

Inspection

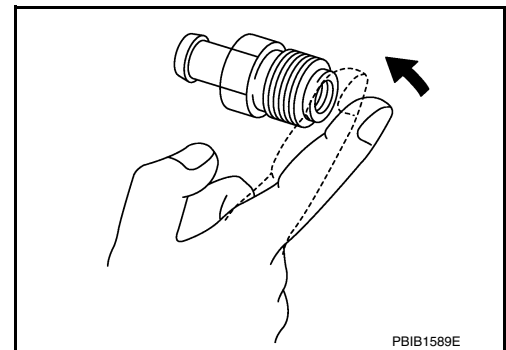
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1. CHECK PCV VALVE

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.



REMOVAL AND INSTALLATION

ECM

Removal and Installation

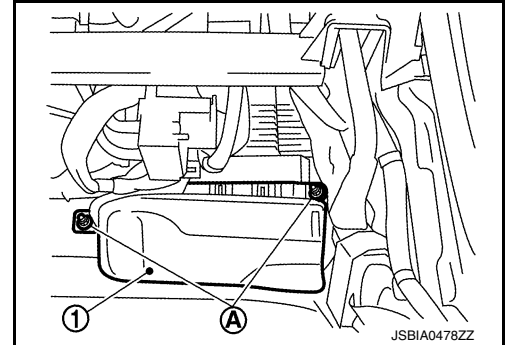
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CAUTION:

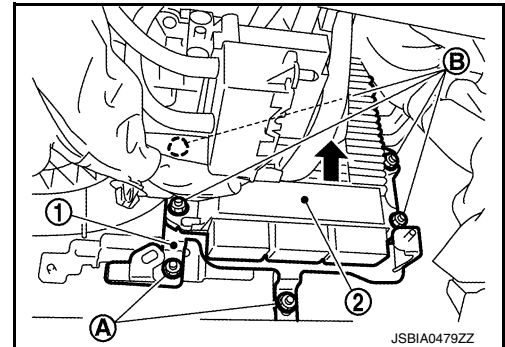
Perform **ADDITIONAL SERVICE WHEN REPLACING ECM**. Refer to [EC-686, "Description"](#).

REMOVAL

1. Remove the instrument lower cover. Refer to [IP-12, "Exploded View"](#).
2. Remove the dash side finisher (LH). Refer to [INT-44, "DASH SIDE FINISHER : Removal and Installation"](#).
3. Remove the ECM cover bolts (A) and remove ECM cover (1).



4. Disconnect ECM harness connectors.
5. Remove ECM bracket bolt (A)
6. Slide the ECM bracket (1) upward and then remove ECM bracket with ECM.
7. Remove ECM bracket bolts (B) and separate ECM (2) and ECM bracket.



INSTALLATION

Install in the reverse order of removal.

VVEL CONTROL MODULE

< REMOVAL AND INSTALLATION >

[VQ37VHR FOR MEXICO]

VVEL CONTROL MODULE

Removal and Installation

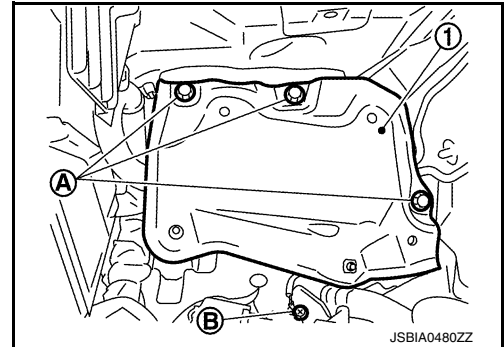
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CAUTION:

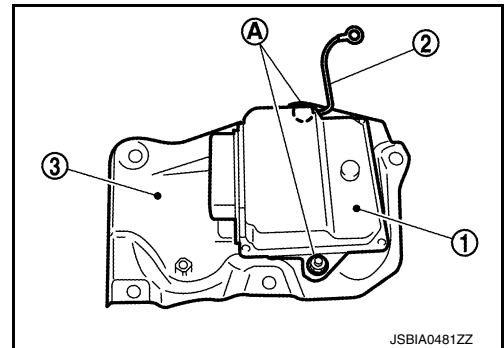
Perform **ADDITIONAL SERVICE WHEN REPLACING VVEL CONTROL MODULE**. Refer to [EC-688](#), "[Description](#)".

REMOVAL

1. Remove hoodledge cover (RH) and cowl top cover (RH). Refer to [EXT-23](#), "[Exploded View](#)".
2. Remove the battery and battery tray. Refer to [PG-164](#), "[Exploded View](#)".
3. Remove VVEL control module bracket bolts (A).
4. Remove the ground harness fix bolt (B).
5. Remove VVEL control module bracket (1).



6. Disconnect VVEL control module harness connector.
7. Remove the fix bolts (A). And then separate VVEL control module (1), ground harness (2) and VVEL control module bracket (3).



INSTALLATION

Install in the reverse order of removal.

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[VQ37VHR FOR MEXICO]

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

Idle Speed

INFOID:0000000012357019

A

EC

Condition	Specification
No load* (in P or N position)	650 ± 50 rpm

C

*: Under the following conditions

- A/C switch: OFF
- Electric load: OFF (Lights, heater fan & rear window defogger)
- Steering wheel: Kept in straight-ahead position

D

Ignition Timing

INFOID:0000000012357020

E

Condition	Specification
No load* (in P or N position)	10 ± 2° BTDC

F

*: Under the following conditions

- A/C switch: OFF
- Electric load: OFF (Lights, heater fan & rear window defogger)
- Steering wheel: Kept in straight-ahead position

G

Calculated Load Value

INFOID:0000000012357021

H

Condition	Specification (Using CONSULT or GST)
At idle	5 – 35 %
At 2,500 rpm	5 – 35 %

I

J

Mass Air Flow Sensor

INFOID:0000000012357022

K

Supply voltage	Battery voltage (11 – 14 V)
Output voltage at idle	0.7 – 1.2 V*
Mass air flow (Using CONSULT or GST)	2.0 – 6.0 g/s at idle* 7.0 – 20.0 g/s at 2,500 rpm*

L

*: Engine is warmed up to normal operating temperature and running under no load.

M

N

O

P

PRECAUTION

PRECAUTIONS

Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

INFOID:000000012357023

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:

Always observe the following items for preventing accidental activation.

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision that 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 "SRS AIR BAG".
- Never 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:

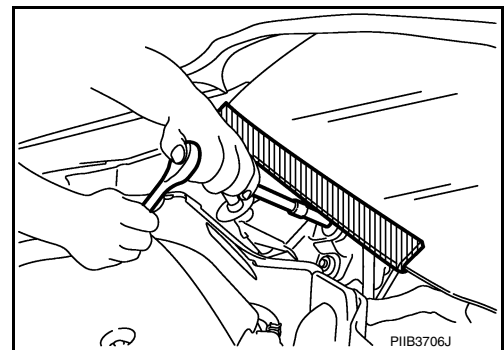
Always observe the following items for preventing accidental activation.

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, never 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:000000012357024

When performing the procedure after removing cowl top cover, cover the lower end of windshield with urethane, etc to prevent damage to windshield.



Precautions for Removing Battery Terminal

INFOID:000000013051634

When disconnecting the battery terminal, pay attention to the following.

- Always use a 12V battery as power source.
- Never disconnect battery terminal while engine is running.

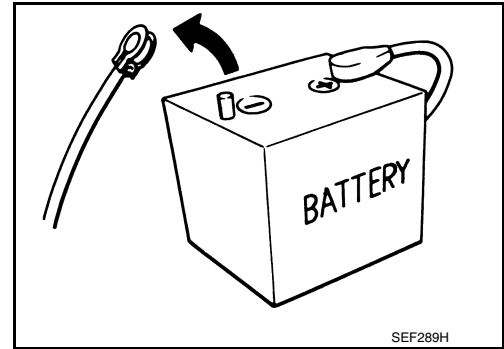
PRECAUTIONS

< PRECAUTION >

[VK56VD FOR USA AND CANADA]

- When removing the 12V battery terminal, turn OFF the ignition switch and wait at least 30 seconds.
- For vehicles with the engine listed below, remove the battery terminal after a lapse of the specified time:

D4D engine	: 20 minutes	YS23DDT	: 4 minutes
HRA2DDT	: 12 minutes	YS23DDTT	: 4 minutes
K9K engine	: 4 minutes	ZD30DDTi	: 60 seconds
M9R engine	: 4 minutes	ZD30DDTT	: 60 seconds
R9M engine	: 4 minutes		
V9X engine	: 4 minutes		
YD25DDTi	: 2 minutes		



NOTE:

ECU may be active for several tens of seconds after the ignition switch is turned OFF. If the battery terminal is removed before ECU stops, then a DTC detection error or ECU data corruption may occur.

- After high-load driving, if the vehicle is equipped with the V9X engine, turn the ignition switch OFF and wait for at least 15 minutes to remove the battery terminal.

NOTE:

- Turbocharger cooling pump may operate in a few minutes after the ignition switch is turned OFF.
- Example of high-load driving
 - Driving for 30 minutes or more at 140 km/h (86 MPH) or more.
 - Driving for 30 minutes or more on a steep slope.
- For vehicles with the 2-batteries, be sure to connect the main battery and the sub battery before turning ON the ignition switch.

NOTE:

If the ignition switch is turned ON with any one of the terminals of main battery and sub battery disconnected, then DTC may be detected.

- After installing the 12V battery, always check "Self Diagnosis Result" of all ECUs and erase DTC.

NOTE:

The removal of 12V battery may cause a DTC detection error.

On Board Diagnostic (OBD) System of Engine and A/T

INFOID:0000000012357026

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 [EC-1029, "Diagnosis 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.**

PRECAUTIONS

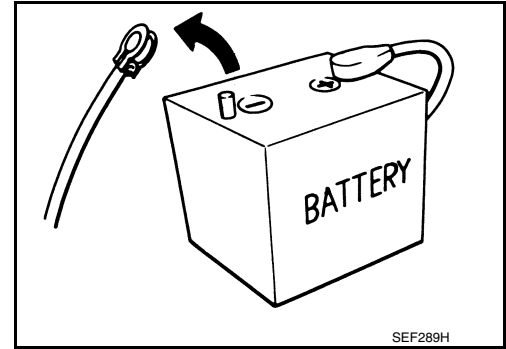
[VK56VD FOR USA AND CANADA]

< PRECAUTION >

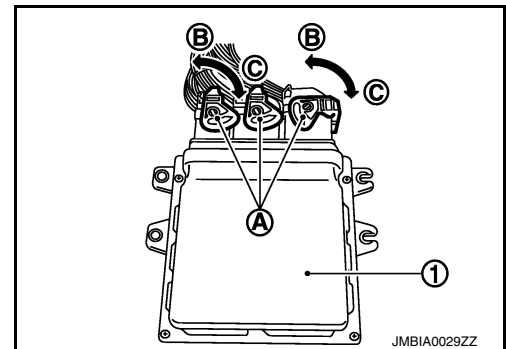
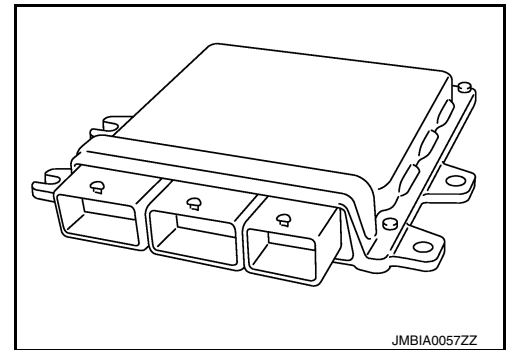
INFOID:000000012357027

General Precautions

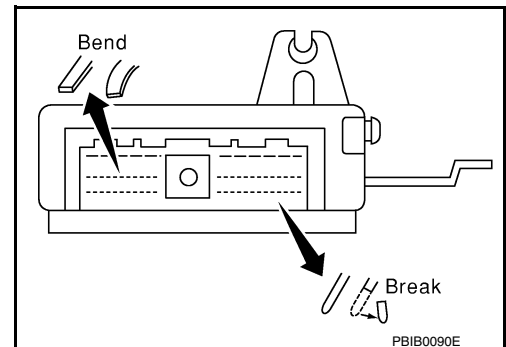
- Always use a 12 volt battery as power source.
- Never attempt to disconnect battery cables while engine is running.
- Before connecting or disconnecting the ECM harness connector, turn ignition switch OFF and disconnect negative battery cable. Failure to do so may damage the ECM because battery voltage is applied to ECM even if ignition switch is turned OFF.
- Before removing parts, turn ignition switch OFF and then disconnect battery ground cable.



- 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 lost 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
- When connecting ECM harness connector (A), fasten (B) it securely with a lever as far as it will go as shown in the figure.
 - ECM (1)
 - Loosen (C)



- When connecting or disconnecting pin connectors into or from ECM, never damage pin terminals (bends or break). Check 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.

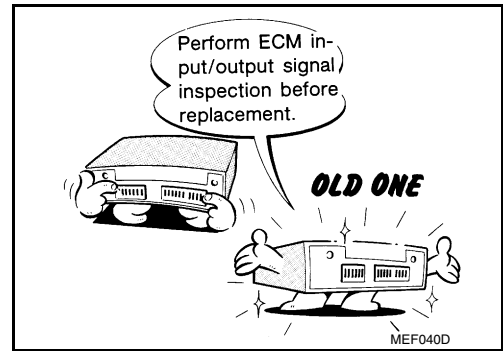


PRECAUTIONS

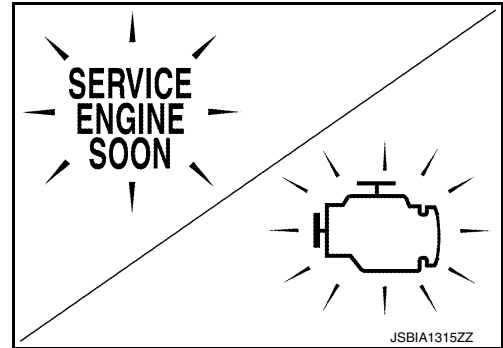
[VK56VD FOR USA AND CANADA]

< PRECAUTION >

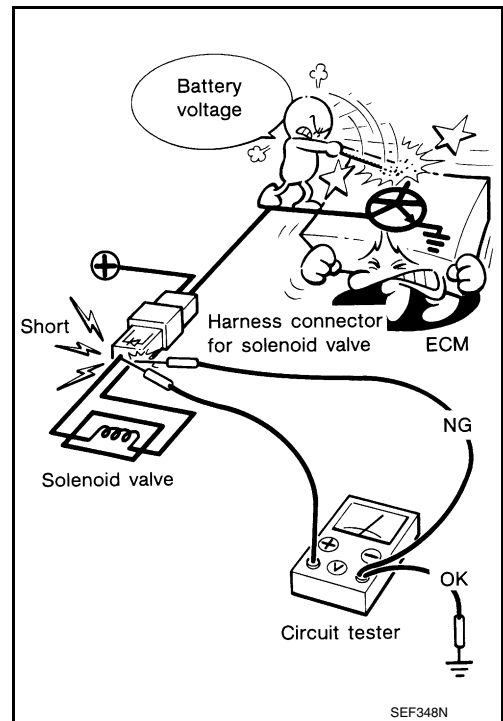
- Before replacing ECM, perform ECM Terminals and Reference Value inspection and check that ECM functions properly. Refer to [EC-1051, "Reference Value"](#).
- Handle mass air flow sensor carefully to avoid damage.
- Never clean mass air flow sensor with any type of detergent.
- Never disassemble electric throttle control actuator.
- Even a slight leakage in the air intake system can cause serious incidents.
- Never shock or jar the camshaft position sensor, crankshaft position sensor.



- 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.

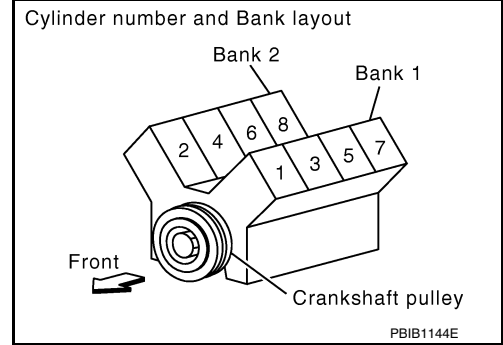


PRECAUTIONS

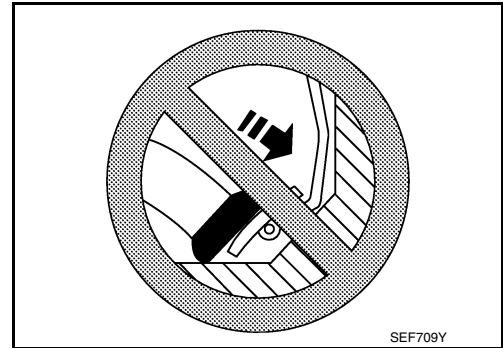
[VK56VD FOR USA AND CANADA]

< PRECAUTION >

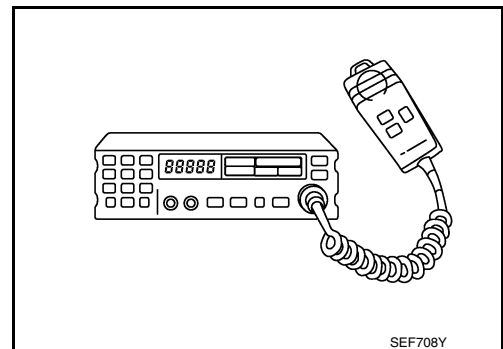
- B1 indicates bank 1, B2 indicates bank 2 as shown in the figure.
- Never operate fuel pump when there is no fuel in lines.
- Tighten fuel hose clamps to the specified torque.



- 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 >

[VK56VD FOR USA AND CANADA]

PREPARATION

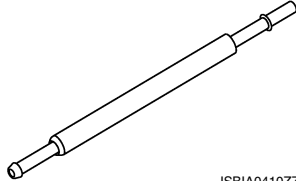
PREPARATION

Special Service Tools

INFOID:0000000012357028

A

EC

Tool number (TechMate No.) Tool name	Description
KV10120000 (—) Fuel tube adapter  JSBIA0410ZZ	Measuring fuel pressure

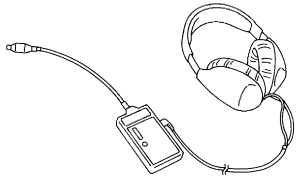
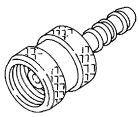
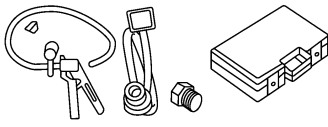
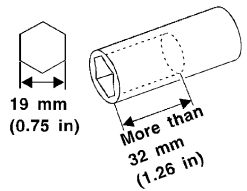
C

D

E

Commercial Service Tools

INFOID:0000000012357029

Tool name (TechMate No.)	Description
Leak detector i.e.: (J-41416)  S-NT703	Locates the EVAP leak
EVAP service port adapter i.e.: (J-41413-OBD)  S-NT704	Applies positive pressure through EVAP service port
Fuel filler cap adapter i.e.: (J-42909)  ALBIA1353ZZ	Checks fuel tank vacuum relief valve opening pressure
Socket wrench  S-NT705	Removes and installs engine coolant temperature sensor

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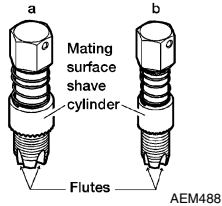

O

P

PREPARATION

< PREPARATION >

[VK56VD FOR USA AND CANADA]

Tool name (TechMate No.)	Description
<p>Oxygen sensor thread cleaner i.e.: (J-43897-18) (J-43897-12)</p> 	<p>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 Titanium Oxygen Sensor</p>
<p>Anti-seize lubricant i.e.: (Permatex™ 133AR or equivalent meeting MIL specification MIL-A-907)</p> 	<p>Lubricates oxygen sensor thread cleaning tool when reconditioning exhaust system threads.</p>

COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

SYSTEM DESCRIPTION

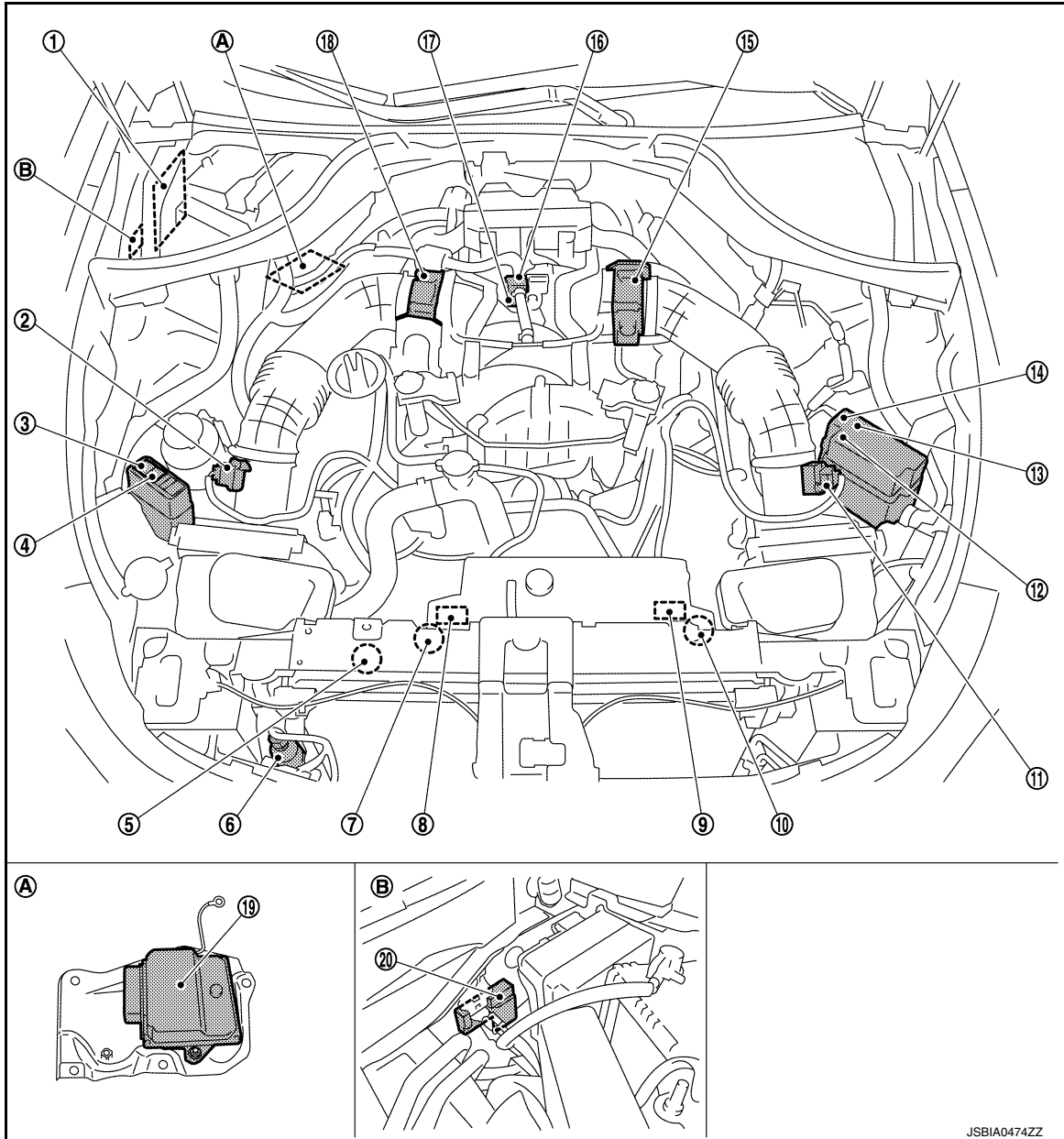
COMPONENT PARTS

ENGINE CONTROL SYSTEM

ENGINE CONTROL SYSTEM : Component Parts Location

INFOID:000000012357030

ENGINE ROOM COMPARTMENT



- | | | |
|---|---|---------------------------------|
| 1. IPDM E/R
PCS-5. "IPDM E/R : Component Parts Location" | 2. Mass air flow sensor | 3. Cooling fan relay 2 |
| 4. Injector relay 2 | 5. Power steering pressure sensor
ST-72. "2WD : Exploded View" (2WD models)
ST-73. "AWD : Exploded View" (AWD models) | 6. Refrigerant pressure sensor |
| 7. Cooling fan motor 2 | 8. Cooling fan control module 2 | 9. Cooling fan control module 1 |

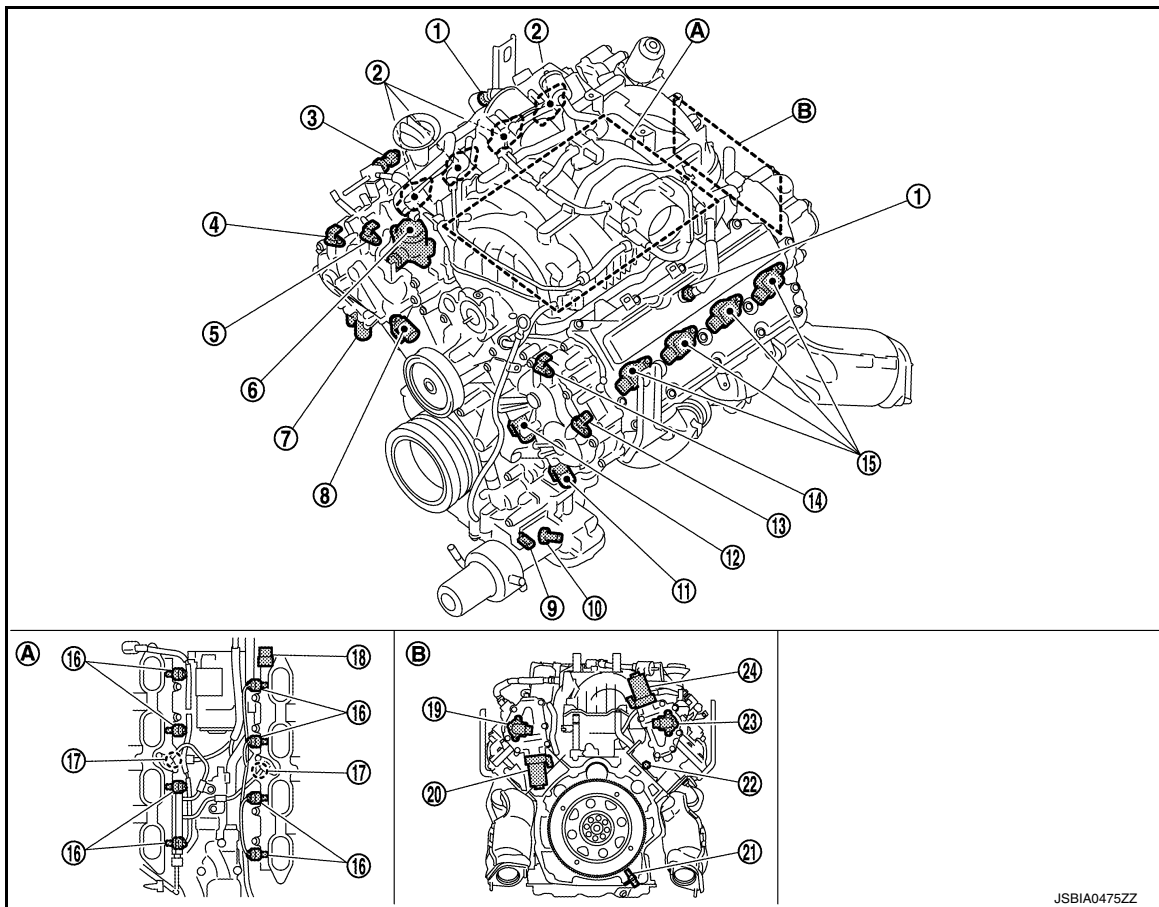
COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

- | | | |
|--|--|--|
| 10. Cooling fan motor 1 | 11. Mass air flow sensor
(with intake air temperature sensor)
(bank 1) | 12. Injector relay 1 |
| 13. VVEL actuator motor relay | 14. Cooling fan relay 1 | 15. Electric throttle control actuator
(bank 1) |
| 16. EVAP canister purge volume control
solenoid valve | 17. Manifold absolute pressure (MAP)
sensor | 18. Electric throttle control actuator
(bank 2) |
| 19. VVEL control module | 20. Battery current sensor
(with battery temperature sensor) | |
| A. Under the battery tray
(View with upside-down) | B. Body side in battery case | |

ENGINE COMPARTMENT



- | | | |
|---|--|---|
| 1. Positive crankcase ventilation (PCV) valve | 2. Ignition coil (with power transistor) and spark plug (bank 2) | 3. Low fuel pressure sensor* |
| 4. Exhaust valve timing control position sensor (bank 2) | 5. Camshaft position sensor (bank 2) | 6. High pressure fuel pump |
| 7. Exhaust valve timing control solenoid valve (bank 2) | 8. Intake valve timing control solenoid valve (bank 2) | 9. Engine oil temperature sensor |
| 10. Engine oil pressure sensor | 11. Exhaust valve timing control solenoid valve (bank 1) | 12. Intake valve timing control solenoid valve (bank 1) |
| 13. Exhaust valve timing control position sensor (bank 1) | 14. Camshaft position sensor (bank 1) | 15. Ignition coil (with power transistor) and spark plug (bank 1) |
| 16. Fuel injector | 17. Knock sensor | 18. Fuel rail pressure sensor |
| 19. VVEL control shaft position sensor (bank 1) | 20. VVEL actuator motor (bank 1) | 21. Crankshaft position sensor |
| 22. Engine coolant temperature sensor | 23. VVEL control shaft position sensor (bank 2) | 24. VVEL actuator motor (bank 2) |

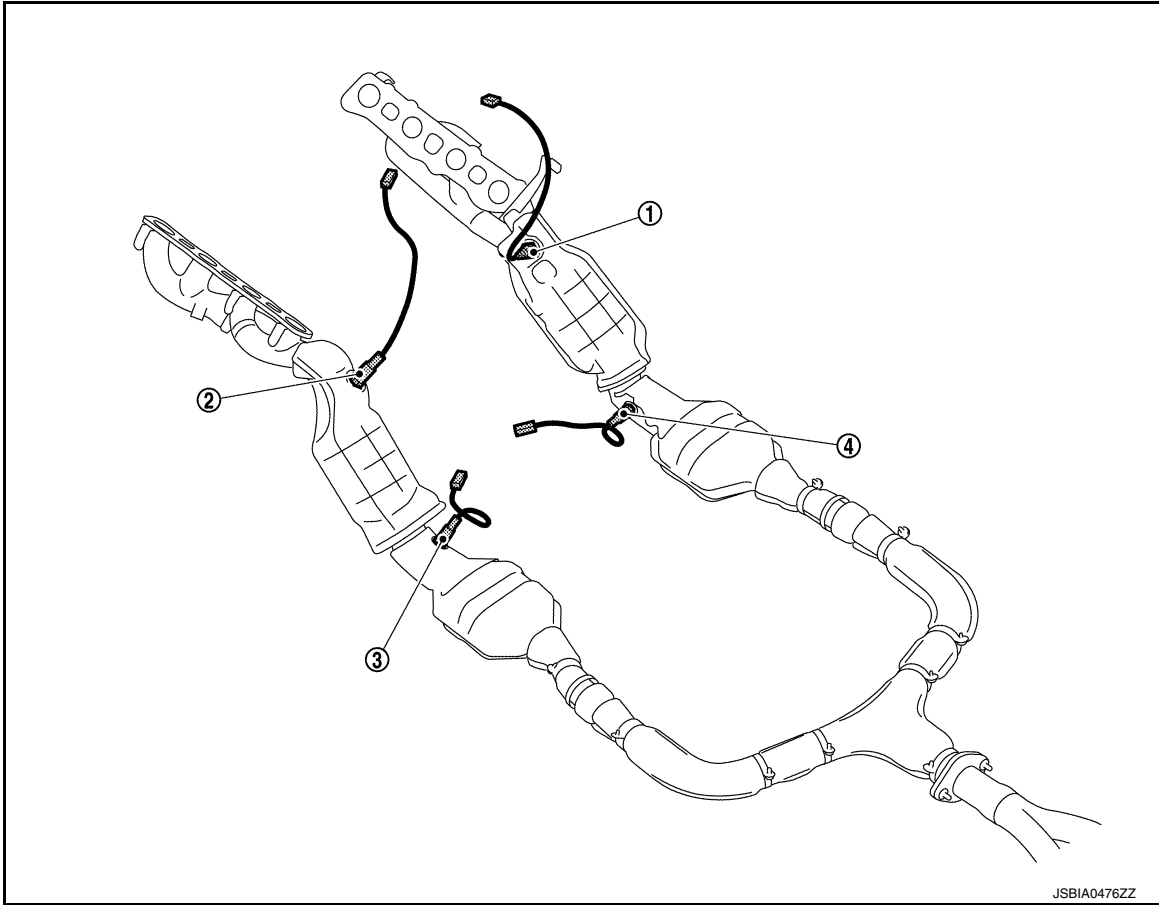
COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

- A. Top view of the engine
(View with intake manifold is removed)
 - B. Rear view of the engine
- *: Not applicable

EXHAUST COMPARTMENT



- 1. A/F sensor 1 (bank 2)
- 2. A/F sensor 1 (bank 1)
- 3. Heated oxygen sensor 2 (bank 1)
- 4. Heated oxygen sensor 2 (bank 2)

BODY COMPARTMENT

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EC

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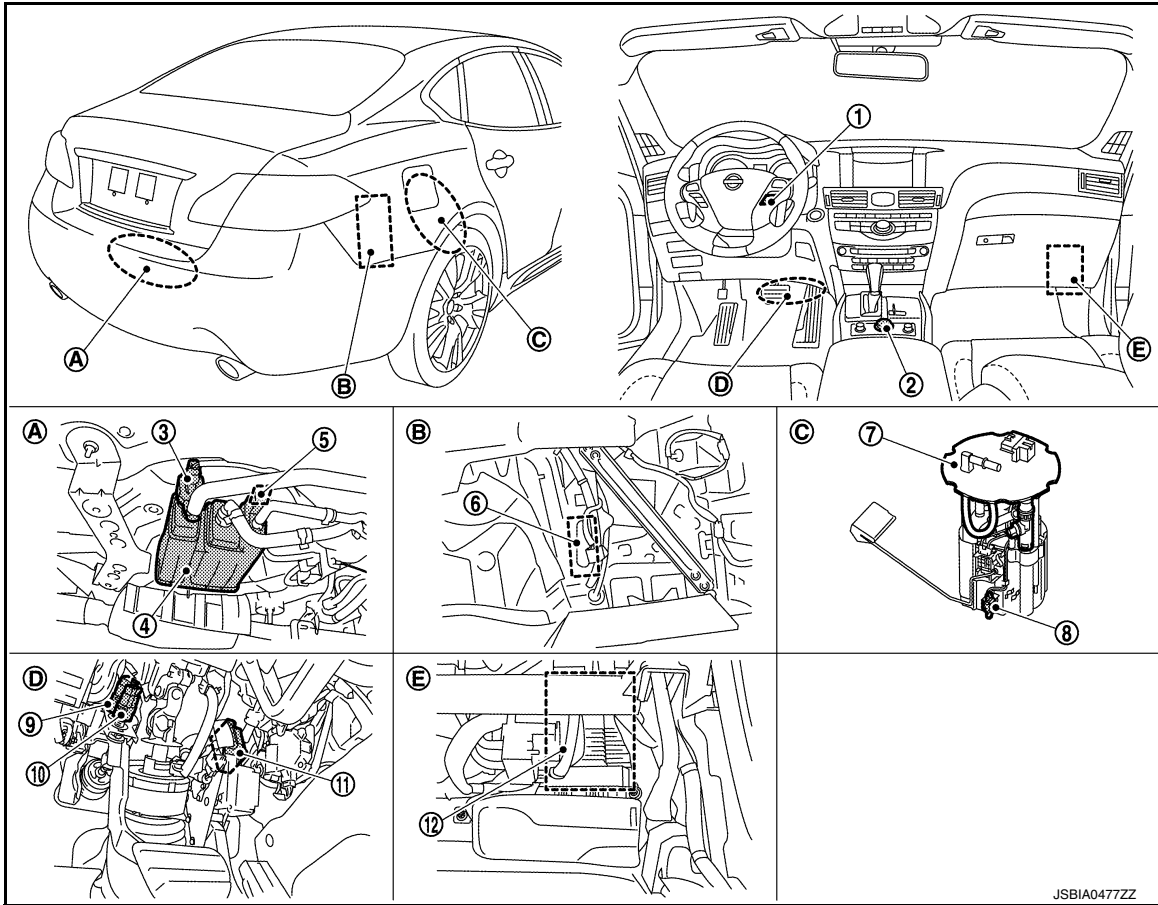
O

P

COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]



- | | | |
|---|--|-------------------------------------|
| 1. ASCD steering switch
ICC steering switch | 2. Drive mode select switch | 3. EVAP canister vent control valve |
| 4. EVAP canister | 5. EVAP control system pressure sensor | 6. Fuel pump control module (FPCM) |
| 7. Fuel level sensor unit, fuel filter and fuel pump assembly | 8. Fuel tank temperature sensor | 9. Stop lamp switch |
| 10. ASCD brake switch
ICC brake switch | 11. Accelerator pedal position sensor | 12. ECM |

ENGINE CONTROL SYSTEM : Component Description

INFOID:0000000012357031

Component	Reference
ECM	EC-995. "ECM"
Malfunction indicator lamp	EC-1002. "Malfunction Indicator Lamp (MIL)"
Ignition coil with power transistor	EC-1001. "Ignition Coil With Power Transistor"
Accelerator pedal position sensor	EC-993. "Accelerator Pedal Position Sensor"
Mass air flow sensor	EC-1003. "Mass Air Flow Sensor (With Intake Air Temperature Sensor)"
Intake air temperature sensor	
Electric throttle control actuator	
Throttle control motor	EC-995. "Electric Throttle Control Actuator"
Throttle position sensor	
Crankshaft position sensor	EC-995. "Crankshaft Position Sensor"
Camshaft position sensor	EC-994. "Camshaft Position Sensor"
Engine coolant temperature sensor	EC-996. "Engine Coolant Temperature Sensor"

COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

Component	Reference
Engine oil pressure sensor	EC-997, "Engine Oil Pressure Sensor"
Engine oil temperature sensor	EC-997, "Engine Oil Temperature Sensor"
Fuel injector	EC-999, "Fuel Injector"
Low pressure fuel pump	EC-1002, "Low Pressure Fuel Pump"
Fuel pump control module (FPCM)	EC-1001, "Fuel Pump Control Module"
High pressure fuel pump	EC-1000, "High Pressure Fuel Pump"
Fuel tank temperature sensor	EC-999, "Fuel Tank Temperature Sensor"
Fuel rail pressure sensor	EC-1001, "Fuel Rail Pressure Sensor"
A/F sensor 1	EC-993, "Air Fuel Ratio (A/F) Sensor 1"
A/F sensor 1 heater	
Heated oxygen sensor 2	EC-999, "Heated Oxygen Sensor 2"
Heated oxygen sensor 2 heater	
Manifold absolute pressure sensor	EC-1003, "Manifold Absolute Pressure Sensor"
Knock sensor	EC-1002, "Knock Sensor"
Power steering pressure sensor	EC-1003, "Power Steering Pressure (PSP) Sensor"
Cooling fan control module	EC-995, "Cooling Fan"
Cooling fan motor	
Intake valve timing control solenoid valve	EC-1002, "Intake Valve Timing Control Solenoid Valve"
Exhaust valve timing control position sensor	EC-998, "Exhaust Valve Timing Control Position Sensor"
Exhaust valve timing control solenoid valve	EC-999, "Exhaust Valve Timing Control Solenoid Valve"
VVEL control module	EC-1004, "VVEL Control Module"
VVEL actuator motor relay	EC-1004, "VVEL Actuator Motor Relay"
VVEL actuator motor	EC-1004, "VVEL Actuator Motor"
VVEL control shaft position sensor	EC-1004, "VVEL Control Shaft Position Sensor"
EVAP control system pressure sensor	EC-998, "EVAP Control System Pressure Sensor"
EVAP canister vent control valve	EC-998, "EVAP Canister Vent Control Valve"
EVAP canister purge volume control solenoid valve	EC-998, "EVAP Canister Purge Volume Control Solenoid Valve"
PCV valve	EC-1005, "Positive Crankcase Ventilation"
Brake booster pressure sensor (Vacuum sensor)	BRC-13, "Vacuum Sensor"
Battery current sensor (with battery temperature sensor)	EC-993, "Battery Current Sensor (With Battery Temperature Sensor)"
Refrigerant pressure sensor	EC-1004, "Refrigerant Pressure Sensor"
Stop lamp switch	EC-1004, "Stop Lamp Switch"
ASCD brake switch	EC-993, "ASCD Brake Switch"
ASCD steering switch	EC-993, "ASCD Steering Switch"
Information display	EC-1001, "Information Display"
ICC steering switch	EC-1001, "ICC Steering Switch"
ICC brake switch	EC-1001, "ICC Brake Switch"

Infiniti Drive Mode Selector

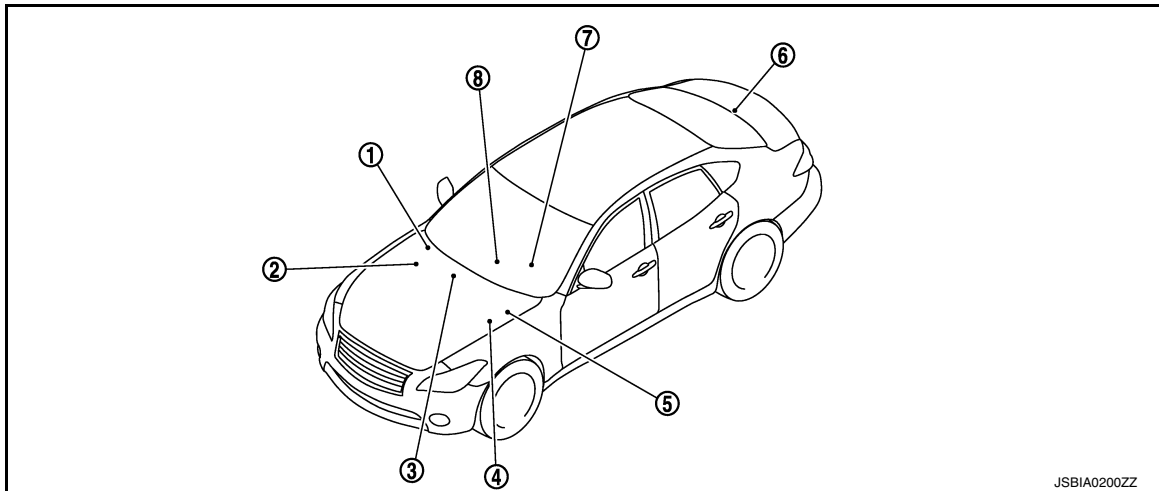
COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

Infiniti Drive Mode Selector : Component Parts Location

INFOID:000000012357032



- | | | |
|---|--|---|
| <p>1. A/C auto amp.
Refer to HAC-6, "AUTOMATIC AIR CONDITIONING SYSTEM : Component Parts Location".</p> | <p>2. ECM
Refer to EC-987, "ENGINE CONTROL SYSTEM : Component Parts Location".</p> | <p>3. AV control unit
Refer to AV-13, "Component Parts Location" (BASE AUDIO WITHOUT NAVIGATION).
Refer to AV-150, "Component Parts Location" (BOSE AUDIO WITH NAVIGATION).</p> |
| <p>4. Accelerator pedal actuator</p> | <p>5. Combination meter
(Vehicle information display, and ECO drive indicator)</p> | <p>6. ADAS control unit
DAS-12, "Component Parts Location".</p> |
| <p>7. TCM
TM-11, "A/T CONTROL SYSTEM : Component Parts Location".</p> | <p>8. Drive mode select switch</p> | |

Infiniti Drive Mode Selector : Component Description

INFOID:000000012357033

Part name	Description
Drive mode select switch	Transmits an ON/OFF state signal of STANDARD, SPORT, ECO, or SNOW mode to the A/C auto amp.
A/C auto amp.	Transmits an input signal (ON/OFF state of each mode) received from the drive mode select switch to the TCM, combination meter, 4WAS main control unit, and ADAS control unit via CAN communication.
AV control unit	Transmits an ECO pedal* reaction force setting signal (Standard/Soft/OFF) to ECM via CAN communication. This signal determines reaction force of the accelerator pedal.
TCM	Transmits a state of a mode received from the A/C auto amp. to ECM.
ECM	<ul style="list-style-type: none"> Receives a ECO mode signal from TCM and controls throttle angle characteristics and torque. Determines reaction force in accordance with the accelerator pedal operation when in ECO mode and transmits an ECO pedal* reaction force control signal to the ADAS control unit. When receiving the ECO pedal* reaction force setting signal (Standard/Soft/OFF) from the AV control unit, ECM updates ECO pedal* reaction force. Furthermore, ECM sends back the received signal to the AV control unit for confirmation. Controls the ECO drive indicator when in ECO mode. The ECO drive indicator turns ON or blinks (with ECO pedal*) according to accelerator pedal operation.
Combination meter	<ul style="list-style-type: none"> Indicates a mode state on the vehicle information display, based on a mode state signal received from the A/C auto amp. Turns ON or blinks (with ECO pedal*) the ECO drive indicator according to a request from ECM when in ECO mode.
ADAS control unit	Controls accelerator pedal reaction force of the accelerator pedal actuator when in ECO mode, based on an ECO pedal* reaction force control signal received from ECM.
Accelerator pedal actuator	Applies reaction force to the accelerator pedal when in ECO mode, based on an accelerator pedal reaction force control signal received from the ADAS control unit.

COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

*: ECO pedal control is only for vehicles with intelligent pedal (distance control assist).

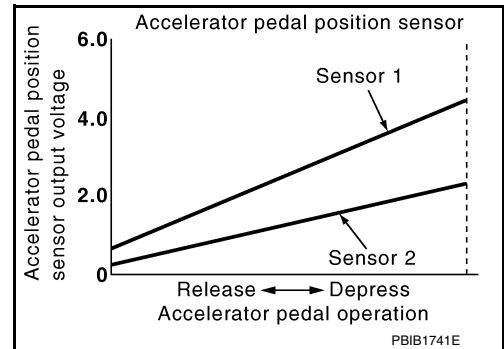
Accelerator Pedal Position Sensor

INFOID:0000000012357034

The accelerator pedal position sensor is installed on 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 signals 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.



Air Fuel Ratio (A/F) Sensor 1

INFOID:0000000012357035

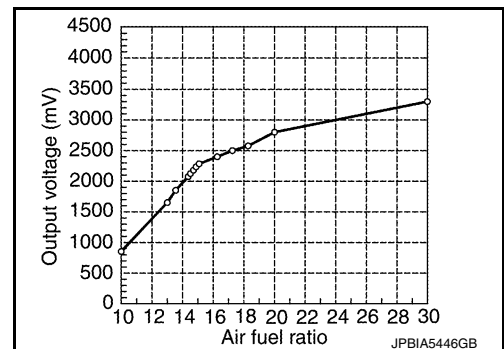
DESCRIPTION

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 λ 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 approximately 760°C (1,400°F).



A/F SENSOR 1 HEATER

A/F sensor 1 heater is integrated in the sensor.

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 within the specified range.

ASCD Brake Switch

INFOID:0000000012357036

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).

ASCD Steering Switch

INFOID:0000000012357037

ASCD steering switch has variant values of electrical resistance for each button. ECM reads voltage variation of switch, and determines which button is operated.

Battery Current Sensor (With Battery Temperature Sensor)

INFOID:0000000012357038

OUTLINE

COMPONENT PARTS

< SYSTEM DESCRIPTION >

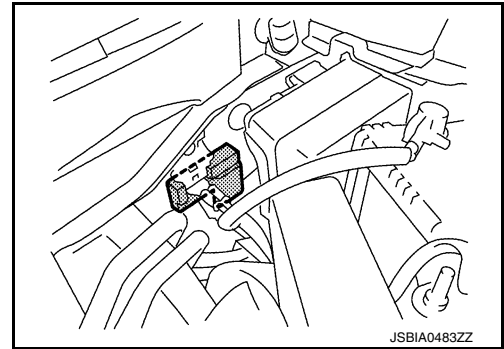
[VK56VD FOR USA AND CANADA]

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.

Based on sensor signals, 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-8. "POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM : 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 the battery discharge may occur.



BATTERY CURRENT SENSOR

The battery current sensor is installed to the battery negative cable. The sensor measures the charging/discharging current of the battery.

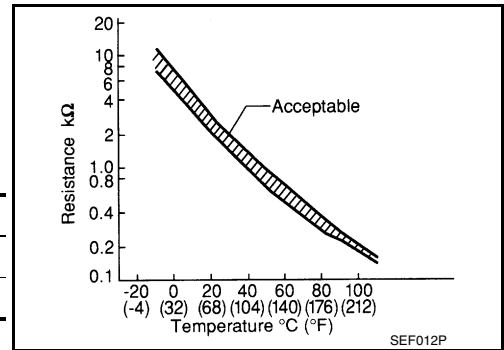
BATTERY TEMPERATURE SENSOR

Battery temperature sensor is integrated in battery current sensor. The sensor measures temperature around the battery. The electrical resistance of the thermistor decreases as temperature increases.

<Reference data>

Temperature [°C (°F)]	Voltage* (V)	Resistance (kΩ)
25 (77)	3.333	1.9 - 2.1
90 (194)	0.969	0.222 - 0.258

*: These data are reference values and are measured between battery temperature sensor signal terminal and sensor ground.



Camshaft Position Sensor

INFOID:000000012357039

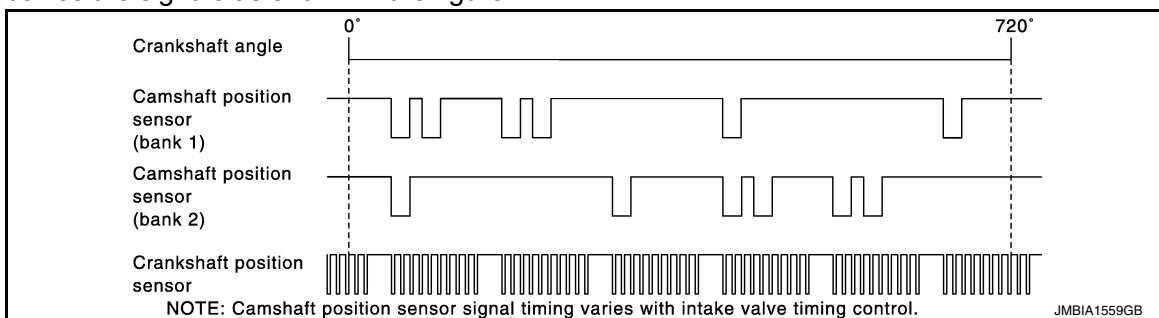
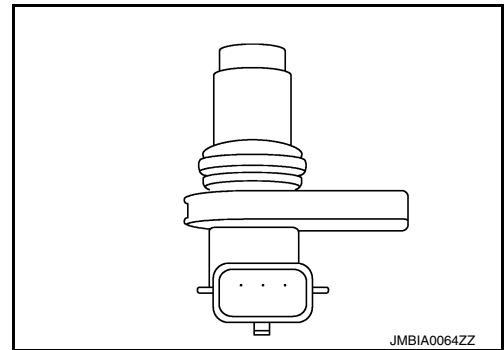
The camshaft position sensor senses the protrusion of the signal plate installed to the camshaft (INT) front end to identify a particular cylinder. The camshaft position sensor senses the piston position. When the crankshaft position sensor system becomes inoperative, the camshaft position sensor provides 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.



Cooling Fan

INFOID:000000012357040

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.

Crankshaft Position Sensor

INFOID:000000012357041

The crankshaft position sensor 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.

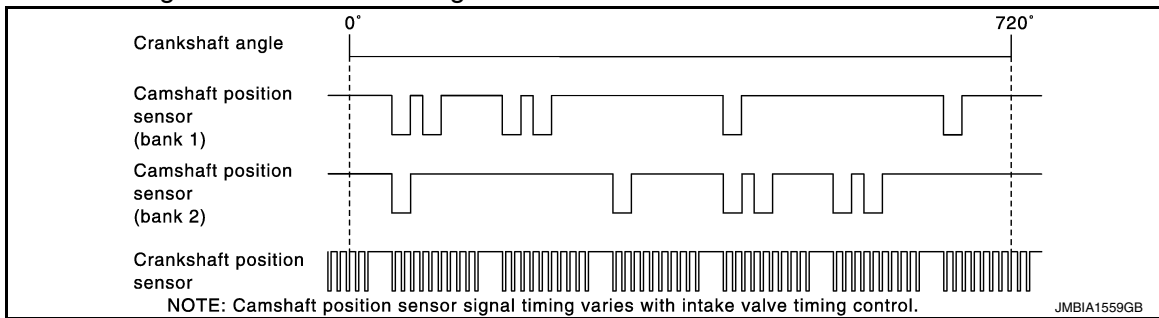
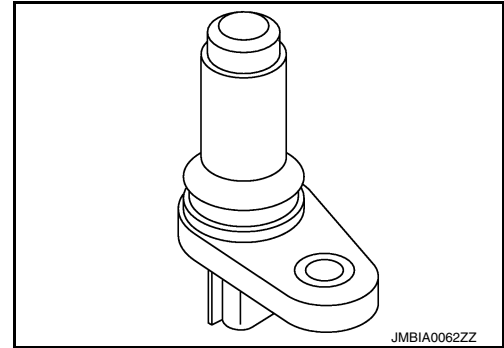
When the engine is running, the high and low parts of the teeth cause the gap with the sensor to change.

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.

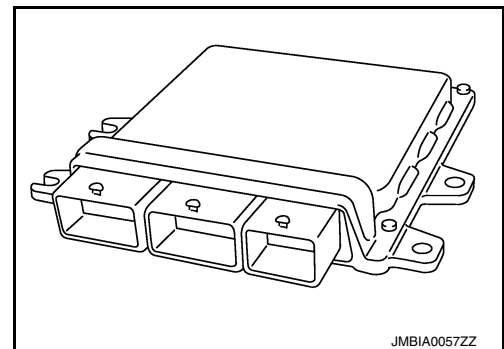
ECM receives the signals as shown in the figure.



ECM

INFOID:000000012357042

- ECM (Engine Control Module) controls the engine.
- The ECM consists of a microcomputer and connectors for transmitting/receiving signals and for supplying power. Furthermore, the ECM is equipped with an injector driver unit and actuates the fuel injector at a high voltage (approximately 70 V at the maximum).
- ECM is equipped with ECM temperature sensors. If ECM is overheated, ECM controls output torque to prevent damage to itself.
- 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.



Electric Throttle Control Actuator

INFOID:000000012357043

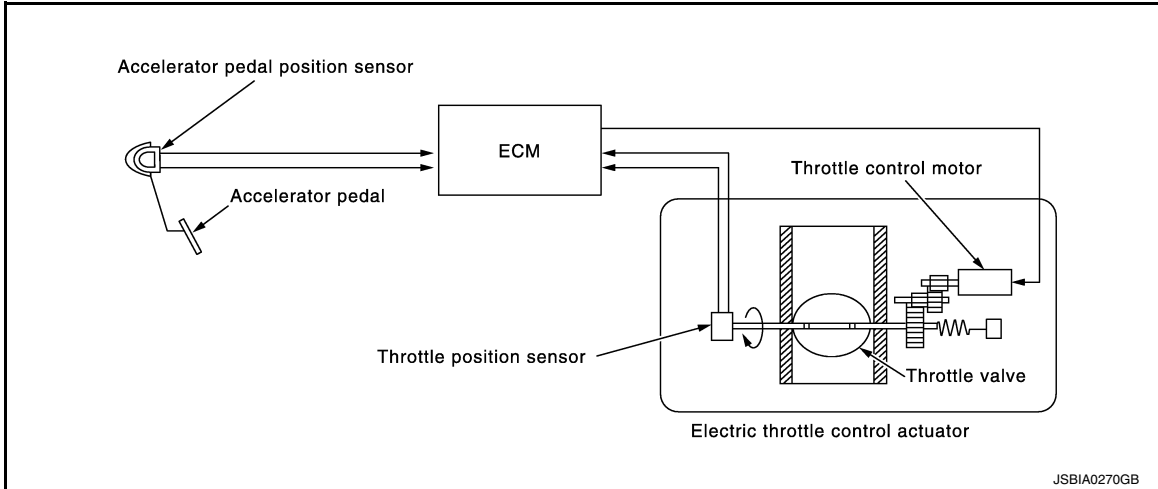
OUTLINE

COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

Electric throttle control actuator consists of throttle body, throttle valve, throttle control motor and throttle position sensor.

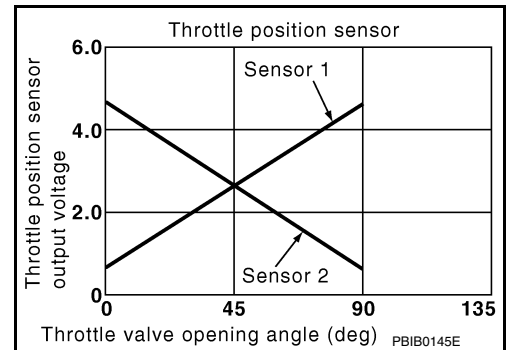


THROTTLE CONTROL MOTOR

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. The throttle position sensor provides feedback to the ECM, when opens/closes the throttle valve in response to driving conditions via the throttle control motor.

THROTTLE POSITION SENSOR

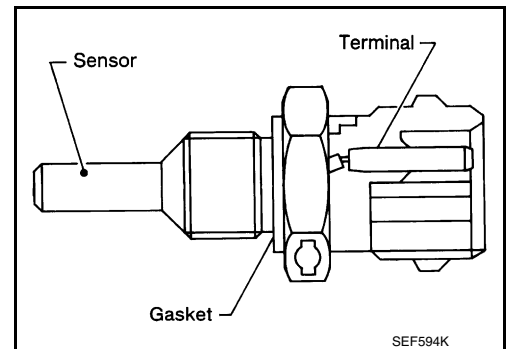
The throttle position sensor responds to the throttle valve movement. The throttle position sensor has two sensors. These sensors are a kind of potentiometer which transform the throttle valve position into output voltage, and emit the voltage signal to the ECM. The ECM judges the current opening angle of the throttle valve from these signals and controls the throttle valve opening angle in response to driving conditions via the throttle control motor.



Engine Coolant Temperature Sensor

INFOID:0000000012357044

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.



COMPONENT PARTS

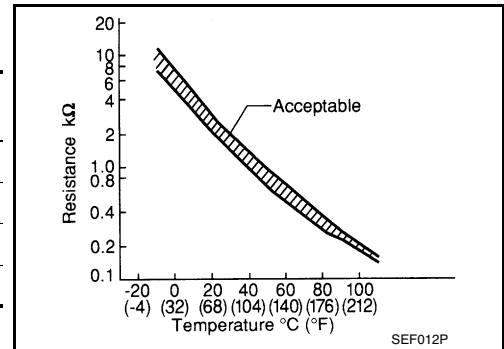
< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

<Reference data>

Engine coolant 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

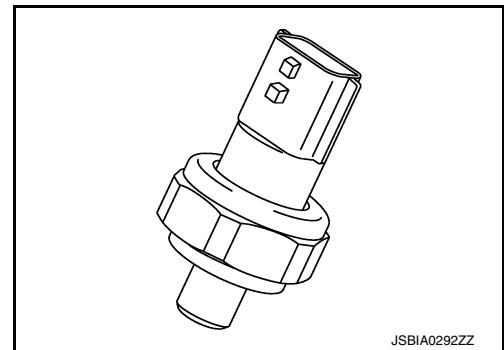
*: These data are reference values and are measured between ECM terminals.



INFOID:000000012357045

Engine Oil Pressure Sensor

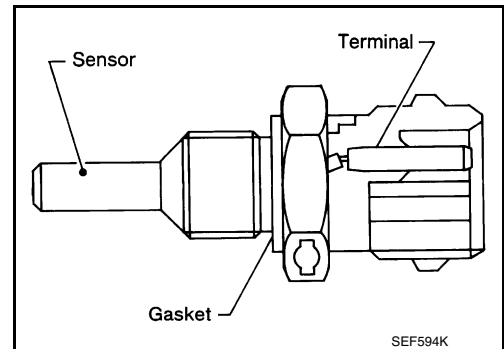
The engine oil pressure (EOP) sensor detects engine oil pressure and transmits a voltage signal to the ECM.



INFOID:000000012357046

Engine Oil Temperature Sensor

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.

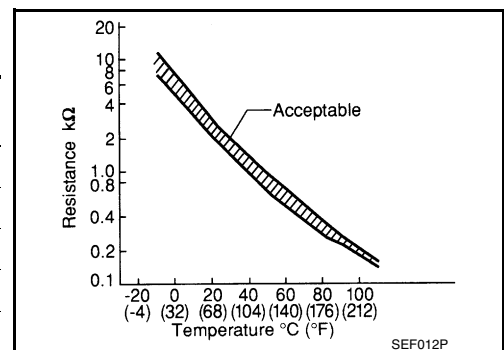


SEF594K

<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.



SEF012P

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COMPONENT PARTS

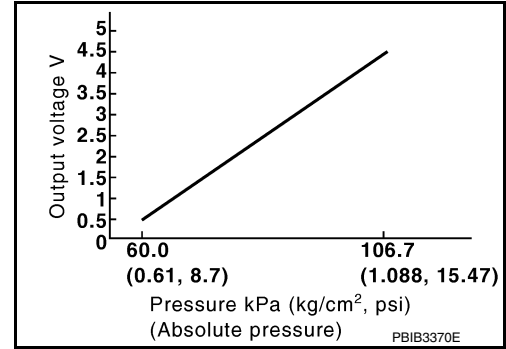
< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

EVAP Control System Pressure Sensor

INFOID:000000012357047

The EVAP control system pressure sensor detects pressure in the purge line. The sensor output voltage to the ECM increases as pressure increases.



EVAP Canister Vent Control Valve

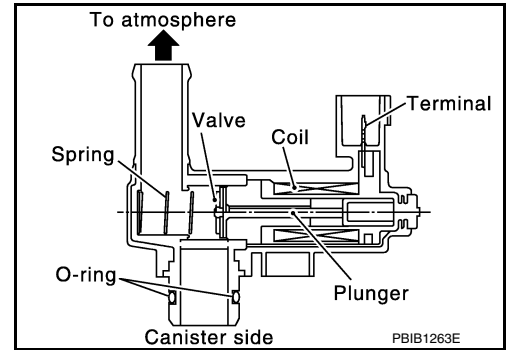
INFOID:000000012357048

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.

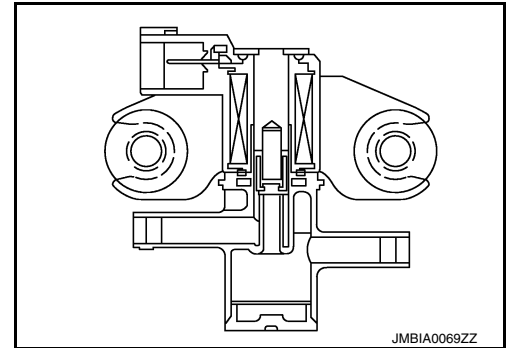
When the vent is closed, under normal purge conditions, the evaporative emission control system is depressurized and allows "EVAP Control System" diagnosis.



EVAP Canister Purge Volume Control Solenoid Valve

INFOID:000000012357049

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.



Exhaust Valve Timing Control Position Sensor

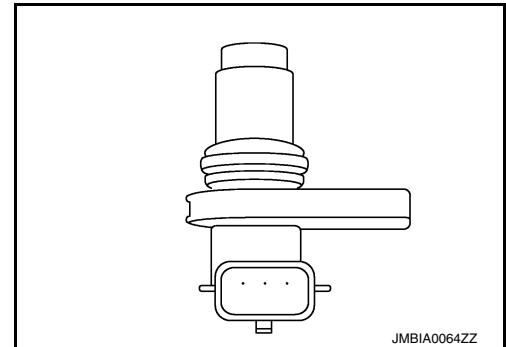
INFOID:000000012357050

Exhaust valve timing control position sensor detects the protrusion of the signal plate installed to the exhaust camshaft front end.

This sensor signal is used for sensing a position of the exhaust camshaft.

This sensor uses a Hall IC.

Based on the position of the exhaust camshaft, ECM controls exhaust valve timing control solenoid valve to optimize the shut/open timing of exhaust valve for the driving condition.



COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

Exhaust Valve Timing Control Solenoid Valve

INFOID:000000012357051

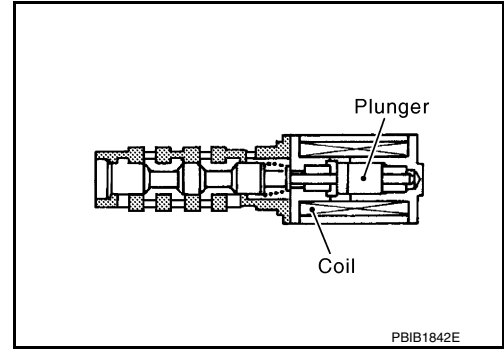
Exhaust valve timing control solenoid valve is activated by ON/OFF pulse duty (ratio) signals from the ECM.

The exhaust valve timing control solenoid valve changes the oil amount and direction of flow through exhaust valve timing control unit or stops oil flow.

The longer pulse width retards valve angle.

The shorter pulse width advances valve angle.

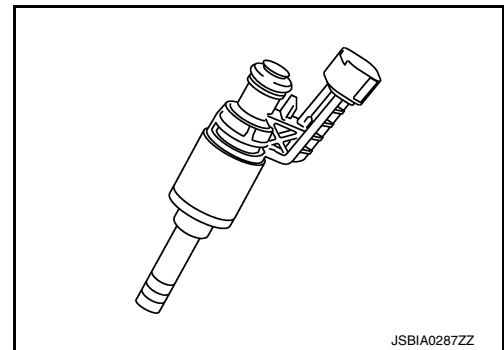
When ON and OFF pulse widths become equal, the solenoid valve stops oil pressure flow to fix the exhaust valve angle at the control position.



Fuel Injector

INFOID:000000012357052

For the fuel injector, a high pressure fuel injector is used and this enables a high-pressure fuel injection at a high voltage within a short time. The ECM is equipped with an injector driver unit and actuates the fuel injector at a high voltage (approximately 65 V at the maximum).



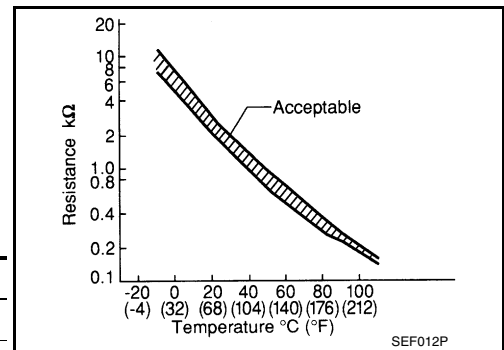
Fuel Tank Temperature Sensor

INFOID:000000012357053

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>

Fuel 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.

Heated Oxygen Sensor 2

INFOID:000000012357054

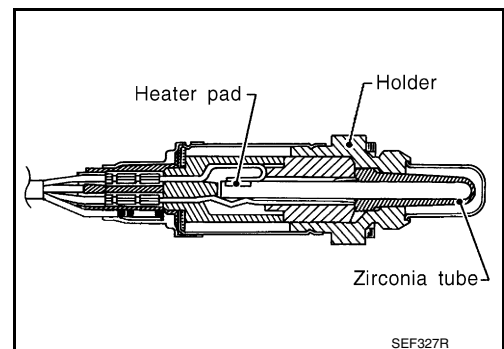
DESCRIPTION

The heated oxygen sensor 2, after three way catalyst (manifold), 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.



HEATED OXYGEN SENSOR 2 HEATER

COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

Heated oxygen sensor 2 heater is integrated in the sensor.

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.

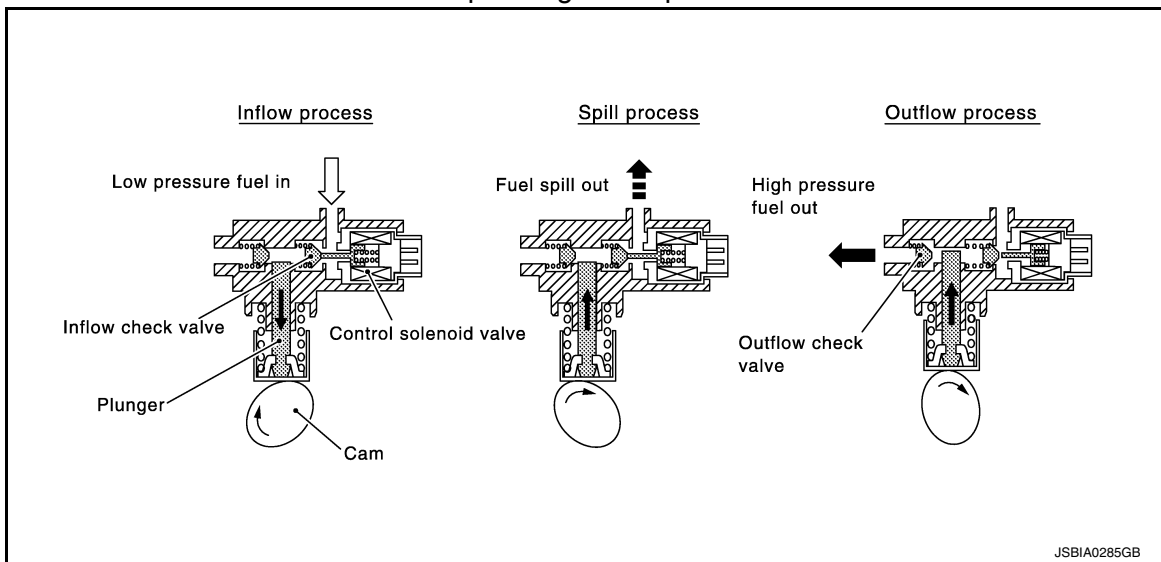
Engine speed	Heated oxygen sensor 2 heater
Above 3,600 rpm	OFF
Below 3,600 rpm after the following conditions are met. <ul style="list-style-type: none"> • Engine: After warming up • Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load 	ON

High Pressure Fuel Pump

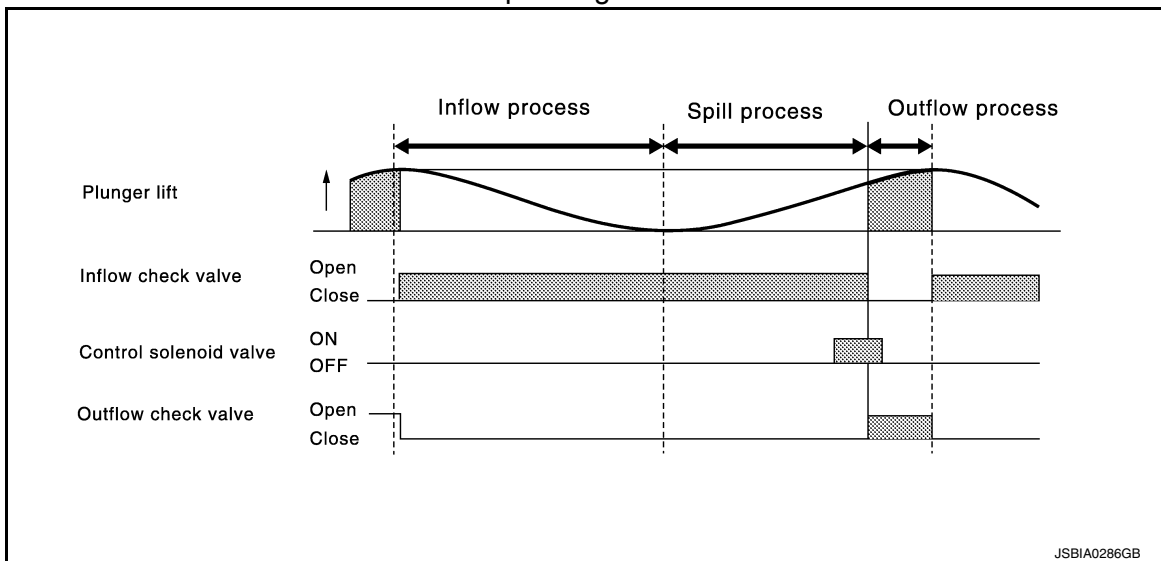
INFOID:000000012357055

The high pressure fuel pump is installed at the front of the engine bank 2 side and activated by the camshaft. ECM controls the high pressure fuel pump control solenoid valve built into the high pressure fuel pump and adjusts the amount of discharge by changing the suction timing of the low pressure fuel.

Operating Description



Operating Chart



COMPONENT PARTS

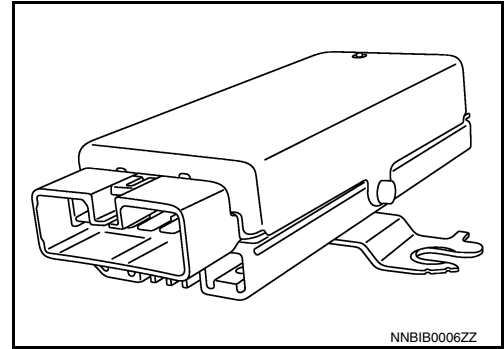
< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

Fuel Pump Control Module

INFOID:0000000112357056

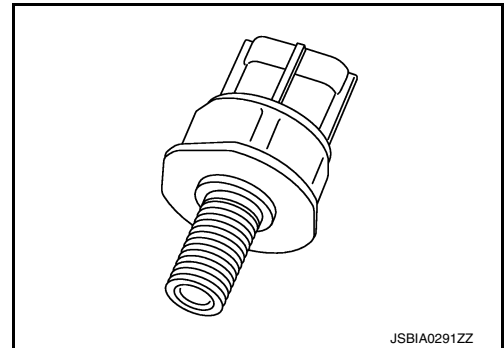
The fuel pump control module (FPCM) controls the discharging volume of the fuel pump by transmitting the FPCM control signals (Low/Mid/High) depending on driving conditions.



Fuel Rail Pressure Sensor

INFOID:0000000112357057

The fuel rail pressure (FRP) sensor is placed to the fuel rail and measures fuel pressure in the fuel rail. The sensor transmits voltage signal to the ECM. As the pressure increases, the voltage rises. The ECM controls the fuel pressure in the fuel rail by operating high pressure fuel pump. The ECM uses the signal from fuel rail pressure sensor as a feedback signal.



ICC Brake Switch

INFOID:0000000112357058

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).

ICC Steering Switch

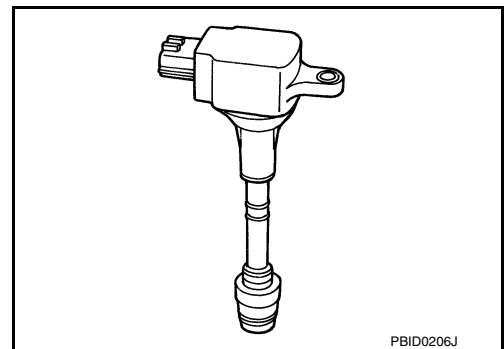
INFOID:0000000112357059

ICC steering switch has variant values of electrical resistance for each button. ECM reads voltage variation of switch, and determines which button is operated.

Ignition Coil With Power Transistor

INFOID:0000000112357060

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.



Information Display

INFOID:0000000112357061

The operation mode of the ASCD is indicated on the information display in the combination meter. When turning ON the MAIN switch of the ASCD steering switch, the CRUISE indicator turns ON, CRUISE is indicated on the information display and the operation mode turns to standby mode. When turning ON the SET/COAST switch while the vehicle is driven at the ASCD setting condition speed range, the SET indicator turns ON and the set speed is indicated on the information display. When the canceling conditions come into effect, CANCEL is indicated on the information display.

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COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

Intake Valve Timing Control Solenoid Valve

INFOID:000000012357062

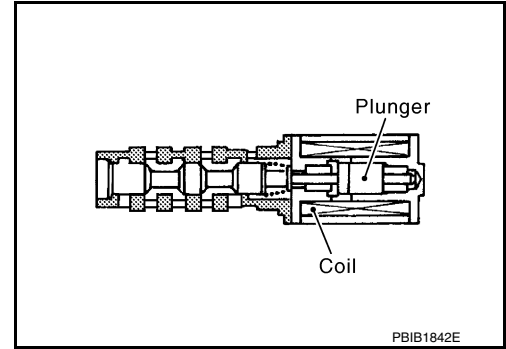
Intake valve timing control solenoid valve is activated by ON/OFF pulse duty (ratio) signals from the ECM.

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.

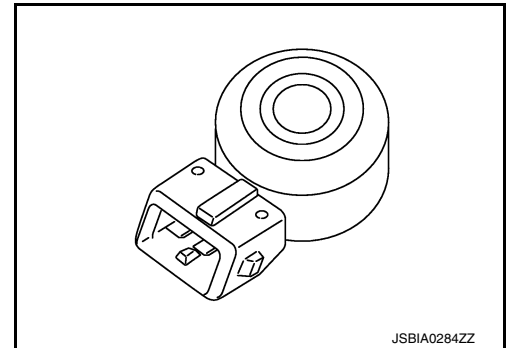
When ON and OFF pulse widths become equal, the solenoid valve stops oil pressure flow to fix the intake valve angle at the control position.



Knock Sensor

INFOID:000000012357063

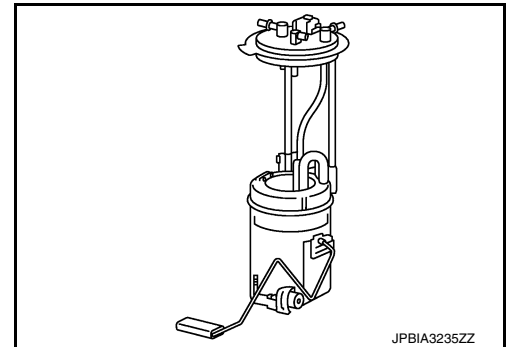
The knock sensor is attached to the cylinder block. It senses engine knocking using a piezoelectric element. A knocking vibration from the cylinder block is sensed as vibrational pressure. This pressure is converted into a voltage signal and sent to the ECM.



Low Pressure Fuel Pump

INFOID:000000012357064

The low pressure fuel pump is integrated with a fuel pressure regulator and a fuel filter. This pump is build into the fuel tank. ECM controls the low pressure fuel pump via FPCM.



Malfunction Indicator Lamp (MIL)

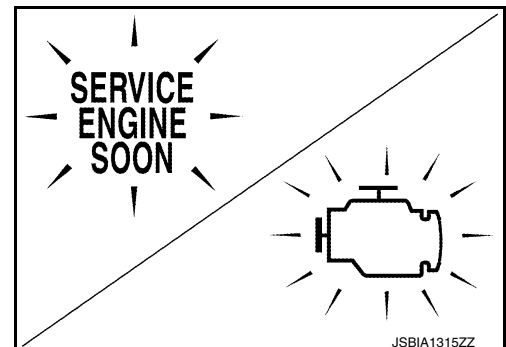
INFOID:000000012357065

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-1029. "Diagnosis Description"](#).



COMPONENT PARTS

< SYSTEM DESCRIPTION >

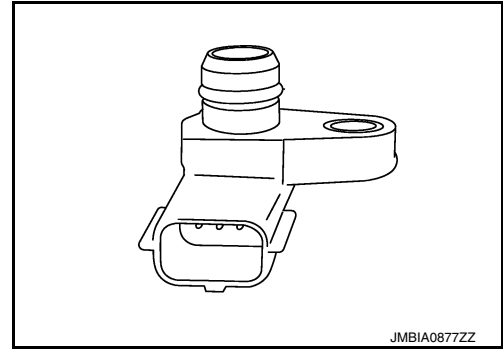
[VK56VD FOR USA AND CANADA]

Manifold Absolute Pressure Sensor

INFOID:000000012357066

The manifold absolute pressure (MAP) sensor is installed on the intake manifold collector. Detects intake manifold pressure, and transmits a 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.



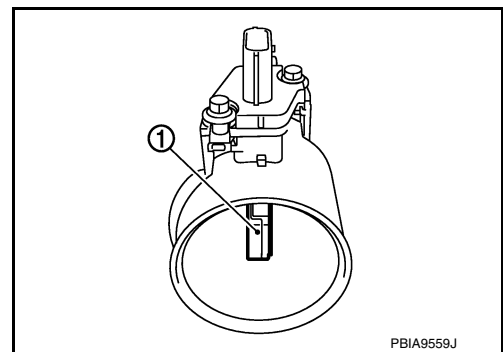
Mass Air Flow Sensor (With Intake Air Temperature Sensor)

INFOID:000000012357067

MASS AIR FLOW SENSOR

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.



INTAKE AIR TEMPERATURE SENSOR

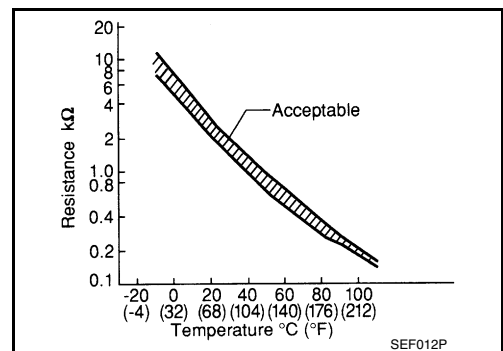
The intake air temperature sensor is built-into the mass air flow sensor. The sensor detects intake air temperature and transmits a signal to the ECM.

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	1.94 - 2.06
80 (176)	1.2	0.293 - 0.349

*: These data are reference values and are measured between ECM terminals.



Power Steering Pressure (PSP) Sensor

INFOID:000000012357068

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.

COMPONENT PARTS

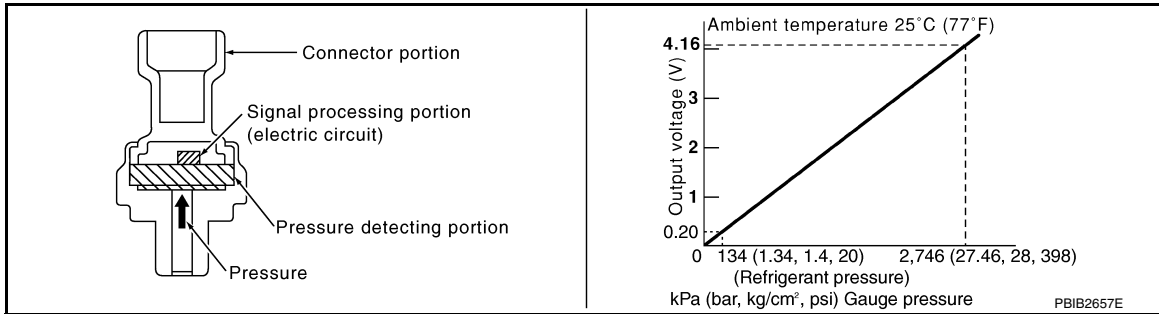
< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

Refrigerant Pressure Sensor

INFOID:000000012357069

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.



Stop Lamp Switch

INFOID:000000012357070

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.

VVEL Actuator Motor

INFOID:000000012357071

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.

VVEL Actuator Motor Relay

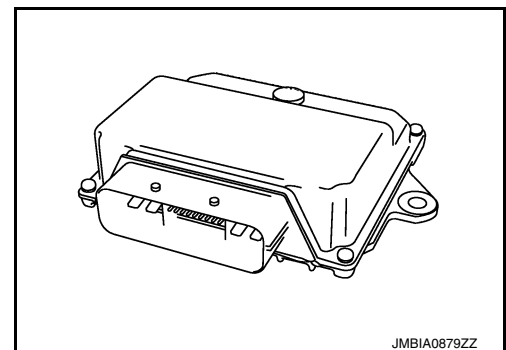
INFOID:000000012357072

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.

VVEL Control Module

INFOID:000000012357073

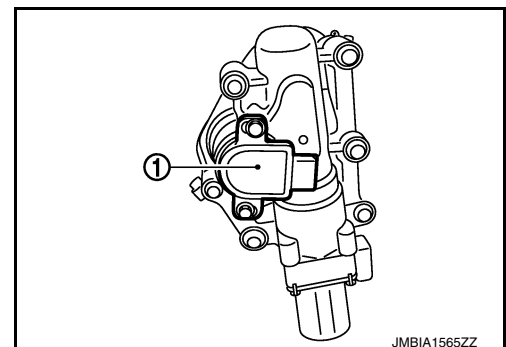
The VVEL control module consists of a microcomputer and connectors for signal input and output and for power supply. The VVEL control module controls VVEL system.



VVEL Control Shaft Position Sensor

INFOID:000000012357074

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.



STRUCTURE AND OPERATION

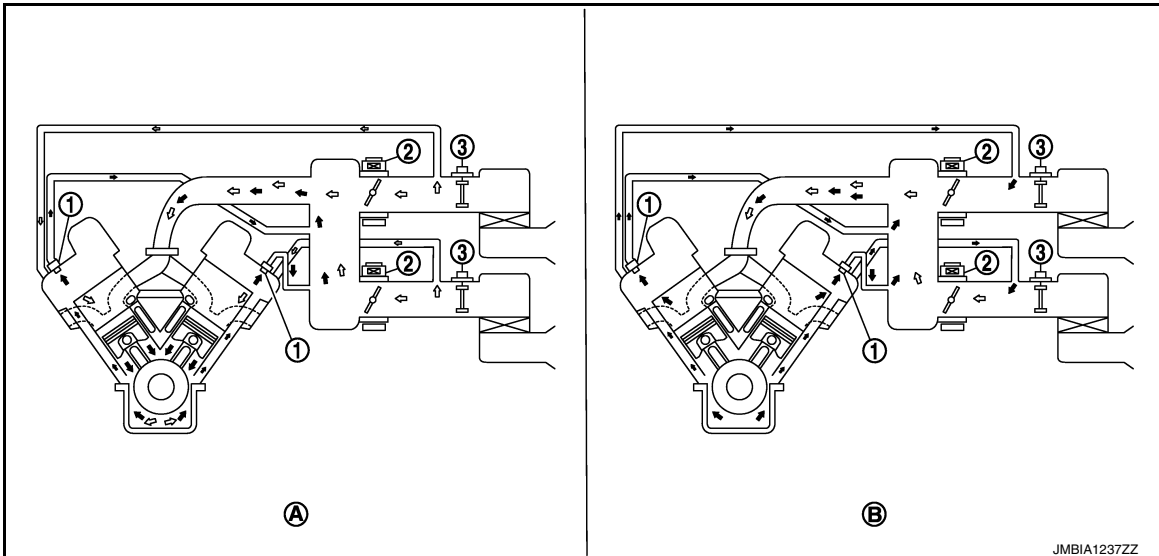
< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

STRUCTURE AND OPERATION

Positive Crankcase Ventilation

INFOID:000000012357075



- 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.

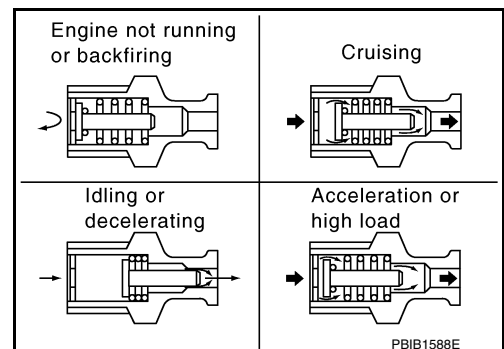
The positive crankcase ventilation (PCV) valve is provided to conduct crankcase blow-by gas to the intake manifold.

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 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.



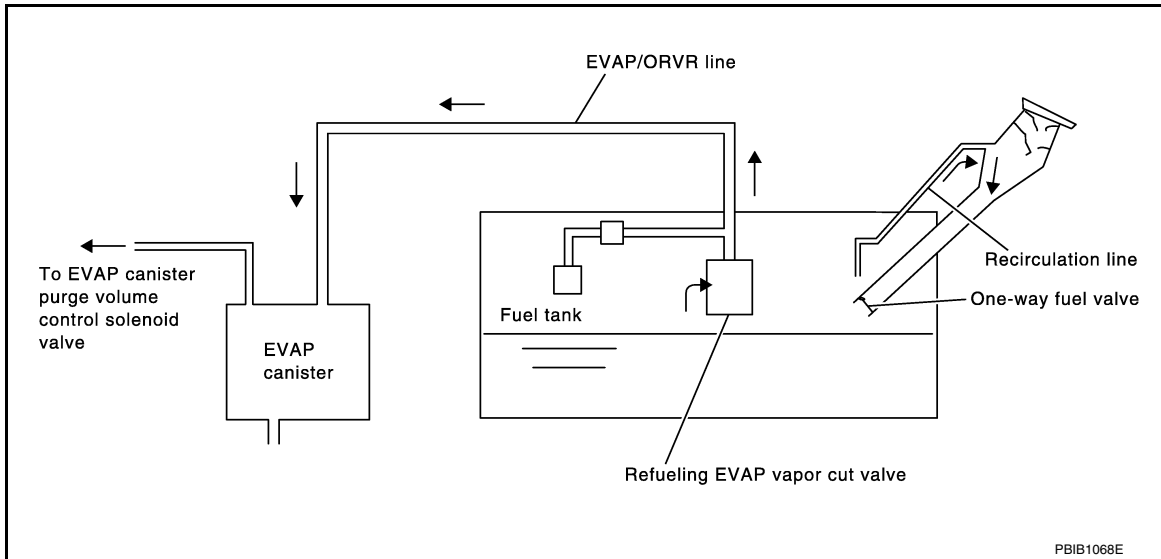
STRUCTURE AND OPERATION

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

On Board Refueling Vapor Recovery (ORVR)

INFOID:000000012357076



PBIB1068E

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 CO₂ 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-1149, "Work Procedure"](#).
 - 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.

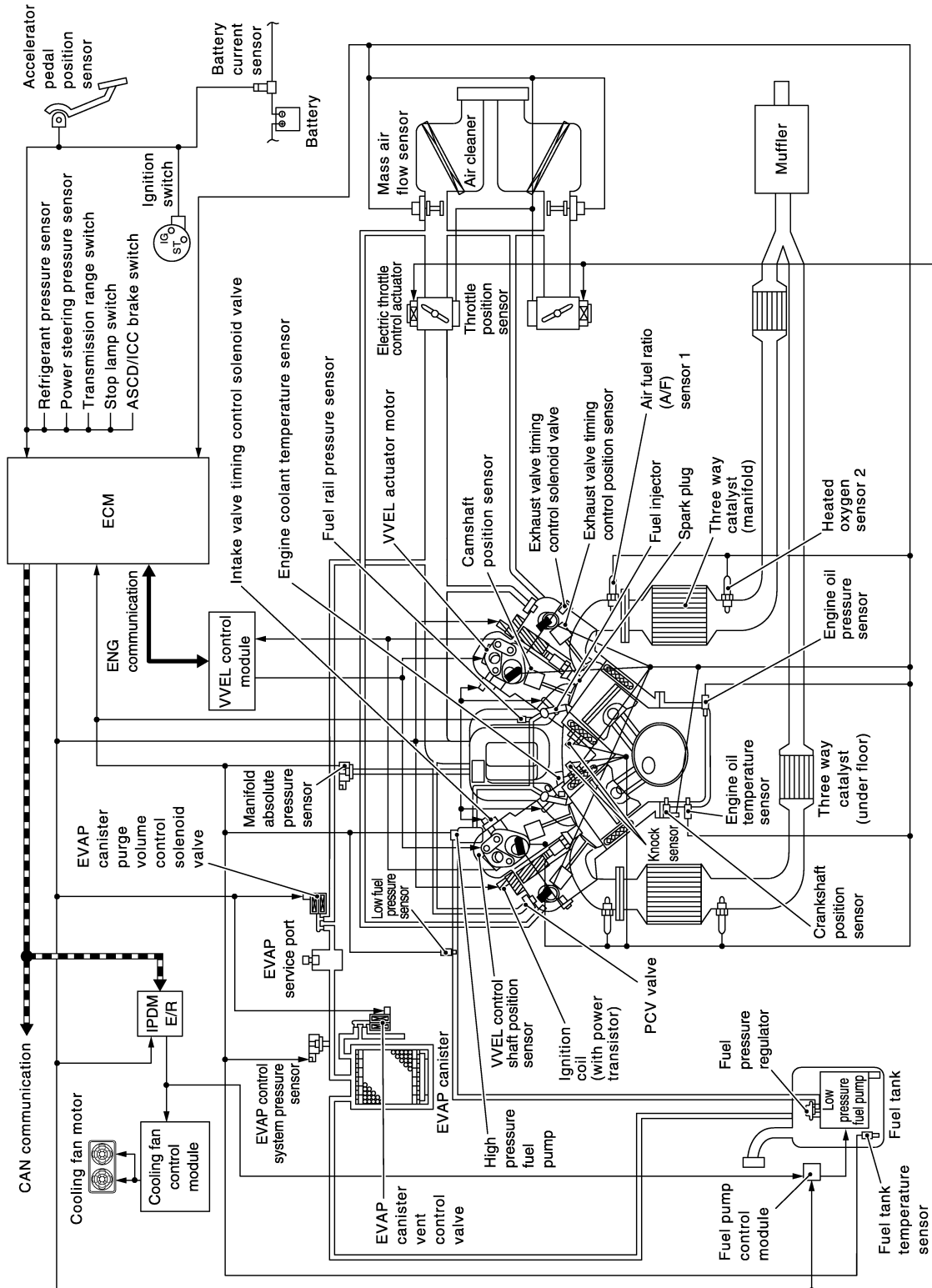
SYSTEM
ENGINE CONTROL SYSTEM

ENGINE CONTROL SYSTEM : System Diagram

INFOID:000000012357077

A
C
D
E
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H
I
J
K
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M
N
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P

EC



JSBIA0368GB

NOTE:
Low fuel pressure sensor is not used.

SYSTEM

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

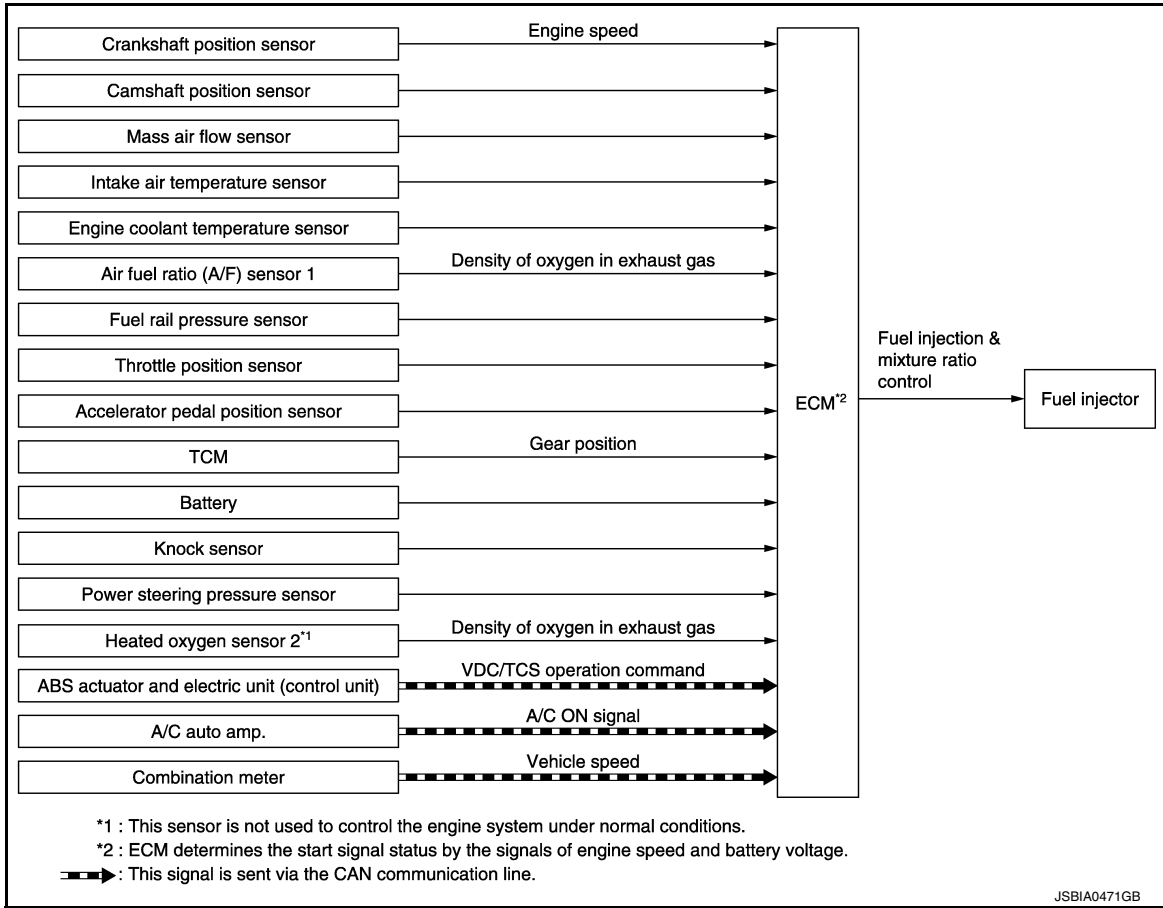
ENGINE CONTROL SYSTEM : System Description

INFOID:000000012357078

ECM performs various controls such as fuel injection control and ignition timing control.
DIRECT INJECTION GASOLINE SYSTEM

DIRECT INJECTION GASOLINE SYSTEM : System Diagram

INFOID:000000012357079



DIRECT INJECTION GASOLINE SYSTEM : System Description

INFOID:000000012357080

INPUT/OUTPUT SIGNAL CHART

SYSTEM

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

Sensor	Input signal to ECM	ECM function	Actuator	
Crankshaft position sensor	Engine speed*2	Fuel injection & mixture ratio control	Fuel injector	A
Camshaft position sensor	Camshaft position			EC
Mass air flow sensor	Amount of intake air			
Intake air temperature sensor	Intake air temperature			
Engine coolant temperature sensor	Engine coolant temperature			C
Air fuel ratio (A/F) sensor 1	Density of oxygen in exhaust gas			
Fuel rail pressure sensor	Fuel rail pressure			D
Throttle position sensor	Throttle position			
Accelerator pedal position sensor	Accelerator pedal position			
TCM	Park/neutral position			E
Battery	Battery voltage*2			
Knock sensor	Engine knocking condition			
Power steering pressure sensor	Power steering operation			F
Heated oxygen sensor 2*1	Density of oxygen in exhaust gas			
ABS actuator and electric unit (control unit)	VDC/TCS operation command			G
A/C auto amp.	A/C ON signal Blower ON signal			
Combination meter	Vehicle speed	H		

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

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

SYSTEM DESCRIPTION

The adoption of the direct fuel injection method enables more accurate adjustment of fuel injection quantity by injecting atomized high-pressure fuel directly into the cylinder. This method allows high-powered engine, low fuel consumption, and emissions-reduction.

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 and fuel rail pressure) from the crankshaft position sensor, camshaft position sensor, mass air flow sensor and the fuel rail pressure 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 position is changed from N to D
- High-load, high-speed operation

<Fuel decrease>

- During deceleration
- During high engine speed operation

FUEL INJECTION CONTROL

Stratified-charge Combustion

Stratified-charge combustion is a combustion method which enables extremely lean combustion by injecting fuel in the latter half of a compression process, collecting combustible air-fuel around the spark plug, and forming fuel-free airspace around the mixture.

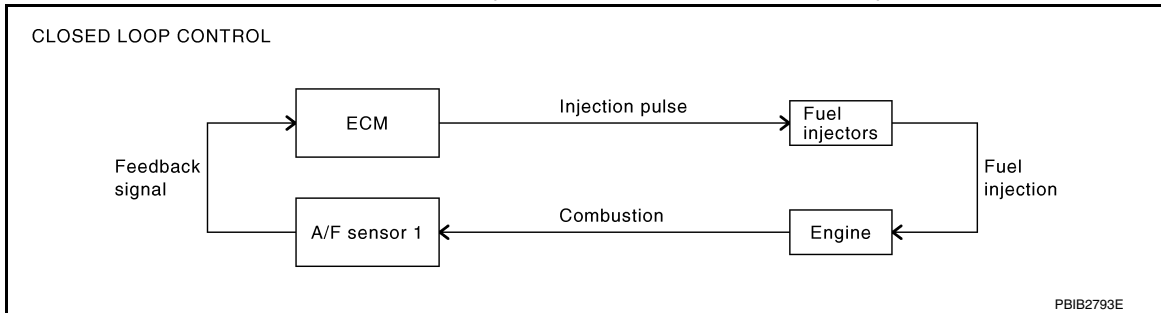
Right after a start with the engine cold, the catalyst warm-up is accelerated by stratified-charge combustion.

Homogeneous Combustion

Homogeneous combustion is a combustion method that fuel is injected during intake process so that combustion occurs in the entire combustion chamber, as is common with conventional methods.

As for a start except for starts with the engine cold, homogeneous combustion occurs.

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 (manifold) 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-993, "Air Fuel Ratio \(A/F\) Sensor 1"](#). 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 (manifold). 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
- 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

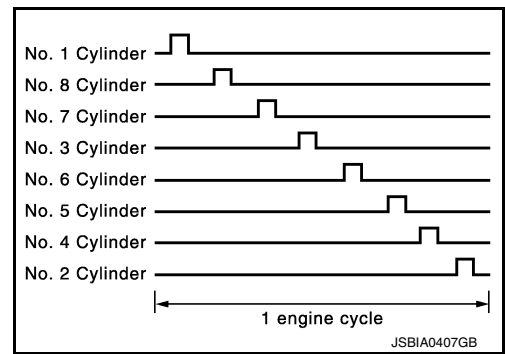
Sequential Direct Injection Gasoline System

SYSTEM

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

Fuel is injected into each cylinder during each engine cycle according to the ignition order.



STRATIFIED-CHARGE START CONTROL

The use of the stratified-charge combustion method enables emissions-reduction when starting the engine with engine coolant temperature between 5°C (41°F) and 40°C (104°F).

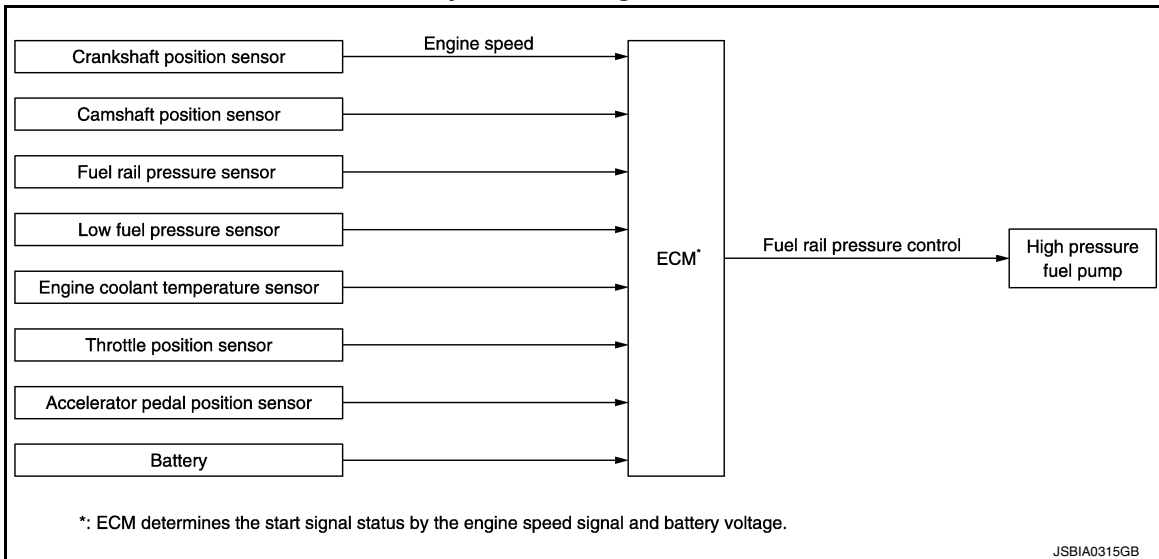
FUEL SHUT-OFF

Fuel to each cylinder is shut-off during deceleration, operation of the engine at excessively high speed or operation of the vehicle at excessively high speed.

FUEL PRESSURE CONTROL

FUEL PRESSURE CONTROL : System Diagram

INFOID:0000000012357081



NOTE:

Low fuel pressure sensor is not used.

FUEL PRESSURE CONTROL : System Description

INFOID:0000000012357082

INPUT/OUTPUT SIGNAL CHART

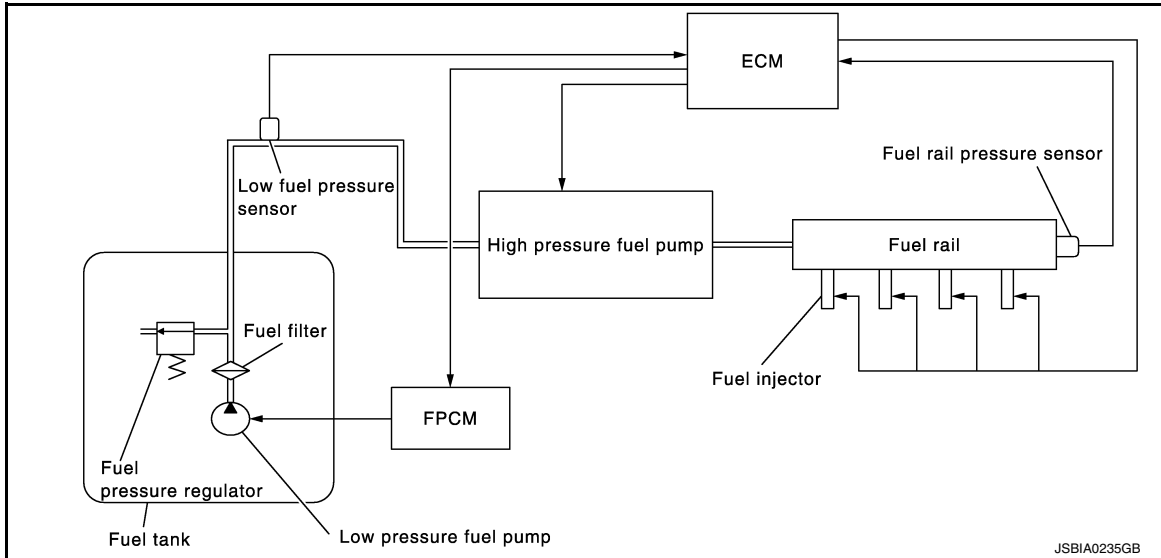
Sensor	Input signal to ECM	ECM function	Actuator
Crankshaft position sensor	Engine speed	Fuel injection & mixture ratio control	Fuel injector
Camshaft position sensor	Camshaft position		
Fuel rail pressure sensor	Fuel rail pressure		
Engine coolant temperature sensor	Engine coolant temperature		
Throttle position sensor	Throttle position		
Accelerator pedal position sensor	Accelerator pedal position		
Battery	Battery voltage		

SYSTEM

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

SYSTEM DESCRIPTION



NOTE:

Low fuel pressure sensor is not used.

Low fuel pressure control

- The low fuel pressure pump is controlled by the fuel pump control module (FPCM) and pumps fuel according to a driving condition. The pumped fuel passes through the fuel filter and is sent to the high pressure fuel pump. FPCM controls the low pressure fuel pump, according to a signal from ECM as shown in the table below.

Conditions	Amount of fuel flow	Supplied voltage
After a laps of 1 second after ignition ON	OFF	0 V
<ul style="list-style-type: none"> For 1 second after ignition ON (engine coolant temperature is 5°C (41°F) or less, or 40°C (104°F) or more) For 1 second after turning ignition switch ON Engine is running under low load and low speed conditions 	Low	Approximately 8.5 V
<ul style="list-style-type: none"> For 1 second after ignition ON (engine coolant temperature is 5°C (41°F) or more, or 40°C (104°F) or less) Engine cranking Engine coolant temperature is below 10°C (50°F) Engine is running under high load and high speed conditions 	High	Battery voltage (11 – 14 V)
Except the above	Mid	Approximately 10 V

- Low fuel pressure is adjusted by the fuel pressure regulator.

High fuel pressure control

The high pressure fuel pump raises the pressure of the fuel sent from the low pressure fuel pump. Actuated by the camshaft, the high pressure fuel pump activates the high pressure fuel pump solenoid based on a signal received from ECM, and adjusts the amount of discharge by changing the timing of closing the inlet check valve to control fuel rail pressure.

COOLING FAN CONTROL

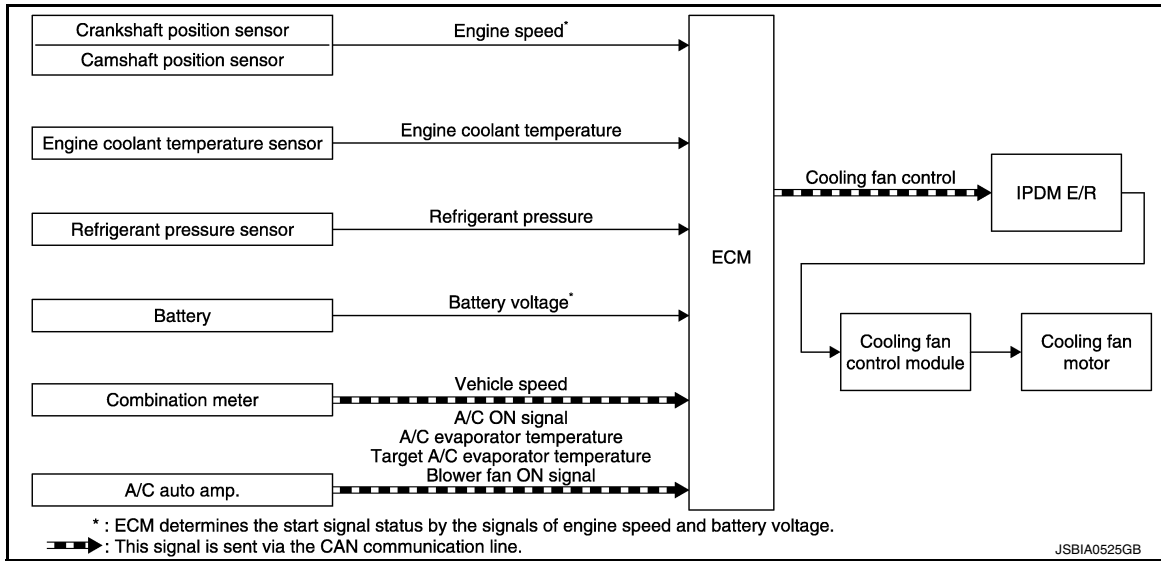
SYSTEM

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

COOLING FAN CONTROL : System Diagram

INFOID:000000012357083



COOLING FAN CONTROL : System Description

INFOID:000000012357084

INPUT/OUTPUT SIGNAL CHART

Sensor	Input signal to ECM	ECM function	Actuator
Crankshaft position sensor Camshaft position sensor	Engine speed* ¹	Cooling fan control	IPDM E/R ↓ Cooling fan control module ↓ Cooling fan motor
Engine coolant temperature sensor	Engine coolant temperature		
Refrigerant pressure sensor	Refrigerant pressure		
Battery	Battery voltage* ¹		
Combination meter	Vehicle speed* ²		
A/C auto amp.	A/C ON signal* ²		
	A/C evaporator temperature* ²		
	Target A/C evaporator temperature* ²		
	Blower ON signal		

*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 via the 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.

ELECTRIC IGNITION SYSTEM

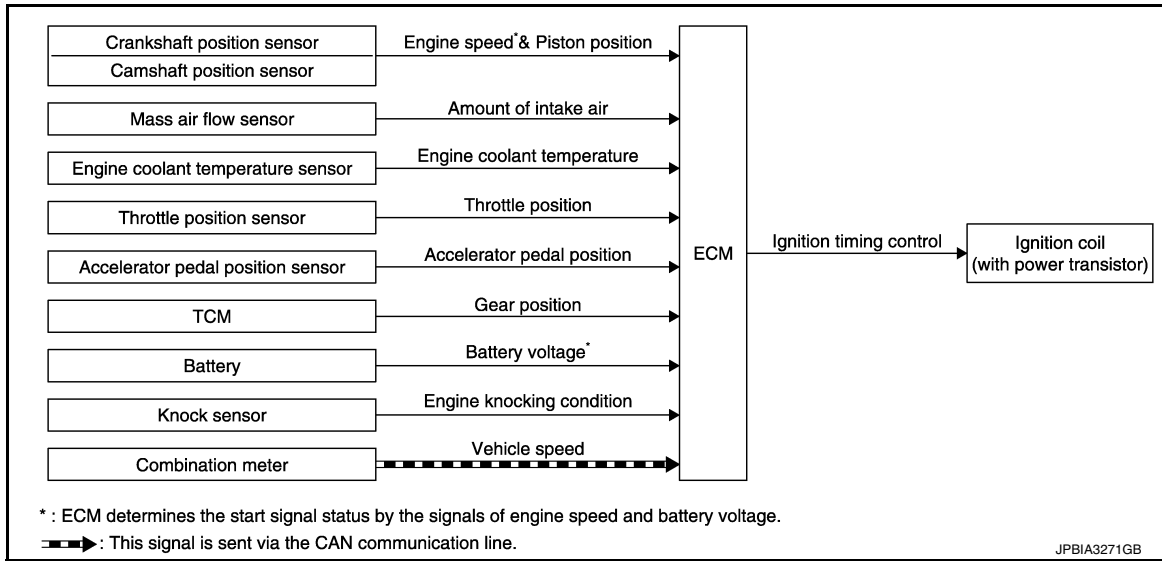
SYSTEM

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

ELECTRIC IGNITION SYSTEM : System Diagram

INFOID:000000012357085



ELECTRIC IGNITION SYSTEM : System Description

INFOID:000000012357086

INPUT/OUTPUT SIGNAL CHART

Sensor	Input signal to ECM	ECM function	Actuator
Crankshaft position sensor	Engine speed*1 Piston position	Ignition timing control	Ignition coil (with power transistor)
Camshaft position sensor			
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		
TCM	Gear position		
Battery	Battery voltage*1		
Knock sensor	Engine knocking		
Combination meter	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

Ignition order: 1 - 8 - 7 - 3 - 6 - 5 - 4 - 2

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 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.

SYSTEM

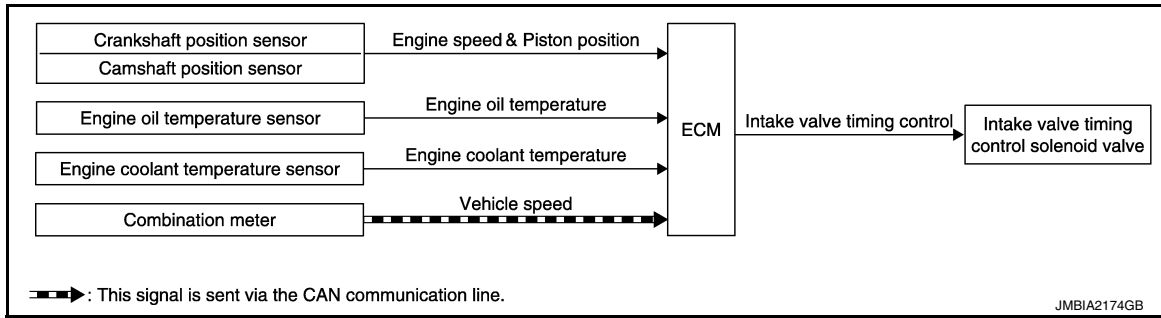
< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

INTAKE VALVE TIMING CONTROL

INTAKE VALVE TIMING CONTROL : System Diagram

INFOID:000000012357087



INTAKE VALVE TIMING CONTROL : System Description

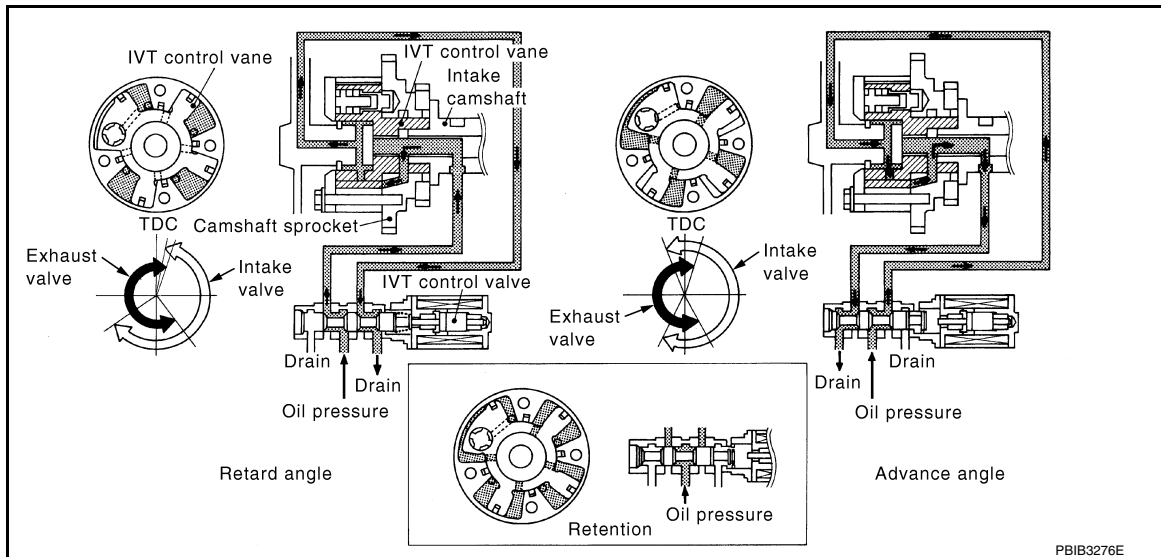
INFOID:000000012357088

INPUT/OUTPUT SIGNAL CHART

Sensor	Input signal to ECM	ECM function	Actuator
Crankshaft position sensor	Engine speed and piston position	Intake valve timing control	Intake valve timing control solenoid valve
Camshaft position sensor			
Engine oil temperature sensor	Engine oil temperature		
Engine coolant temperature sensor	Engine coolant temperature		
Combination meter	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 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.

EXHAUST VALVE TIMING CONTROL

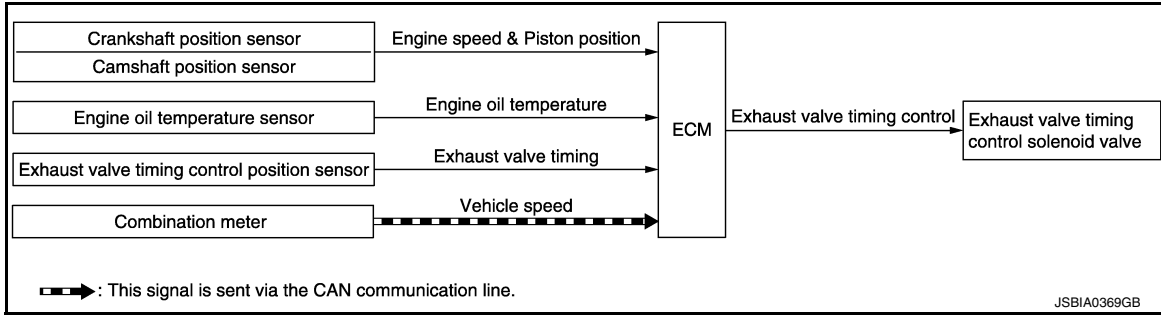
SYSTEM

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

EXHAUST VALVE TIMING CONTROL : System Diagram

INFOID:000000012357089



EXHAUST VALVE TIMING CONTROL : System Description

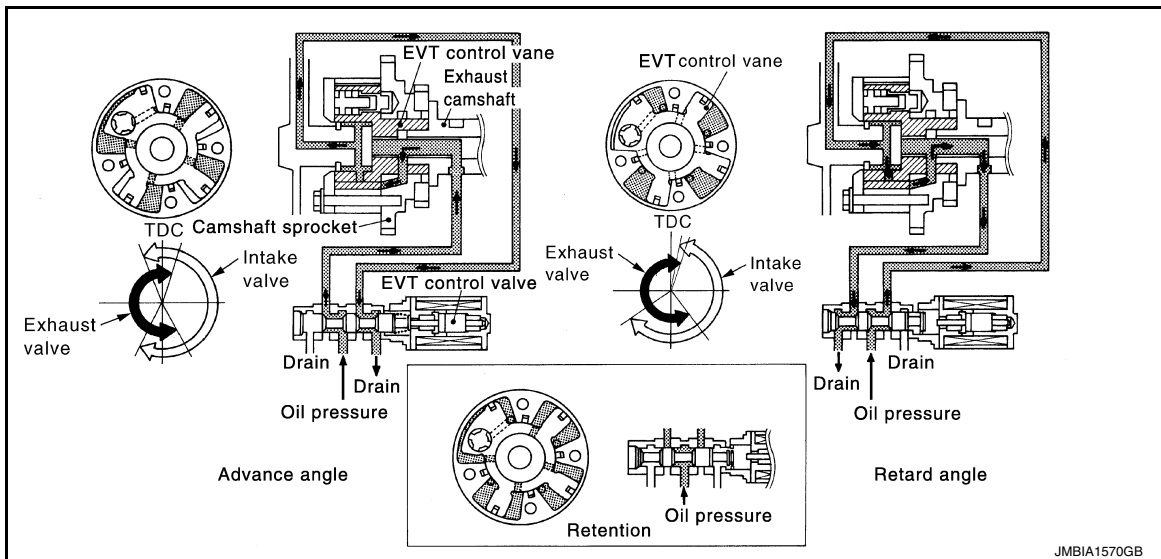
INFOID:000000012357090

INPUT/OUTPUT SIGNAL CHART

Sensor	Input signal to ECM	ECM function	Actuator
Crankshaft position sensor	Engine speed and piston position	Exhaust valve timing control	Exhaust valve timing control solenoid valve
Camshaft position sensor			
Engine oil temperature sensor	Engine oil temperature		
Exhaust valve timing control position sensor	Exhaust valve timing signal		
Combination meter	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 exhaust valve.

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

VVEL SYSTEM

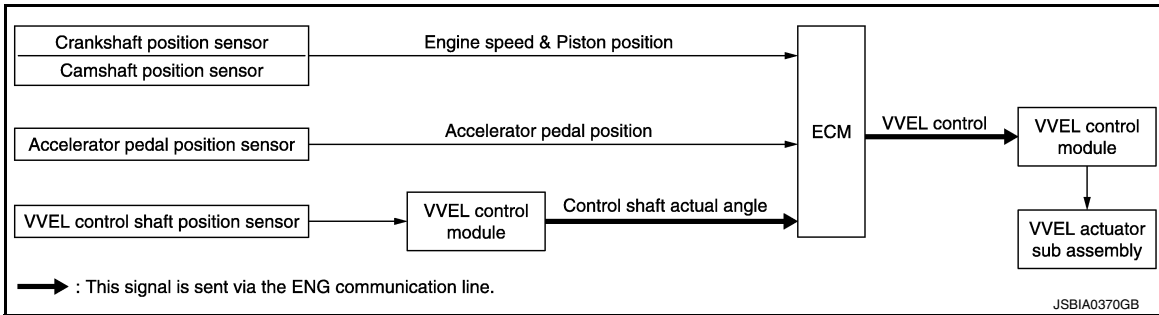
SYSTEM

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

VVEL SYSTEM : System Diagram

INFOID:000000012357091



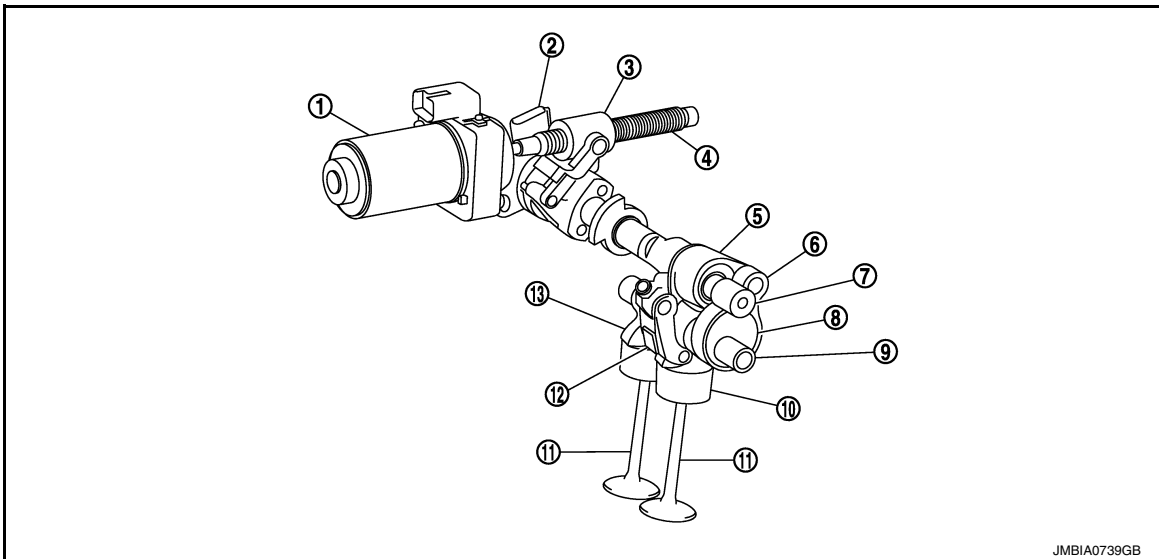
VVEL SYSTEM : System Description

INFOID:000000012357092

INPUT/OUTPUT SIGNAL CHART

Sensor	Input signal to ECM	ECM function	Actuator
Camshaft position sensor Crankshaft position sensor	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 ↓ VVEL control module	Control shaft actual angle		

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.

SYSTEM

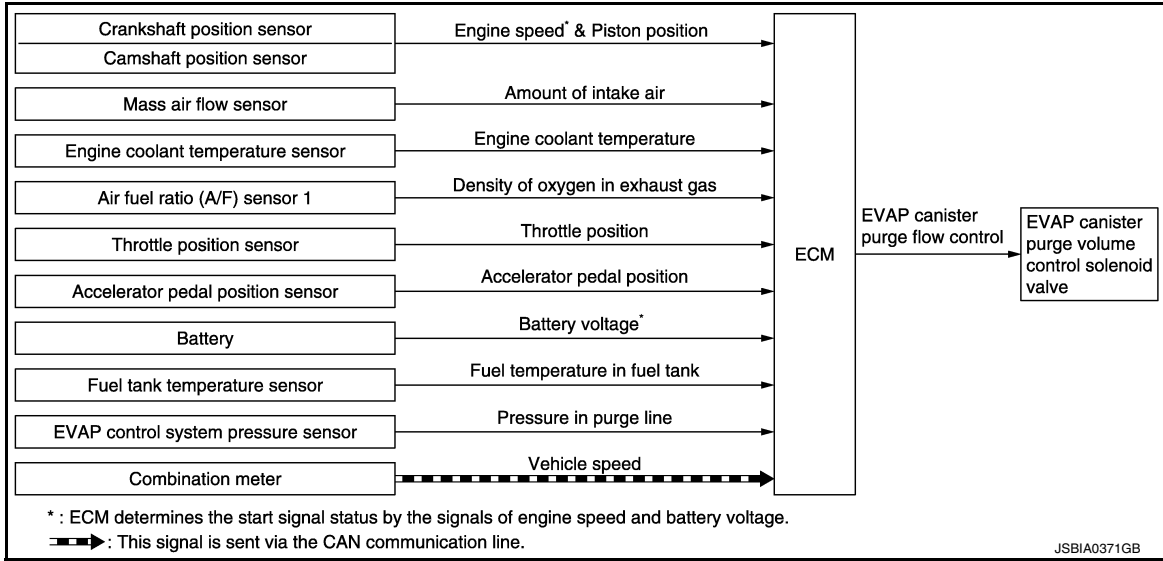
< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

EVAPORATIVE EMISSION SYSTEM

EVAPORATIVE EMISSION SYSTEM : System Diagram

INFOID:000000012357093



EVAPORATIVE EMISSION SYSTEM : System Description

INFOID:000000012357094

INPUT/OUTPUT SIGNAL CHART

Sensor	Input signal to ECM	ECM function	Actuator
Crankshaft position sensor Camshaft position sensor	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		
Combination meter	Vehicle speed* ²		

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

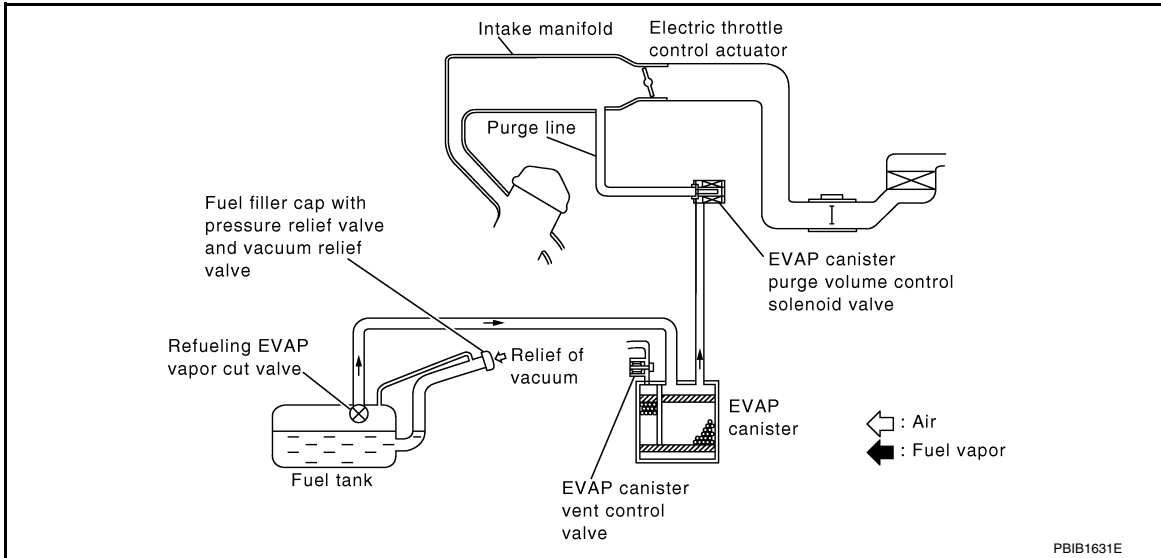
*2: This signal is sent to the ECM via the CAN communication line.

SYSTEM

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

SYSTEM DESCRIPTION

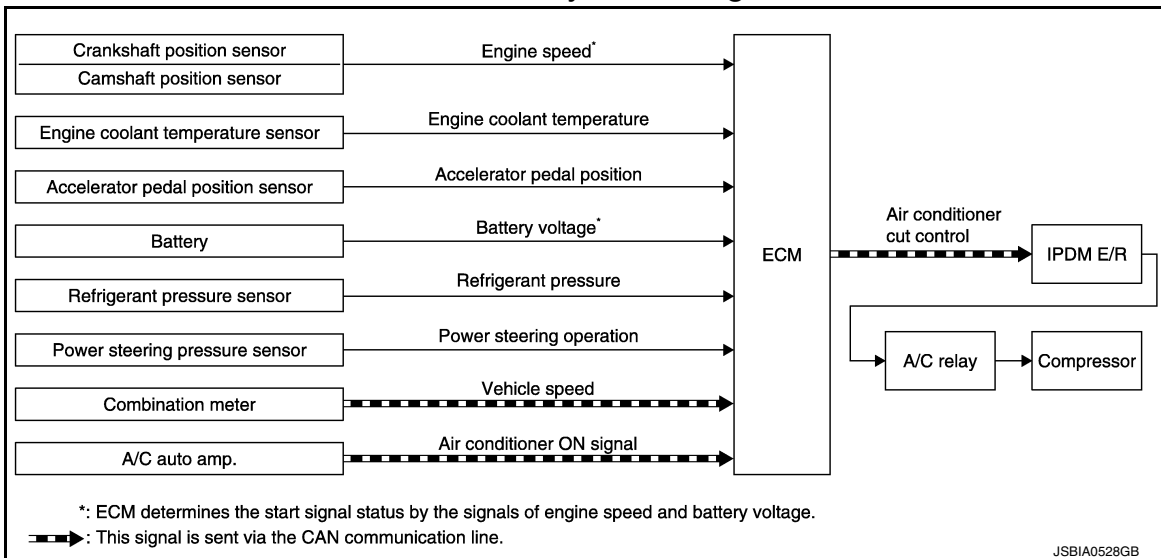


The evaporative emission system is used to reduce hydrocarbons emitted into the atmosphere from the fuel system. This reduction of hydrocarbons is accomplished by activated charcoals in the EVAP canister. The fuel vapor in the sealed fuel tank is led into the EVAP canister which contains activated carbon 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.

AIR CONDITIONING CUT CONTROL

AIR CONDITIONING CUT CONTROL : System Diagram

INFOID:000000012357095



AIR CONDITIONING CUT CONTROL : System Description

INFOID:000000012357096

INPUT/OUTPUT SIGNAL CHART

SYSTEM

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

Sensor	Input signal to ECM	ECM function	Actuator
Crankshaft position sensor Camshaft position sensor	Engine speed*1	Air conditioner cut control	IPDM E/R ↓ A/C relay ↓ Compressor
Engine coolant temperature sensor	Engine coolant temperature		
Accelerator pedal position sensor	Accelerator pedal position		
Battery	Battery voltage*1		
Refrigerant pressure sensor	Refrigerant pressure		
Power steering pressure sensor	Power steering operation		
A/C auto amp.	A/C ON signal*2		
	A/C evaporator temperature*2		
	Target A/C evaporator temperature*2		
	Blower ON signal		
Combination meter	Vehicle speed*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

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.

ALTERNATOR POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM

ALTERNATOR POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM : System Description

INFOID:0000000012357097

The alternator power generation voltage variable control system controls the amount of power generation, according to a battery loaded condition. ECM judges a battery condition, according to a signal received from the battery current sensor which detects a charge/discharge current. ECM then transmits a signal to IPDM E/R to command power generation via CAN communication. IPDM E/R transmits a power generation control signal to the alternator so that the system can control the amount of power generation. The voltage of power generation is lowered during battery low-load conditions and boosted under heavy load conditions. In this way, the system reduces the engine load through the adequate power generation control.

For details, refer to [CHG-8. "POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM : System Diagram"](#).

AUTOMATIC SPEED CONTROL DEVICE (ASCD)

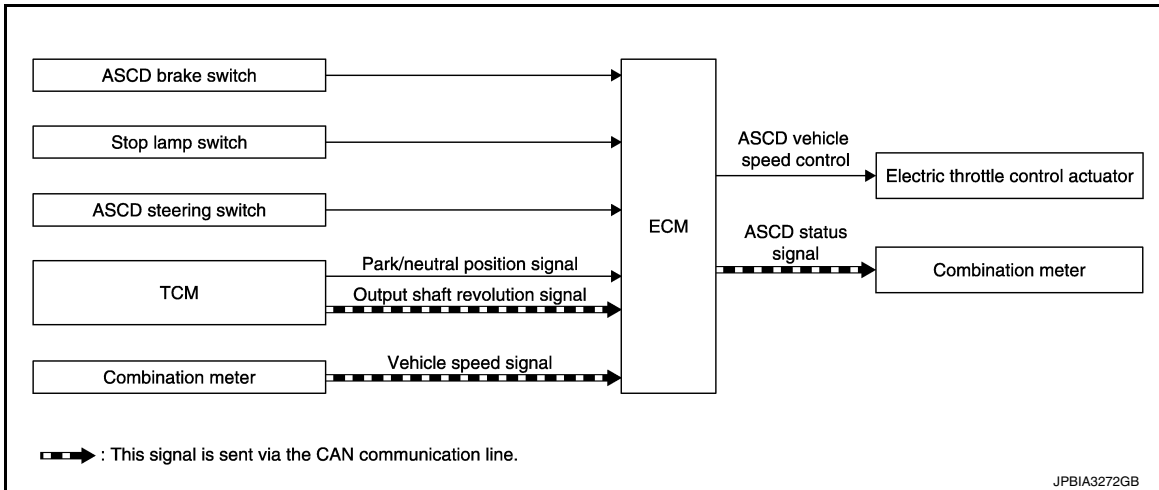
SYSTEM

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

AUTOMATIC SPEED CONTROL DEVICE (ASCD) : System Diagram

INFOID:000000012357098



AUTOMATIC SPEED CONTROL DEVICE (ASCD) : System Description

INFOID:000000012357099

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 steering switch	ASCD steering switch operation		
TCM	Park/neutral position signal	ASCD status signal	Combination meter
	Output shaft revolution signal*		
Combination meter	Vehicle speed*		

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

BASIC ASCD SYSTEM

- Automatic Speed Control Device (ASCD) allows a driver to keep vehicle at predetermined constant speed without depressing accelerator pedal. Driver can be set the vehicle speed in the set speed range.
- ECM controls throttle angle of electric throttle control actuator to regulate engine speed.
- Operation status of ASCD is indicated in combination meter.
- If any malfunction occurs in the ASCD system, it automatically deactivates the ASCD control.

Refer to [EC-1026. "AUTOMATIC SPEED CONTROL DEVICE \(ASCD\) : Switch Name and Function"](#) for ASCD operating instructions.

CAUTION:

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

CAN COMMUNICATION

CAN COMMUNICATION : System Description

INFOID:000000012357100

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-37. "CAN COMMUNICATION SYSTEM : CAN Communication Signal Chart"](#), about CAN communication for detail.

FUEL FILLER CAP WARNING SYSTEM

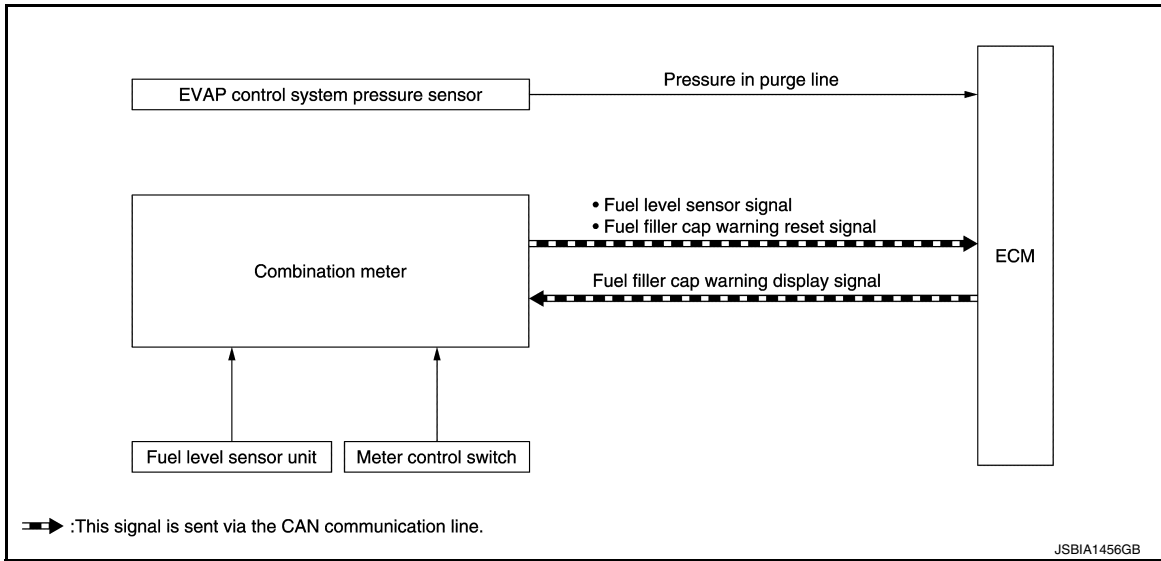
SYSTEM

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

FUEL FILLER CAP WARNING SYSTEM : System Diagram

INFOID:000000012357101



FUEL FILLER CAP WARNING SYSTEM : System Description

INFOID:000000012357102

INPUT/OUTPUT SIGNAL CHART

Input

Unit/Sensor	Input signal to ECM	ECM function
EVAP control system pressure sensor	Pressure in purge line	Fuel filler cap warning control
Combination meter	Fuel level sensor signal*	
	Fuel filler cap warning reset signal*	

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

Output

Unit	Output signal	Actuator
ECM	Fuel filler cap warning display signal*	Combination meter

*: This signal is sent to the combination meter via the CAN communication line.

SYSTEM DESCRIPTION

The fuel filler cap warning system alerts the driver to the prevention of the fuel filler being left uncapped and malfunction occurrences after refueling, by turning ON the fuel filler cap warning display on the combination meter.

ECM judges a refueled state, based on a fuel level signal transmitted from the combination meter.

When a very small leak is detected through the EVAP leak diagnosis performed after judging the refueled state, ECM transmits a fuel filler cap warning display signal (request for display ON) to the combination meter via CAN communication.

When receiving the signal, the combination meter turns ON the fuel filler cap warning display.

CAUTION:

Check fuel filler cap installation condition when the fuel filler cap warning display turns ON.

Reset Operation

The fuel filler cap warning lamp turns OFF, according to any condition listed below:

- Reset operation is performed by operating the meter control switch on the combination meter. Refer to [MWI-20. "INFORMATION DISPLAY : System Description"](#).
- When the reset operation is performed, the combination meter transmits a fuel filler cap warning reset signal to ECM via CAN communication. ECM transmits a fuel filler cap warning display signal (request for display OFF) to the combination meter via CAN communication. When receiving the signal, the combination meter turns OFF the fuel filler cap warning display.
- EVAP leak diagnosis result is normal.
- Fuel refilled.
- DTC erased by using CONSULT.

NOTE:

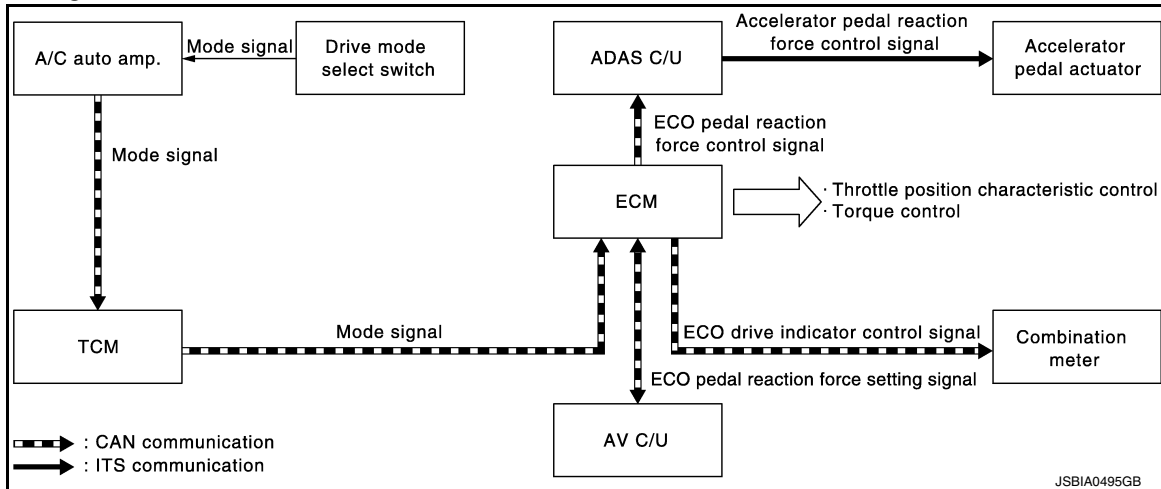
MIL turns ON if a malfunction is detected in leak diagnosis results again at the trip after the fuel filler cap warning display turns ON/OFF.

Infiniti Drive Mode Selector

Infiniti Drive Mode Selector : System Description

INFOID:000000012357103

System Diagram



NOTE:

- This section provides descriptions only about the control by ECM.
For overall control, refer to [DMS-5, "Infiniti Drive Mode Selector : System Description"](#).
- ECO pedal control is only for vehicles with intelligent pedal (distance control assist).

Infiniti drive mode selector

- A/C auto amp. receives an operation state signal of the drive mode select switch and transmits a mode signal (see below) to TCM via CAN communication.
 - STANDARD: ON/OFF
 - SPORT: ON/OFF
 - ECO: ON/OFF
 - SNOW: ON/OFF
- TCM transmits a mode state signal to ECM via CAN communication, based on a ECO mode signal received from the A/C auto amp.
- ECM controls throttle angle characteristics and torque appropriate to each mode, based on a ECO mode signal received from TCM via CAN communication.
- The combination meter turns ON or blinks (with ECO pedal) the ECO drive indicator when in ECO mode, based on a ECO drive indicator control signal received from ECM via CAN communication.

ECO pedal control

- The AV control unit transmits an ECO pedal reaction force setting signal (Standard/Soft/OFF) to ECM via CAN communication.

NOTE:

- An ECO pedal reaction force setting signal which determines reaction force of the accelerator pedal can be selected on the settings screen of the Multi AV system.
- ECM transmits an ECO pedal reaction force control signal to the ADAS control unit via CAN communication, based on a ECO mode signal received from TCM via CAN communication and an ECO pedal reaction force setting signal received from the AV control unit via CAN communication.
- ECM sends back an ECO pedal reaction force setting signal received from the AV control unit to the AV control unit for confirmation.
- The ADAS control unit controls pedal reaction force of the accelerator pedal actuator via ITS communication, based on an ECO pedal reaction force control signal received from the ADAS control unit.

Control

- With the drive mode selector, a drive mode select switch installed at the top of the center console switches a vehicle drive mode, changes throttle angle characteristics, and controls torque and ECO pedal.
- Vehicle characteristics are controlled in the following modes, on the basis of STANDARD mode ("●" position of the drive mode select switch).

SYSTEM

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

- SPORT: Changing throttle angle characteristics allows to use a high engine performance range and increases driving performance.
- ECO: Changing throttle angle characteristics and controlling torque, ECO drive indicator, and ECO pedal enhance fuel economy in actual traffic.
- SNOW: Changing throttle angle characteristics enhances driving performance on roads with a low coefficient of friction.

Control item	Vehicle drive mode			Description
	SPORT	ECO	SNOW	
Engine	×	×	×	Changes throttle angle and controls torque*1 and the ECO drive indicator*1.
ECO pedal*2		×		Controls ECO pedal (Accelerator pedal reaction force control).

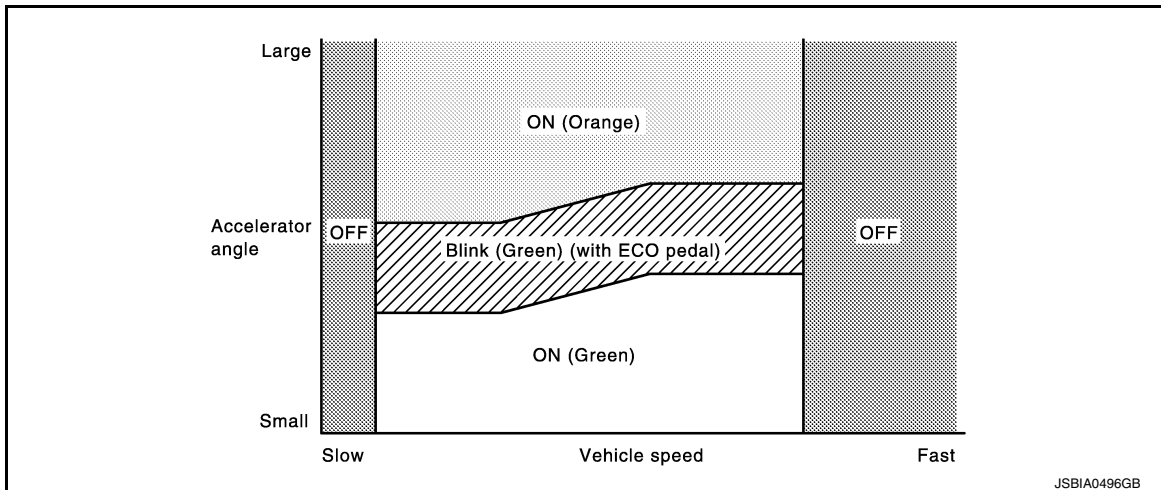
*1: Torque control and the ECO drive indicator is available only when in ECO mode.

*2: ECO pedal control is only for vehicles with an intelligent pedal (distance control assist).

ECO drive indicator control

- ECO drive indicator turns ON or blinks (with ECO pedal) when in ECO mode, according to the operation of the accelerator pedal.
- For vehicles with ECO pedal, the blinking timing of the ECO drive indicator (green) synchronizes to the generation timing of ECO pedal reaction force.

ECO drive indicator	Driving condition
ON (Green)	Within the ECO drive range.
Blink (Green) (if so equipped ECO pedal)	Likely over the ECO drive range.
ON (Orange)	Over the ECO drive range.
OFF	Low-speed range [approx. 3 MPH (4.8 km/h) or less] and high-speed range [approx. 90 MPH (144 km/h) or more]



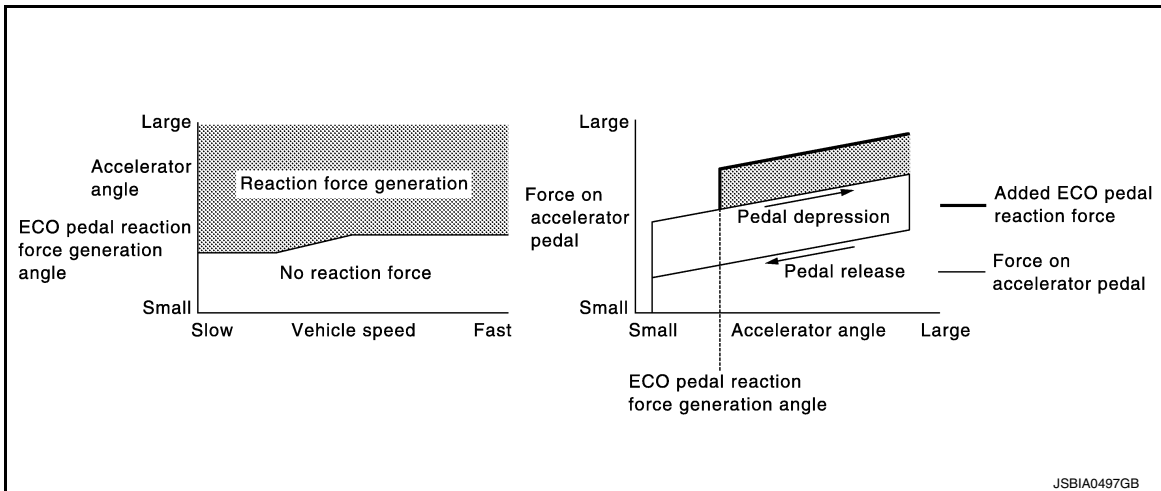
NOTE:

ECO drive indicator turns OFF under the following conditions.

- Intelligent cruise control in operation.
- Selector lever is in R range.

ECO pedal control

- Increasing reaction force of the accelerator pedal supports ECO driving in accordance with the accelerator pedal operation when in ECO mode.
- The level of reaction force to the accelerator pedal can be changed among Standard/Soft/OFF on the navigation screen. ECO pedal reaction force can be turned OFF even when in ECO mode.
- The generation timing of ECO pedal reaction force synchronizes to the blinking timing of the ECO drive indicator (Green).



NOTE:

- When switching from ECO mode to the other mode by operating the drive mode select switch, ECO pedal reaction force is generated in common with ECO mode until the accelerator pedal is released.
- ECO pedal reaction force is not generated under the following conditions.
 - Intelligent cruise control is in operation.
 - Accelerator pedal is depressed quickly.
 - Selector lever is in N or R range.

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OPERATION

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

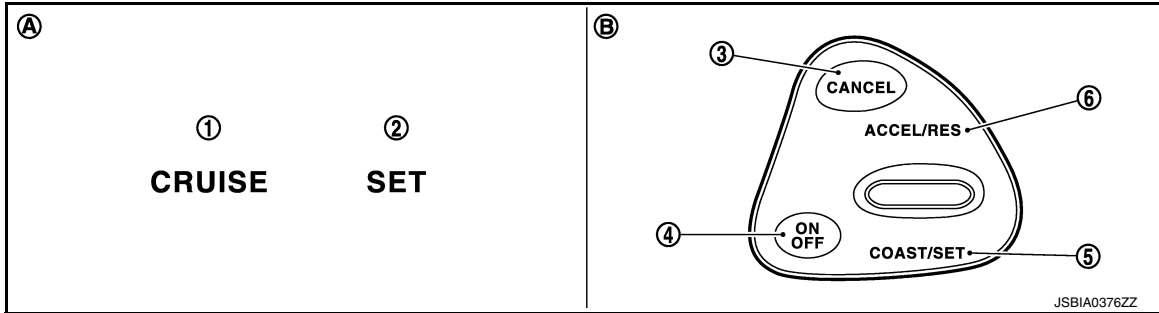
OPERATION

AUTOMATIC SPEED CONTROL DEVICE (ASCD)

AUTOMATIC SPEED CONTROL DEVICE (ASCD) : Switch Name and Function

INFOID:0000000012357104

SWITCHES AND INDICATORS



- | | | |
|---|---------------------|-----------------------------|
| 1. CRUISE indicator | 2. SET indicator | 3. CANCEL switch |
| 4. ASCD MAIN switch | 5. SET/COAST switch | 6. RESUME/ACCELERATE switch |
| A. On the combination meter (Information display) | | |
| B. On the steering wheel | | |

SET SPEED RANGE

ASCD system can be set the following vehicle speed.

Minimum speed (Approx.)	Maximum speed (Approx.)
40 km/h (25 MPH)	143 km/h (88 MPH)

SWITCH OPERATION

Item	Function
CANCEL switch	Cancels the cruise control driving.
RESUME/ACCELERATE	<ul style="list-style-type: none"> • Resumes the set speed. • Increases speed incrementally during cruise control driving.
SET/COAST	<ul style="list-style-type: none"> • Sets desired cruise speed. • Decreases speed incrementally during cruise control driving.
ASCD MAIN switch	Master switch to activate the ASCD system.

CANCEL OPERATION

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

- CANCEL switch is pressed
- ASCD MAIN switch pressed (Set speed is cleared)
- More than 2 switches at ASCD steering switch are pressed at the same time (Set speed will be cleared)
- Brake pedal is depressed
- Selector lever position is changed to N, P or R
- 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.

- Engine coolant temperature is slightly higher than the normal operating temperature, CRUISE indicator may blink slowly.
When the engine coolant temperature decreases to the normal operating temperature, CRUISE indicator 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.

OPERATION

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

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

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HANDLING PRECAUTION

Infiniti Drive Mode Selector

INFOID:000000012357105

ECO DRIVE INDICATOR LAMP CONTROL

- ECO drive indicator turns OFF under the following conditions.
 - While driving at low speeds [3 MPH (4.8 km/h) or less] or high speeds [90 MPH (144 km/h) or more].
 - Intelligent cruise control is in operation.
 - Selector lever is in R range.

ECO PEDAL CONTROL

- When switching from ECO mode to the other mode by operating the drive mode select switch, ECO pedal reaction force is generated in common with ECO mode until the accelerator pedal is released.
- ECO pedal reaction force is not generated under the following conditions.
 - Intelligent cruise control is in operation.
 - Accelerator pedal is depressed quickly.
 - Selector lever is in N or R range.
 - ECO pedal reaction force setting is OFF.

NOTE:

ECO pedal control is only for vehicles with an intelligent pedal (distance control assist).

ENGINE OUTPUT CHARACTERISTICS AFTER SWITCHING MODE

- Engine output characteristics after switching mode by operating the drive mode select switch are as follows.
 - After switching mode to a mode that engine output increase, engine output characteristics are changed by releasing the accelerator pedal.
 - After switching mode to a mode that engine output decreases, engine output characteristics are changed immediately.
- When an accelerator angle is constant, engine output characteristics are as follows.
 - SPORT > STANDARD > ECO > SNOW

Output characteristics of each mode

Control mode	Engine output
SPORT	Increase
STANDARD	Normal
ECO	Decrease
SNOW	Decrease (More reduction than ECO mode)

ON BOARD DIAGNOSTIC (OBD) SYSTEM

[VK56VD FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

ON BOARD DIAGNOSTIC (OBD) SYSTEM

Diagnosis Description

INFOID:0000000012357106

This system is an on board diagnostic system that records exhaust emission-related diagnostic information and detects a sensors/actuator-related malfunction. A malfunction is indicated by the malfunction indicator lamp (MIL) and stored in control module memory as a DTC. The diagnostic information can be obtained with the diagnostic tool (GST: Generic Scan Tool).

GST (Generic Scan Tool)

INFOID:0000000012357107

When GST is connected with a data link connector equipped on the vehicle side, it will communicate with the control module equipped in the vehicle and then enable various kinds of diagnostic tests. Refer to [EC-1029](#), "[Diagnosis Description](#)".

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DIAGNOSIS SYSTEM (ECM)

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

DIAGNOSIS SYSTEM (ECM)

DIAGNOSIS DESCRIPTION

DIAGNOSIS DESCRIPTION : 1st Trip Detection Logic and Two Trip Detection Logic

INFOID:000000012357108

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 when 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 – P0308 is being detected	×	—	—	—	—	—	×	—
Misfire (Possible three way catalyst damage) — DTC: P0300 – P0308 is being detected	—	—	×	—	—	×	—	—
One trip detection diagnoses (Refer to EC-1079, "DTC Index" .)	—	×	—	—	×	—	—	—
Except above	—	—	—	×	—	×	×	—

DIAGNOSIS DESCRIPTION : DTC and Freeze Frame Data

INFOID:000000012357109

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 recur, 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 light up (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 saved in the ECM memory and the MIL lights up. In other words, the DTC is stored in the ECM memory and the MIL lights up when the same malfunction occurs in two consecutive trips. If a 1st trip DTC is stored 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 light up the MIL during the 1st trip, the DTC and 1st trip DTC are stored in the ECM memory.

For malfunctions in which 1st trip DTCs are displayed, refer to [EC-1079, "DTC Index"](#). 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.

1st trip DTC is specified in Service \$07 of SAE J1979/ISO 15031-5. 1st trip DTC detection occurs without illuminating the MIL and therefore does not warn the driver of a malfunction.

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-1129, "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 or GST. The 1st trip freeze frame data can only be displayed on the CONSULT screen.

DIAGNOSIS SYSTEM (ECM)

[VK56VD FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

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 stored 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 – P0308 Fuel Injection System Function — DTC: P0171, P0172, P0174, P0175
2		Except the above 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.

DIAGNOSIS DESCRIPTION : Counter System

INFOID:0000000012357110

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 come on.
- The MIL will turn OFF after the vehicle is driven 3 times (driving pattern B) with no malfunction. The 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 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.

COUNTER SYSTEM 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”.

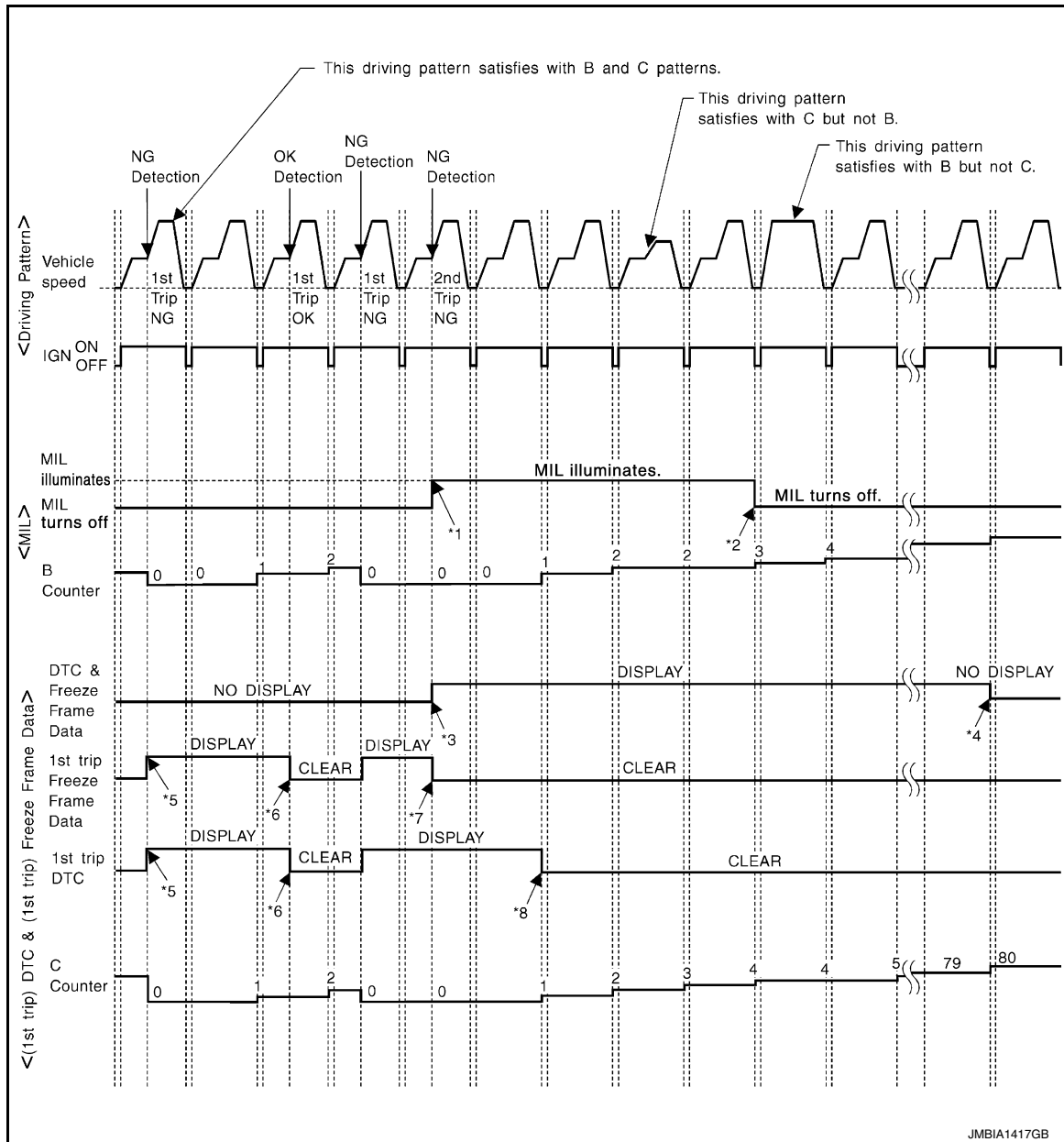
- *1: Clear timing is at the moment OK is detected.
- *2: Clear timing is when the same malfunction is detected in the 2nd trip.

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

DIAGNOSIS SYSTEM (ECM)

[VK56VD FOR USA AND CANADA]

< SYSTEM DESCRIPTION >



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

Refer to [EC-1034. "DIAGNOSIS DESCRIPTION : Driving Pattern"](#).

DIAGNOSIS SYSTEM (ECM)

[VK56VD FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

Driving Pattern C

Refer to [EC-1034, "DIAGNOSIS DESCRIPTION : Driving Pattern"](#).

Example:

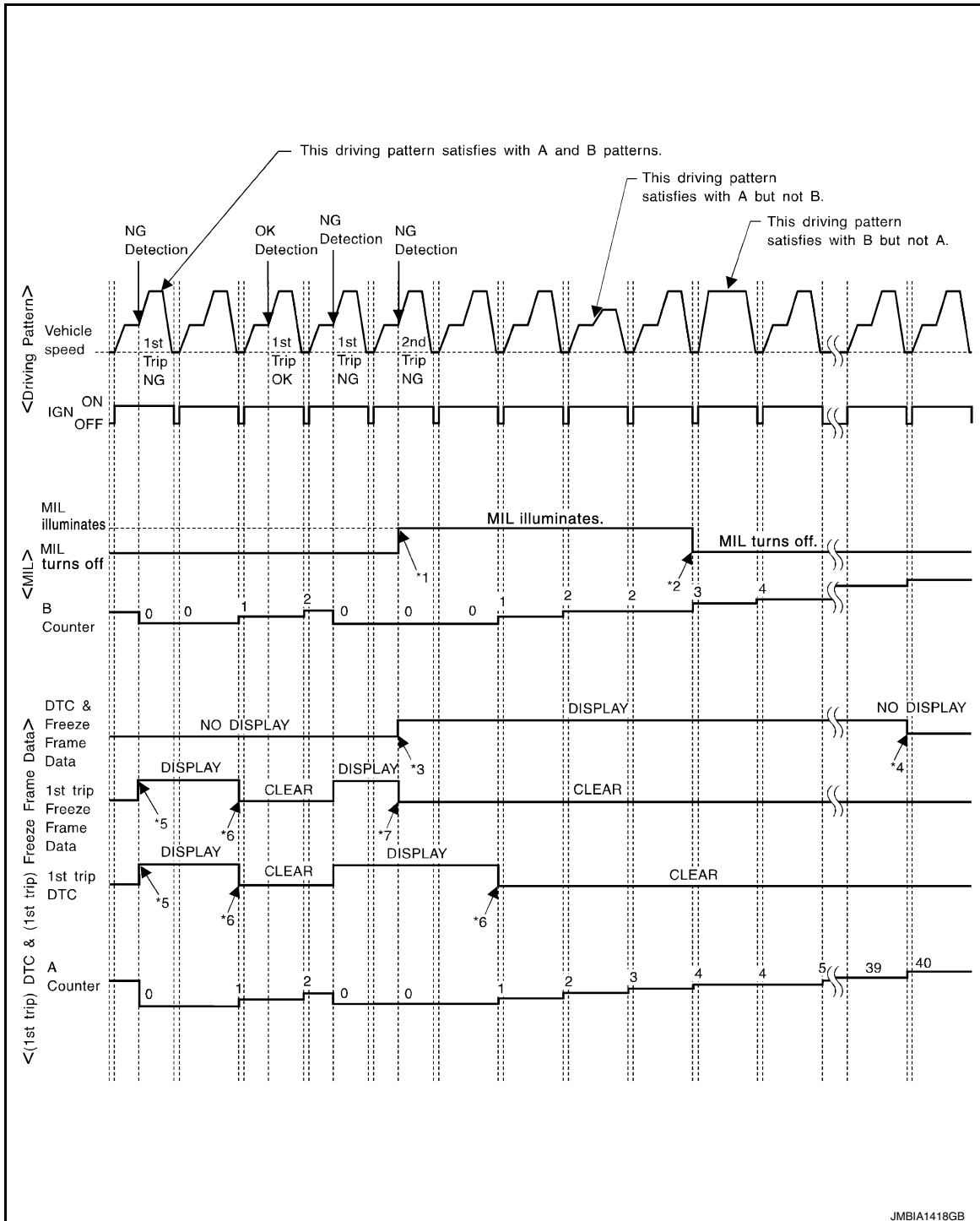
If the stored freeze frame data is as per the following:

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)

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



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DIAGNOSIS SYSTEM (ECM)

[VK56VD FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

- | | | |
|--|---|--|
| *1: When the same malfunction is detected in two consecutive trips, MIL will light up. | *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

Refer to [EC-1034, "DIAGNOSIS DESCRIPTION : Driving Pattern"](#).

Driving Pattern B

Refer to [EC-1034, "DIAGNOSIS DESCRIPTION : Driving Pattern"](#).

DIAGNOSIS DESCRIPTION : Driving Pattern

INFOID:000000012357111

CAUTION:

Always drive at a safe speed.

DRIVING PATTERN A

Driving pattern A means a trip satisfying the following conditions.

- Engine speed reaches 400 rpm or more.
- Engine coolant temperature rises by 20°C (32°F) or more after starting the engine.
- Engine coolant temperature reaches 70°C (158°F) or more.
- The ignition switch is turned from ON to OFF.

NOTE:

- When the same malfunction is detected regardless of driving conditions, reset the counter of driving pattern A.
- When the above conditions are satisfied without detecting the same malfunction, reset the counter of driving pattern A.

DRIVING PATTERN B

Driving pattern B means a trip satisfying the following conditions.

- Engine speed reaches 400 rpm or more.
- Engine coolant temperature reaches 70°C (158°F) or more.
- Vehicle speed of 70 – 120 km/h (44 – 75 MPH) is maintained for 60 seconds or more under the control of closed loop.
- Vehicle speed of 30 – 60 km/h (19 – 37 MPH) is maintained for 10 seconds or more under the control of closed loop.
- Under the closed loop control condition, the following state reaches 12 seconds or more in total: Vehicle speed of 4 km/h (2 MPH) or less with idling condition.
- The state of driving at 10 km/h (7 MPH) or more reaches 10 minutes or more in total.
- A lapse of 22 minutes or more after engine start.

NOTE:

- Drive the vehicle at a constant velocity.
- When the same malfunction is detected regardless of driving conditions, reset the counter of driving pattern B.
- When the above conditions are satisfied without detecting the same malfunction, reset the counter of driving pattern B.

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

DIAGNOSIS SYSTEM (ECM)

[VK56VD FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

Calculated load value: (Calculated load value in the freeze frame data) x (1±0.1) [%]

Engine coolant temperature condition:

- When the freeze frame data shows lower than 70°C (158°F), engine coolant temperature should be lower than 70°C (158°F).
- When the freeze frame data shows higher than or equal to 70°C (158°F), engine coolant temperature should be higher than or equal to 70°C (158°F).

NOTE:

- When the same malfunction is detected regardless of the above vehicle conditions, reset the counter of driving pattern C.
- When the above conditions are satisfied without detecting the same malfunction, reset the counter of driving pattern C.
- The 1st trip DTC will be cleared when C counter is counted once without the same malfunction after DTC is stored in ECM.

DRIVING PATTERN D

Driving pattern D means a trip satisfying the following conditions.

- The state of driving at 40 km/h (25 MPH) reaches 300 seconds or more in total.
- Idle speed lasts 30 seconds or more.
- A lapse of 600 seconds or more after engine start.

NOTE:

- When the same malfunction is detected regardless of driving conditions, reset the counter of driving pattern D.
- When the above conditions are satisfied without detecting the same malfunction, reset the counter of driving pattern D.

DIAGNOSIS DESCRIPTION : System Readiness Test (SRT) Code

INFOID:0000000012357112

System Readiness Test (SRT) code is specified in Service §01 of SAE J1979/ISO 15031-5.

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 ON 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 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.

DIAGNOSIS SYSTEM (ECM)

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

Self-diagnosis result		Example						
		Diagnosis	Ignition cycle					
			← ON →	OFF	← ON →	OFF	← ON →	OFF
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.
- 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”.

DIAGNOSIS DESCRIPTION : Permanent Diagnostic Trouble Code (Permanent DTC)

INFOID:000000012357113

Permanent DTC is defined in SAE J1979/ISO 15031-5 Service \$0A.

ECM stores a DTC issuing a command of turning on MIL as a permanent DTC and keeps storing the DTC as a permanent DTC until ECM judges that there is no presence of malfunction.

Permanent DTCs cannot be erased by using the erase function of CONSULT or Generic Scan Tool (GST) and by disconnecting the battery to shut off power to ECM. This prevents a vehicle from passing the in-use inspection without repairing a malfunctioning part.

When not passing the state in-use inspection due to more than one permanent DTC, permanent DTCs should be erased, referring to this manual.

NOTE:

- The important items in in-use inspection are that MIL is not ON, SRT test items are set, and permanent DTCs are not included.
- Permanent DTCs do not apply for regions that permanent DTCs are not regulated by law.

DIAGNOSIS SYSTEM (ECM)

[VK56VD FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

PERMANENT DTC SET TIMING

The setting timing of permanent DTC is stored in ECM with the lighting of MIL when a DTC is confirmed.

DIAGNOSIS DESCRIPTION : Malfunction Indicator Lamp (MIL)

INFOID:0000000012357114

When emission-related ECU detects a malfunction in the emission control systems components and/or the powertrain control components (which affect vehicle emissions), it turns on/blinks MIL to inform the driver that a malfunction has been detected.

1. The MIL illuminates when ignition switch is turned ON (engine is not running).

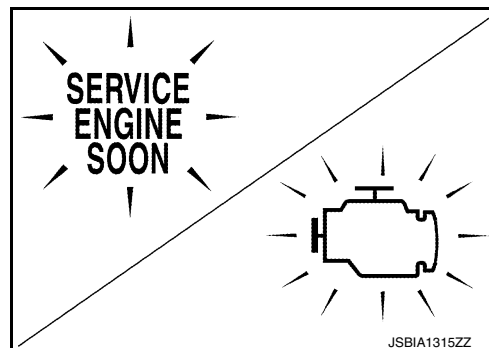
NOTE:

Check the MIL circuit if MIL does not illuminate. Refer to [EC-1550. "Component Function Check"](#).

2. When the engine is started, the MIL should go off.

NOTE:

If MIL continues to illuminate/blink, perform self-diagnoses and inspect/repair accordingly because an emission-related ECU has detected a malfunction in the emission control systems components and/or the powertrain control components (which affect vehicle emissions).



On Board Diagnosis Function

INFOID:0000000012357115

ON BOARD DIAGNOSIS ITEM

The on board diagnostic system has the following functions.

Diagnostic test mode	Function
Bulb check	MIL can be checked.
SRT status	ECM can read if SRT codes are set.
Malfunction warning	If ECM detects a malfunction, it illuminates or blinks MIL to inform the driver that a malfunction has been detected.
Self-diagnostic results	DTCs or 1st trip DTCs stored in ECM can be read.
Accelerator pedal released position learning	ECM can learn the accelerator pedal released position. Refer to EC-1142. "Description" .
Throttle valve closed position learning	ECM can learn the throttle valve closed position. Refer to EC-1143. "Description" .
Idle air volume learning	ECM can learn the idle air volume. Refer to EC-1144. "Description" .
VVEL control shaft position sensor adjustment	The initial position of the VVEL control shaft position sensor can be adjusted. Refer to EC-1146. "Description" .

BLUB CHECK MODE

Description

This function allows damage inspection in the MIL bulb (blown, open circuit, etc.).

Operation Procedure

1. Turn ignition switch ON.
2. The MIL on the instrument panel should stay ON.
If it remains OFF, check MIL circuit. Refer to [EC-1550. "Diagnosis Procedure"](#).

SRT STATUS MODE

Description

This function allows to read if ECM has completed the self-diagnoses of major emission control systems and components. For SRT, refer to [EC-1035. "DIAGNOSIS DESCRIPTION : System Readiness Test \(SRT\) Code"](#).

Operation Procedure

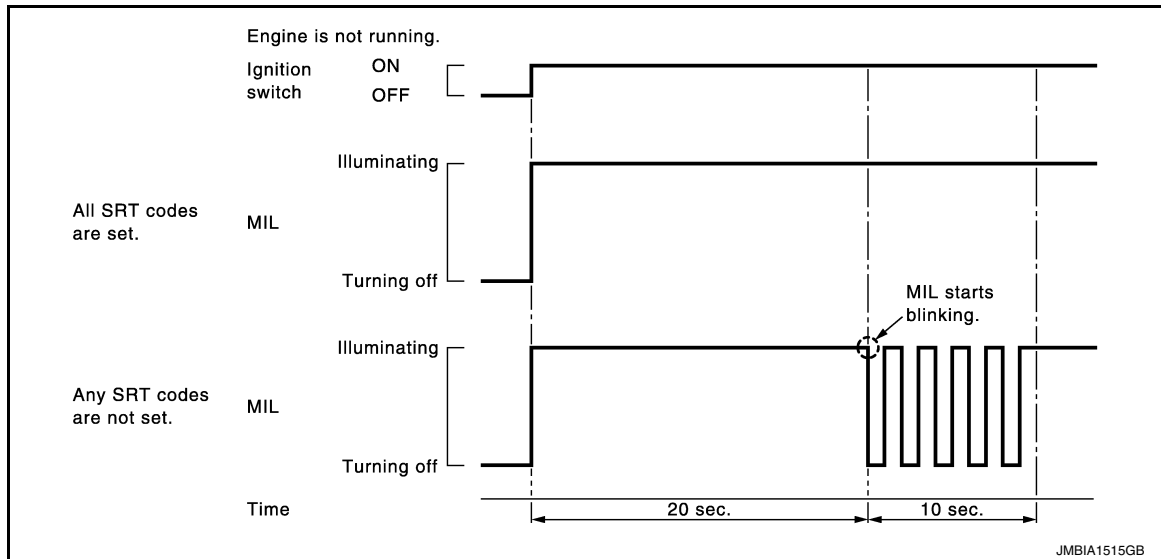
1. Turn ignition switch ON and wait 20 seconds.
2. SRT status is indicated as shown blow.
 - ECM continues to illuminate MIL if all SRT codes are set.

DIAGNOSIS SYSTEM (ECM)

[VK56VD FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

- ECM blinks MIL for about 10 seconds if all SRT codes are not set.



MALFUNCTION WARNING MODE

Description

In this function ECM turns on or blinks MIL when it detects a malfunction in the emission control system components and/or the powertrain control components (which affect vehicle emissions) to inform the driver that a malfunction has been detected.

Operation Procedure

1. Turn ignition switch ON.
2. Check that MIL illuminates.
If it remains OFF, check MIL circuit. Refer to [EC-1550, "Diagnosis Procedure"](#).
3. Start engine and let it idle.
 - For two trip detection logic diagnoses, ECM turns on MIL when it detects the same malfunction twice in the two consecutive driving cycles.
 - For 1st trip detection logic diagnoses, ECM turns on MIL when it detects a malfunction in one driving cycle.
 - ECM blinks MIL when it detects a malfunction that may damage the three way catalyst (misfire).

SELF-DIAGNOSTIC RESULTS MODE

Description

This function allows to indicate DTCs or 1st trip DTCs stored in ECM according to the number of times MIL is blinking.

How to Set Self-diagnostic Results 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.
 - After ignition switch is turned off, ECM is always released from the "Self-diagnostic results" mode.
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 "Self-diagnostic results" mode.

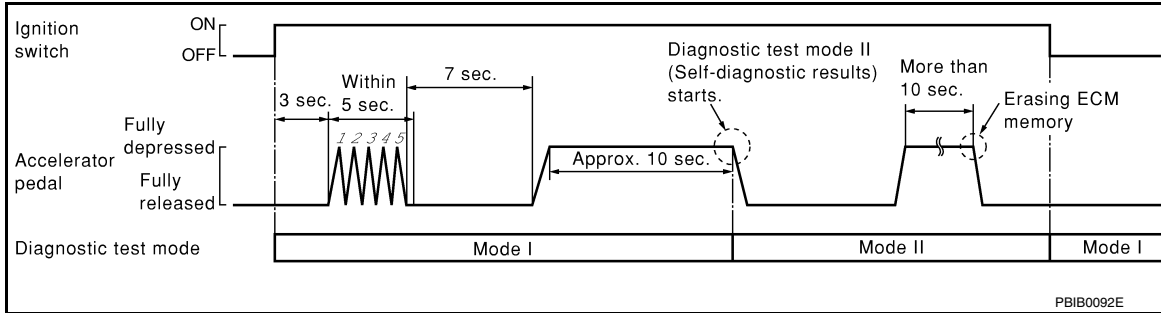
DIAGNOSIS SYSTEM (ECM)

[VK56VD FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

NOTE:

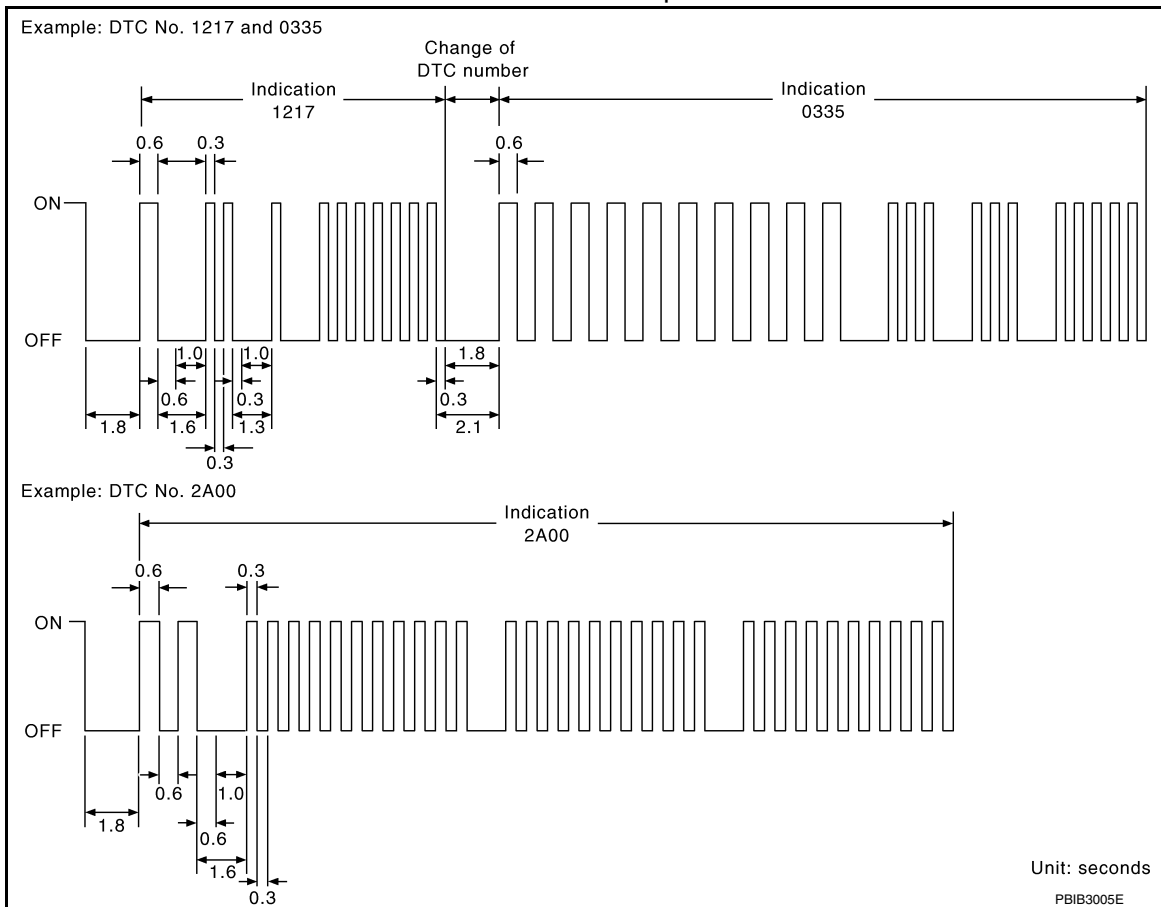
Wait until the same DTC (or 1st trip DTC) appears to completely confirm all DTCs.



How to Read Self-diagnostic Results

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 "malfunction warning" mode, 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 unidentified codes can be identified by using the CONSULT 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.

DIAGNOSIS SYSTEM (ECM)

[VK56VD FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

In this way, all the detected malfunctions are classified by their DTC numbers. The DTC 0000 refers to no malfunction. Refer to [EC-1079, "DTC Index"](#).

How to Erase Self-diagnostic Results

By performing this procedure, ECM memory is erased and the following diagnostic information is erased as well.

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

NOTE:

Also, if a battery terminal is disconnected, ECM memory is erased and the diagnostic information as listed above is erased. (The amount of time required for erasing may vary from a few seconds to several hours.)

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. Turn ignition switch ON.
5. Set ECM in "Self-diagnostic results" mode.
6. The diagnostic information has been erased from the backup memory in the ECM.
Fully depress the accelerator pedal and keep it depressed for more than 10 seconds.
7. Fully release the accelerator pedal, and confirm the DTC 0000 is displayed.

CONSULT Function

INFOID:0000000012357116

FUNCTION

Diagnostic test mode	Function
Self Diagnostic 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.
Work support	This mode enables a technician to adjust some devices faster and more accurately by following the indications on the CONSULT unit.
Active Test	Diagnostic Test Mode in which CONSULT drives some actuators apart from the ECMs and also shifts some parameters in a specified range.
ECU Identification	ECM part number can be read.
DTC Work Support	The status of system monitoring tests and the self-diagnosis status/results can be confirmed.

*: 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

SELF DIAGNOSTIC RESULT MODE

Self Diagnostic Item

Regarding items of DTC and 1st trip DTC, refer to [EC-1079, "DTC Index"](#).

How to Read DTC and 1st Trip DTC

DTCs and 1st trip DTCs related to the malfunction are displayed in "Self-diag results".

- When ECM detects a 1st trip DTC, "1t" is displayed for "TIME".
- When ECM has detected a current DTC, "0" is displayed for "TIME".
- If "TIME" is neither "0" nor "1t", the DTC occurred in the past and ECM shows the number of times the vehicle has been driven since the last detection of the DTC.

DIAGNOSIS SYSTEM (ECM)

[VK56VD FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

How to Erase DTC and 1st Trip DTC

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-1079, "DTC Index"](#)), skip step 1.
1. Erase DTC in TCM. Refer to [TM-60, "Diagnosis Description"](#).
 2. Select "ENGINE" with CONSULT.
 3. Select "SELF-DIAG RESULTS".
 4. Touch "ERASE". (DTC in ECM will be erased.)

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 the is displayed as PXXXX. (Refer to EC-1079, "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.
L-FUEL TRM-B2 [%]	• The long-term fuel trim indicates much more gradual feedback compensation to the base fuel schedule than short-term fuel trim.
S-FUEL TRM-B1 [%]	• "Short-term fuel trim" at the moment a malfunction is detected is displayed.
S-FUEL TRM-B2 [%]	• The short-term fuel trim indicates dynamic or instantaneous feedback compensation to the base fuel schedule.
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.
INT MANI PRES [kPa]	• These items are displayed but are not applicable to this model.
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.
FUEL SYS-B2	• One of the following mode is displayed. Mode2: Open loop due to detected system malfunction Mode3: Open loop due to driving conditions (power enrichment, deceleration enrichment) Mode4: Closed loop - using oxygen sensor(s) as feedback for fuel control Mode5: Open loop - has not yet satisfied condition to go to closed loop
COMBUST CONDITION	• These items are displayed but are not applicable to this model.
FUEL RAIL PRESSURE [MPa]	• The fuel rail pressure at the moment a malfunction is detected is displayed.
TARGET FUEL RAIL PRESSURE [MPa]	• The target fuel rail pressure at the moment a malfunction is detected is displayed.
BATTERY VOLTAGE [V]	• The battery voltage at the moment a malfunction is detected is displayed.
FUEL LEVEL [%]	• The fuel level at the moment a malfunction is detected is displayed.

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

DATA MONITOR MODE

NOTE:

The following table includes information (items) inapplicable to this vehicle. For information (items) applicable to this vehicle, refer to CONSULT display items.

Monitored Item

DIAGNOSIS SYSTEM (ECM)

[VK56VD FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

For reference values of the following items, refer to [EC-1051. "Reference Value"](#).

×: Applicable

Monitored item	Unit	Description	Remarks
ENG SPEED	rpm	<ul style="list-style-type: none"> Indicates the engine speed computed from the signal of the crankshaft position sensor and camshaft position sensor. 	<ul style="list-style-type: none"> Accuracy becomes poor if engine speed drops below the idle rpm. If the signal is interrupted while the engine is running, an abnormal value may be indicated.
MAS A/F SE-B1	V	<ul style="list-style-type: none"> The signal voltage of the mass air flow sensor is displayed. 	<ul style="list-style-type: none"> When the engine is stopped, a certain value is indicated. When engine is running, specification range is indicated in "SPEC".
MAS A/F SE-B2			
B/FUEL SCHDL	msec	<ul style="list-style-type: none"> "Base fuel schedule" indicates the fuel injection pulse width programmed into ECM, prior to any learned on board correction. 	<ul style="list-style-type: none"> When engine is running, specification range is indicated in "SPEC".
A/F ALPHA-B1	%	<ul style="list-style-type: none"> The mean value of the air-fuel ratio feedback correction factor per cycle is indicated. 	<ul style="list-style-type: none"> When the engine is stopped, a certain value is indicated. This data also includes the data for the air-fuel ratio learning control. When engine is running, specification range is indicated in "SPEC".
A/F ALPHA-B2			
COOLAN TEMP/S	°C or °F	<ul style="list-style-type: none"> The engine coolant temperature (determined by the signal voltage of the engine coolant temperature sensor) is displayed. 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> The signal voltage of the heated oxygen sensor 2 is displayed. 	
HO2S2 (B2)			
HO2S2 MNTR (B1)	RICH/LEAN	<ul style="list-style-type: none"> Display of heated oxygen sensor 2 signal: RICH: means the amount of oxygen after three way catalyst is relatively small. LEAN: means the amount of oxygen after three way catalyst is relatively large. 	<ul style="list-style-type: none"> When the engine is stopped, a certain value is indicated.
HO2S2 MNTR (B2)			
VHCL SPEED SE	km/h or mph	<ul style="list-style-type: none"> The vehicle speed computed from the vehicle speed signal sent from combination meter is displayed. 	
BATTERY VOLT	V	<ul style="list-style-type: none"> The power supply voltage of ECM is displayed. 	
ACCEL SEN 1	V	<ul style="list-style-type: none"> The accelerator pedal position sensor signal voltage is displayed. 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> The throttle position sensor signal voltage is displayed. 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> The fuel temperature (determined by the signal voltage of the fuel tank temperature sensor) is displayed. 	
EVAP SYS PRES	V	<ul style="list-style-type: none"> The signal voltage of EVAP control system pressure sensor is displayed. 	
FUEL LEVEL SE	V	<ul style="list-style-type: none"> The signal voltage of the fuel level sensor is displayed. 	
START SIGNAL	ON/OFF	<ul style="list-style-type: none"> Indicates start signal status [ON/OFF] computed by the ECM according to the signals of engine speed and battery voltage. 	<ul style="list-style-type: none"> After starting the engine, [OFF] is displayed regardless of the starter signal.

DIAGNOSIS SYSTEM (ECM)

[VK56VD FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

Monitored item	Unit	Description	Remarks
CLSD THL POS	ON/OFF	<ul style="list-style-type: none"> Indicates idle position [ON/OFF] computed by ECM according to the accelerator pedal position sensor signal. 	
AIR COND SIG	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition of the air conditioner switch as determined by the air conditioner signal. 	
PW/ST SIGNAL	ON/OFF	<ul style="list-style-type: none"> [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	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from the electrical load signal. ON: Rear window defogger switch is ON and/or lighting switch is in 2nd position. OFF: Both rear window defogger switch and lighting switch are OFF. 	
IGNITION SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from ignition switch signal. 	
HEATER FAN SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from the heater blower ON signal. 	
BRAKE SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from the stop lamp switch signal. 	
INJ PULSE-B1	msec	<ul style="list-style-type: none"> Indicates the actual fuel injection pulse width compensated by ECM according to the input signals. 	<ul style="list-style-type: none"> When the engine is stopped, a certain computed value is indicated.
INJ PULSE-B2			
IGN TIMING	BTDC	<ul style="list-style-type: none"> Indicates the ignition timing computed by ECM according to the input signals. 	<ul style="list-style-type: none"> When the engine is stopped, a certain value is indicated.
COMBUSTION	—	<ul style="list-style-type: none"> These items are displayed but are not applicable to this model. 	
CAL/LD VALUE	%	<ul style="list-style-type: none"> "Calculated load value" indicates the value of the current air flow divided by peak air flow. 	
MASS AIRFLOW	g/s	<ul style="list-style-type: none"> Indicates the mass air flow computed by ECM according to the signal voltage of the mass air flow sensor. 	
PURG VOL C/V	%	<ul style="list-style-type: none"> Indicates the EVAP canister purge volume control solenoid valve control value computed by the ECM according to the input signals. The opening becomes larger as the value increases. 	
EXH/V TIM B1	°CA	<ul style="list-style-type: none"> Indicates [°CA] of exhaust camshaft retard angle. 	
EXH/V TIM B2			
INT/V SOL (B1)	%	<ul style="list-style-type: none"> The control value of the intake valve timing control solenoid valve (determined by ECM according to the input signals) is indicated. The advance angle becomes larger as the value increases. 	
INT/V SOL (B2)			
AIR COND RLY	ON/OFF	<ul style="list-style-type: none"> The air conditioner relay control condition (determined by ECM according to the input signals) is indicated. 	
VENT CONT/V	ON/OFF	<ul style="list-style-type: none"> The control condition of the EVAP canister vent control valve (determined by ECM according to the input signals) is indicated. ON: Closed OFF: Open 	
THRTL RELAY	ON/OFF	<ul style="list-style-type: none"> Indicates the throttle control motor relay control condition determined by the ECM according to the input signals. 	

DIAGNOSIS SYSTEM (ECM)

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

Monitored item	Unit	Description	Remarks
A/F S1 HTR (B1)	%	<ul style="list-style-type: none"> Air fuel ratio (A/F) sensor 1 heater control value computed by ECM according to the input signals. The current flow to the heater becomes larger as the value increases. 	
A/F S1 HTR (B2)			
HO2S2 HTR (B1)	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition of heated oxygen sensor 2 heater determined by ECM according to the input signals. 	
HO2S2 HTR (B2)			
ALT DUTY SIG	ON/OFF	<ul style="list-style-type: none"> The control condition of the power generation voltage variable control (determined by ECM according to the input signals) is indicated. ON: Power generation voltage variable control is active. OFF: Power generation voltage variable control is inactive. 	
I/P PULLY SPD	rpm	<ul style="list-style-type: none"> Indicates the engine speed computed from the input speed sensor signal. 	
VEHICLE SPEED	km/h or mph	<ul style="list-style-type: none"> The vehicle speed computed from the vehicle speed signal sent from TCM is displayed. 	
IDL A/V LEARN	YET/CMPLT	<ul style="list-style-type: none"> Displays the condition of Idle Air Volume Learning YET: Idle air volume learning has not been performed yet. CMPLT: Idle air volume learning has already been performed successfully. 	
TRVL AFTER MIL	km or mile	<ul style="list-style-type: none"> Distance traveled while MIL is activated. 	
ENG OIL TEMP	°C or °F	<ul style="list-style-type: none"> The engine oil temperature (determined by the signal voltage of the engine oil temperature sensor) is displayed. 	
VHCL SPEED SE	km/h or mph	<ul style="list-style-type: none"> The vehicle speed computed from the vehicle speed signal sent from unified meter and combination meter is displayed. 	
SET VHCL SPD	km/h or mph	<ul style="list-style-type: none"> The preset vehicle speed is displayed. 	
MAIN SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from MAIN switch signal. 	
CANCEL SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from CANCEL switch signal. 	
RESUME/ACC SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from RESUME/ACCELERATE switch signal. 	
SET SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from SET/COAST switch signal. 	
BRAKE SW1	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from ASCD brake switch signal. 	
BRAKE SW2	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition of stop lamp switch signal. 	
DIST SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from DISTANCE switch signal. 	
VHCL SPD CUT	NON/CUT	<ul style="list-style-type: none"> Indicates the vehicle cruise condition. NON: Vehicle speed is maintained at the ASCD set speed. CUT: Vehicle speed decreased to excessively low compared with the ASCD set speed, and ASCD operation is cut off. 	
LO SPEED CUT	NON/CUT	<ul style="list-style-type: none"> Indicates the vehicle cruise condition. NON: Vehicle speed is maintained at the ASCD set speed. CUT: Vehicle speed decreased to excessively low, and ASCD operation is cut off. 	

DIAGNOSIS SYSTEM (ECM)

[VK56VD FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

Monitored item	Unit	Description	Remarks
AT OD MONITOR	ON/OFF	• Indicates [ON/OFF] condition of A/T O/D according to the input signal from the TCM.	A
AT OD CANCEL	ON/OFF	• Indicates [ON/OFF] condition of A/T O/D cancel request signal.	EC
CRUISE LAMP	ON/OFF	• Indicates [ON/OFF] condition of CRUISE indicator determined by the ECM according to the input signals.	C
SET LAMP	ON/OFF	• Indicates [ON/OFF] condition of SET indicator determined by the ECM according to the input signals.	D
EXH V/T LEARN	YET/CMPLT	• Display the condition of Exhaust Valve Timing Control Learning YET: Exhaust Valve Timing Control Learning has not been performed yet. CMPLT: Exhaust Valve Timing Control Learning has already been performed successfully.	E
FAN DUTY	%	• Indicates a command value for cooling fan. The value is calculated by ECM based on input signals.	F
AC EVA TEMP	°C or °F	• Indicates A/C evaporator temperature sent from "A/C auto amp."	G
AC EVA TARGET	°C or °F	• Indicates target A/C evaporator temperature sent from "A/C auto amp."	H
ALT DUTY	%	• Indicates the duty ratio of the power generation command value. The ratio is calculated by ECM based on the battery current sensor signal.	I
BAT CUR SEN	mV	• The signal voltage of battery current sensor is displayed.	J
A/F ADJ-B1	—	• Indicates the correction of a 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.	J
A/F ADJ-B2			
TP SEN 1-B2	V	• The throttle position sensor signal voltage is displayed.	K
TP SEN 2-B2			
P/N POSI SW	ON/OFF	• Indicates [ON/OFF] condition from the park/neutral position (PNP) signal.	L
INT/A TEMP SE	°C or °F	• The intake air temperature (determined by the signal voltage of the intake air temperature sensor) is indicated.	M
AC PRESS SEN	V	• The signal voltage from the refrigerant pressure sensor is displayed.	N
FUEL PRESS SEN	MPa	• Indicates the fuel rail pressure computed by ECM according to the input signals	O
PRESS REG	%	• Displays control duty of the high pressure fuel pump solenoid valve.	P
FUEL INJB1	msec	• ECM-calculated injection pulse width of the fuel injector on the Bank 1 side.	
FUEL INJB2	msec	• ECM-calculated injection pulse width of the fuel injector on the Bank 2 side.	
INT/V TIM (B1)	°CA	• Indicates [°CA] of intake camshaft advance angle.	
INT/V TIM (B2)			
MAP SENSOR	V	• The signal voltage from the manifold absolute pressure (MAP) sensor is displayed.	

DIAGNOSIS SYSTEM (ECM)

[VK56VD FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

Monitored item	Unit	Description	Remarks
EVAP LEAK DIAG	YET/CMPLT	<ul style="list-style-type: none"> Indicates the condition of EVAP leak diagnosis. YET: EVAP leak diagnosis has not been performed yet. CMPLT: EVAP leak diagnosis has been performed successfully. 	
EVAP DIAG READY	ON/OFF	<ul style="list-style-type: none"> Indicates the ready condition of EVAP leak diagnosis. ON: Diagnosis has been ready condition. OFF: Diagnosis has not been ready condition. 	
VVEL LEARN	YET/DONE	<ul style="list-style-type: none"> Display the condition of VVEL learning YET: VVEL learning has not been performed yet. DONE: VVEL learning has already been performed successfully. 	
VVEL SEN LEARN-B1	V	<ul style="list-style-type: none"> Indicates the VVEL learning value. 	
VVEL SEN LEARN-B2			
VVEL POSITION SEN-B1	V	<ul style="list-style-type: none"> The VVEL control shaft position sensor signal voltage is displayed. 	
VVEL POSITION SEN-B2			
VVEL TIM-B1	deg	<ul style="list-style-type: none"> Indicates [deg] of VVEL control shaft angle. 	
VVEL TIM-B2			
FPCM	HI/MID/LOW/OFF	<ul style="list-style-type: none"> The control condition of the fuel pump control module (FPCM) (determined by ECM according to the input signals) is indicated. 	
BAT TEMP SEN	V	<ul style="list-style-type: none"> The signal voltage from the battery temperature sensor is displayed. 	
THRTL STK CNT B1*	—	—	
THRTL STK CNT B2*			
HO2 S2 DIAG2 (B2)	CMP/INCMP	<ul style="list-style-type: none"> These items are displayed but are not applicable to this model. 	
HO2 S2 DIAG2 (B1)	CMP/INCMP		
FUEL INJ TIMG	deg	<ul style="list-style-type: none"> Indicates the fuel injection timing computed by ECM according to the input signals. 	
H/P FUEL PUMP DEG	deg	<ul style="list-style-type: none"> Displays ECM-calculated fuel discharge position of the high pressure fuel pump. 	
FUEL PRES SEN V	mV	<ul style="list-style-type: none"> The signal voltage of FRP sensor is displayed. 	
EOP SENSOR	mV	<ul style="list-style-type: none"> The signal voltage of EOP sensor is displayed. 	
ECM TEMP 1	°C or °F	<ul style="list-style-type: none"> Displays a temperature calculated from a signal of ECM temperature sensor 1. 	
ECM TEMP 2	°C or °F	<ul style="list-style-type: none"> Displays a temperature calculated from a signal of ECM temperature sensor 2. 	
FUEL PUMP DUTY	%	<ul style="list-style-type: none"> The control condition of the fuel pump control module (FPCM) (determined by ECM according to the input signals) is indicated. 	
A/F SEN1 DIAG1(B1)	INCMP/CM-PLT	<ul style="list-style-type: none"> Indicates DTC P015A or P015B self-diagnosis condition. INCMP: Self-diagnosis is incomplete. CMPLT: Self-diagnosis is complete. 	

DIAGNOSIS SYSTEM (ECM)

[VK56VD FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

Monitored item	Unit	Description	Remarks
A/F SEN1 DIAG1(B2)	INCMP/CM- PLT	<ul style="list-style-type: none"> Indicates DTC P015C or P015D self-diagnosis condition. INCMP: Self-diagnosis is incomplete. CMPLT: Self-diagnosis is complete. 	A
A/F SEN1 DIAG2(B1)	INCMP/CM- PLT	<ul style="list-style-type: none"> Indicates DTC P014C or P014D self-diagnosis condition. INCMP: Self-diagnosis is incomplete. CMPLT: Self-diagnosis is complete. 	C
A/F SEN1 DIAG2(B2)	INCMP/CM- PLT	<ul style="list-style-type: none"> Indicates DTC P014E or P014F self-diagnosis condition. INCMP: Self-diagnosis is incomplete. CMPLT: Self-diagnosis is complete. 	D
A/F SEN1 DIAG3(B1)	ABSNT/ PRSNT	<ul style="list-style-type: none"> Indicates DTC P014C, P014D, P015A or P015B self-diagnosis condition. ABSNT: The vehicle condition is not within the diagnosis range. PRSNT: The vehicle condition is within the diagnosis range. 	E
A/F SEN1 DIAG3(B2)	ABSNT/ PRSNT	<ul style="list-style-type: none"> Indicates DTC P014E, P014F, P015C or P015D self-diagnosis condition. ABSNT: The vehicle condition is not within the diagnosis range. PRSNT: The vehicle condition is within the diagnosis range. 	G
SYSTEM 1 DIAG- NOSIS A B1	INCMP/CM- PLT	<ul style="list-style-type: none"> Indicates DTC P219A self-diagnosis condition. - INCMP: Self-diagnosis is incomplete. - CMPLT: Self-diagnosis is complete. 	H
SYSTEM 1 DIAG- NOSIS A B2	INCMP/CM- PLT	<ul style="list-style-type: none"> Indicates DTC P219B self-diagnosis condition. - INCMP: Self-diagnosis is incomplete. - CMPLT: Self-diagnosis is complete. 	I
SYSTEM 1 DIAG- NOSIS B B1	ABSNT/ PRSNT	<ul style="list-style-type: none"> Indicates DTC P219A self-diagnosis condition. - ABSNT: Self-diagnosis standby - PRSNT: Under self-diagnosis 	J
SYSTEM 1 DIAG- NOSIS B B2	ABSNT/ PRSNT	<ul style="list-style-type: none"> Indicates DTC P219B self-diagnosis condition. - ABSNT: Self-diagnosis standby - PRSNT: Under self-diagnosis 	K
A/F-S ATMSPHRC CRCT B1	—	Displays a determined value of atmospheric correction factor necessary for correcting an A/F sensor signal input to ECM. The signal used for the correction is an A/F sensor signal transmitted while driving under atmospheric pressure.	L
A/F-S ATMSPHRC CRCT B2	—	Displays a determined value of atmospheric correction factor necessary for correcting an A/F sensor signal input to ECM. The signal used for the correction is an A/F sensor signal transmitted while driving under atmospheric pressure.	M
A/F-S ATMSPHRC CRCT UP B1	count	Displays the number of updates of the A/F sensor atmospheric correction factor.	N
A/F-S ATMSPHRC CRCT UP B2	count	Displays the number of updates of the A/F sensor atmospheric correction factor.	O

*: The item is indicated, but not used.

NOTE:

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

WORK SUPPORT MODE

Work Item

DIAGNOSIS SYSTEM (ECM)

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

WORK ITEM	CONDITION	USAGE
IDLE AIR VOL LEARN	<ul style="list-style-type: none"> The idle air volume that keeps the engine speed within the specified range is memorized in ECM. 	When learning the idle air volume
EVAP SYSTEM CLOSE	<p>Close the EVAP canister vent control valve in order to make EVAP system close under the following conditions.</p> <ul style="list-style-type: none"> Ignition switch ON Engine not running Ambient air temperature is above 0°C (32°F). No vacuum and no high pressure in EVAP system Fuel tank temperature is more than 0°C (32°F). Within 10 minutes after starting "EVAP SYSTEM CLOSE" When trying to execute "EVAP SYSTEM CLOSE" under the condition except above, CONSULT will discontinue it and display appropriate instruction. <p>NOTE: When starting engine, CONSULT may display "Battery voltage is low. Charge battery", even when using a charged battery.</p>	When detecting EVAP vapor leak in the EVAP system
FUEL PRESSURE RELEASE	<ul style="list-style-type: none"> Fuel pump will stop by touching "START" during idling. Crank a few times after engine stalls. 	When releasing fuel pressure from fuel line
SELF-LEARNING CONT	<ul style="list-style-type: none"> The coefficient of self-learning control mixture ratio returns to the original coefficient. 	When clearing mixture ratio self-learning value
VIN REGISTRATION	<ul style="list-style-type: none"> In this mode, VIN is registered in ECM. 	When registering VIN in ECM
VVEL POS SEN ADJ PREP	<ul style="list-style-type: none"> Use this item only when replacing VVEL actuator sub assembly. Ignition switch ON and engine stopped 	When adjusting VVEL control shaft position sensor
TARGET IDLE RPM ADJ*	<ul style="list-style-type: none"> Idle condition 	When setting target idle speed
TARGET IGN TIM ADJ*	<ul style="list-style-type: none"> Idle condition 	When adjusting target ignition timing
CLSD THL POS LEARN	<ul style="list-style-type: none"> Ignition switch ON and engine stopped 	When learning the throttle valve closed position
SAVING DATA FOR REPLC CPU	In this mode, save data that is in ECM.	When ECM is replaced.
WRITING DATA FOR REPLC CPU	In this mode, write data stored by "SAVE DATA FOR CPU REPLC" in work support mode to ECM.	When ECM is replaced.

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

ACTIVE TEST MODE

Test Item

TEST ITEM	CONDITION	JUDGMENT	CHECK ITEM (REMEDY)
VENT CONTROL/V	<ul style="list-style-type: none"> Ignition switch: ON (Engine stopped) Turn solenoid valve ON and OFF with the CONSULT and listen to operating sound. 	Solenoid valve makes an operating sound.	<ul style="list-style-type: none"> Harness and connectors Solenoid valve
ENG COOLANT TEMP	<ul style="list-style-type: none"> Engine: Return to the original non-standard condition Change the engine coolant temperature using CONSULT. 	If malfunctioning symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> Harness and connectors Engine coolant temperature sensor Fuel injector
FUEL INJECTION	<ul style="list-style-type: none"> Engine: Return to the original non-standard condition Change the amount of fuel injection using CONSULT. 	If malfunctioning symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> Harness and connectors Fuel injector Air fuel ratio (A/F) sensor 1
FUEL/T TEMP SEN	<ul style="list-style-type: none"> Change the fuel tank temperature using CONSULT. 		

DIAGNOSIS SYSTEM (ECM)

< SYSTEM DESCRIPTION >

[VK56VD FOR USA AND CANADA]

TEST ITEM	CONDITION	JUDGMENT	CHECK ITEM (REMEDY)
PURG VOL CONT/V	<ul style="list-style-type: none"> Engine: After warming up, run engine at 1,500 rpm. Change the EVAP canister purge volume control solenoid valve opening percent using CONSULT. 	Engine speed changes according to the opening percent.	<ul style="list-style-type: none"> Harness and connectors Solenoid valve
FAN DUTY CONTROL*	<ul style="list-style-type: none"> Ignition switch: ON Change duty ratio using CONSULT. 	Cooling fan speed changes.	<ul style="list-style-type: none"> Harness and connectors Cooling fan motor Cooling fan relay Cooling fan control module IPDM E/R
ALTERNATOR DUTY	<ul style="list-style-type: none"> Engine: Idle Change duty ratio using CONSULT. 	Battery voltage changes.	<ul style="list-style-type: none"> Harness and connectors IPDM E/R Alternator
EXH V/T ASSIGN ANGLE	<ul style="list-style-type: none"> Engine: Return to the original non-standard condition Change exhaust valve timing using CONSULT. 	If malfunctioning symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> Harness and connectors Exhaust valve timing control magnet retarder
POWER BALANCE	<ul style="list-style-type: none"> Engine: After warming up, idle the engine. A/C switch OFF Selector lever: P or N Cut off each injector signal one at a time using CONSULT. 	Engine runs rough or stops.	<ul style="list-style-type: none"> Harness and connectors Compression Fuel injector Power transistor Spark plug Ignition coil
INT V/T ASSIGN ANGLE	<ul style="list-style-type: none"> Engine: Return to the original non-standard condition Change intake valve timing using CONSULT. 	If malfunctioning symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> Harness and connectors Intake valve timing control solenoid valve
IGNITION TIMING	<ul style="list-style-type: none"> Engine: Return to the original non-standard condition Timing light: Set Retard the ignition timing using CONSULT. 	If malfunctioning symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> Perform Idle Air Volume Learning.
FPCM	<ul style="list-style-type: none"> Engine: Return to the original trouble condition Select "LOW", "MID" and "HI" with CONSULT. 	Fuel pump speed changes or stops.	<ul style="list-style-type: none"> Harness and connectors Fuel pump control module (FPCM)

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

DTC WORK SUPPORT MODE

Test Item

Test mode	Test item	Corresponding DTC No.	Reference page
HO2S2	HO2S2 (B1) P1146	P0138	EC-1260, "DTC Logic"
	HO2S2 (B1) P1147	P0137	EC-1254, "DTC Logic"
	HO2S2 (B1) P0139	P0139	EC-1268, "DTC Logic"
	HO2S2 (B2) P1166	P0158	EC-1260, "DTC Logic"
	HO2S2 (B2) P1167	P0157	EC-1254, "DTC Logic"
	HO2S2 (B2) P0159	P0159	EC-1268, "DTC Logic"
A/F SEN1	A/F SEN1 (B1) P1278/P1279	—	
	A/F SEN1 (B1) P1276	P0130	EC-1244, "DTC Logic"
	A/F SEN1 (B2) P1288/P1289	—	
	A/F SEN1 (B2) P1286	P0150	EC-1244, "DTC Logic"

DIAGNOSIS SYSTEM (ECM)

[VK56VD FOR USA AND CANADA]

< SYSTEM DESCRIPTION >

Test mode	Test item	Corresponding DTC No.	Reference page
EVAPORATIVE SYSTEM	EVP V/S LEAK P0456/P1456*	P0456	EC-1370. "DTC Logic"
	PURG VOL CN/V P1444	P0443	EC-1339. "DTC Logic"
	PURG FLOW P0441	P0441	EC-1334. "DTC Logic"

*: DTC P1456 does not apply to Y51 models but appears in DTC Work Support Mode screens.

SRT & P-DTC MODE

SRT STATUS Mode

- For items whose SRT codes are set, "CMPLT" is displayed on the CONSULT screen; for items whose SRT codes are not set, "INCMP" is displayed.
- "SRT STATUS" provides the presence or absence of permanent DTCs stored in ECM memory.

PERMANENT DTC STATUS Mode

How to display permanent DTC status

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. Turn ignition switch ON.
5. Select "PERMANENT DTC STATUS" in "DTC & SRT CONFIRMATION" mode with CONSULT.

NOTE:

Permanent DTCs stored in ECM memory are displayed on the CONSULT screen to show if a driving pattern required for erasing permanent DTCs is complete (CMPLT) or incomplete (INCMP).

CAUTION:

Since the "PERMANENT DTC STATUS" screen displays the previous trip information, repeat the following twice to update the information: "Ignition switch OFF", "Wait for more than 10 seconds" and "Ignition switch ON".

PERMANENT DTC & SRT CONFIRMATION : PERMANENT DTC STATUS		
<p>CAUTION: Turn ignition switch from ON to OFF twice to update the information on the status screen.</p>		
PERMANENT DTC	DRIVING PATTERN B	DRIVING PATTERN D
XXXX	INCMP	INCMP
XXXX	CMPLT	INCMP
XXXX	INCMP	CMPLT
XXXX	CMPLT	INCMP
XXXX	INCMP	INCMP
XXXX	INCMP	INCMP
<p>The previous trip information is displayed. </p>		

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NOTE:

This mode is not used in regions that permanent DTCs are not regulated by law.

SRT WORK SUPPORT Mode

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

PERMANENT DTC WORK SUPPORT Mode

This mode enables a technician to drive a vehicle to complete the driving pattern that is required for erasing permanent DTC.

NOTE:

This mode is not used in regions that permanent DTCs are not regulated by law.

ECU DIAGNOSIS INFORMATION

ECM

Reference Value

INFOID:0000000012357117

VALUES ON THE DIAGNOSIS TOOL

NOTE:

- The following table includes information (items) inapplicable to this vehicle. For information (items) applicable to this vehicle, refer to CONSULT display items.
- Numerical values in the following table are reference values.
- These values are input/output values that ECM receives/transmits and may differ from actual operations.

Example:

The ignition timing shown by the timing light may differ from the ignition timing displayed on the data monitor. This occurs because the timing light shows a value calculated by ECM according to signals received from the cam shaft position sensor and other sensors related to ignition timing.

For outlines of following items, refer to [EC-1040, "CONSULT Function"](#).

CONSULT MONITOR ITEM

Monitor Item	Condition		Values/Status
ENG SPEED	• Run engine and compare CONSULT value with the tachometer indication.		Almost the same speed as the tachometer indication
MAS A/F SE-B1	See EC-1164, "Description" .		
MAS A/F SE-B2	See EC-1164, "Description" .		
B/FUEL SCHDL	See EC-1164, "Description" .		
A/F ALPHA-B1	See EC-1164, "Description" .		
A/F ALPHA-B2	See EC-1164, "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 1.5 V
A/F SEN1 (B2)	• Engine: After warming up	Maintaining engine speed at 2,000 rpm	Fluctuates around 1.5 V
HO2S2 (B1)	<ul style="list-style-type: none"> • Revving engine from idle up to 3,000 rpm quickly after the following conditions are met. - Engine: After warming up - 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)	<ul style="list-style-type: none"> • Revving engine from idle up to 3,000 rpm quickly after the following conditions are met. - Engine: After warming up - 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)	<ul style="list-style-type: none"> • Revving engine from idle up to 3,000 rpm quickly after the following conditions are met. - Engine: After warming up - 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)	<ul style="list-style-type: none"> • Revving engine from idle up to 3,000 rpm quickly after the following conditions are met. - Engine: After warming up - 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 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 - 1.0 V
		Accelerator pedal: Fully depressed	4.4 - 4.8 V

ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

Monitor Item	Condition	Values/Status
ACCEL SEN 2*1	<ul style="list-style-type: none"> Ignition switch: ON (Engine stopped) 	Accelerator pedal: Fully released
		Accelerator pedal: Fully depressed
TP SEN 1-B1	<ul style="list-style-type: none"> Ignition switch: ON (Engine stopped) Selector lever: D position 	Accelerator pedal: Fully released
		Accelerator pedal: Fully depressed
TP SEN 2-B1*1	<ul style="list-style-type: none"> Ignition switch: ON (Engine stopped) Selector lever: D position 	Accelerator pedal: Fully released
		Accelerator pedal: Fully depressed
FUEL T/TMP SE	<ul style="list-style-type: none"> Ignition switch: ON 	Indicates fuel tank temperature
EVAP SYS PRES	<ul style="list-style-type: none"> Ignition switch: ON 	Approx. 1.8 - 4.8 V
FUEL LEVEL SE	<ul style="list-style-type: none"> Ignition switch: ON 	Depending on fuel level of fuel tank
START SIGNAL	<ul style="list-style-type: none"> Ignition switch: ON → START → ON 	OFF → ON → OFF
CLSD THL POS	<ul style="list-style-type: none"> Ignition switch: ON (Engine stopped) 	Accelerator pedal: Fully released
		Accelerator pedal: Slightly depressed
AIR COND SIG	<ul style="list-style-type: none"> Engine: After warming up, idle the engine 	Air conditioner switch: OFF
		Air conditioner switch: ON (Compressor operates.)
PW/ST SIGNAL	<ul style="list-style-type: none"> Engine: After warming up, idle the engine 	Steering wheel: Not being turned
		Steering wheel: Being turned
LOAD SIGNAL	<ul style="list-style-type: none"> Ignition switch: ON 	Rear window defogger switch: ON and/or Lighting switch: 2nd position
		Rear window defogger switch and lighting switch: OFF
IGNITION SW	<ul style="list-style-type: none"> Ignition switch: ON → OFF → ON 	ON → OFF → ON
HEATER FAN SW	<ul style="list-style-type: none"> Engine: After warming up, idle the engine 	Blower fan switch: ON
		Blower fan switch: OFF
BRAKE SW	<ul style="list-style-type: none"> Ignition switch: ON 	Brake pedal: Fully released
		Brake pedal: Slightly depressed
INJ PULSE-B1	<ul style="list-style-type: none"> Engine: After warming up Selector lever: P or N position A/C switch: OFF No load 	Idle
		2,000 rpm
INJ PULSE-B2	<ul style="list-style-type: none"> Engine: After warming up Selector lever: P or N position A/C switch: OFF No load 	Idle
		2,000 rpm
IGN TIMING	<ul style="list-style-type: none"> Engine: After warming up Selector lever: P or N position A/C switch: OFF No load 	Idle
		2,000 rpm
COMBUSTION	—	These items are displayed but are not applicable to this model.
CAL/LD VALUE	<ul style="list-style-type: none"> Engine: After warming up Selector lever: P or N position A/C switch: OFF No load 	Idle
		2,500 rpm

ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

Monitor Item	Condition	Values/Status	
MASS AIRFLOW	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load Idle	2.0 - 6.0 g/s	
	2,500 rpm	7.0 - 20.0 g/s	
PURG VOL C/V	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load Idle (Accelerator pedal: Not depressed even slightly, after engine starting.)	0%	
	2,000 rpm	5%	
EXH/V TIM B1	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load Idle	-5° - 5°C	
	Around 2,500 rpm while the engine speed is rising	Approx. 0 - 30°C	
EXH/V TIM B2	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load Idle	-5 - 5°C	
	Around 2,500 rpm while the engine speed is rising	Approx. 0 - 30°C	
INT/V SOL (B1)	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load Idle	0 - 2%	
	2,000 rpm	Approx. 0 - 50%	
INT/V SOL (B2)	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load Idle	0 - 2%	
	2,000 rpm	Approx. 0 - 50%	
AIR COND RLY	• Engine: After warming up, idle the engine A/C switch: OFF	OFF	
	A/C switch: ON (Compressor operates)	ON	
VENT CONT/V	• Ignition switch: ON	OFF	
THRTL RELAY	• Ignition switch: ON	ON	
A/F S1 HTR (B1)	• Engine: After warming up, idle the engine (More than 140 seconds after starting engine)	4 - 100%	
A/F S1 HTR (B2)	• Engine: After warming up, idle the engine (More than 140 seconds after starting engine)	4 - 100%	
HO2S2 HTR (B1)	• Engine speed: Below 3,600 rpm after the following conditions are met. - Engine: After warming up - 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	
HO2S2 HTR (B2)	• Engine speed: Below 3,600 rpm after the following conditions are met. - Engine: After warming up - 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	
ALT DUTY SIG	• Power generation voltage variable control: Operating	ON	
	• Power generation voltage variable control: Not operating	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 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

ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

Monitor Item	Condition		Values/Status
TRVL AFTER MIL	• Ignition switch: ON	Vehicle has traveled after MIL has illuminated.	0 - 65,535 km (0 - 40,723 miles)
ENG OIL TEMP	• Engine: After warming up		More than 70°C (158°F)
VHCL SPEED SE	• Turn drive wheels and compare CONSULT value with the speedometer indication.		Almost the same speed as the speedometer indication
SET VHCL SPD	• Engine: Running	ASCD: Operating	The preset vehicle speed is displayed
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 (ASCD/ICC brake switch)	• Ignition switch: ON	Brake pedal: Fully released	ON
		Brake pedal: Slightly depressed	OFF
BRAKE SW2 (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
VHCL SPD CUT	• Ignition switch: ON		NON
LO SPEED CUT	• Ignition switch: ON		NON
AT OD MONITOR	• Ignition switch: ON		OFF
AT OD CANCEL	• Ignition switch: ON		OFF
CRUISE LAMP	• Ignition switch: ON	MAIN switch: Pressed at the 1st time → at the 2nd time	ON → OFF
SET LAMP	• MAIN switch: ON • When vehicle speed is between 40 km/h (25 MPH) and 144 km/h (89 MPH)	ASCD: Operating	ON
		ASCD: Not operating	OFF
EXH V/T LEARN	• Engine: Running	Exhaust Valve Timing Control Learning has not been performed yet.	YET
		Exhaust Valve Timing Control Learning has not been performed yet.	CMPLT
FAN DUTY	• Engine: Running		0 - 100%
AC EVA TEMP	• Engine: Running		Indicates A/C evaporator temperature sent from "A/C auto amp."
AC EVA TARGET	• Engine: Running		Indicates target A/C evaporator temperature sent from "A/C auto amp."
ALT DUTY	• Engine: Idle		0 - 80%
BAT CUR SEN	<ul style="list-style-type: none"> • Engine speed: Idle • Battery: Fully charged*2 • Selector lever: P or N position • A/C switch: OFF • No load 		Approx. 2,600 - 3,500 mV

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< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

Monitor Item	Condition	Values/Status	
A/F ADJ-B1	• Engine: Running	-0.330 - 0.330	
A/F ADJ-B2	• Engine: Running	-0.330 - 0.330	
TP SEN 1-B2	• Ignition switch: ON (Engine stopped) • Selector lever: D position	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 (Engine stopped) • Selector lever: D position	Accelerator pedal: Fully released	More than 0.36 V
		Accelerator pedal: Fully depressed	Less than 4.75 V
P/N POSI SW	• Ignition switch: ON	Selector lever: P or N	ON
		Selector lever: Except above position	OFF
INT/A TEMP SE	• Ignition switch: ON	Indicates intake air temperature	
AC PRESS SEN	• Engine: Idle • Both A/C switch and blower fan switch: ON (Compressor operates)	1.0 - 4.0 V	
FUEL PRES SEN	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle	Approx. 2.74 MPa
		2,000 rpm	Approx. 3.0 MPa
PRESS REG	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle	Approx. 82.5%
		2,000 rpm	Approx. 90.0%
FUEL INJ B1	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle	Approx. 1.4 msec
		2,000 rpm	Approx. 1.0 msec
FUEL INJ B2	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle	Approx. 1.4 msec
		2,000 rpm	Approx. 1.0 msec
INT/V TIM (B1)	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle	-5 - 5°C
		2,000 rpm	Approx. 0 - 30°C
INT/V TIM (B2)	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle	-5 - 5°C
		2,000 rpm	Approx. 0 - 30°C
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
MAP SENSOR	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle	Approx. 1.0 V
		2,000 rpm	Approx. 1.35 V
EVAP LEAK DIAG	• Ignition switch: ON	Indicates the condition of EVAP leak diagnosis.	
EVAP DIAG READY	• Ignition switch: ON	Indicates the ready condition of EVAP leak diagnosis.	
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	

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< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

Monitor Item	Condition	Values/Status
VVEL POSITION SEN-B1	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle Approx. 0.25 - 1.50 V
		When revving engine up to 2,000 rpm quickly Approx. 0.25 - 4.75 V
VVEL POSITION SEN-B2	• Engine: After warming up • Selector lever: P or N position • Air conditioner switch: OFF • No load	Idle Approx. 0.25 - 1.50 V
		When revving engine up to 2,000 rpm quickly Approx. 0.25 - 4.75 V
VVEL TIM-B1	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle Approx. 0 - 23 deg
		When revving engine up to 2,000 rpm quickly Approx. 0 - 90 deg
VVEL TIM-B2	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle Approx. 0 - 23 deg
		When revving engine up to 2,000 rpm quickly Approx. 0 - 90 deg
FPCM	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	• Engine: Cranking HI
		• Revving engine from idle to 4,000 rpm quickly MID
		• Engine: Idle • Engine coolant temperature: More than 10°C (50°F) LOW
BAT TEMP SEN	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle Indicates the temperature around the battery.
THRTL STK CNT B1	Not used.	—
THRTL STK CNT B2		
HO2 S2 DIAG2 (B2)	• DTC P0139 self-diagnosis (slow response) is incomplete.	IMCMP
	• DTC P0139 self-diagnosis (slow response) is complete.	CMPLT
HO2 S2 DIAG2 (B1)	• DTC P0139 self-diagnosis (slow response) is incomplete.	IMCMP
	• DTC P0139 self-diagnosis (slow response) is complete.	CMPLT
FUEL INJ TIMG	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle Approx. 16 deg
		2,000 rpm Approx. -170 deg
H/P FUEL PUMP DEG	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle Approx. 211.0 deg
		2,000 rpm Approx. 206.0 deg
FUEL PRES SEN V	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle Approx. 820 - 1,220 mV
		Revving engine from idle to 4,000 rpm quickly Approx. 820 - 3,060 mV
L/FUEL PRES SEN	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle Approx. 0.45 MPa
		2,000 rpm Approx. 0.45 MPa
L/FUEL PRES SEN V	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle Approx. 3250 mV
		3,000 rpm Approx. 3100 mV
EOP SENSOR	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle Approx. 1450 mV
		2,000 rpm Approx. 2850 mV

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< ECU DIAGNOSIS INFORMATION >

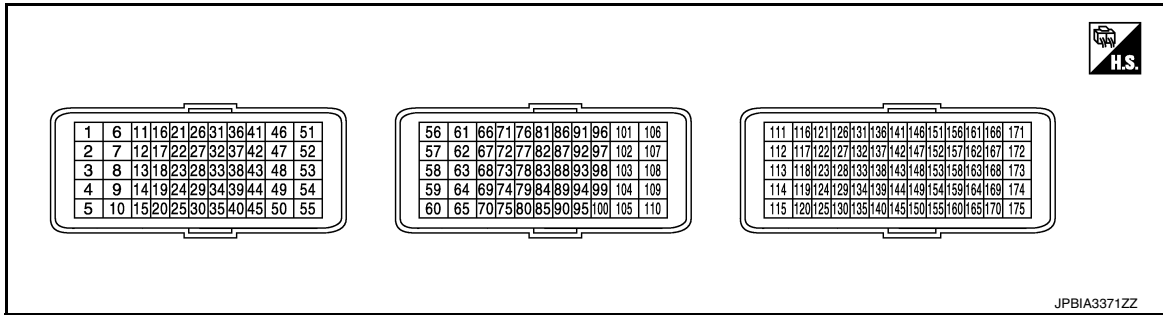
[VK56VD FOR USA AND CANADA]

Monitor Item	Condition		Values/Status
ECM TEMP 1	<ul style="list-style-type: none"> • Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load 	Idle	Indicates the temperature of ECM internal circuit 1.
ECM TEMP 2	<ul style="list-style-type: none"> • Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load 	Idle	Indicates the temperature of ECM internal circuit 2.
FUEL PUMP DUTY	<ul style="list-style-type: none"> • Engine: After warming up • Shift lever: P or N • Air conditioner switch: OFF • No load 	Engine speed: Idle	30 - 40%
A/F SEN1 DIAG1 (B1)	DTC P015A and P015B self-diagnosis is incomplete.		INCMP
	DTC P015A and P015B self-diagnosis is complete.		CMPLT
A/F SEN1 DIAG1 (B2)	DTC P015C and P015D self-diagnosis is incomplete.		INCMP
	DTC P015C and P015D self-diagnosis is complete.		CMPLT
A/F SEN1 DIAG2 (B1)	DTC P014C and P014D self-diagnosis is incomplete.		INCMP
	DTC P014C and P014D self-diagnosis is complete.		CMPLT
A/F SEN1 DIAG2 (B2)	DTC P014E and P014F self-diagnosis is incomplete.		INCMP
	DTC P014E and P014F self-diagnosis is complete.		CMPLT
A/F SEN1 DIAG3 (B1)	The vehicle condition is not within the diagnosis range of DTC P014C, P014D, P015A or P015B.		ABSNT
	The vehicle condition is within the diagnosis range of DTC P014C, P014D, P015A or P015B.		PRSNT
A/F SEN1 DIAG3 (B2)	The vehicle condition is not within the diagnosis range of DTC P014E, P014F, P015C or P015D.		ABSNT
	The vehicle condition is within the diagnosis range of DTC P014E, P014F, P015C or P015D.		PRSNT
SYSTEM 1 DIAGNOSIS A B1	DTC P219A self-diagnosis is incomplete.		INCMP
	DTC P219A self-diagnosis is complete.		CMPLT
SYSTEM 1 DIAGNOSIS A B2	DTC P219B self-diagnosis is incomplete.		INCMP
	DTC P219B self-diagnosis is complete.		CMPLT
SYSTEM 1 DIAGNOSIS B B1	DTC P219A self-diagnosis is on standby.		ABSENT
	DTC P219A self-diagnosis is under diagnosis.		PRESENT
SYSTEM 1 DIAGNOSIS B B2	DTC P219B self-diagnosis is on standby.		ABSENT
	DTC P219B self-diagnosis is under diagnosis.		PRESENT
A/F-S ATMSPHRC CRCT B1	Engine: After warming up, idle the engine		Varies depending on vehicle environment.
A/F-S ATMSPHRC CRCT B2	Engine: After warming up, idle the engine		Varies depending on vehicle environment.
A/F-S ATMSPHRC CRCT UP B1	Engine: Running		Varies depending on the number of updates.
A/F-S ATMSPHRC CRCT UP B2	Engine: Running		Varies depending on the number of updates.

*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-157, "How to Handle Battery"](#).

TERMINAL LAYOUT



PHYSICAL VALUES

NOTE:

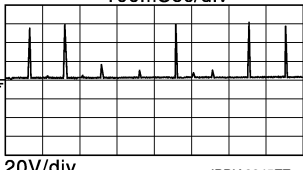
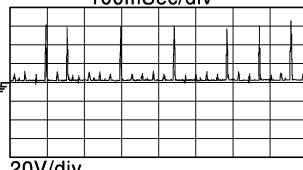
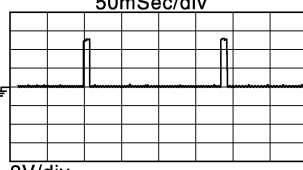
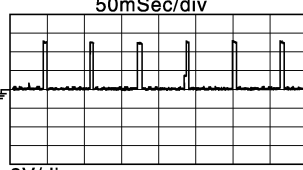
- Specification data are reference values and are measured between each terminals.
- Pulse signal is measured by CONSULT.

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
1 (Y) 2 (L)	175 (B)	Fuel injector No. 8 (HI) Fuel injector No. 5 (HI)	Output	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	BATTERY VOLTAGE (11 - 14 V)★ 100mSec/div 20V/div JPBIA3345ZZ
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	BATTERY VOLTAGE (11 - 14 V)★ 100mSec/div 20V/div JPBIA3347ZZ
3 (Y) 4 (L)	175 (B)	Fuel injector No. 3 (LO) Fuel injector No. 2 (LO)	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	BATTERY VOLTAGE (11 - 14 V)★ 50mSec/div 2V/div JPBIA3355ZZ
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	BATTERY VOLTAGE (11 - 14 V)★ 50mSec/div 2V/div JPBIA3356ZZ

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< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

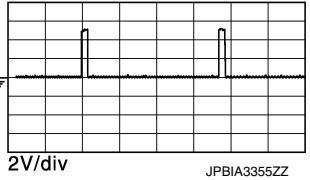
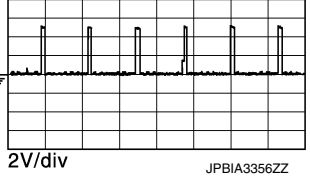
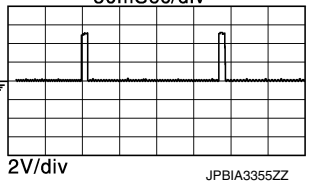
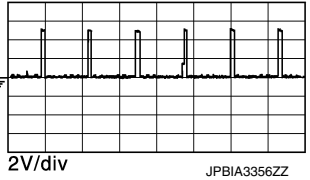
Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
5 (B)	—	ECM ground	—	—	—
6 (BR) 7 (B/W)	175 (B)	Fuel injector No. 3 (HI) Fuel injector No. 2 (HI)	Output	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	BATTERY VOLTAGE (11 - 14 V)★ 100mSec/div 
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	BATTERY VOLTAGE (11 - 14 V)★ 100mSec/div 
8 (BR) 9 (B/W)	175 (B)	Fuel injector No. 8 (LO) Fuel injector No. 5 (LO)	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	BATTERY VOLTAGE (11 - 14 V)★ 50mSec/div 
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	BATTERY VOLTAGE (11 - 14 V)★ 50mSec/div 
10 (GR)	—	ECM ground	—	—	—
11 (LG)	175 (B)	PNP signal	Input	[Ignition switch: ON] • Selector lever: P or N position	BATTERY VOLTAGE (11 - 14 V)
				[Ignition switch: ON] • Selector lever: Except above position	0 V

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< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

Terminal No. (Wire color)		Description	Input/ Output	Condition	Value (Approx.)
+	-	Signal name			
12 (O) 13 (L) 14 (G) 15 (R)	175 (B)	Ignition signal No. 1 Ignition signal No. 2 Ignition signal No. 3 Ignition signal No. 4	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	0 - 0.2 V★ 50mSec/div  2V/div
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	0.1 - 0.4 V★ 50mSec/div  2V/div
17 (LG) 18 (V) 19 (L) 20 (G)	175 (B)	Ignition signal No. 5 Ignition signal No. 6 Ignition signal No. 7 Ignition signal No. 8	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	0 - 0.2 V★ 50mSec/div  2V/div
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	0.1 - 0.4 V★ 50mSec/div  2V/div
21 (R)	25 (P)	Intake air temperature sensor	Input	[Engine is running]	0 - 4.8 V Output voltage varies with intake air temperature.
22 (GR)	25 (P)	Mass air flow sensor (bank 1)	Input	[Engine is running] • Warm-up condition • Idle speed	0.95 - 1.35 V
				[Engine is running] • Warm-up condition • Engine speed: 2,500 rpm	1.3 - 1.7 V
24 (B)	30 (O)	Mass air flow sensor (bank 2)	Input	[Engine is running] • Warm-up condition • Idle speed	0.95 - 1.35 V
				[Engine is running] • Warm-up condition • Engine speed: 2,500 rpm	1.3 - 1.7 V
25 (P)	—	Sensor ground [Mass air flow sensor (bank 1)/ Intake air temperature sensor]	—	—	—
27 (G)	45 (V)	Sensor power supply (Power steering pressure sensor)	—	[Ignition switch: ON]	5 V

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< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
28 (W)	40 (B)	Sensor power supply (Fuel rail pressure sensor/Engine oil pressure sensor)	—	[Ignition switch: ON]	5 V
29 (W)	35 (—)	Knock sensor (bank 1)	Input	[Engine is running] • Idle speed	2.5 V*3
30 (O)	—	Sensor ground [Mass air flow sensor (bank 2)]	—	—	—
31 (G)	40 (B)	Fuel rail pressure sensor	Input	[Engine is running] • Warm-up condition • Idle speed	0.82 - 1.22 V
				[Engine is running] • Warm-up condition • Revving engine from idle to 4,000 rpm quickly	0.82 - 3.06 V
32 (Y)	40 (B)	Engine coolant temperature sensor	Input	[Engine is running]	0 - 4.8 V Output voltage varies with engine coolant temperature.
33 (GR)	35 (—)	Knock sensor (bank 2)	Input	[Engine is running] • Idle speed	2.5 V*3
35 (—)	—	Sensor ground (Knock sensor)	—	—	—
39 (LG)	45 (V)	Power steering pressure sensor	Input	[Engine is running] • Steering wheel: Being turned	0.5 - 4.5 V
				[Engine is running] • Steering wheel: Not being turned	0.4 - 0.8 V
40 (B)	—	Sensor ground (Fuel rail pressure sensor/Engine oil pressure sensor/Engine coolant temperature sensor/Engine oil temperature sensor)	—	—	—
41 (Y)	40 (B)	Engine oil pressure sensor	Input	[Engine is running] • Warm-up condition • Idle speed	<div style="text-align: center;"> <p>1.3 V★</p> <p>5mSec/div</p> <p>2V/div</p> <p>JPBIA3359ZZ</p> </div>
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	<div style="text-align: center;"> <p>2.7 V★</p> <p>5mSec/div</p> <p>2V/div</p> <p>JPBIA3360ZZ</p> </div>
42 (L)	40 (B)	Engine oil temperature sensor	Input	[Engine is running]	0 - 4.8 V Output voltage varies with engine oil temperature.
45 (V)	—	Sensor ground (Power steering pressure sensor)	—	—	—

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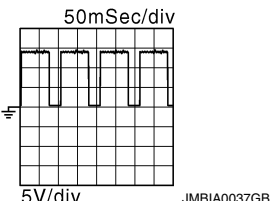
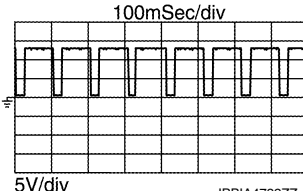
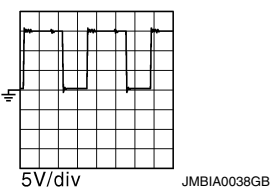
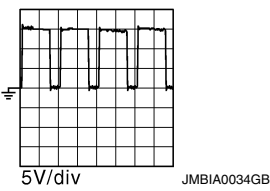
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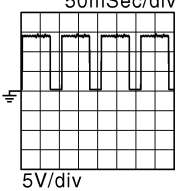
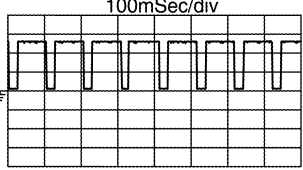
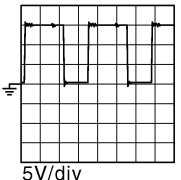
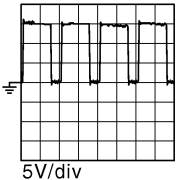
[VK56VD FOR USA AND CANADA]

Terminal No. (Wire color)		Description	Input/ Output	Condition	Value (Approx.)
+	-	Signal name			
46 (LG)	175 (B)	Fuel injector driver power supply	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
47 (BR)	175 (B)	Heated oxygen sensor 2 heater (bank 1)	Input	[Engine is running] <ul style="list-style-type: none"> • Engine speed: Below 3,600 rpm after the following conditions are met - Engine: after warming up - 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★ 
				[Ignition switch: ON] <ul style="list-style-type: none"> • Engine: Stopped [Engine is running] <ul style="list-style-type: none"> • Engine speed: Above 3,600 rpm 	BATTERY VOLTAGE (11 - 14 V)
48 (L/R)	175 (B)	A/F sensor 1 heater (bank 2)	Output	[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Idle speed (More than 140 seconds after starting engine) 	2.9 - 8.8 V★ 
49 (GR)	175 (B)	Intake valve timing control solenoid valve (bank 2)	Output	[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Idle speed 	BATTERY VOLTAGE (11 - 14 V)
				[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Engine speed: 2,000rpm 	7 - 12 V★ 
50 (V)	175 (B)	Exhaust valve timing control solenoid valve (bank 2)	Output	[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Idle speed 	BATTERY VOLTAGE (11 - 14 V)
				[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Around 2,500 rpm while the engine speed is rising 	7 - 12 V★ 
51 (W)	175 (B)	Fuel injector driver power supply	Output	[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Idle speed 	BATTERY VOLTAGE (11 - 14 V)

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[VK56VD FOR USA AND CANADA]

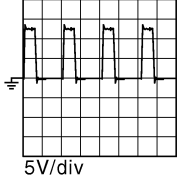
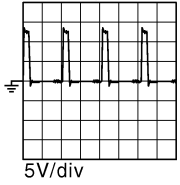
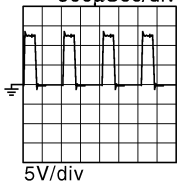
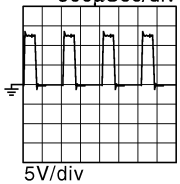
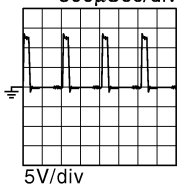
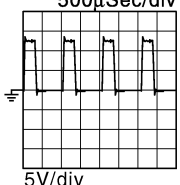
Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
52 (G)	175 (B)	Heated oxygen sensor 2 heater (bank 2)	Output	[Engine is running] <ul style="list-style-type: none"> • Engine speed: Below 3,600 rpm after the following conditions are met - Engine: after warming up - 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★ 50mSec/div  5V/div JMBIA0037GB
				[Ignition switch: ON] <ul style="list-style-type: none"> • Engine: Stopped [Engine is running] <ul style="list-style-type: none"> • Engine speed: Above 3,600 rpm 	BATTERY VOLTAGE (11 - 14 V)
53 (L/W)	175 (B)	A/F sensor 1 heater (bank 1)	Output	[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Idle speed (More than 140 seconds after starting engine) 	2.9 - 8.8 V★ 100mSec/div  5V/div JPBIA4732ZZ
54 (SB)	175 (B)	Intake valve timing control solenoid valve (bank 1)	Output	[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Idle speed 	BATTERY VOLTAGE (11 - 14 V)
				[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Engine speed: 2,000rpm 	7 - 12 V★  5V/div JMBIA0038GB
55 (R)	175 (B)	Exhaust valve timing control solenoid valve (bank 1)	Output	[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Idle speed 	BATTERY VOLTAGE (11 - 14 V)
				[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Around 2,500 rpm while the engine speed is rising 	7 - 12 V★  5V/div JMBIA0034GB

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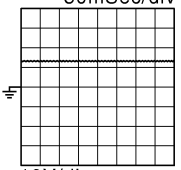
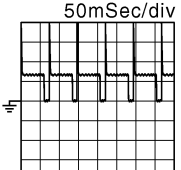
[VK56VD FOR USA AND CANADA]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
57 (L)	175 (B)	Throttle control motor (bank 1) (Open)	Output	[Ignition switch: ON] • Engine: Stopped • Selector lever: D • Accelerator pedal: Fully depressed	0 - 14 V★ 500μSec/div  5V/div JMBIA0031GB
				[Ignition switch: ON] • Engine: Stopped • Selector lever: D position • Accelerator pedal: Fully released	0 - 14 V★ 500μSec/div  5V/div JMBIA0032GB
58 (G)	175 (B)	Throttle control motor (bank 2) (Close)	Output	[Ignition switch: ON] • Engine: Stopped • Selector lever: D position • Accelerator pedal: In the middle of releasing operation	0 - 14 V★ 500μSec/div  5V/div JMBIA0031GB
60 (B/W)	—	Shield	—	—	—
62 (R)	175 (B)	Throttle control motor (bank 2) (Open)	Output	[Ignition switch: ON] • Engine: Stopped • Selector lever: D • Accelerator pedal: Fully depressed	0 - 14 V★ 500μSec/div  5V/div JMBIA0031GB
				[Ignition switch: ON] • Engine: Stopped • Selector lever: D position • Accelerator pedal: Fully released	0 - 14 V★ 500μSec/div  5V/div JMBIA0032GB
63 (P)	175 (B)	Throttle control motor (bank 1) (Close)	Output	[Ignition switch: ON] • Engine: Stopped • Selector lever: D position • Accelerator pedal: In the middle of releasing operation	0 - 14 V★ 500μSec/div  5V/div JMBIA0031GB

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[VK56VD FOR USA AND CANADA]

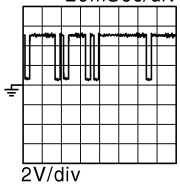
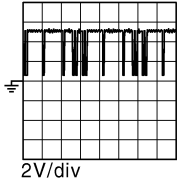
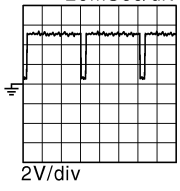
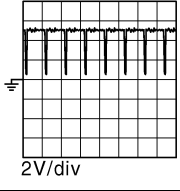
Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
64 (GR)	175 (B)	EVAP canister purge volume control solenoid valve	Output	[Engine is running] <ul style="list-style-type: none"> • Idle speed • Accelerator pedal: Not depressed even slightly, after engine starting 	BATTERY VOLTAGE (11 - 14 V)★ 50mSec/div  10V/div
				[Engine is running] <ul style="list-style-type: none"> • Engine speed: About 2,000 rpm (More than 100 seconds after starting engine) 	BATTERY VOLTAGE (11 - 14 V)★ 50mSec/div  10V/div
67 (R)	175 (B)	Manifold absolute pressure sensor	Input	[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Idle speed 	1.2 V
				[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Engine speed: 2,000 rpm 	1.5 V
68 (L)	—	Sensor ground [Camshaft position sensor (bank 1)/Exhaust valve timing control position sensor (bank 1)]	—	—	—
69 (O/L)	—	Sensor ground [Throttle position sensor (bank 2)]	—	—	—
70 (G)	—	Sensor ground (Manifold absolute pressure sensor)	—	—	—
71 (O)	69 (O/L)	Throttle position sensor 1 (bank 2)	Input	[Ignition switch: ON] <ul style="list-style-type: none"> • Engine: Stopped • Selector lever: D position • Accelerator pedal: Fully released 	More than 0.36 V
				[Ignition switch: ON] <ul style="list-style-type: none"> • Engine: Stopped • Selector lever: D position • Accelerator pedal: Fully depressed 	Less than 4.75 V
72 (L)	175 (B)	A/F sensor 1 (bank 1)	Input	[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Engine speed: 2,000 rpm 	1.8V Output voltage varies with air fuel ratio.

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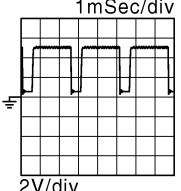
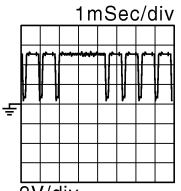
[VK56VD FOR USA AND CANADA]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
73 (B)	99 (R)	Camshaft position sensor (bank 2)	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	3.0 - 5.0 V★ 20mSec/div  2V/div JMBIA0045GB
				[Engine is running] • Engine speed: 2,000 rpm	3.0 - 5.0 V★ 20mSec/div  2V/div JMBIA0046GB
74 (—)	—	Shield	—	—	—
75 (R)	68 (L)	Exhaust valve timing control position sensor (bank 1)	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	4.0 - 5.0 V★ 20mSec/div  2V/div JMBIA0043GB
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	4.0 - 5.0 V★ 20mSec/div  2V/div JMBIA0044GB
76 (B)	86 (L)	Sensor power supply (Crankshaft position sensor)	—	[Ignition switch: ON]	5 V
77 (B)	68 (L)	Sensor power supply [Camshaft position sensor (bank 1)]	—	[Ignition switch: ON]	5 V
78 (L/R)	175 (B)	A/F sensor 1 (bank 1)	Input	[Ignition switch: ON]	2.2 V
79 (B)	97 (G)	Throttle position sensor 2 (bank 1)	Input	[Ignition switch: ON] • Engine: Stopped • Selector lever: D position • Accelerator pedal: Fully released	Less than 4.75 V
				[Ignition switch: ON] • Engine: Stopped • Selector lever: D position • Accelerator pedal: Fully depressed	More than 0.36 V
81 (W)	97 (G)	Sensor power supply [Throttle position sensor (bank 1)]	—	[Ignition switch: ON]	5 V

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[VK56VD FOR USA AND CANADA]

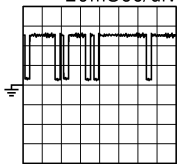
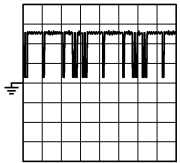
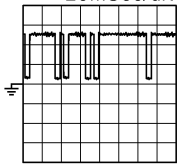
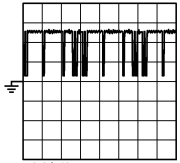
Terminal No. (Wire color)		Description	Input/ Output	Condition	Value (Approx.)
+	-	Signal name			
82 (W)	69 (O/L)	Sensor power supply [Throttle position sensor (bank 2)]	—	[Ignition switch: ON]	5 V
83 (L)	175 (B)	Sensor power supply [Camshaft position sensor (bank 2)]	—	[Ignition switch: ON]	5 V
85 (W)	175 (B)	Sensor power supply (Manifold absolute pressure sensor)	—	[Ignition switch: ON]	5 V
86 (L)	98 (R)	Crankshaft position sensor	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	4.0 - 5.0 V★ 1mSec/div  2V/div JMBIA0041GB
				[Engine is running] • Engine speed: 2,000 rpm	4.0 - 5.0 V★ 1mSec/div  2V/div JMBIA0042GB
87 (BR)	100 (P)	Heated oxygen sensor 2 (bank 2)	Input	[Engine is running] • Revving engine from idle to 3,000 rpm quickly after the following conditions are met - Engine: after warming up - 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
88 (L/W)	175 (B)	A/F sensor 1 (bank 2)	Input	[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	1.8 V Output voltage varies with air fuel ratio.
89 (W/L)	69 (O/L)	Throttle position sensor 2 (bank 2)	Input	[Ignition switch: ON] • Engine: Stopped • Selector lever: D position • Accelerator pedal: Fully released	Less than 4.75 V
				[Ignition switch: ON] • Engine: Stopped • Selector lever: D position • Accelerator pedal: Fully depressed	More than 0.36 V
91 (R)	175 (B)	Throttle position sensor 1 (bank 1)	Input	[Ignition switch: ON] • Engine: Stopped • Selector lever: D position • Accelerator pedal: Fully released	More than 0.36 V
				[Ignition switch: ON] • Engine: Stopped • Selector lever: D position • Accelerator pedal: Fully depressed	Less than 4.75 V
92 (—)	—	Shield	—	—	—

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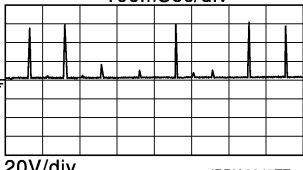
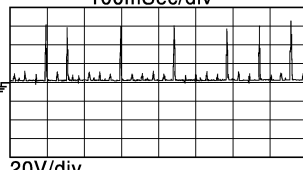
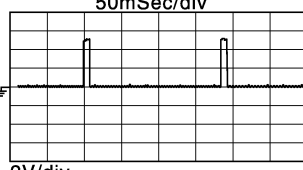
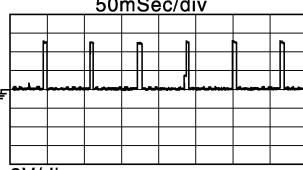
[VK56VD FOR USA AND CANADA]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
93 (B)	99 (R)	Exhaust valve timing control position sensor (bank 2)	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	3.0 - 5.0 V★ 20mSec/div  2V/div JMBIA0045GB
				[Engine is running] • Engine speed: 2,000 rpm	3.0 - 5.0 V★ 20mSec/div  2V/div JMBIA0046GB
94 (L)	175 (B)	A/F sensor 1 (bank 2)	Input	[Ignition switch: ON]	2.2 V
95 (R)	68 (L)	Camshaft position sensor (bank 1)	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	3.0 - 5.0 V★ 20mSec/div  2V/div JMBIA0045GB
				[Engine is running] • Engine speed: 2,000 rpm	3.0 - 5.0 V★ 20mSec/div  2V/div JMBIA0046GB
96 (Y)	100 (P)	Heated oxygen sensor 2 (bank 1)	Input	[Engine is running] • Revving engine from idle to 3,000 rpm quickly after the following condi- tions are met - Engine: after warming up - 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
97 (G)	—	Sensor ground [Throttle position sensor (bank 1)]	—	—	—
98 (R)	—	Sensor ground (Crankshaft position sensor)	—	—	—
99 (R)	—	Sensor ground [Camshaft position sensor (bank 2)/Exhaust valve timing control position sensor (bank 2)]	—	—	—

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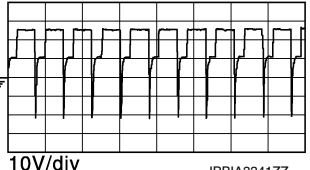
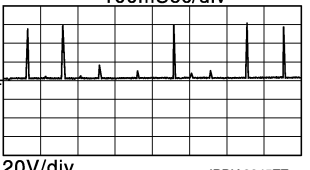
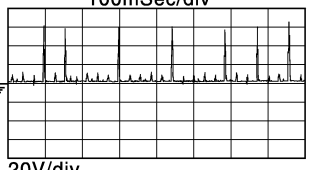
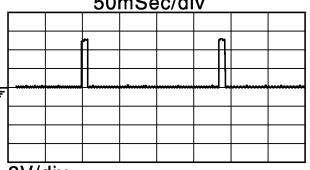
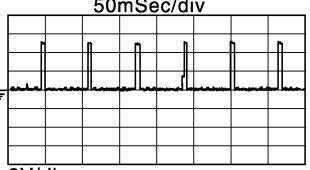
Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
100 (P)	—	Sensor ground (Heated oxygen sensor 2)		—	—
101 (Y) 102 (L)	175 (B)	Fuel injector No. 1 (HI) Fuel injector No. 6 (HI)		Input	<p style="text-align: center;">BATTERY VOLTAGE (11 - 14 V)★</p> <p style="text-align: center;">100mSec/div</p>  <p style="text-align: center;">20V/div</p> <p style="text-align: right; font-size: small;">JPBIA3345ZZ</p>
				Input	<p style="text-align: center;">BATTERY VOLTAGE (11 - 14 V)★</p> <p style="text-align: center;">100mSec/div</p>  <p style="text-align: center;">20V/div</p> <p style="text-align: right; font-size: small;">JPBIA3347ZZ</p>
103 (B/W) 104 (BR)	175 (B)	Fuel injector No. 7 (LO) Fuel injector No. 4 (LO)		Output	<p style="text-align: center;">BATTERY VOLTAGE (11 - 14 V)★</p> <p style="text-align: center;">50mSec/div</p>  <p style="text-align: center;">2V/div</p> <p style="text-align: right; font-size: small;">JPBIA3355ZZ</p>
				Output	<p style="text-align: center;">BATTERY VOLTAGE (11 - 14 V)★</p> <p style="text-align: center;">50mSec/div</p>  <p style="text-align: center;">2V/div</p> <p style="text-align: right; font-size: small;">JPBIA3356ZZ</p>

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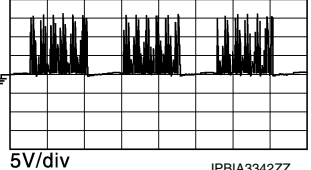
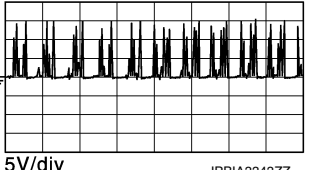

[VK56VD FOR USA AND CANADA]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
105 (W)	175 (B)	High pressure fuel pump (HI)	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	BATTERY VOLTAGE (11 - 14 V)★ 20mSec/div  10V/div JPBIA3340ZZ
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	BATTERY VOLTAGE (11 - 14 V)★ 20mSec/div  10V/div JPBIA3341ZZ
106 (L) 107 (Y)	175 (B)	Fuel injector No. 7 (HI) Fuel injector No. 4 (HI)	Output	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	BATTERY VOLTAGE (11 - 14 V)★ 100mSec/div  20V/div JPBIA3345ZZ
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	BATTERY VOLTAGE (11 - 14 V)★ 100mSec/div  20V/div JPBIA3347ZZ
108 (BR) 109 (B/W)	175 (B)	Fuel injector No. 1 (LO) Fuel injector No. 6 (LO)	Output	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	BATTERY VOLTAGE (11 - 14 V)★ 50mSec/div  2V/div JPBIA3355ZZ
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	BATTERY VOLTAGE (11 - 14 V)★ 50mSec/div  2V/div JPBIA3356ZZ

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< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
110 (B)	175 (B)	High pressure fuel pump (LO)	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	BATTERY VOLTAGE (11 - 14 V)★ 20mSec/div 
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	BATTERY VOLTAGE (11 - 14 V)★ 20mSec/div 
111 (W)	175 (B)	Fuel injector driver power supply	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
112 (W)	175 (B)	Fuel injector driver power supply	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
114 (B)	—	ECM ground (Fuel injector)	—	—	—
115 (B)	—	ECM ground (Fuel injector)	—	—	—
120 (G)	175 (B)	EVAP canister vent control valve	Output	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
122 (V)	175 (B)	VVEL actuator motor relay abort signal (VVEL control module)	Input	[Ignition switch: ON]	0 V
123 (BG)	175 (B)	Throttle control motor relay	Output	[Ignition switch: ON → OFF]	0 - 1.0 V ↓ BATTERY VOLTAGE (11 - 14 V) ↓ 0 V
				[Ignition switch: ON]	0 - 1.0 V
125 (P)	175 (B)	Fuel pump control module (FPCM)	Output	[When cranking engine]	0 - 0.5 V
				[Engine is running] • Warm-up condition	0 - 4.0 V★ 5mSec/div 
126 (Y)	129 (BR) ^{*1} (B) ^{*2}	Accelerator pedal position sensor 2	Input	[Ignition switch: ON] • Engine: Stopped • Accelerator pedal: Fully released	0.22 - 0.5 V
				[Ignition switch: ON] • Engine: Stopped • Accelerator pedal: Fully depressed	2.1 - 2.5 V

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< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
128*1 (SB)	175 (B)	ICC steering switch	Input	[Ignition switch: ON] • ICC steering switch: OFF	4.2 V
				[Ignition switch: ON] • MAIN switch: Pressed	0 V
				[Ignition switch: ON] • CANCEL switch: Pressed	1.9 V
				[Ignition switch: ON] • RESUME/ACCELERATE switch: Pressed	3.7 V
				[Ignition switch: ON] • SET/COAST switch: Pressed	3.2 V
				[Ignition switch: ON] • DISTANCE switch: Pressed	2.6 V
				[Ignition switch: ON] • DYNAMIC DRIVE ASSISTANCE switch: Pressed	1.0 V
128*2 (SB)	130 (Y)	ASCD steering switch	Input	[Ignition switch: ON] • ASCD steering switch: OFF	4 V
				[Ignition switch: ON] • MAIN switch: Pressed	0 V
				[Ignition switch: ON] • CANCEL switch: Pressed	1 V
				[Ignition switch: ON] • RESUME/ACCELERATE switch: Pressed	3 V
				[Ignition switch: ON] • SET/COAST switch: Pressed	2 V
129 (BR)*1 (B)*2	—	Sensor ground (Accelerator pedal position sensor 2)	—	—	—
130 (Y)	—	Sensor ground (ASCD steering switch)	—	—	—
131 (L)	129 (BR)*1 (B)*2	Sensor power supply (Accelerator pedal position sensor 2)	—	[Ignition switch: ON]	5 V
133 (BG)	150 (V)	Sensor power supply [Refrigerant pressure sensor/ Battery current sensor/EVAP control system pressure sen- sor]	—	[Ignition switch: ON]	5 V
134 (P)	175 (B)	Fuel temperature sensor	Input	[Engine is running] • Warm-up condition	2.8 V
136 (R)	140 (W)	Accelerator pedal position sensor 1	Input	[Ignition switch: ON] • Engine: Stopped • Accelerator pedal: Fully released	0.45 - 1.0 V
				[Ignition switch: ON] • Engine: Stopped • Accelerator pedal: Fully depressed	4.4 - 4.8 V
137 (G)	140 (W)	Sensor power supply (Accelerator pedal position sensor 1)	—	[Ignition switch: ON]	5 V

ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
138 (P)	175 (B)	Battery current sensor	Input	[Engine is running] • Battery: Fully charged*4 • Idle speed	2.6 - 3.5 V
139 (BG)	175 (B)	Battery temperature sensor	Input	[Engine is running] • Battery temperature: 25°C • Idle speed	3.3 V
140 (W)	—	Sensor ground (Accelerator pedal position sensor 1)	—	—	—
141 (G)	175 (B)	Ignition switch	Input	[Ignition switch: OFF]	0 V
				[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
142 (GR)	175 (B)	Fuel pump control module (FPCM) check	Input	[When cranking engine]	0 V
				[Engine is running] • Warm-up condition • Idle speed	9 V
143 (P)	175 (B)	EVAP control system pressure sensor	Input	[Engine is running] • Warm-up condition	4 V
144 (LG)	150 (V)	Refrigerant pressure sensor	Input	[Engine is running] • Warm-up condition • Both A/C switch and blower fan mo- tor switch: ON (Compressor oper- ates)	1.0 - 4.0 V
146 (L)	—	CAN communication line	—	—	—
147 (BR)	175 (B)	ASCD/ICC brake switch	Input	[Ignition switch: ON] • Brake pedal: Slightly depressed	0 V
				[Ignition switch: ON] • Brake pedal: Fully released	BATTERY VOLTAGE (11 - 14 V)
150 (V)	—	Sensor ground [Refrigerant pressure sensor/ Battery current sensor/EVAP control system pressure sen- sor]	—	—	—
151 (P)	—	CAN communication line	—	—	—
156 (W)	175 (B)	Power supply for ECM (Back- up)	Input	[Ignition switch: OFF]	BATTERY VOLTAGE (11 - 14 V)
158 (P)	175 (B)	Stop lamp switch	Input	[Ignition switch: OFF] • Brake pedal: Fully released	0 V
				[Ignition switch: OFF] • Brake pedal: Slightly depressed	BATTERY VOLTAGE (11 - 14 V)
161 (Y)	—	ENG communication line	—	—	—
163 (W)	175 (B)	ECM relay (Self shut-off)	Output	[Engine is running] [Ignition switch: OFF] • A few seconds after turning ignition switch OFF	0 - 1.5 V
				[Ignition switch: OFF] • More than a few seconds after turn- ing ignition switch OFF	BATTERY VOLTAGE (11 - 14 V)

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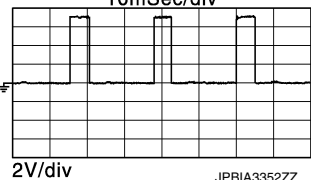
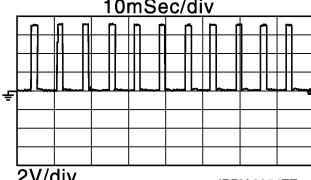
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< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
166 (BG)	—	ENG communication line	—	—	—
169 (V)	175 (B)	Engine speed signal output	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	0 - 7.0 V★ 10mSec/div 
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	0 - 7.0 V★ 10mSec/div 
171 (SB)	175 (B)	Power supply for ECM	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
172 (SB)	175 (B)	Power supply for ECM	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
173 (R)	175 (B)	Throttle control motor power supply	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
174 (B)	—	ECM ground	—	—	—
175 (B)	—	ECM ground	—	—	—

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

*1: With ICC.

*2: Without ICC.

*3: This may vary depending on internal resistance of the tester.

*4: Before measuring the terminal voltage, confirm that the battery is fully charged. Refer to [PG-157, "How to Handle Battery"](#).

Fail-safe

INFOID:0000000012357118

DTC No.	Detected items	Engine operating condition in fail-safe mode
U0113 U1003 U1024	Can communication circuit	VVEL actuator motor relay is turned off, and VVEL value is become at a minimum angle. Engine speed will not rise more than 3,500 rpm due to the fuel cut.
P0011 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.
P0014 P0024	Exhaust valve timing control	The signal is not energized to the exhaust valve timing control magnet retarder and the magnet retarder control does not function.
P0087	FRP control system	<ul style="list-style-type: none"> • Engine torque is limited. • VVEL value is maintained at a fixed angle.
P0088		Engine speed is limited.
P0090	FRP control system	<ul style="list-style-type: none"> • Engine torque is limited. • VVEL value is maintained at a fixed angle.

ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

DTC No.	Detected items	Engine operating condition in fail-safe mode								
P0102 P0103 P010C P010D	Mass air flow sensor circuit	Engine speed will not rise more than 2,400 rpm due to the fuel cut.								
P0117 P0118	Engine coolant temperature sensor circuit	Engine coolant temperature will be determined by ECM based on the following condition. CONSULT displays the engine coolant temperature decided by ECM.								
		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Condition</th> <th style="text-align: center;">Engine coolant temperature decided (CONSULT display)</th> </tr> </thead> <tbody> <tr> <td style="vertical-align: top;">Just as ignition switch is turned ON or START</td> <td style="text-align: center;">40°C (104°F)</td> </tr> <tr> <td style="vertical-align: top;">Approx. 4 minutes or more after engine starting</td> <td style="text-align: center;">80°C (176°F)</td> </tr> <tr> <td style="vertical-align: top;">Except as shown above</td> <td style="text-align: center;">40 - 80°C (104 - 176°F) (Depends on the time)</td> </tr> </tbody> </table>	Condition	Engine coolant temperature decided (CONSULT 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) (Depends on the time)
		Condition	Engine coolant temperature decided (CONSULT 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) (Depends on the time)							
When the fail-safe system for engine coolant temperature sensor is activated, the cooling fan operates while engine is running.										
The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees. The ECM regulates the opening speed of the throttle valve to be slower than the normal condition. Therefore, the acceleration will be poor.										
The signal is not energized to the intake valve timing control solenoid valve and the valve control does not function. Engine speed will not rise more than 2,400 rpm due to the fuel cut.										
P0190	FRP sensor	<ul style="list-style-type: none"> • Engine speed is limited. • High pressure fuel pump is activated at maximum discharge pressure. 								
P0196 P0197 P0198	Engine oil temperature sensor	Exhaust valve timing control does not function.								
P0201 P0202 P0203 P0204 P0205 P0206 P0207 P0208	Injector	<ul style="list-style-type: none"> • Engine torque is limited. • Fuel injection shut-off of malfunction cylinder. • Mixture ratio feedback control does not function. • Idle engine speed is increased. 								
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. Engine speed will not rise more than 2,400 rpm due to the fuel cut.								
P0605	ECM	(When ECM calculation function is malfunctioning:) ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring. ECM deactivates ASCD operation.								
P0607	ECM	VVEL actuator motor relay is turned off, and VVEL value is become at a minimum angle. Engine speed will not rise more than 3,500 rpm due to the fuel cut.								

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ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

DTC No.	Detected items	Engine operating condition in fail-safe mode
P062B	ECM	Type1 <ul style="list-style-type: none"> • Engine torque is limited. • Idle engine speed is increased. • Fuel injector power supply shut-off. • High fuel pressure limitation.
		Type2 <ul style="list-style-type: none"> • Engine torque is limited. • Fuel injection shut-off of malfunction cylinder. • Mixture ratio feedback control does not function. • Idle engine speed is increased.
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.
P1087 P1088	VVEL control function	VVEL of normal bank is controlled at VVEL angle of abnormal bank. Engine speed will not rise more than 3,500 rpm due to the fuel cut.
P1089 P1092	VVEL control shaft position sensor	VVEL value is maintained at a fixed angle. 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 minimum angle. Engine speed will not rise more than 3,500 rpm due to the fuel cut.
P1090 P1093	VVEL actuator motor	VVEL of normal bank is controlled at VVEL angle of abnormal bank. 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 minimum angle. 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 minimum angle. Engine speed will not rise more than 3,500 rpm due to the fuel cut.
P1197	Out of gas	<ul style="list-style-type: none"> • Engine torque is limited. • VVEL value is maintained at a fixed angle.
P1233 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 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 P2119	Electric throttle control actuator	(When electric throttle control actuator does not function properly due to the return spring malfunction:) 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:) ECM controls the electric throttle control actuator because of regulating the throttle opening to 20 degrees or less.
		(When ECM detects the throttle valve is stuck open:) While the vehicle is being driven, it slows down gradually by fuel cut. After the vehicle stops, the engine stalls. The engine can restart in the N or P position, and engine speed will not exceed 1,000 rpm or more.
P1290 P2100 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 minimum angle. Engine speed will not rise more than 3,500 rpm due to the fuel cut.

ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

DTC No.	Detected items	Engine operating condition in fail-safe mode	
P1805	Brake switch	ECM controls the electric throttle control actuator by regulating the throttle opening to a small range. Therefore, acceleration will be poor.	
		Vehicle condition	Driving condition
		When engine is idling	Normal
		When accelerating	Poor acceleration
P2122 P2123 P2127 P2128 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. The ECM regulates the opening speed of the throttle valve to be slower than the normal condition. Therefore, the acceleration will be poor.	

DTC Inspection Priority Chart

INFOID:0000000012357119

If some DTCs are displayed at the same time, perform inspections one by one based on the following priority chart.

A
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C
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J
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Priority	Detected items (DTC)
1	<ul style="list-style-type: none"> • U0101 CAN communication line • U0113 U1003 CAN communication line • U1001 CAN communication line • U1024 VVEL CAN communication line • P0101 P0102 P0103 P010B P010C P010D Mass air flow sensor • P010A Manifold absolute pressure sensor • P0111 P0112 P0113 P0127 Intake air temperature sensor • P0116 P0117 P0118 P0125 Engine coolant temperature sensor • P0122 P0123 P0222 P0223 P0227 P0228 P1225 P1226 P1234 P1235 P1239 P2132 P2133 P2135 Throttle position sensor • P0128 Thermostat function • P0181 P0182 P0183 Fuel tank temperature sensor • P0196 P0197 P0198 Engine oil temperature sensor • P0327 P0328 P0332 P0333 Knock sensor • P0335 Crankshaft position sensor • P0340 P0345 Camshaft position sensor • P0460 P0461 P0462 P0463 Fuel level sensor • P0500 Vehicle speed sensor • P0520 EOP sensor • P0643 Sensor power supply • P0705 P0850 Transmission range switch • P1089 P1092 P1608 VVEL control shaft position sensor • P1197 Out of gas* • P1220 Fuel pump control module (FPCM) • P1423 P1424 Cold start control • P1550 P1551 P1552 P1553 P1554 Battery current sensor • P1556 P1557 Battery temperature sensor • P1606 P1607 VVEL control module • P1610 - P1615 NATS • P1806 Brake booster pressure sensor • P2122 P2123 P2127 P2128 P2138 Accelerator pedal position sensor

ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

Priority	Detected items (DTC)	
2	<ul style="list-style-type: none"> • P0031 P0032 P0051 P0052 Air fuel ratio (A/F) sensor 1 heater • P0037 P0038 P0057 P0058 Heated oxygen sensor 2 heater • P0075 P0081 Intake valve timing control solenoid valve • P0078 P0084 Exhaust valve timing control solenoid valve • P0090 High pressure fuel pump • P0130 P0131 P0132 P014C P014D P014E P014F P0150 P0151 P0152 P015A P015B P015C P015D P2096 P2097 P2098 P2099 Air fuel ratio (A/F) sensor 1 • P0137 P0138 P0139 P0157 P0158 P0159 Heated oxygen sensor 2 • P0190 - P0193 FRP sensor • P0441 EVAP control system purge flow monitoring • P0443 P0444 P0445 EVAP canister purge volume control solenoid valve • P0447 P0448 EVAP canister vent control valve • P0451 P0452 P0453 EVAP control system pressure sensor • P0550 Power steering pressure sensor • P0603 ECM power supply • P0710 P0717 P0720 P0729 P0730 P0731 P0732 P0733 P0734 P0735 P0740 P0744 P0745 P0750 P0775 P0780 P0795 P1730 P1734 P2713 P2722 P2731 P2807 A/T related sensors, solenoid valves and switches • P1078 P1084 Exhaust valve timing control position sensor • P1087 P1088 VVEL system • P1090 P1093 VVEL actuator motor • P1091 VVEL actuator motor relay • P1217 Engine over temperature (OVERHEAT) • P1233 P2101 Electric throttle control function • P1236 P2118 Throttle control motor • P1805 Brake switch • P2100 P2103 Throttle control motor relay • P2101 Electric throttle control function 	A EC C D E F G H
3	<ul style="list-style-type: none"> • P0011 P0021 Intake valve timing control • P0014 P0024 Exhaust valve timing control • P0087, P0088 FRP control system • P0171 P0172 P0174 P0175 Fuel injection system function • P0201 - P0208 Injector • P0300 - P0308 Misfire • P0420 P0430 Three way catalyst function • P0456 EVAP control system (VERY SMALL LEAK) • P0506 P0507 Idle speed control system • P050A P050B P050E Cold start control • P0524 Engine oil pressure • P100A P100B VVEL system • P1148 P1168 Closed loop control • P1212 TCS communication line • P1238 P2119 Electric throttle control actuator • P1564 ASCD steering switch / ICC steering switch • P1568 ICC command value • P1572 ASCD brake switch / ICC brake switch • P1574 ASCD vehicle speed sensor / ICC vehicle speed sensor • P1715 Input speed sensor • P219A P219B Air fuel ratio 	I J K L M

NOTE:

*: If "P1197" is displayed with other DTC in priority 1, perform trouble diagnosis for "P1197" first.

DTC Index

INFOID:0000000012357120

×:Applicable —: Not applicable

DTC*1		Items (CONSULT screen terms)	SRT code	Trip	MIL	Permanent DTC group*4	Reference page
CONSULT GST*2	ECM*3						
U0101	0101	LOST COMM (TCM)	—	1	×	B	EC-1174
U0113	0113	CAN COMM CIRCUIT	—	1	×	B	EC-1175

ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

DTC*1		Items (CONSULT screen terms)	SRT code	Trip	MIL	Permanent DTC group*4	Reference page
CONSULT GST*2	ECM*3						
U1001	1001*4	CAN COMM CIRCUIT	—	2 (with AS- CD) 1 or 2 (with ICC)	—	B	EC-1177
U1003	1003	CAN COMM CIRCUIT	—	2	—	—	EC-1175
U1024	1024	VVEL CAN COMM CIRCUIT	—	1	×	B	EC-1178
P0000	0000	NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.	—	—	Blinking*7	—	—
P0011	0011	INT/V TIM CONT-B1	×	2	×	B	EC-1180
P0014	0014	EXH/V TIM CONT-B1	—	2	×	B	EC-1184
P0021	0021	INT/V TIM CONT-B2	×	2	×	B	EC-1180
P0024	0024	EXH/V TIM CONT-B2	—	2	×	B	EC-1184
P0031	0031	A/F SEN1 HTR (B1)	—	2	×	B	EC-1188
P0032	0032	A/F SEN1 HTR (B1)	—	2	×	B	EC-1188
P0037	0037	HO2S2 HTR (B1)	—	2	×	B	EC-1191
P0038	0038	HO2S2 HTR (B1)	—	2	×	B	EC-1191
P0051	0051	A/F SEN1 HTR (B2)	—	2	×	B	EC-1188
P0052	0052	A/F SEN1 HTR (B2)	—	2	×	B	EC-1188
P0057	0057	HO2S2 HTR (B2)	—	2	×	B	EC-1191
P0058	0058	HO2S2 HTR (B2)	—	2	×	B	EC-1191
P0075	0075	INT/V TIM V/CIR-B1	—	2	×	B	EC-1194
P0078	0078	EX V/T ACT/CIRC-B1	—	2	×	B	EC-1197
P0081	0081	INT/V TIM V/CIR-B2	—	2	×	B	EC-1194
P0084	0084	EX V/T ACT/CIRC-B2	—	2	×	B	EC-1197
P0087	0087	LOW FUEL PRES	—	2	×	B	EC-1200
P0088	0088	HIGH FUEL PRES	—	2	×	B	EC-1204
P0090	0090	FUEL PUMP	—	2	×	B	EC-1207
P0101	0101	MAF SEN/CIRCUIT-B1	—	2	×	B	EC-1210
P0102	0102	MAF SEN/CIRCUIT-B1	—	1	×	B	EC-1216
P0103	0103	MAF SEN/CIRCUIT-B1	—	1	×	B	EC-1216
P010A	010A	ABSL PRES SEN/CIRC	—	2	×	B	EC-1222
P010B	010B	MAF SEN/CIRCUIT-B2	—	2	×	B	EC-1210
P010C	010C	MAF SEN/CIRCUIT-B2	—	1	×	B	EC-1216
P010D	010D	MAF SEN/CIRCUIT-B2	—	1	×	B	EC-1216
P0111	0111	IAT SENSOR 1 B1	—	2	×	A	EC-1225
P0112	0112	IAT SEN/CIRCUIT-B1	—	2	×	B	EC-1227
P0113	0113	IAT SEN/CIRCUIT-B1	—	2	×	B	EC-1227
P0116	0116	ECT SEN/CIRC	—	2	×	A	EC-1229
P0117	0117	ECT SEN/CIRC	—	1	×	B	EC-1232
P0118	0118	ECT SEN/CIRC	—	1	×	B	EC-1232
P0122	0122	TP SEN 2/CIRC-B1	—	1	×	B	EC-1234
P0123	0123	TP SEN 2/CIRC-B1	—	1	×	B	EC-1234

ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

DTC*1		Items (CONSULT screen terms)	SRT code	Trip	MIL	Permanent DTC group*4	Reference page
CONSULT GST*2	ECM*3						
P0125	0125	ECT SENSOR	—	2	×	B	EC-1237
P0127	0127	IAT SENSOR-B1	—	2	×	B	EC-1239
P0128	0128	THERMSTAT FNCTN	—	2	×	A	EC-1241
P0130	0130	A/F SENSOR1 (B1)	×	2	×	A	EC-1244
P0131	0131	A/F SENSOR1 (B1)	—	2	×	B	EC-1248
P0132	0132	A/F SENSOR1 (B1)	—	2	×	B	EC-1251
P0137	0137	HO2S2 (B1)	×	2	×	A	EC-1254
P0138	0138	HO2S2 (B1)	×	2	×	A	EC-1260
P0139	0139	HO2S2 (B1)	×	2	×	A	EC-1268
P014C	014C	A/F SENSOR1 (B1)	×	2	×	A	EC-1274. "DTC Logic"
P014D	014D	A/F SENSOR1 (B1)	×	2	×	A	EC-1274. "DTC Logic"
P014E	014E	A/F SENSOR1 (B2)	×	2	×	A	EC-1274. "DTC Logic"
P014F	014F	A/F SENSOR1 (B2)	×	2	×	A	EC-1274. "DTC Logic"
P0150	0150	A/F SENSOR1 (B2)	×	2	×	A	EC-1244
P0151	0151	A/F SENSOR1 (B2)	—	2	×	B	EC-1248
P0152	0152	A/F SENSOR1 (B2)	—	2	×	B	EC-1251
P0157	0157	HO2S2 (B2)	×	2	×	A	EC-1254
P0158	0158	HO2S2 (B2)	×	2	×	A	EC-1260
P0159	0159	HO2S2 (B2)	×	2	×	A	EC-1268
P015A	015A	A/F SENSOR1 (B1)	×	2	×	A	EC-1274. "DTC Logic"
P015B	015B	A/F SENSOR1 (B1)	×	2	×	A	EC-1274. "DTC Logic"
P015C	015C	A/F SENSOR1 (B2)	×	2	×	A	EC-1274. "DTC Logic"
P015D	015D	A/F SENSOR1 (B2)	×	2	×	A	EC-1274. "DTC Logic"
P0171	0171	FUEL SYS-LEAN-B1	—	2	×	B	EC-1280
P0172	0172	FUEL SYS-RICH-B1	—	2	×	B	EC-1284
P0174	0174	FUEL SYS-LEAN-B2	—	2	×	B	EC-1280
P0175	0175	FUEL SYS-RICH-B2	—	2	×	B	EC-1284
P0181	0181	FTT SENSOR	—	2	×	A and B	EC-1288
P0182	0182	FTT SEN/CIRCUIT	—	2	×	B	EC-1292
P0183	0183	FTT SEN/CIRCUIT	—	2	×	B	EC-1292
P0190	0190	FUEL PRES SEN/CIRC	—	1	×	B	EC-1295
P0191	0191	FRP SENSOR A	—	2	×	A	EC-1295
P0192	0192	FRP SEN/CIRC	—	2	×	B	EC-1295
P0193	0193	FRP SEN/CIRC	—	2	×	B	EC-1295
P0196	0196	EOT SENSOR	—	2	×	A and B	EC-1302
P0197	0197	EOT SEN/CIRC	—	2	×	B	EC-1306
P0198	0198	EOT SEN/CIRC	—	2	×	B	EC-1306

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< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

DTC*1		Items (CONSULT screen terms)	SRT code	Trip	MIL	Permanent DTC group*4	Reference page
CONSULT GST*2	ECM*3						
P0201	0201	INJECTOR CIRC-CYL1	—	2	×	B	EC-1308
P0202	0202	INJECTOR CIRC-CYL2	—	2	×	B	EC-1308
P0203	0203	INJECTOR CIRC-CYL3	—	2	×	B	EC-1308
P0204	0204	INJECTOR CIRC-CYL4	—	2	×	B	EC-1308
P0205	0205	INJECTOR CIRC-CYL5	—	2	×	B	EC-1308
P0206	0206	INJECTOR CIRC-CYL6	—	2	×	B	EC-1308
P0207	0207	INJECTOR CIRC-CYL7	—	2	×	B	EC-1308
P0208	0208	INJECTOR CIRC-CYL8	—	2	×	B	EC-1308
P0222	0222	TP SEN 1/CIRC-B1	—	1	×	B	EC-1309
P0223	0223	TP SEN 1/CIRC-B1	—	1	×	B	EC-1309
P0227	0227	TP SEN 2/CIRC-B2	—	1	×	B	EC-1234
P0228	0228	TP SEN 2/CIRC-B2	—	1	×	B	EC-1234
P0300	0300	MULTI CYL MISFIRE	—	1 or 2	×	B	EC-1312
P0301	0301	CYL 1 MISFIRE	—	1 or 2	×	B	EC-1312
P0302	0302	CYL 2 MISFIRE	—	1 or 2	×	B	EC-1312
P0303	0303	CYL 3 MISFIRE	—	1 or 2	×	B	EC-1312
P0304	0304	CYL 4 MISFIRE	—	1 or 2	×	B	EC-1312
P0305	0305	CYL 5 MISFIRE	—	1 or 2	×	B	EC-1312
P0306	0306	CYL 6 MISFIRE	—	1 or 2	×	B	EC-1312
P0307	0307	CYL 7 MISFIRE	—	1 or 2	×	B	EC-1312
P0308	0308	CYL 8 MISFIRE	—	1 or 2	×	B	EC-1312
P0327	0327	KNOCK SEN/CIRC-B1	—	2	—	—	EC-1318
P0328	0328	KNOCK SEN/CIRC-B1	—	2	—	—	EC-1318
P0332	0332	KNOCK SEN/CIRC-B2	—	2	—	B	EC-1318
P0333	0333	KNOCK SEN/CIRC-B2	—	2	—	B	EC-1318
P0335	0335	CKP SEN/CIRCUIT	—	2	×	B	EC-1320
P0340	0340	CMP SEN/CIRC-B1	—	2	×	B	EC-1324
P0345	0345	CMP SEN/CIRC-B2	—	2	×	B	EC-1324
P0420	0420	TW CATALYST SYS-B1	×	2	×	A	EC-1329
P0430	0430	TW CATALYST SYS-B2	×	2	×	A	EC-1329
P0441	0441	EVAP PURG FLOW/MON	×	2	×	A	EC-1334
P0443	0443	PURG VOLUME CONT/V	—	2	×	A	EC-1339
P0444	0444	PURG VOLUME CONT/V	—	2	×	B	EC-1344
P0445	0445	PURG VOLUME CONT/V	—	2	×	B	EC-1344
P0447	0447	VENT CONTROL VALVE	—	2	×	B	EC-1347
P0448	0448	VENT CONTROL VALVE	—	2	×	B	EC-1351
P0451	0451	EVAP SYS PRES SEN	—	2	×	A	EC-1355
P0452	0452	EVAP SYS PRES SEN	—	2	×	B	EC-1359
P0453	0453	EVAP SYS PRES SEN	—	2	×	B	EC-1364
P0456	0456	EVAP VERY SML LEAK	×*6	2	×	A	EC-1370
P0460	0460	FUEL LEV SEN SLOSH	—	2	×	A	EC-1376
P0461	0461	FUEL LEVEL SENSOR	—	2	×	B	EC-1377

ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

DTC*1		Items (CONSULT screen terms)	SRT code	Trip	MIL	Permanent DTC group*4	Reference page
CONSULT GST*2	ECM*3						
P0462	0462	FUEL LEVEL SEN/CIRC	—	2	x	B	EC-1379
P0463	0463	FUEL LEVEL SEN/CIRC	—	2	x	B	EC-1379
P0500	0500	VEHICLE SPEED SEN A*5	—	2	—	B	EC-1380
P0506	0506	ISC SYSTEM	—	2	x	B	EC-1382
P0507	0507	ISC SYSTEM	—	2	x	B	EC-1384
P050A	050A	COLD START CONTROL	—	2	x	A	EC-1386
P050B	050B	COLD START CONTROL	—	2	x	A	EC-1386
P050E	050E	COLD START CONTROL	—	2	x	A	EC-1386
P0520	0520	EOP SENSOR/SWITCH	—	2	—	B	EC-1388
P0524	0524	ENGINE OIL PRESSURE	—	2	x	B	EC-1391
P0550	0550	PW ST P SEN/CIRC	—	2	—	B	EC-1394
P0603	0603	ECM BACK UP/CIRCUIT	—	2	x	B	EC-1397
P0605	0605	ECM	—	1 or 2	x or —	B	EC-1399
P0607	0607	ECM	—	1	x	B	EC-1401
P0611	0611	FIC MODULE	—	2	x	—	EC-1402
P062B	062B	ECM	—	2	x	B	EC-1403
P0643	0643	SENSOR POWER/CIRC	—	1	x	B	EC-1404
P0705	0705	T/M RANGE SENSOR A	—	2	x	B	TM-111
P0710	0710	FLUID TEMP SENSOR A*8	—	2	x	B	TM-112
P0717	0717	INPUT SPEED SENSOR A	—	2	x	B	TM-114
P0720	0720	OUTPUT SPEED SENSOR*5	—	2	x	B	TM-115
P0729	0729	6GR INCORRECT RATIO*8	—	2	x	B	TM-119
P0730	0730	INCORRECT GR RATIO	—	2	x	B	TM-121
P0731	0731	1GR INCORRECT RATIO*8	—	2	x	B	TM-123
P0732	0732	2GR INCORRECT RATIO*8	—	2	x	B	TM-125
P0733	0733	3GR INCORRECT RATIO*8	—	2	x	B	TM-127
P0734	0734	4GR INCORRECT RATIO*8	—	2	x	B	TM-129
P0735	0735	5GR INCORRECT RATIO*8	—	2	x	B	TM-131
P0740	0740	TORQUE CONVERTER	—	2	x	B	TM-133
P0744	0744	TORQUE CONVERTER	—	2	x	B	TM-134
P0745	0745	PC SOLENOID A	—	2	x	B	TM-136
P0750	0750	SHIFT SOLENOID A	—	2	x	B	TM-137
P0775	0775	PC SOLENOID B	—	2	x	B	TM-138
P0780	0780	SHIFT	—	1	x	B	TM-139
P0795	0795	PC SOLENOID C	—	2	x	B	TM-141
P0850	0850	P-N POS SW/CIRCUIT	—	2	x	B	EC-1406
P100A	100A	VVEL SYSTEM-B1	—	2	x	B	EC-1409
P100B	100B	VVEL SYSTEM-B2	—	2	x	B	EC-1409
P1078	1078	EXH TIM SEN/CIRC-B1	—	2	x	B	EC-1413
P1084	1084	EXH TIM SEN/CIRC-B2	—	2	x	B	EC-1413
P1087	1087	VVEL SYSTEM-B1	—	1	x	B	EC-1409

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< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

DTC*1		Items (CONSULT screen terms)	SRT code	Trip	MIL	Permanent DTC group*4	Reference page
CONSULT GST*2	ECM*3						
P1088	1088	VVEL SYSTEM-B2	—	1	×	B	EC-1416
P1089	1089	VVEL POS SEN/CIRC-B1	—	1	×	B	EC-1417
P1090	1090	VVEL ACTR MOT-B1	—	1	×	B	EC-1420
P1091	1091	VVEL ACTR MOT PWR	—	1 or 2	×	B	EC-1423
P1092	1092	VVEL POS SEN/CIRC-B2	—	1	×	B	EC-1417
P1093	1093	VVEL ACTR MOT-B2	—	1	×	B	EC-1420
P1148	1148	CLOSED LOOP-B1	—	1	×	A	EC-1426
P1168	1168	CLOSED LOOP-B2	—	1	×	A	EC-1426
P1197	1197	FUEL RUN OUT	—	2	—	B	EC-1306
P1212	1212	TCS/CIRC	—	2	—	B	EC-1429
P1217	1217	ENG OVER TEMP	—	1	×	B	EC-1430
P1220	1220	FPCM	—	1	—	B	EC-1433
P1225	1225	CTP LEARNING-B1	—	2	—	—	EC-1436
P1226	1226	CTP LEARNING-B1	—	2	—	—	EC-1437
P1233	1233	ETC FNCTN/CIRC-B2	—	1	×	B	EC-1438
P1234	1234	CTP LEARNING-B2	—	2	—	B	EC-1436
P1235	1235	CTP LEARNING-B2	—	2	—	B	EC-1437
P1236	1236	ETC MOT-B2	—	1	×	B	EC-1442
P1238	1238	ETC ACTR-B2	—	1	×	B	EC-1444
P1239	1239	TP SENSOR-B2	—	1	×	B	EC-1446
P1423	1423	COLD START CONTROL	—	2	×	A	EC-1449
P1424	1424	COLD START CONTROL	—	2	×	A	EC-1449
P1550	1550	BAT CURRENT SENSOR	—	2	—	B	EC-1451
P1551	1551	BAT CURRENT SENSOR	—	2	—	B	EC-1455
P1552	1552	BAT CURRENT SENSOR	—	2	—	B	EC-1455
P1553	1553	BAT CURRENT SENSOR	—	2	—	B	EC-1459
P1554	1554	BAT CURRENT SENSOR	—	2	—	B	EC-1463
P1556	1556	BAT TMP SEN/CIRC	—	2	—	—	EC-1467
P1557	1557	BAT TMP SEN/CIRC	—	2	—	—	EC-1467
P1564	1564	ASCD SW	—	1	—	B	EC-1470 (with ASCD) EC-1473 (with ICC)
P1568	1568	ICC COMMAND VALUE	—	1	—	B	EC-1476
P1572	1572	ASCD BRAKE SW	—	1	—	B	EC-1477 (with ASCD) EC-1482 (with ICC)
P1574	1574	ASCD VHL SPD SEN	—	1	—	B	EC-1488 (with ASCD) EC-1490 (with ICC)
P1606	1606	VVEL CONTROL MODULE	—	1 or 2	× or —	B	EC-1492
P1607	1607	VVEL CONTROL MODULE	—	1	×	B	EC-1493
P1608	1608	VVEL SENSOR POWER/CIRC	—	1	×	B	EC-1494

ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

DTC*1		Items (CONSULT screen terms)	SRT code	Trip	MIL	Permanent DTC group*4	Reference page
CONSULT GST*2	ECM*3						
P1610	1610	LOCK MODE	—	2	—	—	SEC-55
P1611	1611	ID DISCORD IMMU-ECM	—	2	—	—	SEC-56
P1612	1612	CHAIN OF ECM-IMMU	—	2	—	—	SEC-57
P1614	1614	CHAIN OF IMMU-KEY	—	2	—	—	SEC-58
P1715	1715	IN PULY SPEED	—	2	—	—	EC-1496
P1730	1730	INTERLOCK	—	2	×	—	TM-145
P1734	1734	7GR INCORRECT RATIO*8	—	2	×	—	TM-147
P1805	1805	BRAKE SW/CIRCUIT	—	2	—	B	EC-1497
P1806	1806	BRAKE VACUUM SEN	—	2	×	B	BRC-135
P2096	2096	POST CAT FUEL TRIM SYS B1	—	2	×	A	EC-1500
P2097	2097	POST CAT FUEL TRIM SYS B1	—	2	×	A	EC-1500
P2098	2098	POST CAT FUEL TRIM SYS B2	—	2	×	A	EC-1500
P2099	2099	POST CAT FUEL TRIM SYS B2	—	2	×	A	EC-1500
P2100	2100	ETC MOT PWR-B1	—	1	×	B	EC-1504
P2101	2101	ETC FNCTN/CIRC-B1	—	1	×	B	EC-1438
P2103	2103	ETC MOT PWR	—	1	×	B	EC-1504
P2118	2118	ETC MOT-B1	—	1	×	B	EC-1442
P2119	2119	ETC ACTR-B1	—	1	×	B	EC-1444
P2122	2122	APP SEN 1/CIRC	—	1	×	B	EC-1506
P2123	2123	APP SEN 1/CIRC	—	1	×	B	EC-1506
P2127	2127	APP SEN 2/CIRC	—	1	×	B	EC-1509
P2128	2128	APP SEN 2/CIRC	—	1	×	B	EC-1509
P2132	2132	TP SEN 1/CIRC-B2	—	1	×	—	EC-1309
P2133	2133	TP SEN 1/CIRC-B2	—	1	×	—	EC-1309
P2135	2135	TP SENSOR-B1	—	1	×	B	EC-1446
P2138	2138	APP SENSOR	—	1	×	B	EC-1513
P219A	219A	AIR FUEL RATIO IMBALANCE B1	×	2	×	A	EC-1518. "DTC Logic"
P219B	219B	AIR FUEL RATIO IMBALANCE B2	×	2	×	A	EC-1518. "DTC Logic"
P2713	2713	PC SOLENOID D	—	2	×	—	TM-155
P2722	2722	PC SOLENOID E	—	2	×	—	TM-156
P2731	2731	PC SOLENOID F	—	2	×	—	TM-157
P2807	2807	PC SOLENOID G	—	2	×	—	TM-158

*1: 1st trip DTC No. is the same as DTC No.

*2: This number is prescribed by SAE J2012/ISO 15031-6.

*3: In Diagnostic Test Mode II (Self-diagnostic results), this number is controlled by NISSAN.

*4: Refer to [EC-1158, "Description"](#).

*5: The troubleshooting for this DTC needs CONSULT.

*6: When the fail safe operations for both self-diagnoses occur, the MIL illuminates.

*7: SRT code will not be set if the self-diagnostic result is NG.

*8: When the ECM is in the mode that displays SRT status, MIL may blink. For the details, refer to "How to Display SRT Status".

*9: When erasing this DTC, always use CONSULT or GST.

Test Value and Test Limit

INFOID:000000012357121

The following is the information specified in Service \$06 of SAE J1979/ISO 15031-5.

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. (e.g., 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 or P2096	89H	84H	The amount of shift in air fuel ratio (too lean)
			P2A00 or P2097	8AH	84H	The amount of shift in air fuel ratio (too rich)
			P0130	8BH	0BH	Difference in sensor output voltage
			P0133	8CH	83H	Response gain at the limited frequency
			P014C	8DH	04H	O2 sensor slow response - Rich to lean bank 1 sensor 1
			P014C	8EH	04H	O2 sensor slow response - Rich to lean bank 1 sensor 1
			P014D	8FH	84H	O2 sensor slow response - Lean to rich bank 1 sensor 1
			P014D	90H	84H	O2 sensor slow response - Lean to rich bank 1 sensor 1
			P015A	91H	01H	O2 sensor delayed response - Rich to lean bank 1 sensor 1
			P015A	92H	01H	O2 sensor delayed response - Rich to lean bank 1 sensor 1
			P015B	93H	01H	O2 sensor delayed response - Lean to rich bank 1 sensor 1
			P015B	94H	01H	O2 sensor delayed response - Lean to rich bank 1 sensor 1
			P0133	95H	04H	Response rate: Response ratio (lean to rich)
			P0133	96H	84H	Response rate: Response ratio (rich to lean)

ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

Item	OBD-MID	Self-diagnostic test item	DTC	Test value and Test limit (GST display)		Description
				TID	Unit and Scaling ID	
HO2S	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
			P0139	82H	11H	Rear O2 sensor delay response diagnosis
	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
	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 or P2098	89H	84H	The amount of shift in air fuel ratio (too lean)
			P2A03 or P2099	8AH	84H	The amount of shift in air fuel ratio (too rich)
			P0150	8BH	0BH	Difference in sensor output voltage
			P0153	8CH	83H	Response gain at the limited frequency
			P014E	8DH	04H	O2 sensor slow response - Rich to lean bank 2 sensor 1
			P014E	8EH	04H	O2 sensor slow response - Rich to lean bank 2 sensor 1
			P014F	8FH	84H	O2 sensor slow response - Lean to rich bank 2 sensor 1
			P014F	90H	84H	O2 sensor slow response - Lean to rich bank 2 sensor 1
			P015C	91H	01H	O2 sensor delayed response - Rich to lean bank 2 sensor 1
			P015C	92H	01H	O2 sensor delayed response - Rich to lean bank 2 sensor 1
			P015D	93H	01H	O2 sensor delayed response - Lean to rich bank 2 sensor 1

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ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

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)	P015D	94H	01H	O2 sensor delayed response - Lean to rich bank 2 sensor 1	
			P0153	95H	04H	Response rate: Response ratio (lean to rich)	
			P0153	96H	84H	Response rate: Response ratio (rich to lean)	
	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	
			P0159	82H	11H	Rear O2 sensor delay response diagnosis	
	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	
	CATA- LYST	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	
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	
			P0402	85H	FCH	EGR differential pressure high flow	
			P0401	86H	37H	EGR differential pressure low flow	
			P2457	87H	96H	EGR temperature	

ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

Item	OBD-MID	Self-diagnostic test item	DTC	Test value and Test limit (GST display)		Description
				TID	Unit and Scaling ID	
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)
			P100A	84H	10H	VEL slow response diagnosis
			P1090	85H	10H	VEL servo system diagnosis
			P0011	86H	9DH	VTC intake intermediate lock function diagnosis (VTC intermediate position alignment check diagnosis)
			Advanced: P052A Retarded: P052B	87H	9DH	VTC intake intermediate lock system diagnosis (VTC intermediate lock position check 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)
			P100B	84H	10H	VEL slow response diagnosis
			P1093	85H	10H	VEL servo system diagnosis
P0021			86H	9DH	VTC intake intermediate lock function diagnosis (VTC intermediate position alignment check diagnosis)	
		Advanced: P052C Retarded: P052D	87H	9DH	VTC intake intermediate lock system diagnosis (VTC intermediate lock position check 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
			P0456	82H	FDH	Internal pressure of EVAP system at the end of monitoring
	3DH	Purge flow system	P0441	83H	0CH	Difference in pressure sensor output voltage before and after vent control valve close

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< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

Item	OBD-MID	Self-diagnostic test item	DTC	Test value and Test limit (GST display)		Description	
				TID	Unit and Scaling ID		
O2 SENSOR HEATER	41H	A/F sensor 1 heater (Bank 1)	Low Input: P0031 High Input: P0032	81H	0BH	Converted value of heater electric current to voltage	
			P0030	83H	0BH	A/F sensor heater circuit malfunction	
	42H	Heated oxygen sensor 2 heater (Bank 1)	Low Input: P0037 High Input: P0038	80H	0CH	Converted value of heater electric current to voltage	
			P0141	81H	14H	Rear O2 sensor internal impedance	
	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 High Input: P0052	81H	0BH	Converted value of heater electric current to voltage	
			P0036	83H	0BH	A/F sensor heater circuit malfunction	
	46H	Heated oxygen sensor 2 heater (Bank 2)	Low Input: P0057 High Input: P0058	80H	0CH	Converted value of heater electric current to voltage	
			P0161	81H	14CH	Rear O2 sensor internal impedance	
	47H	Heated oxygen sensor 3 heater (Bank 2)	P0063	80H	0CH	Converted value of heater electric current to voltage	
	SECONDARY AIR	71H	Secondary air system	P0411	80H	01H	Secondary air injection system incorrect flow detected
				Bank1: P0491 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 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	

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< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

Item	OBD-MID	Self-diagnostic test item	DTC	Test value and Test limit (GST display)		Description
				TID	Unit and Scaling ID	
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
			P117A / P219A	82H	03H	Cylinder A/F imbalance monitoring
			P219C	83H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #1 cylinder parameter
			P219D	84H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #2 cylinder parameter
			P219E	85H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #3 cylinder parameter
			P219F	86H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #4 cylinder parameter
			P21A0	87H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #5 cylinder parameter
			P21A2	89H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #7 cylinder parameter
	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
			P117B / P219B	82H	03H	Cylinder A/F imbalance monitoring
			P219D	84H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #2 cylinder parameter
			P219F	86H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #4 cylinder parameter
			P21A1	88H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #6 cylinder parameter
P21A3	8AH	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #8 cylinder parameter			

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< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

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

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< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

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

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VVEL CONTROL MODULE

< ECU DIAGNOSIS INFORMATION >

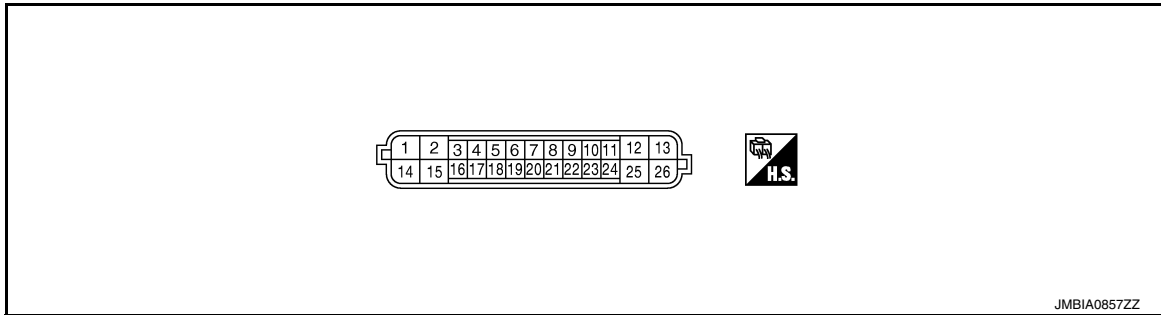
[VK56VD FOR USA AND CANADA]

VVEL CONTROL MODULE

Reference Value

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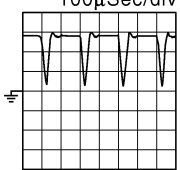
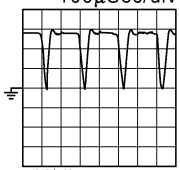
TERMINAL LAYOUT



PHYSICAL VALUES

NOTE:

- Specification data are reference values and are measured between each terminals.
- Pulse signal is measured by CONSULT.

Terminal No.		Description		Condition	Value (Approx.)
+	-	Signal name	Input/Output		
1 (W)	14 (B/R)	VVEL actuator motor power supply (bank 2)	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)
2 (L/B)	14 (B/R)	VVEL actuator motor (High lift) (bank 2)	Output	[Engine is running] • Warm-up condition • Idle speed	0 - 14 V★ 100μSec/div  5V/div JMBIA0854ZZ
				[Engine is running] • Warm-up condition • When revving engine up to 2,000 rpm quickly	0 - 14 V★ 100μSec/div  5V/div JMBIA0855ZZ
3 (Y)	6 (B)	VVEL control shaft position sensor 1 (bank 1)	Input	[Engine is running] • Warm-up condition • Idle speed	0.25 - 1.40 V
				[Engine is running] • Warm-up condition • When revving engine up to 3,000 rpm quickly	0.25 - 4.75 V
4 (W)	—	Sensor ground [VVEL control shaft position sensor 1 (bank 2)]	—	—	—

VVEL CONTROL MODULE

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

Terminal No.		Description		Condition	Value (Approx.)
+	-	Signal name	Input/Output		
5 (L)	4 (W)	VVEL control shaft position sensor 1 (bank 2)	Input	[Engine is running] • Warm-up condition • Idle speed	0.25 - 1.40 V
				[Engine is running] • Warm-up condition • When revving engine up to 3,000 rpm quickly	0.25 - 4.75 V
6 (B)	—	Sensor ground [VVEL control shaft position sensor 1 (bank 1)]	—	—	—
7 (W)	6 (B)	Sensor power supply [VVEL control shaft position sensor 1 (bank 1)]	—	[Ignition switch: ON]	5 V
8 (R)	14 (B/R)	Power supply for VVEL control module	—	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
9 (B)	4 (W)	Sensor power supply [VVEL position sensor 1 (bank 2)]	—	[Ignition switch: ON]	5 V
11 (GR)	—	ENG communication line	Input/Output	—	—
12 (L/B)	14 (B/R)	VVEL actuator motor (High lift) (bank 1)	Output	[Engine is running] • Warm-up condition • Idle speed	<p>0 - 14 V★</p> <p>100µSec/div</p> <p>5V/div</p> <p>JMBIA0854ZZ</p>
				[Engine is running] • Warm-up condition • When revving engine up to 3,000 rpm quickly	<p>0 - 14 V★</p> <p>100µSec/div</p> <p>5V/div</p> <p>JMBIA0855ZZ</p>
13 (W)	14 (B/R)	VVEL actuator motor power supply (bank 1)	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
14 (B/R)	—	VVEL control module ground	—	—	—

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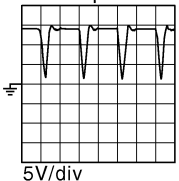
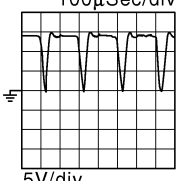
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VVEL CONTROL MODULE

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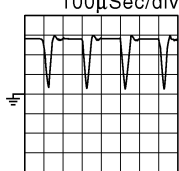
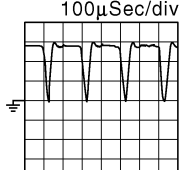
[VK56VD FOR USA AND CANADA]

Terminal No.		Description		Condition	Value (Approx.)
+	-	Signal name	Input/Output		
15 (L/W)	14 (B/R)	VVEL actuator motor (Low lift) (bank 2)	Output	[Engine is running] • Warm-up condition • Idle speed	0 - 14 V★ 100μSec/div  5V/div JMBIA0854ZZ
				[Engine is running] • Warm-up condition • When revving engine up to 3,000 rpm quickly	0 - 14 V★ 100μSec/div  5V/div JMBIA0855ZZ
16 (G)	19 (L)	VVEL control shaft position sensor 2 (bank 1)	Input	[Engine is running] • Warm-up condition • Idle speed	3.50 - 4.75 V
				[Engine is running] • Warm-up condition • When revving engine up to 3,000 rpm quickly	0.25 - 4.75 V
17 (Y)	—	Sensor ground [VVEL control shaft position sensor 2 (bank 2)]	—	—	—
18 (R)	17 (Y)	VVEL control shaft position sensor 2 (bank 2)	Input	[Engine is running] • Warm-up condition • Idle speed	3.50 - 4.75 V
				[Engine is running] • Warm-up condition • When revving engine up to 3,000 rpm quickly	0.25 - 4.75 V
19 (L)	—	Sensor ground [VVEL control shaft position sensor 2 (bank 1)]	—	—	—
20 (R)	19 (L)	Sensor power supply [VVEL control shaft position sensor 2 (bank 1)]	—	[Ignition switch: ON]	5 V
21 (V)	14 (B/R)	VVEL actuator motor relay abort signal [ECM]	Input	[Engine is running] • Warm-up condition • Idle speed	0 V
22 (G)	17 (Y)	Sensor power supply [VVEL control shaft position sensor 2 (bank 2)]	—	[Ignition switch: ON]	5 V
23 (P)	14 (B/R)	VVEL control motor relay	Output	[Ignition switch: OFF]	BATTERY VOLTAGE (11 - 14 V)
				[Ignition switch: ON]	0 - 1.0 V
24 (L)	—	ENG communication line	Input/Output	—	—

VVEL CONTROL MODULE

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR USA AND CANADA]

Terminal No.		Description		Condition	Value (Approx.)
+	-	Signal name	Input/Output		
25 (L/W)	14 (B/R)	VVEL control motor (Low lift) (bank 1)	Output	[Engine is running] • Warm-up condition • Idle speed	0 - 14 V★ 100μSec/div  5V/div JMBIA0854ZZ
				[Engine is running] • Warm-up condition • When revving engine up to 3,000 rpm quickly	0 - 14 V★ 100μSec/div  5V/div JMBIA0855ZZ

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

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ENGINE CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

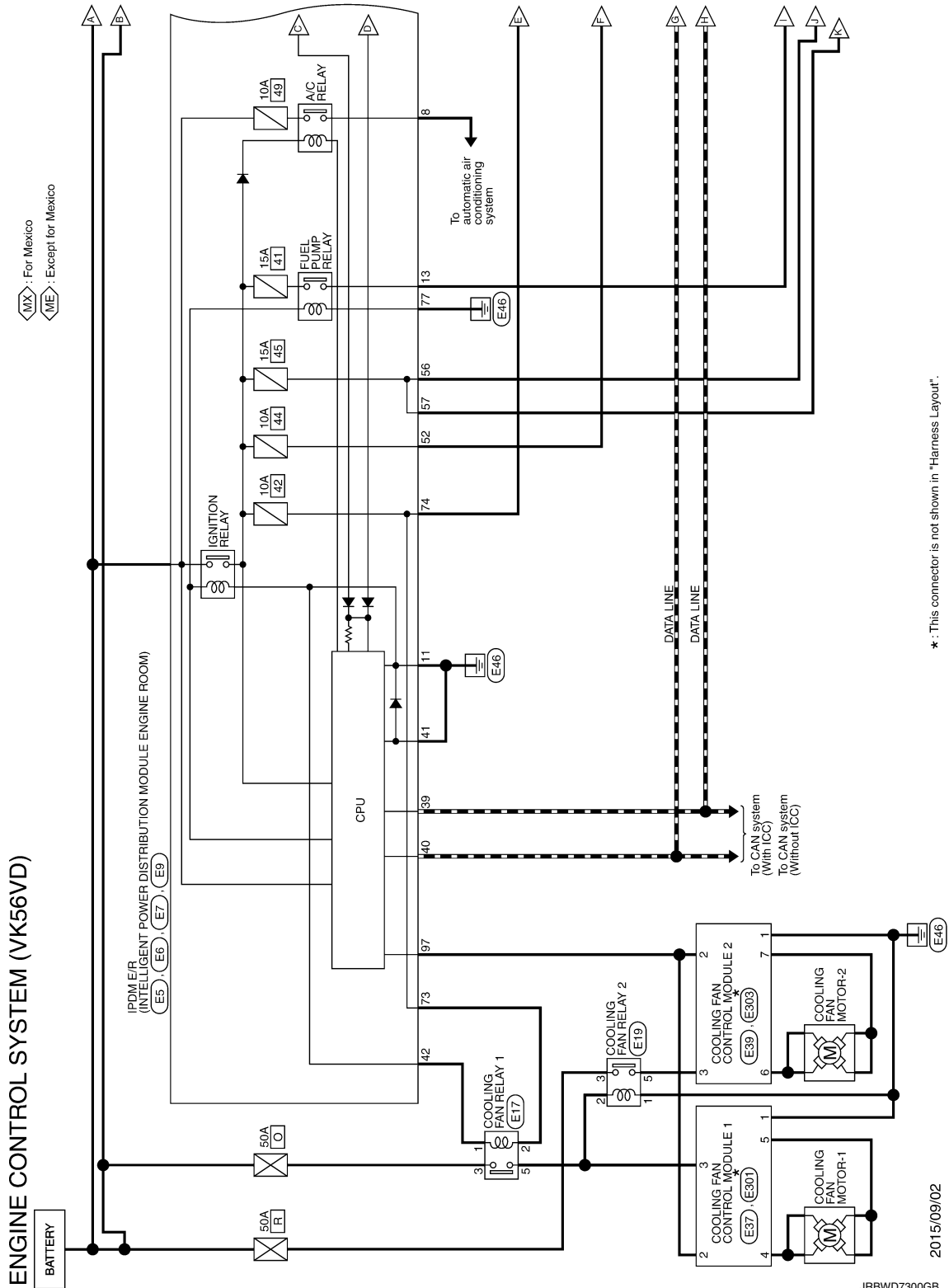
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WIRING DIAGRAM

ENGINE CONTROL SYSTEM

Wiring Diagram

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*: This connector is not shown in "Harness Layout".

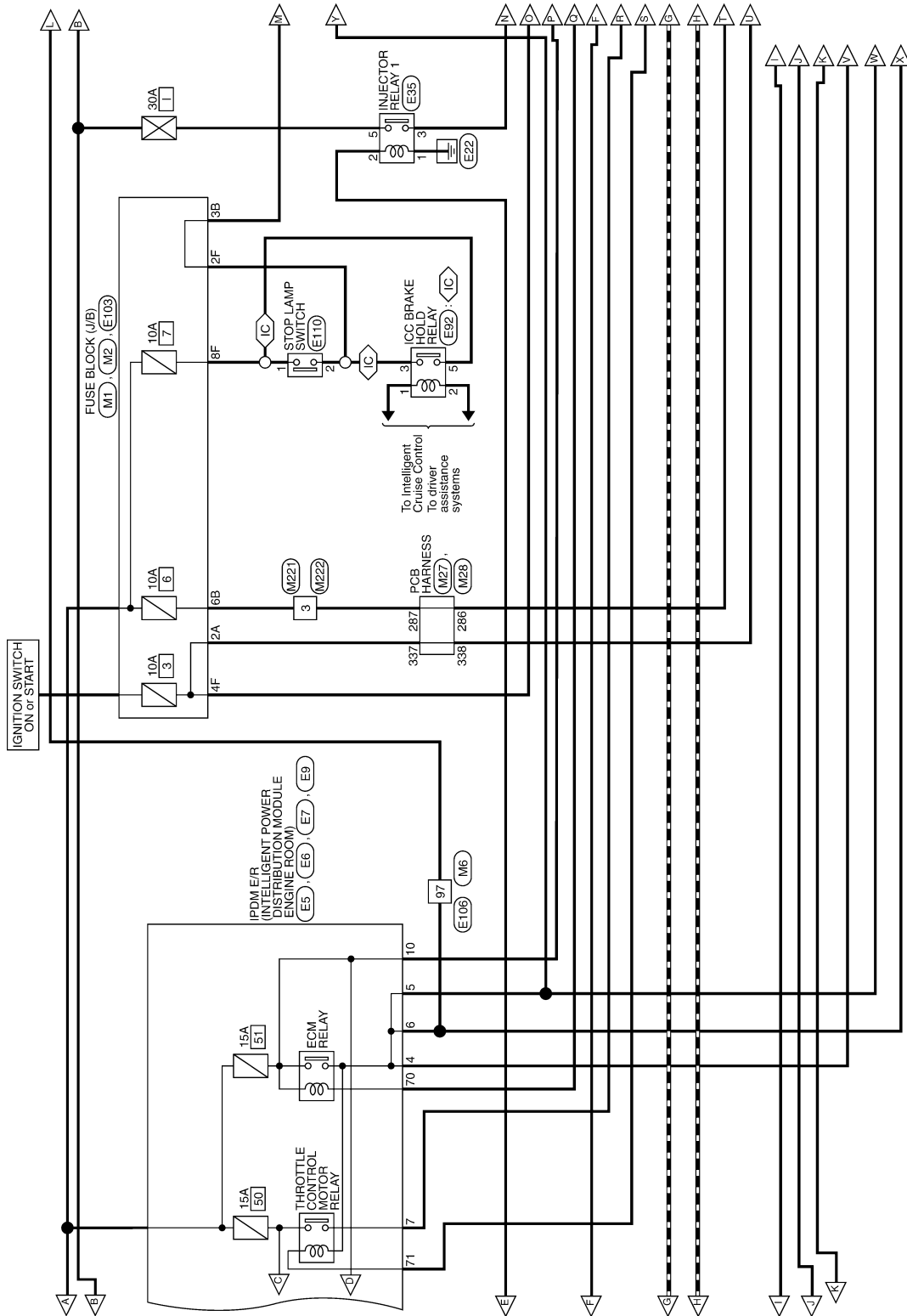
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ENGINE CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

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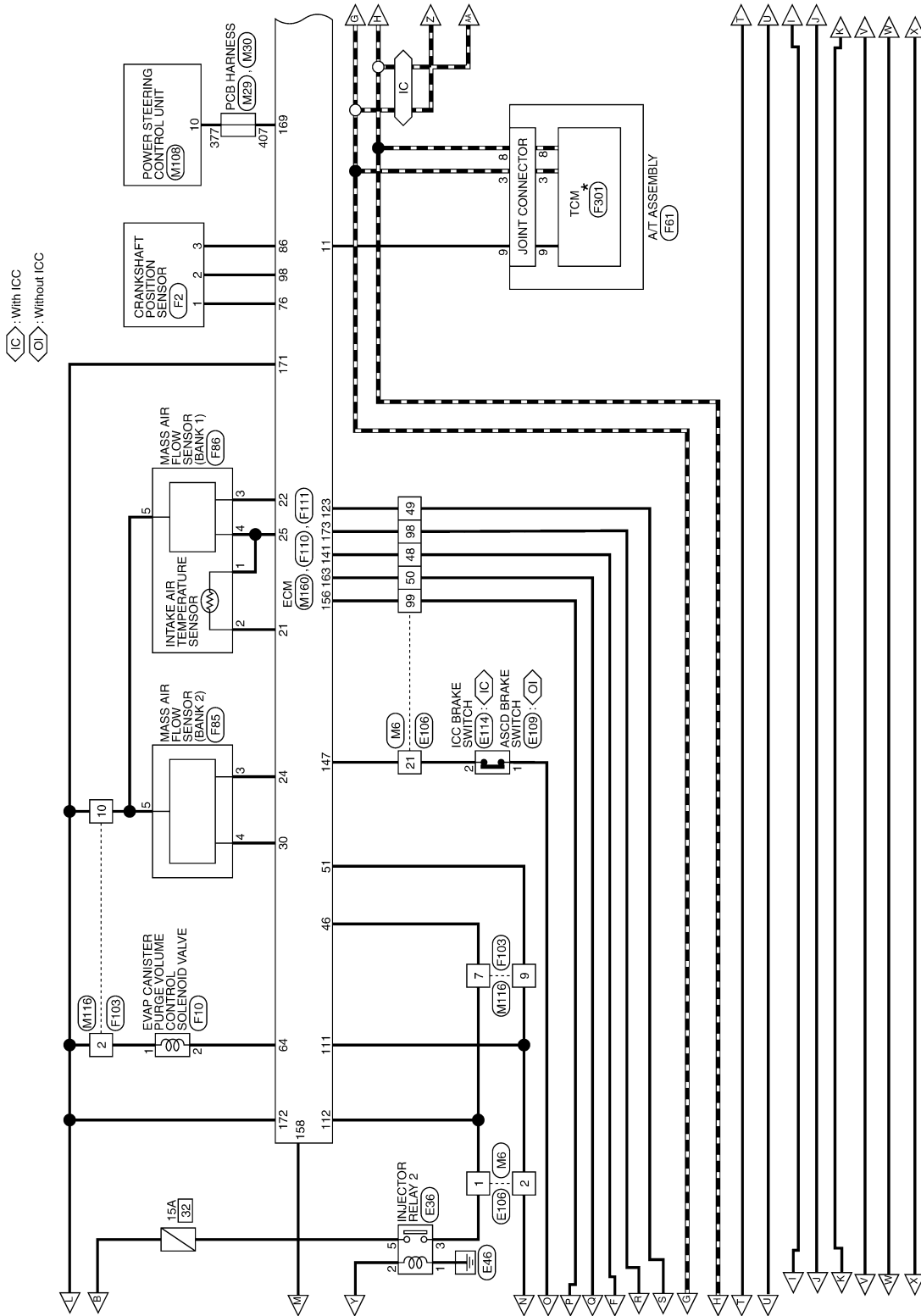
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ENGINE CONTROL SYSTEM

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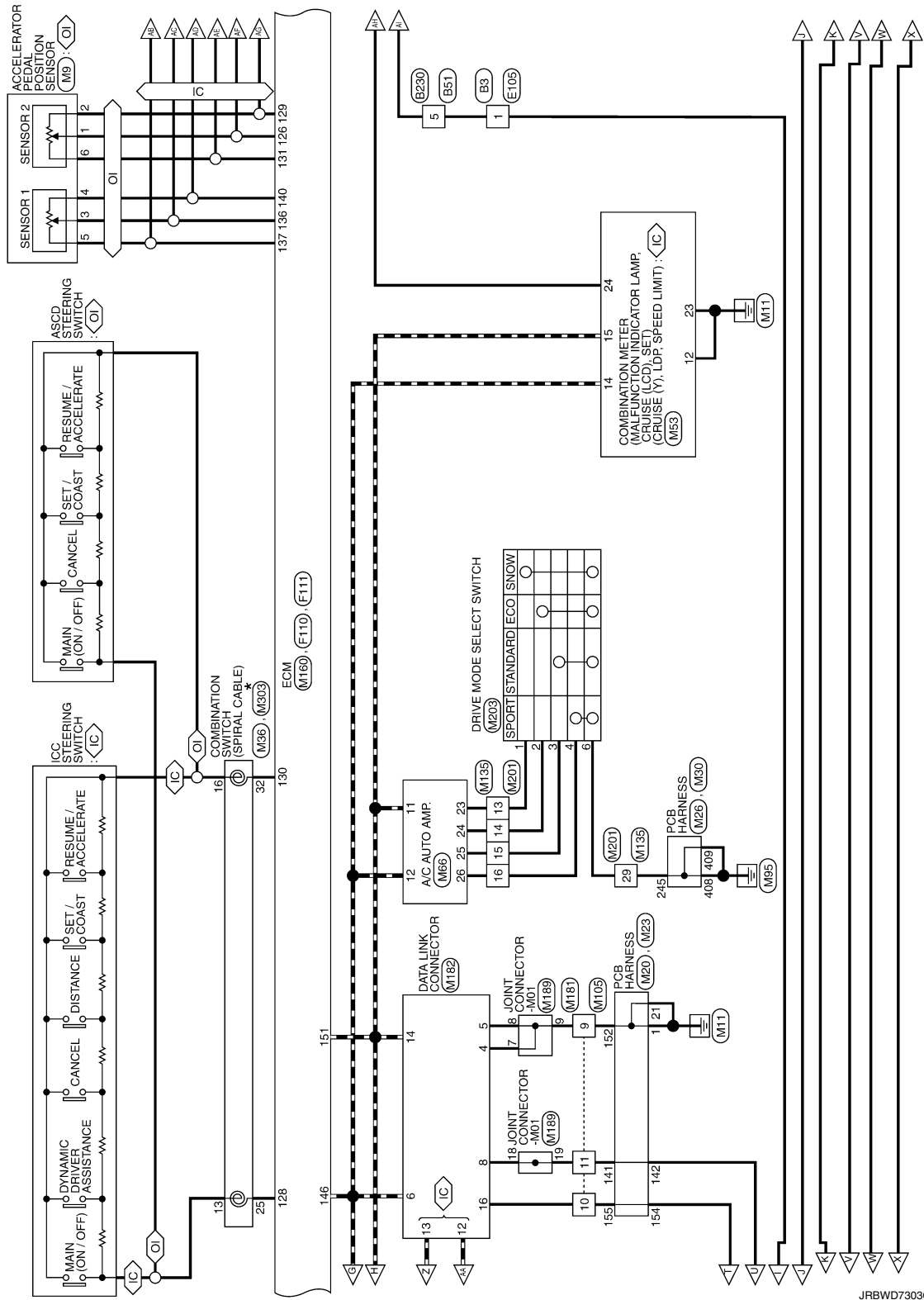


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ENGINE CONTROL SYSTEM

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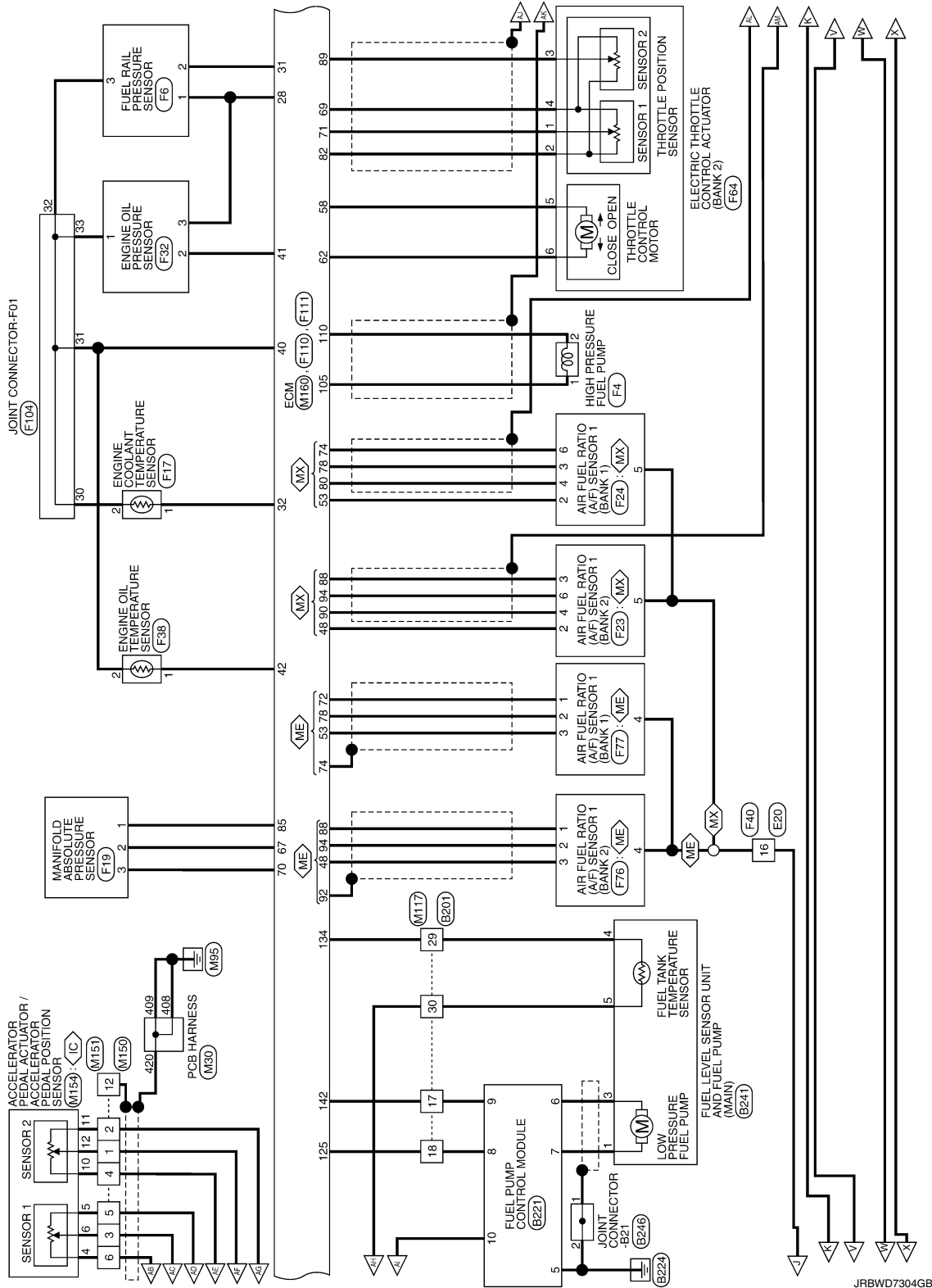
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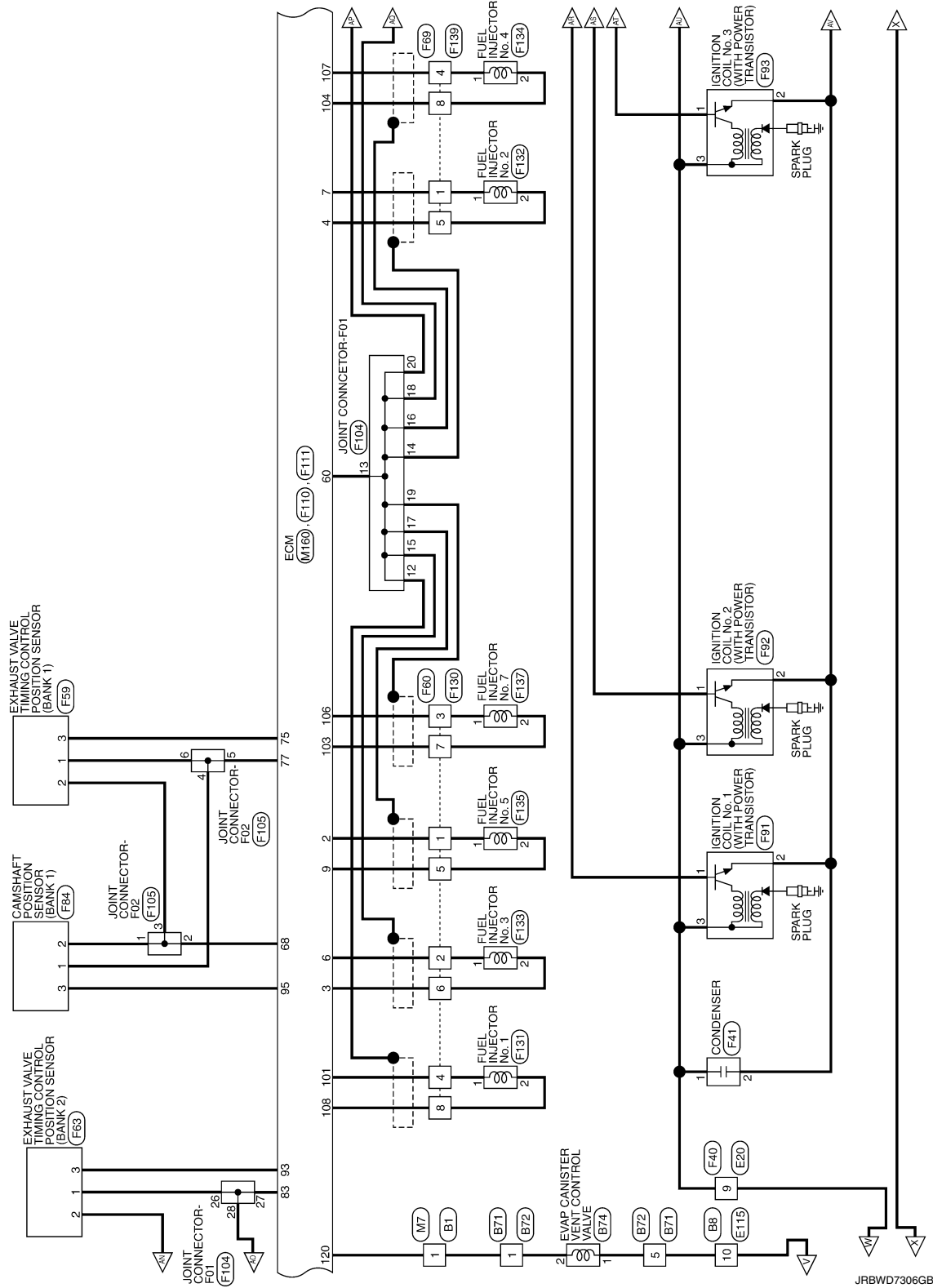


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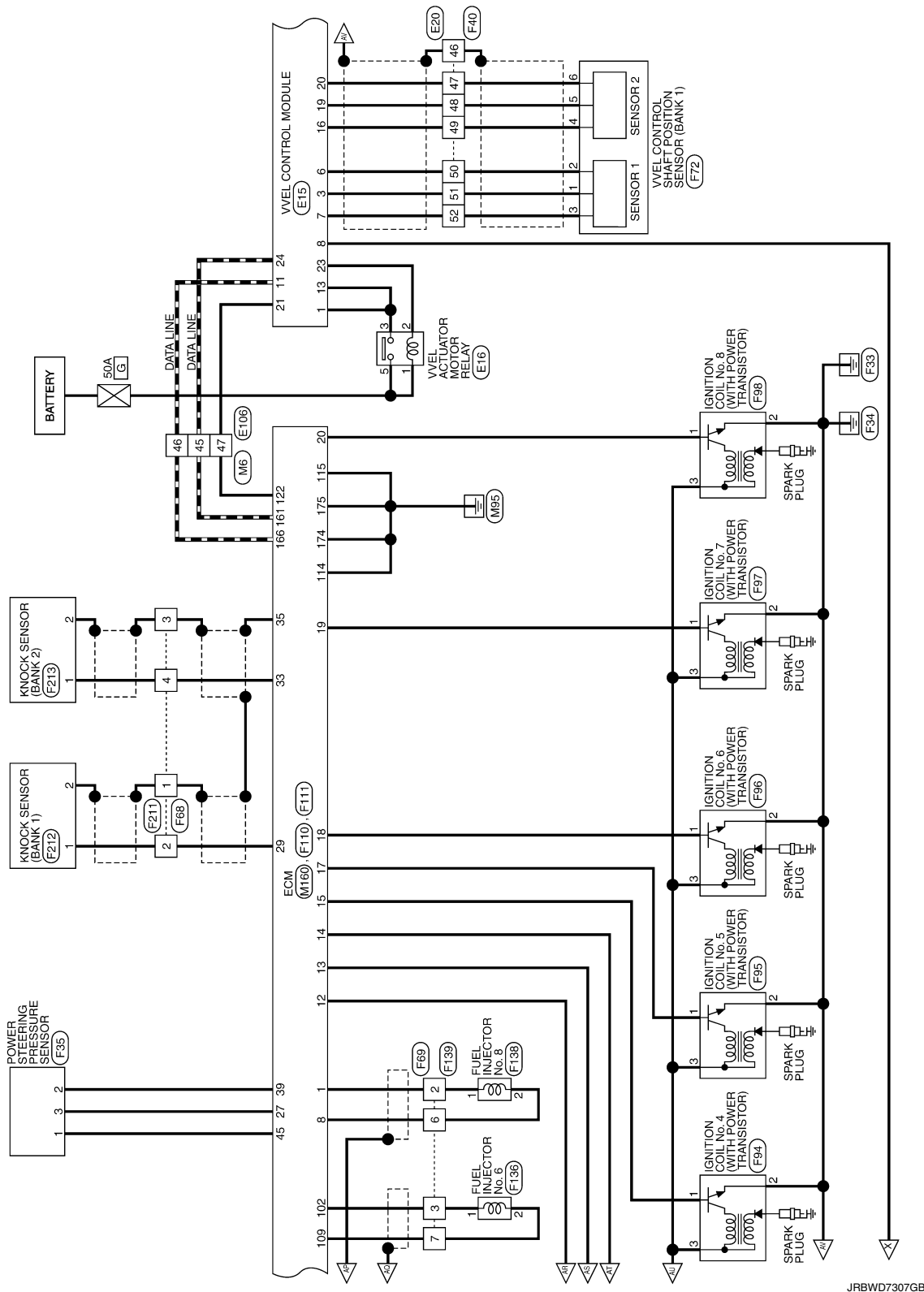


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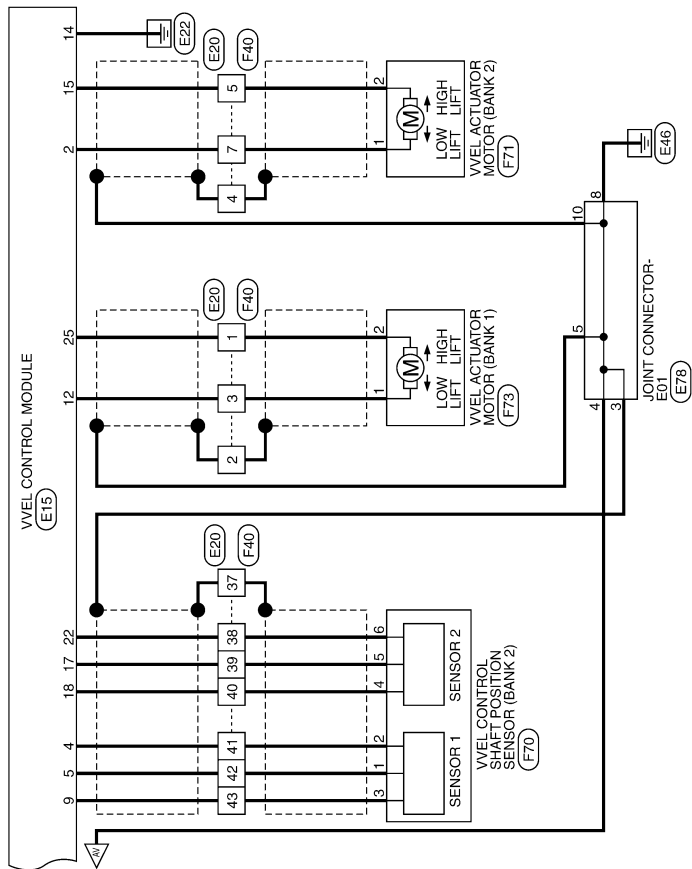
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ENGINE CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

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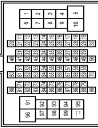
ENGINE CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

< WIRING DIAGRAM >

ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	B1
Connector Name	WIRE TO WIRE
Connector Type	TH88FW-C31P-TM4



Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	-
2	W	-
4	LG	-
5	P	-
7	GR	-
8	Y	-
9	LG	-
10	V	-
11	GR	-
11	L	- [With climate controlled seat]
12	GR	- [With heated seat]
12	P	- [With heated seat]
13	BR	- [With climate controlled seat]
14	R	-
15	O	-
15	O	-
16	B	-
18	R	-
18	W	-
20	L	-
21	B	-
22	LG	-
23	V	-
24	Y	-
25	G	-
26	GR	-
27	SB	-
28	L/O	-
29	W/L	-
30	SHIELD	-
32	L	-
33	R	-
36	G	-
37	SB	-
40	SHIELD	-

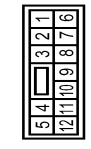
41	GR/V	-
42	W/L	-
43	L	-
44	B	-
47	O	-
48	V	-
49	BR	-
50	SB	-
51	V	-
52	LG	-
53	G	-
56	P	-
57	BR	-
58	LG	-
59	Y	-
60	W	-
61	B	-
62	LG	-
63	V	-
65	O	-
66	BR	-
67	V	-
68	LG	-
69	GR	-
70	R	-
72	L	-
73	P	-
74	L	-
75	P	-
76	Y	-
78	W	-
78	W	-
79	R	-
81	LG	-
82	BR	-
83	SB	-
84	Y	-
85	W	-
86	R	-
87	G	-
88	GR	-
91	SB	-
92	G	-
96	Y	-
97	O	-
98	SB	-
99	LG	-

Connector No.	B3
Connector Name	WIRE TO WIRE
Connector Type	MS23FW-LC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-

Connector No.	B8
Connector Name	WIRE TO WIRE
Connector Type	MS12FW-CS



Terminal No.	Color Of Wire	Signal Name [Specification]
0	-	-
1	C	-
2	LG	-
3	LG	-
4	W	-
5	V	-
8	LG	-
10	W	-
11	G	-
12	SB	-

Connector No.	B51
Connector Name	WIRE TO WIRE
Connector Type	MS58MB-LC



Terminal No.	Color Of Wire	Signal Name [Specification]
5	W	-

Connector No.	B71
Connector Name	WIRE TO WIRE
Connector Type	RS09FB-PR



Terminal No.	Color Of Wire	Signal Name [Specification]
1	C	-
2	LG	-
3	LG	-
4	W	-
5	V	-
6	V	-

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ENGINE CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

< WIRING DIAGRAM >

ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	B72
Connector Name	WIRE TO WIRE
Connector Type	HS2648B



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	G	-
3	P	-
5	W	-
6	V	-

Connector No.	B73
Connector Name	EVP CONTROL SYSTEM PRESSURE SENSOR
Connector Type	ED7FG4RS



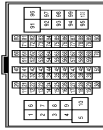
Terminal No.	Color Of Wire	Signal Name [Specification]
1	V	-
2	P	-
3	G	-

Connector No.	B74
Connector Name	EVP CANISTER VENT CONTROL VALVE
Connector Type	ED7FB4RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	POWER
2	G	END

Connector No.	B201
Connector Name	WIRE TO WIRE
Connector Type	TH80MW-CS16-TM4

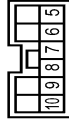


Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	-
3	R	-
6	R	-
7	W	-
8	V	-
11	R	-
12	G	-
13	Y	-
14	L	-
15	R	- [Without ADAS]
15	Y	- [With ADAS]
17	GR	-
18	P	-
19	BR	-
20	GR	-
21	Y	-
22	GR	-
23	R	-

Terminal No.	Color Of Wire	Signal Name [Specification]
34	V	-
35	B	-
36	W	-
37	O	-
38	O	-
39	P	-
40	O	-
31	BR	-
32	Y	-
40	SHIELD	-
41	W/R	-
42	V	-
45	SB	-
46	R	- [With climate controlled seat]
46	Y	- [With heated seat]
47	G	- [With climate controlled seat]
47	GR	- [With heated seat]
48	V	-
49	O	-
50	R	-
51	GR	-
52	LG	-
53	P	-
56	P	-
57	W	-
58	O	-
59	R	-
61	SB	-
62	W	-
63	W	-
64	SB	-
65	LG	-
66	L	-
67	Y	-
68	SB	-
69	B	-
71	L	-
72	L	-
73	R	-
74	B	-
75	L	-
76	SHIELD	-
77	G	-
78	R	-
79	P	-
80	G	-
81	O	-
82	BR	-
83	GR	-
84	V	-

Terminal No.	Color Of Wire	Signal Name [Specification]
85	LG	-
86	W	-
87	Y	-
88	Y	-
89	BR	-
90	L	-
91	BR	-
93	O	- [With heated seat]
93	Y	- [With climate controlled seat]
94	GR	-
96	W	-
97	P	-
98	LG	-
99	LG	-
100	Y	-

Connector No.	B271
Connector Name	FUEL PUMP CONTROL MODULE
Connector Type	TM1DFB



Terminal No.	Color Of Wire	Signal Name [Specification]
5	BR	-
6	B	-
7	W	-
8	P	-
9	GR	-
10	BR	-

ENGINE CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

< WIRING DIAGRAM >

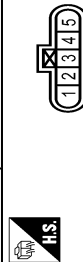
ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	B230
Connector Name	WIRE TO WIRE
Connector Type	MGB8P4LC



Terminal No.	Color Of Wire	Signal Name [Specification]
5	BR	-

Connector No.	B241
Connector Name	FUEL LEVEL SENSOR BATT AND REL. IN PUMP (MAIN)
Connector Type	EDF55V4RS



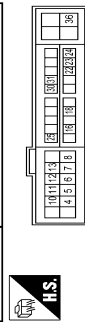
Terminal No.	Color Of Wire	Signal Name [Specification]
1	O	-
2	B	-
3	B	-
4	P	-
5	B	-

Connector No.	B246
Connector Name	JOINT CONNECTOR-B21
Connector Type	TH20PW-J



Terminal No.	Color Of Wire	Signal Name [Specification]
1	SHIELD	-
2	B/R	-
3	B/R	-
4	B/R	-

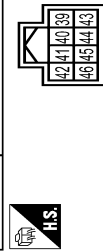
Connector No.	E5
Connector Name	FROM ECU INTELLIGENT POWER DISTRIBUTION MODULE ENGINE (MAIN)
Connector Type	TH20PW-CS12-M4-1V



Terminal No.	Color Of Wire	Signal Name [Specification]
4	W	ENG_SON
5	P	IGN_COIL
6	R	ECM_VB [With VQ37 engine]
6	SB	ECM_VB [With VK56 engine]
7	R	ETC [With VK56 engine]
7	Y	ETC [With VQ37 engine]
8	L/Y	A/C_COMP [With VK56 engine]
8	P	A/C_COMP [With VQ37 engine]
10	V	ECM_BAT
11	B	P-GND
12	G	ABS_ECU
13	GR	FUEL_PUMP [With VQ37 engine]
13	W	FUEL_PUMP [With VK56 engine]
16	V	WIPER_AUTOSTOP
18	Y	IGN_SIGNAL
22	BR	ALT_C

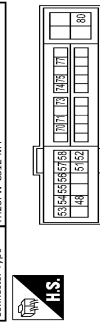
Terminal No.	Color Of Wire	Signal Name [Specification]
23	P	DIRT_RLY
24	O	HOOD_SW
25	LG	RFLY_LC
26	LG	RFLY_SW
31	BR	NP_SW [With VK56 engine]
31	W	NP_SW [With VQ37 engine]
36	GR	F/L_IGN_SW

Connector No.	E6
Connector Name	FROM ECU INTELLIGENT POWER DISTRIBUTION MODULE ENGINE (MAIN)
Connector Type	TH08PW-NH



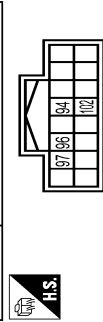
Terminal No.	Color Of Wire	Signal Name [Specification]
39	P	CAN-L
40	L	CAN-H
41	B	S-GND
42	V	MOTOR_FAN_RLY_CONT [With VK56 engine]
42	Y	MOTOR_FAN_RLY_CONT [With VQ37 engine]
43	SB	DELET_SW
44	GR	RODIN_RLY [With VK56 engine]
44	LG	RODIN_RLY [With VQ37 engine]
45	LG	START_SW
46	BR	START_CONT

Connector No.	E7
Connector Name	FROM ECU INTELLIGENT POWER DISTRIBUTION MODULE ENGINE (MAIN)
Connector Type	TH20PW-CS12-M4



Terminal No.	Color Of Wire	Signal Name [Specification]
85	P	BWFL_DLGER
86	P	BWFL_DLGER
87	O	WASH_SW
88	O	WASHER_HL
89	O	WASHER_HL
90	O	WASHER_HL
91	O	WASHER_HL
92	O	WASHER_HL
93	O	WASHER_HL
94	O	WASHER_HL
95	R	TAIL(L)UMI
96	GR	O2_SENS_H1
97	V	O2_SENS_H2
98	BR	AT_ECU
70	LG	S5OFF
71	O	MOTR_V
73	G	START_LG-E/R
74	R	START_LG-E/GI
75	Y	OIL_PRESSURE_SW
77	B	EPR
80	W	STARTER_MOTOR

Connector No.	E9
Connector Name	FROM ECU INTELLIGENT POWER DISTRIBUTION MODULE ENGINE (MAIN)
Connector Type	TH16PW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
94	P	CLEARANCE_RM
96	R	WIPER_REV_RLY
97	V	MOTOR_FAN_PWM
102	R	CLEARANCE_LH [With VK56 engine]
102	R/L	CLEARANCE_LH [With VQ37 engine]

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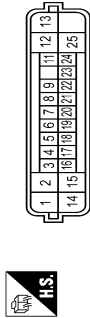
ENGINE CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

< WIRING DIAGRAM >

ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	E15
Connector Name	VVEL ACTUATOR MOTOR RELAY
Connector Type	24327_2F900



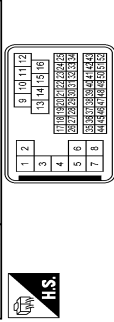
Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	VMOT-BZ
2	L/R	MOTOR-BZ
3	B	VELS1-B1 [With VG37 engine]
3	Y	VELS1-B1 [With VK56 engine]
4	W	SENSOR GROUND
5	L	VELS1-B2 [With VK56 engine]
5	W	VELS1-B2 [With VG37 engine]
6	B	SENSOR GROUND
7	W	AVCC1 [With VK56 engine]
7	Y	AVCC1 [With VG37 engine]
8	R	POWER SUPPLY FOR VVEL CONTROL MODULE
9	B	AVCC1 [With VK56 engine]
9	L	AVCC1 [With VG37 engine]
11	GR	ENGINE COMMUNICATION LINE
12	L/R	VVEL ACTUATOR MOTOR [HIGH IFT] [BANK 1]
13	GR	GROUND
14	B/R	VVEL CONTROL MODULE GROUND
15	L/W	MOTOR-BZ
16	G	VELS2-B1 [With VK56 engine]
16	R	VELS2-B1 [With VG37 engine]
17	G	AGND2 [With VG37 engine]
17	Y	AGND2 [With VK56 engine]
18	G	VELS2-B2 [With VG37 engine]
18	R	VELS2-B2 [With VK56 engine]
19	L	AGND4 [With VK56 engine]
19	R	AGND4 [With VG37 engine]
20	L	AVCC4 [With VK56 engine]
20	R	AVCC4 [With VG37 engine]
21	V	VVEL ACTUATOR MOTOR RELAY ABORT SIGNAL
22	G	AVCC2 [With VK56 engine]
22	Y	AVCC2 [With VG37 engine]
23	P	VVEL ACTUATOR MOTOR RELAY
24	L	CAN L
25	L/W	MOTOR-B1

Connector No.	E19
Connector Name	COOLING FAN RELAY 2
Connector Type	24327_2F900



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B/W	
2	P	
3	GR	
5	L	

Connector No.	E20
Connector Name	WIRE TO WIRE
Connector Type	SA336MB-RSS-SH28



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L/W	
2	SHIELD	
3	L/R	
4	SHIELD	
5	L/W	
6	W	
7	L/B	
10	G	
11	W	[With VK56 engine]
11	Y	[With VG37 engine]
12	V	
13	L	
14	LG	[With VK56 engine]
14	V	[With VG37 engine]
15	SB	

16	GR	
16	V	
20	BR	
21	EC	
22	O	
23	L	
24	GR	
25	Y	
28	V	
29	Y	
30	B	
31	LG	
32	W	
33	BR	
34	O	
37	SHIELD	
38	G	
39	Y	
40	R	
41	W	
42	L	
43	B	
46	SHIELD	
47	R	
48	L	
49	G	
50	B	
51	Y	
52	W	

Connector No.	E21
Connector Name	BATTERY CURRENT SENSOR
Connector Type	SAZ04EY



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	
2	BR	
3	O	
4	G	

ENGINE CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

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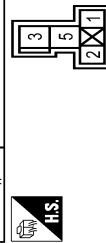
ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	E35
Connector Name	INJECTOR RELAY 1
Connector Type	MS02FL-M2-LC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B	-
2	R	-
3	W	-
4	W	-
5	W	-

Connector No.	E36
Connector Name	INJECTOR RELAY 2
Connector Type	MS02FL-M2-LC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B/W	-
2	P	-
3	P	-
4	V	-
5	V	-

Connector No.	E37
Connector Name	COOLING FAN CONTROL MODULE 1
Connector Type	SIZD1FCP-SNZZ



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B/W	-
2	V	-
3	R	-

Connector No.	E39
Connector Name	COOLING FAN CONTROL MODULE 2
Connector Type	SIZD1FCP-SNZZ



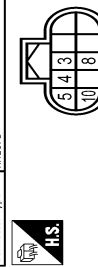
Terminal No.	Color Of Wire	Signal Name [Specification]
1	B/W	-
2	V	-
3	L	-

Connector No.	E77
Connector Name	REFRIGERANT PRESSURE SENSOR
Connector Type	RK03FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	BR	-
2	LG	-
3	W	-

Connector No.	E78
Connector Name	JOINT CONNECTOR-E01
Connector Type	RH1DFB



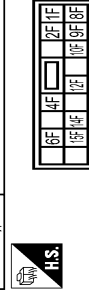
Terminal No.	Color Of Wire	Signal Name [Specification]
3	SHIELD	-
4	SHIELD	-
5	SHIELD	-
8	B	-
10	SHIELD	-

Connector No.	E92
Connector Name	ICC BRAKE HOLD RELAY
Connector Type	MS02FL-M2-LC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	V	-
2	LG	-
3	V	-
4	W	-
5	W	-

Connector No.	E103
Connector Name	FUSE BLOCK (J/B)
Connector Type	MS18FW-CS



Terminal No.	Color Of Wire	Signal Name [Specification]
10F	GR	-
12F	V	-
14F	W	-
15F	V	-
1F	SB	-
2F	LG	-
4F	G	-
6F	O	-
8F	BR	-
9F	R	-

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ENGINE CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

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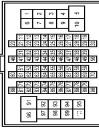
ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	E105
Connector Name	WIRE TO WIRE
Connector Type	MD21M4-LC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	GR	-

Connector No.	E105
Connector Name	WIRE TO WIRE
Connector Type	TH8BFW-C316-TM4



Terminal No.	Color Of Wire	Signal Name [Specification]
1	P	-
2	W	-
3	SR	-
4	LG	-
5	O	-
6	W	-
7	GR	-
8	G	-
9	Y	-
10	BR	-
11	SR	-
12	L	-
13	GR	-
14	GR	-
15	V	-
16	Y	-
17	GR	-
18	V	-
20	BR	-

31	P	-
32	L	-
33	P	-
34	SHIELD	-
37	SHIELD	-
38	LG	-
39	W/O	-
40	BR	-
41	W	-
42	GR	-
43	O	-
44	W	-
45	L	-
46	GR	-
47	V	-
48	G	-
49	O	-
50	LG	-
54	R	-
55	B	-
60	W	-
61	G	-
62	Y	-
63	BR	-
64	B	-
65	Y	-
66	SR	-
67	SR	-
68	SHIELD	-
69	W	-
70	W	-
71	W	-
72	R	-
73	G	-
74	Y	-
75	B	-
76	SHIELD	-
77	O	-
78	SR	-
80	V	-
82	SR	-
83	GR	-
84	Y	-
85	Y	-
86	L	-
87	V	-
88	BR	-
89	LG	-

60	W	-
61	W	-
62	P	-
63	LG	-
64	BR	-
65	W	-
66	R	-
67	Y	-
68	Y	-
69	V	-
100	V	-

Connector No.	E109
Connector Name	ASC D BRAKE SWITCH
Connector Type	MD2FBR-LC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	P	-

Connector No.	E110
Connector Name	STOP LAMP SWITCH
Connector Type	MD2FBR-LC



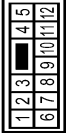
Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	V	-
3	G	- [Without LCC]
4	SR	- [With LCC]

Connector No.	E114
Connector Name	ICC BRAKE SWITCH
Connector Type	MD2FBR-LC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	P	-

Connector No.	E115
Connector Name	WIRE TO WIRE
Connector Type	MS12MW-CS



Terminal No.	Color Of Wire	Signal Name [Specification]
3	R	-
4	R	-
5	LG	-
8	GR	-
10	P	- [With VQ37 engine]
10	W	- [With VQ56 engine]
11	V	-
12	Y	-

ENGINE CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

< WIRING DIAGRAM >

ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	E301
Connector Name	COOLING FAN CONTROL MODULE 1
Connector Type	6188-0259



Terminal No.	Color Of Wire	Signal Name [Specification]
4	-	-
5	-	-

Connector No.	E303
Connector Name	COOLING FAN CONTROL MODULE 2
Connector Type	6188-0259



Terminal No.	Color Of Wire	Signal Name [Specification]
7	-	-

Connector No.	F2
Connector Name	CRANKSHAFT POSITION SENSOR
Connector Type	RM03FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B	- [With VK56 engine]
1	R	- [With VQ37 engine]
2	B	- [With VK56 engine]
2	R	- [With VQ37 engine]
3	L	-

Connector No.	F4
Connector Name	HIGH PRESSURE FUEL PUMP
Connector Type	HSDF10YVR



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	B	-

Connector No.	F6
Connector Name	FUEL RAIL PRESSURE SENSOR
Connector Type	AF203FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	G	-
3	B	-

Connector No.	F10
Connector Name	MAP (MAP) CHAMBER PUMP VOLUME CONTROL SOLENOID VALVE
Connector Type	EDZL4RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	POWER
2	GR	GRD

Connector No.	F17
Connector Name	ENGINE COOLANT TEMPERATURE SENSOR
Connector Type	EDZ76Y4S



Terminal No.	Color Of Wire	Signal Name [Specification]
1	SB	- [With VQ37 engine]
1	Y	- [With VK56 engine]
2	B	- [With VK56 engine]
2	B/W	- [With VQ37 engine]

Connector No.	F19
Connector Name	MANIFOLD ABSOLUTE PRESSURE SENSOR
Connector Type	RM08FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	R	-
3	G	-

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ENGINE CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

< WIRING DIAGRAM >

ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	F21
Connector Name	INAKE VALVE TIMING CONTROL SOLenOID VALVE (BANK 2)
Connector Type	ED2FG-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	GR	-
2	G	-

Connector No.	F22
Connector Name	INAKE VALVE TIMING CONTROL SOLenOID VALVE (BANK 1)
Connector Type	ED2FG-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	SB	-
2	G	-

Connector No.	F23
Connector Name	AIR FUEL RATIO (A/F) SENSOR 1 (BANK 2)
Connector Type	AZ2B6FB



Terminal No.	Color Of Wire	Signal Name [Specification]
2	Y	-
3	L/W	-
4	L/R	-
5	O	-
6	L	-

Connector No.	F24
Connector Name	AIR FUEL RATIO (A/F) SENSOR 1 (BANK 1)
Connector Type	AZ2B6FB



Terminal No.	Color Of Wire	Signal Name [Specification]
2	P	-
3	L/R	-
4	L	-
5	O	-
6	L/W	-

Connector No.	F25
Connector Name	EXHAUST VALVE TIMING CONTROL SOLenOID VALVE (BANK 2)
Connector Type	ED2FG-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	V	-
2	G	-

Connector No.	F26
Connector Name	EXHAUST VALVE TIMING CONTROL SOLenOID VALVE (BANK 1)
Connector Type	ED2FG-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	-
2	G	-

Connector No.	F27
Connector Name	ENGINE OIL PRESSURE SENSOR
Connector Type	IRK02FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B	-
2	Y	-
3	W	-

Connector No.	F28
Connector Name	POWER STEERING PRESSURE SENSOR
Connector Type	IRK02FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	O	- [With VQ37 engine]
1	V	- [With VK56 engine]
2	LG	- [With VK56 engine]
2	V	- [With VQ37 engine]
3	G	-

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ENGINE CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

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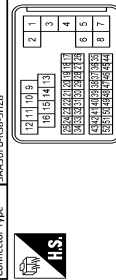
ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	F38
Connector Name	ENGINE OIL TEMPERATURE SENSOR
Connector Type	ES37-GE/RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	- [With VK37 engine]
2	L	- [With VK56 engine]
2	B/W	- [With VK37 engine]

Connector No.	F40
Connector Name	WIRE TO WIRE
Connector Type	5A43FFB-RSS-SH28



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L/W	-
2	SHIELD	-
3	L/B	-
4	SHIELD	-
5	L/W	-
6	R	- [With VK56 engine]
6	W	- [With VK37 engine]
7	L/B	-
9	W	-
10	G	-
11	G	- [With VK56 engine]
11	R	- [With VK37 engine]
12	W	-
13	P	-
14	V	-
15	R	-

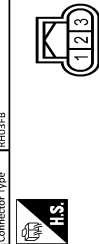
16	O	- [With VK56 engine]
16	Y	- [With VK37 engine]
19	Gr	-
21	Gr	-
22	W	-
23	Y	-
24	Y	-
25	LG	-
28	R	-
29	W	-
30	B	-
31	V	-
32	BR	- [With VK37 engine]
32	LG	- [With VK56 engine]
33	P	- [With VK37 engine]
33	Y	- [With VK56 engine]
34	O	-
37	SHIELD	-
38	L/G	- [With VK56 engine]
38	O/L	- [With VK37 engine]
39	L/Y	- [With VK56 engine]
39	P	- [With VK37 engine]
40	W/L	-
41	O/L	- [With VK56 engine]
41	W	- [With VK37 engine]
42	LG	- [With VK56 engine]
42	O	- [With VK37 engine]
43	O	- [With VK56 engine]
43	W	- [With VK37 engine]
46	SHIELD	-
47	LG	- [With VK56 engine]
47	W	- [With VK37 engine]
48	BR	- [With VK56 engine]
48	L/Y	- [With VK37 engine]
49	O/L	- [With VK56 engine]
49	W/L	- [With VK37 engine]
50	O/L	- [With VK56 engine]
50	W/L	- [With VK37 engine]
51	O	- [With VK56 engine]
51	SB	- [With VK37 engine]
52	O	- [With VK56 engine]
52	W	- [With VK37 engine]

Connector No.	F41
Connector Name	CONDENSER
Connector Type	RM02FM-CLC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	B	-

Connector No.	F59
Connector Name	SWAJECT VALVE TUNING CONTROL SENSOR (BANK 1)
Connector Type	RM03FB



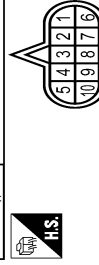
Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	-
2	L	-
3	R	-

Connector No.	F60
Connector Name	WIRE TO WIRE
Connector Type	RS02P#PR



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	-
2	BR	-
3	L	-
4	Y	-
5	B/W	-
6	Y	-
7	B/W	-
8	BR	-

Connector No.	F61
Connector Name	A/T ASSEMBLY
Connector Type	IKL1P45-DSY



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	POWER SUPPLY (BACK UP)
2	R	POWER SUPPLY (BACK UP)
3	L	CAN-H
4	V	K-LINE
5	B	GND
6	G	POWER SUPPLY (IGN)
7	SB	BACK-UP LAMP RELAY
8	P	CAN-L
9	BR	P/N SIGNAL
10	B	GROUND

ENGINE CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

< WIRING DIAGRAM >

ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	F63
Connector Name	EXHAUST VALVE TIMING CONTROL POSITION SENSOR (BANK 2)
Connector Type	RH03FB



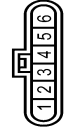
Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	-
2	R	-
3	B	-

Connector No.	F64
Connector Name	ELECTRIC THROTTLE CONTROL ACTUATOR (BANK 2)
Connector Type	H505FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	O	OUTPUT(TPS)
2	W	INPUT(TPS)
3	W/L	OUTPUT(TPS)
4	O/L	GND(TPS)
5	G	MOTOR-(CLOSE)
6	R	MOTOR-(OPEN)

Connector No.	F65
Connector Name	ELECTRIC THROTTLE CONTROL ACTUATOR (BANK 1)
Connector Type	H505FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	OUTPUT(TPS)
2	W	INPUT(TPS)
3	B	OUTPUT(TPS)
4	G	GND(TPS)
5	P	MOTOR-(CLOSE)
6	L	MOTOR-(OPEN)

Connector No.	F68
Connector Name	WIRE TO WIRE
Connector Type	H505MB



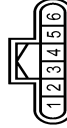
Terminal No.	Color Of Wire	Signal Name [Specification]
1	SHIELD	-
2	W	-
3	SHIELD	-
4	GR	-

Connector No.	F69
Connector Name	WIRE TO WIRE
Connector Type	H508FB-PR



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B/W	-
2	Y	-
3	L	-
4	Y	-
5	L	-
6	BR	-
7	B/W	-
8	BR	-

Connector No.	F70
Connector Name	WIRE CONTROL SHAFT POSITION SENSOR (BANK 2)
Connector Type	RH06FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	O	-
2	O/L	-
3	W	-
4	W/L	-
5	L/Y	-
6	L/G	-

Connector No.	F71
Connector Name	WIRE ACTUATOR MOTOR (BANK 2)
Connector Type	X03FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L/B	-
2	L/W	-

Connector No.	F72
Connector Name	WIRE CONTROL SHAFT POSITION SENSOR (BANK 1)
Connector Type	RH06FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	O	-
2	O/L	-
3	W	-
4	W/L	-
5	L/Y	-
6	L/G	-

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ENGINE CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

< WIRING DIAGRAM >

ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	F73
Connector Name	VEEL ACTUATOR MOTOR (BANK 1)
Connector Type	RH02FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L/B	-
2	L/W	-

Connector No.	F75
Connector Name	AIR FUEL RATIO (AF) SENSOR 1 (BANK 2)
Connector Type	RH04FDGCP



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L/W	- [With VQ37 engine]
2	L	- [With VK56 engine]
3	L/W	- [With VK56 engine]
4	O	- [With VQ37 engine]

Connector No.	F77
Connector Name	AIR FUEL RATIO (AF) SENSOR 1 (BANK 1)
Connector Type	RH04FDGCP



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	-
2	B/W	- [With VQ37 engine]
3	L/W	- [With VK56 engine]
4	O	- [With VQ37 engine]

Connector No.	F83
Connector Name	CAMSHAFT POSITION SENSOR (BANK 2)
Connector Type	RH05FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	-
2	R	-
3	B	-

Connector No.	F84
Connector Name	CAMSHAFT POSITION SENSOR (BANK 1)
Connector Type	RH05FB



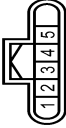
Terminal No.	Color Of Wire	Signal Name [Specification]
1	B	-
2	L	-
3	R	-

Connector No.	F85
Connector Name	MASS AIR FLOW SENSOR (BANK 2)
Connector Type	RH06FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	O	-
3	B	-
4	O	-
5	BR	-

Connector No.	F86
Connector Name	MASS AIR FLOW SENSOR (BANK 1)
Connector Type	RH06FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	P	-
2	R	-
3	GR	-
4	P	-
5	BR	-

Connector No.	F87
Connector Name	HEATED OXYGEN SENSOR 2 (BANK 1)
Connector Type	AZ04FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	P	-
2	V	-
3	BR	-
4	Y	-

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ENGINE CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

< WIRING DIAGRAM >

ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	F93
Connector Name	HEATED OXYGEN SENSOR 2 (BANK 2)
Connector Type	ED3FGV-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	P	-
2	V	-
3	G	-
4	BR	-

Connector No.	F91
Connector Name	IGNITION COIL No. 3 (WITH POWER TRANSISTOR)
Connector Type	ED3FGV-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	O	-
2	B	-
3	W/B	-

Connector No.	F92
Connector Name	IGNITION COIL No. 2 (WITH POWER TRANSISTOR)
Connector Type	ED3FGV-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	-
2	B	-
3	W	-

Connector No.	F93
Connector Name	IGNITION COIL No. 3 (WITH POWER TRANSISTOR)
Connector Type	ED3FGV-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	B	-
3	W	-

Connector No.	F94
Connector Name	IGNITION COIL No. 4 (WITH POWER TRANSISTOR)
Connector Type	ED3FGV-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	-
2	B	-
3	W	-

Connector No.	F95
Connector Name	IGNITION COIL No. 5 (WITH POWER TRANSISTOR)
Connector Type	ED3FGV-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	LG	-
2	B	-
3	W	-

Connector No.	F96
Connector Name	IGNITION COIL No. 6 (WITH POWER TRANSISTOR)
Connector Type	ED3FGV-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	V	-
2	B	-
3	W	-

Connector No.	F97
Connector Name	IGNITION COIL No. 7 (WITH POWER TRANSISTOR)
Connector Type	ED3FGV-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	-
2	B	-
3	W	-

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ENGINE CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

< WIRING DIAGRAM >

ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	F38
Connector Name	IGNITION COILS (WITH POWER TRANSISTOR)
Connector Type	ESP36T-PS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	B	-
3	W	-

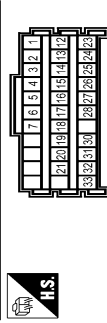
Connector No.	F103
Connector Name	WIRE TO WIRE
Connector Type	TK36FM-NS10



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	-
2	L	-
3	G	-
4	B	- [With VK55 engine]
5	B	- [With VK37 engine]
6	GR	- [With VK56 engine]
7	LG	-
8	Y	-
9	SR	- [With VK37 engine]
10	BR	- [With VK56 engine]
11	V	- [With VK37 engine]
12	P	-
13	V	-
14	SR	-
15	R	-

16	W	-
17	GR	-
18	LG	-
19	G	-
20	G	- [With VK56 Engine]
21	G	- [With VK37 Engine]
22	G	- [With VK56 Engine]
23	G	- [With VK37 Engine]
24	BR	-
25	O	-

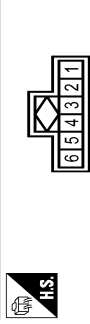
Connector No.	F104
Connector Name	JOINT CONNECTOR-F01
Connector Type	B30FW



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B	- [With VK37 Engine]
2	GR	- [With VK56 Engine]
3	GR	- [With VK37 Engine]
4	SHIELD	-
5	SHIELD	-
6	SHIELD	-
7	SHIELD	-
8	O	- [With VK37 Engine]
9	SHIELD	- [With VK56 Engine]
10	SHIELD	- [With VK37 Engine]
11	SHIELD	- [With VK56 Engine]
12	SHIELD	- [With VK37 Engine]
13	SHIELD	- [With VK56 Engine]
14	O	- [With VK37 Engine]
15	O	- [With VK56 Engine]
16	SHIELD	-
17	B/W	- [With VK37 Engine]
18	B/W	- [With VK56 Engine]
19	SHIELD	- [With VK37 Engine]
20	SHIELD	- [With VK56 Engine]

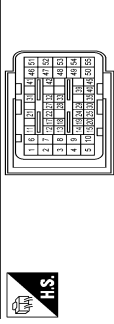
21	B/W	-
22	R	-
23	R	-
24	R	-
25	L	-
26	W	- [With VK56 Engine]
27	L	- [With VK37 Engine]
28	L	- [With VK56 Engine]
29	W	- [With VK37 Engine]
30	B	- [With VK56 Engine]
31	B	- [With VK37 Engine]
32	B	- [With VK56 Engine]
33	B	- [With VK37 Engine]
34	G	- [With VK56 Engine]
35	G	- [With VK37 Engine]

Connector No.	F105
Connector Name	JOINT CONNECTOR-F02
Connector Type	A06FW



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	-
2	L	-
3	L	-
4	B	-
5	B	-
6	B	-

Connector No.	F110
Connector Name	ECM
Connector Type	MA835FB-MAE20-1H-2



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	FUEL INJECTOR No. 8 (HI)
2	L	FUEL INJECTOR No. 5 (HI)
3	Y	FUEL INJECTOR No. 3 (LO)
4	L	FUEL INJECTOR No. 2 (LO)
5	B	ECM GROUND
6	BR	FUEL INJECTOR No. 3 (HI)
7	B/W	FUEL INJECTOR No. 2 (HI)
8	BR	FUEL INJECTOR No. 8 (LO)
9	B/W	FUEL INJECTOR No. 5 (LO)
10	GR	ECM GROUND
11	LG	TRANSMISSION RANGE SWITCH
12	O	IGNITION SIGNAL No. 1
13	L	IGNITION SIGNAL No. 2
14	G	IGNITION SIGNAL No. 3
15	R	IGNITION SIGNAL No. 4
16	LG	IGNITION SIGNAL No. 5
17	LG	IGNITION SIGNAL No. 6
18	V	IGNITION SIGNAL No. 7
19	V	IGNITION SIGNAL No. 8
20	G	IGNITION SIGNAL No. 8
21	R	INTAKE AIR TEMPERATURE SENSOR (BANK 1)
22	GR	MASS AIR FLOW SENSOR (BANK 1)
23	B	MASS AIR FLOW SENSOR (BANK 2)
24	B	MASS AIR FLOW SENSOR (BANK 2)
25	P	SENSOR GROUND
26	W	SENSOR POWER SUPPLY
27	G	SENSOR POWER SUPPLY
28	W	SENSOR POWER SUPPLY
29	W	SENSOR GROUND
30	O	SENSOR GROUND
31	G	FUEL RAIL PRESSURE SENSOR
32	Y	ENGINE COOLANT TEMPERATURE SENSOR
33	GR	KNOCK SENSOR (BANK 2)
34	GR	KNOCK SENSOR (BANK 2)
35	SHIELD	SENSOR GROUND
36	SHIELD	SENSOR GROUND
37	LG	POWER STEERING PRESSURE SENSOR
38	B	SENSOR GROUND
39	LG	POWER STEERING PRESSURE SENSOR
40	B	SENSOR GROUND
41	Y	ENGINE OIL PRESSURE SENSOR
42	L	ENGINE OIL PRESSURE SENSOR
43	L	ENGINE OIL PRESSURE SENSOR
44	V	SENSOR GROUND
45	V	SENSOR GROUND

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ENGINE CONTROL SYSTEM

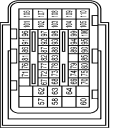
[VK56VD FOR USA AND CANADA]

< WIRING DIAGRAM >

ENGINE CONTROL SYSTEM (VK56VD)


46	LG	FUEL INJECTOR DRIVER POWER SUPPLY
47	BR	HEATED OXIDIZER SENSOR 1 (BANK 1)
48	W	A/F SENSOR 1 (BANK 1)
49	W	A/F SENSOR 1 HEATER (BANK 1) [Except for Mexico]
50	W	INTAKE VALVE TIMING CONTROL SOLENOID VALVE (BANK 1)
51	W	EXHAUST VALVE TIMING CONTROL SOLENOID VALVE (BANK 1)
52	G	FUEL INJECTOR DRIVER POWER SUPPLY
53	LG	HEATED OXIDIZER SENSOR 2 (BANK 2)
54	P	A/F SENSOR 2 (BANK 2)
55	R	A/F SENSOR 2 HEATER (BANK 2) [Except for Mexico]
56	R	INTAKE VALVE TIMING CONTROL SOLENOID VALVE (BANK 2)
57	R	EXHAUST VALVE TIMING CONTROL SOLENOID VALVE (BANK 2)

Connector No.	F111
Connector Name	ECM
Connector Type	MS8353-RIB-MEB2D-LH-Z



Terminal No.	Color Of Wire	Signal Name [Specification]
46	LG	FUEL INJECTOR DRIVER POWER SUPPLY
47	BR	HEATED OXIDIZER SENSOR 1 (BANK 1)
48	W	A/F SENSOR 1 (BANK 1)
49	W	A/F SENSOR 1 HEATER (BANK 1) [Except for Mexico]
50	W	INTAKE VALVE TIMING CONTROL SOLENOID VALVE (BANK 1)
51	W	EXHAUST VALVE TIMING CONTROL SOLENOID VALVE (BANK 1)
52	G	FUEL INJECTOR DRIVER POWER SUPPLY
53	LG	HEATED OXIDIZER SENSOR 2 (BANK 2)
54	P	A/F SENSOR 2 (BANK 2)
55	R	A/F SENSOR 2 HEATER (BANK 2) [Except for Mexico]
56	R	INTAKE VALVE TIMING CONTROL SOLENOID VALVE (BANK 2)
57	R	EXHAUST VALVE TIMING CONTROL SOLENOID VALVE (BANK 2)
58	W	CRANKSHAFT POSITION SENSOR
59	W	HEATED OXIDIZER SENSOR 1 (BANK 1)
60	L/R	A/F SENSOR 1 (BANK 1)
61	R	THROTTLE POSITION SENSOR 1 (BANK 1)
62	SHIELD	SHIELD
63	L	A/F SENSOR 1 (BANK 1)
64	W	HEATED OXIDIZER SENSOR 2 (BANK 2)
65	L	A/F SENSOR 2 (BANK 2)
66	W	HEATED OXIDIZER SENSOR 2 (BANK 2)
67	Y	HEATED OXIDIZER SENSOR 2 (BANK 2)
68	BR	HEATED OXIDIZER SENSOR 2 (BANK 2)
69	O/L	SENSOR GROUND
70	G	SENSOR GROUND
71	O	THROTTLE POSITION SENSOR 1 (BANK 1)
72	L	A/F SENSOR 1 (BANK 1)
73	B	CAMSHAFT POSITION SENSOR (BANK 1)
74	L/W	A/F SENSOR 1 (BANK 1) [For Mexico]
75	R	EXHAUST VALVE TIMING CONTROL SOLENOID VALVE (BANK 1)
76	B	SENSOR POWER SUPPLY
77	B	SENSOR POWER SUPPLY
78	L/R	A/F SENSOR 1 (BANK 1)
79	B	THROTTLE POSITION SENSOR 2 (BANK 1)
80	L	A/F SENSOR 1 (BANK 1)
81	W	SENSOR POWER SUPPLY

Connector No.	F133
Connector Name	FUEL INJECTOR No. 3
Connector Type	HS2ZFGY





Terminal No.	Color Of Wire	Signal Name [Specification]
1	BR	-
2	LG	-

Connector No.	F134
Connector Name	FUEL INJECTOR No. 4
Connector Type	HS2ZFGY





Terminal No.	Color Of Wire	Signal Name [Specification]
1	GR	-
2	SB	-

Connector No.	F131
Connector Name	FUEL INJECTOR No. 1
Connector Type	HS2ZFGY




Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	R	-

Connector No.	F132
Connector Name	FUEL INJECTOR No. 2
Connector Type	HS2ZFGY




Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	-
2	R	-

82	W	SENSOR POWER SUPPLY
83	W	SENSOR POWER SUPPLY
84	W	SENSOR POWER SUPPLY
85	W	SENSOR POWER SUPPLY
86	BR	CRANKSHAFT POSITION SENSOR
87	BR	HEATED OXIDIZER SENSOR 2 (BANK 2)
88	L/W	A/F SENSOR 2 (BANK 2)
89	W/L	A/F SENSOR 2 (BANK 2)
90	L/R	THROTTLE POSITION SENSOR 2 (BANK 2)
91	R	THROTTLE POSITION SENSOR 1 (BANK 1)
92	SHIELD	SHIELD
93	B	EXHAUST VALVE TIMING CONTROL SOLENOID VALVE (BANK 2)
94	L	A/F SENSOR 1 (BANK 2)
95	R	INTAKE CAMSHAFT POSITION SENSOR (BANK 1)
96	Y	HEATED OXIDIZER SENSOR 2 (BANK 1)
97	G	SENSOR GROUND
98	R	SENSOR GROUND
99	R	SENSOR GROUND
100	P	SENSOR GROUND
101	Y	FUEL INJECTOR No. 1 (HI)
102	L	FUEL INJECTOR No. 6 (HI)
103	B/W	FUEL INJECTOR No. 7 (LO)
104	BR	FUEL INJECTOR No. 4 (LO)
105	W	HIGH PRESSURE FUEL PUMP (HI)
106	L	FUEL INJECTOR No. 7 (HI)
107	Y	FUEL INJECTOR No. 4 (HI)
108	BR	FUEL INJECTOR No. 1 (LO)
109	B/W	FUEL INJECTOR No. 8 (LO)
110	B	HIGH PRESSURE FUEL PUMP (LO)

Connector No.	F130
Connector Name	WIRE TO WIRE
Connector Type	RS08M4-PR




Terminal No.	Color Of Wire	Signal Name [Specification]
1	P	-
2	BR	-
3	G	-
4	W	-
5	O	-
6	LG	-

JRBWD7322GB

ENGINE CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

< WIRING DIAGRAM >

ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	F135
Connector Name	FUEL INJECTOR No. 5
Connector Type	HS02FGY



Terminal No.	Color Of Wire	Signal Name [Specification]
1	P	-
2	O	-

Connector No.	F136
Connector Name	FUEL INJECTOR No. 6
Connector Type	HS02FGY



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	W	-

Connector No.	F137
Connector Name	FUEL INJECTOR No. 7
Connector Type	HS02FGY



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	Y	-

Connector No.	F138
Connector Name	FUEL INJECTOR No. 8
Connector Type	HS02FGY



Terminal No.	Color Of Wire	Signal Name [Specification]
1	C	-
2	G	-

Connector No.	F139
Connector Name	WIRE TO WIRE
Connector Type	HS08AB-PR



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	-
2	R	-
3	V	-
4	GR	-
5	R	-
6	G	-
7	W	-
8	SB	-

Connector No.	F211
Connector Name	WIRE TO WIRE
Connector Type	HS04FB-PR



Terminal No.	Color Of Wire	Signal Name [Specification]
1	SHIELD	-
2	W	-
3	SHIELD	-
4	GR	-

Connector No.	F212
Connector Name	KNOCK SENSOR (BANK 1)
Connector Type	ES2FB-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	SHIELD	-

Connector No.	F213
Connector Name	KNOCK SENSOR (BANK 2)
Connector Type	ES2FB-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	GR	-
2	SHIELD	-

JRBWD7323GB

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ENGINE CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

< WIRING DIAGRAM >

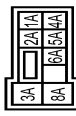
ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	F301
Connector Name	TCM
Connector Type	SPD05G



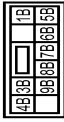
Terminal No.	Color Of Wire	Signal Name [Specification]
1	-	VIGN
2	-	BATT
3	-	CAN-H
4	-	K.L.I.N.E
5	-	GND
6	-	VIGN
7	-	REV LAMP RLY
8	-	CAN-L
9	-	START RLY
10	-	GND

Connector No.	M1
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS06FM-22



Terminal No.	Color Of Wire	Signal Name [Specification]
1A	R	-
2A	W	-
3A	Y	-
4A	W	-
5A	V	-
6A	Y	-
7A	Y	-
8A	Y	-

Connector No.	M2
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS10PM-25



Terminal No.	Color Of Wire	Signal Name [Specification]
1B	R	-
2B	P	-
3B	G	-
4B	S	-
5B	W	- [With VC37 engine]
6B	Y	- [With W56 engine]
7B	Y	-
8B	R	-
9B	R	-

Connector No.	M6
Connector Name	WIRE TO WIRE
Connector Type	TH80MVC-35E-TM4

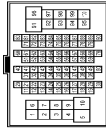


Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	W	-
3	SR	-
4	LS	-
5	W	-
6	W	-
7	BG	-
8	G	-
9	Y	-
10	W	-
11	R	-

Terminal No.	Color Of Wire	Signal Name [Specification]
12	V	-
13	LG	-
14	V	-
15	B	-
16	B	-
17	GR	-
18	V	-
20	SR	-
21	BR	-
22	L	-
23	P	-
27	SHIELD	-
28	V	-
29	SR	-
31	BG	-
32	P	-
33	R	-
34	BG	-
36	V	-
37	G	-
41	BR	-
44	BR	-
45	Y	-
46	BG	-
47	V	-
48	G	-
49	BG	-
50	W	-
51	Z	-
52	Z	-
53	GR	-
54	R	-
55	LG	-
56	BR	-
63	L	- [With LCC]
64	SR	- [With LCC]
65	R	- [Without LCC]
66	P	- [Without LCC]
67	L	-
68	R	-
69	SHIELD	-
70	B	-
71	W	-
72	R	-
73	G	-
74	Y	-
75	B	-
76	SHIELD	-
77	B	-

78	V	-
79	G	-
80	S	-
81	V	-
82	BG	-
83	SR	-
84	SR	-
85	Y	-
86	L	-
87	V	-
88	V	-
89	LG	-
90	BG	-
91	W	-
92	BG	-
93	G	-
94	Y	-
95	W	-
97	SR	-
98	R	-
99	W	-
100	L	-

Connector No.	M7
Connector Name	WIRE TO WIRE
Connector Type	TH80MVC-35E-TM4



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	Y	-
4	BR	-
5	P	-
7	G	-
8	Y	-
9	G	-
10	V	-
11	L	- [With heated seat]
11	V	- [With climate controlled seat]
12	GR	- [With heated seat]
12	P	- [With climate controlled seat]
13	BR	-
14	GR	-

ENGINE CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

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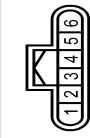
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ENGINE CONTROL SYSTEM (VK56VD)

15	8C	-	-
16	8C	-	-
17	8C	-	-
18	8C	-	-
19	8C	-	-
20	8C	-	-
21	8C	-	-
22	8C	-	-
23	8C	-	-
24	8C	-	-
25	8C	-	-
26	8C	-	-
27	8C	-	-
28	8C	-	-
29	8C	-	-
30	SHIELD	-	-
31	8C	-	-
32	8C	-	-
33	8C	-	-
34	8C	-	-
35	8C	-	-
36	8C	-	-
37	8C	-	-
41	8C	-	-
42	8C	-	-
43	8C	-	-
44	8C	-	-
45	8C	-	-
46	8C	-	-
47	8C	-	-
48	8C	-	-
49	8C	-	-
50	8C	-	-
51	8C	-	-
52	8C	-	-
53	8C	-	-
54	8C	-	-
55	8C	-	-
56	8C	-	-
57	8C	-	-
58	8C	-	-
59	8C	-	-
60	8C	-	-
61	8C	-	-
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63	8C	-	-
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66	8C	-	-
67	8C	-	-
68	8C	-	-
69	8C	-	-
70	8C	-	-
71	8C	-	-
72	8C	-	-
73	8C	-	-
74	8C	-	-
75	8C	-	-

76	G	-	-
77	Y	-	-
78	8R	-	-
79	W	-	-
80	8R	-	-
81	8R	-	-
82	8R	-	-
83	8G	-	-
84	8	-	-
85	W	-	-
86	G	-	-
87	R	-	-
88	G	-	-
89	W	-	-
90	G	-	-
91	W	-	-
92	G	-	-
93	W	-	-
94	W	-	-
95	8G	-	-
96	W	-	-
97	8G	-	-
98	Y	-	-
99	8G	-	-

Connector No.	M9
Connector Name	ACCELERATOR PEDAL POSITION SENSOR
Connector Type	PH06FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	ACCELERATOR PEDAL POSITION SENSOR 2
2	B	SENSOR GROUND
3	R	SENSOR POWER SUPPLY
4	W	ACCELERATOR PEDAL POSITION SENSOR 1
5	G	SENSOR GROUND
6	L	SENSOR POWER SUPPLY

Connector No.	M20
Connector Name	PCB HARNESS
Connector Type	TH40FB-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B	-
2	B	-
3	Y	-
4	G	-
5	R	-
6	W	-
7	BR	-
8	BR	-
9	B	-
10	B	-
11	BR	-
12	R	-
13	B	-
14	B	-
15	B	-
16	SHIELD	-
17	R	-
18	P	-
19	W	-
20	B	-
21	R	-
22	R	-
23	L	-
24	L	-
25	8	-
26	8	-
27	P	-
28	V	-
29	V	-
30	V	-
31	V	-
32	V	-
33	V	-
34	V	-
35	L	-
36	P	-
37	L	-
38	L	-
39	L	-
40	Y	-

Connector No.	M23
Connector Name	PCB HARNESS
Connector Type	TH40FP-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	-
2	V	-
3	8G	-
4	8G	-
5	B	-
6	W	-
7	8R	-
8	8R	-
9	L	-
10	L	-
11	L	-
12	L	-
13	L	-
14	L	-
15	P	-
16	P	-
17	Y	-
18	L	-
19	W	-
20	W	-
21	W	-
22	W	-
23	P	-
24	P	-
25	L	-
26	L	-
27	8	-
28	8	-
29	8	-
30	B	-
31	L	-
32	L	-
33	L	-
34	L	-
35	L	-
36	W	-
37	W	-
38	W	-
39	W	-
40	W	-
41	W	-
42	W	-
43	W	-
44	W	-
45	W	-
46	W	-
47	W	-
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91	W	-
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96	W	-
97	W	-
98	W	-
99	W	-
100	W	-

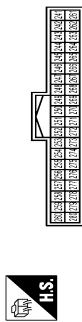
ENGINE CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

< WIRING DIAGRAM >

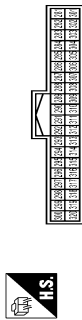
ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	M26
Connector Name	PCB HARNESS
Connector Type	TH40P3-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
241	L	-
242	L	-
243	R	- [With LCC]
243	Y	- [Without LCC]
244	L	- [With LCC]
244	SB	- [Without LCC]
245	B	-
246	B	-
247	B	-
248	SHIELD	-
251	SHIELD	-
252	B	-
253	B	-
254	B	- [With heater seat]
254	W	- [Without heater seat]
255	W	-
256	B	-
258	L	-
259	T	-
260	SB	-
261	P	-
262	P	-
263	Y	-
268	G	-
270	Y	-
271	BR	-
272	G	-
273	R	-
274	R	-
275	Y	-
276	B	-
277	G	-
278	R	-
279	R	-
280	Y	-

Connector No.	M27
Connector Name	PCB HARNESS
Connector Type	TH40P3-NH



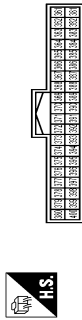
Terminal No.	Color Of Wire	Signal Name [Specification]
281	O	-
282	BG	-
283	BG	-
284	BG	-
285	W	-
287	Y	-
288	W	-
289	SHIELD	-
290	B	-
291	SHIELD	-
292	B	-
293	B	-
294	B	-
295	B	-
296	GR	-
297	B	-
298	B	-
299	T	-
300	W	-
301	R	-
302	R	-
303	R	-
304	SHIELD	-
305	P	-
306	V	-
309	G	-
310	R	-
311	W	-
312	B	-
313	B	-
314	Y	-
315	G	-
316	R	-
317	W	-
318	SHIELD	-
319	V	-

Connector No.	M28
Connector Name	PCB HARNESS
Connector Type	TH40P3-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
321	V	-
322	V	-
324	B	-
325	L	-
326	L	-
327	P	-
328	P	-
330	B	-
331	V	-
332	V	-
335	B	-
337	W	-
338	W	-
342	V	-
344	B	-
345	Y	-
346	L	-
347	P	-
348	GR	-
349	V	-
350	LG	-
351	P	-
352	R	-
353	P	-
358	W	-
359	W	-
360	G	-

Connector No.	M29
Connector Name	PCB HARNESS
Connector Type	TH40P3-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
361	W	-
362	W	-
363	Y	-
366	B	-
367	B	-
368	G	-
374	BG	-
375	BG	-
376	V	-
377	V	-
378	B	-
380	R	-
381	G	-
382	V	-
385	GR	-
386	P	-
388	V	-
400	V	-

Connector No.	M30
Connector Name	PCB HARNESS
Connector Type	TH40P3-NH



JRBWD7326GB

ENGINE CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

< WIRING DIAGRAM >

ENGINE CONTROL SYSTEM (VK56VD)

Terminal No.	Color Of Wire	Signal Name [Specification]
402	R	-
403	B	-
404	V	-
405	B	-
406	B	-
410	B	-
411	B	-
413	Y	-
414	BR	-
416	LG	-
417	B	-
419	SB	-
420	SHIELD	-
422	V	-
427	P	-
428	V	-
429	P	-
430	LG	-
431	B	-
432	Y	-
435	V	-
436	BG	-
437	B	-
438	P	-
439	L	-
440	B	-

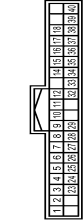
Connector No.	M26
Connector Name	COMBINATION SWITCH (SPIRAL CABLE)
Connector Type	1108850V-1V



Terminal No.	Color Of Wire	Signal Name [Specification]
24	P	-
25	SB	-
26	B	-
31	L	-
32	Y	-

Terminal No.	33	B	-
	34	LG	-

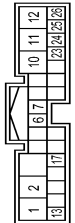
Connector No.	M52
Connector Name	COMBINATION METER
Connector Type	11440PW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	BATTERY POWER SUPPLY
2	GR	IGNITION SIGNAL
3	GR	VEHICLE SPEED SIGNAL (P-PULSE)
4	R	VEHICLE SPEED SIGNAL (P-PULSE)
5	B	ILLUMINATION CONTROL SIGNAL
6	B	METER CONTROL SWITCH GROUND
7	SB	ENTER SWITCH SIGNAL
8	LG	SELECT SWITCH SIGNAL
9	G	ILLUMINATION CONTROL SWITCH SIGNAL (+)
10	GR	ILLUMINATION CONTROL SWITCH SIGNAL (-)
11	L	TRIP RESET SWITCH SIGNAL
12	B	GROUND
13	B	CANH
14	B	CANL
15	B	AIR BAG SIGNAL
16	R	LED HEADLAMP (RH) WARNING SIGNAL
17	G	LED HEADLAMP (LH) WARNING SIGNAL
18	V	GROUND
23	B	FUEL LEVEL SENSOR GROUND
24	B	ALTERNATOR SIGNAL
25	W	PARKING BRAKE SWITCH SIGNAL
26	V	BRAKE FLUID LEVEL SWITCH SIGNAL
27	V	SECURITY SIGNAL
28	G	WASHER LEVEL SWITCH SIGNAL
29	L	PADDLE SHIFTER SHIFT DOWN SIGNAL
32	G	PADDLE SHIFTER SHIFT UP SIGNAL
33	BG	FUEL LEVEL SENSOR SIGNAL
34	G	SEAT BELT BUCKLE SWITCH SIGNAL (DRIVER SIDE)
35	W	PASSENGER SEAT BELT WARNING SIGNAL
36	G	NON-MANUAL MODE SIGNAL
37	G	MANUAL MODE SHIFT DOWN SIGNAL
38	V	MANUAL MODE SHIFT UP SIGNAL
39	L	MANUAL MODE SHIFT DOWN SIGNAL

Terminal No.	40	W	MANUAL MODE SIGNAL
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Connector No.	M56
Connector Name	A/C AUTO AMP.
Connector Type	11420W-T56



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	BATTERY POWER SUPPLY
2	W	IGNITION POWER SUPPLY
6	R	BLOWER MOTOR F/R SIGNAL
7	L	POWER TRANSISTOR CONTROL SIGNAL
10	B	GROUND
11	P	CANH
12	L	CANL
13	V	ACC POWER SUPPLY
17	BG	ECU CONTROL SIGNAL
23	W	DRIVE MODE SELECT SW (SNOW)
24	L	DRIVE MODE SELECT SW (STANDARD)
25	G	DRIVE MODE SELECT SW (SPORT)
26	V	DRIVE MODE SELECT SW (SPORT)

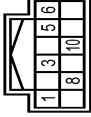
Connector No.	M105
Connector Name	WIRE TO WIRE
Connector Type	11440PW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
2	R	-
3	B	-
5	LG	-
6	P	-

Terminal No.	7	L	-
	8	P	-
	9	B	-
	10	W	-
	11	SB	-
	12	SB	-
	14	SB	-
	15	BR	-
	16	V	-
	18	G	-
	22	BG	-
	23	B	-
	25	W	-
	30	R	-
	31	BR	-
	32	L	-
	33	P	-
	34	LG	-
	35	W	-
	36	LG	-
	37	L	-

Connector No.	M108
Connector Name	POWER STEERING CONTROL UNIT
Connector Type	1112PW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	LG	EPS SOL*
3	G	IGN
5	B	EPS SOL*
6	B	GND
8	GR	VEHICLE SPEED (ZP)
10	V	ENG TACHO

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JRBWD7327GB

ENGINE CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

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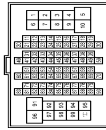
ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	M116
Connector Name	WIRE TO WIRE
Connector Type	TC626NM-ANS10



Terminal No.	Color Of Wire	Signal Name [Specification]
2	SB	-
3	Y	-
4	B	- [With VK56 engine]
4	SB	- [With VQ37 engine]
5	B	-
7	W	-
8	Y	-
9	SB	- [With VQ37 engine]
9	W	- [With VK56 engine]
10	SB	-
11	L	-
12	P	-
13	V	-
14	R	-
15	GR	-
16	SB	-
17	BR	-
18	LG	-
21	LG	-
22	B	-
23	W	-
24	W	-
25	BG	-

Connector No.	M117
Connector Name	WIRE TO WIRE
Connector Type	TH82PM-CS16-TM4



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	-
2	Y	-
6	R	-
7	W	-
8	V	-
11	R	-
12	G	-
13	W	-
14	L	-
15	R	- [Without ADAS]
15	Y	- [With ADAS]
17	GR	-
18	P	-
19	BR	-
20	GR	-
21	GR	-
22	LG	-
23	GR	-
24	BG	-
25	BG	-
26	W	-
27	R	-
28	V	-
29	P	-
30	B	-
31	G	-
32	Y	-
40	SHIELD	-
41	R	-
42	V	-
45	SB	-
46	BG	- [With heated seat]
46	L	- [With climate controlled seat]
47	G	- [With climate controlled seat]
47	GR	- [With heated seat]
48	V	-

Connector No.	M135
Connector Name	WIRE TO WIRE
Connector Type	TH221V-NH



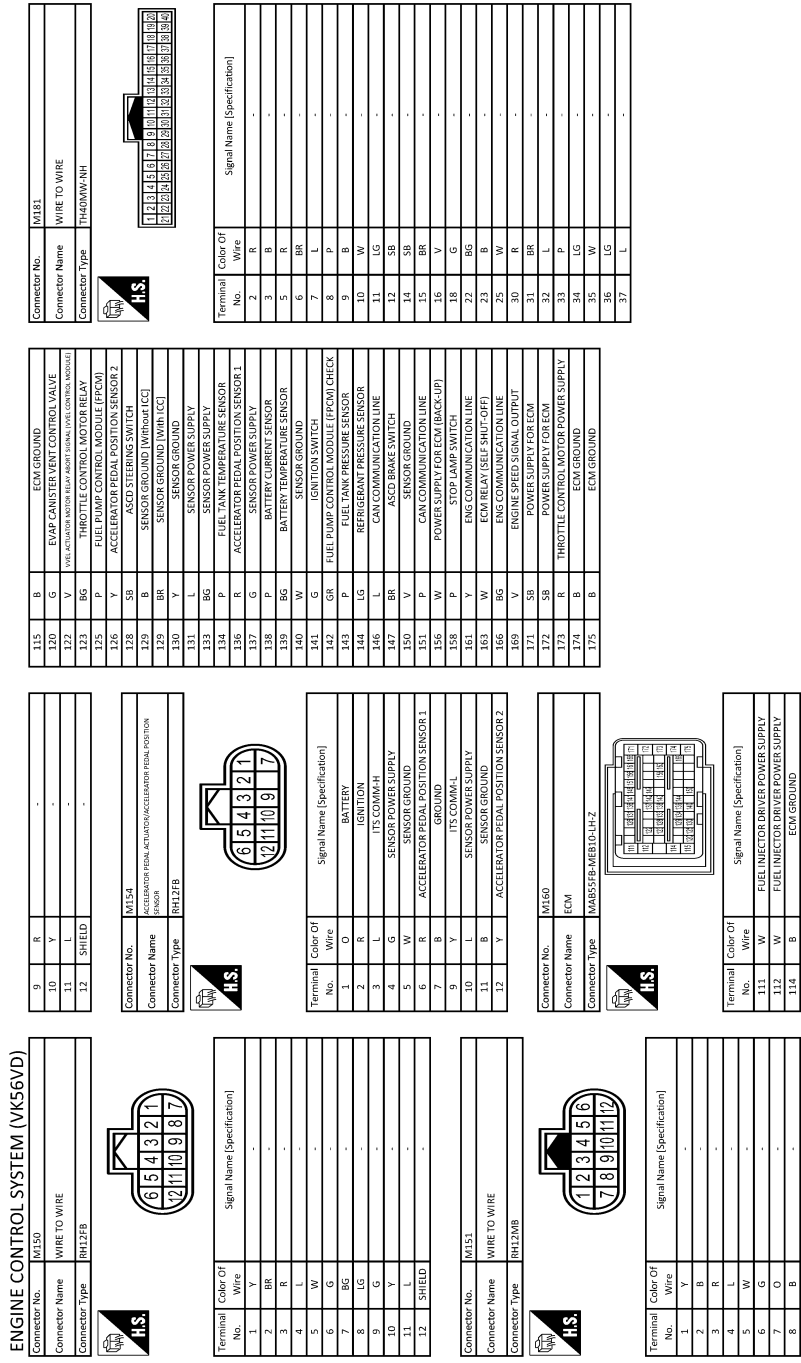
Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	BG	-
5	L	- [With heated seat]
5	V	- [With climate controlled seat]
6	GR	- [With heated seat]
6	P	- [With climate controlled seat]
7	SB	-
10	G	- [With climate controlled seat]
10	GR	- [With heated seat]
11	BG	- [With heated seat]
11	L	- [With climate controlled seat]
12	Y	-
13	W	-
14	L	-
15	G	-
16	G	-
17	P	- [With heated seat]
17	W	- [With climate controlled seat]
18	BR	-
19	GR	-
20	B	-
21	R	-
22	B	- [With heated seat]
22	W	- [With climate controlled seat]
23	BG	-
24	V	-
25	B	- [With heated seat]
25	LG	- [With climate controlled seat]
26	R	- [With heated seat]
26	SB	- [With climate controlled seat]
27	B	- [With heated seat]
27	P	- [With climate controlled seat]
28	B	-
29	B	-
30	V	-
32	L	-

49	BG	-
50	G	-
51	SB	-
52	V	-
53	W	-
56	B	-
57	G	-
58	R	-
59	W	-
61	LG	-
62	V	-
63	R	-
64	SB	-
65	LG	-
66	L	-
67	Y	-
68	SB	-
69	B	-
71	L	-
72	L	-
73	P	-
74	B	-
75	L	-
76	SHIELD	-
77	G	-
78	R	-
79	L	-
80	G	-
81	BG	-
82	G	-
83	GR	-
84	V	-
85	LG	-
86	V	-
87	R	-
88	Y	-
89	BR	-
90	L	-
91	Y	-
92	G	-
93	W	- [With heated seat]
94	V	- [With climate controlled seat]
96	W	-
97	Y	-
98	BR	-
99	G	-
100	Y	-

ENGINE CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

< WIRING DIAGRAM >



JRBWD7329GB

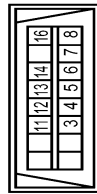
ENGINE CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

< WIRING DIAGRAM >

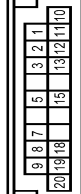
ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	M282
Connector Name	DATA LINK CONNECTOR
Connector Type	BD15FW



Terminal No.	Color Of Wire	Signal Name [Specification]
3	LG	MC-CAN_L
4	B	EARTH
5	B	EARTH
6	L	CAN-H
7	V	KLINE
8	LG	IGN_SW
11	SB	MC-CAN_H
12	P	CAN-L
13	L	CAN-H
14	P	CAN-L
15	W	POWER

Connector No.	M289
Connector Name	JOINT CONNECTOR-M01
Connector Type	HM2DFL-BC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B	-
2	B	-
3	B	-
5	B	-
7	B	-
8	B	-
9	B	-
10	B	-
11	B	-

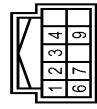
12	B	-
13	B	-
14	B	-
18	LG	-
19	LG	-
20	LG	-

Connector No.	M201
Connector Name	WIRE TO WIRE
Connector Type	TH32MM-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	-
2	BG	-
5	V	-
6	P	-
7	SB	-
10	G	-
13	L	-
14	L	-
15	W	-
16	Y	-
17	W	-
18	BR	-
19	GR	-
20	B	-
21	R	-
22	B	-
23	BG	-
24	V	-
25	B	-
26	R	-
27	B	- [With climate controlled seat]
27	R	- [With heated seat]
28	B	-
29	B	-
30	B	-
32	R	-

Connector No.	M203
Connector Name	DRIVE MODE SELECT SWITCH
Connector Type	TH10FB-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	L	-
3	G	-
4	Y	-
6	B	-
7	B	-
9	R	-

Connector No.	M221
Connector Name	WIRE TO WIRE
Connector Type	HM3FW-LC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	R	-
3	W	-

Connector No.	M222
Connector Name	WIRE TO WIRE
Connector Type	HM3FW-LC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	R	-
3	Y	-

Connector No.	M303
Connector Name	COMBINATION SWITCH (SPIRAL CABLE)
Connector Type	TR08FY



Terminal No.	Color Of Wire	Signal Name [Specification]
13	-	-
14	-	-
15	-	-
16	-	-
17	-	-
18	-	-
19	-	-
20	-	-

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[VK56VD FOR USA AND CANADA]

BASIC INSPECTION

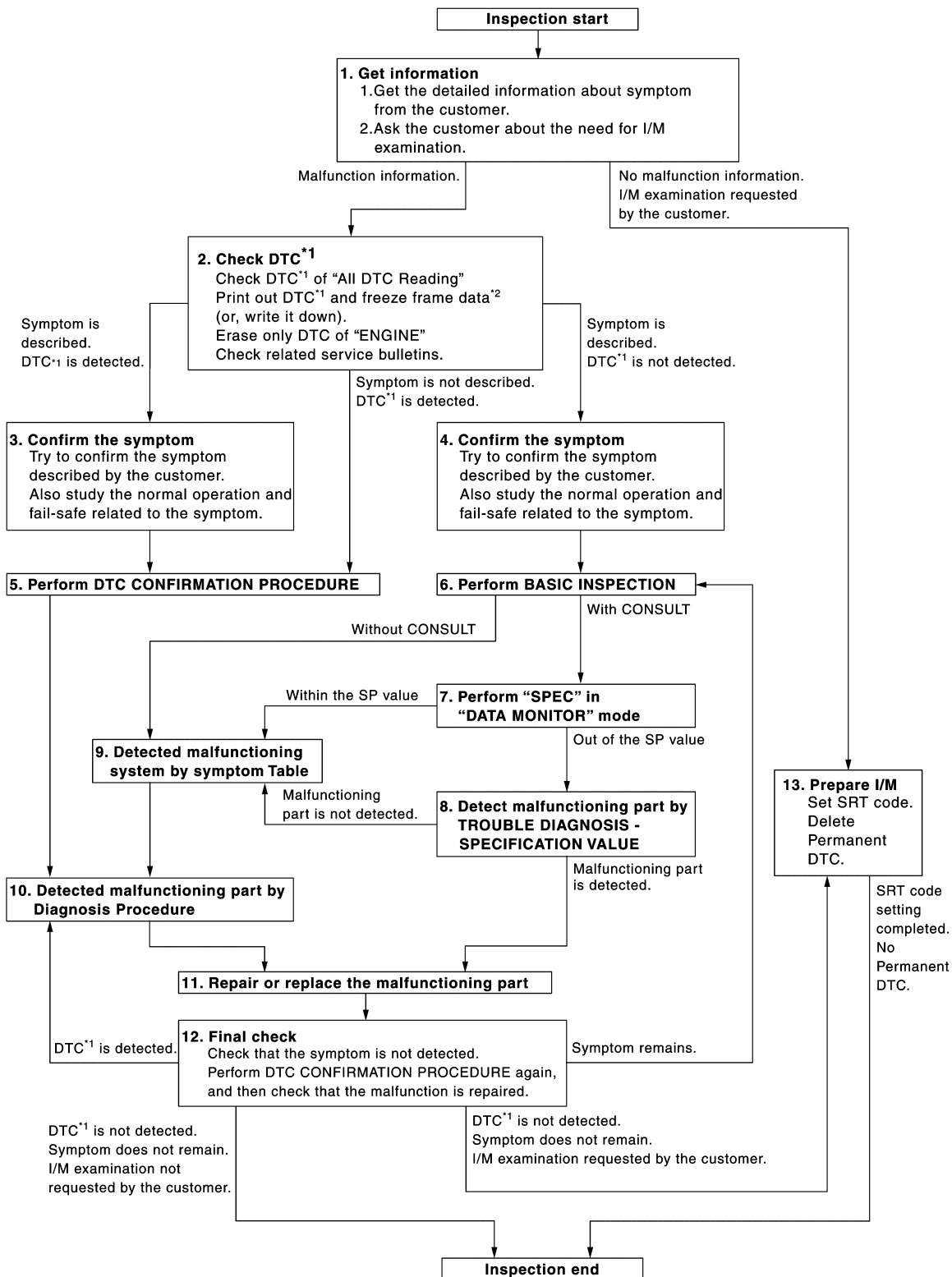
DIAGNOSIS AND REPAIR WORKFLOW

Work Flow

INFOID:000000012357124

EC

OVERALL SEQUENCE



JSBIA0123GB

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[VK56VD FOR USA AND CANADA]

*1: Include 1st trip DTC.

*2: Include 1st trip freeze frame data.

DETAILED FLOW

1. GET INFORMATION FOR SYMPTOM

1. 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-1132, "Diagnostic Work Sheet"](#).)
2. Ask if the customer requests I/M examination.

Malfunction information, obtained>>GO TO 2.

No malfunction information, but a request for I/M examination>>GO TO 13.

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 or GST.)
 - Erase DTC.
 - Study the relationship between the cause detected by DTC and the symptom described by the customer. (Symptom Matrix Chart is useful. Refer to [EC-1557, "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-1562, "Description"](#) and [EC-1074, "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-1557, "Symptom Table"](#) and [EC-1074, "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 check that DTC is detected again.

If two or more DTCs are detected, refer to [EC-1077, "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?

DIAGNOSIS AND REPAIR WORKFLOW

[VK56VD FOR USA AND CANADA]

< BASIC INSPECTION >

- YES >> GO TO 10.
NO >> Check according to [GI-45, "Intermittent Incident"](#).

6. PERFORM BASIC INSPECTION

Perform [EC-1134, "Work Procedure"](#).

Will CONSULT be used?

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

7. PERFORM SPEC IN DATA MONITOR MODE

Ⓜ With CONSULT

Check 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 "SPEC" in "DATA MONITOR" mode with CONSULT. Refer to [EC-1164, "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-1165, "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-1557, "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-48, "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. Refer to [EC-1051, "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.

>> GO TO 12.

12. FINAL CHECK

When DTC was detected in step 2, perform DTC CONFIRMATION PROCEDURE or Component Function Check again, and then check that the malfunction have been completely repaired.

When symptom was described from the customer, refer to confirmed symptom in step 3 or 4, and check 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.

DIAGNOSIS AND REPAIR WORKFLOW

[VK56VD FOR USA AND CANADA]

< BASIC INSPECTION >

NO-1 >> Before returning the vehicle to the customer, always erase unnecessary DTC in ECM and TCM (Transmission Control Module). If the completion of SRT is needed, drive vehicle under the specific driving pattern. Refer to [EC-1152, "Description"](#).

NO-2 >> I/M examination, requested from the customer: GO TO 13.

13. PREPARE FOR I/M EXAMINATION

1. Set SRT codes. Refer to [EC-1152, "Description"](#).
2. Erase permanent DTCs. Refer to [EC-1158, "Description"](#).

>> INSPECTION END

Diagnostic Work Sheet

INFOID:000000012357125

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 symptoms. It is important to fully understand the symptoms or conditions for a customer complaint.

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

Some conditions may cause the MIL to illuminate 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

SEF907L

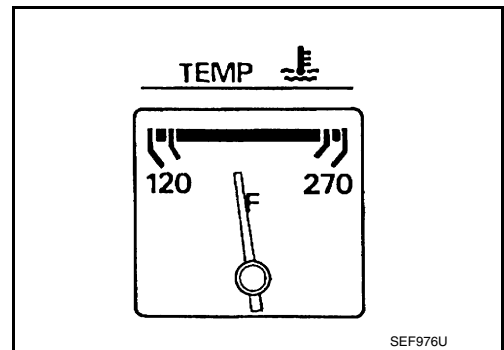
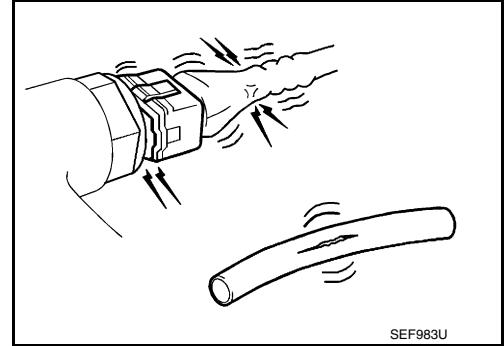
BASIC INSPECTION

Work Procedure

INFOID:000000012357126

1.INSPECTION START

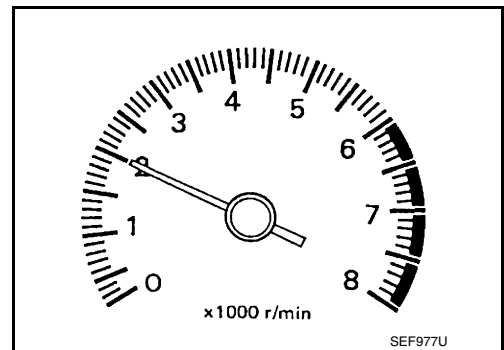
1. Check service records for any recent repairs that may indicate a related malfunction, or a current need for scheduled maintenance.
2. Open engine hood and check the following:
 - Harness connectors for improper connections
 - Wiring harness for improper connections, pinches and cut
 - Vacuum hoses for splits, kinks and improper connections
 - Hoses and ducts for leakage
 - Air cleaner clogging
 - Gasket
3. Check 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 to the middle of gauge. Check that engine stays below 1,000 rpm.



5. Run engine at approximately 2,000 rpm for approximately 2 minutes under no load.
6. Check that no DTC is displayed with CONSULT or GST.

Are any DTCs detected?

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



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 approximately 2,000 rpm for approximately 2 minutes under no load.

BASIC INSPECTION

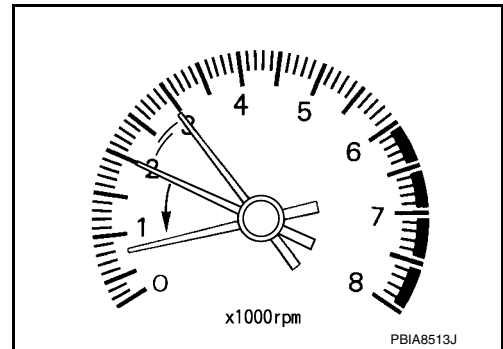
[VK56VD FOR USA AND CANADA]

< BASIC INSPECTION >

- Rev engine between 2,000 and 3,000 rpm 2 or 3 times under no load, then run engine at idle speed for approximately 1 minute.
- Check idle speed.
For procedure, refer to [EC-1563, "Inspection"](#).
For specification, refer to [EC-1571, "Idle Speed"](#).

Is the inspection result normal?

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



4.PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

- Stop engine.
- Perform [EC-1142, "Description"](#).

>> GO TO 5.

5.PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Perform [EC-1143, "Description"](#).

>> GO TO 6.

6.PERFORM IDLE AIR VOLUME LEARNING

Perform [EC-1144, "Description"](#).

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

- Start engine and warm it up to normal operating temperature.
- Check idle speed.
For procedure, refer to [EC-1563, "Inspection"](#).
For specification, refer to [EC-1571, "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 and circuit. Refer to [EC-1324, "DTC Logic"](#).
- Check crankshaft position sensor and circuit. Refer to [EC-1320, "DTC Logic"](#).

Is the inspection result normal?

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

9.CHECK ECM FUNCTION

- Substitute with a non-malfunctioning ECM to check ECM function. (ECM may be the cause of the incident, although this is rare.)
- Perform initialization of IVIS (NATS) system and registration of all IVIS (NATS) ignition key IDs. Refer to [SEC-53, "ECM : Description"](#).

>> GO TO 4.

10.CHECK IGNITION TIMING

- Run engine at idle.
- Check ignition timing with a timing light.
For procedure, refer to [EC-1564, "Inspection"](#).

BASIC INSPECTION

[VK56VD FOR USA AND CANADA]

< BASIC INSPECTION >

For specification, refer to [EC-1571, "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-1142, "Description"](#).

>> GO TO 12.

12.PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Perform [EC-1143, "Description"](#).

>> GO TO 13.

13.PERFORM IDLE AIR VOLUME LEARNING

Perform [EC-1144, "Description"](#).

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-1563, "Inspection"](#).
For specification, refer to [EC-1571, "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.
For procedure, refer to [EC-1564, "Inspection"](#).
For specification, refer to [EC-1571, "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-252, "Inspection"](#).

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 and circuit. Refer to [EC-1324, "DTC Logic"](#).
- Check crankshaft position sensor and circuit. Refer to [EC-1320, "DTC Logic"](#).

Is the inspection result normal?

- YES >> GO TO 18.
NO >> Repair or replace malfunctioning part. 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.)

BASIC INSPECTION

< BASIC INSPECTION >

[VK56VD FOR USA AND CANADA]

2. Perform initialization of IVIS (NATS) system and registration of all IVIS (NATS) ignition key IDs. Refer to .

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>> GO TO 4.

19.INSPECTION END

EC

If ECM is replaced during this BASIC INSPECTION procedure, perform [EC-1138, "Description"](#).

>> INSPECTION END

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ADDITIONAL SERVICE WHEN REPLACING ECM

< BASIC INSPECTION >

[VK56VD FOR USA AND CANADA]

ADDITIONAL SERVICE WHEN REPLACING ECM

Description

INFOID:0000000012357127

When replacing ECM, the following procedure must be performed. (For details, refer to [EC-1138, "Work Procedure"](#).)

PROGRAMMING OPERATION

NOTE:

After replacing with a blank ECM, programming is required to write ECM information. Be sure to follow the procedure to perform the programming.

Work Procedure

INFOID:0000000012357128

1. SAVE ECM DATA

Ⓟ With CONSULT

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Turn ignition switch ON.
4. Select "SAVING DATA FOR REPLC CPU" in "WORK SUPPORT" mode of "ENGINE" using CONSULT.
5. Follow the instruction of CONSULT display.

NOTE:

- Necessary data in ECM is copied and saved to CONSULT.
- Go to Step 2 regardless of with or without success in saving data.

>> GO TO 2.

2. CHECK ECM PART NUMBER

Check ECM part number to see whether it is blank ECM or not.

NOTE:

- Part number of blank ECM is 23703 - xxxxxx.
- Check part number when ordering ECM or the one included in the label on the container box.

Is the ECM a blank ECM?

YES >> GO TO 3.

NO >> GO TO 5.

3. SAVE ECM PART NUMBER

Read out the part number from the old ECM and save the number, following the programming instructions. Refer to CONSULT Operation Manual.

NOTE:

- The ECM part number is saved in CONSULT.
- Even when ECM part number is not saved in CONSULT, go to 4.

>> GO TO 4.

4. PERFORM ECM PROGRAMMING

After replacing ECM, perform the ECM programming. Refer to CONSULT Operation Manual.

NOTE:

- Refer to [EC-1568, "Removal and Installation"](#) for replacement of ECM.
- During programming, maintain the following conditions:
 - Ignition switch: ON
 - Electric load: OFF
 - Brake pedal: Not depressed
 - Battery voltage: 12 – 13.5 V (Be sure to check the value of battery voltage by selecting "BATTERY VOLT" in "Data monitor" of CONSULT.)

>> GO TO 6.

5. REPLACE ECM

ADDITIONAL SERVICE WHEN REPLACING ECM

< BASIC INSPECTION >

[VK56VD FOR USA AND CANADA]

Replace ECM. Refer to [EC-1568, "Removal and Installation"](#).

>> GO TO 6.

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

Refer to [SEC-53, "ECM : Description"](#).

>> GO TO 7.

7.CHECK ECM DATA STATUS

Check if the data is successfully copied from the ECM at Step 1 (before replacement) and saved in CONSULT.

Is the data saved successfully?

YES >> GO TO 8.

NO >> GO TO 9.

8.WRITE ECM DATA

ⓂWith CONSULT

1. Select "WRITING DATA FOR REPLC CPU" in "WORK SUPPORT" mode of "ENGINE" using CONSULT.
2. Follow the instruction of CONSULT display.

NOTE:

The data saved by "SAVING DATA FOR REPLC CPU" is written to ECM.

>> GO TO 10.

9.PERFORM VIN REGISTRATION

Refer to [EC-1141, "Description"](#).

>> GO TO 10.

10.PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

Perform Accelerator Pedal Released Position Learning. Refer to [EC-1142, "Description"](#).

>> GO TO 11.

11.PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Perform Throttle Valve Closed Position Learning. Refer to [EC-1143, "Description"](#).

>> GO TO 12.

12.PERFORM IDLE AIR VOLUME LEARNING

Perform Idle Air Volume Learning. Refer to [EC-1144, "Description"](#).

>> END

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ADDITIONAL SERVICE WHEN REPLACING VVEL CONTROL MODULE

< BASIC INSPECTION >

[VK56VD FOR USA AND CANADA]

ADDITIONAL SERVICE WHEN REPLACING VVEL CONTROL MODULE

Description

INFOID:000000012357129

When replacing VVEL control module, the following procedure must be performed. (For details, refer to [EC-1140. "Work Procedure"](#).)

Work Procedure

INFOID:000000012357130

1. PERFORM IDLE AIR VOLUME LEARNING

Perform idle air volume learning. Refer to [EC-1144. "Description"](#).

>> WORK END

VIN REGISTRATION

Description

INFOID:0000000012357131

VIN Registration is an operation to register VIN in ECM. It must be performed each time ECM is replaced. (For details, refer to [EC-1141, "Work Procedure"](#).)

NOTE:

Accurate VIN which is registered in ECM may be required for Inspection & Maintenance (I/M).

Work Procedure

INFOID:0000000012357132

1. CHECK VIN

Check the VIN of the vehicle and note it. Refer to [GI-36, "Information About Identification or Model Code"](#).

>> GO TO 2.

2. PERFORM VIN REGISTRATION

 With CONSULT

1. Turn ignition switch ON with engine stopped.
2. Select "VIN REGISTRATION" in "WORK SUPPORT" mode.
3. Follow the instructions on the CONSULT display.

>> END

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ACCELERATOR PEDAL RELEASED POSITION LEARNING

< BASIC INSPECTION >

[VK56VD FOR USA AND CANADA]

ACCELERATOR PEDAL RELEASED POSITION LEARNING

Description

INFOID:000000012357133

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. (For details, refer to [EC-1142, "Work Procedure"](#).)

Work Procedure

INFOID:000000012357134

1.START

1. Check 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

< BASIC INSPECTION >

[VK56VD FOR USA AND CANADA]

THROTTLE VALVE CLOSED POSITION LEARNING

Description

INFOID:000000012357135

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 the harness connector of the electric throttle control actuator or ECM is disconnected or electric throttle control actuator inside is cleaned. (For details, refer to [EC-1143, "Work Procedure"](#).)

Work Procedure

INFOID:000000012357136

1. START

Ⓜ With CONSULT

1. Turn ignition switch ON.
2. Select "CLSD THL POS LEARN" in "WORK SUPPORT" mode.
3. Follow the instructions on the CONSULT display.
4. Turn ignition switch OFF and wait at least 10 seconds.
Check that throttle valve moves during the above 10 seconds by confirming the operating sound.

ⓧ Without CONSULT

1. Start the engine.
NOTE:
Engine coolant temperature is 25°C (77°F) or less before engine starts.
2. Warm up the engine.
NOTE:
Raise engine coolant temperature until it reaches 65°C (149°F) or more.
3. Turn ignition switch OFF and wait at least 10 seconds.
Check that throttle valve moves during the above 10 seconds by confirming the operating sound.

>> END

IDLE AIR VOLUME LEARNING

Description

INFOID:0000000012357137

Idle Air Volume Learning is a function of ECM to learn the idle air volume that keeps engine idle speed within the specific range. (For details, refer to [EC-1144, "Work Procedure"](#).) It must be performed under the following conditions:

- Each time the electric throttle control actuator or ECM is replaced.
- Idle speed or ignition timing is out of the specification.

Work Procedure

INFOID:0000000012357138

1. PRECONDITIONING

Check 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)
- Selector lever position: P or N
- 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 illuminate.

- Steering wheel: Neutral (Straight-ahead position)
- Vehicle speed: Stopped
- Transmission: Warmed-up
- With CONSULT: Drive vehicle until "ATF TEMP 2" in "DATA MONITOR" mode of "A/T" system indicates less than 0.9 V.
- Without CONSULT: Drive vehicle for 10 minutes.

Will CONSULT be used?

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

2. PERFORM IDLE AIR VOLUME LEARNING

With CONSULT

1. Perform Accelerator Pedal Released Position Learning. Refer to [EC-1142, "Description"](#).
2. Perform Throttle Valve Closed Position Learning. [EC-1143, "Description"](#).
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 screen?

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

3. PERFORM IDLE AIR VOLUME LEARNING

Without CONSULT

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.**

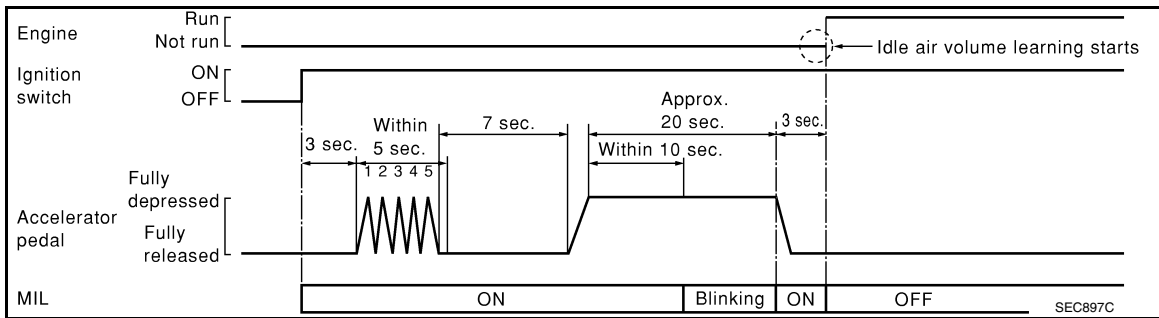
1. Perform Accelerator Pedal Released Position Learning. Refer to [EC-1142, "Description"](#).
2. Perform Throttle Valve Closed Position Learning. [EC-1143, "Description"](#).
3. Start engine and warm it up to normal operating temperature.
4. Turn ignition switch OFF and wait at least 10 seconds.
5. Confirm that accelerator pedal is fully released, turn ignition switch ON and wait 3 seconds.
6. Repeat the following procedure quickly 5 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 turns ON.

IDLE AIR VOLUME LEARNING

[VK56VD FOR USA AND CANADA]

< BASIC INSPECTION >

8. Fully release the accelerator pedal within 3 seconds after the MIL turns ON.
9. Start engine and let it idle.
10. Wait 20 seconds.



>> GO TO 4.

4. CHECK IDLE SPEED AND IGNITION TIMING

Rev up engine two or three times and check that idle speed and ignition timing are within the specifications. For procedure, refer to [EC-1571, "Idle Speed"](#) and [EC-1571, "Ignition Timing"](#). For specifications, refer to [EC-1571, "Idle Speed"](#) and [EC-1571, "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-1164, "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.
- Incorrect idle.

>> INSPECTION END

VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

< BASIC INSPECTION >

[VK56VD FOR USA AND CANADA]

VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

Description

INFOID:000000012357139

VVEL control shaft position sensor adjustment is an operation to adjust the initial position of the VVEL control shaft position sensor.

It must be performed each time VVEL actuator sub assembly is replaced. (For details, refer to [EC-1146, "Work Procedure"](#).)

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.

Work Procedure

INFOID:000000012357140

1. START

Will CONSULT be used?

Will CONSULT be used?

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

2. PERFORM VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

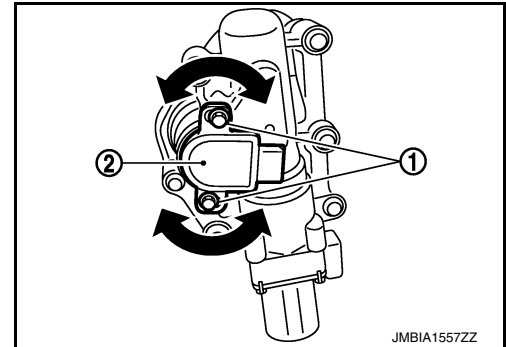
☐ With CONSULT

1. Turn ignition switch ON.
2. Select "VVEL POS SEN ADJ PREP" in "WORK SUPPORT" mode with CONSULT.
3. Touch "Start" and wait a few seconds.
4. Check that "CMPLT" is displayed on CONSULT screen.
5. Select "VVEL POSITION SEN-B1" or "VVEL POSITION SEN-B2" in "DATA MONITOR" mode with CONSULT.
6. Loosen the VVEL control shaft position sensor mounting bolts (1).
7. Turn the VVEL control shaft position sensor (2) clockwise and counterclockwise 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 bolts.

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 mounting bolts are 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-1144, "Description"](#).

>> INSPECTION END

3. PERFORM VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

☒ Without CONSULT

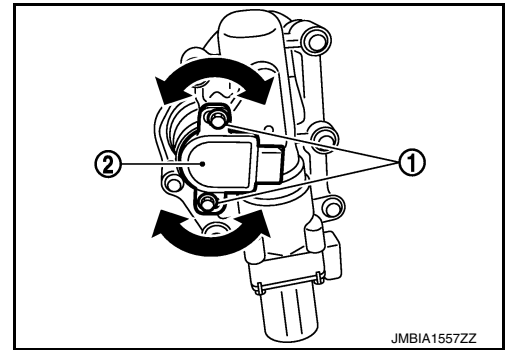
1. Disconnect VVEL control shaft position sensor harness connector.
2. Remove VVEL actuator motor relay.

VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

[VK56VD FOR USA AND CANADA]

< BASIC INSPECTION >

3. Turn ignition switch ON, wait at least 5 seconds and then turn it 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 bolts (1).
8. Turn the VVEL control shaft position sensor (2) clockwise and counterclockwise 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	6	500 ± 48 mV
2		5	4	

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



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	6	500 ± 48 mV
2		5	4	

NOTE:

If it varies from the standard value after the mounting bolts are 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-1144. "Description"](#).

>> INSPECTION END

MIXTURE RATIO SELF-LEARNING VALUE CLEAR

< BASIC INSPECTION >

[VK56VD FOR USA AND CANADA]

MIXTURE RATIO SELF-LEARNING VALUE CLEAR

Description

INFOID:000000012357141

This describes how to erase the mixture ratio self-learning value. For the actual procedure, follow the instructions in "Diagnosis Procedure". (For details, refer to [EC-1148, "Work Procedure"](#).)

Work Procedure

INFOID:000000012357142

1.START

Ⓟ With CONSULT

1. Start engine and warm it up to normal operating temperature.
2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT.
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. Check DTC P0102 is detected.
7. Select Service \$04 with GST to erase the DTC P0102.

>> END

FUEL PRESSURE

Work Procedure

INFOID:000000012357143

FUEL PRESSURE RELEASE

④ WITH CONSULT

1. Turn ignition switch ON.
2. Perform "FUEL PRESSURE RELEASE" in "WORK SUPPORT" mode with CONSULT.
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

1. Remove fuel pump fuse in IPDM E/R.
 - NOTE:**
 - For the fuse number, refer to [EC-1098, "Wiring Diagram"](#).
 - For the fuse arrangement, refer to [PG-123, "Connector and Terminal Arrangement"](#).
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.

LOW FUEL PRESSURE CHECK

CAUTION:

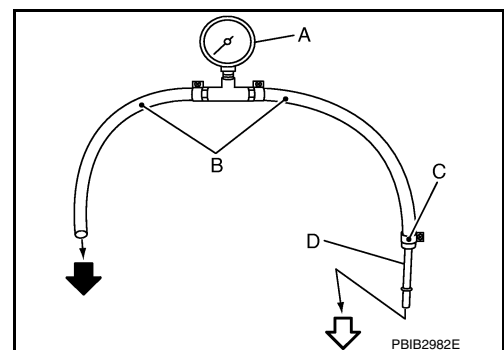
- Before disconnecting fuel line, release fuel pressure from fuel line to eliminate danger.
- The fuel hose connection method used when taking fuel pressure check must not be used for other purposes.
- Be careful not to scratch or put debris around connection area when servicing, so that the quick connector maintains seal ability with O-rings inside.
- Do not perform fuel pressure check with electrical systems operating (i.e. lights, rear defogger, A/C, etc.) Fuel pressure gauge may indicate false readings due to varying engine load and changes in manifold vacuum.

NOTE:

Prepare pans or saucers under the disconnected fuel line because the fuel may spill out. The fuel pressure cannot be completely released because this models do not have fuel return system.

1. Release fuel pressure to zero.
2. Prepare fuel hose for fuel pressure check (B) and fuel tube adapter [SST (KV10120000)] (D), then connect fuel pressure gauge (A).

- ← To quick connector
- ← To fuel tube (engine side)
- C : Hose clamp



CAUTION:

- Use suitable fuel hose for fuel pressure check (genuine NISSAN fuel hose without quick connector).
 - To avoid unnecessary force or tension to hose, use moderately long fuel hose for fuel pressure check.
 - Do not use the fuel hose for checking fuel pressure with damage or cracks on it.
 - Use Pressure Gauge to check fuel pressure.
3. Disconnect fuel feed hose from fuel tube. Refer to [EM-201, "Exploded View"](#).

CAUTION:

Do not twist or kink fuel hose because it is plastic hose.

FUEL PRESSURE

< BASIC INSPECTION >

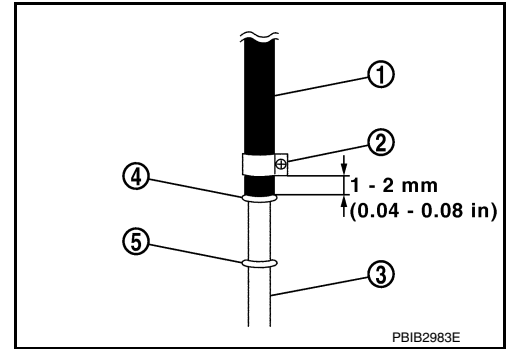
[VK56VD FOR USA AND CANADA]

4. Connect fuel hose for fuel pressure check (1) to fuel tube (engine side) with clamp (2) as shown in the figure.

5 : No.2 spool

CAUTION:

- Wipe off oil or dirt from hose insertion part using cloth moistened with gasoline.
- Apply proper amount of gasoline between top of the fuel tube (3) and No.1 spool (4).
- Insert fuel hose for fuel pressure check until it touches the No.1 spool on fuel tube.
- Use NISSAN genuine hose clamp (part number: 16439 N4710 or 16439 40U00).
- When reconnecting fuel line, always use new clamps.
- Use a torque driver to tighten clamps.
- Install hose clamp to the position within 1 - 2 mm (0.04 - 0.08 in).



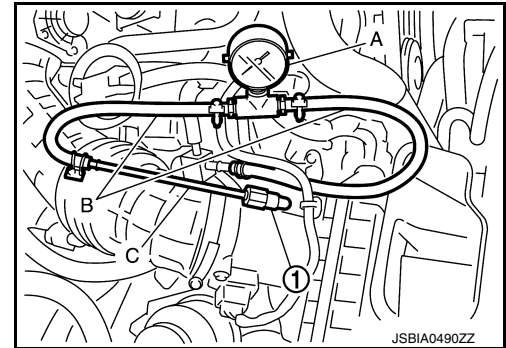
Tightening torque : 1 - 1.5 N·m (0.1 - 0.15 kg·m, 9 - 13 in·lb)

- Make sure that clamp screw does not contact adjacent parts.

5. Connect fuel tube adapter (C) to quick connector (1).

A : Fuel pressure gauge

B : Fuel hose for fuel pressure check



6. After connecting fuel hose for fuel pressure check, pull the hose with a force of approximately 98 N (10 kg, 22 lb) to confirm fuel tube does not come off.

7. Reinstall the part removed at Step 3.

NOTE:

Install the part to allow smooth engine starts.

8. Turn ignition switch ON and check for fuel leakage.
 9. Start engine and check for fuel leakage.
 10. Read the indication of fuel pressure gauge.

CAUTION:

- Do not perform fuel pressure check with system operating. Fuel pressure gauge may indicate false readings.
- During fuel pressure check, confirm for fuel leakage from fuel connection every 3 minutes.

At idling : Approximately 450 kPa (4.6 kg/cm², 65 psi)

HIGH FUEL PRESSURE CHECK

NOTE:

Since the fuel pressure gauge kit cannot be connected, follow the method shown below to check high fuel pressure.

Ⓜ WITH CONSULT

1. Start engine.
2. Check "FUEL PRES SEN V" in "DATA MONITOR" mode with CONSULT.

Monitor Item	Condition	Values/Status
FUEL PRES SEN V	Idle	820 – 1,220 mV
	Revving engine from idle to 4,000 rpm quickly	820 – 3,060 mV

FUEL PRESSURE

< BASIC INSPECTION >

[VK56VD FOR USA AND CANADA]

⊗ WITHOUT CONSULT

1. Start engine.
2. Check the voltage between ECM harness connector and ground.

ECM				Condition	Voltage
+		-			
Connector	Terminal	Connector	Terminal		
F110	31	F110	40	[Engine is running] • Warm-up condition • Idle speed	0.82 – 1,22 V
				[Engine is running] • Warm-up condition • Revving engine from idle to 4,000 rpm quickly	0.82 – 3,06 V

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HOW TO SET SRT CODE

< BASIC INSPECTION >

[VK56VD FOR USA AND CANADA]

HOW TO SET SRT CODE

Description

INFOID:000000012357144

OUTLINE

In order to set all SRTs, the self-diagnoses as in the "SRT ITEM" table must have been performed at least once. Each diagnosis may require actual driving for a long period of time under various conditions.

SRT ITEM

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

SRT item*1 (CONSULT indication)	Required self-diagnostic items to set the SRT to "CMPLT"	Corresponding DTC No.
CATALYST	Three way catalyst function	P0420, P0430
EVAP SYSTEM	EVAP control system purge flow monitoring	P0441
	EVAP control system	P0456
HO2S	Air fuel ratio (A/F) sensor 1	P014C, P014D, P014E, P014F, P015A, P015B, P015C, P015D
	Heated oxygen sensor 2	P0137, P0157
	Heated oxygen sensor 2	P0138, P0158
	Heated oxygen sensor 2	P0139, P0159
EGR/VVT SYSTEM	Intake valve timing control function	P0011, P0021

*1: Though displayed on the CONSULT screen, "HO2S HTR" is not SRT item.

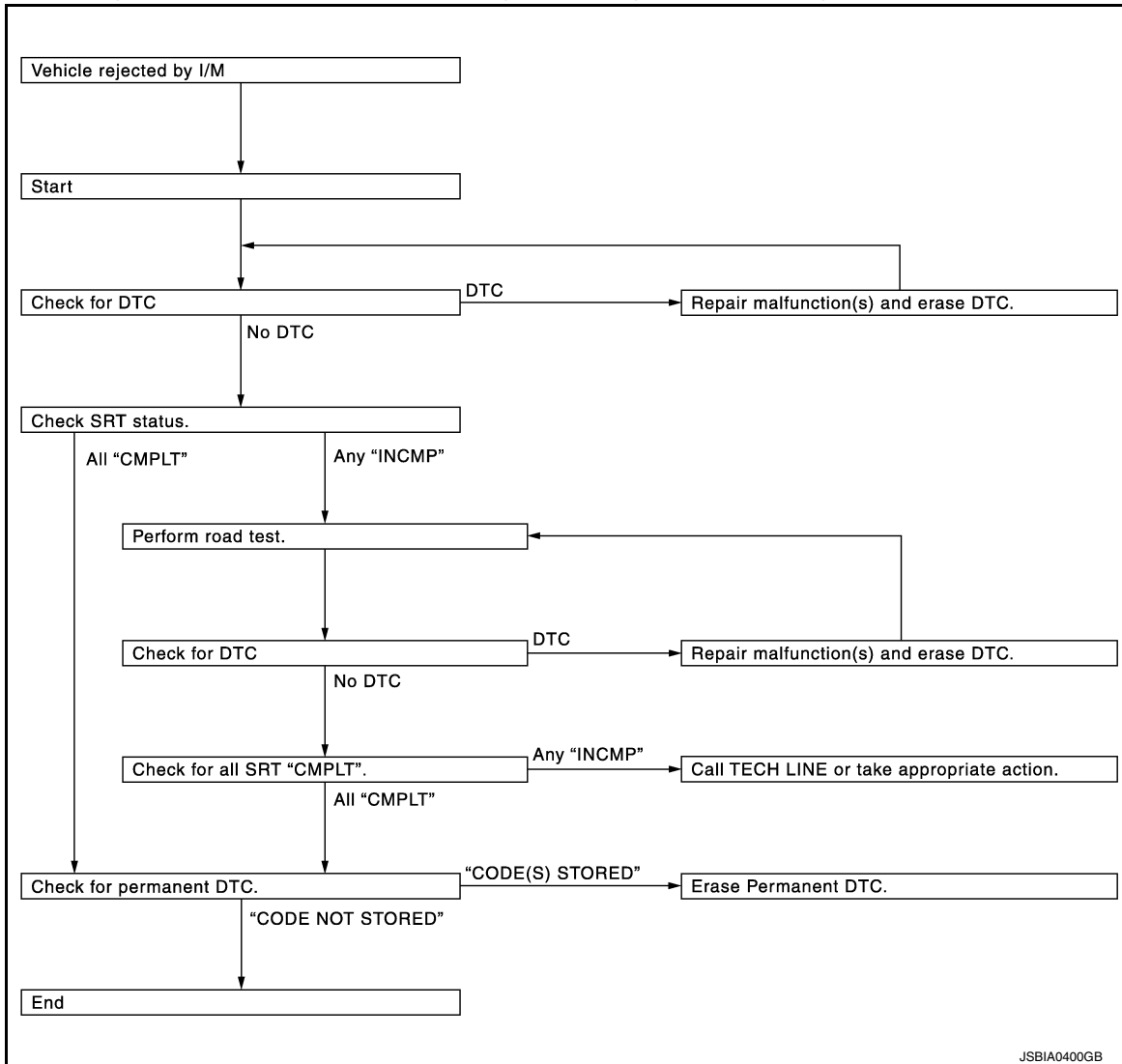
SRT SERVICE PROCEDURE

HOW TO SET SRT CODE

< BASIC INSPECTION >

[VK56VD FOR USA AND CANADA]

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, referring to the following flowchart.



SRT Set Driving Pattern

INFOID:000000012357145

CAUTION:

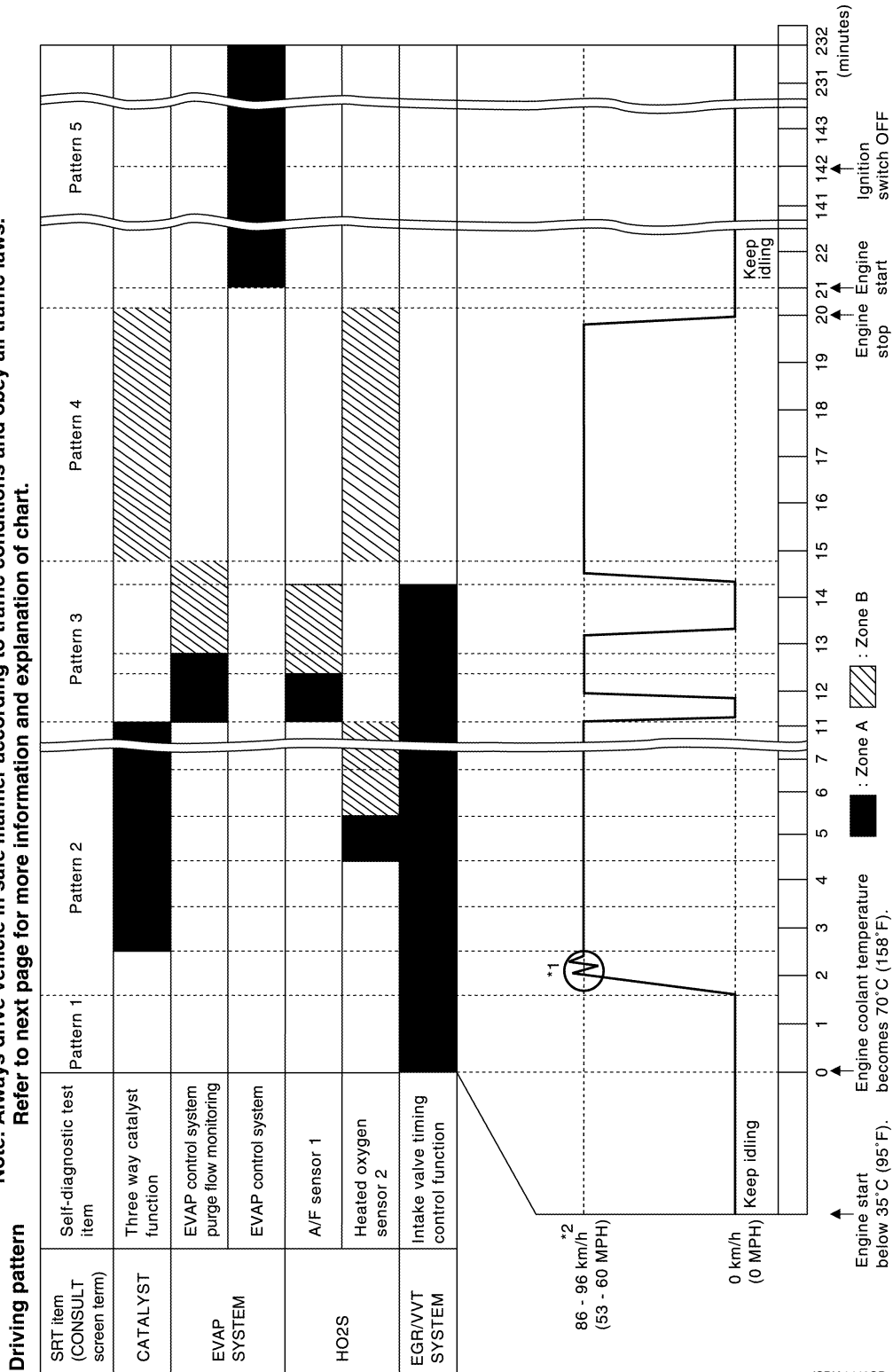
HOW TO SET SRT CODE

< BASIC INSPECTION >

[VK56VD FOR USA AND CANADA]

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

Note: Always drive vehicle in safe manner according to traffic conditions and obey all traffic laws. Refer to next page for more information and explanation of chart.



JSBIA1446GB

*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.

- 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.

HOW TO SET SRT CODE

[VK56VD FOR USA AND CANADA]

< BASIC INSPECTION >

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.

Work Procedure

INFOID:000000012357146

1. CHECK DTC

Check DTC.

Is any DTC detected?

- YES >> Repair malfunction(s) and erase DTC. Refer to [EC-1079, "DTC Index"](#).
- NO >> GO TO 2.

2. CHECK SRT STATUS

WITH CONSULT

Select "SRT STATUS" in "DTC & SRT CONFIRMATION" mode with CONSULT.

WITHOUT CONSULT

Perform "SRT status" mode with [EC-1037, "On Board Diagnosis Function"](#).

WITH GST

Select Service \$01 with GST.

Is SRT code(s) set?

- YES >> GO TO 11.
- NO-1 >> With CONSULT: GO TO 3.
- NO-2 >> Without CONSULT: GO TO 4.

3. DTC CONFIRMATION PROCEDURE

1. Select "SRT WORK SUPPORT" in "DTC & SRT CONFIRMATION" mode with CONSULT.
2. For SRT(s) that is not set, perform the corresponding "DTC CONFIRMATION PROCEDURE" according to the "Performance Priority" in the "SRT ITEM" table. Refer to [EC-1152, "Description"](#).
3. Check DTC.

Is any DTC detected?

- YES >> Repair malfunction(s) and erase DTC. Refer to [EC-1079, "DTC Index"](#).
- NO >> GO TO 10.

4. PERFORM ROAD TEST

- Check the "Performance Priority" in the "SRT ITEM" table. Refer to [EC-1152, "Description"](#).
- Perform the most efficient SRT set driving pattern to set the SRT properly. Refer to [EC-1153, "SRT Set Driving Pattern"](#).

In order to set all SRTs, the SRT set driving pattern must be performed at least once.

>> GO TO 5.

5. PATTERN 1

1. Check the vehicle condition;
 - Engine coolant temperature is -10 to 35°C (14 to 95°F).
 - Fuel tank temperature is more than 0°C (32°F).
2. Start the engine.
3. Keep engine idling until the engine coolant temperature is greater than 70°C (158°F)

NOTE:

ECM terminal voltage is follows;

- Engine coolant temperature
 - -10 to 35°C (14 to 95°F): 3.0 - 4.3 V
 - 70°(158°F): Less than 1.4 V

HOW TO SET SRT CODE

[VK56VD FOR USA AND CANADA]

< BASIC INSPECTION >

- Fuel tank temperature: Less than 4.1 V
Refer to [EC-1051, "Reference Value"](#).

>> GO TO 6.

6.PATTERN 2

1. Drive the vehicle. And 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.
2. Depress the accelerator pedal until vehicle speed is 90 km/h (56 MPH) again

NOTE:

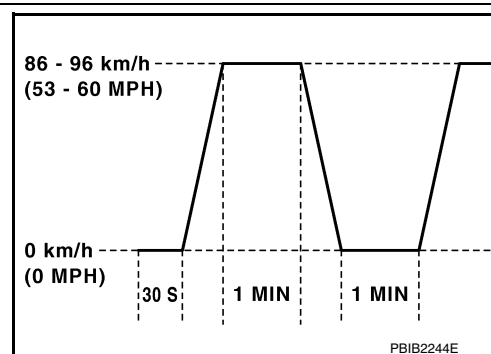
- Checking the vehicle speed with GST is advised.
- When steady-state driving is performed again even after it is interrupted, each diagnosis can be conducted. In this case, the time required for diagnosis may be extended.

>> GO TO 7.

7.PATTERN 3

- Operate vehicle following the driving pattern shown in the figure.
- Release the accelerator pedal during deceleration of vehicle speed from 90 km/h (56 MPH) to 0 km/h (0 MPH).

>> GO TO 8.



8.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.

>> GO TO 9.

9.PATTERN 5

- Cool down the engine so that the engine coolant temperature lowers between 15 - 35°C (59 - 95°F).

CAUTION:

Never turn the ignition switch ON while cooling down the engine.

- Engine coolant temperature at engine start is between 15 - 35°C (59 - 95°F) and has lowered 45°C (113°F) or more since the latest engine stop.

>> GO TO 10.

10.CHECK SRT STATUS

Ⓟ WITH CONSULT

Select "SRT STATUS" in "DTC & SRT CONFIRMATION" mode with CONSULT.

ⓧ WITHOUT CONSULT

Perform "SRT status" mode with [EC-1037, "On Board Diagnosis Function"](#).

Ⓢ WITH GST

Select Service \$01 with GST.

Is SRT(s) set?

YES >> END

NO >> Call TECH LINE or take appropriate action.

11.CHECK PERMANENT DTC

NOTE:

Permanent DTC cannot be checked with a tool other than CONSULT or GST.

HOW TO SET SRT CODE

< BASIC INSPECTION >

[VK56VD FOR USA AND CANADA]

Ⓜ With CONSULT

Select "SRT STATUS" in "DTC & SRT CONFIRMATION" mode with CONSULT.

Ⓜ With GST

Select Service \$0A with GST.

Is permanent DTC(s) detected?

YES >> Go to [EC-1158. "Description"](#).

NO >> END

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HOW TO ERASE PERMANENT DTC

< BASIC INSPECTION >

[VK56VD FOR USA AND CANADA]

HOW TO ERASE PERMANENT DTC

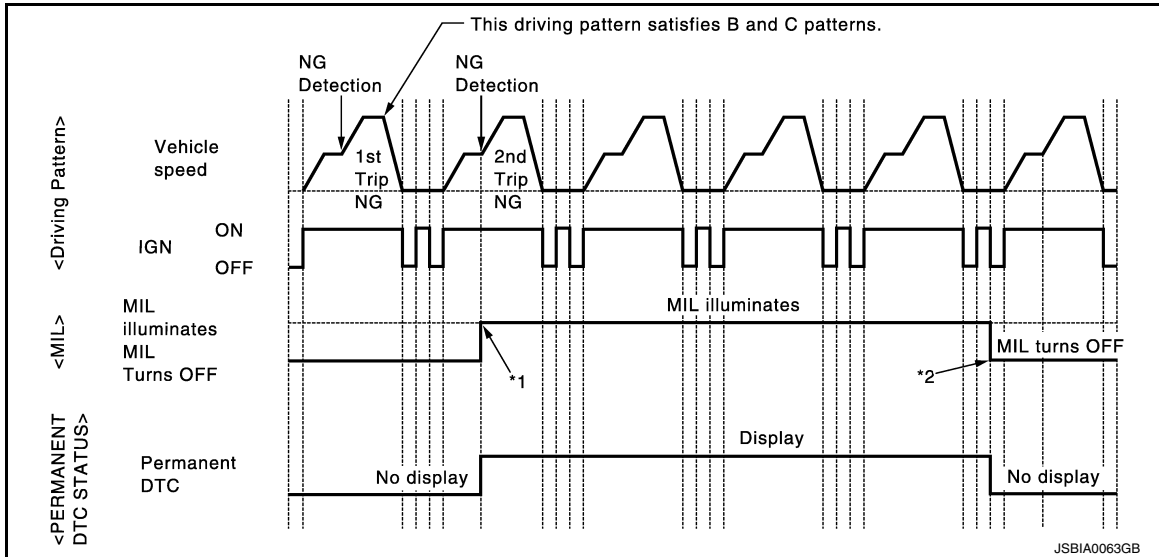
Description

INFOID:000000012357147

OUTLINE

When a DTC is stored in ECM

When a DTC is stored in ECM and MIL is ON, a permanent DTC is erased with MIL shutoff if the same malfunction is not detected after performing the driving pattern for MIL shutoff three times in a row.



*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 (driving pattern B) without any malfunctions.

When a DTC is not stored in ECM

The erasing method depends on a permanent DTC stored in ECM. Refer to the following table.

NOTE:

If the applicable permanent DTC includes multiple groups, perform the procedure of Group B first. If the permanent DTC is not erased, perform the procedure of Group A.

×: Applicable —: Not applicable

Group*	Perform "DTC CONFIRMATION PROCEDURE" for applicable DTCs.	Driving pattern		Reference
		B	D	
A	×	—	—	EC-1159. "Work Procedure (Group A)"
B	—	×	×	EC-1161. "Work Procedure (Group B)"

*: For group, refer to [EC-1079. "DTC Index"](#).

PERMANENT DTC ITEM

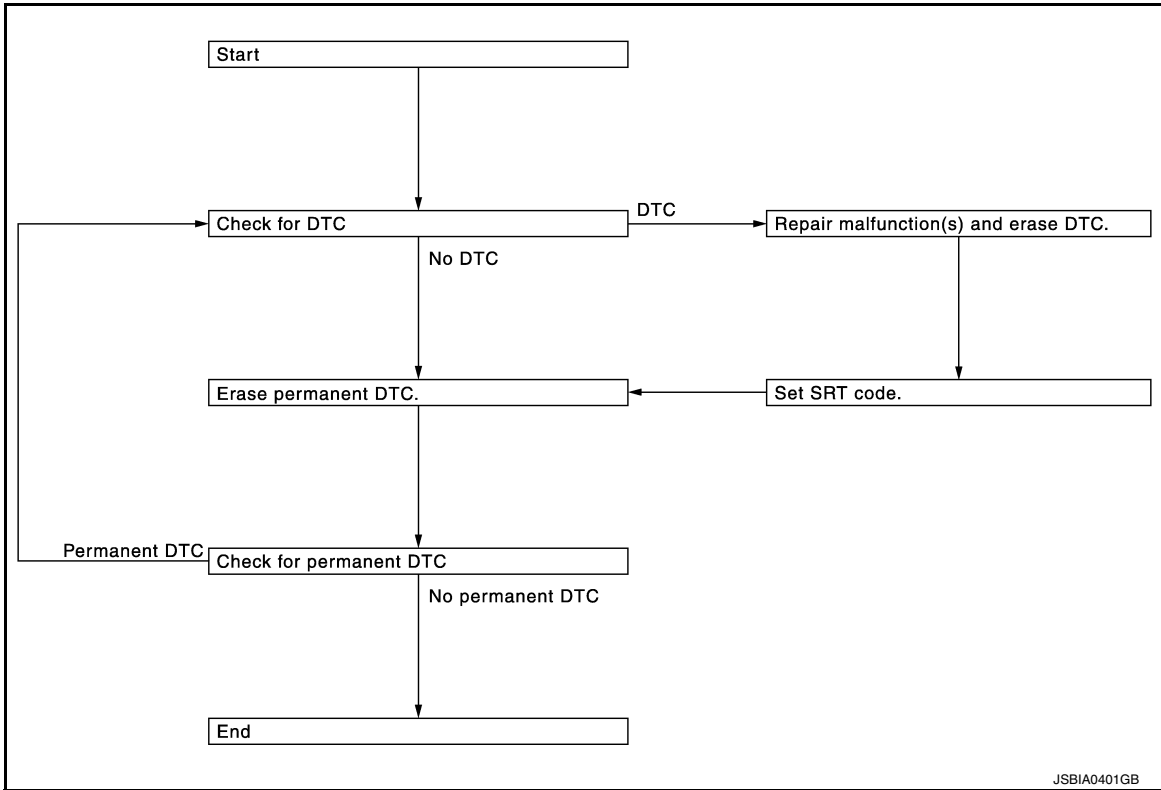
For permanent DTC items, MIL turns ON. Refer to [EC-1079. "DTC Index"](#).

HOW TO ERASE PERMANENT DTC

< BASIC INSPECTION >

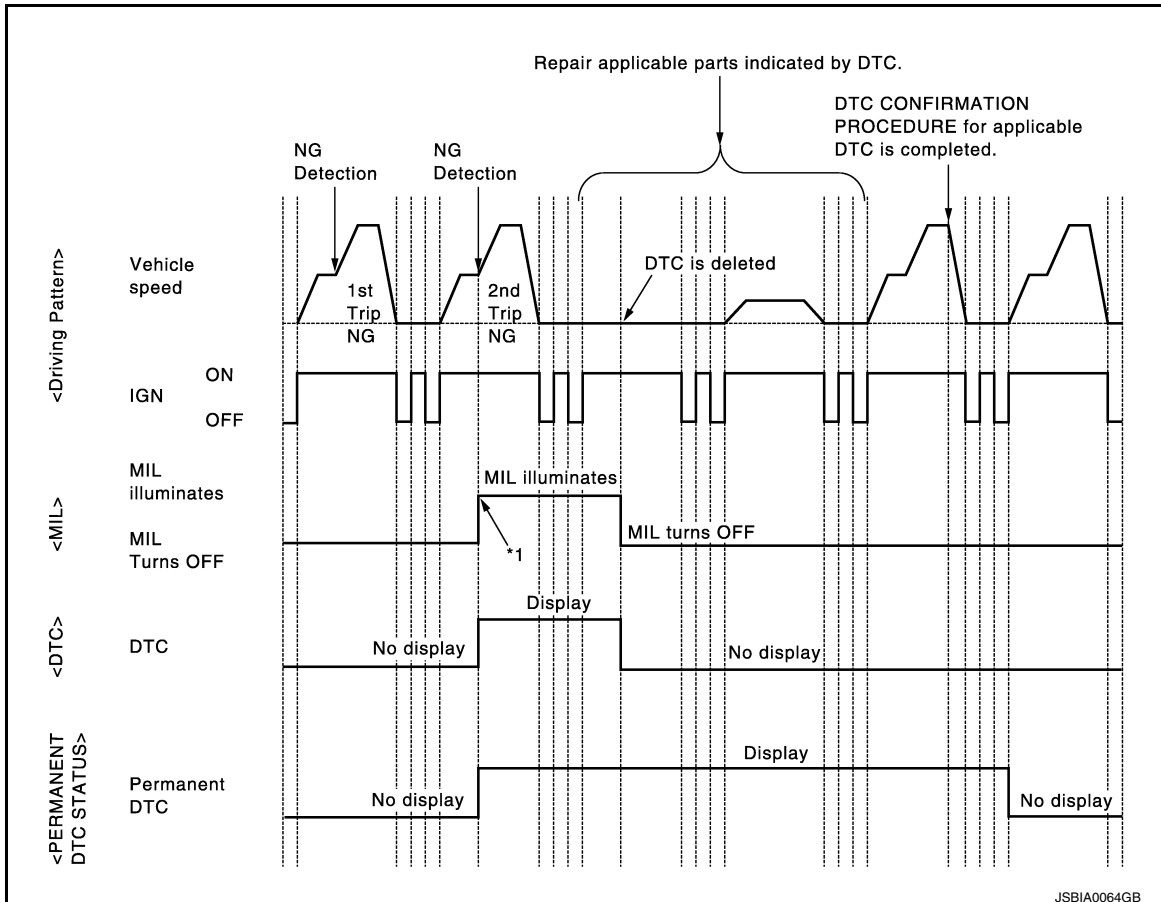
[VK56VD FOR USA AND CANADA]

PERMANENT DTC SERVICE PROCEDURE



Work Procedure (Group A)

INFOID:000000012357148



HOW TO ERASE PERMANENT DTC

[VK56VD FOR USA AND CANADA]

< BASIC INSPECTION >

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

1. CHECK DTC

Check DTC.

Is any DTC detected?

YES >> Repair malfunction(s) and erase DTC. Refer to [EC-1037, "On Board Diagnosis Function"](#), [EC-1040, "CONSULT Function"](#).

NO >> GO TO 2.

2. CHECK PERMANENT DTC

 With CONSULT

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. Turn ignition switch ON.
5. Select "PERMANENT DTC STATUS" mode with CONSULT.

 With GST

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. Turn ignition switch ON.
5. Select Service \$0A with GST.

Is any permanent DTC detected?

YES >> GO TO 3.

NO >> END

3. PERFORM DTC CONFIRMATION PROCEDURE

Perform "DTC CONFIRMATION PROCEDURE" for DTCs which are the same as permanent DTCs stored in ECM. Refer to [EC-1079, "DTC Index"](#).

>> GO TO 4.

4. CHECK PERMANENT DTC

 With CONSULT

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. Turn ignition switch ON.
5. Select "PERMANENT DTC STATUS" mode with CONSULT.

 With GST

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. Turn ignition switch ON.
5. Select Service \$0A with GST.

Is any permanent DTC detected?

YES >> GO TO 1.

NO >> END

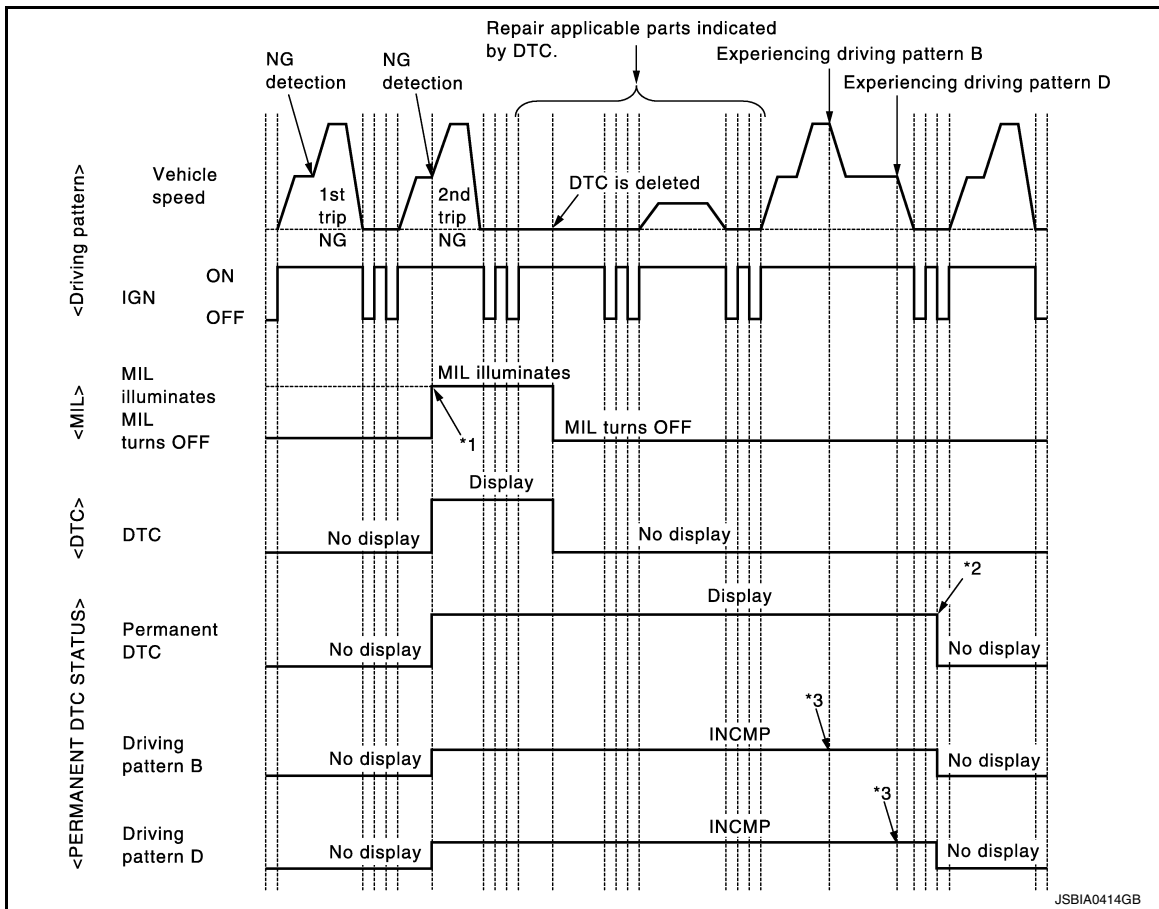
HOW TO ERASE PERMANENT DTC

< BASIC INSPECTION >

[VK56VD FOR USA AND CANADA]

Work Procedure (Group B)

INFOID:000000012357149



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

*2: After experiencing driving pattern B and D, permanent DTC is erased.

*3: Indication does not change unless the ignition switch is turned from ON to OFF twice even after experiencing driving pattern B or D.

NOTE:

Drive the vehicle according to only driving patterns indicating "INCMP" in driving patterns B and D on the "PERMANENT DTC STATUS" screen.

1. CHECK DTC

Check DTC.

Is any DTC detected?

YES >> Repair malfunction(s) and erase DTC. Refer to [EC-1037. "On Board Diagnosis Function"](#), [EC-1040. "CONSULT Function"](#).

NO >> GO TO 2.

2. CHECK PERMANENT DTC

Ⓜ With CONSULT

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. Turn ignition switch ON.
5. Select "PERMANENT DTC STATUS" mode with CONSULT.

Ⓜ With GST

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.

HOW TO ERASE PERMANENT DTC

[VK56VD FOR USA AND CANADA]

< BASIC INSPECTION >

4. Turn ignition switch ON.
5. Select Service \$0A with GST.

Is any permanent DTC detected?

- YES >> GO TO 3.
NO >> END

3.DRIVE DRIVING PATTERN B

CAUTION:

- Always drive at a safe speed.
- Never erase self-diagnosis results.
- If self-diagnosis results are erased during the trip of driving pattern B or D, the counter of driving pattern B and D is reset.

Ⓟ With CONSULT

1. Start engine and warm it up to normal operating temperature.
2. Use "PERMANENT DTC WORK SUPPORT" mode with CONSULT to drive the vehicle according to driving pattern B. Refer to [EC-1040. "CONSULT Function"](#), [EC-1034. "DIAGNOSIS DESCRIPTION : Driving Pattern"](#).

Ⓢ With GST

1. Start engine and warm it up to normal operating temperature.
2. Drive the vehicle according to driving pattern B. Refer to [EC-1034. "DIAGNOSIS DESCRIPTION : Driving Pattern"](#).

>> GO TO 4.

4.CHECK PERMANENT DTC

Ⓟ With CONSULT

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. Turn ignition switch ON.
5. Select "PERMANENT DTC STATUS" mode with CONSULT.

Ⓢ With GST

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. Turn ignition switch ON.
5. Select Service \$0A with GST.

Is any permanent DTC detected?

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

5.DRIVE DRIVING PATTERN D

CAUTION:

- Always drive at a safe speed.
- Never erase self-diagnosis results.
- If self-diagnosis results are erased during the trip of driving pattern B or D, the counter of driving pattern B and D is reset.

1. Drive the vehicle according to driving pattern D. Refer to [EC-1034. "DIAGNOSIS DESCRIPTION : Driving Pattern"](#).

>> GO TO 6.

6.CHECK PERMANENT DTC

Ⓟ With CONSULT

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. Turn ignition switch ON.

HOW TO ERASE PERMANENT DTC

[VK56VD FOR USA AND CANADA]

< BASIC INSPECTION >

5. Select "PERMANENT DTC STATUS" mode with CONSULT.

 With GST

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. Turn ignition switch ON.
5. Select Service \$0A with GST.

Is any permanent DTC detected?

YES >> GO TO 1.

NO >> END

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DTC/CIRCUIT DIAGNOSIS

TROUBLE DIAGNOSIS - SPECIFICATION VALUE

Description

INFOID:0000000012357150

The specification (SP) value indicates the tolerance of the value that is displayed in "SPEC" in "DATA MONITOR" mode of CONSULT 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 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)
- IDLE FUEL PRES MAX/MIN (the signal voltage of the fuel rail pressure sensor)

Component Function Check

INFOID:0000000012357151

1. PRECONDITIONING

Check 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 (0.983 - 1.043 bar, 1.003 - 1.064 kg/cm², 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
- After the engine is warmed up to normal operating temperature, drive vehicle until "ATF TEMP 2" (A/T fluid temperature sensor signal) indicates more than 60°C (140°F).
- Electrical load: Not applied
- Rear window defogger switch, air conditioner switch and lighting switch are OFF. Steering wheel is straight ahead.
- Engine speed: Idle
- Gear position: Neutral (or parking)

>> GO TO 2.

2. PERFORM SPEC IN DATA MONITOR MODE

Ⓟ WITH CONSULT

NOTE:

Perform "SPEC" in "DATA MONITOR" mode in maximum scale display.

1. Perform basic inspection. Refer to [EC-1134. "Work Procedure"](#).
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.
3. Check that monitor items are within the SP value.

Is the measurement value within the SP value?

YES >> INSPECTION END

NO >> Proceed to [EC-1165. "Diagnosis Procedure"](#).

TROUBLE DIAGNOSIS - SPECIFICATION VALUE

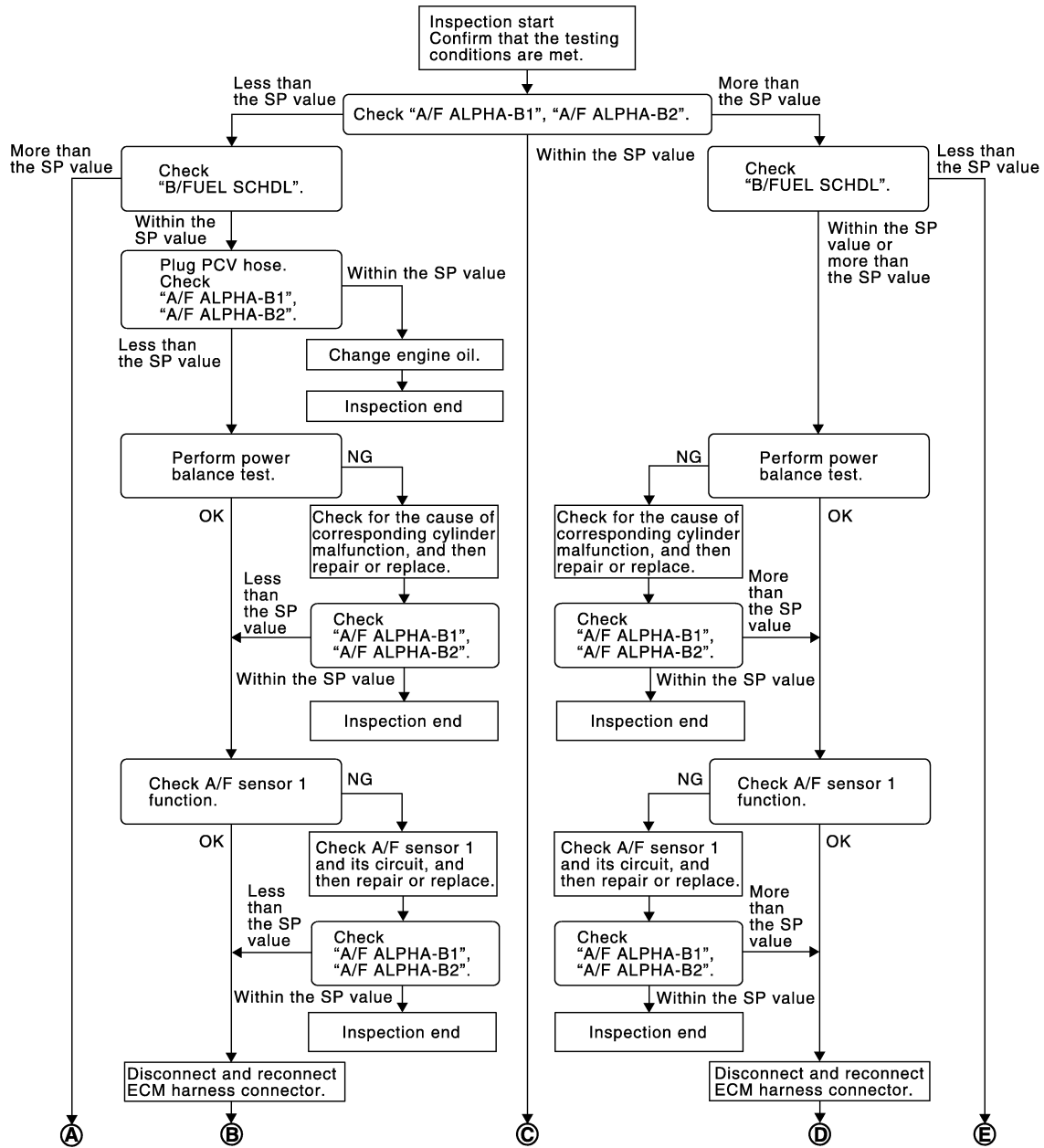
< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Diagnosis Procedure

INFOID:000000012357152

OVERALL SEQUENCE



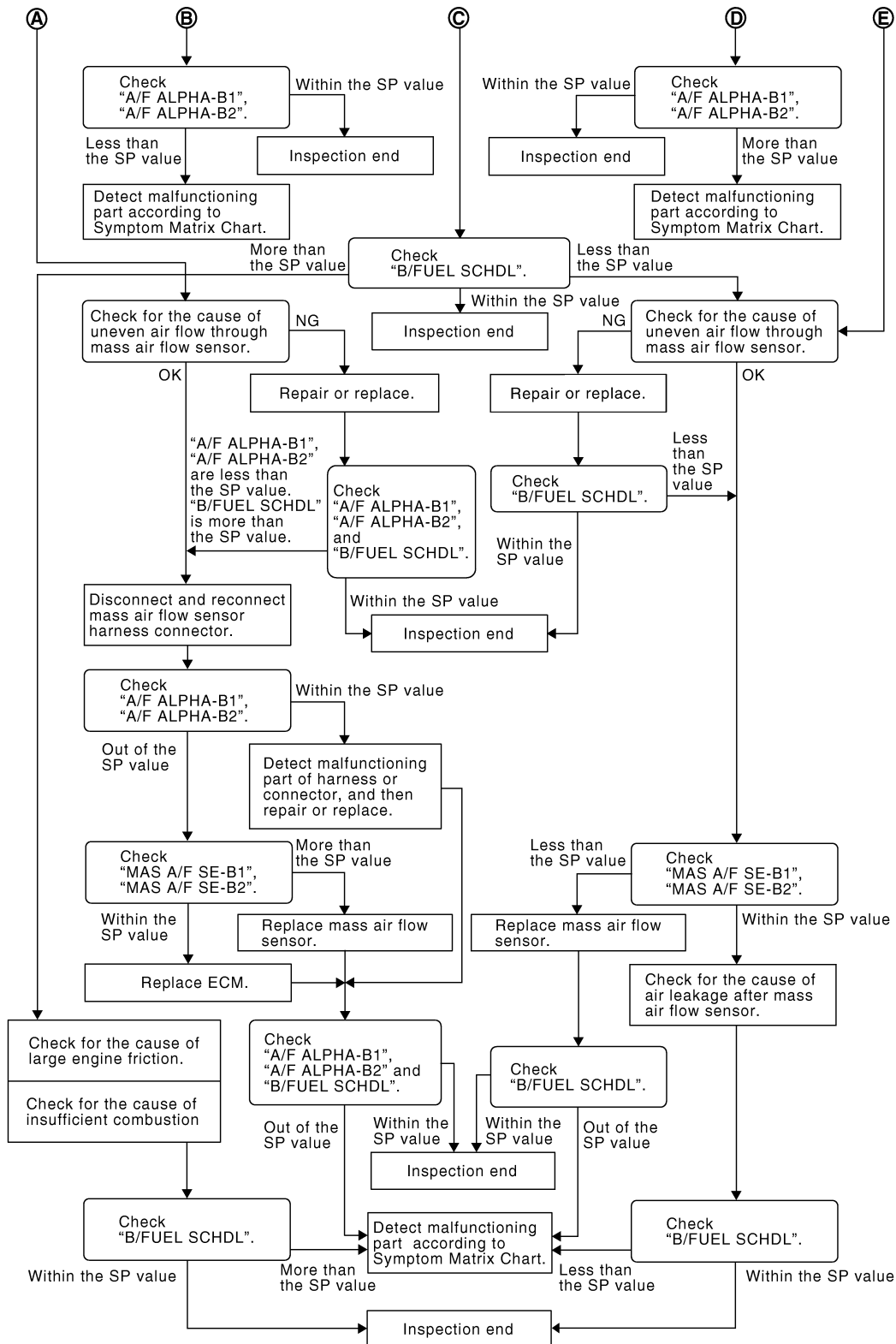
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TROUBLE DIAGNOSIS - SPECIFICATION VALUE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]



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DETAILED PROCEDURE

1. CHECK "A/F ALPHA-B1" AND "A/F ALPHA-B2"

ⓑ WITH CONSULT

1. Start engine.
2. Check that the testing conditions are met. Refer to [EC-1164, "Component Function Check"](#).
3. Select "A/F ALPHA-B1" and "A/F ALPHA-B2" in "SPEC" of "DATA MONITOR" mode, and check that each indication is within the SP value.

TROUBLE DIAGNOSIS - SPECIFICATION VALUE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

NOTE:

Check "A/F ALPHA-B1" and "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 14.

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 check 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 16.

3.CHECK "B/FUEL SCHDL"

Select "B/FUEL SCHDL" in "SPEC" of "DATA MONITOR" mode, and check 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 22.

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" and "A/F ALPHA-B2" in "SPEC" of "DATA MONITOR" mode, and check 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.PERFORM POWER BALANCE TEST

1. Perform "POWER BALANCE" in "ACTIVE TEST" mode.

2. Check that each cylinder produces a momentary engine speed drop.

Is the inspection result normal?

YES >> GO TO 9.

NO >> GO TO 7.

7.DETECT MALFUNCTIONING PART

Check the following below.

- Ignition coil and its circuit (Refer to [EC-1541, "Component Function Check".](#))
- Fuel injector and its circuit (Refer to [EC-1533, "Component Function Check".](#))
- Intake air leakage
- Low compression pressure (Refer to [EM-179, "Inspection".](#))

Is the inspection result normal?

TROUBLE DIAGNOSIS - SPECIFICATION VALUE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

- YES >> Replace fuel injector. Refer to [EM-205, "Removal and Installation"](#). And then GO TO 8.
NO >> Repair or replace malfunctioning part and then GO TO 8.

8.CHECK "A/F ALPHA-B1" AND "A/F ALPHA-B2"

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

Is the measurement value within the SP value?

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

9.CHECK A/F SENSOR 1 FUNCTION

Perform all DTC CONFIRMATION PROCEDURE related with A/F sensor 1.

- For DTC P0130, P0150, refer to [EC-1244, "DTC Logic"](#).
- For DTC P0131, P0151, refer to [EC-1248, "DTC Logic"](#).
- For DTC P0132, P0152, refer to [EC-1251, "DTC Logic"](#).
- For DTC P014C, P014D, P014E, P014F, P015A, P015B, P015C, P015D refer to [EC-1274, "DTC Logic"](#).
- For DTC P2096, P2097, P2098, P2099, refer to [EC-1500, "DTC Logic"](#).

Are any DTCs detected?

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

10.CHECK A/F SENSOR 1 CIRCUIT

Perform Diagnosis Procedure according to corresponding DTC.

>> GO TO 11.

11.CHECK "A/F ALPHA-B1" AND "A/F ALPHA-B2"

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

Is the measurement value within the SP value?

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

12.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 13.

13.CHECK "A/F ALPHA-B1" AND "A/F ALPHA-B2"

1. Start engine.
2. Select "A/F ALPHA-B1" and "A/F ALPHA-B2" in "SPEC" of "DATA MONITOR" mode, and check 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-1557, "Symptom Table"](#).

14.CHECK "B/FUEL SCHDL"

Select "B/FUEL SCHDL" in "SPEC" of "DATA MONITOR" mode, and check 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 15.
NO-2 >> Less than the SP value: GO TO 22.

15.DETECT MALFUNCTIONING PART

TROUBLE DIAGNOSIS - SPECIFICATION VALUE

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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 27.

16. 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 18.

NO >> Repair or replace malfunctioning part, and then GO TO 17.

17. 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 check 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" and "A/F ALPHA-B2" are less than the SP value: GO TO 18.

18. 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 19.

19. CHECK "A/F ALPHA-B1" AND "A/F ALPHA-B2"

1. Start engine.
2. Select "A/F ALPHA-B1" and "A/F ALPHA-B2" in "SPEC" of "DATA MONITOR" mode, and check 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-1216. "DTC Logic"](#). Then GO TO 26.

NO >> GO TO 20.

20. CHECK "MAS A/F SE-B1" AND "MAS A/F SE-B2"

Select "MAS A/F SE-B1" and "MAS A/F SE-B2" in "SPEC" of "DATA MONITOR" mode, and check that the indication is within the SP value.

Is the measurement value within the SP value?

YES >> GO TO 21.

NO >> More than the SP value: Replace malfunctioning mass air flow sensor. Refer to [EM-192. "Removal and Installation"](#). And then GO TO 26.

21. REPLACE ECM

Replace ECM. Refer to [EC-1568. "Removal and Installation"](#)

TROUBLE DIAGNOSIS - SPECIFICATION VALUE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

>> GO TO 26.

22.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 24.

NO >> Repair or replace malfunctioning part, and then GO TO 23.

23.CHECK "B/FUEL SCHDL"

Select "B/FUEL SCHDL" in "SPEC" of "DATA MONITOR" mode, and check 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 24.

24.CHECK "MAS A/F SE-B1" AND "MAS A/F SE-B2"

Select "MAS A/F SE-B1" and "MAS A/F SE-B2" in "SPEC" of "DATA MONITOR" mode, and check that the indication is within the SP value.

Is the measurement value within the SP value?

YES >> GO TO 25.

NO >> Less than the SP value: Replace malfunctioning mass air flow sensor. Refer to [EM-192, "Removal and Installation"](#). And then GO TO 27.

25.CHECK INTAKE SYSTEM

Check for the cause of air leakage 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 27.

26.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 check 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-1557, "Symptom Table"](#).

27.CHECK "B/FUEL SCHDL"

Select "B/FUEL SCHDL" in "SPEC" of "DATA MONITOR" mode, and then check 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-1557, "Symptom Table"](#).

POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

POWER SUPPLY AND GROUND CIRCUIT

Diagnosis Procedure

INFOID:000000012357153

1.CHECK FUSE

Check that the following fuse is not blowing.

Location	Fuse No.	Capacity
IPDM E/R	#44	10 A
	#51	15 A

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the fuse after repairing the applicable circuit. (If the replaced fuse is blown again, check the power supply circuit upstream of IPDM E/R.)

2.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M11, M55 and M95. Refer to Ground Inspection in [GI-48, "Circuit Inspection"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace ground connection.

3.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		
F110	5	Ground	Existed
	10		
M160	174		
	175		

3. Also check harness for 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 F103, M116
- Harness for open or short between ECM and ground

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

5.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	
M160	141	M160	175	Battery voltage

POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Is the inspection result normal?

YES >> GO TO 7.

NO >> GO TO 6.

6. DETECT MALFUNCTIONING PART

Check the following.

- IPDM E/R harness connector E7
- Harness connectors E106, M6
- Harness for open or short between ECM and fuse

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

7. 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	
M160	171	175	After turning ignition switch OFF, battery voltage will exist for a few seconds, then drop to approximately 0 V.
	172		

Is the inspection result normal?

YES >> GO TO 8.

NO >> GO TO 10.

8. CHECK ECM POWER SUPPLY CIRCUIT-III

1. Turn ignition switch ON.
2. Check the continuity between ECM harness connector and ground.

ECM		Ground	Voltage
Connector	Terminal		
M160	156	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 9.

NO >> Replace IPDM E/R. Refer to [PCS-34, "Removal and Installation"](#).

9. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

10. 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	
M160	163	M160	175	Battery voltage

Is the inspection result normal?

YES >> GO TO 13.

NO >> GO TO 11.

POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

11. 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	
M160	163	E7	70	Existed

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

Is the inspection result normal?

- YES >> Perform the trouble diagnosis for IPDM E/R power supply circuit.
NO >> GO TO 12.

12. 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.

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	
M160	171	E5	6	Existed
	172			

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-45, "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace IPDM E/R. Refer to [PCS-34, "Exploded View"](#).
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

U0101 CAN COMM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

U0101 CAN COMM CIRCUIT

DTC Logic

INFOID:000000012357154

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
U0101	LOST COMM (TCM) (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.	<ul style="list-style-type: none">CAN communication line between TCM and ECM (CAN communication line is open or shorted)

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

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

Is DTC detected?

- YES >> Proceed to [EC-1174, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357155

Perform the trouble diagnosis for CAN communication system. Refer to [LAN-27, "Trouble Diagnosis Flow Chart"](#).

U0113, U1003 CAN COMM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

U0113, U1003 CAN COMM CIRCUIT

DTC Logic

INFOID:0000000012357156

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-1401, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
U0113	CAN COMM CIRCUIT (Lost communication with VVEL control module)	When ECM is not transmitting or receiving CAN communication signal of OBD (emission related diagnosis) with VVEL control module for 2 seconds or more.	<ul style="list-style-type: none">• Harness or connectors (VVEL CAN communication line is open or shorted)• ECM• VVEL control module
U1003		When ECM is not transmitting or receiving CAN communication signal other than OBD (emission related diagnosis) with VVEL control module for 2 seconds or more.	

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is 10 V or more 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 >> Proceed to [EC-1175, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357157

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	
M160	161	E15	24	Existed
	166		11	

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 for open or short between ECM and VVEL control module
- Loose or poor connection for each connector and harness

U0113, U1003 CAN COMM CIRCUIT

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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

3. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace.

4. REPLACE VVEL CONTROL MODULE

Replace VVEL control module. Refer to [EC-1569. "Removal and Installation"](#).

>> GO TO 5.

5. PERFORM DTC CONFIRMATION PROCEDURE

Ⓟ WITH CONSULT

1. Reconnect all harness connectors disconnected.
2. Turn ignition switch ON.
3. Select "SELF DIAGNOSTIC RESULT" mode with CONSULT.
4. Touch "ERASE".
5. Perform DTC Confirmation Procedure.
See [EC-1175. "DTC Logic"](#).

Ⓟ WITH GST

1. Reconnect all harness connectors disconnected.
2. Turn ignition switch ON.
3. Select Service \$04 with GST.
4. Perform DTC Confirmation Procedure.
See [EC-1175. "DTC Logic"](#).

Is the DTC U0113 or U1003 displayed again?

YES >> GO TO 6.

NO >> INSPECTION END

6. REPLACE ECM

Replace ECM. Refer to [EC-1568. "Removal and Installation"](#).

>> INSPECTION END

U1001 CAN COMM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

U1001 CAN COMM CIRCUIT

DTC Logic

INFOID:000000012357158

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
U1001	CAN COMM CIRCUIT (CAN communication line)	When ECM is not transmitting or receiving CAN communication signal other than OBD (emission related diagnosis) for 2 seconds or more.	<ul style="list-style-type: none">Harness or connectors (CAN communication line is open or shorted)

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON and wait at least 3 seconds.
- Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1177, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357159

Perform the trouble diagnosis for CAN communication system. Refer to [LAN-27, "Trouble Diagnosis Flow Chart"](#).

U1024 CAN COMM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

U1024 CAN COMM CIRCUIT

DTC Logic

INFOID:000000012357160

DTC DETECTION LOGIC

NOTE:

If DTC U1024 is displayed with DTC P0607, first perform the trouble diagnosis for DTC P0607.
Refer to [EC-1401, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
U1024	VVEL CAN COMM CIRCUIT (VVEL CAN communication)	<ul style="list-style-type: none">When VVEL control module cannot transmitting or receiving CAN communication signal with ECM for 2 seconds or more.When detecting error during the initial diagnosis of CAN controller of VVEL control module.	<ul style="list-style-type: none">Harness or connectors (CAN communication line is open or shorted)ECMVVEL control module

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is 10 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

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

Is DTC detected?

- YES >> Proceed to [EC-1178, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357161

1. CHECK VVEL CAN COMMUNICATION CIRCUIT

- Turn ignition switch OFF.
- Disconnect ECM harness connector.
- Disconnect VVEL control module harness connector.
- Check the continuity between ECM harness connector and VVEL control module harness connector.

ECM		VVEL control module		Continuity
Connector	Terminal	Connector	Terminal	
M160	161	E15	24	Existed
	166		11	

- 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 for open or short between ECM and VVEL control module
- Loose or poor connection for each connector and harness

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

U1024 CAN COMM CIRCUIT

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

3. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace.

4. REPLACE VVEL CONTROL MODULE

Replace VVEL control module. Refer to [EC-1569. "Removal and Installation"](#).

>> GO TO 5.

5. PERFORM DTC CONFIRMATION PROCEDURE

 WITH CONSULT

1. Reconnect all harness connectors disconnected.
2. Turn ignition switch ON.
3. Select "SELF DIAGNOSTIC RESULT" mode with CONSULT.
4. Touch "ERASE".
5. Perform DTC Confirmation Procedure.
See [EC-1178. "DTC Logic"](#).

 WITH GST

1. Reconnect all harness connectors disconnected.
2. Turn ignition switch ON.
3. Select Service \$04 with GST.
4. Perform DTC Confirmation Procedure.
See [EC-1178. "DTC Logic"](#).

Is the DTC U1024 displayed again?

YES >> GO TO 6.

NO >> INSPECTION END

6. REPLACE ECM

Replace ECM. Refer to [EC-1568. "Removal and Installation"](#).

>> INSPECTION END

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P0011, P0021 IVT CONTROL

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0011, P0021 IVT CONTROL

DTC Logic

INFOID:000000012357162

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-1194, "DTC Logic"](#).

DTC No.	Trouble diagnosis (Trouble diagnosis content)	Detecting condition	Possible cause
P0011	INT/V TIM CONT-B1 [Intake valve timing control performance (bank 1)]	There is a gap between angle of target and phase-control angle degree.	<ul style="list-style-type: none">• Crankshaft position sensor• Camshaft position sensor• Intake valve timing control solenoid valve• Accumulation of debris to the signal pick-up portion of the camshaft• Timing chain installation• Foreign matter caught in the oil groove for intake valve timing control
P0021	INT/V TIM CONT-B2 [Intake valve timing control performance (bank 2)]		

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 10 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE-I

Ⓟ WITH CONSULT

1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT.
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.

ENG SPEED	Less than 2,000 rpm (A constant rotation is maintained.)
COOLAN TEMP/S	More than 60°C (140°F)
Selector lever	P or N position

4. Let engine idle for 25 seconds.
5. Check 1st trip DTC.

Ⓟ WITH GST

Follow the procedure "With CONSULT" above.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1181, "Diagnosis Procedure"](#)
NO >> GO TO 3.

3. PERFORM DTC CONFIRMATION PROCEDURE-II

Ⓟ WITH CONSULT

1. Select "DATA MONITOR" mode with CONSULT.
2. Maintain the following conditions for at least 20 consecutive seconds.

ENG SPEED	1,300 - 3,175 rpm (A constant rotation is maintained.)
COOLAN TEMP/S	More than 60°C (140°F)

P0011, P0021 IVT CONTROL

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Selector lever	1st or 2nd position
Driving location uphill	Driving vehicle uphill (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.

 WITH GST

Follow the procedure "With CONSULT" above.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1181, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

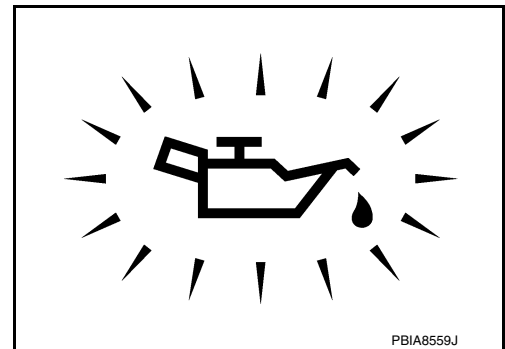
INFOID:000000012357163

1. CHECK OIL PRESSURE WARNING LAMP

1. Start engine.
2. Check that oil pressure warning lamp is not illuminated.

Is oil pressure warning lamp illuminated?

- YES >> Refer to [LU-33, "Inspection"](#).
- NO >> GO TO 2.



2. CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE

Refer to [EC-1182, "Component Inspection \(Intake Valve Timing Control Solenoid Valve\)"](#).

Is the inspection result normal?

- YES >> GO TO 3.
- NO >> Replace malfunctioning intake valve timing control solenoid valve. Refer to [EM-239, "Exploded View"](#).

3. CHECK CRANKSHAFT POSITION SENSOR

Refer to [EC-1322, "Component Inspection \(Crankshaft Position Sensor\)"](#).

Is the inspection result normal?

- YES >> GO TO 4.
- NO >> Replace crankshaft position sensor. Refer to [EM-220, "2WD : Exploded View"](#) (2WD) or [EM-225, "AWD : Exploded View"](#) (AWD).

4. CHECK CAMSHAFT POSITION SENSOR

Refer to [EC-1327, "Component Inspection \(Camshaft Position Sensor\)"](#).

Is the inspection result normal?

- YES >> GO TO 5.
- NO >> Replace malfunctioning camshaft position sensor. Refer to [EM-239, "Exploded View"](#).

5. CHECK CAMSHAFT (INTAKE)

Check the following.

P0011, P0021 IVT CONTROL

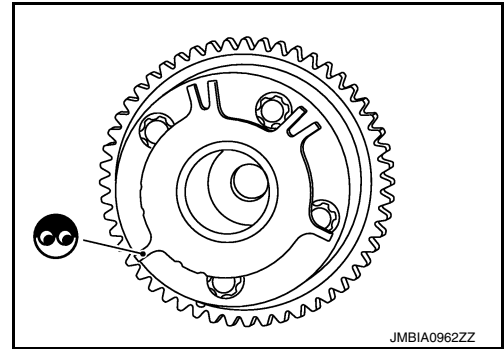
[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

- 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. Refer to [EM-255, "Disassembly and Assembly"](#).



6. CHECK TIMING CHAIN INSTALLATION

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

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

- YES >> Check timing chain installation. Refer to [EM-252, "Inspection"](#).
NO >> GO TO 7.

7. CHECK LUBRICATION CIRCUIT

Perform "Inspection of Camshaft Sprocket (INT) Oil Groove". Refer to [EM-263, "Inspection"](#).

Is the inspection result normal?

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

8. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Intake Valve Timing Control Solenoid Valve)

INFOID:0000000012357164

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
1 and 2	7.0 - 7.7 Ω [at 20°C (68°F)]
1 or 2 and ground	$\infty \Omega$ (Continuity should not exist)

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Replace malfunctioning intake valve timing control solenoid valve. Refer to [EM-239, "Exploded View"](#).

2. CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE-II

1. Remove intake valve timing control solenoid valve. Refer to [EM-239, "Exploded View"](#).

P0011, P0021 IVT CONTROL

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

2. Provide 12 V DC between intake valve timing control solenoid valve terminals 1 and 2, and then interrupt it. Check 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.

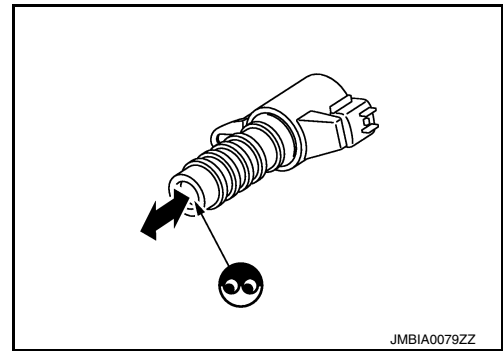
NOTE:

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. Refer to [EM-254. "Exploded View"](#).



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P0014, P0024 EVT CONTROL

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0014, P0024 EVT CONTROL

DTC Logic

INFOID:000000012357165

DTC DETECTION LOGIC

NOTE:

- If DTC P0014 or P0024 is displayed with DTC P0078, P0084 first perform trouble diagnosis for DTC P0078, P0084. Refer to [EC-1197, "DTC Logic"](#).
- If DTC P0014 or P0024 is displayed with DTC P1078, P1084 first perform trouble diagnosis for DTC P1078, P1084. Refer to [EC-1413, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	Detecting condition	Possible cause
P0014	EXH/V TIM CONT-B1 [Exhaust valve timing control performance (bank 1)]	There is a gap between angle of target and phase-control angle degree.	<ul style="list-style-type: none">• Crankshaft position sensor• Camshaft position sensor• Exhaust valve timing control position sensor• Exhaust valve timing control solenoid valve• Accumulation of debris to the signal pick-up portion of the camshaft• Timing chain installation• Foreign matter caught in the oil groove for exhaust valve timing control
P0024	EXH/V TIM CONT-B2 [Exhaust valve timing control performance (bank 2)]		

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 11 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE-I

Ⓟ WITH CONSULT

1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT.
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.

ENG SPEED	Less than 2,000 rpm (A constant rotation is maintained.)
COOLAN TEMP/S	More than 70°C (158°F)
Selector lever	P or N position

4. Let engine idle for 10 seconds.
5. Check 1st trip DTC.

Ⓢ WITH GST

Follow the procedure "With CONSULT" above.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1185, "Diagnosis Procedure"](#)
NO >> GO TO 3.

3. PERFORM DTC CONFIRMATION PROCEDURE-II

Ⓟ WITH CONSULT

1. Select "DATA MONITOR" mode with CONSULT.
2. Maintain the following conditions for at least 20 consecutive seconds.

P0014, P0024 EVT CONTROL

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ENG SPEED	1,500 - 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 uphill	Driving vehicle uphill (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.

 WITH GST

Follow the procedure "With CONSULT" above.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1185. "Diagnosis Procedure"](#)
- NO >> INSPECTION END

Diagnosis Procedure

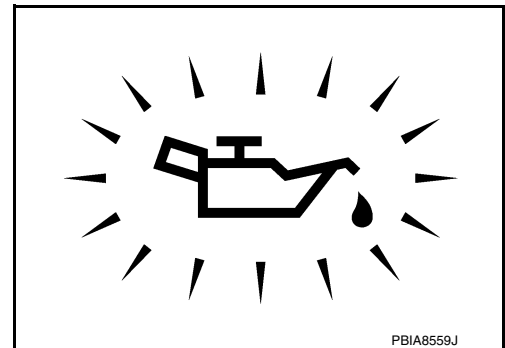
INFOID:000000012357166

1. CHECK OIL PRESSURE WARNING LAMP

1. Start engine.
2. Check that oil pressure warning lamp is not illuminated.

Is oil pressure warning lamp illuminated?

- YES >> Refer to [LU-33. "Inspection"](#).
- NO >> GO TO 2.



2. CHECK EXHAUST VALVE TIMING CONTROL SOLENOID VALVE

Refer to [EC-1186. "Component Inspection \(Exhaust Valve Timing Control Solenoid Valve\)"](#).

Is the inspection result normal?

- YES >> GO TO 3.
- NO >> Replace malfunctioning exhaust valve timing control solenoid valve. Refer to [EM-239. "Exploded View"](#).

3. CHECK EXHAUST VALVE TIMING CONTROL POSITION SENSOR

Refer to [EC-1415. "Component Inspection \(Exhaust Valve Timing Control Position Sensor\)"](#).

Is the inspection result normal?

- YES >> GO TO 4.
- NO >> Replace malfunctioning exhaust valve timing control position sensor. Refer to [EM-239. "Exploded View"](#).

4. CHECK CRANKSHAFT POSITION SENSOR

Refer to [EC-1322. "Component Inspection \(Crankshaft Position Sensor\)"](#).

Is the inspection result normal?

- YES >> GO TO 5.
- NO >> Replace crankshaft position sensor. Refer to [EM-212. "2WD : Exploded View"](#) (2WD) or [EM-215. "AWD : Exploded View"](#) (AWD)

5. CHECK CAMSHAFT POSITION SENSOR

Refer to [EC-1327. "Component Inspection \(Camshaft Position Sensor\)"](#).

Is the inspection result normal?

P0014, P0024 EVT CONTROL

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

YES >> GO TO 6.

NO >> Replace malfunctioning camshaft position sensor. Refer to [EM-239, "Exploded View"](#).

6. CHECK CAMSHAFT (EXH)

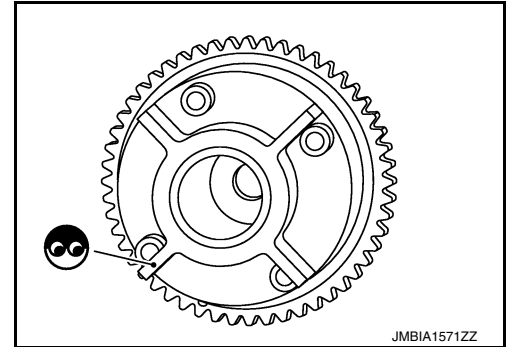
Check the following.

- 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 7.

NO >> Remove debris and clean the signal plate of camshaft front end or replace camshaft. Refer to [EM-255, "Disassembly and Assembly"](#).



7. 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-252, "Inspection"](#).

NO >> GO TO 8.

8. CHECK LUBRICATION CIRCUIT

Perform "Inspection of Camshaft Sprocket (EXT) Oil Groove". Refer to [EM-263, "Inspection"](#).

Is the inspection result normal?

YES >> GO TO 9.

NO >> Clean lubrication line.

9. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Exhaust Valve Timing Control Solenoid Valve)

INFOID:000000012357167

1. CHECK EXHAUST VALVE TIMING CONTROL SOLENOID VALVE-I

1. Turn ignition switch OFF.
2. Disconnect exhaust valve timing control solenoid valve harness connector.
3. Check resistance between exhaust valve timing control solenoid valve terminals as per the following.

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

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace malfunctioning exhaust valve timing control solenoid valve. Refer to [EM-239, "Exploded View"](#).

2. CHECK EXHAUST VALVE TIMING CONTROL SOLENOID VALVE-II

1. Remove exhaust valve timing control solenoid valve. Refer to [EM-239, "Exploded View"](#).

P0014, P0024 EVT CONTROL

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

2. Provide 12 V DC between exhaust valve timing control solenoid valve terminals 1 and 2, and then interrupt it. Check 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 exhaust valve timing control solenoid valve.

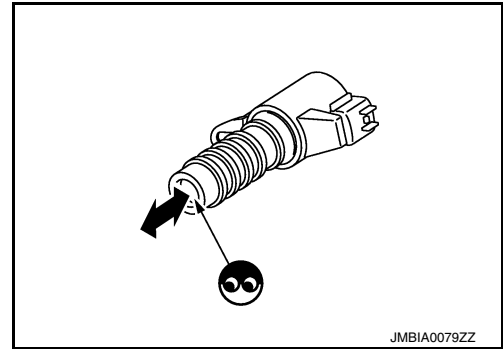
NOTE:

Always replace O-ring when exhaust valve timing control solenoid valve is removed.

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace malfunctioning exhaust valve timing control solenoid valve. Refer to [EM-239](#). "[Exploded View](#)".



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

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

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

DTC Logic

INFOID:000000012357168

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0031	A/F SEN1 HTR (B1) [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. (An excessively low voltage signal is sent to ECM through the A/F sensor 1 heater.)	<ul style="list-style-type: none">• Harness or connectors (The A/F sensor 1 heater circuit is open or shorted.)• A/F sensor 1 heater
P0032	A/F SEN1 HTR (B1) [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. (An excessively high voltage signal is sent to ECM through the A/F sensor 1 heater.)	<ul style="list-style-type: none">• Harness or connectors (The A/F sensor 1 heater circuit is shorted.)• A/F sensor 1 heater
P0051	A/F SEN1 HTR (B2) [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. (An excessively low voltage signal is sent to ECM through the A/F sensor 1 heater.)	<ul style="list-style-type: none">• Harness or connectors (The A/F sensor 1 heater circuit is open or shorted.)• A/F sensor 1 heater
P0052	A/F SEN1 HTR (B2) [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. (An excessively high voltage signal is sent to ECM through the A/F sensor 1 heater.)	<ul style="list-style-type: none">• Harness or connectors (The A/F sensor 1 heater circuit is shorted.)• A/F sensor 1 heater

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 11 V or more 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 >> Proceed to [EC-1188, "Diagnosis Procedure"](#).
NG >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357169

1. 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	F77	4	Ground	Battery voltage
P0051, P0052	2	F76	4		

Is the inspection result normal?

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

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

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

2. DETECT MALFUNCTIONING PART

Check the following.

- 15 A fuse (No. 45)
- Harness for open or short between A/F sensor 1 and fuse
- Loose or poor connection for each connector and harness

>> Repair or replace harness or connectors.

3. CHECK A/F SENSOR 1 HEATER OUTPUT 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	
P0031, P0032	1	F77	3	F110	53	Existed
P0051, P0052	2	F76	3		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 A/F SENSOR 1 HEATER

Refer to [EC-1189, "Component Inspection \(A/F Sensor 1 Heater\)"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> GO TO 5.

5. REPLACE A/F SENSOR 1

Replace malfunctioning A/F sensor 1. Refer to [EM-231, "Exploded View"](#).

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

6. CHECK INTERMITTENT INCIDENT

Perform [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (A/F Sensor 1 Heater)

INFOID:0000000012357170

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

1. Turn ignition switch OFF.
2. Disconnect air fuel ratio (A/F) sensor 1 harness connector.
3. Check resistance between A/F sensor 1 terminals as per the following.

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

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

A/F sensor 1		Resistance
+	-	
Terminal		
3	4	1.80 - 2.44 Ω [at 20°C (68°F)]
	1	Not exist
	2	
4	1	Not exist
	2	

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

2. REPLACE A/F SENSOR 1

Replace malfunctioning A/F sensor 1. Refer to [EM-231, "Exploded View"](#).

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

P0037, P0038, P0057, P0058 HO2S2 HEATER

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0037, P0038, P0057, P0058 HO2S2 HEATER

DTC Logic

INFOID:000000012357171

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0037	HO2S2 HTR (B1) [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.)	<ul style="list-style-type: none">• Harness or connectors (The heated oxygen sensor 2 heater circuit is open or shorted.)• Heated oxygen sensor 2 heater
P0038	HO2S2 HTR (B1) [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.)	<ul style="list-style-type: none">• Harness or connectors (The heated oxygen sensor 2 heater circuit is shorted.)• Heated oxygen sensor 2 heater
P0057	HO2S2 HTR (B2) [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.)	<ul style="list-style-type: none">• Harness or connectors (The heated oxygen sensor 2 heater circuit is open or shorted.)• Heated oxygen sensor 2 heater
P0058	HO2S2 HTR (B2) [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.)	<ul style="list-style-type: none">• Harness or connectors (The heated oxygen sensor 2 heater circuit is shorted.)• Heated oxygen sensor 2 heater

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 11 V or more 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 trip DTC detected?

- YES >> Proceed to [EC-1191, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357172

1. CHECK HEATED OXYGEN SENSOR 2 (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.

P0037, P0038, P0057, P0058 HO2S2 HEATER

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

DTC	HO2S2			Ground	Voltage
	Bank	Connector	Terminal		
P0037, P0038	1	F87	2	Ground	Battery voltage
P0057, P0058	2	F88	2		

Is the inspection result normal?

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

2. DETECT MALFUNCTIONING PART

Check the following.

- 15 A fuse (No. 45)
- Harness for open or short between heated oxygen sensor 2 and fuse
- Loose or poor connection for each connector and harness

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

3. 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	F87	3	F110	47	Existed
P0057, P0058	2	F88	3		52	

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 HEATER

Refer to [EC-1193. "Component Inspection \(HO2 Sensor 2 Heater\)".](#)

Is the inspection result normal?

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

5. REPLACE HEATED OXYGEN SENSOR 2

Replace malfunctioning heated oxygen sensor 2. Refer to [EM-231. "Exploded View".](#)

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 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

6. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident".](#)

>> INSPECTION END

P0037, P0038, P0057, P0058 HO2S2 HEATER

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Component Inspection (HO2 Sensor 2 Heater)

INFOID:000000012357173

1. CHECK HEATED OXYGEN SENSOR 2 HEATER

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

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

Is the inspection result normal?

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

2. REPLACE HEATED OXYGEN SENSOR 2

Replace malfunctioning heated oxygen sensor 2. Refer to [EX-7, "VK56VD : Exploded View"](#).

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 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

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0075, P0081 IVT CONTROL SOLENOID VALVE

DTC Logic

INFOID:0000000012357174

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0075	INT/V TIM V/CIR-B1 [Intake valve timing control solenoid valve (bank 1) circuit]	An improper voltage is sent to the ECM through intake valve timing control solenoid valve.	<ul style="list-style-type: none">• Harness or connectors (Intake valve timing control solenoid valve circuit is open or shorted.)• Intake valve timing control solenoid valve
P0081	INT/V TIM V/CIR-B2 [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 >> Proceed to [EC-1194, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357175

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 IVT control solenoid valve harness connector and ground.

DTC	IVT control solenoid valve			Ground	Voltage
	Bank	Connector	Terminal		
P0075	1	F22	2	Ground	Battery voltage
P0081	2	F21	2		

Is the inspection result normal?

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

2. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between IVT control solenoid valve and IPDM E/R
- Loose or poor connection for each connector and harness

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

P0075, P0081 IVT CONTROL SOLENOID VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

3. CHECK IVT 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 IVT control solenoid valve harness connector and ECM harness connector.

DTC	IVT control solenoid valve			ECM		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P0075	1	F22	1	F110	54	Existed
P0081	2	F21	1		49	

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 IVT CONTROL SOLENOID VALVE

Refer to [EC-1195, "Component Inspection \(Intake Valve Timing Control Solenoid Valve\)"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace malfunctioning IVT control solenoid valve. Refer to [EM-239, "Exploded View"](#).

5. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Intake Valve Timing Control Solenoid Valve)

INFOID:0000000012357176

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
1 and 2	7.0 - 7.7 Ω [at 20°C (68°F)]
1 or 2 and ground	$\infty \Omega$ (Continuity should not exist)

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace malfunctioning intake valve timing control solenoid valve. Refer to [EM-239, "Exploded View"](#).

2. CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE-II

1. Remove intake valve timing control solenoid valve. Refer to [EM-239, "Exploded View"](#).
2. Provide 12 V DC between intake valve timing control solenoid valve terminals 1 and 2, and then interrupt it. Check that the plunger moves as shown in the figure.

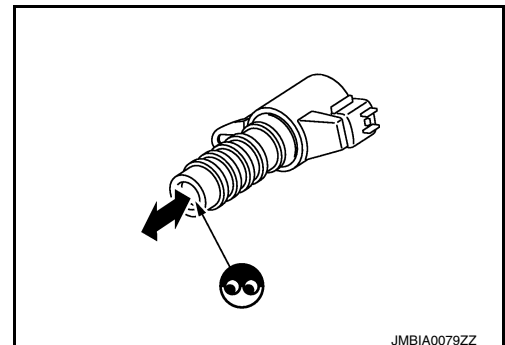
CAUTION:

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?



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P0075, P0081 IVT CONTROL SOLENOID VALVE

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

YES >> INSPECTION END

NO >> Replace malfunctioning intake valve timing control solenoid valve. Refer to [EM-239, "Exploded View"](#).

P0078, P0084 EVT CONTROL SOLENOID VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0078, P0084 EVT CONTROL SOLENOID VALVE

DTC Logic

INFOID:000000012357177

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0078	EX V/T ACT/CIRC-B1 [Exhaust valve timing control solenoid valve (bank 1) circuit]	An improper voltage is sent to the ECM through exhaust valve timing control solenoid valve.	<ul style="list-style-type: none"> • Harness or connectors (Exhaust valve timing control solenoid valve circuit is open or shorted.) • Exhaust valve timing control solenoid valve
P0084	EX V/T ACT/CIRC-B2 [Exhaust 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 >> Proceed to [EC-1197, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357178

1. CHECK EXHAUST VALVE TIMING CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT

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

DTC	EVT control solenoid valve			Ground	Voltage
	Bank	Connector	Terminal		
P0078	1	F26	2	Ground	Battery voltage
P0084	2	F25	2		

Is the inspection result normal?

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

2. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between EVT control solenoid valve and IPDM E/R
- Loose or poor connection for each connector and harness

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

P0078, P0084 EVT CONTROL SOLENOID VALVE

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

3. CHECK EVT 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 EVT control solenoid valve harness connector and ECM harness connector.

DTC	EVT control solenoid valve			ECM		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P0078	1	F26	1	F110	55	Existed
P0084	2	F25	1		50	

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 EVT CONTROL SOLENOID VALVE

Refer to [EC-1186, "Component Inspection \(Exhaust Valve Timing Control Solenoid Valve\)"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace malfunctioning EVT control solenoid valve. Refer to [EM-239, "Exploded View"](#).

5. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Exhaust Valve Timing Control Solenoid Valve)

INFOID:0000000012357179

1. CHECK EXHAUST VALVE TIMING CONTROL SOLENOID VALVE-I

1. Turn ignition switch OFF.
2. Disconnect exhaust valve timing control solenoid valve harness connector.
3. Check resistance between exhaust valve timing control solenoid valve terminals as per the following.

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

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace malfunctioning exhaust valve timing control solenoid valve. Refer to [EM-239, "Exploded View"](#).

2. CHECK EXHAUST VALVE TIMING CONTROL SOLENOID VALVE-II

1. Remove exhaust valve timing control solenoid valve. Refer to [EM-239, "Exploded View"](#).

P0078, P0084 EVT CONTROL SOLENOID VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

2. Provide 12 V DC between exhaust valve timing control solenoid valve terminals 1 and 2, and then interrupt it. Check 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 exhaust valve timing control solenoid valve.

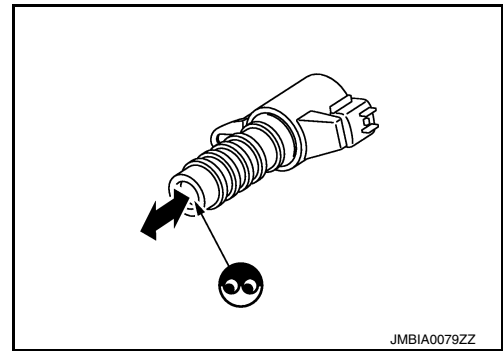
NOTE:

Always replace O-ring when exhaust valve timing control solenoid valve is removed.

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace malfunctioning exhaust valve timing control solenoid valve. Refer to [EM-239. "Exploded View"](#).



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P0087 FRP CONTROL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0087 FRP CONTROL SYSTEM

DTC Logic

INFOID:000000012357180

DTC DETECTION LOGIC

NOTE:

- If DTC P0087 is displayed with DTC P0090 and/or P1197, first perform the trouble diagnosis for DTC P0090 and/or P1197.
- DTC P0087 may be displayed when running out of gas or air accumulation.

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0087	LOW FUEL PRES (High fuel pressure too low)	<ul style="list-style-type: none">• Fuel rail pressure does not reach 1.3 MPa (13.3 kg/cm², 188.5 psi) at engine cold start [water temperature 5°C (41°F) – 40°C (104°F)].• Fuel rail pressure remains at 8.5 MPa (86.7 kg/cm², 1232.8 psi) or less for 1 second or more during engine idle condition after cold start [water temperature 5°C (41°F) – 40°C (104°F)].• The following condition continues for 5 seconds or more after engine start (regardless of water temperature): Target fuel pressure – Actual fuel pressure ≥ 2.7 MPa (27.5 kg/cm², 392 psi).	<ul style="list-style-type: none">• Fuel system• Leakage in fuel line• High pressure fuel pump• Low pressure fuel pump• Damage in lifter

DTC CONFIRMATION PROCEDURE

1. CHECK FUEL LEAKAGE

1. Turn ignition switch ON.
2. Visually check the piping between low pressure fuel pump and fuel injectors for fuel leakage.
3. Start the engine.
4. Visually check the piping between low pressure fuel pump and fuel injectors for fuel leakage.

Is inspection result normal?

- YES >> GO TO 2.
NO >> Repair or replace error-detected parts.

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:

- Before performing the following procedure, confirm that battery voltage is 11 V or more at idle.
- Before performing the following procedure, check that the fuel tank is 1/8 full of fuel.

>> GO TO 3.

3. PERFORM DTC CONFIRMATION PROCEDURE-1

Ⓜ WITH CONSULT

1. Turn ignition switch ON.
2. Select "COOLAN TEMP/S" in "DATA MONITOR" mode of "ENGNE" using CONSULT.
3. Check the following condition;.

COOLAN TEMP/S	: 5 – 40°C (41 – 104°F)
---------------	-------------------------

Ⓜ WITH GST

P0087 FRP CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

Follow the above steps for "WITH CONSULT".

Is the condition satisfied?

- YES >> GO TO 4.
- NO >> 1. Satisfy the condition.
2. Retry from step 1.

4.PERFORM DTC CONFIRMATION PROCEDURE-2

Ⓜ WITH CONSULT

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

Ⓜ WITH GST

Follow the above steps for "WITH CONSULT".

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1201, "Diagnosis Procedure"](#).
- NO >> GO TO 5.

5.PERFORM DTC CONFIRMATION PROCEDURE-3

Ⓜ WITH CONSULT

1. Select "COOLAN TEMP/S" in "DATA MONITOR" mode of "ENGINE" using CONSULT.
2. Maintain the following condition for 10 seconds or more at idle.

COOLAN TEMP/S : 70°C (104°F) or more

3. Check 1st trip DTC.

Ⓜ WITH GST

Follow the above steps for "WITH CONSULT".

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1201, "Diagnosis Procedure"](#).
- NO >> INSPECTION END.

Diagnosis Procedure

INFOID:0000000012357181

1.BLEED THE FUEL LINE

1. Start the engine, and let the engine run at idle at least for 10 minutes.
2. Perform DTC confirmation procedure of DTC P0087.

Is 1st trip DTC detected?

- YES >> GO TO 2.
- NO >> GO TO 6.

2.CHECK LOW FUEL PRESSURE

Check low fuel pressure. Refer to [EC-1134, "Work Procedure"](#).

Is inspection result normal?

- YES >> GO TO 3.
- NO >> Check low fuel pressure system. Refer to [EC-1547, "Diagnosis Procedure"](#).

3.CHECK LOW PRESSURE FUEL LINE FOR INTERNAL LEAKAGE

1. Turn ignition switch OFF.
2. Turn ignition switch ON.
3. Check the following value 30 minutes after turning the ignition switch ON.

Low fuel pressure : 206 kPa (2.2 kgf/cm², 30 psi) or more

Is inspection result normal?

- YES >> GO TO 4.
- NO >> Replace low pressure fuel pump. Refer to [FL-7, "Removal and Installation"](#).

4.CHECK HIGH PRESSURE FUEL PUMP

Check high pressure fuel pump. Refer to [EC-1202, "Component Inspection \(High Pressure Fuel Pump\)"](#).

P0087 FRP CONTROL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Is inspection result normal?

- YES >> GO TO 5.
- NO >> Repair or replace the error-detected parts.

5.CHECK LIFTER

Check lifter. Refer to [EM-201, "Removal and Installation"](#).

Does the lifter top surface have scratches and/or dents?

- YES >> Replace the error-detected parts.
- NO >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).

6.CHECK LOW PRESSURE FUEL LINE FOR INTERNAL LEAKAGE

1. Turn ignition switch OFF.
2. Connect fuel pressure gauge. Refer to [EC-1149, "Work Procedure"](#).
3. Turn ignition switch ON.
4. Check the following value 30 minutes after turning the ignition switch ON.

Low fuel pressure : 206 kPa (2.2 kgf/cm², 30 psi) or more

Is inspection result normal?

- YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).
- NO >> Replace low pressure fuel pump. Refer to [FL-7, "Removal and Installation"](#).

Component Inspection (High Pressure Fuel Pump)

INFOID:000000012357182

1.CHECK HIGH PRESSURE FUEL PUMP-1

1. Turn ignition switch OFF.
2. Disconnect high pressure fuel pump harness connector.
3. Check the resistance between high pressure fuel pump terminals.

+ -		Condition		Resistance (Approx.)
High pressure fuel pump Terminal				
1	2	Temperature °C (°F)	20 – 30 (68 - 86)	9 - 11 Ω

Is the inspection result normal?

- YES >> GO TO 2.
- NO >> Replace high pressure fuel pump. Refer to [EM-201, "Removal and Installation"](#).

2.CHECK HIGH PRESSURE FUEL PUMP-2

Ⓟ WITH CONSULT

1. Reconnect high pressure fuel pump harness connector.
2. Start the engine.
3. Check "FUEL PRES SEN V" in "DATA MONITOR" mode of "ECM" using CONSULT.

Monitor item	Condition	Voltage (Approx.)
FUEL PRES SEN V	Engine speed: idle	820 – 1,220 mV
	Engine speed: Revving engine from idle to 4,000 rpm quickly	820 – 3,060 mV

Ⓧ WITHOUT CONSULT

1. Reconnect high pressure fuel pump harness connector.
2. Start the engine.
3. Check FRP sensor signal voltage.

P0087 FRP CONTROL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ECM			Condition	Value (Approx.)
Connector	+	-		
	Terminal			
F110	31	40	Engine speed: idle	0.82 – 1.22 V
			Engine speed: Revving engine from idle to 4,000 rpm quickly	0.82 – 3.06 V

A
EC
C
D
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H
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J
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L
M
N
O
P

YES >> INSPECTION END

NO >> Replace high pressure fuel pump. Refer to [EM-201, "Removal and Installation"](#).

P0088 FRP CONTROL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0088 FRP CONTROL SYSTEM

DTC Logic

INFOID:0000000012357183

DTC DETECTION LOGIC

NOTE:

If DTC P0088 is displayed with DTC P0090, first perform the trouble diagnosis for DTC P0090.

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0088	HIGH FUEL PRES (High fuel pressure too high)	<ul style="list-style-type: none">Fuel rail pressure remains at more than 16.5 MPa (168.3 kg/cm², 2392.5 psi) for 1 second or more during engine idle condition after cold start [water temperature 5°C (41°F) - 40°C (104°F)].The following condition continues for 5 seconds or more after engine start (regardless of water temperature): Actual fuel pressure – Target fuel pressure ≥ 2.7 MPa (27.5 kg/cm², 392 psi)	<ul style="list-style-type: none">Harness or connector (The high pressure fuel pump circuit is open or shorted)High pressure fuel pump

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

TESTING CONDITION:

- Before performing the following procedure, confirm that battery voltage is 11 V or more at idle.
- Before performing the following procedure, check that the fuel tank is 1/8 full of fuel.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE-1

- Warm up the engine to the normal operating temperature and keep the engine speed at idle for 15 seconds.

NOTE:

Warm up the engine until "COOLAN TEMP/S" on "DATA MONITOR" mode of "ENGINE" using CONSULT reaches at least 70°C (158°F).

- Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to [EC-1207. "Diagnosis Procedure"](#).

NO >> GO TO 3.

3. PERFORM DTC CONFIRMATION PROCEDURE-2

- Cool the engine until the engine coolant temperature reaches 60°C (140°F) or less.
- Start the engine and wait at least 40 seconds.
- Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to [EC-1207. "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357184

1. CHECK LOW FUEL PRESSURE

P0088 FRP CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

Check low fuel pressure. Refer to [EC-1134. "Work Procedure"](#).

Is inspection result normal?

YES >> GO TO 2.

NO >> Check low fuel pressure system. Refer to [EC-1547. "Diagnosis Procedure"](#).

2. CHECK HIGH PRESSURE FUEL PUMP

Check high pressure fuel pump. Refer to [EC-1205. "Component Inspection \(High Pressure Fuel Pump\)"](#).

Is inspection result normal?

YES >> GO TO 3.

NO >> Replace error-detected parts.

3. CHECK FUEL LEAKAGE

1. Start the engine.
2. Visually check that the fuel pump, fuel rail, and fuel piping have no fuel leakage.

Is inspection result normal?

YES >> Check that the fuel system has no breakage, bend, and crush. Refer to [FL-5. "Inspection"](#).

NO >> Replace or replace the error-detected parts.

Component Inspection (High Pressure Fuel Pump)

INFOID:0000000012357185

1. CHECK HIGH PRESSURE FUEL PUMP-1

1. Turn ignition switch OFF.
2. Disconnect high pressure fuel pump harness connector.
3. Check the resistance between high pressure fuel pump terminals.

+		-		Condition	Resistance (Approx.)
High pressure fuel pump Terminal					
1	2	Temperature °C (°F)	20 - 30 (68 - 86)	9 - 11 Ω	

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace high pressure fuel pump. Refer to [EM-201. "Removal and Installation"](#).

2. CHECK HIGH PRESSURE FUEL PUMP-2

Ⓜ WITH CONSULT

1. Reconnect high pressure fuel pump harness connector.
2. Start the engine.
3. Check "FUEL PRES SEN V" in "DATA MONITOR" mode of "ECM" using CONSULT.

Monitor item	Condition	Value (Approx.)
FUEL PRES SEN V	Engine speed: idle	820 - 1,220 mV
	Engine speed: Revving engine from idle to 4,000 rpm quickly	820 - 3,060 mV

Ⓧ WITHOUT CONSULT

1. Reconnect high pressure fuel pump harness connector.
2. Start the engine.
3. Check FRP sensor signal voltage.

P0088 FRP CONTROL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ECM			Condition	Value (Approx.)
Connector	+	-		
	Terminal			
F110	31	40	Engine speed: idle	0.82 – 1.22 V
			Engine speed: Revving engine from idle to 4,000 rpm quickly	0.82 – 3.06 V

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace high pressure fuel pump. Refer to [EM-201, "Removal and Installation"](#).

P0090 HIGH PRESSURE FUEL PUMP

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0090 HIGH PRESSURE FUEL PUMP

DTC Logic

INFOID:0000000012357186

DTC DETECTION LOGIC

NOTE:

- If DTC P0090 is displayed with DTC P1197, first perform the trouble diagnosis for DTC P1197.
- DTC P0090 may be displayed when running out of gas.

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0090	FUEL PUMP (High pressure fuel pump circuit)	<ul style="list-style-type: none">• Fuel rail pressure remains at 1.5 MPa (15.3 kg/cm², 217.5 psi) or less for 3 seconds or more during engine rev.• Fuel rail pressure remains at 18.5 MPa (188.7 kg/cm², 2682.5 psi) or more for 0.3 seconds or more during engine rev.	<ul style="list-style-type: none">• Harness or connectors (The fuel pump circuit is open or shorted.)• High pressure fuel pump

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 11 V or more at idle.
- Before performing the following procedure, check that the fuel tank is 1/8 full of fuel.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE-I

WITH CONSULT

1. Start engine.
2. Select "COOLAN TEMP/S" in "DATA MONITOR" mode of "ENGNE" using CONSULT.
3. Maintain the following condition for 5 seconds or more at idle.

COOLAN TEMP/S : 70°C (104°F) or more

4. Check 1st trip DTC.

WITH GST

Follow the above steps for "WITH CONSULT".

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1207. "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357187

1. CHECK HIGH PRESSURE FUEL PUMP CIRCUIT

1. Turn ignition switch ON.
2. Disconnect ECM harness connector and high pressure fuel pump harness connector.
3. Check the continuity between ECM harness connector and high pressure fuel pump harness connector.

P0090 HIGH PRESSURE FUEL PUMP

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

+		-		Value (Approx.)
ECM		High pressure fuel pump		
Connector	Terminal	Connector	Terminal	
F111	110	F4	2	Existed
	105		1	

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

Is inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace the error-detected parts.

2.CHECK HIGH PRESSURE FUEL PUMP

Check high pressure fuel pump. Refer to [EC-1208, "Component Inspection \(High Pressure Fuel Pump\)"](#).

Is inspection result normal?

YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).

NO >> Replace the error-detected parts.

Component Inspection (High Pressure Fuel Pump)

INFOID:000000012357188

1.CHECK HIGH PRESSURE FUEL PUMP-1

1. Turn ignition switch OFF.
2. Disconnect high pressure fuel pump harness connector.
3. Check the resistance between high pressure fuel pump terminals.

+		-		Condition	Resistance (Approx.)
High pressure fuel pump		Terminal			
1	2	Temperature °C (°F)	20 - 30 (68 - 86)		
					9 - 11 Ω

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace high pressure fuel pump. Refer to [EM-201, "Removal and Installation"](#).

2.CHECK HIGH PRESSURE FUEL PUMP-2

WITH CONSULT

1. Reconnect high pressure fuel pump harness connector.
2. Start the engine.
3. Check "FUEL PRES SEN" in "DATA MONITOR" mode of "ECM" using CONSULT.

Monitor item	Condition	Value (Approx.)
FUEL PRES SEN V	Engine speed: idle	820 - 1,220 mV
	Engine speed: Revving engine from idle to 4,000 rpm quickly	820 - 3,060 mV

WITHOUT CONSULT

1. Reconnect high pressure fuel pump harness connector.
2. Start the engine.
3. Check FRP sensor signal voltage.

P0090 HIGH PRESSURE FUEL PUMP

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ECM			Condition	Value (Approx.)
Connector	+	-		
	Terminal			
F110	31	40	Engine speed: idle	0.82 – 1.22 V
			Engine speed: Revving engine from idle to 4,000 rpm quickly	0.82 – 3.06 V

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace high pressure fuel pump. Refer to [EM-201, "Removal and Installation"](#).

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P0101, P010B MAF SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0101, P010B MAF SENSOR

DTC Logic

INFOID:000000012357189

DTC DETECTION LOGIC

NOTE:

If DTC P0101 or P010B is displayed with other DTC, perform the trouble diagnosis for other DTC.

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0101	MAF SEN/CIRCUIT-B1 (Mass air flow sensor (bank 1) circuit range/performance)	<ul style="list-style-type: none">A high voltage from the sensor is sent to ECM under light load driving condition.A low voltage from the sensor is sent to ECM under heavy load driving condition.	<ul style="list-style-type: none">Harness or connectors (The sensor circuit is open or shorted.)Mass air flow sensor (bank 1)EVAP control system pressure sensorIntake air leaksIntake air temperature sensor
P010B	MAF SEN/CIRCUIT-B2 (Mass air flow sensor (bank 2) circuit range/performance)		<ul style="list-style-type: none">Harness or connectors (The sensor circuit is open or shorted.)Mass air flow sensor (bank 2)EVAP control system pressure sensorIntake air leaksIntake air temperature sensor

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

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.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

- Start engine and warm it up to normal operating temperature.
- Drive the vehicle for at least 5 seconds under the following conditions:

CAUTION:

Always drive at a safe speed.

Selector lever	Suitable position
Vehicle speed	40 km/h (25 MPH) or more

NOTE:

- The gear must be fixed while driving the vehicle.
- Keep the accelerator pedal as steady as possible during cruising.

- Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1211. "Diagnosis Procedure"](#).
NO >> INSPECTION END

P0101, P010B MAF SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

INFOID:000000012357190

Diagnosis Procedure

1. CHECK INTAKE SYSTEM

Check the following items to see the installation condition and the connection condition of the joint.

- Air duct
- Vacuum hoses
- Intake air passage between air duct and intake manifold

Is the inspection result normal?

YES >> GO TO 2.

NO >> Reconnect or replace error-detected parts.

2. CHECK MASS AIR FLOW SENSOR POWER SUPPLY CIRCUIT

1. Disconnect mass air flow sensor harness connector.
2. Turn ignition switch ON.
3. Check the voltage between mass air flow sensor harness connector and ground.

DTC	+			-	Voltage
	Mass air flow sensor				
	Bank	Connector	Terminal		
P0101	1	F86	5	Ground	Battery voltage
P010B	2	F85			

Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 3.

3. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between mass air flow sensor and IPDM E/R
- Loose or poor connection for each connector and harness

>> Repair or replace error-detected parts.

4. CHECK MASS AIR FLOW 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 harness connector and ECM harness connector.

DTC	Mass air flow sensor			ECM		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P0101	1	F86	4	F110	25	Existed
P010B	2	F85			30	

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

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace error-detected parts.

5. CHECK MASS AIR FLOW SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between mass air flow sensor harness connector and ECM harness connector.

DTC	Mass air flow sensor			ECM		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P0101	1	F86	3	F110	22	Existed
P010B	2	F85			24	

P0101, P010B MAF SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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

Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair or replace error-detected parts.

6. CHECK INTAKE AIR TEMPERATURE SENSOR

Check intake air temperature sensor. Refer to [EC-1240, "Component Inspection \(Intake Air Temperature Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace mass air flow sensor (with intake air temperature sensor). Refer to [EM-192, "Removal and Installation"](#).

7. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-1358, "Component Inspection \(EVAP Control System Pressure Sensor\)"](#).

Is the inspection result normal?

YES-1 (DTC P0101 is detected)>>GO TO 8.

YES-2 (DTC P010B is detected)>>GO TO 9.

NO >> Replace EVAP control system pressure sensor. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#)

8. CHECK MASS AIR FLOW SENSOR (BANK 1)

Check mass air flow sensor (bank 1). Refer to [EC-1212, "Component Inspection \(MAF Sensor\)"](#).

Is the inspection result normal?

YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).

NO >> Replace mass air flow sensor (bank 1). Refer to [EM-192, "Removal and Installation"](#).

9. CHECK MASS AIR FLOW SENSOR (BANK 2)

Check mass air flow sensor (bank 2). Refer to [EC-1212, "Component Inspection \(MAF Sensor\)"](#).

Is the inspection result normal?

YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).

NO >> Replace mass air flow sensor (bank 2). Refer to [EM-192, "Removal and Installation"](#).

Component Inspection (MAF Sensor)

INFOID:0000000012357191

1. CHECK MASS AIR FLOW SENSOR-I

Ⓜ WITH CONSULT

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 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	Ignition switch ON (Engine stopped.)	Approx. 0.4
	Idle (Engine is warmed-up to normal operating temperature.)	0.95 - 1.35
MAS A/F SE-B2	2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
	Idle to about 4,000 rpm	0.95 - 1.35 to Approx. 2.4*

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

ⓧ WITHOUT CONSULT

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.

P0101, P010B MAF SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ECM			Condition	Voltage (V)
Connector	+	-		
	Terminal	Terminal		
F110	22 [MAF sensor (bank 1) signal]	25	Ignition switch ON (Engine stopped.)	Approx. 0.4
			Idle (Engine is warmed-up to normal operating temperature.)	0.95 - 1.35
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.95 - 1.35 to Approx. 2.4*
	24 [MAF sensor (bank 2) signal]	30	Ignition switch ON (Engine stopped.)	Approx. 0.4
			Idle (Engine is warmed-up to normal operating temperature.)	0.95 - 1.35
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.95 - 1.35 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

- Turn ignition switch OFF.
- 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
 - Intake valve deposits
 - 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

- Repair or replace malfunctioning part.
- Start engine and warm it up to normal operating temperature.
- Connect CONSULT and select "DATA MONITOR" mode.
- 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.)	0.95 - 1.35
	2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
	Idle to about 4,000 rpm	0.95 - 1.35 to Approx. 2.4*

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

Ⓧ WITHOUT CONSULT

- Repair or replace malfunctioning part.
- Start engine and warm it up to normal operating temperature.
- Check the voltage between ECM harness connector terminals under the following conditions.

P0101, P010B MAF SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Connector	ECM		Condition	Voltage (V)
	+	-		
	Terminal	Terminal		
F110	22 [MAF sensor (bank 1) signal]	25	Ignition switch ON (Engine stopped.)	Approx. 0.4
			Idle (Engine is warmed-up to normal operating temperature.)	0.95 - 1.35
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.95 - 1.35 to Approx. 2.4*
	24 [MAF sensor (bank 2) signal]	30	Ignition switch ON (Engine stopped.)	Approx. 0.4
			Idle (Engine is warmed-up to normal operating temperature.)	0.95 - 1.35
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.95 - 1.35 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

④ WITH CONSULT

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 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 MAS A/F SE-B2	Ignition switch ON (Engine stopped.)	Approx. 0.4
	Idle (Engine is warmed-up to normal operating temperature.)	0.95 - 1.35
	2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
	Idle to about 4,000 rpm	0.95 - 1.35 to Approx. 2.4*

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

⊗ WITHOUT CONSULT

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.

P0101, P010B MAF SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ECM			Condition	Voltage (V)
Connector	+	-		
	Terminal	Terminal		
F110	22 [MAF sensor (bank 1) signal]	25	Ignition switch ON (Engine stopped.)	Approx. 0.4
			Idle (Engine is warmed-up to normal operating temperature.)	0.95 - 1.35
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.95 - 1.35 to Approx. 2.4*
	24 [MAF sensor (bank 2) signal]	30	Ignition switch ON (Engine stopped.)	Approx. 0.4
			Idle (Engine is warmed-up to normal operating temperature.)	0.95 - 1.35
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.95 - 1.35 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. Refer to [EM-192, "Removal and Installation"](#).

P0102, P0103, P010C, P010D MAF SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0102, P0103, P010C, P010D MAF SENSOR

DTC Logic

INFOID:000000012357192

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0102	MAF SEN/CIRCUIT-B1 [Mass air flow sensor (bank 1) circuit low input]	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none">• Harness or connectors (The mass air flow sensor (bank 1) circuit is open or shorted.)• Intake air leaks• Mass air flow sensor
P0103	MAF SEN/CIRCUIT-B1 [Mass air flow sensor (bank 1) circuit high input]	An excessively high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none">• Harness or connectors (The mass air flow sensor (bank 1) circuit is open or shorted.)• Mass air flow sensor
P010C	MAF SEN/CIRCUIT-B2 [Mass air flow sensor (bank 2) circuit low input]	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none">• Harness or connectors (The mass air flow sensor (bank 2) circuit is open or shorted.)• Intake air leaks• Mass air flow sensor
P010D	MAF SEN/CIRCUIT-B2 [Mass air flow sensor (bank 2) circuit high input]	An excessively high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none">• Harness or connectors (The mass air flow sensor (bank 2) circuit is open or shorted.)• 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 >> Proceed to [EC-1217, "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 >> Proceed to [EC-1217, "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 >> Proceed to [EC-1217, "Diagnosis Procedure"](#).

P0102, P0103, P010C, P010D MAF SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357193

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 MASS AIR FLOW 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	F86	5	Ground	Battery voltage
P010C, P010D	2	F85	5		

Is the inspection result normal?

YES >> GO TO 5.

NO >> GO TO 4.

4.DETECT MALFUNCTIONING PART

Check the following.

- 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
- Loose or poor connection for each connector and harness

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

5.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	F86	4	F110	25	Existed
P010C, P010D	2	F85	4		30	

4. 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 MAF SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

P0102, P0103, P010C, P010D MAF SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

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	F86	3	F110	22	Existed
P010C, P010D	2	F85	3		24	

2. 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 MASS AIR FLOW SENSOR

Refer to [EC-1218, "Component Inspection \(MAF Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 8.

NO >> Replace malfunctioning mass air flow sensor. Refer to [EM-185, "Exploded View"](#).

8. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (MAF Sensor)

INFOID:0000000012357194

1. CHECK MASS AIR FLOW SENSOR-I

Ⓜ WITH CONSULT

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 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 MAS A/F SE-B2	Ignition switch ON (Engine stopped.)	Approx. 0.4
	Idle (Engine is warmed-up to normal operating temperature.)	0.95 - 1.35
	2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
	Idle to about 4,000 rpm	0.95 - 1.35 to Approx. 2.4*

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

Ⓧ WITHOUT CONSULT

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.

P0102, P0103, P010C, P010D MAF SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ECM			Condition	Voltage (V)
Connector	+	-		
	Terminal	Terminal		
F110	22 [MAF sensor (bank 1) signal]	25	Ignition switch ON (Engine stopped.)	Approx. 0.4
			Idle (Engine is warmed-up to normal operating temperature.)	0.95 - 1.35
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.95 - 1.35 to Approx. 2.4*
	24 [MAF sensor (bank 2) signal]	30	Ignition switch ON (Engine stopped.)	Approx. 0.4
			Idle (Engine is warmed-up to normal operating temperature.)	0.95 - 1.35
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.95 - 1.35 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
 - Intake valve deposits
 - 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

1. Repair or replace malfunctioning part.
2. Start engine and warm it up to normal operating temperature.
3. Connect CONSULT 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.)	0.95 - 1.35
	2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
	Idle to about 4,000 rpm	0.95 - 1.35 to Approx. 2.4*

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

Ⓧ WITHOUT CONSULT

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.

P0102, P0103, P010C, P010D MAF SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Connector	ECM		Condition	Voltage (V)
	+	-		
	Terminal	Terminal		
F110	22 [MAF sensor (bank 1) signal]	25	Ignition switch ON (Engine stopped.)	Approx. 0.4
			Idle (Engine is warmed-up to normal operating temperature.)	0.95 - 1.35
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.95 - 1.35 to Approx. 2.4*
	24 [MAF sensor (bank 2) signal]	30	Ignition switch ON (Engine stopped.)	Approx. 0.4
			Idle (Engine is warmed-up to normal operating temperature.)	0.95 - 1.35
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.95 - 1.35 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

④ WITH CONSULT

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 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 MAS A/F SE-B2	Ignition switch ON (Engine stopped.)	Approx. 0.4
	Idle (Engine is warmed-up to normal operating temperature.)	0.95 - 1.35
	2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
	Idle to about 4,000 rpm	0.95 - 1.35 to Approx. 2.4*

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

⊗ WITHOUT CONSULT

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.

P0102, P0103, P010C, P010D MAF SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ECM			Condition	Voltage (V)
Connector	+	-		
	Terminal	Terminal		
F110	22 [MAF sensor (bank 1) signal]	25	Ignition switch ON (Engine stopped.)	Approx. 0.4
			Idle (Engine is warmed-up to normal operating temperature.)	0.95 - 1.35
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.95 - 1.35 to Approx. 2.4*
	24 [MAF sensor (bank 2) signal]	30	Ignition switch ON (Engine stopped.)	Approx. 0.4
			Idle (Engine is warmed-up to normal operating temperature.)	0.95 - 1.35
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.95 - 1.35 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. Refer to [EM-192, "Removal and Installation"](#).

P010A MANIFOLD ABSOLUTE PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P010A MANIFOLD ABSOLUTE PRESSURE SENSOR

DTC Logic

INFOID:000000012357195

DTC DETECTION LOGIC

NOTE:

If DTC P010A is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643.
Refer to [EC-1404, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P010A	ABSL PRES SEN/CIRC [Manifold absolute pressure (MAP) sensor circuit]	<ul style="list-style-type: none">An excessively low voltage from the sensor is sent to ECM.An excessively high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none">Harness or connectors (Manifold absolute pressure sensor circuit is shorted.)Manifold absolute 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.

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

- Start engine and let it idle for 10 seconds.
- Check DTC.

Is DTC detected?

- YES >> Proceed to [EC-1222, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357196

1. CHECK MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR POWER SUPPLY CIRCUIT-I

- Disconnect manifold absolute pressure (MAP) sensor harness connector.
- Turn ignition switch ON.
- Check the voltage manifold absolute pressure (MAP) sensor harness connector and ground.

Manifold absolute pressure (MAP) sensor		Ground	Voltage (V)
Connector	Terminal		
F19	1	Ground	Approx. 5

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair open circuit, short to ground in harness or connectors.

2. CHECK MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

- Turn ignition switch OFF.
- Disconnect ECM harness connector.
- Check the continuity between manifold absolute pressure (MAP) sensor harness connector and ECM harness connector.

P010A MANIFOLD ABSOLUTE PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Manifold absolute pressure (MAP) sensor		ECM		Continuity
Connector	Terminal	Connector	Terminal	
F19	3	F111	70	Existed

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

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair open circuit, short to power in harness or connectors.

3. CHECK MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between manifold absolute pressure (MAP) sensor harness connector and ECM harness connector.

Manifold absolute pressure (MAP) sensor		ECM		Continuity
Connector	Terminal	Connector	Terminal	
F19	2	F111	67	Existed

2. 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 MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR

Refer to [EC-1223, "Component Inspection \(MAP Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace manifold absolute pressure (MAP) sensor. Refer to [EM-198, "Exploded View"](#).

5. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (MAP Sensor)

INFOID:000000012357197

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
F111	67	F111	70

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.

P010A MANIFOLD ABSOLUTE PRESSURE SENSOR

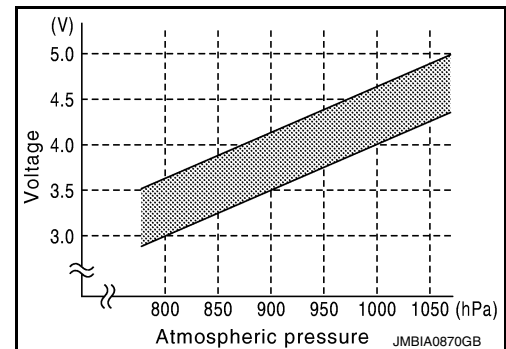
< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

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. Refer to [EM-198. "Exploded View"](#).

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
F111	67	F111	70

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 [kPA (mmHg)]	Voltage difference (V)
-40 (-300)	1.5 – 2.0
-53.3 (-400)	2.0 – 2.6
-66.7 (-500)	2.6 – 3.2
-80 (-600)	3.2 – 3.8

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace MAP sensor. Refer to [EM-198. "Exploded View"](#).

P0111 IAT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0111 IAT SENSOR

DTC Logic

INFOID:000000012357198

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0111	IAT SENSOR 1 B1 [Intake air temperature (IAT) sensor circuit range/perfor- mance]	The comparison result of signals transmitted to ECM from each temperature sensor (IAT sensor, ECT sensor, FTT sensor, and EOT sensor) shows that the voltage signal of the IAT sensor is higher/lower than that of other temperature sensors when the engine is started with its cold state.	<ul style="list-style-type: none">• Harness or connectors (High or low resistance in the IAT sensor circuit)• IAT sensor

DTC CONFIRMATION PROCEDURE

1.INSPECTION START

Is it necessary to erase permanent DTC?

YES >> GO TO 3.

NO >> GO TO 2.

2.PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to [EC-1226, "Component Function Check"](#).

NOTE:

Use the component function check to check the overall function of the IAT sensor circuit. During this check, a 1st trip DTC might not be confirmed.

Is the inspection result normal?

YES >> INSPECTION END

NO >> Proceed to [EC-1226, "Diagnosis Procedure"](#).

3.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, do not add fuel.
- Before performing the following procedure, check that fuel level is between 1/4 and 4/4.
- Before performing the following procedure, confirm that battery voltage is 11 V or more at idle.

>> GO TO 4.

4.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and let it idle for 60 minutes.
2. Move the vehicle to a cool place.

NOTE:

Cool the vehicle in an environment of ambient air temperature between -10°C (14°F) and 35°C (95°F).

3. Turn ignition switch OFF and soak the vehicle for 12 hours.

CAUTION:

Never turn ignition switch ON during soaking.

NOTE:

The vehicle must be cooled with the hood open.

4. Start engine and let it idle for 5 minutes or more.

CAUTION:

Never turn ignition switch OFF during idling.

P0111 IAT SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

5. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1226, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Component Function Check

INFOID:0000000012357199

1. CHECK INTAKE AIR TEMPERATURE (IAT) 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 >> GO TO 2.
- NO >> Proceed to [EC-1226, "Diagnosis Procedure"](#).

2. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Proceed to [EC-1226, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000012357200

1. CHECK INTAKE AIR TEMPERATURE (IAT) SENSOR

Check intake air temperature sensor. Refer to [EC-1226, "Component Inspection"](#).

Is the inspection result normal?

- YES >> GO TO 2.
- NO >> Replace mass air flow sensor (with intake air temperature sensor) (bank 1). Refer to [EM-192, "Exploded View"](#).

2. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection

INFOID:0000000012357201

1. CHECK INTAKE AIR TEMPERATURE (IAT) 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). Refer to [EM-192, "Exploded View"](#).

P0112, P0113 IAT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0112, P0113 IAT SENSOR

DTC Logic

INFOID:0000000012357202

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0112	IAT SEN/CIRCUIT-B1 (Intake air temperature sensor circuit low input)	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> • Harness or connectors (The intake air temperature sensor circuit is open or shorted.) • Intake air temperature sensor
P0113	IAT SEN/CIRCUIT-B1 (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 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 >> Proceed to [EC-1227, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357203

1. CHECK INTAKE AIR TEMPERATURE SENSOR POWER SUPPLY CIRCUIT

1. Disconnect mass air flow (MAF) sensor (bank 1) (intake air temperature sensor is built-in) harness connector.
2. Turn ignition switch ON.
3. Check the voltage between MAF sensor (bank 1) harness connector and ground.

MAF sensor (bank 1)		Ground	Voltage (V)
Connector	Terminal		
F86	2	Ground	Approx. 5

Is the inspection result normal?

- YES >> GO TO 2.
 NO >> Repair open circuit, short to ground or short to power in harness or connectors.

2. 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 MAF sensor (bank 1) harness connector and ECM harness connector.

MAF sensor (bank 1)		ECM		Continuity
Connector	Terminal	Connector	Terminal	
F86	1	F110	25	Existed

P0112, P0113 IAT SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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

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

Refer to [EC-1228, "Component Inspection \(Intake Air Temperature Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace mass air flow sensor (bank 1) (with intake air temperature sensor). Refer to [EM-192, "Exploded View"](#).

4. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Intake Air Temperature Sensor)

INFOID:0000000012357204

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 per the following.

Terminals	Condition	Resistance (k Ω)
1 and 2	Temperature [$^{\circ}$ C ($^{\circ}$ F)]	25 (77) 1.94 - 2.06

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace mass air flow sensor (bank 1) (with intake air temperature sensor). Refer to [EM-192, "Exploded View"](#).

P0116 ECT SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

P0116 ECT SENSOR

DTC Logic

INFOID:0000000012357205

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0116	ECT SEN/CIRC [Engine coolant temperature (ECT) sensor circuit range/performance]	The comparison result of signals transmitted to ECM from each temperature sensor (IAT sensor, ECT sensor, FTT sensor, and EOT sensor) shows that the voltage signal of the ECT sensor is higher/lower than that of other temperature sensors when the engine is started with its cold state.	<ul style="list-style-type: none">• Harness or connectors (High or low resistance in the circuit)• Engine coolant temperature sensor

DTC CONFIRMATION PROCEDURE

1. INSPECTION START

Is it necessary to erase permanent DTC?

YES >> GO TO 3.

NO >> GO TO 2.

2. PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to [EC-1230, "Component Function Check"](#).

NOTE:

Use the component function check to check the overall function of the ECT sensor circuit. During this check, a 1st trip DTC might not be confirmed.

Is the inspection result normal?

YES >> INSPECTION END

NO >> Proceed to [EC-1230, "Diagnosis Procedure"](#).

3. 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.
- Before performing the following procedure, check that fuel level is between 1/4 and 4/4.
- Before performing the following procedure, confirm that battery voltage is 11 V or more at idle.

>> GO TO 4.

4. PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and let it idle for 60 minutes.
2. Move the vehicle to a cool place.

NOTE:

Cool the vehicle in an environment of ambient air temperature between -10°C (14°F) and 35°C (95°F).

3. Turn ignition switch OFF and soak the vehicle for 12 hours.

CAUTION:

Never turn ignition switch ON during soaking.

NOTE:

The vehicle must be cooled with the hood open.

4. Start engine and let it idle for 20 minutes or more.

CAUTION:

Never turn ignition switch OFF during idling.

5. Check 1st trip DTC.

P0116 ECT SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1230, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Component Function Check

INFOID:000000012357206

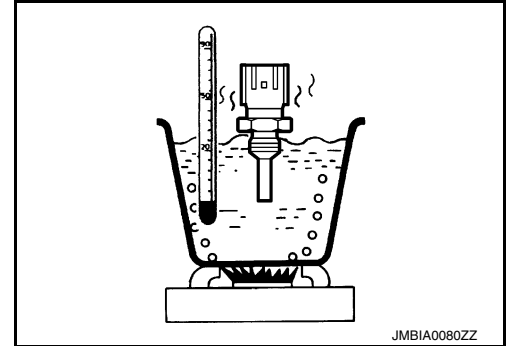
1. CHECK ENGINE COOLANT TEMPERATURE (ECT) SENSOR

1. Turn ignition switch OFF.
2. Disconnect ECT sensor harness connector.
3. Remove ECT sensor. Refer to [EM-272, "Exploded View"](#).
4. Check resistance between ECT sensor terminals by heating with hot water as shown in the figure.

Terminals	Condition		Resistance (k Ω)
1 and 2	Temperature [$^{\circ}$ C ($^{\circ}$ 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 >> GO TO 2.
- NO >> Proceed to [EC-1230, "Diagnosis Procedure"](#).



2. CHECK INTERMITTENT INCIDENT

Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Proceed to [EC-1230, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012357207

1. CHECK ENGINE COOLANT TEMPERATURE (ECT) SENSOR

Check ECT sensor. Refer to [EC-1230, "Component Inspection \(Engine Coolant Temperature Sensor\)"](#).

Is the inspection result normal?

- OK >> GO TO 2.
- NG >> Replace ECT sensor. Refer to [EM-272, "Exploded View"](#).

2. CHECK INTERMITTENT INCIDENT

Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).

>> **INSPECTION END**

Component Inspection (Engine Coolant Temperature Sensor)

INFOID:000000012357208

1. CHECK ENGINE COOLANT TEMPERATURE (ECT) SENSOR

1. Turn ignition switch OFF.
2. Disconnect ECT sensor harness connector.
3. Remove ECT sensor. Refer to [EM-272, "Exploded View"](#).

P0116 ECT SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

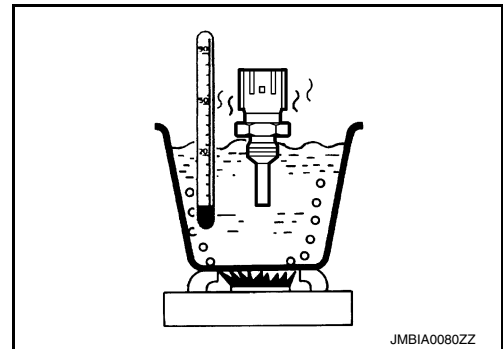
4. Check resistance between ECT sensor terminals by heating with hot water as shown in the figure.

Terminals	Condition	Resistance (k Ω)	
1 and 2	Temperature [$^{\circ}$ C ($^{\circ}$ 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 ECT sensor. Refer to [EM-272](#). "[Exploded View](#)".



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P0117, P0118 ECT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0117, P0118 ECT SENSOR

DTC Logic

INFOID:000000012357209

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0117	ECT SEN/CIRC (Engine coolant temperature sensor circuit low input)	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none">• Harness or connectors (The engine coolant temperature sensor circuit is open or shorted.)• Engine coolant temperature sensor
P0118	ECT SEN/CIRC (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 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 DTC.

Is DTC detected?

- YES >> Proceed to [EC-1232, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357210

1. CHECK ENGINE COOLANT TEMPERATURE 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 2.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

2. 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	F110	40	Existed

P0117, P0118 ECT SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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

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 ENGINE COOLANT TEMPERATURE SENSOR

Refer to [EC-1230, "Component Inspection \(Engine Coolant Temperature Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace engine coolant temperature sensor. Refer to [EM-272, "Exploded View"](#).

4. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Engine Coolant Temperature Sensor)

INFOID:0000000012357211

1. CHECK ENGINE COOLANT TEMPERATURE (ECT) SENSOR

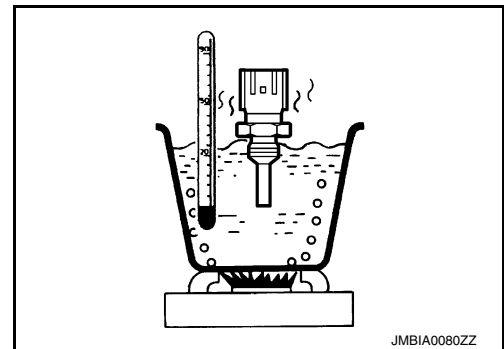
1. Turn ignition switch OFF.
2. Disconnect ECT sensor harness connector.
3. Remove ECT sensor. Refer to [EM-272, "Exploded View"](#).
4. Check resistance between ECT sensor terminals by heating with hot water as shown in the figure.

Terminals	Condition	Resistance (k Ω)	
1 and 2	Temperature [$^{\circ}$ C ($^{\circ}$ 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 ECT sensor. Refer to [EM-272, "Exploded View"](#).



P0122, P0123, P0227, P0228 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0122, P0123, P0227, P0228 TP SENSOR

DTC Logic

INFOID:000000012357212

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-1404, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0122	TP SEN 2/CIRC-B1 [Throttle position sensor 2 (bank 1) circuit low input]	An excessively low voltage from the TP sensor 2 is sent to ECM.	<ul style="list-style-type: none">• Harness or connectors (TP sensor 2 circuit is open or shorted.)• Electric throttle control actuator (TP sensor 2)
P0123	TP SEN 2/CIRC-B1 [Throttle position sensor 2 (bank 1) circuit high input]	An excessively high voltage from the TP sensor 2 is sent to ECM.	
P0227	TP SEN 2/CIRC-B2 [Throttle position sensor 2 (bank 2) circuit low input]	An excessively low voltage from the TP sensor 2 is sent to ECM.	
P0228	TP SEN 2/CIRC-B2 [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

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 8 V or more 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 >> Proceed to [EC-1234, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357213

1. CHECK THROTTLE POSITION SENSOR 2 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		
P0122, P0123	1	F66	2	Ground	Approx. 5
P0227, P0228	2	F64	2		

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair open circuit, short to ground or short to power in harness or connectors.

P0122, P0123, P0227, P0228 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

2. 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	F66	4	F111	97	Existed
P0227, P0228	2	F64	4		69	

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

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 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	F66	3	F111	79	Existed
P0227, P0228	2	F64	3		89	

2. 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

Refer to [EC-1235, "Component Inspection \(Throttle Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> GO TO 5.

5. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

Replace malfunctioning electric throttle control actuator. Refer to [EM-199, "Removal and Installation"](#).

>> INSPECTION END

6. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Throttle Position Sensor)

INFOID:000000012357214

1. CHECK THROTTLE POSITION SENSOR

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Perform [EC-1143, "Description"](#).
4. Turn ignition switch ON.
5. Set selector lever position to D.
6. Check the voltage between ECM harness connector terminals under the following conditions.

P0122, P0123, P0227, P0228 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Connector	ECM		Condition	Voltage (V)
	+	-		
	Terminal	Terminal		
F111	91 [TP sensor 1 (bank 1)]	97	Accelerator pedal: Fully released	More than 0.36
			Accelerator pedal: Fully depressed	Less than 4.75
	71 [TP sensor 1 (bank 2)]	69	Accelerator pedal: Fully released	More than 0.36
			Accelerator pedal: Fully depressed	Less than 4.75
	79 [TP sensor 2 (bank 1)]	97	Accelerator pedal: Fully released	Less than 4.75
			Accelerator pedal: Fully depressed	More than 0.36
	89 [TP sensor 2 (bank 2)]	69	Accelerator pedal: Fully released	Less than 4.75
			Accelerator pedal: Fully depressed	More than 0.36

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

Replace malfunctioning electric throttle control actuator. Refer to [EM-199. "Removal and Installation"](#).

>> INSPECTION END

P0125 ECT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0125 ECT SENSOR

DTC Logic

INFOID:000000012357215

DTC DETECTION LOGIC

NOTE:

If DTC P0125 is displayed with P0117 or P0118, first perform the trouble diagnosis for DTC P0117, P0118. Refer to [EC-1232, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0125	ECT SENSOR (Insufficient engine coolant temperature for closed loop fuel control)	<ul style="list-style-type: none">• Voltage sent to ECM from the sensor is not practical, even when some time has passed after starting the engine.• Engine coolant temperature is insufficient for closed loop fuel control.	<ul style="list-style-type: none">• Harness or connectors (High resistance in the circuit)• Engine coolant temperature sensor• 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

WITH CONSULT

1. Turn ignition switch ON.
2. Select "DATA MONITOR" mode with CONSULT.
3. Check that "COOLAN TEMP/S" is above -10°C (14°F).

WITH GST

Follow the procedure "With CONSULT" above.

Is the temperature above -10°C (14°F)?

- YES >> INSPECTION END
NO >> GO TO 3.

3. PERFORM DTC CONFIRMATION PROCEDURE

WITH CONSULT

1. Start engine and run it for 65 minutes at idle speed.
If "COOLAN TEMP/S" increases to more than -10°C (14°F) within 65 minutes, stop engine because the test result will be OK.

CAUTION:

Never overheat engine.

2. Check 1st trip DTC.

WITH GST

Follow the procedure "With CONSULT" above.

Is 1st trip DTC detected?

- YES >> [EC-1237, "Diagnosis Procedure"](#)
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357216

1. CHECK ENGINE COOLANT TEMPERATURE SENSOR

Refer to [EC-1233, "Component Inspection \(Engine Coolant Temperature Sensor\)"](#).

Is the inspection result normal?

P0125 ECT SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

YES >> GO TO 2.

NO >> Replace engine coolant temperature sensor. Refer to [EM-272, "Exploded View"](#).

2. CHECK THERMOSTAT OPERATION

When the engine is cold [lower than 70°C (158°F)] condition, grasp lower radiator hose and confirm that the engine coolant does not flow.

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace thermostat. Refer to [CO-54, "Removal and Installation"](#).

3. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Engine Coolant Temperature Sensor)

INFOID:000000012357217

1. CHECK ENGINE COOLANT TEMPERATURE (ECT) SENSOR

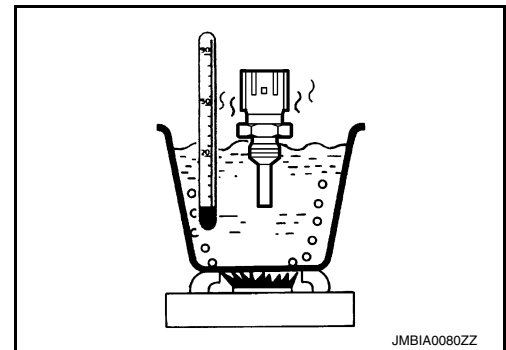
1. Turn ignition switch OFF.
2. Disconnect ECT sensor harness connector.
3. Remove ECT sensor. Refer to [EM-272, "Exploded View"](#).
4. Check resistance between ECT sensor terminals by heating with hot water as shown in the figure.

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 ECT sensor. Refer to [EM-272, "Exploded View"](#).



P0127 IAT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0127 IAT SENSOR

DTC Logic

INFOID:0000000012357218

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0127	IAT SENSOR-B1 (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.	<ul style="list-style-type: none">• Harness or connectors (The intake air temperature sensor circuit is open or shorted)• 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

WITH CONSULT

1. Wait until engine coolant temperature is less than 96°C (205°F)
 - Turn ignition switch ON.
 - Select "DATA MONITOR" mode with CONSULT.
 - Check the engine coolant temperature.
 - If the engine coolant temperature is not less than 96°C (205°F), turn ignition switch OFF and cool down engine.

NOTE:

Perform the following steps before engine coolant temperature is above 96°C (205°F).

2. Turn ignition switch ON.
3. Select "DATA MONITOR" mode with CONSULT.
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.

WITH GST

Follow the procedure "With CONSULT" above.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1239, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357219

1. CHECK INTAKE AIR TEMPERATURE SENSOR

Refer to [EC-1240, "Component Inspection \(Intake Air Temperature Sensor\)"](#).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Replace mass air flow sensor (bank 1) (with intake air temperature sensor). Refer to [EM-192, "Exploded View"](#).

P0127 IAT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

2. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Intake Air Temperature Sensor)

INFOID:0000000012357220

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 per the following.

Terminals	Condition	Resistance (kΩ)
1 and 2	Temperature [°C (°F)]	25 (77) 1.94 - 2.06

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace mass air flow sensor (bank 1) (with intake air temperature sensor). Refer to [EM-192. "Exploded View"](#).

P0128 THERMOSTAT FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0128 THERMOSTAT FUNCTION

DTC Logic

INFOID:000000012357221

DTC DETECTION LOGIC

NOTE:

If DTC P0128 is displayed with DTC P0300, P0301, P0302, P0303, P0304, P0305, P0306, P0307 or P0308, first perform the trouble diagnosis for DTC P0300, P0301, P0302, P0303, P0304, P0305, P0306, P0307, P0308. Refer to [EC-1312. "DTC Logic"](#).

Engine coolant temperature has not risen enough to open the thermostat even though the engine has run long enough.

This is due to a leakage in the seal or the thermostat being stuck open.

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0128	THERMSTAT FNCTN (Thermostat function)	The engine coolant temperature does not reach to specified temperature even though the engine has run long enough.	<ul style="list-style-type: none">• Thermostat• Leakage from sealing portion of thermostat• Engine coolant temperature sensor

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.

>> GO TO 2.

2. PRECONDITIONING-II

Ⓜ With CONSULT

1. Turn ignition switch ON.
2. Check the following conditions:

Ambient temperature	-10°C (14°F) or more
A/C switch	OFF
Blower fan switch	OFF

3. Select "DATA MONITOR" mode of "ENGINE" using CONSULT.
4. Check the following conditions:

COOLAN TEMP/S	(-10) – (+52)°C (14 – 126°F)
---------------	------------------------------

Is the condition satisfied?

- YES >> GO TO 3.
NO >> 1. Satisfy the condition.
2. GO TO 3.

3. PERFORM DTC CONFIRMATION PROCEDURE-I

Ⓜ With CONSULT

1. Start engine.
2. Drive the vehicle until the following condition is satisfied.

CAUTION:

Always drive vehicle at safe speed.

- STEP 1

Drive the vehicle under the conditions instructed below until the difference between "COOLAN TEMP/S" and "FUEL T/TMP SE" becomes at least 25°C (77°F).

P0128 THERMOSTAT FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

COOLAN TEMP/S	71°C (159°F) or less
FUEL T/TMP SE	Less than the value calculated by subtracting 25°C (77°F) from "COOLAN TEMP/S".*

*. Example

COOLAN TEMP/S	FUEL T/TMP SE
70°C (158°F)	45°C (113°F) or less
65°C (149°F)	40°C (104°F) or less
60°C (140°F)	35°C (95°F) or less

- STEP 2

Drive the vehicle at 50 km/h (32 MPH) or more with the difference between "COOLAN TEMP/S" and "FUEL T/TMP SE" maintained at 25°C (77°F) or more.

NOTE:

Keep the accelerator pedal as steady as possible during cruising.

- STEP 3

Drive the vehicle at 50 km/h (32 MPH) or more until "COOLAN TEMP/S" increases by 5°C (41°F).

NOTE:

Keep the accelerator pedal as steady as possible during cruising.

Is the condition satisfied?

YES >> GO TO 4.

NO >> GO TO 1.

4.PERFORM DTC CONFIRMATION PROCEDURE-II

 With CONSULT

1. Drive the vehicle until the following condition is satisfied.

COOLAN TEMP/S	71°C (159°F) or less
---------------	----------------------

CAUTION:

Always drive vehicle at safe speed.

2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to [EC-1242, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357222

1.CHECK ENGINE COOLANT TEMPERATURE SENSOR

Refer to [EC-1242, "Component Inspection \(Engine Coolant Temperature Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace engine coolant temperature sensor. Refer to [EM-272, "Exploded View"](#).

2.CHECK THERMOSTAT

Remove and Check the thermostat. Refer to [CO-54, "Removal and Installation"](#) and [CO-55, "Inspection"](#).

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace thermostat. Refer to [CO-53, "Exploded View"](#).

Component Inspection (Engine Coolant Temperature Sensor)

INFOID:0000000012357223

1.CHECK ENGINE COOLANT TEMPERATURE (ECT) SENSOR

1. Turn ignition switch OFF.

2. Disconnect ECT sensor harness connector.

P0128 THERMOSTAT FUNCTION

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

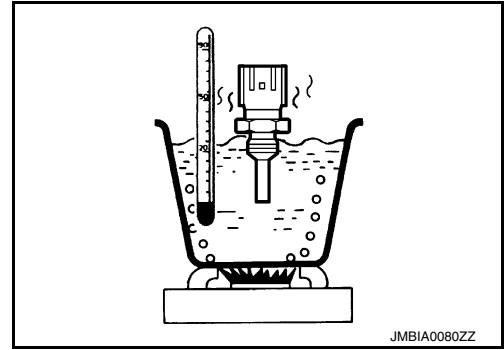
3. Remove ECT sensor. Refer to [EM-272, "Exploded View"](#).
4. Check resistance between ECT sensor terminals by heating with hot water as shown in the figure.

Terminals	Condition	Resistance (k Ω)	
1 and 2	Temperature [$^{\circ}$ C ($^{\circ}$ 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 ECT sensor. Refer to [EM-272, "Exploded View"](#).



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P0130, P0150 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0130, P0150 A/F SENSOR 1

DTC Logic

INFOID:000000012357224

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 (Trouble diagnosis content)	DTC detecting condition		Possible Cause
P0130	A/F SENSOR1 (B1) [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. 1.5 V.	• Harness or connectors (The A/F sensor 1 circuit is open or shorted.) • A/F sensor 1
		B)	The A/F signal computed by ECM from the A/F sensor 1 signal is constantly approx. 1.5 V.	
P0150	A/F SENSOR1 (B2) [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. 1.5 V.	
		B)	The A/F signal computed by ECM from the A/F sensor 1 signal is constantly approx. 1.5 V.	

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 11 V or more 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 >> Proceed to [EC-1246. "Diagnosis Procedure"](#).
NO-1 >> With CONSULT: GO TO 3.
NO-2 >> With GST: GO TO 7.

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

Ⓟ WITH CONSULT

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.
3. Check "A/F SEN1 (B1)" or "A/F SEN1 (B2)" indication.

Does the indication fluctuate around 1.5 V?

- YES >> GO TO 4.
NO >> Proceed to [EC-1246. "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.
2. Touch "START".
3. When the following conditions are met, "TESTING" will be displayed on the CONSULT screen.

P0130, P0150 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ENG SPEED	1,000 - 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

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 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 screen?

YES >> INSPECTION END

NO >> Proceed to [EC-1246, "Diagnosis Procedure"](#).

7. PERFORM COMPONENT FUNCTION CHECK FOR MALFUNCTION B

 With GST

Perform component function check. Refer to [EC-1245, "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 >> Proceed to [EC-1246, "Diagnosis Procedure"](#).

Component Function Check

INFOID:0000000012357225

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 position to D, then release the accelerator pedal fully until the vehicle speed decreases to 50 km/h (31 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 5 times.
5. Stop the vehicle and turn ignition switch OFF.
6. Wait at least 10 seconds and 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 5 times.
10. Stop the vehicle.
11. Check 1st trip DTC.

P0130, P0150 A/F SENSOR 1

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1246, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357226

1. CHECK AIR FUEL RATIO 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		
P0130	1	F77	4	Ground	3.0 V
P0150	2	F76	4		

Is the inspection result normal?

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

2. CHECK AIR FUEL RATIO SENSOR 1 POWER SUPPLY CIRCUIT

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

DTC	A/F sensor 1			IPDM E/R		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P0130	1	F77	4	E7	56	Existed
P0150	2	F76	4			

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

Is the inspection result normal?

- YES >> Perform trouble diagnosis for power supply circuit.
- NO >> Repair or replace malfunctioning part.

3. 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	F77	1	F110	72	Existed
			2		78	
P0150	2	F76	1	F110	88	
			2		94	

4. Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

P0130, P0150 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

DTC	A/F sensor 1			Ground	Continuity
	Bank	Connector	Terminal		
P0130	1	F77	1	Ground	Not Existed
			2		
P0150	2	F76	1		
			2		

DTC	ECM			Ground	Continuity
	Bank	Connector	Terminal		
P0130	1	F110	72	Ground	Not Existed
			78		
P0150	2	F110	88		
			94		

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

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace malfunctioning part.

4. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace malfunctioning part.

5. REPLACE A/F SENSOR 1

Replace malfunctioning A/F sensor 1. Refer to [EM-231, "Exploded View"](#).

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

A
EC
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P0131, P0151 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0131, P0151 A/F SENSOR 1

DTC Logic

INFOID:000000012357227

DTC DETECTION LOGIC

To judge the malfunction, 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 (Trouble diagnosis content)	DTC detecting condition	Possible Cause
P0131	A/F SENSOR1 (B1) [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.) • A/F sensor 1
P0151	A/F SENSOR1 (B2) [Air fuel ratio (A/F) sensor 1 (bank 2) circuit low voltage]		

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 10.5 V or more at idle.

>> GO TO 2.

2. CHECK A/F SENSOR FUNCTION

Ⓟ WITH CONSULT

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.
3. Check "A/F SEN1 (B1)" or "A/F SEN1 (B2)" indication.

Ⓢ WITH GST

Follow the procedure "With CONSULT" above.

Is the indication constantly approx. 0 V?

- YES >> Proceed to [EC-1249, "Diagnosis Procedure"](#).
NO >> GO TO 3.

3. PERFORM DTC CONFIRMATION PROCEDURE

Ⓟ WITH CONSULT

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 approximately 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.

P0131, P0151 A/F SENSOR 1

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

- If this procedure is not completed within 1 minute after restarting engine at step 1, return to step 1.

7. Check 1st trip DTC.

 WITH GST

Follow the procedure "With CONSULT" above.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1249, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357228

1. CHECK AIR FUEL RATIO 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		
P0131	1	F77	4	Ground	3.0 V
P0151	2	F76	4		

Is the inspection result normal?

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

2. CHECK AIR FUEL RATIO SENSOR 1 POWER SUPPLY CIRCUIT

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

DTC	A/F sensor 1			IPDM E/R		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P0130	1	F77	4	E7	56	Existed
P0150	2	F76	4			

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

Is the inspection result normal?

- YES >> Perform trouble diagnosis for power supply circuit.
NO >> Repair or replace malfunctioning part.

3. 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	F77	1	F110	72	Existed
			2		78	
P0150	2	F76	1	F110	88	
			2		94	

4. Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

P0131, P0151 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

DTC	A/F sensor 1			Ground	Continuity
	Bank	Connector	Terminal		
P0130	1	F77	1	Ground	Not Existed
			2		
P0150	2	F76	1		
			2		

DTC	ECM			Ground	Continuity
	Bank	Connector	Terminal		
P0130	1	F110	72	Ground	Not Existed
			78		
P0150	2	F110	88		
			94		

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

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace malfunctioning part.

4. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace malfunctioning part.

5. REPLACE A/F SENSOR 1

Replace malfunctioning A/F sensor 1. Refer to [EM-231, "Exploded View"](#).

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

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0132, P0152 A/F SENSOR 1

DTC Logic

INFOID:000000012357229

DTC DETECTION LOGIC

To judge the malfunction, 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 (Trouble diagnosis content)	DTC detecting condition	Possible Cause
P0132	A/F SENSOR1 (B1) [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.) • A/F sensor 1
P0152	A/F SENSOR1 (B2) [Air fuel ratio (A/F) sensor 1 (bank 2) circuit high voltage]		

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 10.5 V or more at idle.

>> GO TO 2.

2. CHECK A/F SENSOR FUNCTION

Ⓜ WITH CONSULT

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.
3. Check "A/F SEN1 (B1)" or "A/F SEN1 (B2)" indication.

Ⓜ WITH GST

Follow the procedure "With CONSULT" above.

Is the indication constantly approx. 5 V?

- YES >> Proceed to [EC-1252. "Diagnosis Procedure"](#).
NO >> GO TO 3.

3. PERFORM DTC CONFIRMATION PROCEDURE

Ⓜ WITH CONSULT

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 approximately 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.

P0132, P0152 A/F SENSOR 1

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

- If this procedure is not completed within 1 minute after restarting engine at step 1, return to step 1.

7. Check 1st trip DTC.

 WITH GST

Follow the procedure "With CONSULT" above.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1252, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357230

1. CHECK AIR FUEL RATIO 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		
P0132	1	F77	4	Ground	3.0 V
P0152	2	F76	4		

Is the inspection result normal?

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

2. CHECK AIR FUEL RATIO SENSOR 1 POWER SUPPLY CIRCUIT

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

DTC	A/F sensor 1			IPDM E/R		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P0130	1	F77	4	E7	56	Existed
P0150	2	F76	4			

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

Is the inspection result normal?

- YES >> Perform trouble diagnosis for power supply circuit.
NO >> Repair or replace malfunctioning part.

3. 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	F77	1	F110	72	Existed
			2		78	
P0150	2	F76	1	F110	88	
			2		94	

4. Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

P0132, P0152 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

DTC	A/F sensor 1			Ground	Continuity
	Bank	Connector	Terminal		
P0130	1	F77	1	Ground	Not Existed
			2		
P0150	2	F76	1		
			2		

DTC	ECM			Ground	Continuity
	Bank	Connector	Terminal		
P0130	1	F110	72	Ground	Not Existed
			78		
P0150	2	F110	88		
			94		

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

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace malfunctioning part.

4. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace malfunctioning part.

5. REPLACE A/F SENSOR 1

Replace malfunctioning A/F sensor 1. Refer to [EM-231, "Exploded View"](#).

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

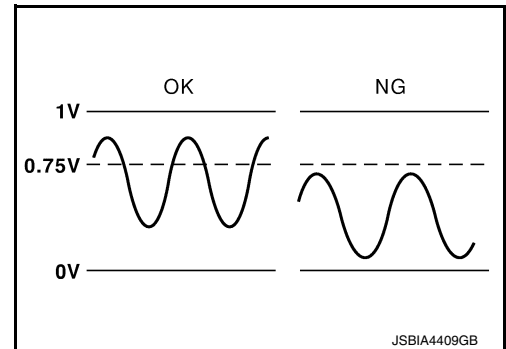
P0137, P0157 HO2S2

DTC Logic

INFOID:000000012357231

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 (manifold) 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 (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0137	HO2S2 (B1) [Heated oxygen sensor 2 (bank 1) circuit low voltage]	The maximum voltage from the sensor does not reach the specified voltage.	<ul style="list-style-type: none"> • Harness or connectors (The heated oxygen sensor 2 circuit is open or shorted) • Heated oxygen sensor 2 • Fuel pressure • Fuel injector • Intake air leaks
P0157	HO2S2 (B2) [Heated oxygen sensor 2 (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.

Will CONSULT be used?

- YES >> GO TO 2.
- NO >> GO TO 4.

2. PERFORM DTC CONFIRMATION PROCEDURE

Ⓟ WITH CONSULT

TESTING CONDITION:

For better results, perform “DTC WORK SUPPORT” at a temperature of 0 to 30°C (32 to 86°F).

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. Restart 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. Select “DATA MONITOR” mode with CONSULT.
8. Check 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.
11. Follow the instruction of CONSULT display.

NOTE:

< DTC/CIRCUIT DIAGNOSIS >

It will take at most 10 minutes until "COMPLETED" is displayed.

12. Touch "SELF-DIAG RESULTS".

Which is displayed on CONSULT screen?

- OK >> INSPECTION END
- NG >> Proceed to [EC-1256, "Diagnosis Procedure"](#).
- CAN NOT BE DIAGNOSED>>GO TO 3.

3.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 2.

4.PERFORM COMPONENT FUNCTION CHECK

 WITH GST

Perform component function check. Refer to [EC-1255, "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 >> Proceed to [EC-1256, "Diagnosis Procedure"](#).

Component Function Check

INFOID:0000000012357232

1.PERFORM COMPONENT FUNCTION CHECK-I

 With GST

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. Restart 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 the voltage between ECM harness connector terminals under the following conditions.

DTC	ECM			Condition	Voltage
	Connector	+	-		
		Terminal	Terminal		
P0137	F111	96	100	Revving up to 4,000 rpm under no load at least 10 times	The voltage should be above 0.75 V at least once during this procedure.
P0157		87			

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 conditions.

DTC	ECM			Condition	Voltage
	Connector	+	-		
		Terminal	Terminal		
P0137	F111	96	100	Keeping engine at idle for 10 minutes	The voltage should be above 0.75 V at least once during this procedure.
P0157		87			

Is the inspection result normal?

P0137, P0157 HO2S2

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

YES >> INSPECTION END
NO >> GO TO 3.

3.PERFORM COMPONENT FUNCTION CHECK-III

Check the voltage between ECM harness connector terminals under the following conditions.

DTC	ECM			Condition	Voltage
	Connector	+	-		
		Terminal	Terminal		
P0137	F111	96	100	Coasting from 80 km/h (50 MPH) with selector lever in the D position	The voltage should be above 0.75 V at least once during this procedure.
P0157		87			

Is the inspection result normal?

YES >> INSPECTION END
NO >> Proceed to [EC-1256, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000012357233

1.CLEAR THE MIXTURE RATIO SELF-LEARNING VALUE

1. Clear the mixture ratio self-learning value. Refer to [EC-1148, "Description"](#).
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-1280, "DTC Logic"](#).
NO >> GO TO 2.

2.CHECK HEATED OXYGEN SENSOR 2 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	F87	1	F111	100	Existed
P0157	2	F88	1			

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

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 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	F87	4	F111	96	Existed
P0157	2	F88	4		87	

2. Check the continuity between HO2S2 harness connector and ground, or ECM harness connector and ground.

DTC	HO2S2			ECM		Ground	Continuity
	Bank	Connector	Terminal	Connector	Terminal		
P0137	1	F87	4	F111	96	Ground	Not existed
P0157	2	F88	4		87		

3. 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 HEATED OXYGEN SENSOR 2

Refer to [EC-1257, "Component Inspection \(HO2 sensor 2\)"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> GO TO 5.

5.REPLACE HEATED OXYGEN SENSOR 2

Replace malfunctioning heated oxygen sensor 2. Refer to [EM-231, "Exploded View"](#).

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 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

6.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (HO2 sensor 2)

INFOID:0000000012357234

1.INSPECTION START

Will CONSULT be used?

Will CONSULT be used?

YES >> GO TO 2.

NO >> GO TO 3.

2.CHECK HEATED OXYGEN SENSOR 2

 WITH CONSULT

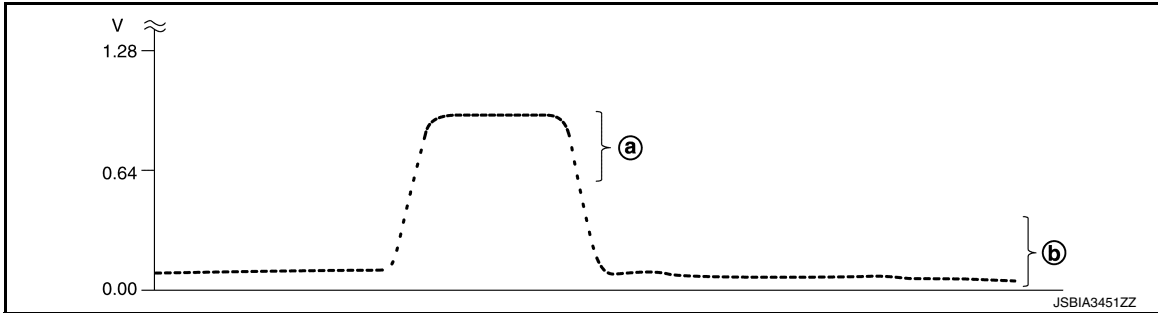
1. Start engine and warm it up to the normal operating temperature.
2. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
3. Let engine idle for 1 minute.
4. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "HO2S2 (B1)/(B2)" as the monitor item with CONSULT.

P0137, P0157 HO2S2

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

5. Check "HO2S2 (B1)/(B2)" at idle speed when adjusting "FUEL INJECTION" to $\pm 25\%$.



"HO2S2 (B1)/(B2)" should be above ① (0.75 V) at least once when the "FUEL INJECTION" is +25%.

"HO2S2 (B1)/(B2)" should be below ② (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

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 conditions.

Connector	ECM		Condition	Voltage
	+	-		
	Terminal	Terminal		
F111	96 [HO2S2 (bank 1)]	100	Revving up to 4,000 rpm under no load at least 10 times	The voltage should be above 0.75 V at least once during this procedure. The voltage should be below 0.18 V at least once during this procedure.
	87 [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 conditions.

Connector	ECM		Condition	Voltage
	+	-		
	Terminal	Terminal		
F111	96 [HO2S2 (bank 1)]	100	Keeping engine at idle for 10 minutes	The voltage should be above 0.75 V at least once during this procedure. The voltage should be below 0.18 V at least once during this procedure.
	87 [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 conditions.

P0137, P0157 HO2S2

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ECM			Condition	Voltage
Connector	+	-		
	Terminal	Terminal		
F111	96 [HO2S2 (bank 1)]	100	Coasting from 80 km/h (50 MPH) with selector lever in the D position	The voltage should be above 0.75 V at least once during this procedure. The voltage should be below 0.18 V at least once during this procedure.
	87 [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. Refer to [EM-231. "Exploded View"](#).

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 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

DTC Logic

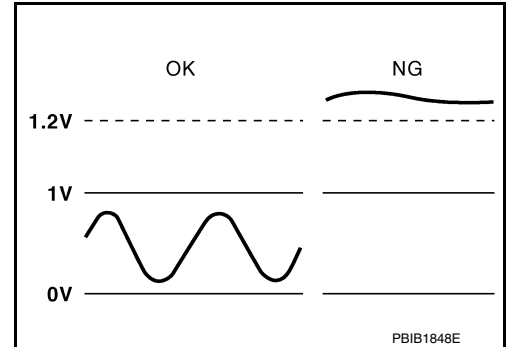
INFOID:000000012357235

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 (manifold) causes the longer switching time.

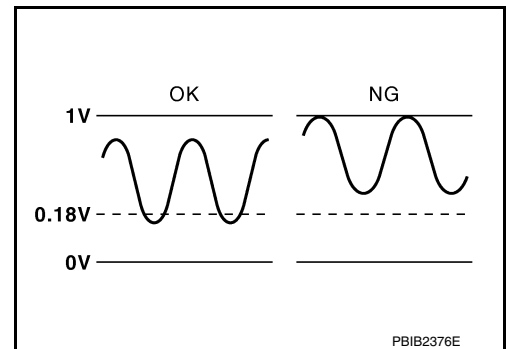
MALFUNCTION A

To judge the 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 the 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 (Trouble diagnosis content)	DTC detecting condition		Possible cause
P0138	HO2S2 (B1) [Heated oxygen sensor 2 (bank 1) circuit high voltage]	A)	An excessively high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> • Harness or connectors (The heated oxygen sensor 2 (bank 1) circuit is open or shorted) • Heated oxygen sensor 2
		B)	The minimum voltage from the sensor is not reached to the specified voltage.	<ul style="list-style-type: none"> • Harness or connectors (The heated oxygen sensor 2 (bank 1) circuit is open or shorted) • Heated oxygen sensor 2 • Fuel pressure • Fuel injector
P0158	HO2S2 (B2) [Heated oxygen sensor 2 (bank 2) circuit high voltage]	A)	An excessively high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> • Harness or connectors (The heated oxygen sensor 2 (bank 2) circuit is open or shorted) • Heated oxygen sensor 2
		B)	The minimum voltage from the sensor is not reached to the specified voltage.	<ul style="list-style-type: none"> • Harness or connectors (The heated oxygen sensor 2 (bank 2) circuit is open or shorted) • Heated oxygen sensor 2 • Fuel pressure • 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 >> Proceed to [EC-1263. "Diagnosis Procedure"](#).

NO-1 >> With CONSULT: GO TO 3.

NO-2 >> With GST: GO TO 5.

3. PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION B

 WITH CONSULT

NOTE:

For better results, perform "DTC WORK SUPPORT" at a temperature of 0 to 30°C (32 to 86°F).

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. Select "DATA MONITOR" mode with CONSULT.
8. Check 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.
11. Follow the instruction of CONSULT display.

NOTE:

It will take at most 10 minutes until "COMPLETED" is displayed.

12. Touch "SELF-DIAG RESULTS".

Which is displayed on CONSULT screen?

OK >> INSPECTION END

NG >> Proceed to [EC-1263. "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

 WITH GST

Perform component function check. Refer to [EC-1262. "Component Function Check"](#).

NOTE:

P0138, P0158 HO2S2

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

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 >> Proceed to [EC-1263, "Diagnosis Procedure"](#).

Component Function Check

INFOID:0000000012357236

1.PERFORM COMPONENT FUNCTION CHECK-I

 With GST

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 the voltage between ECM harness connector terminals under the following conditions.

DTC	ECM		Condition	Voltage	
	Connector	+ Terminal			- Terminal
P0138	F111	96	100	Revvng 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		87			

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 conditions.

DTC	ECM		Condition	Voltage	
	Connector	+ Terminal			- Terminal
P0138	F111	96	100	Keeping engine at idle for 10 minutes	The voltage should be below 0.18 V at least once during this procedure.
P0158		87			

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 conditions.

DTC	ECM		Condition	Voltage	
	Connector	+ Terminal			- Terminal
P0138	F111	96	100	Coasting from 80 km/h (50 MPH) with selector lever in the D position	The voltage should be below 0.18 V at least once during this procedure.
P0158		87			

Is the inspection result normal?

YES >> INSPECTION END

NO >> Proceed to [EC-1263, "Diagnosis Procedure"](#).

Diagnosis Procedure

1.INSPECTION START

Confirm the detected malfunction (A or B). Refer to [EC-1260, "DTC Logic"](#).

Which malfunction is detected?

- A >> GO TO 2
- B >> GO TO 8.

2.CHECK HEATED OXYGEN SENSOR 2 CONNECTOR

1. Disconnect heated oxygen sensor 2 (HO2S2) harness connector.
2. Check that water is not inside connectors.

Is the inspection result normal?

- YES >> GO TO 3.
- NO >> Repair or replace harness or connectors.

3.CHECK HO2S2 GROUND CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check the continuity between HO2S2 harness connector and ECM harness connector.

DTC	HO2S2			ECM		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P0138	1	F87	1	F111	100	Existed
P0158	2	F88	1			

3. 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	F87	4	F111	96	Existed
P0158	2	F88	4		87	

2. Check the continuity between HO2S2 harness connector and ground, or ECM harness connector and ground.

DTC	HO2S2			ECM		Ground	Continuity
	Bank	Connector	Terminal	Connector	Terminal		
P0138	1	F87	4	F111	96	Ground	Not existed
P0158	2	F88	4		87		

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-1265, "Component Inspection \(HO2 sensor 2\)"](#).

Is the inspection result normal?

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

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6. REPLACE HEATED OXYGEN SENSOR 2

Replace malfunctioning heated oxygen sensor 2. Refer to [EM-231, "Exploded View"](#).

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 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-45, "Intermittent Incident"](#).

>> INSPECTION END

8. CLEAR THE MIXTURE RATIO SELF-LEARNING VALUE

1. Clear the mixture ratio self-learning value. Refer to [EC-1148, "Description"](#).
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-1284, "DTC Logic"](#).
 NO >> GO TO 9.

9. CHECK HEATED OXYGEN SENSOR 2 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	
P0138	1	F87	1	F111	100	Existed
P0158	2	F88	1			

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 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	F87	4	F111	96	Existed
P0158	2	F88	4		87	

2. Check the continuity between HO2S2 harness connector and ground, or ECM harness connector and ground.

DTC	HO2S2			ECM		Ground	Continuity
	Bank	Connector	Terminal	Connector	Terminal		
P0138	1	F87	4	F111	96	Ground	Not existed
P0158	2	F88	4		87		

< DTC/CIRCUIT DIAGNOSIS >

3. Also check harness for 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 HEATED OXYGEN SENSOR 2

Refer to [EC-1265, "Component Inspection \(HO2 sensor 2\)"](#).

Is the inspection result normal?

YES >> GO TO 13.

NO >> GO TO 12.

12. REPLACE HEATED OXYGEN SENSOR 2

Replace malfunctioning heated oxygen sensor 2. Refer to [EM-231, "Exploded View"](#).

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 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

13. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (HO2 sensor 2)

INFOID:0000000012357238

1. INSPECTION START

Will CONSULT be used?

Will CONSULT be used?

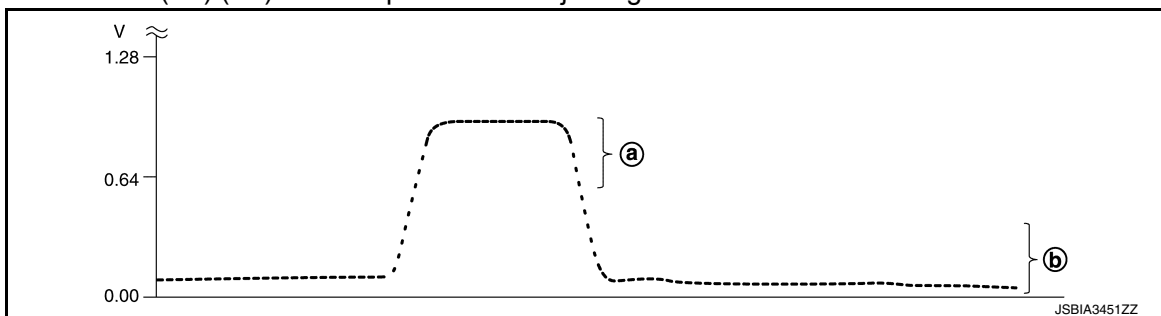
YES >> GO TO 2.

NO >> GO TO 3.

2. CHECK HEATED OXYGEN SENSOR 2

 WITH CONSULT

1. Start engine and warm it up to the normal operating temperature.
2. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
3. Let engine idle for 1 minute.
4. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "HO2S2 (B1)/(B2)" as the monitor item with CONSULT.
5. Check "HO2S2 (B1)/(B2)" at idle speed when adjusting "FUEL INJECTION" to $\pm 25\%$.



"HO2S2 (B1)/(B2)" should be above **a** (0.75 V) at least once when the "FUEL INJECTION" is +25%.

"HO2S2 (B1)/(B2)" should be below **b** (0.18 V) at least once when the "FUEL INJECTION" is -25%.

Is the inspection result normal?

YES >> INSPECTION END

P0138, P0158 HO2S2

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

NO >> GO TO 6.

3. CHECK HEATED OXYGEN SENSOR 2-I

⊗ WITHOUT CONSULT

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 conditions.

Connector	ECM		Condition	Voltage
	+	-		
	Terminal	Terminal		
F111	96 [HO2S2 (bank 1)]	100	Revving up to 4,000 rpm under no load at least 10 times	The voltage should be above 0.75 V at least once during this procedure. The voltage should be below 0.18 V at least once during this procedure.
	87 [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 conditions.

Connector	ECM		Condition	Voltage
	+	-		
	Terminal	Terminal		
F111	96 [HO2S2 (bank 1)]	100	Keeping engine at idle for 10 minutes	The voltage should be above 0.75 V at least once during this procedure. The voltage should be below 0.18 V at least once during this procedure.
	87 [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 conditions.

Connector	ECM		Condition	Voltage
	+	-		
	Terminal	Terminal		
F111	96 [HO2S2 (bank 1)]	100	Coasting from 80 km/h (50 MPH) with selector lever in the D position	The voltage should be above 0.75 V at least once during this procedure. The voltage should be below 0.18 V at least once during this procedure.
	87 [HO2S2 (bank 2)]			

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 6.

P0138, P0158 HO2S2

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

6. REPLACE HEATED OXYGEN SENSOR 2

Replace malfunctioning heated oxygen sensor 2. Refer to [EM-231. "Exploded View"](#).

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 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

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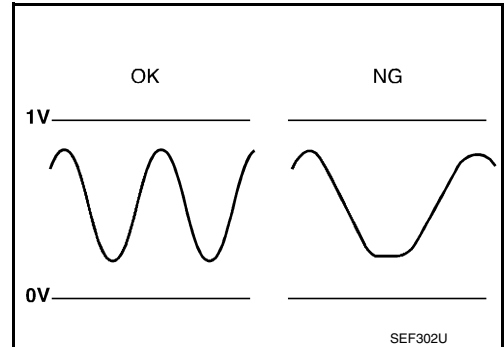
P0139, P0159 HO2S2

DTC Logic

INFOID:000000012357239

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 (manifold) 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 (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0139	HO2S2 (B1) [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.	<ul style="list-style-type: none"> • Harness or connectors (The heated oxygen sensor 2 circuit is open or shorted) • Heated oxygen sensor 2 • Fuel pressure • Fuel injector • Intake air leaks
P0159	HO2S2 (B2) [Heated oxygen sensor 2 (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.

Will CONSULT be used?

- YES >> GO TO 2.
NO >> GO TO 4.

2. PERFORM DTC CONFIRMATION PROCEDURE

Ⓟ WITH CONSULT

TESTING CONDITION:

For better results, perform "DTC WORK SUPPORT" at a temperature of 0 to 30°C (32 to 86°F).

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. Restart 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. Select "DATA MONITOR" mode with CONSULT.
8. Check 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.
11. Start engine and follow the instruction of CONSULT display.

NOTE:

< DTC/CIRCUIT DIAGNOSIS >

It will take at most 10 minutes until "COMPLETED" is displayed.

12. Touch "SELF-DIAG RESULTS".

Which is displayed on CONSULT screen?

- OK >> INSPECTION END
- NG >> Proceed to [EC-1270, "Diagnosis Procedure"](#).
- CAN NOT BE DIAGNOSED>>GO TO 3.

3.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 2.

4.PERFORM COMPONENT FUNCTION CHECK

 WITH GST

Perform component function check. Refer to [EC-1269, "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 >> Proceed to [EC-1270, "Diagnosis Procedure"](#).

Component Function Check

INFOID:0000000012357240

1.PERFORM COMPONENT FUNCTION CHECK-I

 With GST

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. Restart 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 the voltage between ECM harness connector terminals under the following conditions.

DTC	ECM		Condition	Voltage	
	Connector	+			-
		Terminal			Terminal
P0139	F111	96	100	Revving up to 4,000 rpm under no load at least 10 times	
P0159		87			A change of voltage should be more than 0.24 V for 1 second during this procedure.

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 conditions.

DTC	ECM		Condition	Voltage	
	Connector	+			-
		Terminal			Terminal
P0139	F111	96	100	Keeping engine at idle for 10 minutes	
P0159		87			A change of voltage should be more than 0.24 V for 1 second during this procedure.

Is the inspection result normal?

P0139, P0159 HO2S2

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

YES >> INSPECTION END
NO >> GO TO 3.

3. PERFORM COMPONENT FUNCTION CHECK-III

Check the voltage between ECM harness connector terminals under the following conditions.

DTC	ECM			Condition	Voltage
	Connector	+	-		
		Terminal	Terminal		
P0139	F111	96	100	Coasting from 80 km/h (50 MPH) with selector lever in the D position	A change of voltage should be more than 0.24 V for 1 second during this procedure.
P0159		87			

Is the inspection result normal?

YES >> INSPECTION END
NO >> Proceed to [EC-1270, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000012357241

1. CLEAR THE MIXTURE RATIO SELF-LEARNING VALUE

1. Clear the mixture ratio self-learning value. Refer to [EC-1148, "Description"](#).
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-1280, "DTC Logic"](#) or [EC-1284, "DTC Logic"](#).
NO >> GO TO 2.

2. CHECK HEATED OXYGEN SENSOR 2 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	F87	1	F111	100	Existed
P0159	2	F88	1			

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

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 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	F87	4	F111	96	Existed
P0159	2	F88	4		87	

2. Check the continuity between HO2S2 harness connector and ground, or ECM harness connector and ground.

DTC	HO2S2			ECM		Ground	Continuity
	Bank	Connector	Terminal	Connector	Terminal		
P0139	1	F87	4	F111	96	Ground	Not existed
P0159	2	F88	4		87		

3. 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 HEATED OXYGEN SENSOR 2

Refer to [EC-1271, "Component Inspection \(HO2 sensor 2\)"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> GO TO 5.

5.REPLACE HEATED OXYGEN SENSOR 2

Replace malfunctioning heated oxygen sensor 2. Refer to [EM-231, "Exploded View"](#).

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 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

6.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (HO2 sensor 2)

INFOID:0000000012357242

1.INSPECTION START


Will CONSULT be used?

Will CONSULT be used?

YES >> GO TO 2.

NO >> GO TO 3.

2.CHECK HEATED OXYGEN SENSOR 2

 WITH CONSULT

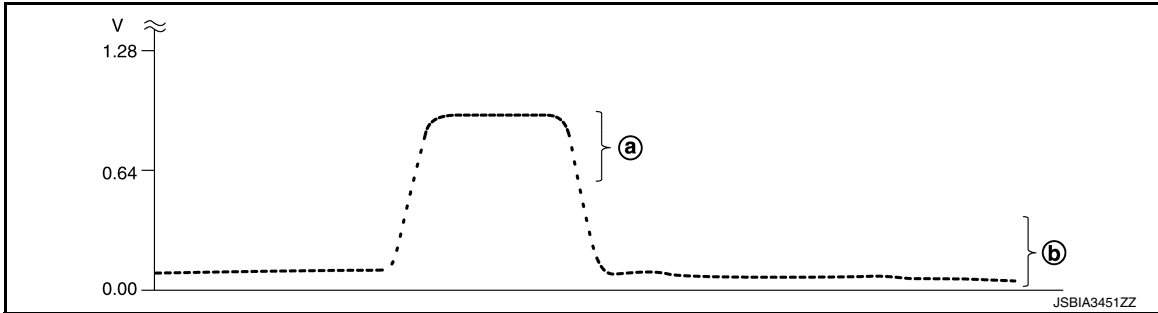
1. Start engine and warm it up to the normal operating temperature.
2. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
3. Let engine idle for 1 minute.
4. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "HO2S2 (B1)/(B2)" as the monitor item with CONSULT.

P0139, P0159 HO2S2

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

5. Check "HO2S2 (B1)/(B2)" at idle speed when adjusting "FUEL INJECTION" to $\pm 25\%$.



"HO2S2 (B1)/(B2)" should be above ① 0.75 V at least once when the "FUEL INJECTION" is +25%.

"HO2S2 (B1)/(B2)" should be below ② 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

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 conditions.

Connector	ECM		Condition	Voltage
	+	-		
	Terminal	Terminal		
F111	96 [HO2S2 (bank 1)]	100	Revving up to 4,000 rpm under no load at least 10 times	The voltage should be above 0.75 V at least once during this procedure. The voltage should be below 0.18 V at least once during this procedure.
	87 [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 conditions.

Connector	ECM		Condition	Voltage
	+	-		
	Terminal	Terminal		
F111	96 [HO2S2 (bank 1)]	100	Keeping engine at idle for 10 minutes	The voltage should be above 0.75 V at least once during this procedure. The voltage should be below 0.18 V at least once during this procedure.
	87 [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 conditions.

P0139, P0159 HO2S2

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ECM			Condition	Voltage
Connector	+	-		
	Terminal	Terminal		
F111	96 [HO2S2 (bank 1)]	100	Coasting from 80 km/h (50 MPH) with selector lever in the D position	The voltage should be above 0.75 V at least once during this procedure. The voltage should be below 0.18 V at least once during this procedure.
	87 [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. Refer to [EM-231. "Exploded View"](#).

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 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

P014C, P014D, P014E, P014F, P015A, P015B, P015C, P015D A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P014C, P014D, P014E, P014F, P015A, P015B, P015C, P015D A/F SENSOR 1

DTC Logic

INFOID:000000012357243

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
P014C	Air fuel ratio (A/F) sensor 1 (bank 1) circuit slow response	• The response time of a A/F sensor 1 signal delays more than the specified time computed by ECM.	• Harness or connectors (The A/F sensor 1 circuit is open or shorted.) • A/F sensor 1
P014D			
P015A	Air fuel ratio (A/F) sensor 1 (bank 1) circuit delayed response		
P015B			
P014E	Air fuel ratio (A/F) sensor 1 (bank 2) circuit slow response		
P014F			
P015C	Air fuel ratio (A/F) sensor 1 (bank 2) circuit delayed response		
P015D			

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?

- YES >> GO TO 2.
NO >> GO TO 6.

2. PERFORM DTC CONFIRMATION PROCEDURE-1

Ⓟ With CONSULT

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.
6. On CONSULT screen, select the following items in "DATA MONITOR" of "ENGINE".
 - ENG SPEED
 - VHCL SPEED SE
 - COOLAN TEMP/S
 - B/FUEL SCHDL
 - A/F SEN1 DIAG3 (B1)
 - A/F SEN1 DIAG3 (B2)
7. Drive the vehicle under the following conditions.

CAUTION:

Always drive vehicle at a safe speed.

P014C, P014D, P014E, P014F, P015A, P015B, P015C, P015D A/F SENSOR 1
 < DTC/CIRCUIT DIAGNOSIS > **[VK56VD FOR USA AND CANADA]**

Item	Condition
ENG SPEED	1,000 – 1,500 rpm
VHCL SPEED SE	More than 58 km/h (37 MPH) constant speed
COOLAN TEMP/S	More than 80°C (176°F)
B/FUEL SCHDL	3 – 10 msec
Gear position	D position

8. Keep the driving condition and check the items status of “DATA MONITOR” as follows.

CAUTION:

This procedure must be performed by two or more persons.

NOTE:

If “PRCNT” changed to “ABSCNT”, refer to [EC-1245, "Component Function Check"](#).

DTC	Data monitor item	Status
<ul style="list-style-type: none"> • P014C • P014D • P015A • P015B 	A/F SEN1 DIAG3 (B1)	PRCNT
<ul style="list-style-type: none"> • P014E • P014F • P015C • P015D 	A/F SEN1 DIAG3 (B2)	

Is “PRCNT” displayed on CONSULT screen?

YES >> GO TO 4.

NO >> GO TO 3.

3. PERFORM DTC CONFIRMATION PROCEDURE-2

With CONSULT

Perform DTC confirmation procedure-1 again.

Is “PRCNT” displayed on CONSULT screen?

YES >> GO TO 4.

NO >> Refer to [EC-1245, "Component Function Check"](#).

4. PERFORM DTC CONFIRMATION PROCEDURE-2

With CONSULT

1. Wait for about 20 seconds at idle.

2. Check the items status of “DATA MONITOR” as follows.

NOTE:

If “CMPLT” changed to “INCMPT”, refer to [EC-1245, "Component Function Check"](#).

DTC	Data monitor item	Status
<ul style="list-style-type: none"> • P014C • P014D • P015A • P015B 	A/F SEN1 DIAG1 (B1)	CMPLT
	A/F SEN1 DIAG2 (B1)	
<ul style="list-style-type: none"> • P014E • P014F • P015C • P015D 	A/F SEN1 DIAG1 (B2)	
	A/F SEN1 DIAG2 (B2)	

Is “CMPLT” displayed on CONSULT screen?

YES >> GO TO 5.

NO >> Refer to [EC-1245, "Component Function Check"](#).

5. PERFORM SELF-DIAGNOSIS

Ⓟ With CONSULT

Check the "SELF-DIAG RESULT".

Is any DTC detected?YES >> Proceed to [EC-1276, "Diagnosis Procedure"](#).

NO >> INSPECTION END

6. 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 $\pm 15\%$?

YES >> GO TO 8.

NO >> GO TO 7.

7. 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.

8. 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.
5. Drive the vehicle for 10 seconds or more under the following conditions.

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

Item	Condition
Engine speed	1,000 – 1,500 rpm
Vehicle speed	More than 58 km/h (37 MPH) constant speed
Gear position	D position

6. Check 1st trip DTC.

Is 1st trip DTC detected?YES >> Proceed to [EC-1276, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357244

1. RETIGHTEN AIR FUEL RATIO SENSOR 1Loosen and retighten the air fuel ratio (A/F) sensor 1. Refer to [EM-231, "Exploded View"](#).

>> GO TO 2.

2. CHECK EXHAUST GAS LEAKAGE

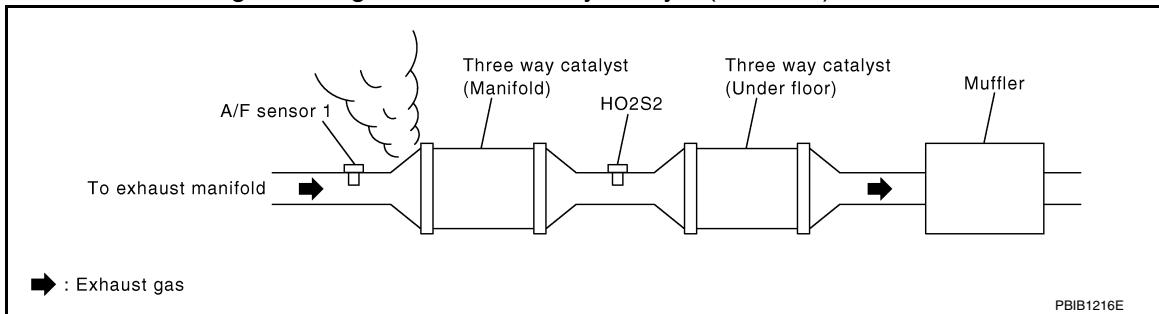
1. Start engine and run it at idle.

P014C, P014D, P014E, P014F, P015A, P015B, P015C, P015D A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

- Listen for an exhaust gas leakage before three way catalyst (manifold).



Is exhaust gas leakage detected?

- YES >> Repair or replace malfunctioning part.
 NO >> GO TO 3.

3.CHECK FOR INTAKE AIR LEAKAGE

Listen for an intake air leakage after the mass air flow sensor.

Is intake air leakage detected?

- YES >> Repair or replace malfunctioning part.
 NO >> GO TO 4.

4.CLEAR THE MIXTURE RATIO SELF-LEARNING VALUE

- Clear the mixture ratio self-learning value. Refer to [EC-1148, "Description"](#).
- 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-1280, "DTC Logic"](#) or [EC-1284, "DTC Logic"](#).
 NO >> GO TO 5.

5.CHECK AIR FUEL RATIO SENSOR 1 POWER SUPPLY

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

DTC	A/F sensor 1			Ground	Voltage
	Bank	Connector	Terminal		
P014C P014D P015A P015B	1	F77	4	Ground	Battery voltage
P014E P014F P015C P015D	2	F76	4		

Is the inspection result normal?

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

6.CHECK AIR FUEL RATIO SENSOR 1 POWER SUPPLY CIRCUIT

- Turn ignition switch OFF.
- Disconnect IPDM E/R harness connector.
- Check the continuity between A/F sensor 1 harness connector and IPDM E/R harness connector.

P014C, P014D, P014E, P014F, P015A, P015B, P015C, P015D A/F SENSOR 1
< DTC/CIRCUIT DIAGNOSIS > **[VK56VD FOR USA AND CANADA]**

DTC	A/F sensor 1			IPDM E/R		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P014C P014D P015A P015B	1	F77	4	E14	36	Existed
P014E P014F P015C P015D			2			

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

Is the inspection result normal?

YES >> Perform trouble diagnosis for power supply circuit.

NO >> Repair or replace malfunctioning part.

7. 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	
P014C P014D P015A P015B	1	F77	1	F110	72	Existed
			2		78	
P014E P014F P015C P015D	2	F76	1	F110	88	
			2		94	

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		
P014C P014D P015A P015B	1	F77	1	Ground	Not Existed
			2		
P014E P014F P015C P015D	2	F76	1		
			2		

DTC	ECM			Ground	Continuity
	Bank	Connector	Terminal		
P014C P014D P015A P015B	1	F110	72	Ground	Not Existed
			78		
P014E P014F P015C P015D	2	F110	88		
			94		

P014C, P014D, P014E, P014F, P015A, P015B, P015C, P015D A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

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

Is the inspection result normal?

YES >> GO TO 8.

NO >> Repair or replace malfunctioning part.

8.CHECK A/F SENSOR 1 HEATER

Refer to [EC-1189, "Component Inspection \(A/F Sensor 1 Heater\)"](#).

Is the inspection result normal?

YES >> GO TO 9.

NO >> GO TO 12.

9.CHECK MASS AIR FLOW SENSOR

Check mass air flow sensor.

Refer to [EC-1218, "Component Inspection \(MAF Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 10.

NO >> Replace malfunctioning mass air flow sensor. Refer to [EM-199, "Removal and Installation"](#).

10.CHECK PCV VALVE

Refer to [EC-1567, "Inspection"](#).

Is the inspection result normal?

YES >> GO TO 11.

NO >> Repair or replace PCV valve.

11.CHECK INTERMITTENT INCIDENT

Perform [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 12.

NO >> Repair or replace malfunctioning part.

12.REPLACE A/F SENSOR 1

Replace malfunctioning A/F sensor 1. Refer to [EM-231, "Exploded View"](#).

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

P0171, P0174 FUEL INJECTION SYSTEM FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0171, P0174 FUEL INJECTION SYSTEM FUNCTION

DTC Logic

INFOID:000000012357245

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 (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0171	FUEL SYS-LEAN-B1 [Fuel injection system too lean (bank 1)]	• Fuel injection system does not operate properly. • The amount of mixture ratio compensation is too large. (The mixture ratio is too lean.)	• Intake air leakage • A/F sensor 1 • Fuel injector • Exhaust gas leakage • Incorrect fuel pressure • Lack of fuel • Mass air flow sensor • Incorrect PCV hose connection
P0174	FUEL SYS-LEAN-B2 [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-1148, "Description"](#).
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 depress accelerator pedal too much.

Does engine start?

YES >> Proceed to [EC-1281, "Diagnosis Procedure"](#).

NO >> Check exhaust and intake air leakage visually.

4. PERFORM DTC CONFIRMATION PROCEDURE-II

1. Keep engine idle for at least 5 minutes.
2. Check 1st trip DTC.

P0171, P0174 FUEL INJECTION SYSTEM FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1281, "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. Turn ignition switch OFF and wait at least 10 seconds.
4. Start engine.
5. Maintain the following conditions for at least 10 consecutive minutes.
Hold the accelerator pedal as steady as possible.

Vehicle speed	50 - 120 km/h (31 - 75 MPH)
---------------	-----------------------------

CAUTION:

Always drive vehicle at a safe speed.

6. Check 1st trip DTC.

Is 1st trip DTC detected?

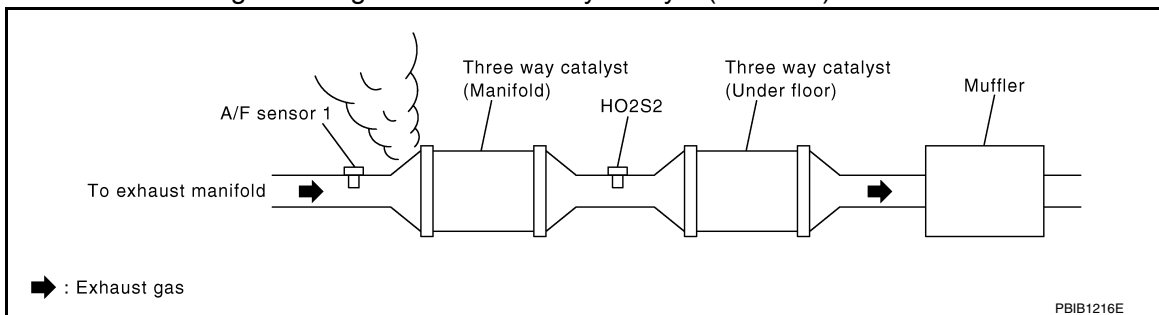
- YES >> Proceed to [EC-1281, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357246

1.CHECK EXHAUST GAS LEAKAGE

1. Start engine and run it at idle.
2. Listen for an exhaust gas leakage before three way catalyst (manifold).



Is exhaust gas leakage detected?

- YES >> Repair or replace malfunctioning part.
- NO >> GO TO 2.

2.CHECK FOR INTAKE AIR LEAKAGE

1. Listen for an intake air leakage after the mass air flow sensor.
2. Check PCV hose connection.

Is intake air leakage detected?

- YES >> Repair or replace malfunctioning part.
- NO >> GO TO 3.

3.CHECK A/F SENSOR 1 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.

P0171, P0174 FUEL INJECTION SYSTEM FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

DTC	A/F sensor 1			ECM		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P0171	1	F77	1	F111	72	Existed
			2		78	
P0174	2	F76	1		88	
			2		94	

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	F77	1	Ground	Not existed
			2		
P0174	2	F76	1		
			2		

DTC	ECM		Ground	Continuity
	Connector	Terminal		
P0171	F111	72	Ground	Not existed
		78		
P0174		88		
		94		

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

Check fuel pressure. Refer to [EC-1149, "Work Procedure"](#).

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". Refer to [FL-7, "Removal and Installation"](#).

NO >> Repair or replace malfunctioning part.

6. CHECK MASS AIR FLOW SENSOR

Ⓟ WITH CONSULT

1. Install all removed parts.

2. Check "MASS AIR FLOW" in "DATA MONITOR" mode with CONSULT.

For specification, refer to [EC-1571, "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-1571, "Mass Air Flow Sensor"](#).

Is the measurement value within the specification?

YES >> GO TO 7.

P0171, P0174 FUEL INJECTION SYSTEM FUNCTION

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

NO >> Check connectors for rusted terminals or loose connections in the mass air flow sensor circuit or grounds. Refer to [EC-1217, "Diagnosis Procedure"](#).

7. CHECK FUNCTION OF FUEL INJECTOR

④ WITH CONSULT

1. Start engine.
2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT.
3. Check that each circuit produces a momentary engine speed drop.

⊗ WITHOUT CONSULT

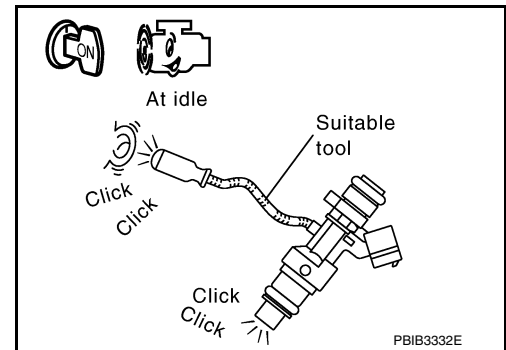
1. Start engine and let it idle.
2. Listen to each fuel injector operating sound.

Clicking sound should be heard.

Is the inspection result normal?

YES >> GO TO 8.

NO >> Perform trouble diagnosis for fuel injector, refer to [EC-1533, "Diagnosis Procedure"](#).



8. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> Replace fuel injector. Refer to [EM-205, "Removal and Installation"](#).

NO >> Repair or replace malfunctioning part.

P0172, P0175 FUEL INJECTION SYSTEM FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0172, P0175 FUEL INJECTION SYSTEM FUNCTION

DTC Logic

INFOID:000000012357247

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 (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0172	FUEL SYS-RICH-B1 [Fuel injection system too rich (bank 1)]	• Fuel injection system does not operate properly. • The amount of mixture ratio compensation is too large. (The mixture ratio is too rich.)	• A/F sensor 1 • Fuel injector • Exhaust gas leakage • Incorrect fuel pressure • Mass air flow sensor
P0175	FUEL SYS-RICH-B2 [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-1148, "Description"](#).
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 depress accelerator pedal too much.

Does engine start?

YES >> Proceed to [EC-1285, "Diagnosis Procedure"](#).

NO >> Remove spark plugs and check for fouling, etc. Refer to [EM-194, "Exploded View"](#).

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 >> Proceed to [EC-1285, "Diagnosis Procedure"](#).

P0172, P0175 FUEL INJECTION SYSTEM FUNCTION

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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. Turn ignition switch OFF and wait at least 10 seconds.
4. Start engine.
5. Maintain the following conditions for at least 10 consecutive minutes.
Hold the accelerator pedal as steady as possible.

Vehicle speed	50 - 120 km/h (31 - 75 MPH)
---------------	-----------------------------

CAUTION:

Always drive vehicle at a safe speed.

6. Check 1st trip DTC.

Is 1st trip DTC detected?

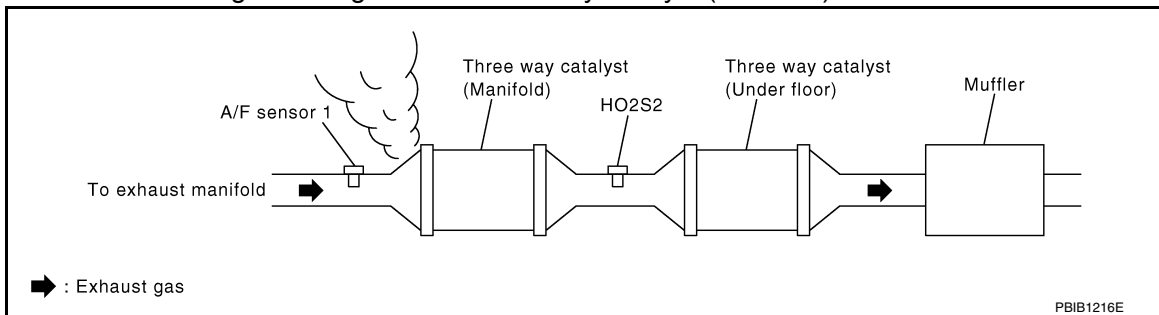
- YES >> Proceed to [EC-1285, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357248

1. CHECK EXHAUST GAS LEAKAGE

1. Start engine and run it at idle.
2. Listen for an exhaust gas leakage before three way catalyst (manifold).



Is exhaust gas leakage detected?

- YES >> Repair or replace malfunctioning part.
 NO >> GO TO 2.

2. CHECK FOR INTAKE AIR LEAKAGE

Listen for an intake air leakage after the mass air flow sensor.

Is intake air leakage detected?

- YES >> Repair or replace malfunctioning part.
 NO >> GO TO 3.

3. CHECK A/F SENSOR 1 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	F77	1	F111	72	Existed
			2		78	
P0174	2	F76	1		88	
			2		94	

P0172, P0175 FUEL INJECTION SYSTEM FUNCTION

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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	F77	1	Ground	Not existed
			2		
P0174	2	F76	1		
			2		

DTC	ECM		Ground	Continuity
	Connector	Terminal		
P0171	F111	72	Ground	Not existed
		78		
88				
94				
P0174				

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

Check fuel pressure. Refer to [EC-1149, "Work Procedure"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace fuel filter and fuel pump assembly". Refer to [FL-7, "Removal and Installation"](#).

5. CHECK MASS AIR FLOW SENSOR

WITH CONSULT

1. Install all removed parts.
2. Check "MASS AIR FLOW" in "DATA MONITOR" mode with CONSULT.
For specification, refer to [EC-1571, "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-1571, "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-1217, "Diagnosis Procedure"](#).

6. CHECK FUNCTION OF FUEL INJECTOR

WITH CONSULT

1. Start engine.
2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT.
3. Check that each circuit produces a momentary engine speed drop.

WITHOUT CONSULT

1. Start engine and let it idle.

P0172, P0175 FUEL INJECTION SYSTEM FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

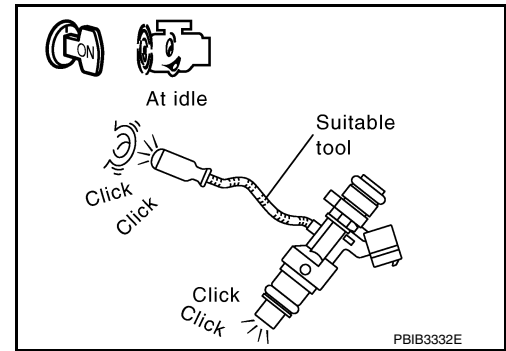
2. Listen to each fuel injector operating sound.

Clicking sound should be heard.

Is the inspection result normal?

YES >> GO TO 7.

NO >> Perform trouble diagnosis for fuel injector, refer to [EC-1533. "Diagnosis Procedure"](#).



7. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

Is the inspection result normal?

YES >> Replace fuel injector. Refer to [EM-205. "Removal and Installation"](#).

NO >> Repair or replace malfunctioning part.

P0181 FTT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0181 FTT SENSOR

DTC Logic

INFOID:000000012357249

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition		Possible cause
P0181	FTT SENSOR [Fuel tank temperature (FTT) sensor circuit range/perfor- mance]	A)	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.	<ul style="list-style-type: none">• Harness or connectors (The FTT sensor circuit is open or shorted)• Fuel tank temperature sensor• Combination meter
		B)	The comparison result of signals transmitted to ECM from each temperature sensor (IAT sensor, ECT sensor, EOT sensor, and FTT sensor) shows that the voltage signal of the FTT sensor is higher/lower than that of other temperature sensors when the engine is started with its cold state.	<ul style="list-style-type: none">• Harness or connectors (The FTT sensor circuit is open or shorted)• Fuel tank temperature sensor

DTC CONFIRMATION PROCEDURE

1.INSPECTION START

Is it necessary to erase permanent DTC?

- YES >> GO TO 7.
NO >> GO TO 2.

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.PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION A-I

1. Turn ignition switch ON and wait at least 10 seconds.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1290, "Diagnosis Procedure"](#).
NO >> GO TO 4.

4.CHECK ENGINE COOLANT TEMPERATURE

WITH CONSULT

1. Select "COOLAN TEMP/S" in "DATA MONITOR" with CONSULT.
2. Check "COOLAN TEMP/S" value.

WITH GST

Follow the procedure "With CONSULT" above.

"COOLAN TEMP/S" less than 60°C (140°F)?

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

5.PERFORM DTC CONFIRMATION PROCEDURE-II

WITH CONSULT

1. Cool engine down until "COOLAN TEMP/S" is less than 60°C (140°F).

P0181 FTT SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

2. Wait at least 10 seconds.
3. Check 1st trip DTC.

 WITH GST

Follow the procedure "With CONSULT" above.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1290, "Diagnosis Procedure"](#).
NO >> GO TO 6.

6.PERFORM COMPONENT FUNCTION CHECK (FOR MALFUNCTION B)

Perform component function check. Refer to [EC-1289, "Component Function Check"](#).

NOTE:

Use the component function check to check the overall function of the FTT sensor circuit. During this check, a 1st trip DTC might not be confirmed.

Is the inspection result normal?

- YES >> INSPECTION END
NO >> Proceed to [EC-1290, "Diagnosis Procedure"](#).

7.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, do not add fuel.
- Before performing the following procedure, check that fuel level is between 1/4 and 4/4.
- Before performing the following procedure, confirm that battery voltage is 11 V or more at idle.

>> GO TO 8.

8.PERFORM DTC CONFIRMATION PROCEDURE B

1. Start engine and let it idle for 60 minutes.
2. Move the vehicle to a cool place.

NOTE:

Cool the vehicle in an environment of ambient air temperature between -10°C (14°F) and 35°C (95°F).

3. Turn ignition switch OFF and soak the vehicle for 12 hours.

CAUTION:

Never turn ignition switch ON during soaking.

NOTE:

The vehicle must be cooled with the hood open.

4. Start engine and let it idle for 5 minutes or more.

CAUTION:

Never turn ignition switch OFF during idling.

5. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1290, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Component Function Check

INFOID:000000012357250

1.CHECK FUEL TANK TEMPERATURE SENSOR

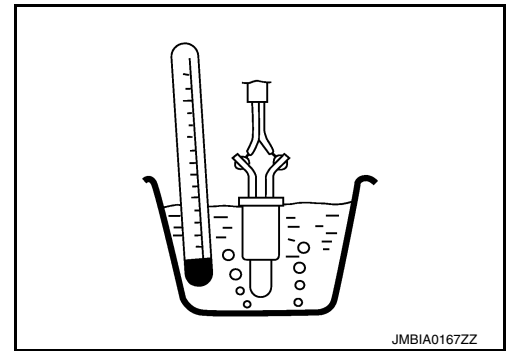
1. Turn ignition switch OFF.
2. Disconnect "fuel level sensor unit and fuel pump (main)" harness connector.
3. Remove fuel level sensor unit. Refer to [FL-6, "Exploded View"](#).

P0181 FTT SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

4. Check resistance between “fuel level sensor unit and fuel pump (main)” 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 >> GO TO 2.
NO >> Proceed to [EC-1290. "Diagnosis Procedure"](#).

2.CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> INSPECTION END
NO >> Proceed to [EC-1290. "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000012357251

1.INSPECTION START

Confirm the detected malfunction (A or B). Refer to [EC-1288. "DTC Logic"](#).

Which malfunction is detected?

- YES >> GO TO 2.
NO >> GO TO 7.

2.CHECK DTC WITH COMBINATION METER

Check DTC with combination meter. Refer to [MWI-32. "CONSULT Function"](#).

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Proceed to [EC-1289. "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 (main)” harness connector.
3. Turn ignition switch ON.
4. Check the voltage between “fuel level sensor unit and fuel pump (main)” harness connector and ground.

Fuel level sensor unit and fuel pump (main)		Ground	Voltage (V)
Connector	Terminal		
B241	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 for open or short between ECM and “fuel level sensor unit and fuel pump (main)”
- Loose or poor connection for each connector and harness

>> 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 “combination meter” harness connector.

P0181 FTT SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

- Check the continuity between “fuel level sensor unit and fuel pump (main)” harness connector and “combination meter” harness connector.

Fuel level sensor unit and fuel pump (main)		Combination meter		Continuity
Connector	Terminal	Connector	Terminal	
B241	5	M53	24	Existed

- 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 for open or short between “fuel level sensor unit and fuel pump (main)” and “combination meter”
- Loose or poor connection for each connector and harness

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

7. CHECK FUEL TANK TEMPERATURE SENSOR

Check FTT sensor. Refer to [EC-1291, "Component Inspection \(Fuel Tank Temperature Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 8.

NO >> Replace fuel level sensor unit and fuel pump (main). Refer to [FL-7, "Removal and Installation"](#).

8. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Fuel Tank Temperature Sensor)

INFOID:0000000012357252

1. CHECK FUEL TANK TEMPERATURE SENSOR

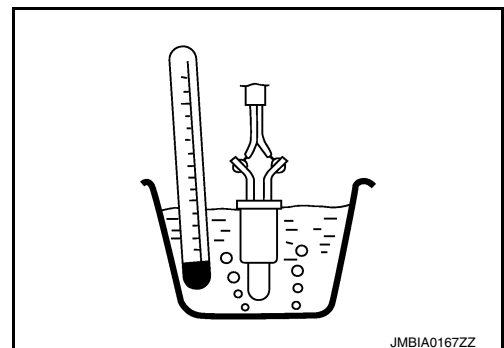
- Turn ignition switch OFF.
- Disconnect “fuel level sensor unit and fuel pump (main)” harness connector.
- Remove fuel level sensor unit. Refer to [FL-6, "Exploded View"](#).
- Check resistance between “fuel level sensor unit and fuel pump (main)” terminals by heating with hot water as shown in the figure.

Terminals	Condition	Resistance (kΩ)
4 and 5	Temperature [°C (°F)]	2.3 - 2.7
		0.79 - 0.90

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace “fuel level sensor unit and fuel pump (main)”.
Refer to [FL-6, "Exploded View"](#).



P0182, P0183 FTT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0182, P0183 FTT SENSOR

DTC Logic

INFOID:000000012357253

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0182	FTT SEN/CIRCUIT (Fuel tank temperature sensor circuit low input)	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none">• Harness or connectors (The FTT sensor circuit is open or shorted.)• Fuel tank temperature sensor• Combination meter
P0183	FTT SEN/CIRCUIT (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 >> Proceed to [EC-1292. "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357254

1. CHECK DTC WITH COMBINATION METER

Refer to [MWI-32. "CONSULT Function"](#).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Proceed to [MWI-78. "Component Function Check"](#).

2. CHECK FUEL TANK TEMPERATURE SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect "fuel level sensor unit and fuel pump (main)" harness connector.
3. Turn ignition switch ON.
4. Check the voltage between "fuel level sensor unit and fuel pump (main)" harness connector and ground.

Fuel level sensor unit and fuel pump (main)		Ground	Voltage (V)
Connector	Terminal		
B241	4	Ground	Approx. 5

Is the inspection result normal?

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

3. DETECT MALFUNCTIONING PART

P0182, P0183 FTT SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

Check the following.

- Harness for open or short between ECM and “fuel level sensor unit and fuel pump (main)”
- Loose or poor connection for each connector and harness

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

4. CHECK FUEL TANK TEMPERATURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect combination meter harness connector.
3. Check the continuity between “fuel level sensor unit and fuel pump (main)” harness connector and “combination meter” harness connector.

Fuel level sensor unit and fuel pump (main)		Combination meter		Continuity
Connector	Terminal	Connector	Terminal	
B241	5	M53	24	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 for open or short between “fuel level sensor unit and fuel pump (main)” and “combination meter”
- Loose or poor connection for each connector and harness

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

6. CHECK FUEL TANK TEMPERATURE SENSOR

Refer to [EC-1293, "Component Inspection \(Fuel Tank Temperature Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace “fuel level sensor unit and fuel pump”. Refer to [FL-7, "Removal and Installation"](#).

7. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Fuel Tank Temperature Sensor)

INFOID:000000012357255

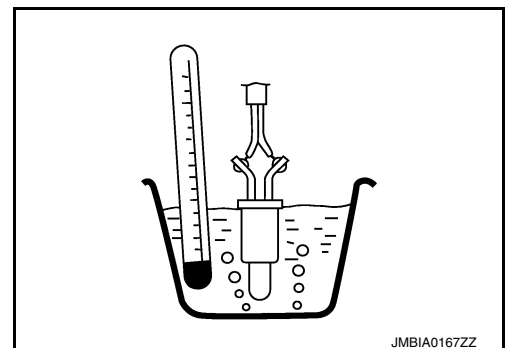
1. CHECK FUEL TANK TEMPERATURE SENSOR

1. Turn ignition switch OFF.
2. Disconnect “fuel level sensor unit and fuel pump (main)” harness connector.
3. Remove fuel level sensor unit. Refer to [FL-6, "Exploded View"](#).
4. Check resistance between “fuel level sensor unit and fuel pump (main)” 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



P0182, P0183 FTT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

NO >> Replace "fuel level sensor unit and fuel pump (main)". Refer to [FL-6. "Exploded View"](#).

P0190, P0192, P0193 FRP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0190, P0192, P0193 FRP SENSOR

DTC Logic

INFOID:0000000012357256

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0190	Fuel rail pressure sensor circuit low input and high input	Signal voltage from the fuel rail pressure sensor remains at more than 4.84 V / less than 0.2 V for 5 seconds or more.	<ul style="list-style-type: none"> • Harness or connectors (Fuel rail pressure sensor circuit is open or shorted.) (Power steering pressure sensor circuit is open or shorted.) (Engine oil pressure sensor circuit is open or shorted.)
P0192	Fuel rail pressure sensor circuit low input	Signal voltage from the fuel rail pressure sensor remains at less than 0.37 V for 5 seconds or more.	
P0193	Fuel rail pressure sensor circuit high input	Signal voltage from the fuel rail pressure sensor remains at more than 3.46 V for 5 seconds or more.	

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 11 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine ON and wait at least 60 seconds.
2. Check DTC or 1st trip DTC.

Is DTC or 1st trip DTC detected?

- YES >> Proceed to [EC-1295, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357257

NOTE:

Turning the ignition switch ON with FRP sensor harness connector disconnected causes ECM to detect DTC P0190. Be sure to erase the DTC when the diagnosis procedure.

1. CHECK FRP SENSOR POWER SUPPLY-I

1. Turn ignition switch OFF.
2. Disconnect FRP sensor connector.
3. Turn ignition switch ON.
4. Check the voltage between FRP sensor harness connector terminals.

Connector	FRP sensor		Voltage (Approx.)
	+	-	
F6	1	3	5 V

Inspection result normal?

- YES >> GO TO 6.
- NO >> GO TO 2.

P0190, P0192, P0193 FRP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

2. CHECK FRP SENSOR POWER SUPPLY-II

Check the voltage between FRP sensor harness connector and the ground.

+		-	Voltage (Approx.)
FRP sensor			
Connector	Terminal		
F6	1	Ground	5 V

Is inspection result normal?

YES >> GO TO 4.

NO >> GO TO 3.

3. CHECK SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness connector for short to power and short to ground, between the following terminals.

ECM		Sensor		
Connector	Terminal	Name	Connector	Terminal
F110	27	Power steering pressure sensor	F35	3
	28	FRP sensor	F6	1
		Engine oil pressure sensor	F32	3

Is inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit. Refer to [EC-1171, "Diagnosis Procedure"](#).

NO >> Repair or replace error-detected parts.

4. CHECK FRP SENSOR GROUND CIRCUIT

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

+		-		Continuity
FRP sensor		ECM		
Connector	Terminal	Connector	Terminal	
F6	3	F110	40	Existed

Is inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace error-detected parts.

5. CHECK ECM GROUND CIRCUIT

Check the continuity between ECM harness connector and the ground.

ECM		Ground	Continuity
Connector	Terminal		
F110	10	Ground	Existed
M160	174		
	175		

Is inspection result normal?

YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).

NO >> Repair or replace error-detected parts.

6. CHECK FRP SENSOR SIGNAL CIRCUIT

P0190, P0192, P0193 FRP SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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

+		-		Continuity
FRP sensor		ECM		
Connector	Terminal	Connector	Terminal	
F6	2	F110	31	Existed

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

Is inspection result normal?

- YES >> GO TO 7.
 NO >> Repair or replace error-detected parts.

7.CHECK FRP SENSOR

Refer to [EC-1297, "Component Inspection \(Fuel Rail Pressure Sensor\)"](#).

Is inspection result normal?

- YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).
 NO >> Repair or replace error-detected parts.

Component Inspection (Fuel Rail Pressure Sensor)

INFOID:0000000012357258

1.CHECK FRP SENSOR

WITH CONSULT

1. Turn ignition switch OFF.
2. Reconnect harness connector disconnected.
3. Start the engine.
4. Select "DATA MONITOR" mode with CONSULT.
5. Check that the "FUEL PRES SEN V" indication.

Monitor Item	Condition	Values/Status
FUEL PRES SEN V	Engine speed: Idle	820 – 1,220 mV
	Engine speed: Revving engine from idle to 4,000 rpm quickly	820 – 3,060 mV

WITHOUT CONSULT

1. Turn ignition switch OFF.
2. Reconnect harness connector disconnected.
3. Start the engine.
4. Check FRP sensor signal voltage.

+		-		Condition	Value (Approx.)
ECM					
Connector	Terminal	Connector	Terminal		
F110	31	F110	40	[Engine is running] • Warm-up condition • Idle speed	0.82 – 1.22 V
				[Engine is running] • Warm-up condition • Revving engine from idle to 4,000 rpm quickly	0.82 – 3.06 V

Is the inspection result normal?

- YES >> INSPECTION END.
 NO >> Replace FRP sensor. Refer to [EM-205, "Exploded View"](#).

P0191 FRP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0191 FRP SENSOR

DTC Logic

INFOID:000000012357259

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0191	Fuel rail pressure sensor	Fuel rail pressure remains at more than 14.5 MPa (147.9 kg/cm ² , 2102.5 psi) for 0.2 seconds or more during ignition ON.	<ul style="list-style-type: none">• Harness or connectors (Fuel rail pressure sensor circuit is open or shorted.) (Power steering pressure sensor circuit is open or shorted.) (Engine oil pressure sensor circuit is open or shorted.)• Fuel rail pressure sensor• Power steering pressure sensor• Engine oil 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 11 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine and warm it up to the normal operating temperature.

NOTE:

Warm up the engine until "COOLAN TEMP/S" on "DATA MONITOR" of CONSULT reaches at least 70°C (158°F).

2. Turn the ignition switch OFF and cool the engine until the engine coolant temperature reaches 35°C (95°F) or less.

CAUTION:

- The difference between air temperature and engine coolant temperature must be 5°C(90°F) or less.
- Do not turn ignition switch ON.

3. Turn ignition switch ON and wait at least 60 seconds.
4. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to [EC-1298. "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357260

NOTE:

Turning the ignition switch ON with FRP sensor harness connector disconnected causes ECM to detect DTC P0190. Be sure to erase the DTC when the diagnosis procedure.

1. CHECK FRP SENSOR POWER SUPPLY-I

1. Turn ignition switch OFF.
2. Disconnect FRP sensor connector.
3. Turn ignition switch ON.
4. Check the voltage between FRP sensor harness connector terminals.

P0191 FRP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

FRP sensor			Voltage (Approx.)
Connector	+	-	
		terminal	
F6	1	3	5 V

Inspection result normal?

- YES >> GO TO 6.
- NO >> GO TO 2.

2.CHECK FRP SENSOR POWER SUPPLY-II

Check the voltage between FRP sensor harness connector and the ground.

+		-	Voltage (Approx.)
FRP sensor			
Connector	Terminal		
F6	1	Ground	5 V

Is inspection result normal?

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

3.CHECK SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness connector for short to power and short to ground, between the following terminals.

ECM		Sensor		
Connector	Terminal	Name	Connector	Terminal
F110	27	Power steering pressure sensor	F35	3
	28	FRP sensor	F6	1
		Engine oil pressure sensor	F32	3

Is inspection result normal?

- YES >> Perform the trouble diagnosis for power supply circuit. Refer to [EC-1171, "Diagnosis Procedure"](#).
- NO >> Repair or replace error-detected parts.

4.CHECK FRP SENSOR GROUND CIRCUIT

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

+		-		Continuity
FRP sensor		ECM		
Connector	Terminal	Connector	Terminal	
F6	3	F110	40	Existed

Is inspection result normal?

- YES >> GO TO 5.
- NO >> Repair or replace error-detected parts.

5.CHECK ECM GROUND CIRCUIT

Check the continuity between ECM harness connector and the ground.

P0191 FRP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ECM		Ground	Continuity
Connector	Terminal		
F110	10	Ground	Existed
M160	174		
	175		

Is inspection result normal?

- YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).
NO >> Repair or replace error-detected parts.

6. CHECK FRP SENSOR SIGNAL CIRCUIT

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

+		-		Continuity
FRP sensor		ECM		
Connector	Terminal	Connector	Terminal	
F6	2	F110	31	Existed

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

Is inspection result normal?

- YES >> GO TO 7.
NO >> Repair or replace error-detected parts.

7. CHECK FRP SENSOR

Refer to [EC-1297, "Component Inspection \(Fuel Rail Pressure Sensor\)"](#).

Is inspection result normal?

- YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).
NO >> Repair or replace error-detected parts.

Component Inspection (Fuel Rail Pressure Sensor)

INFOID:000000012357261

1. CHECK FRP SENSOR

 WITH CONSULT

1. Turn ignition switch OFF.
2. Reconnect harness connector disconnected.
3. Start the engine.
4. Select "DATA MONITOR" mode with CONSULT.
5. Check that the "FUEL PRES SEN V" indication.

Monitor Item	Condition	Values/Status
FUEL PRES SEN V	Engine speed: Idle	820 – 1,220 mV
	Engine speed: Revving engine from idle to 4,000 rpm quickly	820 – 3,060 mV

 WITHOUT CONSULT

1. Turn ignition switch OFF.
2. Reconnect harness connector disconnected.
3. Start the engine.
4. Check FRP sensor signal voltage.

P0191 FRP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

+		-		Condition	Value (Approx.)
ECM					
Connector	Terminal	Connector	Terminal		
F110	31	F110	40	[Engine is running] • Warm-up condition • Idle speed	0.82 – 1.22 V
				[Engine is running] • Warm-up condition • Revving engine from idle to 4,000 rpm quickly	0.82 – 3.06 V

Is the inspection result normal?

YES >> INSPECTION END.

NO >> Replace FRP sensor. Refer to [EM-205. "Exploded View"](#).

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P0196 EOT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0196 EOT SENSOR

DTC Logic

INFOID:000000012357262

DTC DETECTION LOGIC

NOTE:

If DTC P0196 is displayed with P0197 or P0198, first perform the trouble diagnosis for DTC P0197, P0198. Refer to [EC-1306, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition		Possible cause
P0196	EOT SENSOR [Engine oil temperature (EOT) sensor range/performance]	A)	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.	<ul style="list-style-type: none">• Harness or connectors (The EOT sensor circuit is open or shorted)• Engine oil temperature sensor
		B)	The comparison result of signals transmitted to ECM from each temperature sensor (IAT sensor, ECT sensor, FTT sensor, and EOT sensor) shows that the signal voltage of the EOT sensor is higher/ lower than that of other temperature sensors when the engine is started with its cold state.	

DTC CONFIRMATION PROCEDURE

1.INSPECTION START

Is it necessary to erase permanent DTC?

- YES >> GO TO 6.
- NO >> GO TO 2.

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:

Before performing the following procedure, confirm that battery voltage is 11 V or more at idle.

>> GO TO 3.

3.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 >> Proceed to [EC-1304, "Diagnosis Procedure"](#).
- NO >> GO TO 4.

4.PERFORM DTC CONFIRMATION PROCEDURE-II

Ⓜ WITH CONSULT

1. Select "DATA MONITOR" mode with CONSULT.
2. Check that "COOLAN TEMP/S" indicates above 70°C (158°F).
If it is above 70°C (158°F), go to the following steps.

P0196 EOT SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

If it is below 70°C (158°F), warm engine up until "COOLAN TEMP/S" indicates more than 70°C (158°F). Then perform the following steps.

3. Turn ignition switch OFF and soak the vehicle in a cool place.
4. Turn ignition switch ON.

NOTE:

Do not turn ignition switch OFF until step 8.

5. Select "DATA MONITOR" mode with CONSULT.
6. 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.**

7. Start engine and let it idle for 5 minutes.
8. Check 1st trip DTC.

 WITH GST

Follow the procedure "With CONSULT" above.

Is 1st trip DTC detected?

- YES >> [EC-1304, "Diagnosis Procedure"](#).
NO >> GO TO 5.

5.PERFORM COMPONENT FUNCTION CHECK (FOR MALFUNCTION B)

Perform component function check. Refer to [EC-1304, "Component Function Check"](#).

NOTE:

Use the component function check to check the overall function of the EOT sensor circuit. During this check, a 1st trip DTC might not be confirmed.

Is the inspection result normal?

- YES >> INSPECTION END
NO >> Proceed to [EC-1304, "Diagnosis Procedure"](#).

6.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, do not add fuel.**
- **Before performing the following procedure, check that fuel level is between 1/4 and 4/4.**
- **Before performing the following procedure, confirm that battery voltage is 11 V or more at idle.**

>> GO TO 7.

7.PERFORM DTC CONFIRMATION PROCEDURE B

1. Start engine and let it idle for 60 minutes.
2. Move the vehicle to a cool place.

NOTE:

Cool the vehicle in an environment of ambient air temperature between -10°C (14°F) and 35°C (95°F).

3. Turn ignition switch OFF and soak the vehicle for 12 hours.

CAUTION:

Never turn ignition switch ON during soaking.

NOTE:

The vehicle must be cooled with the hood open.

P0196 EOT SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

- Start engine and let it idle for 5 minutes or more.

CAUTION:

Never turn ignition switch OFF during idling.

- Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to [EC-1304, "Diagnosis Procedure"](#).

NO >> INSPECTION END

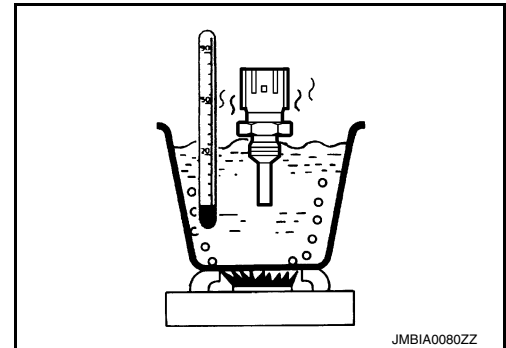
Component Function Check

INFOID:0000000012357263

1. CHECK ENGINE OIL TEMPERATURE SENSOR

- Turn ignition switch OFF.
- Disconnect engine oil temperature sensor harness connector.
- Remove engine oil temperature sensor. Refer to [EM-234, "Exploded View"](#).
- 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 >> GO TO 2.

NO >> Replace engine oil temperature sensor. Refer to [EM-234, "Exploded View"](#).

2. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> INSPECTION END

NO >> Proceed to [EC-1304, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000012357264

1. CHECK ENGINE OIL TEMPERATURE SENSOR

Check EOT sensor. Refer to [EC-1304, "Component Inspection \(Engine Oil Temperature Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace engine oil temperature sensor. Refer to [EM-212, "2WD : Exploded View"](#) (2WD) or [EM-215, "AWD : Exploded View"](#) (AWD).

2. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Engine Oil Temperature Sensor)

INFOID:0000000012357265

1. CHECK ENGINE OIL TEMPERATURE SENSOR

- Turn ignition switch OFF.
- Disconnect engine oil temperature sensor harness connector.
- Remove engine oil temperature sensor. Refer to [EM-234, "Exploded View"](#).

P0196 EOT SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

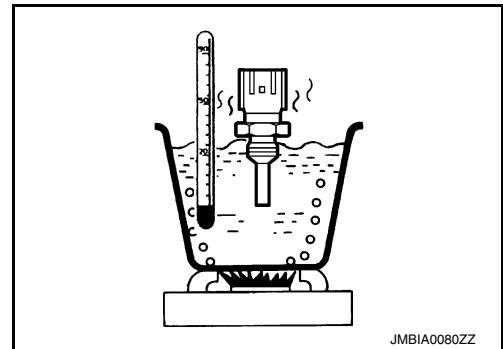
4. Check resistance between engine oil temperature sensor terminals by heating with hot water as shown in the figure.

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. Refer to [EM-234, "Exploded View"](#).



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P0197, P0198 EOT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0197, P0198 EOT SENSOR

DTC Logic

INFOID:000000012357266

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC Detecting Condition	Possible Cause
P0197	EOT SEN/CIRC (Engine oil temperature sensor circuit low input)	An excessively low voltage from the sensor is sent to ECM.	• Harness or connectors (The EOT sensor circuit is open or shorted.) • Engine oil temperature sensor
P0198	EOT SEN/CIRC (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 >> Proceed to [EC-1306, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357267

1. CHECK ENGINE OIL TEMPERATURE 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 2.

NO >> Repair open circuit, short to ground or short to power in harness or connectors.

2. 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	F110	40	Existed

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

P0197, P0198 EOT SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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 ENGINE OIL TEMPERATURE SENSOR

Refer to [EC-1307, "Component Inspection \(Engine Oil Temperature Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace engine oil temperature sensor. Refer to [EM-212, "2WD : Exploded View"](#) (2WD) or [EM-215, "AWD : Exploded View"](#) (AWD).

4.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Engine Oil Temperature Sensor)

INFOID:000000012357268

1.CHECK ENGINE OIL TEMPERATURE SENSOR

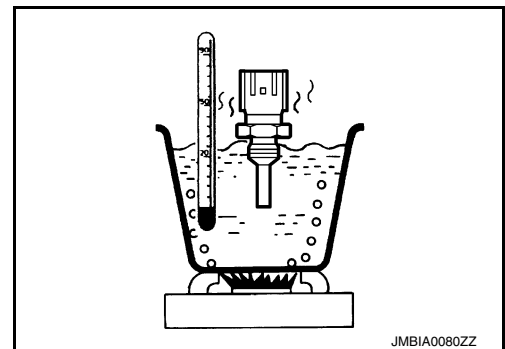
1. Turn ignition switch OFF.
2. Disconnect engine oil temperature sensor harness connector.
3. Remove engine oil temperature sensor. Refer to [EM-234, "Exploded View"](#).
4. Check resistance between engine oil temperature sensor terminals by heating with hot water as shown in the figure.

Terminals	Condition	Resistance (k Ω)	
1 and 2	Temperature [$^{\circ}$ C ($^{\circ}$ 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. Refer to [EM-234, "Exploded View"](#).



P0201, P0202, P0203, P0204, P0205, P0206, P0207, P0208 INJECTOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0201, P0202, P0203, P0204, P0205, P0206, P0207, P0208 INJECTOR

DTC Logic

INFOID:000000012357269

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0201	No.1 fuel injector circuit	ECM detects No. 1 injector circuit is open or shorted.	<ul style="list-style-type: none">• The fuel injector circuit is open or shorted• Fuel injector• ECM
P0202	No. 2 fuel injector circuit	ECM detects No. 2 injector circuit is open or shorted.	
P0203	No. 3 fuel injector circuit	ECM detects No. 3 injector circuit is open or shorted.	
P0204	No. 4 fuel injector circuit	ECM detects No. 4 injector circuit is open or shorted.	
P0205	No. 5 fuel injector circuit	ECM detects No. 5 injector circuit is open or shorted.	
P0206	No. 6 fuel injector circuit	ECM detects No. 6 injector circuit is open or shorted.	
P0207	No. 7 fuel injector circuit	ECM detects No. 7 injector circuit is open or shorted.	
P0208	No. 8 fuel injector circuit	ECM detects No. 8 injector circuit is open or shorted.	

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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, conform that battery voltage is 11 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Start the engine and let it idle at least 30 seconds.
3. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to [EC-1308, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357270

1. PERFORM TROUBLE DIAGNOSIS FOR INJECTOR

Refer to [EC-1533, "Component Function Check"](#).

Is inspection result normal?

YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).

NO >> Repair or replace error-detected parts.

P0222, P0223, P2132, P2133 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0222, P0223, P2132, P2133 TP SENSOR

DTC Logic

INFOID:000000012357271

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-1404, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0222	TP SEN 1/CIRC-B1 [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.) • Electric throttle control actuator (TP sensor 1)
P0223	TP SEN 1/CIRC-B1 [Throttle position sensor 1 (bank 1) circuit high input]	An excessively high voltage from the TP sensor 1 is sent to ECM.	
P2132	TP SEN 1/CIRC-B2 [Throttle position sensor 1 (bank 2) circuit low input]	An excessively low voltage from the TP sensor 1 is sent to ECM.	
P2133	TP SEN 1/CIRC-B2 [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

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 10 V or more 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 >> Proceed to [EC-1309, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357272

1. CHECK THROTTLE POSITION SENSOR 1 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		
P0222, P0223	1	F66	2	Ground	Approx. 5
P2132, P2133	2	F64	2		

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair open circuit, short to ground or short to power in harness or connectors.

P0222, P0223, P2132, P2133 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

2. 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	F66	4	F111	97	Existed
P2132, P2133	2	F64	4		69	

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

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 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	F66	1	F111	91	Existed
P2132, P2133	2	F64	1		71	

2. 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

Refer to [EC-1310, "Component Inspection \(Throttle Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> GO TO 5.

5. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

Replace malfunctioning electric throttle control actuator. Refer to [EM-199, "Removal and Installation"](#).

>> INSPECTION END

6. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Throttle Position Sensor)

INFOID:0000000012357273

1. CHECK THROTTLE POSITION SENSOR

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Perform [EC-1143, "Description"](#).
4. Turn ignition switch ON.
5. Set selector lever position to D.
6. Check the voltage between ECM harness connector terminals under the following conditions.

P0222, P0223, P2132, P2133 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ECM			Condition	Voltage (V)
Connector	+	-		
	Terminal	Terminal		
F111	91 [TP sensor 1 (bank 1)]	97	Accelerator pedal: Fully released	More than 0.36
			Accelerator pedal: Fully depressed	Less than 4.75
	71 [TP sensor 1 (bank 2)]	69	Accelerator pedal: Fully released	More than 0.36
			Accelerator pedal: Fully depressed	Less than 4.75
	79 [TP sensor 2 (bank 1)]	97	Accelerator pedal: Fully released	Less than 4.75
			Accelerator pedal: Fully depressed	More than 0.36
	89 [TP sensor 2 (bank 2)]	69	Accelerator pedal: Fully released	Less than 4.75
			Accelerator pedal: Fully depressed	More than 0.36

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

Replace malfunctioning electric throttle control actuator. Refer to [EM-199. "Removal and Installation"](#).

>> INSPECTION END

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P0300, P0301, P0302, P0303, P0304, P0305, P0306, P0307, P0308 MISFIRE

DTC Logic

INFOID:000000012357274

DTC DETECTION LOGIC

When a misfire occurs, engine speed will fluctuate. If the engine speed fluctuates enough to cause the crankshaft position (CKP) sensor signal to vary, ECM can determine that a misfire is occurring.

Sensor	Input signal to ECM	ECM function
Crankshaft position sensor	Engine speed	On board diagnosis of misfire

The misfire detection logic consists of the following two conditions.

- One Trip Detection Logic (Three Way Catalyst Damage)**
 On the 1st trip that 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 on.
 If another misfire condition occurs that can damage the TWC, the MIL will begin to blink again.
- 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 light 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 (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0300	MULTI CYL MISFIRE (Multiple cylinder misfires detected)	Multiple cylinders misfire.	<ul style="list-style-type: none"> • Improper spark plug • Insufficient compression • Incorrect fuel pressure • The fuel injector circuit is open or shorted • Fuel injector • Intake air leakage • The ignition signal circuit is open or shorted • Lack of fuel • Signal plate • A/F sensor 1 • Incorrect PCV hose connection
P0301	CYL 1 MISFIRE (No. 1 cylinder misfire detected)	No. 1 cylinder misfires.	
P0302	CYL 2 MISFIRE (No. 2 cylinder misfire detected)	No. 2 cylinder misfires.	
P0303	CYL 3 MISFIRE (No. 3 cylinder misfire detected)	No. 3 cylinder misfires.	
P0304	CYL 4 MISFIRE (No. 4 cylinder misfire detected)	No. 4 cylinder misfires.	
P0305	CYL 5 MISFIRE (No. 5 cylinder misfire detected)	No. 5 cylinder misfires.	
P0306	CYL 6 MISFIRE (No. 6 cylinder misfire detected)	No. 6 cylinder misfires.	
P0307	CYL 7 MISFIRE (No. 7 cylinder misfire detected)	No. 7 cylinder misfires.	
P0308	CYL 8 MISFIRE (No. 8 cylinder misfire detected)	No. 8 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 >> Proceed to [EC-1313, "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 (6 MPH)
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 >> Proceed to [EC-1313, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357275

1.CHECK GROUND CONNECTION

Check the following.

- Connection condition of the ground F33 and F34.
- Connection condition of the ground harness between engine assembly and vehicle body (If equipped).

Is the inspection result normal?

- YES >> GO TO 2.
 NO >> Repair or replace error-detected parts.

2. CHECK FOR INTAKE AIR LEAKAGE AND PCV HOSE

1. Start engine and run it at idle speed.
2. Listen for the sound of the intake air leakage.
3. Check PCV hose connection.

Is intake air leakage detected?

YES >> Discover air leakage location and repair.

NO >> GO TO 3.

3. 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: GO TO 4.

YES-2 >> Without CONSULT: GO TO 5.

NO >> Repair or replace malfunctioning part.

4. PERFORM POWER BALANCE TEST**Ⓟ WITH CONSULT**

1. Start engine.
2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT.
3. Check that each circuit produces a momentary engine speed drop.

Is the inspection result normal?

YES >> GO TO 10.

NO >> GO TO 5.

5. CHECK FUNCTION OF FUEL INJECTOR-I

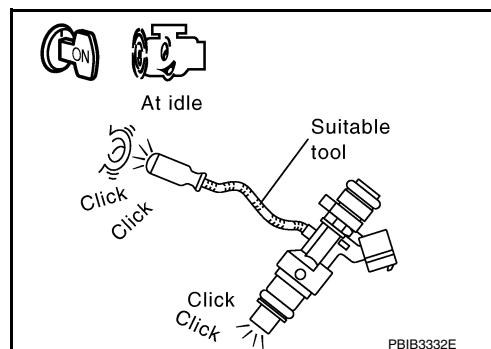
1. Start engine and let it idle.
2. Listen to each fuel injector operation.

Clicking sound should be heard.

Is the inspection result normal?

YES >> GO TO 6.

NO >> Perform trouble diagnosis for fuel injector, refer to [EC-1533, "Diagnosis Procedure"](#).

**6. CHECK FUNCTION OF IGNITION COIL-I****CAUTION:**

Perform the following procedure in a place with no combustible objects and good ventilation.

1. Turn ignition switch OFF.
2. Remove fuel pump fuse No. in IPDM E/R to release fuel pressure.

NOTE:

Do not use CONSULT to release fuel pressure, or fuel pressure applies again during the following procedure.

3. Start engine.
4. After engine stalls, crank it 2 or 3 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. Refer to [EM-194, "Exploded View"](#).
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.

P0300, P0301, P0302, P0303, P0304, P0305, P0306, P0307, P0308 MISFIRE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

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 approximately 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 approximately 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?

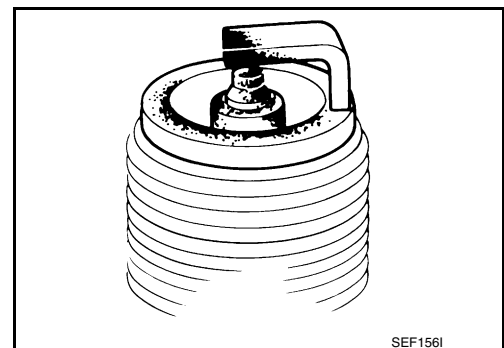
- YES >> GO TO 8.
NO >> Check ignition coil, power transistor and their circuits. Refer to [EC-1541, "Diagnosis Procedure"](#).

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 [MA-56, "SPARK PLUG \(VK56VD\) : Spark Plug"](#).
- 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 approximately 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 [MA-56, "SPARK PLUG \(VK56VD\) : Spark Plug"](#).

10. CHECK COMPRESSION PRESSURE

Check compression pressure. Refer to [EM-179, "Inspection"](#).

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P0300, P0301, P0302, P0303, P0304, P0305, P0306, P0307, P0308 MISFIRE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Is the inspection result normal?

YES >> GO TO 11.

NO >> Check pistons, piston rings, valves, valve seats and cylinder head gaskets.

11. CHECK FUEL PRESSURE

1. Install all removed parts.

2. Check fuel pressure. Refer to [EC-1149, "Work Procedure"](#).

Is the inspection result normal?

YES >> GO TO 13.

NO >> GO TO 12.

12. DETECT MALFUNCTIONING PART

Check fuel hoses and fuel tubes for clogging.

Is the inspection result normal?

YES >> Replace "fuel filter and fuel pump assembly". Refer to [FL-7, "Removal and Installation"](#).

NO >> Repair or replace malfunctioning part.

13. CHECK IDLE SPEED AND IGNITION TIMING

Check idle speed and ignition timing.

- Idle speed: For procedure, refer to [EC-1563, "Inspection"](#). For specification, refer to [EC-1571, "Idle Speed"](#)
- Ignition timing: For procedure, refer to [EC-1564, "Inspection"](#). For specification, refer to [EC-1571, "Ignition Timing"](#).

Is the inspection result normal?

YES >> GO TO 14.

NO >> Perform basic inspection. Refer to [EC-1134, "Work Procedure"](#).

14. 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	F77	1	F111	72	Existed
		3		53	
		2		78	
2	F76	1		88	
		3		48	
		2		94	

5. Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

A/F sensor 1			ECM		Ground	Continuity
Bank	Connector	Terminal	Connector	Terminal		
1	F77	1	F111	72	Ground	Existed
		3		53		
		2		78		
2	F76	1		88		
		3		48		
		2		94		

6. Also check harness for short to power.

Is the inspection result normal?

P0300, P0301, P0302, P0303, P0304, P0305, P0306, P0307, P0308 MISFIRE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

YES >> GO TO 15.

NO >> Repair open circuit, short to ground or short to power in harness or connectors.

15. CHECK A/F SENSOR 1 HEATER

Refer to [EC-1189. "Component Inspection \(A/F Sensor 1 Heater\)"](#).

Is the inspection result normal?

YES >> GO TO 16.

NO >> Replace malfunctioning A/F sensor 1. Refer to [EM-231. "Exploded View"](#).

16. CHECK MASS AIR FLOW SENSOR

 WITH CONSULT

Check mass air flow sensor signal in "DATA MONITOR" mode with CONSULT.

For specification, refer to [EC-1571. "Mass Air Flow Sensor"](#).

 WITH GST

Check mass air flow sensor signal in Service \$01 with GST.

For specification, refer to [EC-1571. "Mass Air Flow Sensor"](#).

Is the measurement value within the specification?

YES >> GO TO 17.

NO >> Check connectors for rusted terminals or loose connections in the mass air flow sensor circuit or ground. Refer to [EC-1217. "Diagnosis Procedure"](#).

17. CHECK SYMPTOM MATRIX CHART

Check items on the rough idle symptom in [EC-1557. "Symptom Table"](#).



Is the inspection result normal?

YES >> GO TO 18.

NO >> Repair or replace malfunctioning part.

18. 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-1040. "CONSULT Function"](#) or  [EC-1037. "On Board Diagnosis Function"](#).

>> GO TO 19.

19. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

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P0327, P0328, P0332, P0333 KS

DTC Logic

INFOID:000000012357276

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detected condition	Possible cause
P0327	KNOCK SEN/CIRC-B1 [Knock sensor (bank 1) circuit low input]	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> • Harness or connectors (The knock sensor circuit is open or shorted.) • Knock sensor
P0328	KNOCK SEN/CIRC-B1 [Knock sensor (bank 1) circuit high input]	An excessively high voltage from the sensor is sent to ECM.	
P0332	KNOCK SEN/CIRC-B2 [Knock sensor (bank 2) circuit low input]	An excessively low voltage from the sensor is sent to ECM.	
P0333	KNOCK SEN/CIRC-B2 [Knock sensor (bank 2) circuit high input]	An excessively high voltage from the sensor is sent to ECM.	

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 10 V or more 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 >> Proceed to [EC-1318, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357277

1. 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	F212	2	F110	35	Existed
P0332, P0333	2	F213	2			

3. 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.

P0327, P0328, P0332, P0333 KS

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

- Harness for open or short between knock sensor and ECM
- Loose or poor connection for each connector and harness

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

3.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	F212	1	F110	29	Existed
P0332, P0333	2	F213	1		33	

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 for open or short between ECM and knock sensor
- Loose or poor connection for each connector and harness

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

5.CHECK KNOCK SENSOR

Refer to [EC-1319. "Component Inspection \(Knock Sensor\)"](#).

Is the inspection result normal?

- YES >> GO TO 6.
NO >> Replace malfunctioning knock sensor. Refer to [EM-282. "Exploded View"](#).

6.CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Knock Sensor)

INFOID:0000000012357278

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
1 and 2	Approx. 532 - 588 kΩ [at 20°C (68°F)]

CAUTION:

Never 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. Refer to [EM-282. "Exploded View"](#).

P0335 CKP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0335 CKP SENSOR

DTC Logic

INFOID:0000000012357279

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0335	CKP SEN/CIRCUIT (Crankshaft position sensor circuit)	<ul style="list-style-type: none"> The crankshaft position sensor signal is not detected by the ECM during the first few seconds of engine cranking. The proper pulse signal from the crankshaft position sensor is not sent to ECM while the engine is running. The crankshaft position sensor signal is not in the normal pattern during engine running. 	<ul style="list-style-type: none"> Harness or connectors (Crankshaft position sensor circuit is open or shorted.) [Camshaft position sensor (bank 1) circuit is shorted.] (Accelerator pedal position sensor 2 circuit is shorted.) (Battery current sensor circuit is shorted.) (EVAP control system pressure sensor circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.) Crankshaft position sensor Camshaft position sensor (bank 1) Accelerator pedal position sensor 2 Battery current sensor EVAP control system pressure sensor Refrigerant pressure sensor Signal plate

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is 10.5 V or more with ignition switch ON.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

- Start engine and let it idle for at least 5 seconds.
If engine does not start, crank engine for at least 2 seconds.
- Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1320, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357280

1. CHECK CRANKSHAFT POSITION SENSOR POWER SUPPLY CIRCUIT-I

- Disconnect crankshaft position (CKP) sensor harness connector.
- Turn ignition switch ON.
- Check the voltage between CKP sensor harness connector and ground.

CKP sensor		Ground	Voltage (V)
Connector	Terminal		
F2	1	Ground	Approx. 5 V

P0335 CKP SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

- YES >> GO TO 7.
- NO >> GO TO 2.

2.CHECK CKP SENSOR POWER SUPPLY CIRCUIT-II

1. Turn ignition switch ON.
2. Disconnect ECM harness connector.
3. Check the continuity between CKP sensor harness connector and ECM harness connector.

CKP sensor		ECM		Continuity
Connector	Terminal	Connector	Terminal	
F2	1	F111	76	Existed

Is the inspection result normal?

- YES >> GO TO 3.
- NO >> Repair open circuit.

3.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
F111	76	CKP sensor	F2	1
	77	Camshaft position sensor (bank 1)	F84	1
M160	133	Battery current sensor	E21	1
	133	EVAP control system pressure sensor	B73	3
	133	Refrigerant pressure sensor	E77	3
	137	APP sensor 2 (Without ICC)	M9	5
	137	APP sensor 2 (With ICC)	M154	4

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 (bank 1) (Refer to [EC-1327, "Component Inspection \(Camshaft Position Sensor\)"](#).)
- Battery current sensor (Refer to [EC-1453, "Component Inspection \(Battery Current Sensor\)"](#).)
- EVAP control system pressure sensor (Refer to [EC-1358, "Component Inspection \(EVAP Control System Pressure Sensor\)"](#).)
- Refrigerant pressure sensor (Refer to [EC-1555, "Diagnosis Procedure"](#).)

Is the inspection result normal?

- YES >> GO TO 5.
- NO >> Replace malfunctioning component.

5.CHECK APP SENSOR

Refer to [EC-1508, "Component Inspection \(Accelerator Pedal Position Sensor\)"](#).

Is the inspection result normal?

- YES >> GO TO 11.
- NO >> GO TO 6.

6.REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly. Refer to following.

- Models with Distance Control Assist system: [ACC-6, "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#)

P0335 CKP SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

- Models without Distance Control Assist system: [ACC-4. "MODELS WITHOUT DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#)

>> INSPECTION END

7. CHECK CKP SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

- Turn ignition switch OFF.
- Disconnect ECM harness connector.
- Check the continuity between CKP sensor harness connector and ECM harness connector.

CKP sensor		ECM		Continuity
Connector	Terminal	Connector	Terminal	
F2	2	F111	98	Existed

- 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 CKP SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

- Check the continuity between CKP sensor harness connector and ECM harness connector.

CKP sensor		ECM		Continuity
Connector	Terminal	Connector	Terminal	
F2	3	F111	86	Existed

- 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 CRANKSHAFT POSITION SENSOR

Refer to [EC-1322. "Component Inspection \(Crankshaft Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 10.

NO >> Replace crankshaft position sensor. Refer to [EM-212. "2WD : Exploded View"](#) (2WD) or [EM-215. "AWD : Exploded View"](#) (AWD).

10. CHECK GEAR TOOTH

Visually check for chipping signal plate gear tooth.

Is the inspection result normal?

YES >> GO TO 11.

NO >> Replace the signal plate. Refer to [EM-282. "Exploded View"](#)

11. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Crankshaft Position Sensor)

INFOID:000000012357281

1. CHECK CRANKSHAFT POSITION SENSOR-I

- Turn ignition switch OFF.
- Loosen the fixing bolt of the sensor.
- Disconnect crankshaft position sensor harness connector.
- Remove the sensor. Refer to [EM-212. "2WD : Exploded View"](#) (2WD), [EM-215. "AWD : Exploded View"](#) (AWD).

P0335 CKP SENSOR

[VK56VD FOR USA AND CANADA]

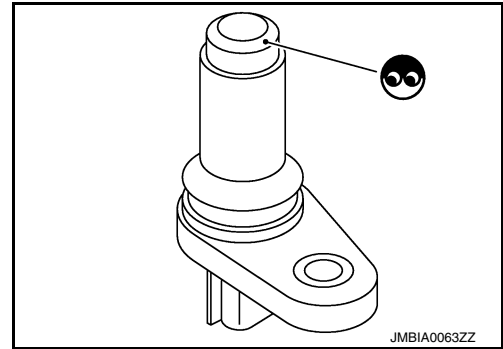
< DTC/CIRCUIT DIAGNOSIS >

5. Visually check the sensor for chipping.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace crankshaft position sensor. Refer to [EM-212, "2WD : Exploded View"](#) (2WD), [EM-215, "AWD : Exploded View"](#) (AWD).



2. CHECK CRANKSHAFT POSITION SENSOR-II

Check resistance between crankshaft position sensor terminals as per the following.

Terminals (Polarity)	Resistance
1 (+) - 2 (-)	Except 0 or ∞ Ω [at 25°C (77°F)]
1 (+) - 3 (-)	
2 (+) - 3 (-)	

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace crankshaft position sensor. Refer to [EM-212, "2WD : Exploded View"](#) (2WD), [EM-215, "AWD : Exploded View"](#) (AWD).

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P0340, P0345 CMP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0340, P0345 CMP SENSOR

DTC Logic

INFOID:0000000012357282

DTC DETECTION LOGIC

NOTE:

If DTC P0345 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643. Refer to [EC-1404, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0340	CMP SEN/CIRC-B1 [Camshaft position sensor (bank 1) circuit]	<ul style="list-style-type: none"> The cylinder No. signal is not sent to ECM for the first few seconds during engine cranking. The cylinder No. signal is not sent to ECM during engine running. The cylinder No. signal is not in the normal pattern during engine running. 	<ul style="list-style-type: none"> Harness or connectors [Camshaft position sensor (bank 1) circuit is shorted.] (Crankshaft position sensor circuit is open or shorted.) (Accelerator pedal position sensor 2 circuit is shorted.) (Battery current sensor circuit is shorted.) (EVAP control system pressure sensor circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.) Camshaft position sensor (bank 1) Crankshaft position sensor Accelerator pedal position sensor 2 Battery current sensor EVAP control system pressure sensor Refrigerant pressure sensor Camshaft (INT) Starter motor Starting system circuit Dead (Weak) battery
P0345	Camshaft position sensor (bank 2) circuit (CMP SEN/CIRC-B2)		<ul style="list-style-type: none"> Harness or connectors [Camshaft position sensor (bank 2) circuit is open or shorted.] Camshaft position sensor (bank 2) Camshaft (INT) Starter motor Starting system circuit Dead (Weak) battery

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is 10.5 V or more with ignition switch ON.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE-I

- Start engine and let it idle for at least 5 seconds.
If engine does not start, crank engine for at least 2 seconds.
- Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1325, "Diagnosis Procedure"](#).
NO >> GO TO 3.

P0340, P0345 CMP SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

3. PERFORM DTC CONFIRMATION PROCEDURE-I

1. Maintain engine speed at more than 800 rpm for at least 5 seconds.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1325, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357283

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 [STR-13, "Work Flow \(With GR8-1200 NI\)"](#).

2. CHECK CAMSHAFT POSITION SENSOR POWER SUPPLY CIRCUIT-I

1. Disconnect camshaft position (CMP) sensor harness connector.
2. Turn ignition switch ON.
3. Check the voltage between CMP sensor harness connector and ground.

DTC	CMP sensor			Ground	Voltage (V)
	Bank	Connector	Terminal		
P0340	1	F84	1	Ground	Approx. 5
P0345	2	F83	1		

Is the inspection result normal?

- YES >> GO TO 8.
NO-1 >> P0340: GO TO 3.
NO-2 >> P0345: Repair open circuit, short to ground or short to power in harness or connectors.

3. CHECK CMP SENSOR POWER SUPPLY CIRCUIT-II

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

CMP sensor			ECM		Continuity
Bank	Connector	Terminal	Connector	Terminal	
1	F84	1	F111	77	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
F111	76	CKP sensor	F2	1
	77	Camshaft position sensor (bank 1)	F84	1

P0340, P0345 CMP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ECM		Sensor		
Connector	Terminal	Name	Connector	Terminal
M160	133	Battery current sensor	E21	1
	133	EVAP control system pressure sensor	B73	3
	133	Refrigerant pressure sensor	E77	3
	131	APP sensor 2 (Without ICC)	M9	6
	131	APP sensor 2 (With ICC)	M154	10

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.

- CKP sensor (Refer to [EC-1322, "Component Inspection \(Crankshaft Position Sensor\)"](#).)
- Camshaft position sensor (bank 1) (Refer to [EC-1327, "Component Inspection \(Camshaft Position Sensor\)"](#).)
- Battery current sensor (Refer to [EC-1453, "Component Inspection \(Battery Current Sensor\)"](#).)
- EVAP control system pressure sensor (Refer to [EC-1358, "Component Inspection \(EVAP Control System Pressure Sensor\)"](#).)
- Refrigerant pressure sensor (Refer to [EC-1555, "Diagnosis Procedure"](#).)

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace malfunctioning component.

6. CHECK APP SENSOR

Refer to [EC-1508, "Component Inspection \(Accelerator Pedal Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 12.

NO >> GO TO 7.

7. REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly. Refer to following.

- Models without Distance Control Assist system: [ACC-4, "MODELS WITHOUT DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#)
- Models with Distance Control Assist system: [ACC-6, "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#)

>> INSPECTION END

8. CHECK CMP SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

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

DTC	CMP sensor			ECM		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P0340	1	F84	2	F111	68	Existed
P0345	2	F83	2		99	

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 CMP SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

P0340, P0345 CMP SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

1. Check the continuity between CMP sensor harness connector and ECM harness connector.

DTC	CMP sensor			ECM		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P0340	1	F84	3	F111	95	Existed
P0345	2	F83	3		73	

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 CAMSHAFT POSITION SENSOR

Refer to [EC-1327, "Component Inspection \(Camshaft Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 11.

NO >> Replace malfunctioning camshaft position sensor.

11. CHECK CAMSHAFT SPROCKET (SIGNAL PLATE)

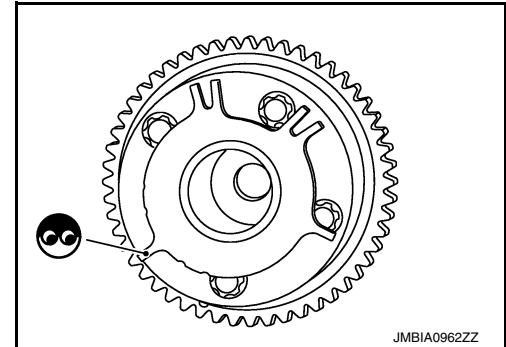
Check the following.

- Accumulation of debris to the signal plate of camshaft sprocket (INT)
- Chipping signal plate of camshaft sprocket (INT)

Is the inspection result normal?

YES >> GO TO 12.

NO >> Remove debris and clean the signal plate of camshaft sprocket (INT).



12. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Camshaft Position Sensor)

INFOID:0000000012357284

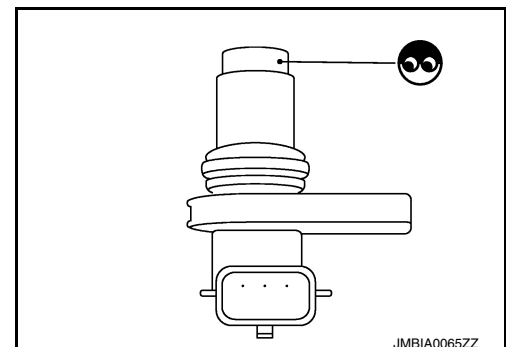
1. CHECK CAMSHAFT POSITION SENSOR-I

1. Turn ignition switch OFF.
2. Loosen the fixing bolt of the sensor.
3. Disconnect camshaft position sensor harness connector.
4. Remove the sensor. Refer to [EM-239, "Exploded View"](#).
5. Visually check the sensor for chipping.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace malfunctioning camshaft position sensor.



2. CHECK CAMSHAFT POSITION SENSOR-II

Check resistance camshaft position sensor terminals as per the following.

P0340, P0345 CMP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Terminals (Polarity)	Resistance
1 (+) - 2 (-)	Except 0 or ∞ Ω [at 25°C (77°F)]
1 (+) - 3 (-)	
2 (+) - 3 (-)	

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace malfunctioning camshaft position sensor.

P0420, P0430 THREE WAY CATALYST FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0420, P0430 THREE WAY CATALYST FUNCTION

DTC Logic

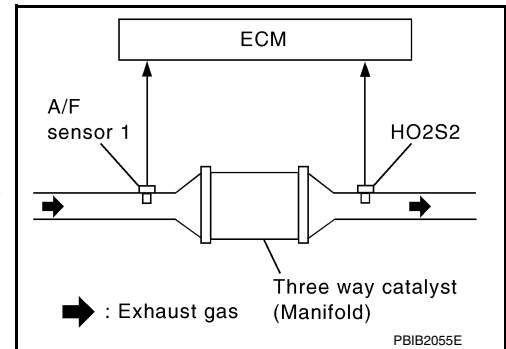
INFOID:000000012357285

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 (manifold) 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 (manifold) malfunction is diagnosed.



DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0420	TW CATALYST SYS-B1 [Catalyst system efficiency below threshold (bank 1)]	<ul style="list-style-type: none"> Three way catalyst (manifold) does not operate properly. Three way catalyst (manifold) does not have enough oxygen storage capacity. 	<ul style="list-style-type: none"> Three way catalyst (manifold) Exhaust tube Intake air leakage Fuel injector Fuel injector leakage Spark plug Improper ignition timing
P0430	TW CATALYST SYS-B2 [Catalyst system efficiency below threshold (bank 2)]		

DTC CONFIRMATION PROCEDURE

1. INSPECTION START

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

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

Will CONSULT be used?

- YES >> GO TO 2.
NO >> GO TO 6.

2. PERFORM DTC CONFIRMATION PROCEDURE-I

WITH CONSULT

TESTING CONDITION:

Do not maintain engine speed for more than the specified minutes below.

- Start engine and warm it up to the normal operating temperature.
- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.
- Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
- Let engine idle for 1 minute.
- Select "DATA MONITOR" mode with CONSULT.
- Check 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).
- Open engine hood.
- Select "DTC & SRT CONFIRMATION" then "SRT WORK SUPPORT" mode with CONSULT.
- Rev engine between 2,000 and 3,000 rpm and hold it for 3 consecutive minutes then release the accelerator pedal completely.
- Check the indication of "CATALYST".

Which is displayed on CONSULT screen?

P0420, P0430 THREE WAY CATALYST FUNCTION

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

CMPLT >> GO TO 5.
INCMP >> GO TO 3.

3. PERFORM DTC CONFIRMATION PROCEDURE-II

1. Wait 5 seconds at idle.
2. Rev engine between 2,000 and 3,000 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 5.
NO >> GO TO 4.

4. 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 2.

5. PERFORM DTC CONFIRMATION PROCEDURE-III

Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to [EC-1331, "Diagnosis Procedure"](#).
NO >> INSPECTION END

6. PERFORM COMPONENT FUNCTION CHECK

 WITH GST

Perform component function check. Refer to [EC-1330, "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 >> Proceed to [EC-1331, "Diagnosis Procedure"](#)

Component Function Check

INFOID:000000012357286

1. PERFORM COMPONENT FUNCTION CHECK

 With GST

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 conditions.

DTC	ECM		Condition	Voltage	
	Connector	+			-
		Terminal			Terminal
P0420	F110	96 [HO2S2 (bank 1)]	100	Keeping engine speed at 2,500 rpm constant under no load The voltage fluctuation cycle takes more than 5 seconds. • 1 cycle: 0.6 - 1.0 → 0 - 0.3 → 0.6 - 1.0	
P0430		87 [HO2S2 (bank 2)]			

Is the inspection result normal?

YES >> INSPECTION END
NO >> Proceed to [EC-1331, "Diagnosis Procedure"](#).

P0420, P0430 THREE WAY CATALYST FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Diagnosis Procedure

INFOID:000000012357287

1. CHECK EXHAUST SYSTEM

Visually check exhaust tubes and muffler for dents.

Is the inspection result normal?

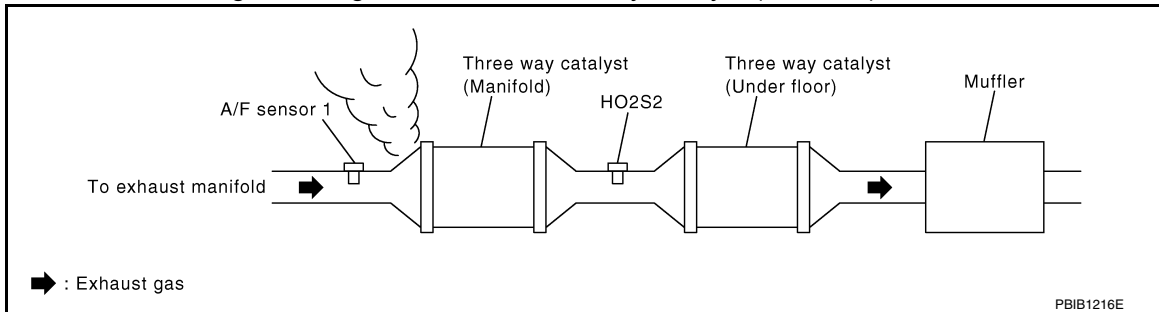
YES >> GO TO 2.

NO >> Repair or replace malfunctioning part.

2. CHECK EXHAUST GAS LEAKAGE

1. Start engine and run it at idle.

2. Listen for an exhaust gas leakage before the three way catalyst (manifold).



Is exhaust gas leakage detected?

YES >> Repair or replace malfunctioning part.

NO >> GO TO 3.

3. CHECK INTAKE AIR LEAKAGE

Listen for an intake air leakage after the mass air flow sensor.

Is intake air leakage detected?

YES >> Repair or replace malfunctioning part.

NO >> GO TO 4.

4. CHECK IDLE SPEED AND IGNITION TIMING

Check idle speed and ignition timing.

For procedure, refer to [EC-1134, "Work Procedure"](#).

For specification, refer to [EC-1571, "Idle Speed"](#) and [EC-1571, "Ignition Timing"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Follow the [EC-1134, "Work Procedure"](#).

5. CHECK FUEL INJECTORS

Refer to [EC-1533, "Component Function Check"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> Perform [EC-1533, "Diagnosis Procedure"](#).

6. CHECK FUNCTION OF IGNITION COIL-I

CAUTION:

Perform the following procedure in a place with no combustible objects and good ventilation.

1. Turn ignition switch OFF.
2. Remove fuel pump fuse in IPDM E/R to release fuel pressure.

NOTE:

- For the fuse number, refer to [EC-1098, "Wiring Diagram"](#).
- For the fuse arrangement, refer to [PG-123, "Connector and Terminal Arrangement"](#).
- Do not use CONSULT to release fuel pressure, or fuel pressure applies again during the following procedure.

3. Start engine.
4. After engine stalls, crank it 2 or 3 times to release all fuel pressure.
5. Turn ignition switch OFF.

P0420, P0430 THREE WAY CATALYST FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

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. Refer to [EM-194, "Exploded View"](#).
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 approximately 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 approximately 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?

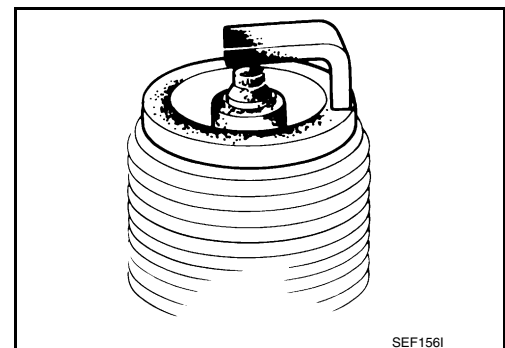
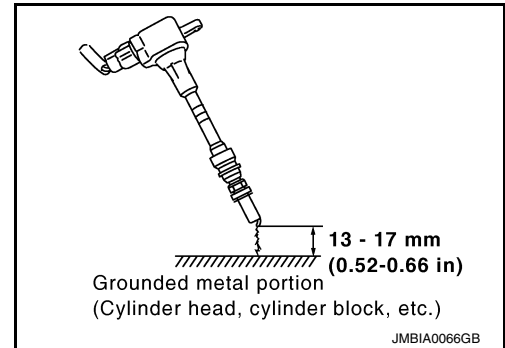
- YES >> GO TO 8.
NO >> Check ignition coil, power transistor and their circuits. Refer to [EC-1541, "Diagnosis Procedure"](#).

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 [MA-56, "SPARK PLUG \(VK56VD\) : Spark Plug"](#).
- 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 approximately 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

P0420, P0430 THREE WAY CATALYST FUNCTION

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

NO >> Replace spark plug(s) with standard type one(s). For spark plug type, refer to [MA-56, "SPARK PLUG \(VK56VD\) : Spark Plug"](#).

A

10. PERFORM DTC CONFIRMATION PROCEDURE

1. Replace three way catalyst assembly. Refer to [EM-231, "Disassembly and Assembly"](#).
2. Perform DTC confirmation procedure. Refer to [EC-1329, "DTC Logic"](#).

EC

Is DTC detected?

YES >> Replace fuel injector. Refer to [EM-205, "Removal and Installation"](#).

C

NO >> INSPECTION END

D

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P

P0441 EVAP CONTROL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0441 EVAP CONTROL SYSTEM

DTC Logic

INFOID:000000012357288

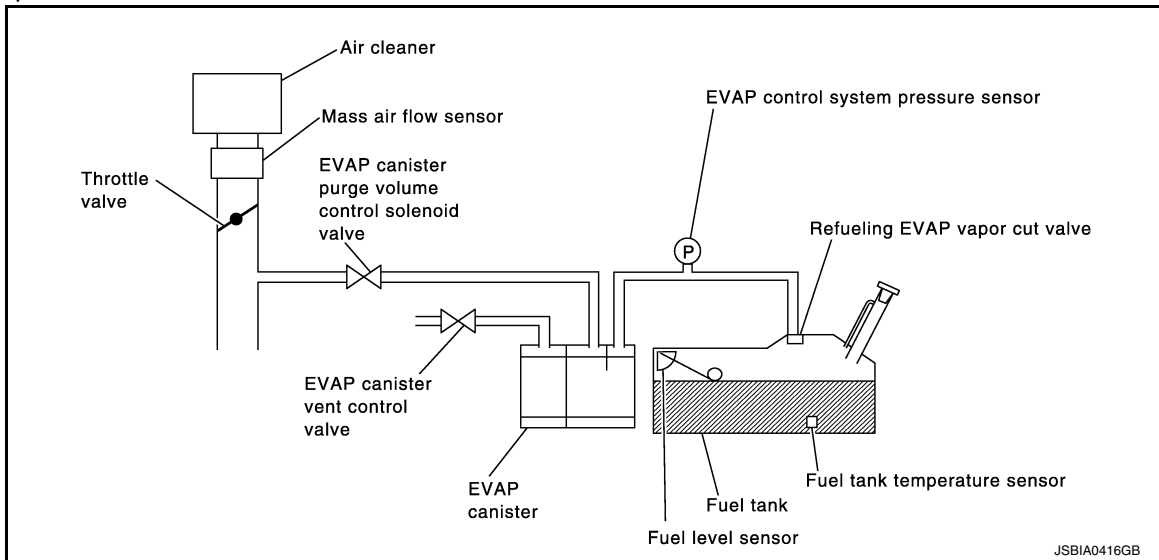
DTC DETECTION LOGIC

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 (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0441	EVAP PURG FLOW/MON (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.	<ul style="list-style-type: none"> • EVAP canister purge volume control solenoid valve stuck closed • EVAP control system pressure sensor and the circuit • Loose, disconnected or improper connection of rubber tube • Blocked rubber tube • Cracked EVAP canister • EVAP canister purge volume control solenoid valve circuit • Accelerator pedal position sensor • Blocked purge port • 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.

Will CONSULT be used?

- YES >> GO TO 2.
NO >> GO TO 5.

P0441 EVAP CONTROL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

2. PERFORM DTC CONFIRMATION PROCEDURE-I

 WITH CONSULT

TESTING CONDITION:

Always perform test at a temperature of 5°C (41°F) or more.

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.
7. Touch "START".

Is "COMPLETED" displayed on CONSULT screen?

YES >> GO TO 4.

NO >> GO TO 3.

3. PERFORM DTC CONFIRMATION PROCEDURE-II

When the following conditions are met, "TESTING" will be displayed on the CONSULT 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.

NOTE:

If "TESTING" does not change for a long time, retry from step 2.

Is "COMPLETED" displayed on CONSULT screen?

YES >> GO TO 4.

NO >> Perform DTC CONFIRMATION PROCEDURE again. GO TO 2.

4. PERFORM DTC CONFIRMATION PROCEDURE-III

Touch "SELF-DIAG RESULTS".

Which is displayed on CONSULT screen?

OK >> INSPECTION END

NG >> Proceed to [EC-1336, "Diagnosis Procedure"](#).

5. PERFORM COMPONENT FUNCTION CHECK

 WITH GST

Perform component function check. Refer to [EC-1335, "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 >> Proceed to [EC-1336, "Diagnosis Procedure"](#).

Component Function Check

INFOID:0000000012357289

1. PERFORM COMPONENT FUNCTION CHECK

 WITH GST

1. Lift up drive wheels.
2. Start engine (VDC switch OFF) and warm it up to normal operating temperature.

P0441 EVAP CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

3. Turn ignition switch OFF and wait at least 10 seconds.
4. Start engine and wait at least 70 seconds.
5. Set voltmeter probes to ECM harness connector terminals under the following conditions.

ECM		
Connector	+	-
	Terminal	Terminal
M160	143 (EVAP control system pressure sensor signal)	150

6. Check EVAP control system pressure sensor value at idle speed and note it.
7. 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

8. Verify that EVAP control system pressure sensor value stays 0.1 V less than the value at idle speed (measured at step 6) for at least 1 second.

Is the inspection result normal?

- YES >> INSPECTION END
NO >> Proceed to [EC-1336, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012357290

1. CHECK EVAP CANISTER

1. Turn ignition switch OFF.
2. Check EVAP canister for cracks.

Is the inspection result normal?

- YES-1 >> With CONSULT: GO TO 2.
YES-2 >> Without CONSULT: GO TO 3.
NO >> Replace EVAP canister. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

2. CHECK PURGE FLOW

WITH CONSULT

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.
4. Touch "Qd" and "Qu" on CONSULT screen to adjust "PURG VOL CONT/V" opening and check vacuum existence.

PURG VOL CONT/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

1. Start engine and warm it up to normal operating temperature.
2. Stop engine.

P0441 EVAP CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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-1018, "EVAPORATIVE EMISSION SYSTEM : System Description"](#).
4. Start engine and let it idle.
Never depress accelerator pedal even slightly.
5. Check vacuum gauge indication before 60 seconds pass after starting engine.

Vacuum should not exist.

6. Rev engine up to 2,000 rpm after 100 seconds pass after starting engine.

Vacuum should exist.

Is the inspection result normal?

- YES >> GO TO 7.
- NO >> GO TO 4.

4.CHECK EVAP PURGE LINE

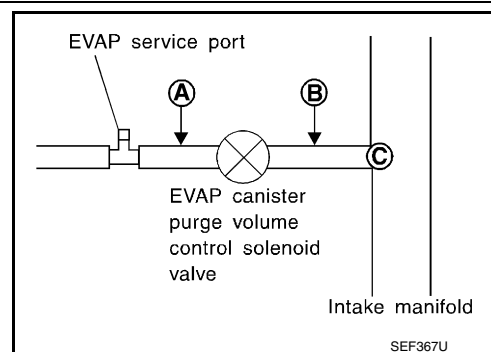
1. Turn ignition switch OFF.
2. Check EVAP purge line for improper connection or disconnection.
Refer to [FL-16, "EXCEPT FOR MEXICO : Hydraulic Layout"](#).

Is the inspection result normal?

- YES >> GO TO 5.
- NO >> Repair EVAP purge line.

5.CHECK EVAP PURGE HOSE AND PURGE PORT

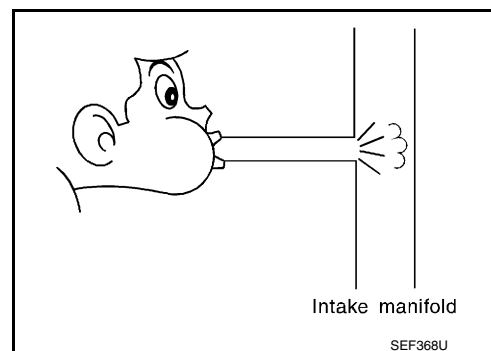
1. Disconnect purge hoses connected to EVAP service port (A) and EVAP canister purge volume control solenoid valve (B).
2. Blow air into each hose and EVAP purge port (C).



3. Check that air flows freely.

Is the inspection result normal?

- YES-1 >> With CONSULT: GO TO 6.
- YES-2 >> Without CONSULT: GO TO 7.
- NO >> Repair or clean hoses and/or purge port.



6.CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Ⓜ WITH CONSULT

1. Start engine.
2. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT. 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.

P0441 EVAP CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

7. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to [EC-1342, "Component Inspection \(EVAP Canister Purge Volume Control Solenoid Valve\)"](#).

Is the inspection result normal?

YES >> GO TO 8.

NO >> Replace EVAP canister purge volume control solenoid valve. Refer to [EC-987, "ENGINE CONTROL SYSTEM : Component Parts Location"](#).

8. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR

1. Disconnect EVAP control system pressure sensor harness connector.

2. Check that water is not inside connectors.

Is the inspection result normal?

YES >> GO TO 9.

NO >> Replace EVAP control system pressure sensor. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

9. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR FUNCTION

Refer to [EC-1359, "DTC Logic"](#) for DTC P0452, [EC-1364, "DTC Logic"](#) for DTC P0453.

Is the inspection result normal?

YES >> GO TO 10.

NO >> Replace EVAP control system pressure sensor. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

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-1349, "Component Inspection \(EVAP Canister Vent Control Valve\)"](#).

Is the inspection result normal?

YES >> GO TO 12.

NO >> Replace EVAP canister vent control valve. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

12. CHECK EVAP PURGE LINE

Inspect EVAP purge line (pipe and rubber tube). Check for evidence of leaks.

Refer to [FL-16, "EXCEPT FOR MEXICO : Hydraulic Layout"](#).

Is the inspection result normal?

YES >> GO TO 13.

NO >> Repair or replace malfunctioning part.

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-45, "Intermittent Incident"](#).

>> INSPECTION END

P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

DTC Logic

INFOID:000000012357291

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition		Possible cause
P0443	PURG VOLUME CONT/V (EVAP canister purge volume control solenoid valve)	A	The canister purge flow is detected during the vehicle is stopped while the engine is running, even when EVAP canister purge volume control solenoid valve is completely closed.	<ul style="list-style-type: none">• EVAP control system pressure sensor• EVAP canister purge volume control solenoid valve (The valve is stuck open.)• EVAP canister vent control valve• EVAP canister• Hoses (Hoses are connected incorrectly or clogged.)
		B	The canister purge flow is detected during the specified driving conditions, even when EVAP canister purge volume control solenoid valve is completely closed.	

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:

- Perform “DTC CONFIRMATION PROCEDURE” 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 5 to 60°C (41 to 140°F).
- Cool the vehicle so that engine coolant temperature becomes same level as ambient temperature.

Do you have CONSULT

- YES >> GO TO 2.
NO >> GO TO 4.

2. PERFORM DTC CONFIRMATION PROCEDURE A

Ⓜ WITH CONSULT

1. Turn ignition switch ON.
2. Check that the following condition are met.
FUEL T/TMP SE: 0 - 35°C (32 - 95°F)
3. Start engine and wait at least 60 seconds.
4. Check 1st trip DTC.

IS 1st trip DTC detected?

- OK >> Proceed to [EC-1340, "Diagnosis Procedure"](#).
NG >> GO TO 3.

3. PERFORM DTC CONFIRMATION PROCEDURE B

Ⓜ WITH CONSULT

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.
7. Touch “START”.
8. Start engine and let it idle until “TESTING” on CONSULT changes to “COMPLETED”. (It will take approximately 10 seconds.)

If “TESTING” is not displayed after 5 minutes, retry from step 2.

P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

9. Touch "SELF-DIAG RESULTS".

Which is displayed on CONSULT screen?

- OK >> INSPECTION END
- NG >> Proceed to [EC-1340, "Diagnosis Procedure"](#).

4.PERFORM DTC CONFIRMATION PROCEDURE A

 WITH GST

1. Turn ignition switch ON.
2. Set voltmeter probes to ECM harness connector terminals.

Connector	ECM		Voltage (V)
	+	-	
	Terminal	Terminal	
M160	134 (Fuel tank temperature sensor signal)	175 (Sensor ground)	3.1 - 4.0

3. Start engine and wait at least 60 seconds.
4. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1340, "Diagnosis Procedure"](#).
- NO >> GO TO 5.

5.PERFORM DTC CONFIRMATION PROCEDURE B

 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 >> Proceed to [EC-1340, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357292

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		
F10	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 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
- Loose or poor connection for each connector and harness

P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

>> 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	
F10	2	F111	64	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 that water is not inside connectors.

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace EVAP control system pressure sensor. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

5. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-1358, "Component Inspection \(EVAP Control System Pressure Sensor\)"](#).


Is the inspection result normal?

YES-1 >> With CONSULT: GO TO 6.

YES-2 >> Without CONSULT: GO TO 7.

NO >> Replace EVAP control system pressure sensor. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

6. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

 WITH CONSULT

1. Turn ignition switch OFF.
2. Reconnect harness connectors disconnected.
3. Start the engine.
4. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT. 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-1342, "Component Inspection \(EVAP Canister Purge Volume Control Solenoid Valve\)"](#).

Is the inspection result normal?

YES >> GO TO 8.

NO >> Replace EVAP canister purge volume control solenoid valve. Refer to [EC-987, "ENGINE CONTROL SYSTEM : Component Parts Location"](#).

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.

P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

NO >> Clean the rubber tube using an air blower.

9. CHECK EVAP CANISTER VENT CONTROL VALVE

Refer to [EC-1349, "Component Inspection \(EVAP Canister Vent Control Valve\)"](#).

Is the inspection result normal?

YES >> GO TO 10.

NO >> Replace EVAP canister vent control valve. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

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. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

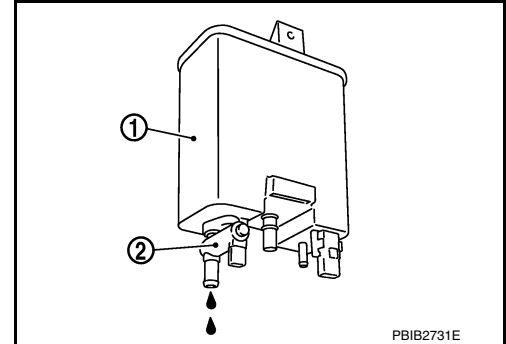
2. Check if water will drain from EVAP canister (1).

- EVAP canister vent control valve (2)

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 2.1 kg (4.6 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. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

13. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (EVAP Canister Purge Volume Control Solenoid Valve)

INFOID:000000012357293

1. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Ⓟ WITH CONSULT

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. Start the engine.
5. Select "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT.

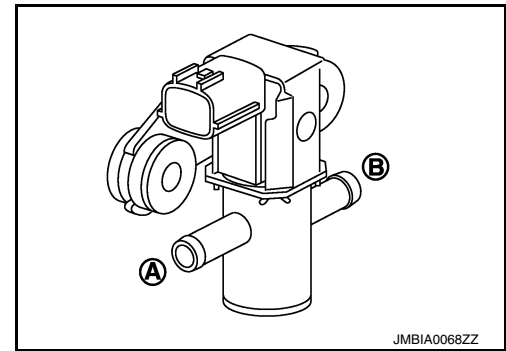
P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

6. Touch "Qd" and "Qu" on CONSULT 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.

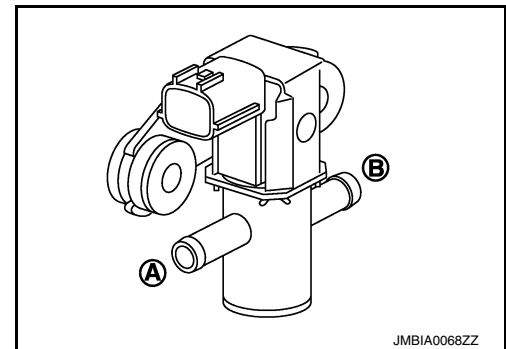
Condition (PURG VOL C/V value)	Air passage continuity between (A) and (B)
100%	Existed
0%	Not existed



⊗ WITHOUT CONSULT

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. Refer to [EC-987. "ENGINE CONTROL SYSTEM : Component Parts Location"](#).

A
EC
C
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P

P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

DTC Logic

INFOID:000000012357294

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0444	PURG VOLUME CONT/V (EVAP canister purge volume control solenoid valve circuit open)	An excessively low voltage signal is sent to ECM through the valve	<ul style="list-style-type: none">• Harness or connectors (The solenoid valve circuit is open or shorted.)• EVAP canister purge volume control solenoid valve
P0445	PURG VOLUME CONT/V (EVAP canister purge volume control solenoid valve circuit shorted)	An excessively high voltage signal is sent to ECM through the valve	<ul style="list-style-type: none">• Harness or connectors (The solenoid valve circuit is shorted.)• EVAP canister purge volume control solenoid valve

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 11 V or more 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 >> Proceed to [EC-1344, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357295

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		
F10	1	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 3.

NO >> GO TO 2.

2. DETECT MALFUNCTIONING PART

Check the following.

- Loose or poor connection for each connector and harness
- Harness for open or short between EVAP canister purge volume control solenoid valve and IPDM E/R

P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

- 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	
F10	2	F111	64	Existed

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

Is the inspection result normal?

YES-1 >> With CONSULT: GO TO 4.

YES-2 >> Without CONSULT: 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

1. Reconnect all harness connectors disconnected.
2. Start the engine.
3. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT. 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-1345. "Component Inspection \(EVAP Canister Purge Volume Control Solenoid Valve\)".](#)

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace EVAP canister purge volume control solenoid valve. Refer to [EC-987. "ENGINE CONTROL SYSTEM : Component Parts Location".](#)

6.CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident".](#)

>> INSPECTION END

Component Inspection (EVAP Canister Purge Volume Control Solenoid Valve)

INFOID:000000012357296

1.CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Ⓜ WITH CONSULT

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. Start the engine.
5. Select "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT.

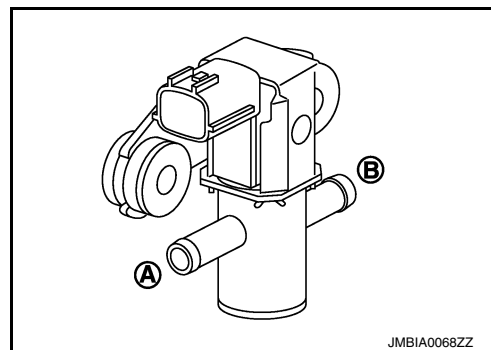
P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

6. Touch “Qd” and “Qu” on CONSULT 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

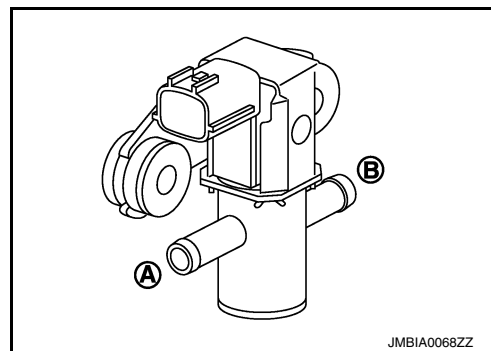


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⊗ WITHOUT CONSULT

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



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Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace EVAP canister purge volume control solenoid valve. Refer to [EC-990. "ENGINE CONTROL SYSTEM : Component Description"](#).

P0447 EVAP CANISTER VENT CONTROL VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0447 EVAP CANISTER VENT CONTROL VALVE

DTC Logic

INFOID:000000012357297

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0447	VENT CONTROL VALVE (EVAP canister vent control valve circuit open)	An improper voltage signal is sent to ECM through EVAP canister vent control valve.	<ul style="list-style-type: none">• Harness or connectors (The valve circuit is open or shorted.)• EVAP canister vent control valve

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 11 V or more 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 >> Proceed to [EC-1347, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357298

1. INSPECTION START

Will CONSULT be used?

Will CONSULT be used?

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

2. CHECK EVAP CANISTER VENT CONTROL VALVE CIRCUIT

WITH CONSULT

1. Turn ignition switch OFF and then ON.
2. Select "VENT CONTROL/V" in "ACTIVE TEST" mode with CONSULT.
3. Touch "ON/OFF" on CONSULT 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.

P0447 EVAP CANISTER VENT CONTROL VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

EVAP canister vent control valve		Ground	Voltage
Connector	Terminal		
B74	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 for open or short between EVAP canister vent control valve and IPDM E/R
- Loose or poor connection for each connector and harness

>> 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	
B74	2	M160	120	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.

- Loose or poor connection for each connector and harness
- 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-1349, "Component Inspection \(EVAP Canister Vent Control Valve\)"](#).

Is the inspection result normal?

YES >> GO TO 9.

NO >> Replace EVAP canister vent control valve. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

9. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

P0447 EVAP CANISTER VENT CONTROL VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

>> INSPECTION END

Component Inspection (EVAP Canister Vent Control Valve)

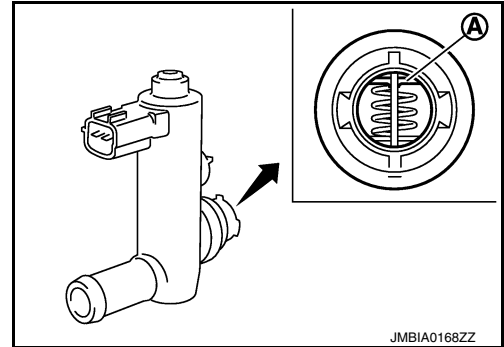
INFOID:000000012357299

1. CHECK EVAP CANISTER VENT CONTROL VALVE-I

1. Turn ignition switch OFF.
2. Remove EVAP canister vent control valve from EVAP canister. Refer to [FL-15. "EXCEPT FOR MEXICO : Exploded View"](#).
3. Check portion (A) of EVAP canister vent control valve for rust.

Is it rusted?

- YES >> Replace EVAP canister vent control valve. [FL-15. "EXCEPT FOR MEXICO : Exploded View"](#).
- NO >> GO TO 2.



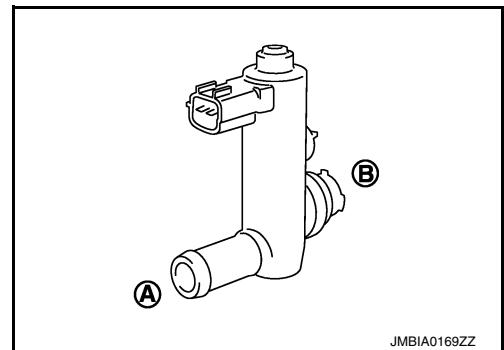
2. CHECK EVAP CANISTER VENT CONTROL VALVE-II

WITH CONSULT

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.
Check that new O-ring is installed properly.

VENT CONTROL/V Condition	Air passage continuity between (A) and (B)
ON	Not existed
OFF	Existed

Operation takes less than 1 second.



WITHOUT CONSULT

1. Disconnect EVAP canister vent control valve harness connector.
2. Check air passage continuity and operation delay time under the following conditions.
Check 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. Refer to [FL-15. "EXCEPT FOR MEXICO : Exploded View"](#).

3. CHECK EVAP CANISTER VENT CONTROL VALVE-III

WITH CONSULT

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.

P0447 EVAP CANISTER VENT CONTROL VALVE

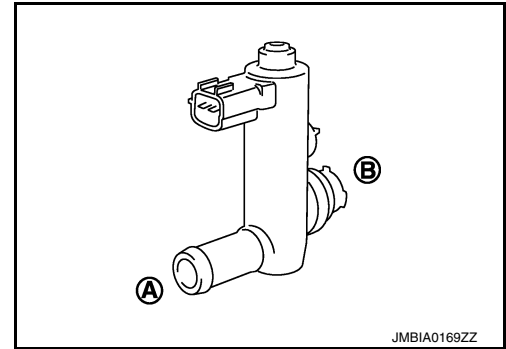
[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

3. Check air passage continuity and operation delay time.
Check that new O-ring is installed properly.

VENT CONTROL/V Condition	Air passage continuity between (A) and (B)
ON	Not existed
OFF	Existed

Operation takes less than 1 second.



⊗ WITHOUT CONSULT

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.
Check 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 Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

P0448 EVAP CANISTER VENT CONTROL VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0448 EVAP CANISTER VENT CONTROL VALVE

DTC Logic

INFOID:000000012357300

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0448	VENT CONTROL VALVE (EVAP canister vent control valve close)	EVAP canister vent control valve remains closed under specified driving conditions.	<ul style="list-style-type: none"> • EVAP canister vent control valve • EVAP control system pressure sensor and the circuit • Blocked rubber tube to EVAP canister vent control valve • EVAP canister is saturated with water

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

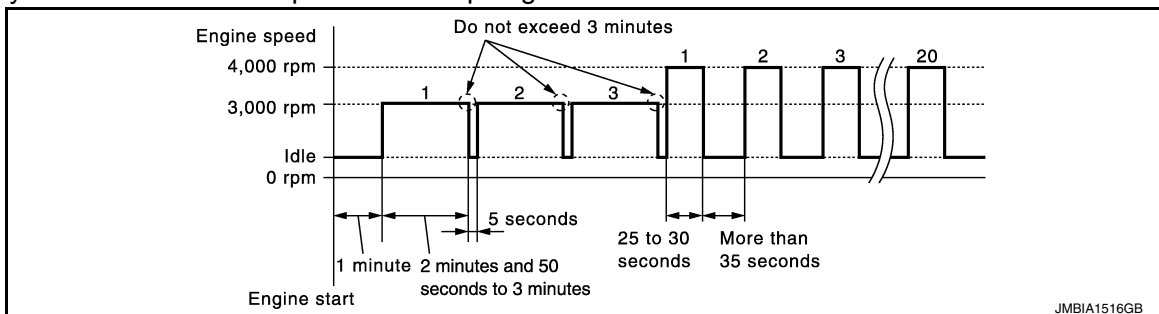
If DTC Confirmation Procedure has been previously conducted, always perform the following procedure before conducting the next test.

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 3 times.
 - Increase the engine speed up to between 3,000 and 3,500 rpm and maintain that speed for 2 minutes and 50 seconds to 3 minutes.
- Do not exceed 3 minutes.**
 - Fully released accelerator pedal and keep engine idle for approximately 5 seconds.
5. Repeat next procedure 20 times.
 - Quickly increase the engine speed up to between 4,000 and 4,500 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 >> Proceed to [EC-1351. "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357301

1. CHECK RUBBER TUBE

1. Turn ignition switch OFF.
2. Disconnect rubber tube connected to EVAP canister vent control valve.

P0448 EVAP CANISTER VENT CONTROL VALVE

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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-1349, "Component Inspection \(EVAP Canister Vent Control Valve\)"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Replace EVAP canister vent control valve. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

3.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. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

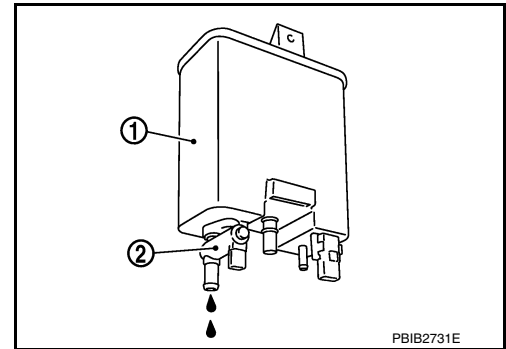
2. Check if water will drain from the EVAP canister (1).

- EVAP canister vent control valve (2)

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 2.1 kg (4.6 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. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

6.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR

1. Disconnect EVAP control system pressure sensor harness connector.

2. Check that water is not inside connectors.

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace EVAP control system pressure sensor. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

7.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-1358, "Component Inspection \(EVAP Control System Pressure Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 8.

NO >> Replace EVAP control system pressure sensor. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

8.CHECK INTERMITTENT INCIDENT

P0448 EVAP CANISTER VENT CONTROL VALVE

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (EVAP Canister Vent Control Valve)

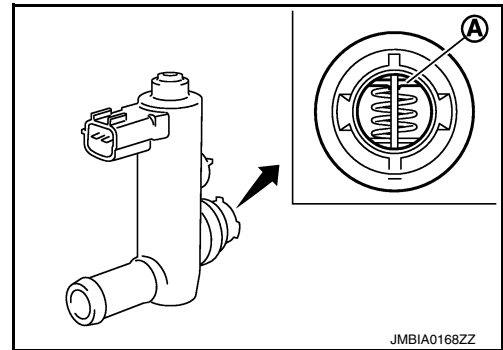
INFOID:0000000012357302

1. CHECK EVAP CANISTER VENT CONTROL VALVE-I

1. Turn ignition switch OFF.
2. Remove EVAP canister vent control valve from EVAP canister. Refer to [FL-15. "EXCEPT FOR MEXICO : Exploded View"](#).
3. Check portion (A) of EVAP canister vent control valve for rust.

Is it rusted?

- YES >> Replace EVAP canister vent control valve. [FL-15. "EXCEPT FOR MEXICO : Exploded View"](#).
- NO >> GO TO 2.



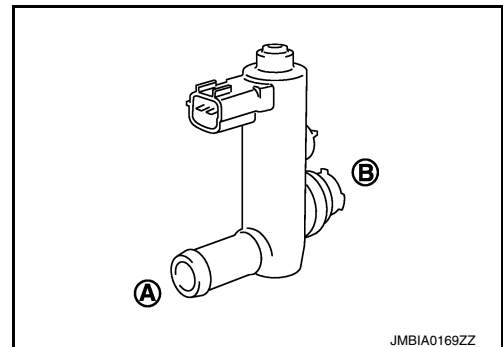
2. CHECK EVAP CANISTER VENT CONTROL VALVE-II

WITH CONSULT

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.
Check that new O-ring is installed properly.

VENT CONTROL/V Condition	Air passage continuity between (A) and (B)
ON	Not existed
OFF	Existed

Operation takes less than 1 second.



WITHOUT CONSULT

1. Disconnect EVAP canister vent control valve harness connector.
2. Check air passage continuity and operation delay time under the following conditions.
Check 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. Refer to [FL-15. "EXCEPT FOR MEXICO : Exploded View"](#).

3. CHECK EVAP CANISTER VENT CONTROL VALVE-III

WITH CONSULT

1. Clean the air passage [portion (A) to (B)] of EVAP canister vent control valve using an air blower.

P0448 EVAP CANISTER VENT CONTROL VALVE

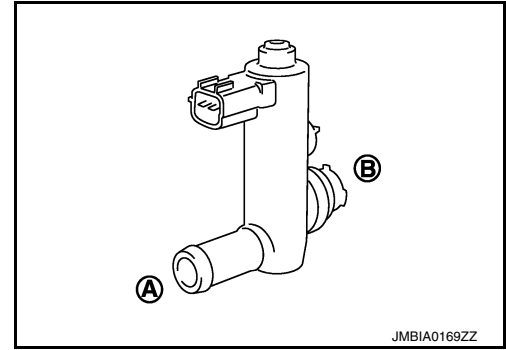
[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

2. Perform "VENT CONTROL/V" in "ACTIVE TEST" mode.
3. Check air passage continuity and operation delay time.
Check that new O-ring is installed properly.

VENT CONTROL/V Condition	Air passage continuity between (A) and (B)
ON	Not existed
OFF	Existed

Operation takes less than 1 second.



⊗ WITHOUT CONSULT

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.
Check 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 Refer to [FL-15. "EXCEPT FOR MEXICO : Exploded View"](#).

P0451 EVAP CONTROL SYSTEM PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0451 EVAP CONTROL SYSTEM PRESSURE SENSOR

DTC Logic

INFOID:0000000112357303

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0451	EVAP SYS PRES SEN (EVAP control system pressure sensor performance)	ECM detects a sloshing signal from the EVAP control system pressure sensor	<ul style="list-style-type: none">• Harness or connectors (EVAP control system pressure sensor circuit is shorted.) (Crankshaft position sensor circuit is open or shorted.) [Camshaft position sensor (bank 1) circuit is shorted.] (Accelerator pedal position sensor 2 circuit is shorted.) (Battery current sensor circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.)• EVAP control system pressure sensor• Crankshaft position sensor• Camshaft position sensor (bank 1)• Accelerator pedal position sensor 2• Battery current sensor• Refrigerant pressure sensor

DTC CONFIRMATION PROCEDURE

NOTE:

Never remove fuel filler cap during 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.

With CONSULT>>GO TO 2.

Without CONSULT>>GO TO 5.

2. PERFORM DTC CONFIRMATION PROCEDURE-1

Ⓜ With CONSULT

1. Start engine and let it idle for least 40 seconds.

NOTE:

Do not depress accelerator pedal even slightly.

2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to [EC-1356, "Diagnosis Procedure"](#).

NO >> GO TO 3.

3. PERFORM DTC CONFIRMATION PROCEDURE-2

Ⓜ With CONSULT

1. Select "EVAP DIAG READY" in "DATA MONITOR" mode of "ENGINE".
2. Let it idle until "OFF" of "EVAP DIAG READY" changes to "ON".

NOTE:

It will take at most 2 hours until "OFF" of "EVAP DIAG READY" changes to "ON".

3. Turn ignition switch OFF and wait at least 90 minutes.

NOTE:

Never turn ignition switch ON during 90 minutes.

4. Turn ignition switch ON.
5. Select "EVAP LEAK DIAG" in "DATA MONITOR" mode of "ENGINE".
6. Check that "EVAP LEAK DIAG" indication.

Which is displayed on CONSULT?

P0451 EVAP CONTROL SYSTEM PRESSURE SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

CMPLT >> GO TO 4.

- YET >> 1. Perform DTC CONFIRMATION PROCEDURE again.
2. GO TO 1.

4.PERFORM DTC CONFIRMATION PROCEDURE-3

Ⓜ With CONSULT

Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1356, "Diagnosis Procedure"](#).
NO >> INSPECTION END

5.PERFORM DTC CONFIRMATION PROCEDURE-4

Ⓜ With GST

1. Start engine and let it idle for least 40 seconds.

NOTE:

Do not depress accelerator pedal even slightly.

2. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1356, "Diagnosis Procedure"](#).
NO >> GO TO 6.

6.PERFORM DTC CONFIRMATION PROCEDURE-5

Ⓜ With GST

1. Let it idle for at least 2 hours.
2. Turn ignition switch OFF and wait at least 90 minutes.

NOTE:

Never turn ignition switch ON during 90 minutes.

3. Turn ignition switch ON.
4. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1356, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357304

1.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR

1. Disconnect EVAP control system pressure sensor harness connector.
2. Check that water is not inside connectors.

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair or replace harness connector.

2.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		
B73	3	Ground	Approx. 5 V

Is the inspection result normal?

- YES >> GO TO 7.
NO >> GO TO 3.

3.CHECK SENSOR POWER SUPPLY CIRCUIT

Check harness for short to power and short to ground, between the following terminals.

P0451 EVAP CONTROL SYSTEM PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ECM		Sensor		
Connector	Terminal	Name	Connector	Terminal
F111	76	CKP sensor	F2	1
	77	Camshaft position sensor (bank 1)	F84	1
M160	133	Battery current sensor	E21	1
	133	EVAP control system pressure sensor	B73	3
	133	Refrigerant pressure sensor	E77	3
	131	APP sensor 2 (Without ICC)	M9	6
	131	APP sensor 2 (With ICC)	M154	10

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.

- CKP sensor (Refer to [EC-1322, "Component Inspection \(Crankshaft Position Sensor\)"](#).)
- Camshaft position sensor (bank 1) (Refer to [EC-1327, "Component Inspection \(Camshaft Position Sensor\)"](#).)
- Battery current sensor (Refer to [EC-1453, "Component Inspection \(Battery Current Sensor\)"](#).)
- EVAP control system pressure sensor (Refer to [EC-1358, "Component Inspection \(EVAP Control System Pressure Sensor\)"](#).)
- Refrigerant pressure sensor (Refer to [EC-1555, "Diagnosis Procedure"](#).)

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace malfunctioning component.

5. CHECK APP SENSOR

Refer to [EC-1508, "Component Inspection \(Accelerator Pedal Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 8.

NO >> GO TO 6.

6. REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly.

Refer to [ACC-4, "MODELS WITHOUT DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#) (Without distance control assist system)

Refer to [ACC-6, "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#) (With distance control assist system).

>> INSPECTION END

7. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-1358, "Component Inspection \(EVAP Control System Pressure Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 8.

NO >> Replace EVAP control system pressure sensor. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

8. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

P0451 EVAP CONTROL SYSTEM PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Component Inspection (EVAP Control System Pressure Sensor)

INFOID:000000012357305

1. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

1. Turn ignition switch OFF.
2. Remove EVAP control system pressure sensor with its harness connector. Refer to [FL-15. "EXCEPT FOR MEXICO : Exploded View"](#).
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.

Connector	ECM		Condition [Applied vacuum kPa (kg/cm ² , psi)]	Voltage (V)
	+	-		
Terminal	Terminal			
M160	143	175	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/cm², -13.53 psi) or pressure over 101.3 kPa (1.033 kg/cm², 14.69 psi).

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace EVAP control system pressure sensor. Refer to [FL-15. "EXCEPT FOR MEXICO : Exploded View"](#).

P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

DTC Logic

INFOID:000000012357306

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0452	EVAP SYS PRES SEN (EVAP control system pressure sensor low input)	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> • Harness or connectors (EVAP control system pressure sensor circuit is shorted.) (Crankshaft position sensor circuit is open or shorted.) [Camshaft position sensor (bank 1) circuit is shorted.] (Accelerator pedal position sensor 2 circuit is shorted.) (Battery current sensor circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.) • EVAP control system pressure sensor • Crankshaft position sensor • Camshaft position sensor (bank 1) • Accelerator pedal position sensor 2 • Battery current sensor • 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:

Always perform test at a temperature of 5°C (41°F) or more.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

Ⓜ WITH CONSULT

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.
7. Check 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 under the following conditions.

ECM		
Connector	+	-
	Terminal	Terminal
M160	134 (Fuel tank temperature sensor signal)	175

3. Check 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.

P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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 >> Proceed to [EC-1360, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357307

1. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR

1. Disconnect EVAP control system pressure sensor harness connector.
2. Check that water is not inside connectors.

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair or replace harness connector.

2. 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		
B73	3	Ground	Approx. 5

Is the inspection result normal?

- YES >> GO TO 9.
NO >> GO TO 3.

3. 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	
B73	3	M160	133	Existed

Is the inspection result normal?

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

4. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open between ECM and EVAP control system pressure sensor
- Loose or poor connection for each connector and harness

>> Repair open circuit.

5. CHECK SENSOR POWER SUPPLY CIRCUIT

Check harness for short to power and short to ground, between the following terminals.

P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ECM		Sensor		
Connector	Terminal	Name	Connector	Terminal
F111	76	CKP sensor	F2	1
	77	Camshaft position sensor (bank 1)	F84	1
M160	133	Battery current sensor	E21	1
	133	EVAP control system pressure sensor	B73	3
	133	Refrigerant pressure sensor	E77	3
	131	APP sensor 2 (Without ICC)	M9	6
	131	APP sensor 2 (With ICC)	M154	10

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.

- CKP sensor (Refer to [EC-1322, "Component Inspection \(Crankshaft Position Sensor\)"](#).)
- Camshaft position sensor (bank 1) (Refer to [EC-1327, "Component Inspection \(Camshaft Position Sensor\)"](#).)
- Battery current sensor (Refer to [EC-1453, "Component Inspection \(Battery Current Sensor\)"](#).)
- EVAP control system pressure sensor (Refer to [EC-1358, "Component Inspection \(EVAP Control System Pressure Sensor\)"](#).)
- Refrigerant pressure sensor (Refer to [EC-1555, "Diagnosis Procedure"](#).)

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace malfunctioning component.

7. CHECK APP SENSOR

Refer to [EC-1508, "Component Inspection \(Accelerator Pedal Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 14.

NO >> GO TO 8.

8. REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly.

Refer to [ACC-4, "MODELS WITHOUT DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#) (Without distance control assist system)

Refer to [ACC-6, "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#) (With distance control assist system).

>> INSPECTION END

9. 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	
B73	1	M160	150	Existed

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

Is the inspection result normal?

P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

- YES >> GO TO 11.
- NO >> GO TO 10.

10. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between EVAP control system pressure sensor and ECM
- Loose or poor connection for each connector and harness

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

11. 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	
B73	2	M160	143	Existed

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 for open or short between EVAP control system pressure sensor and ECM
- Loose or poor connection for each connector and harness

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

13. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-1362, "Component Inspection \(EVAP Control System Pressure Sensor\)"](#).

Is the inspection result normal?

- YES >> GO TO 14.
- NO >> Replace EVAP control system pressure sensor. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

14. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (EVAP Control System Pressure Sensor)

INFOID:0000000012357308

1. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

1. Turn ignition switch OFF.
2. Remove EVAP control system pressure sensor with its harness connector. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).
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.

P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ECM			Condition [Applied vacuum kPa (kg/cm ² , psi)]	Voltage (V)
Connector	+	-		
	Terminal	Terminal		
M160	143	175	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/cm², -13.53 psi) or pressure over 101.3 kPa (1.033 kg/cm², 14.69 psi).

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace EVAP control system pressure sensor. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

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P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

DTC Logic

INFOID:000000012357309

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0453	EVAP SYS PRES SEN (EVAP control system pressure sensor high input)	An excessively high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none">• Harness or connectors (EVAP control system pressure sensor circuit is shorted.) (Crankshaft position sensor circuit is open or shorted.) [Camshaft position sensor (bank 1) circuit is shorted.] (Accelerator pedal position sensor 2 circuit is shorted.) (Battery current sensor circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.)• EVAP control system pressure sensor• Crankshaft position sensor• Camshaft position sensor (bank 1)• Accelerator pedal position sensor 2• Battery current sensor• Refrigerant pressure sensor• EVAP canister vent control valve• EVAP canister• 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

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.
7. Check 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 under the following conditions.

P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ECM		Ground
Connector	Terminal	Terminal
M160	134 (Fuel tank temperature sensor signal)	175

3. Check 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 >> Proceed to [EC-1365, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357310

1.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR

1. Disconnect EVAP control system pressure sensor harness connector.
2. Check that water is not inside connectors.

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair or replace harness connector.

2.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		
B73	3	Ground	Approx. 5

Is the inspection result normal?

- YES >> GO TO 9.
NO >> GO TO 3.

3.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	
B73	3	M160	133	Existed

Is the inspection result normal?

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

4.DETECT MALFUNCTIONING PART

Check the following.

- Harness for open between ECM and EVAP control system pressure sensor
- Loose or poor connection for each connector and harness

P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

>> 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
F111	76	CKP sensor	F2	1
	77	Camshaft position sensor (bank 1)	F84	1
M160	133	Battery current sensor	E21	1
	133	EVAP control system pressure sensor	B73	3
	133	Refrigerant pressure sensor	E77	3
	131	APP sensor 2 (Without ICC)	M9	6
	131	APP sensor 2 (With ICC)	M154	10

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.

- CKP sensor (Refer to [EC-1322, "Component Inspection \(Crankshaft Position Sensor\)"](#).)
- Camshaft position sensor (bank 1) (Refer to [EC-1327, "Component Inspection \(Camshaft Position Sensor\)"](#).)
- Battery current sensor (Refer to [EC-1453, "Component Inspection \(Battery Current Sensor\)"](#).)
- EVAP control system pressure sensor (Refer to [EC-1358, "Component Inspection \(EVAP Control System Pressure Sensor\)"](#).)
- Refrigerant pressure sensor (Refer to [EC-1555, "Diagnosis Procedure"](#).)

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace malfunctioning component.

7. CHECK APP SENSOR

Refer to [EC-1508, "Component Inspection \(Accelerator Pedal Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 19.

NO >> GO TO 8.

8. REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly.

Refer to [ACC-4, "MODELS WITHOUT DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#) (Without distance control assist system)

Refer to [ACC-6, "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#) (With distance control assist system).

>> INSPECTION END

9. 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.

P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

EVAP control system pressure sensor		ECM		Continuity
Connector	Terminal	Connector	Terminal	
B73	1	M160	150	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 for open or short between EVAP control system pressure sensor and ECM
- Loose or poor connection for each connector and harness

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

11. 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	
B73	2	M160	143	Existed

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 for open or short between EVAP control system pressure sensor and ECM
- Loose or poor connection for each connector and harness

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

13. CHECK RUBBER TUBE

1. Disconnect rubber tube connected to EVAP canister vent control valve. Refer to [FL-16, "EXCEPT FOR MEXICO : Hydraulic Layout"](#).

2. Check the rubber tube for clogging.

Is the inspection result normal?

YES >> GO TO 14.

NO >> Clean the rubber tube using an air blower, repair or replace rubber tube.

14. CHECK EVAP CANISTER VENT CONTROL VALVE

Refer to [EC-1349, "Component Inspection \(EVAP Canister Vent Control Valve\)"](#).

Is the inspection result normal?

YES >> GO TO 15.

NO >> Replace EVAP canister vent control valve. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

15. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-1368, "Component Inspection \(EVAP Control System Pressure Sensor\)"](#).

P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

YES >> GO TO 16.

NO >> Replace EVAP control system pressure sensor. Refer to [FL-15. "EXCEPT FOR MEXICO : Exploded View"](#).

16. CHECK IF EVAP CANISTER IS SATURATED WITH WATER

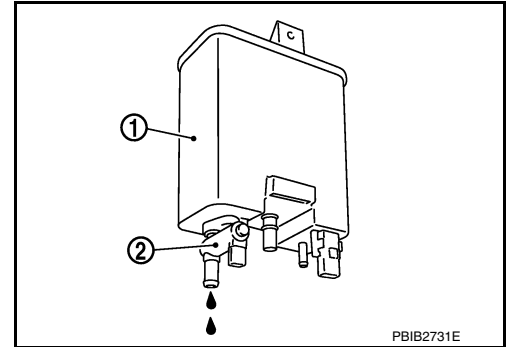
1. Remove EVAP canister with EVAP canister vent control valve and EVAP control system pressure sensor attached. Refer to [FL-15. "EXCEPT FOR MEXICO : Exploded View"](#).

2. Check if water will drain from the EVAP canister (1).
- EVAP canister vent control valve (2)

Does water drain from EVAP canister?

YES >> GO TO 17.

NO >> GO TO 19.



17. 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 2.1 kg (4.6 lb).

Is the inspection result normal?

YES >> GO TO 19.

NO >> GO TO 18.

18. 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. Refer to [FL-15. "EXCEPT FOR MEXICO : Exploded View"](#).

19. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (EVAP Control System Pressure Sensor)

INFOID:000000012357311

1. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

1. Turn ignition switch OFF.
2. Remove EVAP control system pressure sensor with its harness connector. Refer to [FL-15. "EXCEPT FOR MEXICO : Exploded View"](#).

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.

Connector	ECM		Condition [Applied vacuum kPa (kg/cm ² , psi)]	Voltage (V)
	+	-		
	Terminal	Terminal		
M160	143	175	Not applied	1.8 - 4.8
			-26.7 (-0.272, -3.87)	2.1 to 2.5 lower than above value

P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

CAUTION:

- Always calibrate the vacuum pump gauge when using it.
- Never apply below -93.3 kPa (-0.952 kg/cm², -13.53 psi) or pressure over 101.3 kPa (1.033 kg/cm², 14.69 psi).

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace EVAP control system pressure sensor. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

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P0456 EVAP CONTROL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0456 EVAP CONTROL SYSTEM

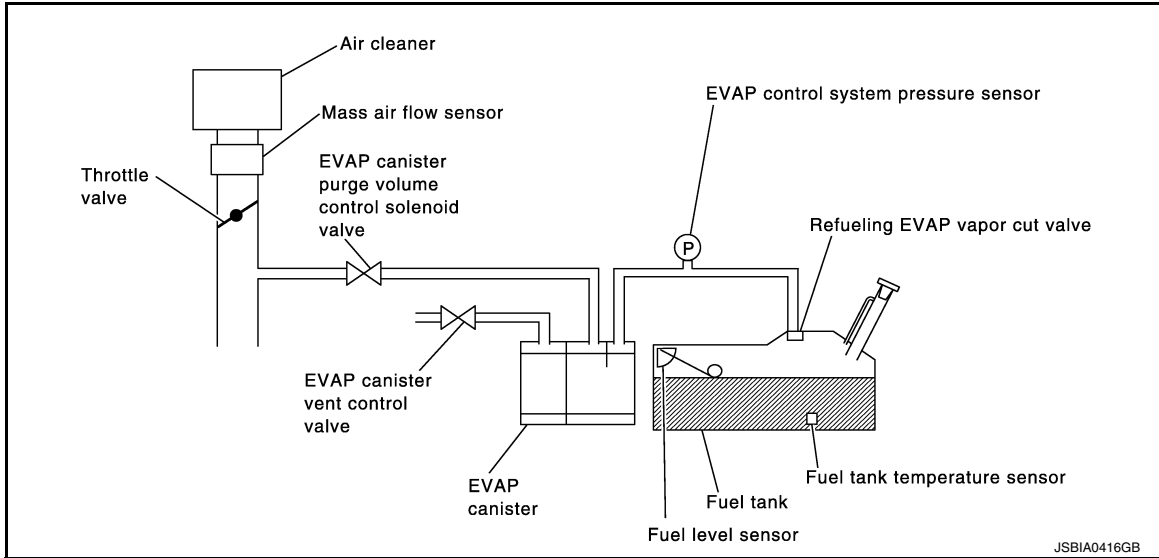
DTC Logic

INFOID:000000012357312

DTC DETECTION LOGIC

This diagnosis detects leaks in the EVAP line between fuel tank and EVAP canister purge volume control solenoid valve, using the negative pressure caused by decrease of fuel temperature in the fuel tank after turning ignition switch OFF.

If ECM judges there are no leaks, the diagnosis will be OK.



DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0456	Evaporative emission control system leak	<ul style="list-style-type: none"> • EVAP system has a leak. • EVAP system does not operate properly. 	<ul style="list-style-type: none"> • Incorrect fuel tank vacuum relief valve • Incorrect fuel filler cap used • Fuel filler cap remains open or does not close. • Foreign matter caught in fuel filler cap. • Leak is in line between intake manifold and EVAP canister purge volume control solenoid valve. • Foreign matter caught in EVAP canister vent control valve. • EVAP canister or fuel tank leaks • EVAP purge line (pipe and rubber tube) leaks • EVAP purge line rubber tube bent • Loose or disconnected rubber tube • EVAP canister vent control valve and the circuit • EVAP canister purge volume control solenoid valve and the circuit • Fuel tank temperature sensor • O-ring of EVAP canister vent control valve is missing or damaged • EVAP canister is saturated with water • EVAP control system pressure sensor • Refueling EVAP vapor cut valve • ORVR system leaks • Fuel level sensor and the circuit • 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

P0456 EVAP CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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.

Do you have CONSULT?

- YES >> GO TO 2.
NO >> GO TO 4.

2. PERFORM DTC CONFIRMATION PROCEDURE-I

 WITH CONSULT

1. Turn ignition switch ON and select "EVAP DIAG READY" in "DATA MONITOR" mode with CONSULT.
2. Start engine and wait at idle until "OFF" of "EVAP DIAG READY" changes to "ON".

NOTE:

It will take at most 2 hours until "OFF" of "EVAP DIAG READY" changes to "ON".

3. Turn ignition switch OFF and wait at least 90 minutes.

NOTE:

Never turn ignition switch ON during 90 minutes.

4. Turn ignition switch ON and select "EVAP LEAK DIAG" in "DATA MONITOR" mode with CONSULT.
5. Check that "EVAP LEAK DIAG" indication.

Which is displayed on CONSULT?

- CMPLT >> GO TO 3.
YET >> Perform DTC CONFIRMATION PROCEDURE again. GO TO 1.

3. PERFORM DTC CONFIRMATION PROCEDURE-II

Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1371, "Diagnosis Procedure"](#).
NO >> INSPECTION END.

4. PERFORM DTC CONFIRMATION PROCEDURE

 WITH GST

1. Start engine and wait engine idle for at least 2 hours.
2. Turn ignition switch OFF and wait at least 90 minutes.

NOTE:

Never turn ignition switch ON during 90 minutes.

3. Turn ignition switch ON.
4. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1371, "Diagnosis Procedure"](#).
NO >> INSPECTION END.

Diagnosis Procedure

INFOID:0000000012357313

1. CHECK FUEL FILLER CAP DESIGN

1. Turn ignition switch OFF.

P0456 EVAP CONTROL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

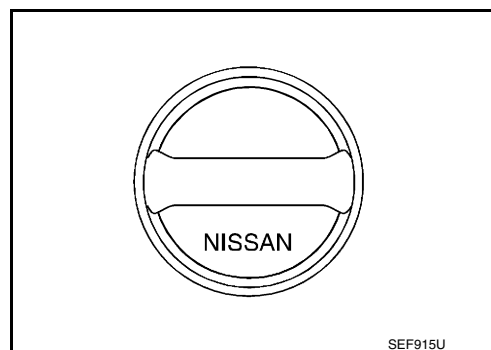
[VK56VD FOR USA AND CANADA]

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. Refer to [FL-11, "Exploded View"](#).



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. Then retighten until rereaching 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-1375, "Component Inspection \(Fuel Filler Cap\)"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace fuel filler cap with a genuine one. Refer to [FL-11, "Exploded View"](#).

5. CHECK FOR EVAP LEAK

Refer to [FL-15, "EXCEPT FOR MEXICO : 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 [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

• EVAP canister vent control valve.

Refer to [EC-1353, "Component Inspection \(EVAP Canister Vent Control Valve\)"](#).

Is the inspection result normal?

YES >> GO TO 7.

NO >> Repair or replace EVAP canister vent control valve and O-ring. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

7. CHECK IF EVAP CANISTER SATURATED WITH WATER

P0456 EVAP CONTROL SYSTEM

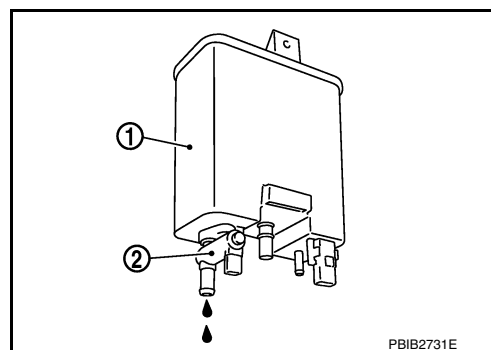
< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

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 the EVAP canister.

Does water drain from EVAP canister?

- YES >> GO TO 8.
NO-1 >> With CONSULT: GO TO 10.
NO-2 >> Without CONSULT: GO TO 11.



8. CHECK EVAP CANISTER

Weigh the EVAP canister assembly with the EVAP canister vent control valve and EVAP control system pressure sensor attached. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

The weight should be less than 2.1 kg (4.6 lb).

Is the inspection result normal?

- YES-1 >> With CONSULT: GO TO 10.
YES-2 >> Without CONSULT: 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. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

10. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION

WITH CONSULT

1. Disconnect vacuum hose 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 screen to increase "PURG VOL CONT/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

1. Start engine and warm it up to normal operating temperature.
2. Stop engine.
3. Disconnect vacuum hose 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 [FL-16, "EXCEPT FOR MEXICO : Hydraulic Layout"](#).

P0456 EVAP CONTROL SYSTEM

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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-1345, "Component Inspection \(EVAP Canister Purge Volume Control Solenoid Valve\)"](#).

Is the inspection result normal?

- YES >> GO TO 14.
- NO >> Replace EVAP canister purge volume control solenoid valve. Refer to [EC-987, "ENGINE CONTROL SYSTEM : Component Parts Location"](#).

14.CHECK FUEL TANK TEMPERATURE SENSOR

Refer to [EC-1291, "Component Inspection \(Fuel Tank Temperature Sensor\)"](#).

Is the inspection result normal?

- YES >> GO TO 15.
- NO >> Replace fuel level sensor unit. Refer to [FL-7, "Removal and Installation"](#).

15.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-1358, "Component Inspection \(EVAP Control System Pressure Sensor\)"](#).

Is the inspection result normal?

- YES >> GO TO 16.
- NO >> Replace EVAP control system pressure sensor. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

16.CHECK EVAP PURGE LINE

Check EVAP purge line (pipe, rubber tube, fuel tank and EVAP canister) for cracks or improper connection. Refer to [FL-16, "EXCEPT FOR MEXICO : Hydraulic Layout"](#).

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, kink, looseness and improper connection. For location, refer to [FL-16, "EXCEPT FOR MEXICO : Hydraulic Layout"](#).

Is the inspection result normal?

- YES >> GO TO 19.
- NO >> Repair or replace hoses and tubes.

19.CHECK RECIRCULATION LINE

Check recirculation line between fuel filler tube and fuel tank for clogging, kink, cracks, looseness and improper connection.

Is the inspection result normal?

- YES >> GO TO 20.
- NO >> Repair or replace hose, tube or fuel filler tube. Refer to [FL-11, "Exploded View"](#).

20.CHECK REFUELING EVAP VAPOR CUT VALVE

Refer to [EC-1553, "Component Inspection \(EVAP Vapor Cut Valve\)"](#).

Is the inspection result normal?

- YES >> GO TO 21.
- NO >> Replace refueling EVAP vapor cut valve with fuel tank. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

P0456 EVAP CONTROL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

21. CHECK FUEL LEVEL SENSOR

Refer to [MWI-79, "Component Inspection"](#).

Is the inspection result normal?

YES >> GO TO 22.

NO >> Replace fuel level sensor unit. Refer to [FL-7, "Removal and Installation"](#).

22. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

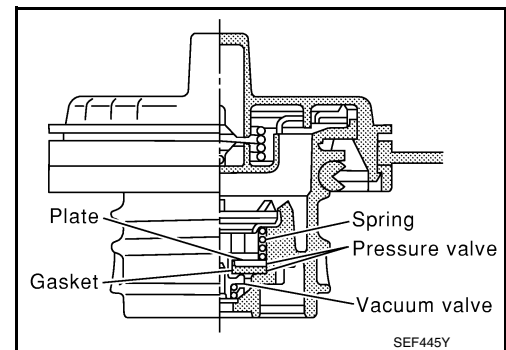
>> INSPECTION END

Component Inspection (Fuel Filler Cap)

INFOID:0000000012357314

1. CHECK FUEL FILLER CAP

1. Turn ignition switch OFF.
2. Remove fuel filler cap. Refer to [FL-11, "Exploded View"](#).
3. Wipe clean valve housing.



4. Install fuel filler cap adapter (commercial service tool) to fuel filler cap.
5. Check valve opening pressure and vacuum.

Pressure: 15.3 - 20.0 kPa (0.156 - 0.204 kg/cm², 2.22 - 2.90 psi)

Vacuum: -6.0 to -3.3 kPa (-0.061 to -0.034 kg/cm², -0.87 to -0.48 psi)

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

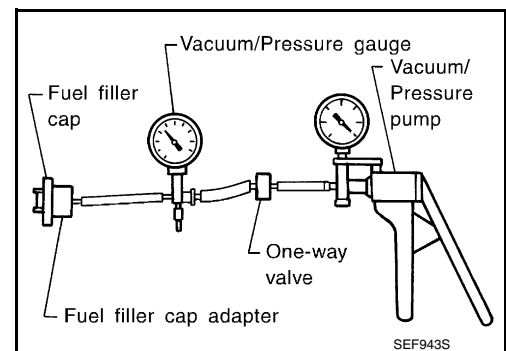
2. REPLACE FUEL FILLER CAP

Replace fuel filler cap. Refer to [FL-11, "Exploded View"](#).

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

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0460 FUEL LEVEL SENSOR

DTC Logic

INFOID:000000012357315

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-1401, "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 (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0460	FUEL LEV SEN SLOSH (Fuel level sensor circuit noise)	Even though the vehicle is parked, a signal being varied is sent from the fuel level sensor to ECM.	<ul style="list-style-type: none">• Harness or connectors (The CAN communication line is open or shorted)• Harness or connectors (The sensor circuit is open or shorted)• Combination meter• 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 >> Proceed to [EC-1376, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357316

1. CHECK DTC WITH "COMBINATION METER"

Refer to [MWI-32, "CONSULT Function"](#).

Is any DTC detected?

- YES >> Perform trouble diagnosis of detected DTC.
- NO >> GO TO 2.

2. CHECK FUEL LEVEL SENSOR SIGNAL CIRCUIT

Check fuel level sensor signal circuit. Refer to [MWI-78, "Component Function Check"](#).

Is the inspection result normal?

- YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).
- NO >> Perform trouble diagnosis of fuel level sensor signal circuit. Refer to [MWI-78, "Diagnosis Procedure"](#).

P0461 FUEL LEVEL SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0461 FUEL LEVEL SENSOR

DTC Logic

INFOID:000000012357317

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-1401, "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 (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0461	FUEL LEVEL SENSOR (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.	<ul style="list-style-type: none">• Harness or connectors (The CAN communication line is open or shorted)• Harness or connectors (The sensor circuit is open or shorted)• Combination meter• Fuel level sensor

DTC CONFIRMATION PROCEDURE

1. PERFORM COMPONENT FUNCTION CHECK

Perform Component Function Check. Refer to [EC-1377, "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 >> Proceed to [EC-1378, "Diagnosis Procedure"](#).

Component Function Check

INFOID:000000012357318

1. PRECONDITIONING

WARNING:

When performing the following procedure, always observe the handling of the fuel. Refer to [FL-2, "General Precautions"](#).

TESTING CONDITION:

Before starting component function check, preparation of draining fuel and refilling fuel is required.

>> GO TO 2.

2. PERFORM COMPONENT FUNCTION CHECK

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-1149, "Work Procedure"](#).
3. Remove the fuel feed hose on the fuel level sensor unit. Refer to [FL-7, "Removal and Installation"](#).
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?

P0461 FUEL LEVEL SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

- YES >> INSPECTION END
NO >> Proceed to [EC-1378, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000012357319

1. CHECK DTC WITH "COMBINATION METER"

Refer to [MWI-32, "CONSULT Function"](#).

Is any DTC detected?

- YES >> Perform trouble diagnosis of detected DTC.
NO >> GO TO 2.

2. CHECK FUEL LEVEL SENSOR SIGNAL CIRCUIT

Check fuel level sensor signal circuit. Refer to [MWI-78, "Component Function Check"](#).

Is the inspection result normal?

- YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).
NO >> Perform trouble diagnosis of fuel level sensor signal circuit. Refer to [MWI-78, "Diagnosis Procedure"](#).

P0462, P0463 FUEL LEVEL SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0462, P0463 FUEL LEVEL SENSOR

DTC Logic

INFOID:000000012357320

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-1401, "DTC Logic"](#).

This diagnosis indicates the former, to detect open or short circuit malfunction.

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0462	FUEL LEVL SEN/CIRC (Fuel level sensor circuit low input)	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none">• Harness or connectors (The CAN communication line is open or shorted)• Harness or connectors (The sensor circuit is open or shorted)
P0463	FUEL LEVL SEN/CIRC (Fuel level sensor circuit high input)	An excessively high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none">• Combination meter• Fuel level sensor

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 11 V or more 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 >> Proceed to [EC-1379, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357321

1. CHECK DTC WITH "COMBINATION METER"

Refer to [MWI-32, "CONSULT Function"](#).

Is any DTC detected?

- YES >> Perform trouble diagnosis of detected DTC.
NO >> GO TO 2.

2. CHECK FUEL LEVEL SENSOR SIGNAL CIRCUIT

Check fuel level sensor signal circuit. Refer to [MWI-78, "Component Function Check"](#).

Is the inspection result normal?

- YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).
NO >> Perform trouble diagnosis of fuel level sensor signal circuit. Refer to [MWI-78, "Diagnosis Procedure"](#).

P0500 VSS

Description

INFOID:0000000012357322

ECM receives vehicle speed signals from two different paths via CAN communication line: One is from the ABS actuator and electric unit (control unit) via the combination unit and the other is from TCM.

DTC Logic

INFOID:0000000012357323

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-1401, "DTC Logic"](#).

DTC No.	Trouble diagnosis (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0500	VEH SPEED SEN/CIRC (Vehicle speed sensor)	At 20 km/h (13 MPH), ECM detects the following status continuously for 5 seconds or more: The difference between a vehicle speed calculated by a output speed sensor transmitted from TCM to ECM via CAN communication and the vehicle speed indicated on the combination meter exceeds 15km/h (10 MPH).	<ul style="list-style-type: none"> • Harness or connector (The CAN communication line is open or shorted.) • Combination meter • ABS actuator and electric unit (control unit) • Wheel sensor • TCM • Output speed 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 10 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine.
2. Shift the selector lever to D range and wait at least for 2 seconds.
3. Drive the vehicle at least 5 seconds at 20 km/h (13 MPH) or more.

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.

4. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1380, "Diagnosis Procedure"](#)
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357324

1. CHECK DTC WITH TCM

Check DTC with TCM. Refer to [TM-61, "CONSULT Function"](#).

Is the inspection result normal?

- YES >> GO TO 2.

P0500 VSS

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

NO >> Perform trouble shooting relevant to DTC indicated.

2.CHECK DTC WITH ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

Check DTC with ABS actuator and electric unit (control unit). Refer to [BRC-38, "CONSULT Function"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Perform trouble shooting relevant to DTC indicated.

3.CHECK DTC WITH COMBINATION METER

Check DTC with combination meter. Refer to [MWI-32, "CONSULT Function"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Perform trouble shooting relevant to DTC indicated.

4.CHECK OUTPUT SPEED SENSOR

Check output speed sensor. Refer to [TM-115, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace or replace error-detected parts.

5.CHECK WHEEL SENSOR

Check wheel sensor. Refer to [BRC-88, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).

NO >> Replace or replace error-detected parts.

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P0506 ISC SYSTEM

Description

INFOID:0000000012357325

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 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:0000000012357326

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 (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0506	ISC SYSTEM (Idle speed control system RPM lower than expected)	The idle speed is less than the target idle speed by 100 rpm or more.	<ul style="list-style-type: none"> • Electric throttle control actuator • Intake air leakage

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 target idle speed is out of the specified value, perform [EC-1144, "Description"](#), before conducting DTC Confirmation Procedure.

TESTING CONDITION:

- Before performing the following procedure, confirm that battery voltage is 11 V or more 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 >> Proceed to [EC-1382, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357327

1. CHECK INTAKE AIR LEAKAGE

1. Start engine and let it idle.
2. Listen for an intake air leakage after the mass air flow sensor.

Is intake air leakage detected?

- YES >> Discover air leakage location and repair.

P0506 ISC SYSTEM

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

NO >> GO TO 2.

2. REPLACE ECM

1. Stop engine.
2. Replace ECM. Refer to [EC-1568, "Removal and Installation"](#).
3. Perform additional service when replacing ECM. Refer to [EC-1138, "Description"](#).

>> INSPECTION END

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P0507 ISC SYSTEM

Description

INFOID:0000000012357328

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 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:0000000012357329

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 (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0507	ISC SYSTEM (Idle speed control system RPM higher than expected)	The idle speed is more than the target idle speed by 200 rpm or more.	<ul style="list-style-type: none"> • Electric throttle control actuator • Intake air leakage • PCV system

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 target idle speed is out of the specified value, perform [EC-1144, "Description"](#), before conducting DTC Confirmation Procedure.

TESTING CONDITION:

- Before performing the following procedure, confirm that battery voltage is 11 V or more 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 >> Proceed to [EC-1384, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357330

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 malfunctioning part.

P0507 ISC SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

2.CHECK INTAKE AIR LEAKAGE

1. Start engine and let it idle.
2. Listen for an intake air leakage after the mass air flow sensor.

Is intake air leakage detected?

- YES >> Discover air leakage location and repair.
NO >> GO TO 3.

3.REPLACE ECM

1. Stop engine.
2. Replace ECM. Refer to [EC-1568, "Removal and Installation"](#).
3. Perform additional service when replacing ECM. Refer to [EC-1138, "Description"](#).

>> INSPECTION END

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P050A, P050B, P050E COLD START CONTROL

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P050A, P050B, P050E COLD START CONTROL

Description

INFOID:0000000012357331

ECM controls ignition timing and engine idle speed when engine is started with pre-warming up condition. This control promotes the activation of three way catalyst by heating the catalyst and reduces emissions.

DTC Logic

INFOID:0000000012357332

DTC DETECTION LOGIC

NOTE:

If DTC P050A, P050B or P050E is displayed with other DTC, first perform the trouble diagnosis for other DTC.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P050A	Cold start idle air control system performance	ECM does not control engine idle speed properly when engine is started with pre-warming up condition.	• Lack of intake air volume • Fuel injection system • ECM
P050B	Cold start ignition timing performance	ECM does not control ignition timing properly when engine is started with pre-warming up condition.	
P050E	Cold start engine exhaust temperature too low	The temperature of the catalyst inlet does not rise to the proper temperature when the engine is started with pre-warming up condition.	

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 11 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE-I

Ⓟ WITH CONSULT

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Select "DATA MONITOR" mode with CONSULT.
4. Check the indication of "COOLAN TEMP/S".

Ⓢ WITH GST

Follow the procedure "With CONSULT" above.

Is the value of "COOLAN TEMP/S" between 4°C (39°F) and 36°C (97°F)?

YES >> GO TO 3.

NO-1 [If it is below 4°C (39°F)]>>Warm up the engine until the value of "COOLAN TEMP/S" reaches 4°C (39°F) or more. Retry from step 1.

NO-2 [If it is above 36°C (97°F)]>>Cool engine down to less than 36°C (97°F). Retry from step 1.

3. PERFORM DTC CONFIRMATION PROCEDURE-II

Ⓟ WITH CONSULT

1. Set the select lever in N range.
2. Start the engine and warm up in idle with the value of "COOLAN TEMP/S" between 4°C (39°F) and 40°C (104°F) for more than 15 seconds.
3. Check 1st trip DTC.

P050A, P050B, P050E COLD START CONTROL

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

 WITH GST

Follow the procedure "With CONSULT" above.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1387, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357333

1. PERFORM IDLE AIR VOLUME LEARNING

Perform [EC-1144, "Description"](#).

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
- Clogging of throttle body

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-1280, "DTC Logic"](#).

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Proceed to [EC-1281, "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-1386, "DTC Logic"](#).

Is the 1st trip DTC P050A, P050B or P050E displayed again?

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

5. REPLACE ECM

Replace ECM. Refer to [EC-1568, "Removal and Installation"](#).

>> INSPECTION END

P0520 EOP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0520 EOP SENSOR

DTC Logic

INFOID:000000012357334

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis (Trouble diagnosis content)	Detecting condition	Possible cause
P0520	EOP sensor circuit	Signal voltage from the EOP sensor remains at more than 4.9 V / less than 0.26 V for 5 seconds or more.	<ul style="list-style-type: none">• Harness or connectors (EOP sensor circuit is open or shorted.) (Power steering pressure sensor circuit is open or shorted.) (FRP sensor circuit is open or shorted.)• Engine oil level abnormality• EOP sensor• Power steering pressure sensor• FRP 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 ON and wait at least 5 seconds.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1388, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357335

1. CHECK ENGINE OIL

1. Turn ignition switch OFF.
2. Check engine oil level and pressure. Refer to [LU-33, "Inspection"](#).

Is inspection result normal?

- YES >> GO TO 2.
NO >> Repair or replace error-detected parts.

2. CHECK EOP SENSOR POWER SUPPLY-I

1. Disconnect EOP sensor connector.
2. Turn ignition switch ON.
3. Check the voltage between EOP sensor harness connector terminals.

Connector	EOP sensor		Voltage (Approx.)
	+	-	
F32	3	1	5 V

Inspection result normal?

P0520 EOP SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

- YES >> GO TO 7.
- NO >> GO TO 3.

3. CHECK EOP SENSOR POWER SUPPLY-II

Check the voltage between EOP sensor harness connector and the ground.

+		-	Voltage (Approx.)
EOP sensor			
Connector	Terminal		
F32	3	Ground	5 V

Is inspection result normal?

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

4. CHECK SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness connector for short to power and short to ground, between the following terminals.

ECM		Sensor		
Connector	Terminal	Name	Connector	Terminal
F110	27	Power steering pressure sensor	F35	3
	28	FRP sensor	F6	1
		Engine oil pressure sensor	F32	3

Is inspection result normal?

- YES >> Perform the trouble diagnosis for power supply circuit. Refer to [EC-1171, "Diagnosis Procedure"](#).
- NO >> Repair or replace error-detected parts.

5. CHECK EOP SENSOR GROUND CIRCUIT

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

+		-		Continuity
EOP sensor		ECM		
Connector	Terminal	Connector	Terminal	
F32	1	F110	40	Existed

Is inspection result normal?

- YES >> GO TO 6.
- NO >> Repair or replace error-detected parts.

6. CHECK ECM GROUND CIRCUIT

Check the continuity between ECM harness connector and ground.

ECM		Ground	Continuity
Connector	Terminal		
F110	10	Ground	Existed
M160	174		
	175		

Is inspection result normal?

- YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).
- NO >> Repair or replace error-detected parts.

P0520 EOP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

7. CHECK EOP SENSOR SIGNAL CIRCUIT

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

+		-		Continuity
EOP sensor		ECM		
Connector	Terminal	Connector	Terminal	
F32	2	F110	41	Existed

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

Is inspection result normal?

YES >> GO TO 8.

NO >> Repair or replace error-detected parts.

8. CHECK EOP SENSOR

Refer to [EC-1390, "Component Inspection \(EOP sensor\)"](#).

Is inspection result normal?

YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).

NO >> Repair or replace error-detected parts.

Component Inspection (EOP sensor)

INFOID:000000012357336

1. CHECK EOP SENSOR

1. Turn ignition switch OFF.
2. Disconnect EOP sensor harness connector.
3. Check resistance between EOP sensor connector terminals.

+		-	Condition	Resistance (kΩ)
EOP sensor				
Terminal				
1	2		None	4 kΩ – 10 kΩ
	3			2 kΩ – 8 kΩ
2	1			4 kΩ – 10 kΩ
	3			1 kΩ – 3 kΩ
3	1			2 kΩ – 8 kΩ
	2			1 kΩ – 3 kΩ

Is the inspection result normal?

YES >> INSPECTION END.

NO >> Replace EOP sensor. Refer to [EM-234, "Exploded View"](#).

P0524 ENGINE OIL PRESSURE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0524 ENGINE OIL PRESSURE

DTC Logic

INFOID:000000012357337

DTC DETECTION LOGIC

NOTE:

If DTC P0524 is displayed with DTC P0520, P0075, or P0081, perform trouble diagnosis for DTC P0520, P0075, or P0081 first. Refer to [EC-1194, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	Detecting condition	Possible cause
P0524	ENGINE OIL PRESSURE (Engine oil pressure too low)	Engine oil pressure is low because there is a gap between angle of target and phase-control angle.	<ul style="list-style-type: none">• Engine oil pressure or level too low• Crankshaft position sensor• Camshaft position sensor• Intake valve timing control solenoid valve• Accumulation of debris to the signal pick-up portion of the camshaft• Timing chain installation• Foreign matter caught in the oil groove for intake valve timing control

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING-I

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-33, "Inspection"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Proceed to [LU-33, "Inspection"](#).

3. PERFORM DTC CONFIRMATION PROCEDURE

WITH CONSULT

1. Select "DATA MONITOR" mode with CONSULT.
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 uphill	Driving vehicle uphill (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.

WITH GST

Follow the procedure "With CONSULT" above.

Is 1st trip DTC detected?

YES >> Proceed to [EC-1392, "Diagnosis Procedure"](#)

P0524 ENGINE OIL PRESSURE

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

NO >> INSPECTION END

Diagnosis Procedure

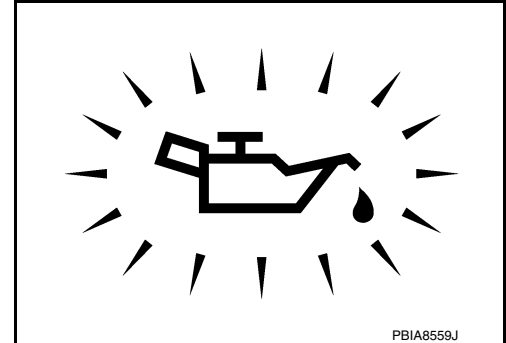
INFOID:000000012357338

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 >> Proceed to [LU-33, "Inspection"](#).
NO >> GO TO 2.



2. CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE

Refer to [EC-1182, "Component Inspection \(Intake Valve Timing Control Solenoid Valve\)"](#).

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Replace malfunctioning intake valve timing control solenoid valve. Refer to [EM-239, "Exploded View"](#).

3. CHECK CRANKSHAFT POSITION SENSOR

Refer to [EC-1322, "Component Inspection \(Crankshaft Position Sensor\)"](#).

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Replace crankshaft position sensor. Refer to [EM-234, "Exploded View"](#).

4. CHECK CAMSHAFT POSITION SENSOR

Refer to [EC-1327, "Component Inspection \(Camshaft Position Sensor\)"](#).

Is the inspection result normal?

- YES >> GO TO 5.
NO >> Replace malfunctioning camshaft position sensor. Refer to [EM-239, "Exploded View"](#).

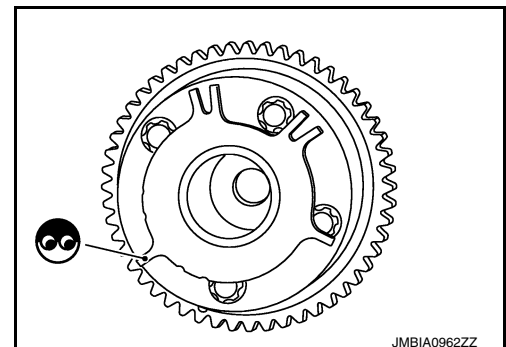
5. CHECK CAMSHAFT SPROCKET (SIGNAL PLATE)

Check the following.

- Accumulation of debris to the signal plate of camshaft sprocket (INT)
- Chipping signal plate of camshaft sprocket (INT)

Is the inspection result normal?

- YES >> GO TO 6.
NO >> Remove debris and clean the signal plate of camshaft sprocket (INT) or replace camshaft sprocket (INT). Refer to [EM-239, "Exploded View"](#).



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-239, "Exploded View"](#).
NO >> GO TO 7.

7. CHECK LUBRICATION CIRCUIT

P0524 ENGINE OIL PRESSURE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Perform "Inspection of Camshaft Sprocket (INT) Oil Groove". Refer to [EM-263. "Inspection"](#).

Is the inspection result normal?

YES >> GO TO 8.

NO >> Clean lubrication line.

8.CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

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P0550 PSP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0550 PSP SENSOR

DTC Logic

INFOID:000000012357339

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0550	PW ST P SEN/CIRC (Power steering pressure sensor circuit)	An excessively low or high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none">• Harness or connectors (Power steering pressure sensor circuit is open or shorted.) (EOP sensor circuit is open or shorted.) (FRP sensor circuit is open or shorted.)• Power steering pressure sensor• EOP sensor• FRP 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 >> Proceed to [EC-1394, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357340

1. CHECK POWER STEERING PRESSURE SENSOR POWER SUPPLY-I

1. Disconnect power steering pressure (PSP) sensor connector.
2. Turn ignition switch ON.
3. Check the voltage between PSP sensor harness connector terminals.

Connector	PSP sensor		Voltage (Approx.)
	+	-	
F35	3	1	5 V

Inspection result normal?

- YES >> GO TO 6.
NO >> GO TO 2.

2. CHECK POWER STEERING PRESSURE SENSOR POWER SUPPLY-II

Check the voltage between PSP sensor harness connector and the ground.

P0550 PSP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

+		-	Voltage (Approx.)
PSP sensor			
Connector	Terminal		
F35	3	Ground	5 V

Is inspection result normal?

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

3. CHECK SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness connector for short to power and short to ground, between the following terminals.

ECM		Sensor		
Connector	Terminal	Name	Connector	Terminal
F110	27	Power steering pressure sensor	F35	3
	28	FRP sensor	F6	1
		Engine oil pressure sensor	F32	3

Is inspection result normal?

- YES >> Perform the trouble diagnosis for power supply circuit. Refer to [EC-1171, "Diagnosis Procedure"](#).
- NO >> Repair or replace error-detected parts.

4. CHECK PSP SENSOR GROUND CIRCUIT

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

+		-		Continuity
PSP sensor		ECM		
Connector	Terminal	Connector	Terminal	
F35	1	F110	45	Existed

Is inspection result normal?

- YES >> GO TO 5.
- NO >> Repair or replace error-detected parts.

5. CHECK ECM GROUND CIRCUIT

Check the continuity between ECM harness connector and ground.

ECM		Ground	Continuity
Connector	Terminal		
F110	10	Ground	Existed
M160	174		
	175		

Is inspection result normal?

- YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).
- NO >> Repair or replace error-detected parts.

6. CHECK PSP SENSOR SIGNAL CIRCUIT

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

P0550 PSP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

+		-		Continuity
PSP sensor		ECM		
Connector	Terminal	Connector	Terminal	
F35	2	F110	39	Existed

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

Is inspection result normal?

YES >> GO TO 7.

NO >> Repair or replace error-detected parts.

7.CHECK PSP SENSOR

Refer to [EC-1396, "Component Inspection \(Power Steering Pressure Sensor\)"](#).

Is inspection result normal?

YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).

NO >> Repair or replace error-detected parts.

Component Inspection (Power Steering Pressure Sensor)

INFOID:000000012357341

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.

Connector	ECM		Condition	Voltage (V)	
	+	-			
	Terminal	Terminal			
F110	39	45	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. Refer to [ST-72, "2WD : Exploded View"](#) (2WD models) or [ST-73, "AWD : Exploded View"](#) (AWD models).

P0603 ECM POWER SUPPLY

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0603 ECM POWER SUPPLY

DTC Logic

INFOID:000000012357342

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0603	ECM BACK UP/CIRCUIT (ECM power supply circuit)	ECM back up RAM system does not function properly.	<ul style="list-style-type: none"> • Harness or connectors [ECM power supply (back up) circuit is open or shorted.] • 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 wait at least 10 seconds.
2. Turn ignition switch OFF and wait at least 5 minutes.
3. Turn ignition switch ON, wait at least 10 seconds.
4. Repeat step 2 and 3 for five times.
5. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1397. "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357343

1. CHECK ECM POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the voltage between ECM harness connector terminals.

ECM				Voltage
+		-		
Connector	Terminal	Connector	Terminal	
M160	156	M160	175	Battery voltage

Is the inspection result normal?

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

2. DETECT MALFUNCTIONING PART

Check the following.

- 15 A fuse (No. 51)
- Harness for open or short between ECM and battery
- Loose or poor connection for each connector and harness

>> Repair or replace harness or connectors.

P0603 ECM POWER SUPPLY

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

3. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "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-1397, "DTC Logic"](#).

Is the 1st trip DTC P0603 displayed again?

YES >> GO TO 5.

NO >> INSPECTION END

5. REPLACE ECM

Replace ECM. Refer to [EC-1568, "Removal and Installation"](#).

>> INSPECTION END

P0605 ECM

DTC Logic

INFOID:000000012357344

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 EEPROM system is malfunctioning.	
		C)	ECM self shut-off function is malfunctioning.	
		D)	ECM temperature sensor is malfunctioning.	

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 11 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION A AND D

1. Turn ignition switch ON.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1399, "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 >> Proceed to [EC-1399, "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 >> Proceed to [EC-1399, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357345

1. INSPECTION START

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
See [EC-1399, "DTC Logic"](#).

Is the 1st trip DTC P0605 displayed again?

- YES >> GO TO 2.

P0605 ECM

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

NO >> INSPECTION END

2.REPLACE ECM

Replace ECM. Refer to [EC-1568, "Removal and Installation"](#).

>> INSPECTION END

P0607 ECM

DTC Logic

INFOID:000000012357346

DTC DETECTION LOGIC

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DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0607	ECM (CAN communication bus)	When detecting error during the initial diagnosis of CAN controller of ECM.	ECM

C
D

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Check DTC.

Is DTC detected?

- YES >> Proceed to [EC-1401, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

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F

Diagnosis Procedure

INFOID:000000012357347

1. INSPECTION START

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
See [EC-1401, "DTC Logic"](#).
4. Check DTC.

Is the DTC P0607 displayed again?

- YES >> Replace ECM and perform additional service when replacing ECM. Refer to [EC-1138, "Description"](#).
- NO >> INSPECTION END

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P0611 ECM PROTECTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0611 ECM PROTECTION

Description

INFOID:000000012357348

This DTC is detected when the ECM protective function is activated due to an extreme temperature increase in ECM, resulting from severe conditions such as heavy load driving.

DTC Logic

INFOID:000000012357349

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0611	ECM PROTECTION	ECM overheat protection control is activated.	ECM overheated

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

This DTC is displayed as protection function history. If no malfunction is detected after the diagnosis, the customer must be informed of the activation of the protection function.

>> Proceed to [EC-1402, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012357350

1. INSPECTION START

1. Perform DTC confirmation procedure. Refer to [EC-1399, "DTC Logic"](#).
2. Check 1st trip DTC.

Is DTC P0605 detected?

- YES >> Proceed to [EC-1399, "Diagnosis Procedure"](#).
- NO >> Explain the customer about the activation of the protection function.

P062B ECM

Description

INFOID:0000000012357351

This DTC is detected when the ECM-integrated injector driver unit has a malfunction. For injector driver unit, refer to [EC-995, "ECM"](#).

DTC Logic

INFOID:0000000012357352

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P062B	Internal control module fuel injector control performance	Injector driver unit is malfunctioning.	<ul style="list-style-type: none"> • Harness and connectors (Injector circuit is open or shorted) • Battery power supply • ECM (injector driver unit)

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 11 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine and keep the engine speed at idle for 30 seconds.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1403, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357353

1. CHECK FUEL INJECTOR

Check fuel injector. Refer to [EC-1533, "Component Function Check"](#).

Is inspection result normal?

- YES >> GO TO 2.
- NO >> Repair or replace error-detected parts.

2. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC cfirmation procedure again. Refer to [EC-1403, "DTC Logic"](#).
4. Check 1st trip DTC.

Is the DTC P062B displayed again?

- YES >> Replace ECM. Refer to [EC-1568, "Removal and Installation"](#).
- NO >> INSPECTION END

P0643 SENSOR POWER SUPPLY

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0643 SENSOR POWER SUPPLY

DTC Logic

INFOID:000000012357354

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0643	SENSOR POWER/CIRC (Sensor power supply circuit short)	ECM detects that the voltage of power source for sensor is excessively low or high.	<ul style="list-style-type: none">• Harness or connectors (Throttle position sensor circuit is shorted.) [Camshaft position sensor (bank 2) circuit is shorted.] (Manifold absolute pressure sensor circuit is shorted.) (Accelerator pedal position sensor 1 circuit is shorted.)• Throttle position sensor• Camshaft position sensor (bank 2)• Manifold absolute pressure sensor• Accelerator pedal position sensor 1

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 8 V or more 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 >> Proceed to [EC-1404. "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357355

1. 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		
M9 (Without ICC)	5	Ground	Approx. 5
M154 (With ICC)	4		

Is the inspection result normal?

YES >> GO TO 6.

NO >> GO TO 2.

2. CHECK SENSOR POWER SUPPLY CIRCUIT

Check harness for short to power and short to ground, between the following terminals.

P0643 SENSOR POWER SUPPLY

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ECM		Sensor		
Connector	Terminal	Name	Connector	Terminal
F111	81	Throttle position sensor (bank 1)	F66	2
	82	Throttle position sensor (bank 2)	F64	2
	83	Camshaft position sensor (bank 2)	F83	1
	85	Manifold absolute pressure sensor	F19	1
M160	137	APP sensor 1 (Without ICC)	M9	5
	137	APP sensor 1 (With ICC)	M154	4

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair short to ground or short to power in harness or connectors.

3.CHECK COMPONENTS

Check the following.

- Camshaft position sensor (bank 2) (Refer to [EC-1327, "Component Inspection \(Camshaft Position Sensor\)"](#).)
- Manifold absolute pressure sensor (Refer to [EC-1223, "Component Inspection \(MAP Sensor\)"](#).)

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace malfunctioning component.

4.CHECK THROTTLE POSITION SENSOR

Refer to [EC-1310, "Component Inspection \(Throttle Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 8.

NO >> GO TO 5.

5.REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

Replace electric throttle control actuator. Refer to [EM-199, "Removal and Installation"](#).

>> INSPECTION END

6.CHECK ACCELERATOR PEDAL POSITION SENSOR

Refer to [EC-1508, "Component Inspection \(Accelerator Pedal Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 8.

NO >> GO TO 7.

7.REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly.

Refer to [ACC-4, "MODELS WITHOUT DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#) (Without distance control assist system).

Refer to [ACC-6, "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#) (With distance control assist system).

>> INSPECTION END

8.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

P0850 PNP SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P0850 PNP SWITCH

Description

INFOID:000000012357356

When the selector lever position is P or N, park/neutral position (PNP) signal is sent to ECM from TCM.

DTC Logic

INFOID:000000012357357

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0850	P-N POS SW/CIRCUIT (Park/neutral position switch)	The signal of the park/neutral position (PNP) signal does not change during driving after the engine is started.	<ul style="list-style-type: none">• Harness or connectors [The park/neutral position (PNP) signal circuit is open or shorted.]• TCM

DTC CONFIRMATION PROCEDURE

1.INSPECTION START

Will CONSULT be used?

Will CONSULT be used?

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 SIGNAL

Ⓟ WITH CONSULT

1. Turn ignition switch ON.
2. Select "P/N POSI SW" in "DATA MONITOR" mode with CONSULT. Then check the "P/N POSI SW" signal under the following conditions.

Position (Selector lever)	Known-good signal
N or P position	ON
Except above position	OFF

Is the inspection result normal?

YES >> GO TO 4.

NO >> Proceed to [EC-1407, "Diagnosis Procedure"](#).

4.PERFORM DTC CONFIRMATION PROCEDURE

1. Select "DATA MONITOR" mode with CONSULT.
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	1,000 - 6,375 rpm
COOLAN TEMP/S	More than 60°C (140°F)

P0850 PNP SWITCH

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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 >> Proceed to [EC-1407. "Diagnosis Procedure"](#).

NO >> INSPECTION END

5.PERFORM COMPONENT FUNCTION CHECK

WITH GST

Perform Component Function Check. Refer to [EC-1407. "Component Function Check"](#).

NOTE:

Use Component Function Check to 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 >> Proceed to [EC-1407. "Diagnosis Procedure"](#).

Component Function Check

INFOID:0000000012357358

1.PERFORM COMPONENT FUNCTION CHECK

With GST

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			
F110	11	175	Selector lever	P or N position	Battery voltage
				Except above position	Approx. 0 V

Is the inspection result normal?

YES >> INSPECTION END

NO >> Proceed to [EC-1407. "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000012357359

1.CHECK DTC WITH TCM

Refer to [TM-61. "CONSULT Function"](#).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace malfunctioning part.

2.CHECK STARTING SYSTEM

Turn ignition switch OFF, then turn it to START.

Does starter motor operate?

YES >> GO TO 3.

NO >> Check DTC with BCM. Refer to [BCS-14. "COMMON ITEM : CONSULT Function \(BCM - COMMON ITEM\)"](#).

3.CHECK PNP 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.

P0850 PNP SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

A/T assembly		ECM		Continuity
Connector	Terminal	Connector	Terminal	
F301	9	F110	11	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 for open or short between A/T assembly and ECM
- Loose or poor connection for each connector and harness

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

5. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

P100A, P100B VVEL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P100A, P100B VVEL SYSTEM

DTC Logic

INFOID:000000012357360

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-1295, "DTC Logic"](#).
- If DTC P100A or P100B is displayed with DTC P0101 or P010B, first perform the trouble diagnosis for DTC P0101 or P010B. Refer to [EC-1210, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P100A	VVEL SYSTEM-B1 [VVEL response malfunction (bank 1)]	Actual event response to target is poor.	<ul style="list-style-type: none">• Harness or connectors (VVEL actuator motor circuit is open or shorted.)• VVEL actuator motor• VVEL actuator sub assembly• VVEL ladder assembly• VVEL control module
P100B	VVEL SYSTEM-B2 [VVEL response malfunction (bank 2)]		

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 10 V or more 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 conditions, 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 >> Proceed to [EC-1409, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357361

1. 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.

P100A, P100B VVEL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

DTC No.	VVEL control module			VVEL actuator motor		Continuity	
	Bank	Connector	Terminal	Connector	Terminal		
P100A	1	E15	12	F73	1	Existed	
					2	Not existed	
			25		1	Not existed	
					2	Existed	
P100B	2			2	F71	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 3.

NO >> GO TO 2.

2. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between VVEL actuator motor and VVEL control module
- Loose or poor connection for each connector and harness

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

3. CHECK VVEL ACTUATOR MOTOR

Refer to [EC-1411. "Component Inspection \(VVEL ACTUATOR MOTOR\)"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> GO TO 4.

4. REPLACE VVEL ACTUATOR SUB ASSEMBLY

Replace VVEL actuator sub assembly. Refer to [EM-254. "Exploded View"](#).

>> INSPECTION END

5. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair or replace.

6. REPLACE VVEL CONTROL MODULE

Replace VVEL control module. Refer to [EC-1569. "Removal and Installation"](#).

>> GO TO 7.

7. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase 1st trip DTC.
3. Perform DTC Confirmation Procedure.
See [EC-1409. "DTC Logic"](#).

Is the DTC P100A or P100B displayed again?

YES >> GO TO 8.

NO >> INSPECTION END

P100A, P100B VVEL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

8. CHECK VVEL ACTUATOR SUB ASSEMBLY

Refer to [EC-1411, "Component Inspection \(VVEL ACTUATOR SUB ASSEMBLY\)"](#).

Is the inspection result normal?

YES >> GO TO 10.

NO >> GO TO 9.

9. REPLACE VVEL ACTUATOR SUB ASSEMBLY

Replace VVEL actuator sub assembly. Refer to [EM-254, "Exploded View"](#).

>> INSPECTION END

10. CHECK VVEL LADDER ASSEMBLY

Refer to [EM-254, "Exploded View"](#).

Is the inspection result normal?

YES >> GO TO 12.

NO >> GO TO 11.

11. REPLACE CYLINDER HEAD, VVEL LADDER ASSEMBLY AND VVEL ACTUATOR SUB ASSEMBLY

Replace cylinder head, VVEL ladder assembly and VVEL actuator sub assembly.

Refer to [EM-272, "Exploded View"](#) (Cylinder head).

Refer to [EM-254, "Exploded View"](#) (VVEL ladder assembly and VVEL actuator sub assembly)

>> INSPECTION END

12. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (VVEL ACTUATOR MOTOR)

INFOID:0000000012357362

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 per the following.

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

Replace VVEL actuator sub assembly. Refer to [EM-254, "Exploded View"](#).

>> INSPECTION END

Component Inspection (VVEL ACTUATOR SUB ASSEMBLY)

INFOID:0000000012357363

1. CHECK VVEL ACTUATOR SUB ASSEMBLY

1. Turn ignition switch OFF.
2. Remove VVEL actuator sub assembly. Refer to [EM-254, "Exploded View"](#).
3. Turn the ball screw shaft to check that it works smoothly.

P100A, P100B VVEL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

2.REPLACE VVEL ACTUATOR SUB ASSEMBLY

Replace VVEL actuator sub assembly. Refer to [EM-254, "Exploded View"](#).

>> INSPECTION END

P1078, P1084 EVT CONTROL POSITION SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1078, P1084 EVT CONTROL POSITION SENSOR

DTC Logic

INFOID:000000012357364

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1078	EXH TIM SEN/CIRC-B1 [Exhaust valve timing control position sensor (bank 1) circuit]	An excessively high or low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> Harness or connectors [Exhaust valve timing control position sensor (bank 1) circuit is open or shorted] Exhaust valve timing control position sensor (bank 1) Crankshaft position sensor Camshaft position sensor (bank 1) Accumulation of debris to the signal pick-up portion of the camshaft
P1084	EXH TIM SEN/CIRC-B2 [Exhaust valve timing control position sensor (bank 2) circuit]		<ul style="list-style-type: none"> Harness or connectors [Exhaust valve timing control position sensor (bank 2) circuit is open or shorted] Exhaust valve timing control position sensor (bank 2) Crankshaft position sensor Camshaft position sensor (bank 2) Accumulation of debris to the signal pick-up portion of the camshaft

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

- Start engine and let it idle for 10 seconds.
- Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1413, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357365

1. CHECK EXHAUST VALVE TIMING CONTROL POSITION SENSOR POWER SUPPLY CIRCUIT-I

- Disconnect exhaust valve timing (EVT) control position sensor harness connector.
- Turn ignition switch ON.
- Check the voltage between exhaust valve timing control position sensor harness connector and ground.

DTC	EVT control position sensor			Ground	Voltage (V)
	Bank	Connector	Terminal		
P1078	1	F59	1	Ground	Approx. 5
P1084	2	F63	1		

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair open circuit, short to ground in harness or connectors.

P1078, P1084 EVT CONTROL POSITION SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

2. CHECK EVT CONTROL POSITION SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between EVT control position sensor harness connector and ECM harness connector.

DTC	EVT control position sensor			ECM		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P1078	1	F59	2	F111	68	Existed
P1084	2	F63	2	F111	99	

4. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair open circuit, short to power in harness or connectors.

3. CHECK EVT CONTROL POSITION SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between EVT control position sensor harness connector and ECM harness connector.

DTC	EVT control position sensor			ECM		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P1078	1	F59	3	F111	75	Existed
P1084	2	F63	3		93	

2. 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 EXHAUST VALVE TIMING CONTROL POSITION SENSOR

Refer to [EC-1415, "Component Inspection \(Exhaust Valve Timing Control Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace malfunctioning exhaust valve timing control position sensor. Refer to [EM-239, "Exploded View"](#).

5. CHECK CRANKSHAFT POSITION SENSOR

Refer to [EC-1322, "Component Inspection \(Crankshaft Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace crankshaft position sensor. Refer to [EM-212, "2WD : Exploded View"](#) (2WD) or [EM-215, "AWD : Exploded View"](#) (AWD).

6. CHECK CAMSHAFT POSITION SENSOR

Refer to [EC-1327, "Component Inspection \(Camshaft Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace malfunctioning camshaft position sensor. Refer to [EM-239, "Exploded View"](#).

7. CHECK CAMSHAFT SPROCKET (SIGNAL PLATE)

Check the following.

P1078, P1084 EVT CONTROL POSITION SENSOR

[VK56VD FOR USA AND CANADA]

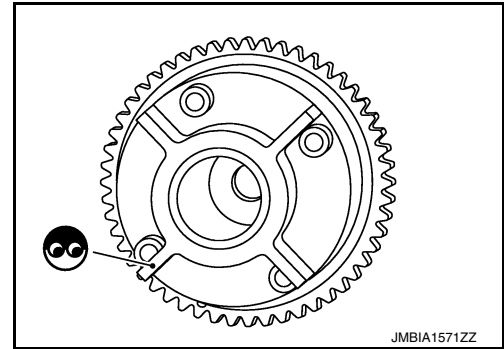
< DTC/CIRCUIT DIAGNOSIS >

- Accumulation of debris to the signal plate of camshaft sprocket (EXH)
- Chipping signal plate of camshaft sprocket (EXH)

Is the inspection result normal?

YES >> GO TO 8.

NO >> Remove debris and clean the signal plate of camshaft sprocket (EXH) or replace camshaft sprocket (EXH). Refer to [EM-239, "Exploded View"](#).



8. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Exhaust Valve Timing Control Position Sensor)

INFOID:0000000012357366

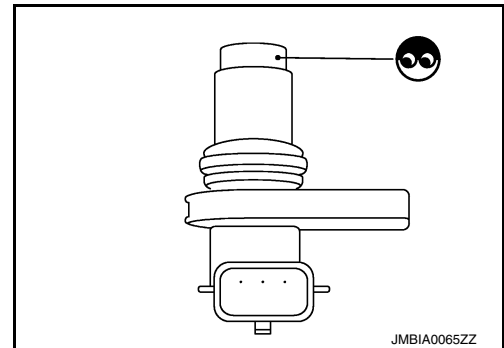
1. EXHAUST VALVE TIMING CONTROL POSITION SENSOR-I

1. Turn ignition switch OFF.
2. Disconnect exhaust valve timing control position sensor harness connector.
3. Loosen the fixing bolt of the sensor.
4. Remove the sensor. Refer to [EM-239, "Exploded View"](#).
5. Visually check the sensor for chipping.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace malfunctioning exhaust valve timing control position sensor. Refer to [EM-239, "Exploded View"](#).



2. EXHAUST VALVE TIMING CONTROL POSITION SENSOR-II

Check resistance exhaust valve timing control position sensor terminals as shown below.

Terminals	Resistance
1 (+) - 2 (-)	Except 0 or ∞ Ω [at 25°C (77°F)]
1 (+) - 3 (-)	
2 (+) - 3 (-)	

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace malfunctioning exhaust valve timing control position sensor. Refer to [EM-239, "Exploded View"](#).

P1087, P1088 VVEL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1087, P1088 VVEL SYSTEM

DTC Logic

INFOID:0000000012357367

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-1420, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1087	VVEL SYSTEM-B1 [VVEL small event angle malfunction (bank 1)]	The event angle of VVEL control shaft is always small.	<ul style="list-style-type: none">• Harness or connectors (VVEL actuator motor circuit is open or shorted.)• VVEL actuator motor• VVEL actuator sub assembly• VVEL ladder assembly• VVEL control module
P1088	VVEL SYSTEM-B2 [VVEL small event angle malfunction (bank 2)]		

Diagnosis Procedure

INFOID:0000000012357368

If DTC P1087 or P1088 is displayed with DTC P1090 or P1093.

Perform the trouble diagnosis for DTC P1090 or P1093. Refer to [EC-1420, "DTC Logic"](#).

P1089, P1092 VVEL CONTROL SHAFT POSITION SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1089, P1092 VVEL CONTROL SHAFT POSITION SENSOR

DTC Logic

INFOID:000000012357369

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-1494, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1089	VVEL POS SEN/CIRC-B1 [VVEL control shaft position sensor (bank 1) circuit]	<ul style="list-style-type: none"> An excessively low voltage from the sensor is sent to VVEL control module. An excessively high voltage from the sensor is sent to VVEL control module. 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. 	<ul style="list-style-type: none"> Harness or connectors (VVEL control shaft position sensor circuit is open or shorted.) VVEL control shaft position sensor VVEL control module
P1092	VVEL POS SEN/CIRC-B2 [VVEL control shaft position sensor (bank 2) circuit]		

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is 10 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

- Start engine and let it idle for 1 second.
- Check DTC.

Is DTC detected?

- YES >> Proceed to [EC-1417, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357370

1. VVEL CONTROL SHAFT POSITION SENSOR POWER SUPPLY CIRCUIT

- Disconnect VVEL control shaft position sensor harness connector.
- Turn ignition switch ON.
- 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	F72	3	Ground	Approx. 5
			6		
P1092	2	F70	3		
			6		

Is the inspection result normal?

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

2. DETECT MALFUNCTIONING PART

Check the following.

P1089, P1092 VVEL CONTROL SHAFT POSITION SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

- Harness for open or short between VVEL control shaft position sensor and VVEL control module
- Loose or poor connection for each connector and harness

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

3. 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	F72	2	E15	6	Existed
			5		19	
P1092	2	F70	2		4	
			5		17	

4. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 5.

NO >> GO TO 4.

4. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between VVEL control shaft position sensor and VVEL control module
- Loose or poor connection for each connector and harness

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

5. 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	F72	1	E15	3	Existed
			4		16	
P1092	2	F70	1		5	
			4		18	

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

Is the inspection result normal?

YES >> GO TO 7.

NO >> GO TO 6.

6. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between VVEL control shaft position sensor and VVEL control module
- Loose or poor connection for each connector and harness

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

7. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

P1089, P1092 VVEL CONTROL SHAFT POSITION SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Is the inspection result normal?

YES >> GO TO 8.

NO >> Repair or replace.

8.REPLACE VVEL CONTROL MODULE

Replace VVEL control module. Refer to [EC-1569, "Removal and Installation"](#).

>> GO TO 9.

9.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
See [EC-1417, "DTC Logic"](#).

Is the DTC P1089 or P1092 displayed again?

YES >> GO TO 10.

NO >> INSPECTION END

10.REPLACE VVEL ACTUATOR SUB ASSEMBLY

Replace VVEL actuator sub assembly. Refer to [EM-254, "Exploded View"](#).

>> INSPECTION END

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P1090, P1093 VVEL ACTUATOR MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1090, P1093 VVEL ACTUATOR MOTOR

DTC Logic

INFOID:000000012357371

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-1423, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1090	VVEL ACTR MOT-B1 [VVEL system performance (bank 1)]	<ul style="list-style-type: none"> Event angle difference between the actual and the target is detected. Abnormal current is sent to VVEL actuator motor. 	<ul style="list-style-type: none"> Harness or connectors (VVEL actuator motor circuit is open or shorted.) VVEL actuator motor VVEL actuator sub assembly VVEL ladder assembly VVEL control module
P1093	VVEL ACTR MOT-B2 [VVEL system performance (bank 2)]		

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is 10 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

- Start engine and let it idle for 10 second.
- Keep the engine speed at approximately 3,500 rpm for at least 10 seconds under no load.
- Check DTC.

Is DTC detected?

YES >> Proceed to [EC-1420, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357372

1. VVEL ACTUATOR MOTOR OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

- Disconnect VVEL control module harness connector.
- Disconnect VVEL actuator motor harness connector.
- 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	F73	1	Existed
					2	Not existed
			25		1	Not existed
					2	Existed
P1093	2		2	F71	1	Existed
					2	Not existed
			15		1	Not existed
					2	Existed

P1090, P1093 VVEL ACTUATOR MOTOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

4. 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 for open or short between VVEL actuator motor and VVEL control module
- Loose or poor connection for each connector and harness

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

3. CHECK VVEL ACTUATOR MOTOR

Refer to [EC-1422, "Component Inspection \(VVEL ACTUATOR MOTOR\)"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> GO TO 4.

4. REPLACE VVEL ACTUATOR SUB ASSEMBLY

Replace VVEL actuator sub assembly. Refer to [EM-254, "Exploded View"](#).

>> INSPECTION END

5. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair or replace.

6. REPLACE VVEL CONTROL MODULE

Replace VVEL control module. Refer to [EC-1569, "Removal and Installation"](#).

>> GO TO 7.

7. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
See [EC-1420, "DTC Logic"](#).

Is the DTC P1090 or P1093 displayed again?

YES >> GO TO 8.

NO >> INSPECTION END

8. CHECK VVEL ACTUATOR SUB ASSEMBLY

Refer to [EC-1422, "Component Inspection \(VVEL ACTUATOR SUB ASSEMBLY\)"](#).

Is the inspection result normal?

YES >> GO TO 10.

NO >> GO TO 9.

9. REPLACE VVEL ACTUATOR SUB ASSEMBLY

Replace VVEL actuator sub assembly. Refer to [EM-254, "Exploded View"](#).

>> INSPECTION END

10. CHECK VVEL LADDER ASSEMBLY

Refer to [EM-254, "Exploded View"](#).

P1090, P1093 VVEL ACTUATOR MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Is the inspection result normal?

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

11. REPLACE CYLINDER HEAD, VVEL LADDER ASSEMBLY AND VVEL ACTUATOR SUB ASSEMBLY

Replace cylinder head, VVEL ladder assembly and VVEL actuator sub assembly.

Refer to [EM-272, "Exploded View"](#) (Cylinder head)

Refer to [EM-254, "Exploded View"](#) (VVEL ladder assembly and VVEL actuator sub assembly).

>> INSPECTION END

12. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (VVEL ACTUATOR MOTOR)

INFOID:0000000012357373

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 per the following.

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

Replace VVEL actuator sub assembly. Refer to [EM-254, "Exploded View"](#).

>> INSPECTION END

Component Inspection (VVEL ACTUATOR SUB ASSEMBLY)

INFOID:0000000012357374

1. CHECK VVEL ACTUATOR SUB ASSEMBLY

1. Turn ignition switch OFF.
2. Remove VVEL actuator sub assembly. Refer to [EM-254, "Exploded View"](#).
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

Replace VVEL actuator sub assembly. Refer to [EM-254, "Exploded View"](#).

>> INSPECTION END

P1091 VVEL ACTUATOR MOTOR RELAY

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1091 VVEL ACTUATOR MOTOR RELAY

DTC Logic

INFOID:0000000012357375

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1091	VVEL ACTR MOT PWR [VVEL actuator motor relay circuit]	<ul style="list-style-type: none">VVEL control module detects the VVEL actuator motor relay is stuck OFF.VVEL control module detects the VVEL actuator motor relay is stuck ON.	<ul style="list-style-type: none">Harness or connectors (VVEL actuator motor relay circuit is open or shorted.) (Abort circuit is open or shorted.)VVEL actuator motor relayVVEL control moduleECM

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is 10 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON and wait at least 1 seconds.
- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON and wait at least 1 seconds.
- Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1423, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357376

1. VVEL ACTUATOR MOTOR RELAY POWER SUPPLY CIRCUIT-I

- Turn ignition switch OFF.
- Disconnect VVEL actuator motor relay.
- 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.

- 50A fusible link (letter G)
- 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.

P1091 VVEL ACTUATOR MOTOR RELAY

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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 or 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-1425, "Component Inspection \(VVEL Actuator Motor Relay\)"](#).

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	M160	122	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 for open and short between ECM and VVEL control module
- Loose or poor connection for each connector and harness

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

8. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

P1091 VVEL ACTUATOR MOTOR RELAY

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

- YES >> GO TO 9.
- NO >> Repair or replace.

9. REPLACE VVEL CONTROL MODULE

Replace VVEL control module. Refer to [EC-1569, "Removal and Installation"](#).

>> GO TO 10.

10. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
See [EC-1423, "DTC Logic"](#).

Is the DTC P1091 displayed again?

- YES >> GO TO 11.
- NO >> INSPECTION END

11. REPLACE ECM

Replace ECM. Refer to [EC-1568, "Removal and Installation"](#).

>> INSPECTION END

Component Inspection (VVEL Actuator Motor Relay)

INFOID:000000012357377

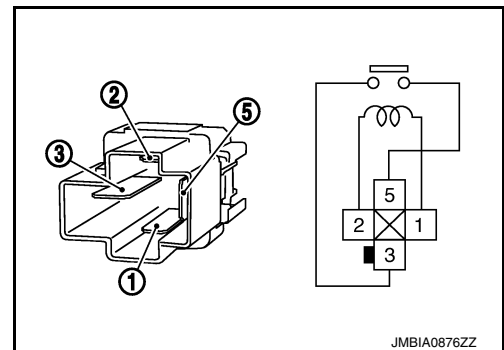
1. CHECK VVEL ACTUATOR MOTOR RELAY

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	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 VVEL actuator motor relay.



P1148, P1168 CLOSED LOOP CONTROL

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1148, P1168 CLOSED LOOP CONTROL

DTC Logic

INFOID:0000000012357378

DTC DETECTION LOGIC

NOTE:

DTC P1148 or P1168 is displayed with DTC for A/F sensor 1.

When the DTC is detected, perform the trouble diagnosis of DTC corresponding to A/F sensor 1.

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1148	CLOSED LOOP-B1 [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.	<ul style="list-style-type: none">• Harness or connectors (The A/F sensor 1 circuit is open or shorted.)• A/F sensor 1• A/F sensor 1 heater
P1168	CLOSED LOOP-B2 [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.	

Diagnosis Procedure

INFOID:0000000012357379

DTC P1148 or P1168 is displayed with DTC for A/F sensor 1.

When the DTC is detected, perform the trouble diagnosis of DTC corresponding to A/F sensor 1. Refer to [EC-1079, "DTC Index"](#).

P1197 OUT OF GAS

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1197 OUT OF GAS

Description

INFOID:0000000012357380

This diagnosis result is detected when the fuel level of the fuel tank is extremely low and the engine does not run normally.

DTC Logic

INFOID:0000000012357381

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1197	FUEL RUN OUT (Out of gas)	<ul style="list-style-type: none">Fuel rail pressure remains at 1.5 MPa (15 bar, 15.3 kg/cm², 217.5 psi) or less for 3 seconds or more with the fuel level too low.Fuel rail pressure remains 2.7 MPa (27 bar, 27.5 kg/cm², 392 psi) lower than a target fuel pressure for 5 seconds or more with the fuel level too low.Fuel rail pressure remains at 0.23 MPa (2.3 bar, 2.346 kg/cm², 33.35 psi) or less for 5 seconds or more with the fuel level too low. NOTE: Allow engine coolant temperature to reach 70°C (158°F) or more once.	<ul style="list-style-type: none">Out of gasHarness or connectors (The low pressure fuel pump circuit is open or shorted.)Low pressure fuel pumpFuel pressure regulatorLow pressure fuel systemHarness or connectors (The high pressure fuel pump circuit is shorted.)High pressure fuel pumpHigh pressure fuel systemFuel rail pressure sensorDisconnection of the fuel hose

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is 11 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE-I

Start the engine.

Does the engine start?

YES >> GO TO 3.

NO >> Proceed to [EC-1428, "Diagnosis Procedure"](#).

3. PERFORM DTC CONFIRMATION PROCEDURE-II

- Warm up the engine to the normal operating temperature.

NOTE:

For best results, warm up the engine until "COOLAN TEMP/S" on "DATA MONITOR" of CONSULT reaches at least 70°C (158°F).

- Keep the engine speed at 3,500 rpm for 5 seconds and let it idle at least 60 seconds..
- Check the 1st trip DTC.

NOTE:

If the fuel tank has sufficient fuel, this diagnosis result may not be detected.

Is 1st trip DTC detected?

YES >> Proceed to [EC-1428, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357382

1. REFUEL THE VEHICLE

1. Refuel 10 liter (10 US qt, 8 imp qt).

CAUTION:**Never refuel more than 10 liter.**

2. Start the engine and keep the engine speed at 3,000 rpm for 30 seconds.

NOTE:

For best results, warm up the engine until "COOLAN TEMP/S" on "DATA MONITOR" of CONSULT reaches at least 70°C (158°F).

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. Turn ignition switch ON.
7. Erase the DTC.
8. Start the engine and let it idle at least 60 seconds.
9. Perform the confirmation procedure again. Refer to [EC-1427, "DTC Logic"](#).

Is 1st trip DTC detected?

YES >> GO TO 2.

NO >> INSPECTION END

2. CHECK LOW PRESSURE FUEL PUMP

Refer to [EC-1547, "Component Function Check"](#).Is inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace error-detected parts.

3. CHECK HIGH PRESSURE FUEL PUMP

Refer to [EC-1536, "Component Function Check"](#).Is inspection result normal?

YES >> Check the fuel hose for disconnection and looseness.

NO >> Repair or replace error-detected parts.

P1212 TCS COMMUNICATION LINE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1212 TCS COMMUNICATION LINE

Description

INFOID:000000012357383

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:000000012357384

DTC DETECTION LOGIC

NOTE:

- If DTC P1212 is displayed with DTC UXXXX, perform the trouble diagnosis for DTC UXXXX.
 - If DTC P1212 is displayed with DTC P0607, perform the trouble diagnosis for DTC P0607.
- Freeze frame data is not stored in the ECM for this self-diagnosis.

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1212	TCS/CIRC (TCS communication line)	ECM cannot receive the information from "ABS actuator and electric unit (control unit)" continuously.	<ul style="list-style-type: none">• Harness or connectors (The CAN communication line is open or shorted.)• ABS actuator and electric unit (control unit)• Dead (Weak) battery

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 10.5 V or more 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 >> Proceed to [EC-1429, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357385

Perform the trouble diagnosis for TCS. Refer to [BRC-63, "Work Flow"](#).

NOTE:

If DTC P1212 is displayed with DTC UXXXX and/or P0607, perform the following trouble diagnosis.

- Trouble diagnosis for DTC UXXXX Refer to [EC-1079, "DTC Index"](#).
- Trouble diagnosis for DTC P0607 Refer to [EC-1401, "DTC Logic"](#).

P1217 ENGINE OVER TEMPERATURE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1217 ENGINE OVER TEMPERATURE

DTC Logic

INFOID:000000012357386

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-1401, "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 (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1217	ENG OVER TEMP [Engine over temperature (Overheat)]	<ul style="list-style-type: none">• Cooling fan does not operate properly (Overheat).• Cooling fan system does not operate properly (Overheat).• Engine coolant was not added to the system using the proper filling method.• Engine coolant is not within the specified range.	<ul style="list-style-type: none">• Harness or connectors (The cooling fan circuit is open or shorted.)• IPDM E/R• Cooling fan control module• Cooling fan motor• Radiator hose• Radiator• Radiator cap• Water pump• Thermostat

CAUTION:

When a malfunction is indicated, always replace the coolant. Refer to [CO-39, "Draining"](#) and [CO-40, "Refilling"](#). Also, replace the engine oil. Refer to [LU-34, "Draining"](#) and [LU-35, "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-17, "FOR NORTH AMERICA : 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-1430, "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 >> Proceed to [EC-1431, "Diagnosis Procedure"](#).

Component Function Check

INFOID:000000012357387

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.

P1217 ENGINE OVER TEMPERATURE

[VK56VD FOR USA AND CANADA]

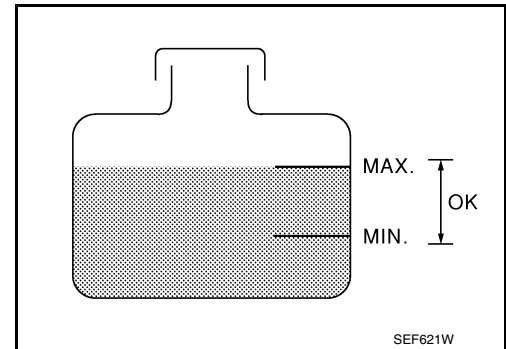
< DTC/CIRCUIT DIAGNOSIS >

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 >> Proceed to [EC-1431, "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 >> Proceed to [EC-1431, "Diagnosis Procedure"](#).
NO >> GO TO 3.

3.PERFORM COMPONENT FUNCTION CHECK-III

WITH CONSULT

1. Turn ignition switch ON.
2. Perform "FAN DUTY CONTROL" in "ACTIVE TEST" mode with CONSULT.
3. Check that cooling fan speed varies according to the percentage.

WITHOUT CONSULT

Perform IPDM E/R auto active test and check cooling fan motors operation, refer to [PCS-11, "Diagnosis Description"](#).

Is the inspection result normal?

- YES >> INSPECTION END
NO >> Proceed to [EC-1431, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000012357388

1.CHECK COOLING FAN OPERATION

WITH CONSULT

1. Turn ignition switch ON.
2. Perform "FAN DUTY CONTROL" in "ACTIVE TEST" mode with CONSULT.
3. Check that cooling fan speed varies according to the percentage.

WITHOUT CONSULT

1. Perform IPDM E/R auto active test and check cooling fan motors operation, refer to [PCS-11, "Diagnosis Description"](#).
2. Check that cooling fan operates.

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Proceed to [EC-1526, "Diagnosis Procedure"](#).

2.CHECK COOLING SYSTEM FOR LEAKAGE-I

Check cooling system for leakage. Refer to [CO-39, "Inspection"](#).

Is leakage detected?

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

3.CHECK COOLING SYSTEM FOR LEAKAGE-II

Check the following for leakage.

- Hose
- Radiator
- Water pump

P1217 ENGINE OVER TEMPERATURE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

>> Repair or replace malfunctioning part.

4. CHECK RADIATOR CAP

Check radiator cap. Refer to [CO-43, "RADIATOR CAP : Inspection"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace radiator cap. Refer to [CO-53, "Exploded View"](#).

5. CHECK THERMOSTAT

Check thermostat. Refer to [CO-55, "Inspection"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace thermostat. Refer to [CO-53, "Exploded View"](#).

6. CHECK ENGINE COOLANT TEMPERATURE SENSOR

Refer to [EC-1238, "Component Inspection \(Engine Coolant Temperature Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace engine coolant temperature sensor. Refer to [CO-53, "Exploded View"](#).

7. OVERHEATING CAUSE ANALYSIS

If the cause cannot be isolated, check the [CO-37, "Troubleshooting Chart"](#).

>> INSPECTION END

P1220 FUEL PUMP CONTROL MODULE (FPCM)

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1220 FUEL PUMP CONTROL MODULE (FPCM)

DTC Logic

INFOID:000000012357389

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1220	FPCM (Fuel pump control module)	During engine cranking, the signal voltage of the FPCM to the ECM is too low.	<ul style="list-style-type: none">• Harness or connectors (FPCM circuit is open or shorted)• Fuel pump circuit is open or shorted• FPCM

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 12 - 15 V at idle.
- Before performing the following procedure, check that the engine coolant temperature is -10°C (14°F) or more.

>> 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 5 seconds.
2. Check DTC.

Is DTC detected?

- YES >> Proceed to [EC-1433, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357390

1. CHECK FPCM POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect FPCM harness connector.
3. Turn ignition switch ON.
4. Check the voltage between FPCM harness connector and ground.

FPCM		Ground	Voltage
Connector	Terminal		
B221	10	Ground	Battery voltage

Is the inspection result normal?

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

2. DETECT MALFUNCTIONING PART

Check the following.

- 15 A fuse (No.41)
- Harness for open or short between FPCM and IPDM E/R
- Loose or poor connection for each connector and harness

P1220 FUEL PUMP CONTROL MODULE (FPCM)

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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

3. CHECK FPCM GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Check the continuity between FPCM harness connector and ground.

FPCM		Ground	Continuity
Connector	Terminal		
B221	5	Ground	Existed

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 FPCM INPUT AND OUTPUT CIRCUITS FOR OPEN AND SHORT

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

FPCM		ECM		Continuity
Connector	Terminal	Connector	Terminal	
B221	8	M160	125	Existed
	9		142	

3. 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 for open or short between FPCM and ECM
- Loose or poor connection for each connector and harness

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

6. CHECK FUEL PUMP CONTROL CIRCUIT FOR OPEN AND SHORT

1. Disconnect "fuel level sensor unit and fuel pump (main)" harness connector.
2. Check the continuity between FPCM harness connector and "fuel level sensor unit and fuel pump (main)" harness connector.

FPCM		Fuel level sensor unit and fuel pump (main)		Continuity
Connector	Terminal	Connector	Terminal	
B221	6	B241	3	Existed
	7		1	

3. 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 FPCM

Refer to [EC-1435. "Component Inspection \(FPCM\)".](#)

Is the inspection result normal?

YES >> GO TO 8.

NO >> Replace FPCM. Refer to [EC-1570. "Removal and Installation".](#)

P1220 FUEL PUMP CONTROL MODULE (FPCM)

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

8. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (FPCM)

INFOID:000000012357391

1. CHECK FUEL PUMP CONTROL MODULE (FPCM)

1. Check the voltage between FPCM terminals under the following conditions.

FPCM			Condition	Voltage
Connector	+	-		
	Terminal	Terminal		
B221	7	6	For 1 second after turning ignition switch ON	Approx. 10 V
			More than 1 second after turning ignition switch ON	Approx. 0 V
			Idle speed	Approx. 10 V

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace FPCM. Refer to [EC-1570. "Removal and Installation"](#).

P1225, P1234 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1225, P1234 TP SENSOR

DTC Logic

INFOID:0000000012357392

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1225	CTP LEARNING-B1 [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	CTP LEARNING-B2 [Closed throttle position learning performance (bank 2)]		

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 10 V or more 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 >> Proceed to [EC-1436, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357393

1. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

1. Turn ignition switch OFF.
2. Remove the intake air duct. Refer to [EM-192, "Exploded View"](#).
3. Check that no foreign matter is caught between the throttle valve 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, and then perform throttle valve closed position learning. Refer to [EC-1143, "Description"](#).

2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

Replace malfunctioning electric throttle control actuator. Refer to [EM-199, "Removal and Installation"](#).

>> INSPECTION END

P1226, P1235 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1226, P1235 TP SENSOR

DTC Logic

INFOID:0000000012357394

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1226	CTP LEARNING-B1 [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	CTP LEARNING-B2 [Closed throttle position learning performance (bank 2)]		

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 10 V or more 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 >> Proceed to [EC-1437, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357395

1. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

1. Turn ignition switch OFF.
2. Remove the intake air duct. Refer to [EM-192, "Exploded View"](#).
3. Check that no foreign matter is caught between the throttle valve 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, and then perform throttle valve closed position learning. Refer to [EC-1143, "Description"](#).

2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

Replace malfunctioning electric throttle control actuator. Refer to [EM-199, "Removal and Installation"](#).

>> INSPECTION END

P1233, P2101 ELECTRIC THROTTLE CONTROL FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1233, P2101 ELECTRIC THROTTLE CONTROL FUNCTION

DTC Logic

INFOID:0000000012357396

DTC DETECTION LOGIC

NOTE:

If DTC P1233 or P2101 is displayed with DTC P1238, P2119, perform the trouble diagnosis for DTC P1238, P2119. Refer to [EC-1444, "DTC Logic"](#).

If DTC P1233 or P2101 is displayed with DTC P2100, perform the trouble diagnosis for DTC P1290, P2100. Refer to [EC-1504, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1233	ETC FNCTN/CIRC-B2 [Electric throttle control performance (bank 2)]	Electric throttle control function does not operate properly.	<ul style="list-style-type: none">Harness or connectors (Throttle control motor circuit is open or shorted)Electric throttle control actuator
P2101	ETC FNCTN/CIRC-B1 [Electric throttle control performance (bank 1)]		

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is 11 V or more when engine is running.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON and wait at least 2 seconds.
- Start engine and let it idle for 5 seconds.
- Check DTC.

Is DTC detected?

- YES >> Proceed to [EC-1438, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357397

1. 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	M160	173	M160	175	Ignition switch OFF	Approx. 0
P2101					Ignition switch ON	Battery voltage

Is the inspection result normal?

- YES >> GO TO 8.
NO >> GO TO 2.

2. CHECK THROTTLE CONTROL MOTOR RELAY POWER SUPPLY CIRCUIT

- Turn ignition switch OFF.

P1233, P2101 ELECTRIC THROTTLE CONTROL FUNCTION

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

2. Disconnect ECM harness connector.
3. Disconnect IPDM E/R harness connector E5.
4. Check the continuity between IPDM E/R harness connector and ECM harness connector.

IPDM E/R		ECM		Continuity
Connector	Terminal	Connector	Terminal	
E5	7	M160	173	Existed

5. 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 for open or short between ECM and IPDM E/R
- Loose or poor connection for each connector and harness

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

4. 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 P2101	E7	71	M160	123	Existed

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 for open or short between ECM and IPDM E/R
- Loose or poor connection for each connector and harness

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

6. CHECK FUSE

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

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace 15 A fuse.

7. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to [PCS-34. "Removal and Installation"](#).

NO >> Repair or replace harness or connectors.

8. 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.

P1233, P2101 ELECTRIC THROTTLE CONTROL FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

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	F64	5	F111	62	Not existed
			6		58	Existed
					62	Existed
			58		Not existed	
P2101	1	F66	5	F111	57	Not existed
			6		63	Existed
					57	Existed
			63		Not existed	

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

Is the inspection result normal?

YES >> GO TO 9.

NO >> Repair or replace malfunctioning part.

9. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

1. Remove the intake air duct. Refer to [EM-185. "Exploded View"](#).
2. Check that no foreign matter is caught between the throttle valve and the housing.

Is the inspection result normal?

YES >> GO TO 10.

NO >> Remove the foreign matter and clean the electric throttle control actuator inside, and then perform throttle valve closed position learning. Refer to [EC-1143. "Description"](#).

10. CHECK THROTTLE CONTROL MOTOR

Refer to [EC-1440. "Component Inspection \(Electric Throttle Control Motor\)"](#).

Is the inspection result normal?

YES >> GO TO 11.

NO >> GO TO 12.

11. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 12.

NO >> Repair or replace harness or connectors.

12. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

Replace malfunction electric throttle control actuator. Refer to [EM-199. "Removal and Installation"](#).

>> INSPECTION END

Component Inspection (Electric Throttle Control Motor)

INFOID:000000012357398

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.

P1233, P2101 ELECTRIC THROTTLE CONTROL FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Electric throttle control actuator			Resistance
Bank	Connector	Terminals	
1	F66	5 and 6	Approx. 1 - 15 Ω [at 25°C (77°F)]
2	F64	5 and 6	

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

Replace malfunctioning electric throttle control actuator. Refer to [EM-199, "Removal and Installation"](#).

>> INSPECTION END

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P1236, P2118 THROTTLE CONTROL MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1236, P2118 THROTTLE CONTROL MOTOR

DTC Logic

INFOID:000000012357399

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1236	ETC MOT-B2 [Throttle control motor (bank 2) circuit short]	ECM detects short in both circuits between ECM and throttle control motor.	<ul style="list-style-type: none"> • Harness or connectors (Throttle control motor circuit is shorted.) • Electric throttle control actuator (Throttle control motor)
P2118	ETC MOT-B1 [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 >> Proceed to [EC-1442, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357400

1. 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	
P1233	2	F64	5	F111	62	Not existed
					58	Existed
			6		62	Existed
					58	Not existed
P2101	1	F66	5	F111	57	Not existed
					63	Existed
			6		57	Existed
					63	Not existed

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

Is the inspection result normal?

P1236, P2118 THROTTLE CONTROL MOTOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

- YES >> GO TO 2.
NO >> Repair or replace malfunctioning part.

2.CHECK THROTTLE CONTROL MOTOR

Refer to [EC-1440. "Component Inspection \(Electric Throttle Control Motor\)".](#)

Is the inspection result normal?

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

3.CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident".](#)

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Repair or replace harness or connectors.

4.REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

Replace malfunctioning electric throttle control actuator. Refer to [EM-199. "Removal and Installation".](#)

>> INSPECTION END

Component Inspection (Electric Throttle Control Motor)

INFOID:0000000012357401

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
Bank	Connector	Terminals	
1	F66	5 and 6	Approx. 1 - 15 Ω [at 25°C (77°F)]
2	F64	5 and 6	

Is the inspection result normal?

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

2.REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

Replace malfunctioning electric throttle control actuator. Refer to [EM-199. "Removal and Installation".](#)

>> INSPECTION END

P1238, P2119 ELECTRIC THROTTLE CONTROL ACTUATOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1238, P2119 ELECTRIC THROTTLE CONTROL ACTUATOR

DTC Logic

INFOID:000000012357402

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition		Possible cause
P1238	ETC ACTR-B2 [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 that the throttle valve is stuck open.	
P2119	ETC ACTR-B1 [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 detects that the throttle valve is stuck open.	

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 8 V or more at idle.

>> 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 position to D and wait at least 3 seconds.
3. Shift selector lever position to P.
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 position to D and wait at least 3 seconds.
7. Shift selector lever position to P.
8. Turn ignition switch OFF, wait at least 10 seconds, and then turn ON.
9. Check DTC.

Is DTC detected?

- YES >> Proceed to [EC-1444, "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 position to D and wait at least 3 seconds.
3. Shift selector lever position to P.
4. Start engine and let it idle for 3 seconds.
5. Check DTC.

Is DTC detected?

- YES >> Proceed to [EC-1444, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357403

1. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

P1238, P2119 ELECTRIC THROTTLE CONTROL ACTUATOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

1. Turn ignition switch OFF.
2. Remove the intake air duct. Refer to [EM-192, "Exploded View"](#).
3. Check that no foreign matter is caught between the throttle valve 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, and then perform throttle valve closed position learning. Refer to [EC-1143, "Description"](#).

2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

Replace malfunctioning electric throttle control actuator. Refer to [EM-199, "Removal and Installation"](#).

>> INSPECTION END

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P1239, P2135 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1239, P2135 TP SENSOR

DTC Logic

INFOID:000000012357404

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-1404, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1239	TP SENSOR-B2 [Throttle position sensor (bank 2) circuit range/per- formance]	Rationally incorrect voltage is sent to ECM compared with the signals from TP sensor 1 and TP sensor 2.	<ul style="list-style-type: none">• Harness or connector (Throttle position sensor 1 or 2 circuit is open or shorted.)• Electric throttle control actuator (Throttle position sensor 1 or 2)
P2135	TP SENSOR-B1 [Throttle position sensor (bank 1) circuit range/per- formance]		

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 8 V or more 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 >> Proceed to [EC-1446, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357405

1. 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	F64	2	Ground	Approx. 5
P2135	1	F66	2		

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

2. CHECK THROTTLE POSITION SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.

P1239, P2135 TP SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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	F64	4	F111	69	Existed
P2135	1	F66	4		97	

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

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 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	F64	1	F111	71	Existed
			3		89	
P2135	1	F66	1		91	
			3		79	

2. 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

Refer to [EC-1447, "Component Inspection \(Throttle Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> GO TO 5.

5.REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

Replace malfunctioning electric throttle control actuator. Refer to [EM-199, "Removal and Installation"](#).

>> INSPECTION END

6.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Throttle Position Sensor)

INFOID:0000000012357406

1.CHECK THROTTLE POSITION SENSOR

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Perform [EC-1143, "Description"](#).
4. Turn ignition switch ON.
5. Set selector lever position to D.
6. Check the voltage between ECM harness connector terminals under the following conditions.

P1239, P2135 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ECM			Condition	Voltage (V)
Connector	+	-		
	Terminal	Terminal		
F111	91 [TP sensor 1 (bank 1)]	97	Accelerator pedal: Fully released	More than 0.36
			Accelerator pedal: Fully depressed	Less than 4.75
	71 [TP sensor 1 (bank 2)]	69	Accelerator pedal: Fully released	More than 0.36
			Accelerator pedal: Fully depressed	Less than 4.75
	79 [TP sensor 2 (bank 1)]	97	Accelerator pedal: Fully released	Less than 4.75
			Accelerator pedal: Fully depressed	More than 0.36
	89 [TP sensor 2 (bank 2)]	69	Accelerator pedal: Fully released	Less than 4.75
			Accelerator pedal: Fully depressed	More than 0.36

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

Replace malfunctioning electric throttle control actuator. Refer to [EM-199. "Removal and Installation"](#).

>> INSPECTION END

P1423, P1424 COLD START CONTROL

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1423, P1424 COLD START CONTROL

Description

INFOID:000000012357407

ECM controls fuel injection timing and fuel injection quantity when engine is started with the engine cold. This control promotes the activation of three way catalyst by heating the catalyst and reduces emissions.

DTC Logic

INFOID:000000012357408

DTC DETECTION LOGIC

NOTE:

- If DTC P1423 or P1424 is displayed with other DTC, first perform the trouble diagnosis for other DTC.

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1423	COLD START CONTROL (Cold start emission reduction strategy monitoring)	ECM does not control fuel injection timing properly when engine is started with the engine cold.	ECM
P1424	COLD START CONTROL (Cold start emission reduction strategy monitoring)	ECM does not control fuel injection quantity properly when engine is started with with the engine cold.	

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

WITH CONSULT

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON.
3. Select "DATA MONITOR" mode with CONSULT.
4. Check that "COOLAN TEMP/S".
 - If it is between 5°C (41°F) and 40°C (104°F) go to the following steps.
 - If it is below 5°C (41°F) warm engine up to more than 5°C (41°F) and retry from step 1.
 - If it is above 40°C (104°F) cool engine down to less than 40°C (104°F) and retry from step 1.
5. Start engine and let it idle for 5 minutes.
6. Check 1st trip DTC.

WITH GST

Follow the procedure "With CONSULT" above.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1449, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357409

1. INSPECTION START

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC confirmation procedure. Refer to [EC-1449, "DTC Logic"](#).
4. Check 1st trip DTC.

P1423, P1424 COLD START CONTROL

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Is the 1st trip DTC P1423 or P1424 displayed again?

YES >> GO TO 2.

NO >> INSPECTION END

2.REPLACE ECM

Replace ECM. Refer to [EC-1568. "Removal and Installation"](#).

>> INSPECTION END

P1550 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1550 BATTERY CURRENT SENSOR

DTC Logic

INFOID:0000000012357410

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1550	BAT CURRENT SENSOR (Battery current sensor circuit range/performance)	The output voltage of the battery current sensor remains within the specified range while engine is running.	<ul style="list-style-type: none"> • Harness or connectors (Battery current sensor circuit is shorted.) (Crankshaft position sensor circuit is open or shorted.) [Camshaft position sensor (bank 1) circuit is shorted.] (Accelerator pedal position sensor 2 circuit is shorted.) (EVAP control system pressure sensor circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.) • Battery current sensor • Crankshaft position sensor • Camshaft position sensor (bank 1) • Accelerator pedal position sensor 2 • EVAP control system pressure sensor • Refrigerant pressure sensor

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 8 V or more 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 >> Proceed to [EC-1451, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357411

1. 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 7.
 NO >> GO TO 2.

2. CHECK BATTERY CURRENT SENSOR POWER SUPPLY CIRCUIT-II

1. Turn ignition switch ON.
2. Disconnect ECM harness connector.

P1550 BATTERY CURRENT SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

3. Check the continuity between battery current sensor harness connector and ECM harness connector.

Battery current sensor		ECM		Continuity
Connector	Terminal	Connector	Terminal	
E21	1	M160	133	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair open circuit.

3. 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
F111	76	CKP sensor	F2	1
	77	Camshaft position sensor (bank 1)	F84	1
M160	133	Battery current sensor	E21	1
	133	EVAP control system pressure sensor	B73	3
	133	Refrigerant pressure sensor	E77	3
	131	APP sensor 2 (Without ICC)	M9	6
	131	APP sensor 2 (With ICC)	M154	10

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 (bank 1) (Refer to [EC-1327, "Component Inspection \(Camshaft Position Sensor\)"](#).)
- CKP sensor (Refer to [EC-1322, "Component Inspection \(Crankshaft Position Sensor\)"](#).)
- EVAP control system pressure sensor (Refer to [EC-1358, "Component Inspection \(EVAP Control System Pressure Sensor\)"](#).)
- Refrigerant pressure sensor (Refer to [EC-1555, "Diagnosis Procedure"](#).)

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace malfunctioning component.

5. CHECK APP SENSOR

Refer to [EC-1516, "Component Inspection \(Accelerator Pedal Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 10.

NO >> GO TO 6.

6. REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly. Refer to following.

- Models without Distance Control Assist system: [ACC-4, "MODELS WITHOUT DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#)
- Models with Distance Control Assist system: [ACC-6, "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#)

>> INSPECTION END

7. CHECK BATTERY CURRENT SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.

P1550 BATTERY CURRENT SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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	3	M160	150	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 connectors.

8. 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	4	M160	138	Existed

2. 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 BATTERY CURRENT SENSOR

Refer to [EC-1453. "Component Inspection \(Battery Current Sensor\)".](#)

Is the inspection result normal?

YES >> GO TO 10.

NO >> Replace battery negative cable assembly.

10. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident".](#)

>> INSPECTION END

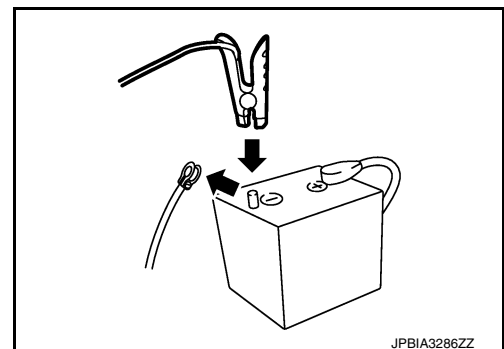
Component Inspection (Battery Current Sensor)

INFOID:0000000012357412

1. CHECK BATTERY CURRENT SENSOR

1. Turn ignition switch OFF.
2. Reconnect harness connectors disconnected.
3. Disconnect battery negative cable.
4. Install jumper cable between battery negative terminal and body ground.
5. Turn ignition switch ON.
6. Check the voltage between ECM harness connector terminals under the following conditions.

Connector	ECM		Voltage (V)
	+	-	
	Terminal	Terminal	
M160	138 (Battery current sensor signal)	150	Approx. 2.5



Before measuring the terminal voltage, confirm that the battery is fully charged. Refer to [PG-157. "How to Handle Battery".](#)

Is the inspection result normal?

YES >> INSPECTION END

P1550 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

NO >> Replace battery negative cable assembly.

P1551, P1552 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1551, P1552 BATTERY CURRENT SENSOR

DTC Logic

INFOID:000000012357413

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1551	BAT CURRENT SENSOR (Battery current sensor circuit low input)	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> • Harness or connectors (Battery current sensor circuit is shorted.) (Crankshaft position sensor circuit is open or shorted.) [Camshaft position sensor (bank 1) circuit is shorted.] (Accelerator pedal position sensor 2 circuit is shorted.) (EVAP control system pressure sensor circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.) • Battery current sensor • Crankshaft position sensor • Camshaft position sensor (bank 1) • Accelerator pedal position sensor 2 • EVAP control system pressure sensor • Refrigerant pressure sensor
P1552	Battery current sensor circuit high input (BAT CURRENT SENSOR)	An excessively high voltage from the sensor is sent to ECM.	

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 8 V or more 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 >> Proceed to [EC-1455, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357414

1. 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 7.
NO >> GO TO 2.

P1551, P1552 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

2. CHECK BATTERY CURRENT SENSOR POWER SUPPLY CIRCUIT-II

1. Turn ignition switch ON.
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	1	M160	133	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair open circuit.

3. 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
F111	76	CKP sensor	F2	1
	77	Camshaft position sensor (bank 1)	F84	1
M160	133	Battery current sensor	E21	1
	133	EVAP control system pressure sensor	B73	3
	133	Refrigerant pressure sensor	E77	3
	131	APP sensor 2 (Without ICC)	M9	6
	131	APP sensor 2 (With ICC)	M154	10

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 (bank 1) (Refer to [EC-1327, "Component Inspection \(Camshaft Position Sensor\)"](#).)
- CKP sensor (Refer to [EC-1322, "Component Inspection \(Crankshaft Position Sensor\)"](#).)
- EVAP control system pressure sensor (Refer to [EC-1358, "Component Inspection \(EVAP Control System Pressure Sensor\)"](#).)
- Refrigerant pressure sensor (Refer to [EC-1555, "Diagnosis Procedure"](#).)

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace malfunctioning component.

5. CHECK APP SENSOR

Refer to [EC-1516, "Component Inspection \(Accelerator Pedal Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 10.

NO >> GO TO 6.

6. REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly. Refer to following.

- Models without Distance Control Assist system: [ACC-4, "MODELS WITHOUT DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#)
- Models with Distance Control Assist system: [ACC-6, "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#)

P1551, P1552 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

>> INSPECTION END

7. 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	3	M160	150	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 connectors.

8. 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	4	M160	138	Existed

2. 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 BATTERY CURRENT SENSOR

Refer to [EC-1457, "Component Inspection \(Battery Current Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 10.

NO >> Replace battery negative cable assembly.

10. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

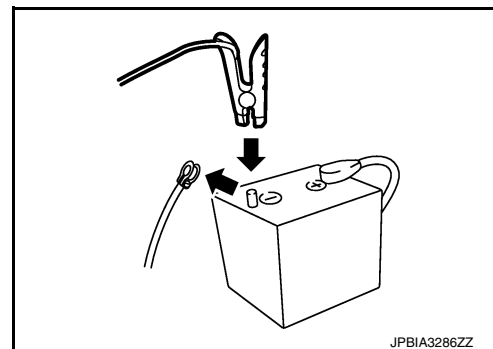
Component Inspection (Battery Current Sensor)

INFOID:000000012357415

1. CHECK BATTERY CURRENT SENSOR

1. Turn ignition switch OFF.
2. Reconnect harness connectors disconnected.
3. Disconnect battery negative cable.
4. Install jumper cable between battery negative terminal and body ground.
5. Turn ignition switch ON.
6. Check the voltage between ECM harness connector terminals under the following conditions.

Connector	ECM		Voltage (V)
	+	-	
	Terminal	Terminal	
M160	138 (Battery current sensor signal)	150	Approx. 2.5



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P1551, P1552 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Before measuring the terminal voltage, confirm that the battery is fully charged. Refer to [PG-157, "How to Handle Battery"](#).

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace battery negative cable assembly.

P1553 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1553 BATTERY CURRENT SENSOR

DTC Logic

INFOID:000000012357416

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1553	BAT CURRENT SENSOR (Battery current sensor performance)	The signal voltage transmitted from the sensor to ECM is higher than the amount of the maximum power generation.	<ul style="list-style-type: none"> • Harness or connectors (Battery current sensor circuit is shorted.) (Crankshaft position sensor circuit is open or shorted.) [Camshaft position sensor (bank 1) circuit is shorted.] (Accelerator pedal position sensor 2 circuit is shorted.) (EVAP control system pressure sensor circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.) • Battery current sensor • Crankshaft position sensor • Camshaft position sensor (bank 1) • Accelerator pedal position sensor 2 • EVAP control system pressure sensor • Refrigerant pressure sensor

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 8 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

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

Is 1st trip DTC detected?

YES >> Proceed to [EC-1459, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357417

1. 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 7.

NO >> GO TO 2.

2. CHECK BATTERY CURRENT SENSOR POWER SUPPLY CIRCUIT-II

P1553 BATTERY CURRENT SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

1. Turn ignition switch ON.
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	1	M160	133	Existed

Is the inspection result normal?

YES >> GO TO 31

NO >> Repair open circuit.

3. 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
F111	76	CKP sensor	F2	1
	77	Camshaft position sensor (bank 1)	F84	1
M160	133	Battery current sensor	E21	1
	133	EVAP control system pressure sensor	B73	3
	133	Refrigerant pressure sensor	E77	3
	131	APP sensor 2 (Without ICC)	M9	6
	131	APP sensor 2 (With ICC)	M154	10

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 (bank 1) (Refer to [EC-1327, "Component Inspection \(Camshaft Position Sensor\)"](#).)
- CKP sensor (Refer to [EC-1322, "Component Inspection \(Crankshaft Position Sensor\)"](#).)
- EVAP control system pressure sensor (Refer to [EC-1358, "Component Inspection \(EVAP Control System Pressure Sensor\)"](#).)
- Refrigerant pressure sensor (Refer to [EC-1555, "Diagnosis Procedure"](#).)

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace malfunctioning component.

5. CHECK APP SENSOR

Refer to [EC-1516, "Component Inspection \(Accelerator Pedal Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 10.

NO >> GO TO 6.

6. REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly.

- Models without Distance Control Assist system: [ACC-4, "MODELS WITHOUT DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#)
- Models with Distance Control Assist system: [ACC-6, "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#)

>> INSPECTION END

P1553 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

7. 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	3	M160	150	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 connectors.

8. 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	4	M160	138	Existed

2. 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 BATTERY CURRENT SENSOR

Refer to [EC-1461, "Component Inspection \(Battery Current Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 10.

NO >> Replace battery negative cable assembly.

10. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

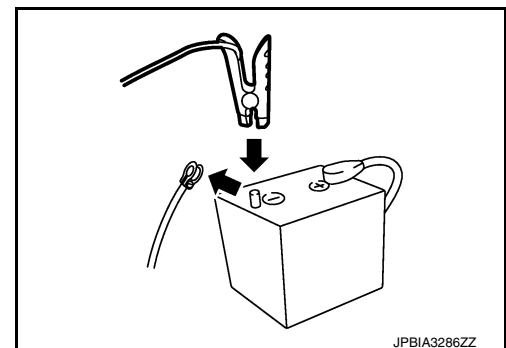
Component Inspection (Battery Current Sensor)

INFOID:000000012357418

1. CHECK BATTERY CURRENT SENSOR

1. Turn ignition switch OFF.
2. Reconnect harness connectors disconnected.
3. Disconnect battery negative cable.
4. Install jumper cable between battery negative terminal and body ground.
5. Turn ignition switch ON.
6. Check the voltage between ECM harness connector terminals under the following conditions.

Connector	ECM		Voltage (V)
	+	-	
	Terminal	Terminal	
M160	138 (Battery current sensor signal)	150	Approx. 2.5



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Before measuring the terminal voltage, confirm that the battery is fully charged. Refer to [PG-157, "How to Handle Battery"](#).

P1553 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace battery negative cable assembly.

P1554 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1554 BATTERY CURRENT SENSOR

DTC Logic

INFOID:000000012357419

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1554	BAT CURRENT SENSOR (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.	<ul style="list-style-type: none"> • Harness or connectors (Battery current sensor circuit is shorted.) (Crankshaft position sensor circuit is open or shorted.) [Camshaft position sensor (bank 1) circuit is shorted.] (Accelerator pedal position sensor 2 circuit is shorted.) (EVAP control system pressure sensor circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.) • Battery current sensor • Crankshaft position sensor • Camshaft position sensor (bank 1) • Accelerator pedal position sensor 2 • EVAP control system pressure sensor • Refrigerant pressure sensor

DTC CONFIRMATION PROCEDURE

1. PERFORM COMPONENT FUNCTION CHECK

Perform Component Function Check. Refer to [EC-1463, "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 >> Proceed to [EC-1464, "Diagnosis Procedure"](#).

Component Function Check

INFOID:000000012357420

1. PRECONDITIONING

TESTING CONDITION:

- Before performing the following procedure, confirm that battery voltage is 12.8 V or more 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

1. Start engine and let it idle.
2. Select "BAT CUR SEN" in "DATA MONITOR" mode with CONSULT.
3. Check "BAT CUR SEN" indication for 10 seconds.
"BAT CUR SEN" should be above 2,300 mV at least once.

ⓧ WITHOUT CONSULT

1. Start engine and let it idle.
2. Check the voltage between ECM harness connector terminals as per the following.

P1554 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ECM			Voltage (V)
Connector	+	-	
	Terminal	Terminal	
M160	138 (Battery current sensor signal)	150	Above 2.3 at least once

Is the inspection result normal?

YES >> INSPECTION END

NO >> Proceed to [EC-1464. "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012357421

1. 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 7.

NO >> GO TO 2.

2. CHECK BATTERY CURRENT SENSOR POWER SUPPLY CIRCUIT-II

1. Turn ignition switch ON.
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	1	M160	133	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair open circuit.

3. 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
F111	76	CKP sensor	F2	1
	77	Camshaft position sensor (bank 1)	F84	1
M160	133	Battery current sensor	E21	1
	133	EVAP control system pressure sensor	B73	3
	133	Refrigerant pressure sensor	E77	3
	131	APP sensor 2 (Without ICC)	M9	6
	131	APP sensor 2 (With ICC)	M154	10

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair short to ground or short to power in harness or connectors.

P1554 BATTERY CURRENT SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

4. CHECK COMPONENTS

Check the following.

- Camshaft position sensor (bank 1) (Refer to [EC-1327, "Component Inspection \(Camshaft Position Sensor\)"](#).)
- CKP sensor (Refer to [EC-1322, "Component Inspection \(Crankshaft Position Sensor\)"](#).)
- EVAP control system pressure sensor (Refer to [EC-1358, "Component Inspection \(EVAP Control System Pressure Sensor\)"](#).)
- Refrigerant pressure sensor (Refer to [EC-1555, "Diagnosis Procedure"](#).)

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace malfunctioning component.

5. CHECK APP SENSOR

Refer to [EC-1516, "Component Inspection \(Accelerator Pedal Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 10.

NO >> GO TO 6.

6. REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly.

- Models without Distance Control Assist system: [ACC-4, "MODELS WITHOUT DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#)
- Models with Distance Control Assist system: [ACC-4, "MODELS WITHOUT DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#)

>> INSPECTION END

7. 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	3	M160	150	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 connectors.

8. 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	4	M160	138	Existed

2. 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 BATTERY CURRENT SENSOR

Refer to [EC-1466, "Component Inspection \(Battery Current Sensor\)"](#).

Is the inspection result normal?

P1554 BATTERY CURRENT SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

- YES >> GO TO 10.
- NO >> Replace battery negative cable assembly.

10. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

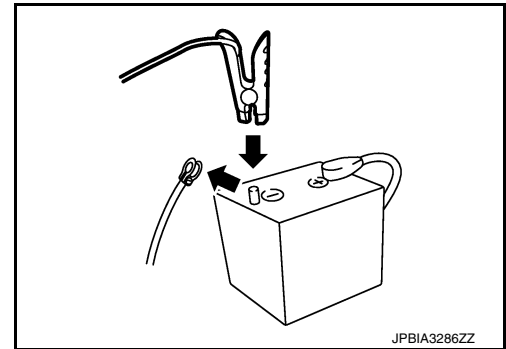
Component Inspection (Battery Current Sensor)

INFOID:0000000012357422

1. CHECK BATTERY CURRENT SENSOR

1. Turn ignition switch OFF.
2. Reconnect harness connectors disconnected.
3. Disconnect battery negative cable.
4. Install jumper cable between battery negative terminal and body ground.
5. Turn ignition switch ON.
6. Check the voltage between ECM harness connector terminals under the following conditions.

Connector	ECM		Voltage (V)
	+	-	
	Terminal	Terminal	
M160	138 (Battery current sensor signal)	150	Approx. 2.5



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Before measuring the terminal voltage, confirm that the battery is fully charged. Refer to [PG-157. "How to Handle Battery"](#).

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Replace battery negative cable assembly.

P1556, P1557 BATTERY TEMPERATURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1556, P1557 BATTERY TEMPERATURE SENSOR

DTC Logic

INFOID:0000000012357423

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1556	BAT TMP SEN/CIRC (Battery temperature sensor circuit low input)	Signal voltage from Battery temperature sensor remains 0.16V or less for 5 seconds or more.	<ul style="list-style-type: none"> • Harness or connectors [Battery current sensor (Battery temperature sensor) circuit is shorted.] (Crankshaft position sensor circuit is open or shorted.) [Camshaft position sensor (bank 1) circuit is shorted.] (Accelerator pedal position sensor 2 circuit is shorted.) (EVAP control system pressure sensor circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.) • Battery current sensor (Battery temperature sensor) • Crankshaft position sensor • Camshaft position sensor (bank 1) • Accelerator pedal position sensor 2 • EVAP control system pressure sensor • Refrigerant pressure sensor
P1557	BAT TMP SEN/CIRC (Battery temperature sensor circuit high input)	Signal voltage from Battery temperature sensor remains 4.84V or more for 5 seconds or more.	

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 10 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

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

Is 1st trip DTC detected?

YES >> Proceed to [EC-1467, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357424

1. CHECK BATTERY TEMPERATURE SENSOR INPUT SIGNAL 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	2	Ground	Approx. 5

Is the inspection result normal?

YES >> GO TO 7.

P1556, P1557 BATTERY TEMPERATURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

NO >> GO TO 2.

2. CHECK BATTERY TEMPERATURE SENSOR INPUT SIGNAL CIRCUIT-II

1. Turn ignition switch ON.
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	M160	139	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair open circuit.

3. 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
F111	76	CKP sensor	F2	1
	77	Camshaft position sensor (bank 1)	F84	1
M160	133	Battery current sensor	E21	1
	133	EVAP control system pressure sensor	B73	3
	133	Refrigerant pressure sensor	E77	3
	131	APP sensor 2 (Without ICC)	M9	6
	131	APP sensor 2 (With ICC)	M154	10

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 (bank 1) (Refer to [EC-1327, "Component Inspection \(Camshaft Position Sensor\)"](#).)
- CKP sensor (Refer to [EC-1322, "Component Inspection \(Crankshaft Position Sensor\)"](#).)
- Battery current sensor (Refer to [EC-1466, "Component Inspection \(Battery Current Sensor\)"](#).)
- EVAP control system pressure sensor (Refer to [EC-1358, "Component Inspection \(EVAP Control System Pressure Sensor\)"](#).)
- Refrigerant pressure sensor (Refer to [EC-1555, "Diagnosis Procedure"](#).)

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace malfunctioning component.

5. CHECK APP SENSOR

Refer to [EC-1516, "Component Inspection \(Accelerator Pedal Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 9.

NO >> GO TO 6.

6. REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly. Refer to following.

- Models without Distance Control Assist system: [ACC-4, "MODELS WITHOUT DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#)

P1556, P1557 BATTERY TEMPERATURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

- Models with Distance Control Assist system: [ACC-6. "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#)

>> INSPECTION END

7. CHECK BATTERY TEMPERATURE 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	3	M160	150	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 connectors.

8. CHECK BATTERY TEMPERATURE SENSOR

Refer to [EC-1469. "Component Inspection \(Battery Temperature Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 9.

NO >> Replace battery negative cable assembly.

9. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Battery Temperature Sensor)

INFOID:0000000012357425

1. CHECK BATTERY TEMPERATURE SENSOR

1. Turn ignition switch OFF.
2. Disconnect battery current sensor.
3. Check the resistance between battery current sensor connector terminals.

Battery current sensor		Resistance
+	-	
Terminal		
2	3	continuity with the resistance value 100 Ω or more

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace battery negative cable assembly.

P1564 ASCD STEERING SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1564 ASCD STEERING SWITCH

DTC Logic

INFOID:000000012357426

DTC DETECTION LOGIC

NOTE:

If DTC P1564 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to [EC-1399, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1564	ASCD SW (ASCD steering switch)	<ul style="list-style-type: none">• An excessively high voltage signal from the ASCD steering switch is sent to ECM.• ECM detects that input signal from the ASCD steering switch is out of the specified range.• ECM detects that the ASCD steering switch is stuck ON.	<ul style="list-style-type: none">• Harness or connectors (The switch circuit is open or shorted.)• ASCD steering switch• 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 >> Proceed to [EC-1470, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357427

1. CHECK ASCD STEERING SWITCH CIRCUIT

Ⓜ WITH CONSULT

1. Turn ignition switch ON.
2. Select "MAIN SW", "CANCEL SW", "RESUME/ACC SW" and "SET SW" in "DATA MONITOR" mode with CONSULT.
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

P1564 ASCD STEERING SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Monitor item	Condition		Indication
RESUME/ACC SW	RESUME/ACCELERATE switch	Pressed	ON
		Released	OFF
SET SW	SET/COAST switch	Pressed	ON
		Released	OFF

⊗ WITHOUT CONSULT

- Turn ignition switch ON.
- Check the voltage between ECM harness connector terminals under the following conditions.

Connector	ECM		Condition	Voltage (V)
	+	-		
	Terminal	Terminal		
M160	128 (ASCD steering switch signal)	130	MAIN switch: Pressed	Approx. 0
			CANCEL switch: Pressed	Approx. 1
			COAST/SET switch: Pressed	Approx. 2
			ACCELERATE/RESUME switch: Pressed	Approx. 3
			All ASCD steering switches: Released	Approx. 4

Is the inspection result normal?

- YES >> GO TO 7.
NO >> GO TO 2.

2.CHECK ASCD STEERING SWITCH GROUND CIRCUIT FOR OPEN AND SHORT

- Turn ignition switch OFF.
- Disconnect ECM harness connector.
- Disconnect combination switch harness connector.
- Check the continuity between combination switch and ECM harness connector.

Combination switch		ECM		Continuity
Connector	Terminal	Connector	Terminal	
M303	16	M160	130	Existed

- 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.

- 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.

4.CHECK ASCD STEERING SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

- Check the continuity between combination switch and ECM harness connector.

Combination switch		ECM		Continuity
Connector	Terminal	Connector	Terminal	
M303	13	M160	128	Existed

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

Is the inspection result normal?

- YES >> GO TO 6.

P1564 ASCD STEERING SWITCH

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

NO >> GO TO 5.

5. 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.

6. CHECK ASCD STEERING SWITCH

Refer to [EC-1472. "Component Inspection \(ASCD Steering Switch\)"](#).

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace ASCD steering switch. Refer to [EC-987. "ENGINE CONTROL SYSTEM : Component Parts Location"](#).

7. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (ASCD Steering Switch)

INFOID:000000012357428

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. Refer to [EC-987. "ENGINE CONTROL SYSTEM : Component Parts Location"](#).

P1564 ICC STEERING SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1564 ICC STEERING SWITCH

DTC Logic

INFOID:000000012357429

DTC DETECTION LOGIC

NOTE:

If DTC P1564 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to [EC-1399, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1564	ASCD SW (ICC steering switch)	<ul style="list-style-type: none">An excessively high voltage signal from the ICC steering switch is sent to ECM.ECM detects that input signal from the ICC steering switch is out of the specified range.ECM detects that the ICC steering switch is stuck ON.	<ul style="list-style-type: none">Harness or connectors (The switch circuit is open or shorted.)ICC steering switchECM

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON and wait at least 10 seconds.
- Press MAIN switch for at least 10 seconds, then release it and wait at least 10 seconds.
- Press CANCEL switch for at least 10 seconds, then release it and wait at least 10 seconds.
- Press RESUME/ACCELERATE switch for at least 10 seconds, then release it and wait at least 10 seconds.
- Press SET/COAST switch for at least 10 seconds, then release it and wait at least 10 seconds.
- Press DISTANCE switch for at least 10 seconds, then release it and wait at least 10 seconds.
- Press LDP switch for at least 10 seconds, then release it and wait at least 10 seconds.
- Check DTC.

Is DTC detected?

- YES >> Proceed to [EC-1473, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357430

1. CHECK ICC STEERING SWITCH CIRCUIT

- Turn ignition switch ON.
- Check the voltage between ECM harness connector terminals under the following conditions.

P1564 ICC STEERING SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ECM			Condition	Voltage (V)
Connector	+	-		
	Terminal	Terminal		
M160	102 (ICC steering switch signal)	111	MAIN switch: Pressed	Approx. 0
			DYNAMIC DRIVE ASSISTANCE switch: Pressed	Approx. 1.0
			CANCEL switch: Pressed	Approx. 1.9
			DISTANCE switch: Pressed	Approx. 2.6
			COAST/SET switch: Pressed	Approx. 3.2
			ACCELERATE/RESUME switch: Pressed	Approx. 3.7
			All ICC steering switches: Released	Approx. 4.2

Is the inspection result normal?

- YES >> GO TO 7.
NO >> GO TO 2.

2.CHECK ICC STEERING SWITCH GROUND CIRCUIT FOR OPEN AND SHORT

- Turn ignition switch OFF.
- Disconnect ECM harness connector.
- Disconnect combination switch harness connector.
- Check the continuity between combination switch and ECM harness connector.

Combination switch		ECM		Continuity
Connector	Terminal	Connector	Terminal	
M303	16	M160	130	Existed

- 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.

- 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.

4.CHECK ICC STEERING SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

- Check the continuity between combination switch and ECM harness connector.

Combination switch		ECM		Continuity
Connector	Terminal	Connector	Terminal	
M303	13	M160	128	Existed

- 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.

- Combination switch (spiral cable)
- Harness for open and short between ECM and combination switch

P1564 ICC STEERING SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

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

6. CHECK ICC STEERING SWITCH

Refer to [EC-1475, "Component Inspection \(ICC Steering Switch\)"](#).

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace ICC steering switch. Refer to [EC-987, "ENGINE CONTROL SYSTEM : Component Parts Location"](#).

7. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (ICC Steering Switch)

INFOID:0000000012357431

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
		DYNAMIC DRIVE ASSISTANCE switch: Pressed	Approx. 270
		CANCEL switch: Pressed	Approx. 620
		DISTANCE switch: Pressed	Approx. 1,100
		SET/COAST switch: Pressed	Approx. 1,810
		RESUME/ACCELERATE switch: Pressed	Approx. 3,000
		All ICC steering switches: Released	Approx. 5,420

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace ICC steering switch. Refer to [EC-987, "ENGINE CONTROL SYSTEM : Component Parts Location"](#).

P1568 ICC FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1568 ICC FUNCTION

DTC Logic

INFOID:000000012357432

DTC DETECTION LOGIC

NOTE:

- If DTC P1568 is displayed with DTC UXXXX, perform the trouble diagnosis for DTC UXXXX.
- If DTC P1568 is displayed with DTC P0605, perform the trouble diagnosis for DTC P0605. Refer to [EC-1399, "DTC Logic"](#).
- If DTC P1568 is displayed with DTC P0607, perform the trouble diagnosis for DTC P0607. Refer to [EC-1401, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC Detecting Condition	Possible Cause
P1568	ICC COMMAND VALUE (ICC function)	ECM detects a difference between signals from ADAS control unit is out of specified range.	<ul style="list-style-type: none">• Harness or connectors (The CAN communication line is open or shorted.)• ADAS control unit• 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 2 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 >> Proceed to [EC-1476, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357433

1. REPLACE ADAS CONTROL UNIT

1. Replace ADAS control unit. Refer to [DAS-163, "Removal and Installation"](#).
2. Check DTC of ADAS control unit. Refer to [DAS-20, "CONSULT Function \(ICC/ADAS\)"](#).

>> INSPECTION END

P1572 ASCD BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1572 ASCD BRAKE SWITCH

DTC Logic

INFOID:0000000012357434

DTC DETECTION LOGIC

NOTE:

- If DTC P1572 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to [EC-1399, "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 (Trouble diagnosis content)	DTC detecting condition		Possible cause
P1572	ASCDC BRAKE SW (ASCDC brake switch)	A)	When the vehicle speed is above 30 km/h (19 MPH), ON signals from the stop lamp switch and the ASCDC brake switch are sent to the ECM at the same time.	<ul style="list-style-type: none">• Harness or connectors (The stop lamp switch circuit is shorted.)• Harness or connectors (The ASCDC brake switch circuit is shorted.)• Stop lamp switch• ASCDC brake switch• Incorrect stop lamp switch installation• Incorrect ASCDC brake switch installation• ECM
		B)	ASCDC 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 FOR MALFUNCTION A

1. Start engine (VDC switch OFF).
2. Press MAIN switch and check that CRUISE indicator is displayed in combination meter.
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 >> Proceed to [EC-1478, "Diagnosis Procedure"](#).

NO >> GO TO 3.

3. PERFORM DTC CONFIRMATION PROCEDURE

P1572 ASCD BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

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 5 seconds so as not to come off from the above-mentioned vehicle speed.

2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to [EC-1478. "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357435

1. CHECK OVERALL FUNCTION-I

WITH CONSULT

1. Turn ignition switch ON.
2. Select "BRAKE SW1" in "DATA MONITOR" mode with CONSULT.
3. Check "BRAKE SW1" indication under the following conditions.

Monitor item	Condition		Indication
BRAKE SW1 (ASCD brake switch)	Brake pedal	Slightly depressed	OFF
		Fully released	ON

WITHOUT CONSULT

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			
M160	147 (ASCD brake switch signal)	175	Brake pedal	Slightly depressed	Approx. 0
			Fully released	Battery voltage	

Is the inspection result normal?

YES >> GO TO 2.

NO >> GO TO 3.

2. CHECK OVERALL FUNCTION-II

WITH CONSULT

Select "BRAKE SW2" and check indication under the following conditions.

Monitor item	Condition		Indication
BRAKE SW2 (Stop lamp switch)	Brake pedal	Slightly depressed	ON
		Fully released	OFF

WITHOUT CONSULT

Check the voltage between ECM harness connector terminals under the following conditions.

P1572 ASCD BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ECM			Condition	Voltage (V)	
Connector	+	-			
	Terminal	Terminal			
M160	158 (Stop lamp switch signal)	175	Brake pedal	Slightly depressed	Battery voltage
			Fully released	Approx. 0	

Is the inspection result normal?

- YES >> GO TO 13.
- NO >> GO TO 8.

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.

- 10 A fuse (No. 3)
- Harness for open or short between ASCD brake switch and fuse
- Loose or poor connection for each connector and harness

>> 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	M160	147	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 for open or short between ECM and ASCD brake switch
- Loose or poor connection for each connector and harness

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

7.CHECK ASCD BRAKE SWITCH

Refer to [EC-1481. "Component Inspection \(ASCD Brake Switch\)"](#)

Is the inspection result normal?

P1572 ASCD BRAKE SWITCH

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

YES >> GO TO 13.

NO >> Replace ASCD brake switch. Refer to [BR-21, "Exploded View"](#).

8. 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 10.

NO >> GO TO 9.

9. DETECT MALFUNCTIONING PART

Check the following.

- 10 A fuse (No. 7)
- Harness for open or short between stop lamp switch and battery
- Loose or poor connection for each connector and harness

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

10. 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	M160	158	Existed

3. 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 for open or short between ECM and stop lamp switch
- Loose or poor connection for each connector and harness

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

12. CHECK STOP LAMP SWITCH

Refer to [EC-1481, "Component Inspection \(Stop Lamp Switch\)"](#).

Is the inspection result normal?

YES >> GO TO 13.

NO >> Replace stop lamp switch. Refer to [BR-21, "Exploded View"](#).

13. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

P1572 ASCD BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Component Inspection (ASCD Brake Switch)

INFOID:000000012357436

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-22, "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. Refer to [BR-21, "Exploded View"](#).

Component Inspection (Stop Lamp Switch)

INFOID:000000012357437

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-22, "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. Refer to [BR-21, "Exploded View"](#).

P1572 ICC BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1572 ICC BRAKE SWITCH

DTC Logic

INFOID:000000012357438

DTC DETECTION LOGIC

NOTE:

- If DTC P1572 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to [EC-1399, "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 (Trouble diagnosis content)	DTC detecting condition		Possible cause
P1572	ASCD BRAKE SW (ICC brake switch)	A)	ON signals from the stop lamp switch and the ICC brake switch are sent to ECM at the same time.	<ul style="list-style-type: none">• Harness or connectors (The stop lamp switch circuit is shorted.)• Harness or connectors (The ICC brake switch circuit is shorted.)• Stop lamp switch• ICC brake switch• ICC brake hold relay• Incorrect stop lamp switch installation• Incorrect ICC brake switch installation• 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

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 check that CRUISE indicator is displayed in combination meter.
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 >> Proceed to [EC-1483, "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:

P1572 ICC BRAKE SWITCH

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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 5 seconds so as not to come off from the above-mentioned vehicle speed.

2. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1483, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357439

1.CHECK OVERALL FUNCTION-I

☑ With CONSULT

1. Turn ignition switch ON.
2. Select "BRAKE SW1" in "DATA MONITOR" mode with CONSULT.
3. Check "BRAKE SW1" indication under the following conditions.

Monitor item	Condition		Indication
BRAKE SW1 (ICC brake switch)	Brake pedal	Slightly depressed	OFF
	Brake pedal	Fully released	ON

☒ Without CONSULT

1. Turn ignition switch ON.
2. Check the voltage between ECM harness connector terminals under the following conditions.

Connector	ECM		Condition	Voltage (V)
	+	-		
	Terminal	Terminal		
M160	147 (ICC brake switch signal)	175	Brake pedal Slightly depressed	Approx. 0
			Brake pedal Fully released	Battery voltage

Is the inspection result normal?

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

2.CHECK OVERALL FUNCTION-II

☑ With CONSULT

Select "BRAKE SW2" and check indication under the following conditions.

Monitor item	Condition		Indication
BRAKE SW2 (Stop lamp switch)	Brake pedal	Slightly depressed	ON
		Fully released	OFF

☒ Without CONSULT

Check the voltage between ECM harness connector terminals as per the following.

P1572 ICC BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ECM			Condition	Voltage (V)	
Connector	+	-			
	Terminal	Terminal			
M160	158 (Stop lamp switch signal)	175	Brake pedal	Slightly depressed	Battery voltage
			Fully released	Approx. 0	

Is the inspection result normal?

YES >> GO TO 14.

NO >> GO TO 8.

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	M160	147	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 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-1486, "Component Inspection \(ICC Brake Switch\)"](#).

Is the inspection result normal?

P1572 ICC BRAKE SWITCH

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

YES >> GO TO 14.

NO >> Replace ICC brake switch. Refer to [BR-21, "Exploded View"](#).

8. 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		
E92	5	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. 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.

10. 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	M160	158	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	
E92	3	M160	158	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.

- 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

P1572 ICC BRAKE SWITCH

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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

12.CHECK STOP LAMP SWITCH

Refer to [EC-1486, "Component Inspection \(Stop Lamp Switch\)"](#).

Is the inspection result normal?

YES >> GO TO 13.

NO >> Replace stop lamp switch. Refer to [BR-21, "Exploded View"](#).

13.CHECK ICC BRAKE HOLD RELAY

Refer to [EC-1487, "Component Inspection \(ICC Brake Hold Relay\)"](#).

Is the inspection result normal?

YES >> GO TO 14.

NO >> Replace ICC brake hold relay.

14.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (ICC Brake Switch)

INFOID:0000000012357440

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-10, "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. Refer to [BR-21, "Exploded View"](#).

Component Inspection (Stop Lamp Switch)

INFOID:0000000012357441

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

P1572 ICC BRAKE SWITCH

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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-10, "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. Refer to [BR-21, "Exploded View"](#).

Component Inspection (ICC Brake Hold Relay)

INFOID:0000000012357442

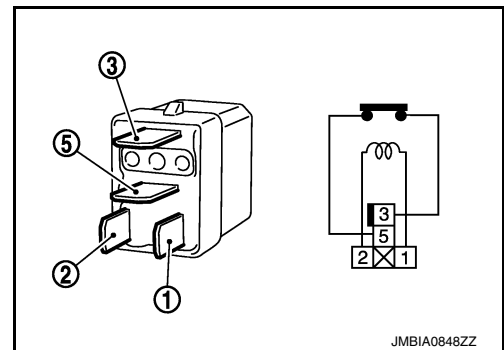
1.CHECK ICC BRAKE HOLD RELAY

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



P1574 ASCD VEHICLE SPEED SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1574 ASCD VEHICLE SPEED SENSOR

Description

INFOID:0000000012357443

The ECM receives two vehicle speed signals by the CAN communication line. One is sent from "combination meter", and the other is from TCM (Transmission control module). The ECM uses these signals for ASCD control. Refer to [EC-1021, "AUTOMATIC SPEED CONTROL DEVICE \(ASCD\) : System Description"](#) for ASCD functions.

DTC Logic

INFOID:0000000012357444

DTC DETECTION LOGIC

NOTE:

- If DTC P1574 is displayed with DTC UXXXX, perform the trouble diagnosis for DTC UXXXX.
- If DTC P1574 is displayed with DTC P0500, perform the trouble diagnosis for DTC P0500. Refer to [EC-1380, "DTC Logic"](#).
- If DTC P1574 is displayed with DTC P0605, perform the trouble diagnosis for DTC P0605. Refer to [EC-1399, "DTC Logic"](#).
- If DTC P1574 is displayed with DTC P0607, perform the trouble diagnosis for DTC P0607. Refer to [EC-1401, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1574	ASCD VHL SPD SEN (ASCD vehicle speed sensor)	ECM detects a difference between two vehicle speed signals is out of the specified range.	<ul style="list-style-type: none">• Harness or connectors (The CAN communication line is open or shorted.)• Combination meter• ABS actuator and electric unit (control unit)• Wheel sensor• TCM• ECM

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 >> Proceed to [EC-1488, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357445

1. CHECK DTC WITH TCM

Check DTC with TCM. Refer to [TM-61, "CONSULT Function"](#).

Is the inspection result normal?

P1574 ASCD VEHICLE SPEED SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

YES >> GO TO 2.

NO >> Perform Diagnosis Procedure corresponding to the DTC indicated.

2.CHECK DTC WITH “ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)”

Refer to [BRC-38. "CONSULT Function"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Perform Diagnosis Procedure corresponding to the DTC indicated.

3.CHECK DTC WITH “COMBINATION METER”

Refer to [MWI-32. "CONSULT Function"](#).

>> INSPECTION END

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P1574 ICC VEHICLE SPEED SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1574 ICC VEHICLE SPEED SENSOR

Description

INFOID:0000000012357446

The ECM receives two vehicle speed signals by the CAN communication line. One is sent from "combination meter", and the other is from TCM (Transmission control module). The ECM uses these signals for ICC control. Refer to [EC-1021, "AUTOMATIC SPEED CONTROL DEVICE \(ASCD\) : System Description"](#) for ICC functions.

DTC Logic

INFOID:0000000012357447

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-1380, "DTC Logic"](#).
- If DTC P1574 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to [EC-1399, "DTC Logic"](#).
- If DTC P1574 is displayed with DTC P0607, first perform the trouble diagnosis for DTC P0607. Refer to [EC-1401, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1574	ASCD VHL SPD SEN (ICC vehicle speed sensor)	ECM detects a difference between two vehicle speed signals is out of the specified range.	<ul style="list-style-type: none">• Harness or connectors (The CAN communication line is open or shorted.)• Combination meter• ABS actuator and electric unit (control unit)• Wheel sensor• TCM• ECM

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 >> Proceed to [EC-1490, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357448

1. CHECK DTC WITH TCM

Check DTC with TCM. Refer to [TM-61, "CONSULT Function"](#).

Is the inspection result normal?

P1574 ICC VEHICLE SPEED SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

YES >> GO TO 2.

NO >> Perform Diagnosis Procedure corresponding to the DTC indicated.

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2.CHECK DTC WITH “ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)”

Refer to [BRC-38, "CONSULT Function"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Perform Diagnosis Procedure corresponding to the DTC indicated.

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3.CHECK DTC WITH “COMBINATION METER”

Check combination meter function.

Refer to [MWI-32, "CONSULT Function"](#).

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>> INSPECTION END

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P1606 VVEL CONTROL MODULE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1606 VVEL CONTROL MODULE

DTC Logic

INFOID:000000012357449

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1606	VVEL CONTROL MODULE (VVEL control module)	<ul style="list-style-type: none">VVEL control module calculation function is malfunctioning.VVEL EEPROM system is malfunctioning.	<ul style="list-style-type: none">VVEL control module

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is 10 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON and wait at least 1 second.
- Check DTC.

Is DTC detected?

- YES >> Proceed to [EC-1492, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357450

1. PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON.
- Erase DTC.
- Perform DTC Confirmation Procedure.
See [EC-1492, "DTC Logic"](#).

Is the DTC P1606 displayed again?

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

2. REPLACE VVEL CONTROL MODULE

- Replace VVEL control module. Refer to [EC-1569, "Removal and Installation"](#).
- Perform additional service when replacing VVEL control module. Refer to [EC-1140, "Description"](#).

>> INSPECTION END

P1607 VVEL CONTROL MODULE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1607 VVEL CONTROL MODULE

DTC Logic

INFOID:000000012357451

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1607	VVEL CONTROL MODULE (VVEL control module circuit)	• The internal circuit of the VVEL control module is malfunctioning.	• VVEL control module

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 10 V or more 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 >> Proceed to [EC-1493, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357452

1. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
See [EC-1493, "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. Refer to [EC-1569, "Removal and Installation"](#).
2. Perform additional service when replacing VVEL control module. Refer to [EC-1140, "Description"](#).

>> INSPECTION END

P1608 VVEL SENSOR POWER SUPPLY

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1608 VVEL SENSOR POWER SUPPLY

DTC Logic

INFOID:000000012357453

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1608	VVEL SENSOR POWER/CIRC (VVEL sensor power supply circuit)	VVEL control module detects a voltage of power source for sensor is excessively low or high.	<ul style="list-style-type: none">• Harness or connectors (VVEL control shaft position sensor power supply circuit is open or shorted.)• VVEL control shaft position sensor• VVEL control module

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 10 V or more 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 >> Proceed to [EC-1494, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357454

1. CHECK VVEL CONTROL SHAFT POSITION SENSOR POWER SUPPLY CIRCUIT-I

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
Bank	Connector	Terminal		
1	F72	3	Ground	Approx. 5 V
		6		
2	F70	3		
		6		

Is the inspection result normal?

- YES >> GO TO 6.
NO >> GO TO 2.

2. CHECK VVEL CONTROL SHAFT POSITION SENSOR POWER SUPPLY CIRCUIT-II

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.

P1608 VVEL SENSOR POWER SUPPLY

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

VVEL control shaft position sensor			VVEL control module		Continuity
Bank	Connector	Terminal	Connector	Terminal	
1	F72	3	E15	7	Existed
		6		20	
2	F70	3		9	
		6		22	

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 for open or short between VVEL control shaft position sensor and VVEL control module
- Loose or poor connection for each connector and harness

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

4. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace.

5. REPLACE VVEL CONTROL MODULE

1. Replace VVEL control module. Refer to [EC-1569. "Removal and Installation"](#).
2. Perform additional service when replacing VVEL control module. Refer to [EC-1140. "Description"](#).

>> INSPECTION END

6. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 7.

NO >> Repair or replace.

7. REPLACE VVEL ACTUATOR SUB ASSEMBLY

Replace VVEL actuator sub assembly. Refer to [EM-254. "Exploded View"](#).

>> INSPECTION END

P1715 INPUT SPEED SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1715 INPUT SPEED SENSOR

Description

INFOID:000000012357455

ECM receives input speed sensor signal from TCM by the CAN communication line. ECM uses this signal for engine control.

DTC Logic

INFOID:000000012357456

DTC DETECTION LOGIC

NOTE:

- If DTC P1715 is displayed with DTC UXXXX, perform the trouble diagnosis for DTC UXXXX.
- If DTC P1715 is displayed with DTC P0335, perform the trouble diagnosis for DTC P0335. Refer to [EC-1320, "DTC Logic"](#).
- If DTC P1715 is displayed with DTC P0340, perform the trouble diagnosis for DTC P0340. Refer to [EC-1324, "DTC Logic"](#).
- If DTC P1715 is displayed with DTC P0605, perform the trouble diagnosis for DTC P0605. Refer to [EC-1399, "DTC Logic"](#).
- If DTC P1715 is displayed with DTC P0607, perform the trouble diagnosis for DTC P0607. Refer to [EC-1401, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1715	IN PULY SPEED [Input speed sensor (TCM output)]	Input speed sensor signal is different from the theoretical value calculated by ECM from output speed sensor signal and engine rpm signal.	<ul style="list-style-type: none">• Harness or connectors (The CAN communication line is open or shorted) (Input speed sensor circuit is open or shorted)• TCM

Diagnosis Procedure

INFOID:000000012357457

1.CHECK DTC WITH TCM

Check DTC with TCM. Refer to [TM-61, "CONSULT Function"](#).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Perform Diagnosis Procedure corresponding to DTC indicated.

2.REPLACE TCM

Replace TCM. Refer to [TM-192, "Exploded View"](#).

>> INSPECTION END

P1805 BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P1805 BRAKE SWITCH

DTC Logic

INFOID:000000012357458

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1805	BRAKE SW/CIRCUIT (Brake switch)	A brake switch signal is not sent to ECM for extremely long time while the vehicle is being driven.	<ul style="list-style-type: none"> Harness or connectors (Stop lamp switch circuit is open or shorted.) Stop lamp switch

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON.
- Fully depress the brake pedal for at least 5 seconds.
- Erase the DTC.
- Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1497, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357459

1. CHECK STOP LAMP SWITCH CIRCUIT

- Turn ignition switch OFF.
- Check for stop lamp illumination under the following conditions.

Condition		Stop lamp
Brake pedal	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

- Disconnect stop lamp switch harness connector.
- 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.

- 10 A fuse (No. 7)
- Harness for open or short between stop lamp switch and battery
- Loose or poor connection for each connector and harness

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

P1805 BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

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	M160	158	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 for open or short between ECM and stop lamp switch
- Loose or poor connection for each connector and harness

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

6. CHECK STOP LAMP SWITCH

Refer to [EC-1498, "Component Inspection \(Stop Lamp Switch\)"](#).

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace stop lamp switch. Refer to [BR-21, "Exploded View"](#).

7. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Stop Lamp Switch)

INFOID:0000000012357460

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-22, "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?

P1805 BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

YES >> INSPECTION END

NO >> Replace stop lamp switch. Refer to [BR-21, "Exploded View"](#).

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P2096, P2097, P2098, P2099 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P2096, P2097, P2098, P2099 A/F SENSOR 1

DTC Logic

INFOID:0000000012357461

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible Cause
P2096	POST CAT FUEL TRIM SYS B1 (Post catalyst fuel trim system too lean bank 1)	The output voltage computed by ECM from the A/F sensor 1 signal is shifts to the lean side for a specified period.	<ul style="list-style-type: none">• A/F sensor 1 (bank 1)• A/F sensor 1 heater• Heated oxygen sensor 2 (bank 1)• Fuel pressure
P2097	POST CAT FUEL TRIM SYS B1 (Post catalyst fuel trim system too rich bank 1)	The A/F signal computed by ECM from the A/F sensor 1 signal is shifts to the rich side for a specified period.	<ul style="list-style-type: none">• Fuel injector• Intake air leaks• Exhaust gas leaks
P2098	POST CAT FUEL TRIM SYS B2 (Post catalyst fuel trim system too lean bank 2)	The output voltage computed by ECM from the A/F sensor 1 signal is shifts to the lean side for a specified period.	<ul style="list-style-type: none">• A/F sensor 1 (bank 2)• A/F sensor 1 heater• Heated oxygen sensor 2 (bank 2)• Fuel pressure
P2099	POST CAT FUEL TRIM SYS B2 (Post catalyst fuel trim system too rich bank 2)	The A/F signal computed by ECM from the A/F sensor 1 signal is shifts to the rich side for a specified period.	<ul style="list-style-type: none">• Fuel injector• Intake air leaks• Exhaust gas leaks

Diagnosis Procedure

INFOID:0000000012357462

1. RETIGHTEN A/F SENSOR 1 AND HEATED OXYGEN SENSOR 2

Loosen and retighten the A/F sensor 1 and heated oxygen sensor 2. Refer to [EM-231, "Exploded View"](#).

>> GO TO 2.

2. CHECK FOR EXHAUST GAS LEAK

1. Start engine and run it at idle.
2. Listen for an exhaust gas leak before the three way catalyst 2.

Is exhaust gas leak detected?

- YES >> Repair or replace.
NO >> GO TO 3.

3. CHECK A/F SENSOR 1 CONNECTOR

1. Disconnect A/F sensor 1 harness connector.
2. Check that water is not inside connectors.

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Repair or replace harness connector.

4. CHECK FOR INTAKE AIR LEAKAGE

1. Reconnect A/F sensor 1 harness connector.
2. Start engine and run it at idle.
3. Listen for an intake air leakage after the mass air flow sensor.

Is intake air leakage detected?

- YES >> Repair or replace malfunctioning part.
NO >> GO TO 5.

5. CLEAR THE MIXTURE RATIO SELF-LEARNING VALUE

1. Clear the mixture ratio self-learning value. Refer to [EC-1148, "Description"](#).
2. Run engine for at least 10 minutes at idle speed.

P2096, P2097, P2098, P2099 A/F SENSOR 1

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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-1281, "Diagnosis Procedure"](#) or [EC-1285, "Diagnosis Procedure"](#).

NO >> GO TO 6.

6. CHECK AIR FUEL RATIO SENSOR 1 POWER SUPPLY

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

DTC	A/F sensor 1			Ground	Voltage
	Bank	Connector	Terminal		
P2096 P2097	1	F77	4	Ground	Battery voltage
P2098 P2099	2	F76	4		

Is the inspection result normal?

YES >> GO TO 8.

NO >> GO TO 7.

7. CHECK AIR FUEL RATIO SENSOR 1 POWER SUPPLY CIRCUIT

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

DTC	A/F sensor 1			IPDM E/R		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P2096 P2097	1	F77	4	E7	56	Existed
P2098 P2099	2	F76	4			

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

Is the inspection result normal?

YES >> Perform trouble diagnosis for power supply circuit.

NO >> Repair or replace malfunctioning part.

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	
P2096 P2097	1	F77	1	F111	72	Existed
			2		78	
P2098 P2099	2	F76	1	F111	88	
			2		94	

4. Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

P2096, P2097, P2098, P2099 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

DTC	A/F sensor 1			Ground	Continuity
	Bank	Connector	Terminal		
P2096 P2097	1	F77	1	Ground	Not Existed
			2		
P2098 P2099	2	F76	1		
			2		

DTC	ECM			Ground	Continuity
	Bank	Connector	Terminal		
P2096 P2097	1	F111	72	Ground	Not Existed
			78		
P2098 P2099	2	F111	88		
			94		

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

Is the inspection result normal?

YES >> GO TO 9.

NO >> Repair or replace malfunctioning part.

9. CHECK A/F SENSOR 1 HEATER

Refer to [EC-1189, "Component Inspection \(A/F Sensor 1 Heater\)"](#).

Is the inspection result normal?

YES >> GO TO 10.

NO >> GO TO 12.

10. CHECK HEATED OXYGEN SENSOR 2

Check heated oxygen sensor 2. Refer to [EC-1257, "Component Inspection \(HO2 sensor 2\)"](#).

Is the inspection result normal?

YES >> GO TO 11.

NO >> Repair or replace malfunctioning part.

11. CHECK INTERMITTENT INCIDENT

Perform [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 12.

NO >> Repair or replace malfunctioning part.

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

Replace air fuel ratio (A/F) sensor 1. Refer to [EM-231, "Exploded View"](#).

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).

Will CONSULT be used?

YES >> GO TO 13.

NO >> GO TO 14.

13. CONFIRM A/F ADJUSTMENT DATA

Ⓢ WITH CONSULT

1. Turn ignition switch ON.
2. Select "A/F ADJ-B1" and "A/F ADJ-B2" in "DATA MONITOR" mode with CONSULT.
3. Check that "0.000" is displayed on CONSULT screen.

P2096, P2097, P2098, P2099 A/F SENSOR 1

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

Is "0.000" displayed?

- YES >> INSPECTION END
- NO >> GO TO 14.

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14. CLEAR THE MIXTURE RATIO SELF-LEARNING VALUE

Clear the mixture ratio self-learning value. Refer to [EC-1148, "Description"](#).

EC

Will CONSULT be used?

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

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15. CONFIRM A/F ADJUSTMENT DATA

Ⓜ WITH CONSULT

1. Turn ignition switch ON.
2. Select "A/F ADJ-B1" and "A/F ADJ-B2" in "DATA MONITOR" mode with CONSULT.
3. Check that "0.000" is displayed on CONSULT screen.

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>> INSPECTION END

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P2100, P2103 THROTTLE CONTROL MOTOR RELAY

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P2100, P2103 THROTTLE CONTROL MOTOR RELAY

DTC Logic

INFOID:0000000012357463

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P2100	ETC MOT PWR-B1 [Throttle control motor relay circuit open (bank 1)]	ECM detects that the voltage of power source for throttle control motor is ex- cessively low.	<ul style="list-style-type: none">• Harness or connectors (Throttle control motor relay circuit is open)• Throttle control motor relay
P2103	ETC MOT PWR (Throttle control motor relay circuit short)	ECM detects that the throttle control motor relay is stuck ON.	<ul style="list-style-type: none">• Harness or connectors (Throttle control motor relay circuit is shorted)• Throttle control motor relay

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 8 V or more at idle.

Which DTC is detected?

P2100 >> GO TO 2.

P2103 >> GO TO 3.

2. PERFORM DTC CONFIRMATION PROCEDURE FOR DTC 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 >> Proceed to [EC-1504, "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 >> Proceed to [EC-1504, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357464

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	71	M160	123	Existed

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

Is the inspection result normal?

YES >> GO TO 3.

P2100, P2103 THROTTLE CONTROL MOTOR RELAY

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

NO >> GO TO 2.

2. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between ECM and IPDM E/R
- Loose or poor connection for each connector and harness

>> 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	
P2100	E5	7	M160	173	Existed
P2103					

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 for open or short between ECM and IPDM E/R
- Loose or poor connection for each connector and harness

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

5. CHECK FUSE

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

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace 15 A fuse.

6. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to [PCS-34, "Removal and Installation"](#).

NO >> Repair or replace harness or connectors.

P2122, P2123 APP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P2122, P2123 APP SENSOR

DTC Logic

INFOID:000000012357465

DTC DETECTION LOGIC

NOTE:

If DTC P2122 or P2123 is displayed with DTC P0643, perform the trouble diagnosis for DTC P0643. Refer to [EC-1404, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P2122	APP SEN 1/CIRC (Accelerator pedal position sensor 1 circuit low input)	An excessively low voltage from the APP sensor 1 is sent to ECM.	<ul style="list-style-type: none">• Harness or connectors (APP sensor 1 circuit is open or shorted.)• Accelerator pedal position sensor (APP sensor 1)
P2123	APP SEN 1/CIRC (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

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 8 V or more 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 >> Proceed to [EC-1506, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357466

1. 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		
M9 (Without ICC)	5	Ground	Approx. 5
M154 (With ICC)	4		

Is the inspection result normal?

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

2. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between ECM and APP sensor
- Loose or poor connection for each connector and harness

P2122, P2123 APP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

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

3. 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	
M9 (Without ICC)	4	M160	140	Existed
M154 (With ICC)	5			

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 for open or short between ECM and APP sensor
- Loose or poor connection for each connector and harness

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

5. 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	
M9 (Without ICC)	3	M160	136	Existed
M154 (With ICC)	6			

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.

- Loose or poor connection for each connector and harness
- Harness for open or short between ECM and APP sensor

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

7. CHECK APP SENSOR

Refer to [EC-1508, "Component Inspection \(Accelerator Pedal Position Sensor\)"](#).

Is the inspection result normal?

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

8. REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly.

P2122, P2123 APP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Refer to [ACC-4. "MODELS WITHOUT DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#) (Without distance control assist system).

Refer to [ACC-6. "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#) (With distance control assist system).

>> INSPECTION END

9. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Accelerator Pedal Position Sensor)

INFOID:000000012357467

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 under the following conditions.

ECM			Condition	Voltage (V)
Connector	+	-		
	Terminal	Terminal		
M160	136 (APP sensor 1)	140	Fully released	0.45 - 1.0
			Fully depressed	4.4 - 4.8
	126 (APP sensor 2)	129	Fully released	0.22 - 0.5
			Fully depressed	2.1 - 2.5

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

2. REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly.

Refer to [ACC-4. "MODELS WITHOUT DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#) (Without distance control assist system).

Refer to [ACC-6. "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#) (With distance control assist system).

>> INSPECTION END

P2127, P2128 APP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P2127, P2128 APP SENSOR

DTC Logic

INFOID:000000012357468

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P2127	APP SEN 2/CIRC (Accelerator pedal position sensor 2 circuit low input)	An excessively low voltage from the APP sensor 2 is sent to ECM.	<ul style="list-style-type: none"> • Harness or connectors (Accelerator pedal position sensor 2 circuit is shorted.) (Battery current sensor circuit is shorted.) (Crankshaft position sensor circuit is open or shorted.) [Camshaft position sensor (bank 1) circuit is shorted.] (EVAP control system pressure sensor circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.) • Accelerator pedal position sensor 2 • Battery current sensor • Crankshaft position sensor • Camshaft position sensor (bank 1) • EVAP control system pressure sensor • Refrigerant pressure sensor
P2128	APP SEN 2/CIRC (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

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 8 V or more 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 >> Proceed to [EC-1509. "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357469

1. CHECK ACCELERATOR PEDAL POSITION 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		
M9 (Without ICC)	6	Ground	Approx. 5 V
M154 (With ICC)	10		

Is the inspection result normal?

YES >> GO TO 6.

P2127, P2128 APP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

NO >> GO TO 2.

2. 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	
M9 (Without ICC)	6	M160	131	Existed
M154 (With ICC)	10			

Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 3.

3. DETECT MALFUNCTIONING PART

Check the following.

- Loose or poor connection for each connector and harness
- Harness for open or short between ECM and APP sensor

>> 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
F111	76	CKP sensor	F2	1
	77	Camshaft position sensor (bank 1)	F84	1
M160	133	Battery current sensor	E21	1
	133	EVAP control system pressure sensor	B73	3
	133	Refrigerant pressure sensor	E77	3
	131	APP sensor 2 (Without ICC)	M9	6
	131	APP sensor 2 (With ICC)	M154	10

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.

- CKP sensor (Refer to [EC-1322, "Component Inspection \(Crankshaft Position Sensor\)"](#).)
- Camshaft position sensor (bank 1) (Refer to [EC-1327, "Component Inspection \(Camshaft Position Sensor\)"](#).)
- Battery current sensor (Refer to [EC-1453, "Component Inspection \(Battery Current Sensor\)"](#).)
- EVAP control system pressure sensor (Refer to [EC-1358, "Component Inspection \(EVAP Control System Pressure Sensor\)"](#).)
- Refrigerant pressure sensor (Refer to [EC-1555, "Diagnosis Procedure"](#).)

Is the inspection result normal?

YES >> GO TO 12.

NO >> Replace malfunctioning component.

6. CHECK APP SENSOR 2 GROUND CIRCUIT FOR OPEN AND SHORT

P2127, P2128 APP SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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	
M9 (Without ICC)	2	M160	129	Existed
M154 (With ICC)	11			

4. 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.

- Loose or poor connection for each connector and harness
- Harness for open or short between ECM and APP sensor

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

8. 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	
M9 (Without ICC)	1	M160	126	Existed
M154 (With ICC)	12			

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

Is the inspection result normal?

YES >> GO TO 10.

NO >> GO TO 9.

9. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between ECM and APP sensor
- Loose or poor connection for each connector and harness

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

10. CHECK APP SENSOR

Refer to [EC-1516, "Component Inspection \(Accelerator Pedal Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 12.

NO >> GO TO 11.

11. REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly.

Refer to [ACC-4, "MODELS WITHOUT DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#) (Without distance control assist system).

Refer to [ACC-6, "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#) (With distance control assist system).

>> INSPECTION END

12. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Accelerator Pedal Position Sensor)

INFOID:000000012357470

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 under the following conditions.

ECM			Condition	Voltage (V)
Connector	+	-		
	Terminal	Terminal		
M160	136 (APP sensor 1)	140	Fully released	0.45 - 1.0
			Fully depressed	4.4 - 4.8
	126 (APP sensor 2)	129	Fully released	0.22 - 0.5
			Fully depressed	2.1 - 2.5

Is the inspection result normal?

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

2. REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly.

Refer to [ACC-4. "MODELS WITHOUT DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#) (Without distance control assist system).

Refer to [ACC-6. "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#) (With distance control assist system).

>> INSPECTION END

P2138 APP SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

P2138 APP SENSOR

DTC Logic

INFOID:0000000012357471

DTC DETECTION LOGIC

NOTE:

If DTC P2138 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643. Refer to [EC-1404, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P2138	APP SENSOR (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.	<ul style="list-style-type: none"> • Harness or connectors (APP sensor 1 or 2 circuit is open or shorted.) (Battery current sensor circuit is shorted.) (Crankshaft position sensor circuit is open or shorted.) [Camshaft position sensor (bank 1) circuit is shorted.] (EVAP control system pressure sensor circuit is shorted.) • Refrigerant pressure sensor circuit is shorted.) • Accelerator pedal position sensor (APP sensor 1 or 2) • Battery current sensor • Crankshaft position sensor • Camshaft position sensor (bank 1) • EVAP control system pressure sensor • Refrigerant pressure sensor

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 8 V or more 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 >> Proceed to [EC-1513, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357472

1. 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		
M9 (Without ICC)	5	Ground	Approx. 5
M154 (With ICC)	4		

Is the inspection result normal?

P2138 APP SENSOR

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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

2. DETECT MALFUNCTIONING PART

Check the following.

- Loose or poor connection for each connector and harness
- Harness for open or short between ECM and APP sensor

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

3. 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		
M9 (Without ICC)	6	Ground	Approx. 5
M154 (With ICC)	10		

Is the inspection result normal?

- YES >> GO TO 8.
- NO >> GO TO 4.

4. 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	
M9 (Without ICC)	6	M160	131	Existed
M154 (With ICC)	10			

Is the inspection result normal?

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

5. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between ECM and accelerator pedal position sensor
- Loose or poor connection for each connector and harness

>> 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
F111	76	CKP sensor	F2	1
	77	Camshaft position sensor (bank 1)	F84	1

P2138 APP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ECM		Sensor		
Connector	Terminal	Name	Connector	Terminal
M160	133	Battery current sensor	E21	1
	133	EVAP control system pressure sensor	B73	3
	133	Refrigerant pressure sensor	E77	3
	137	APP sensor 1 (Without ICC)	M9	5
	137	APP sensor 1 (With ICC)	M154	4
	131	APP sensor 2 (Without ICC)	M9	6
	131	APP sensor 2 (With ICC)	M154	10

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.

- CKP sensor (Refer to [EC-1322, "Component Inspection \(Crankshaft Position Sensor\)"](#).)
- Camshaft position sensor (bank 1) (Refer to [EC-1327, "Component Inspection \(Camshaft Position Sensor\)"](#).)
- Battery current sensor (Refer to [EC-1453, "Component Inspection \(Battery Current Sensor\)"](#).)
- EVAP control system pressure sensor (Refer to [EC-1358, "Component Inspection \(EVAP Control System Pressure Sensor\)"](#).)
- Refrigerant pressure sensor (Refer to [EC-1555, "Diagnosis Procedure"](#).)

Is the inspection result normal?

YES >> GO TO 14.

NO >> Replace malfunctioning component.

8. 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	
M9 (Without ICC)	4	M160	140	Existed
	2		129	
M154 (With ICC)	5	M160	140	Existed
	11		129	

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

Is the inspection result normal?

YES >> GO TO 10.

NO >> GO TO 9.

9. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between ECM and accelerator pedal position sensor
- Loose or poor connection for each connector and harness

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

10. CHECK APP SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between APP sensor harness connector and ECM harness connector.

P2138 APP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

APP sensor		ECM		Continuity
Connector	Terminal	Connector	Terminal	
M9 (Without ICC)	3	M160	136	Existed
	1		126	
M154 (With ICC)	6	M160	136	Existed
	12		126	

2. 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 for open or short between ECM and accelerator pedal position sensor
- Loose or poor connection for each connector and harness

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

12. CHECK APP SENSOR

Refer to [EC-1516, "Component Inspection \(Accelerator Pedal Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 14.

NO >> GO TO 13.

13. REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly.

Refer to [ACC-4, "MODELS WITHOUT DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#) (Without distance control assist system).

Refer to [ACC-6, "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#) (With distance control assist system).

>> INSPECTION END

14. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Accelerator Pedal Position Sensor)

INFOID:0000000012357473

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 under the following conditions.

P2138 APP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ECM			Condition	Voltage (V)
Connector	+	-		
	Terminal	Terminal		
M160	136 (APP sensor 1)	140	Fully released	0.45 - 1.0
			Fully depressed	4.4 - 4.8
	126 (APP sensor 2)	129	Fully released	0.22 - 0.5
			Fully depressed	2.1 - 2.5

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

2. REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly.

Refer to [ACC-4. "MODELS WITHOUT DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#) (Without distance control assist system).

Refer to [ACC-6. "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#) (With distance control assist system).

>> INSPECTION END

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P219A, P219B AIR FUEL RATIO

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

P219A, P219B AIR FUEL RATIO

DTC Logic

INFOID:000000012357474

DTC DETECTION LOGIC

NOTE:

If DTC P219A or P219B is displayed with other DTC, first perform the trouble diagnosis for the other DTC. Refer to [EC-1079, "DTC Index"](#).

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P219A	AIR FUEL RATIO IMBALANCE B1 (Air-fuel ratio imbalance bank 1)	ECM detects a lean/rich air fuel ratio state in any cylinder for a specified length of time.	<ul style="list-style-type: none">• Fuel injector• Exhaust gas leaks• Incorrect fuel pressure• Mass air flow sensor• Intake air leaks• Lack of fuel• Incorrect PCV hose connection• Improper spark plug• Insufficient compression• The fuel injector circuit is open or shorted• ignition coil• The ignition signal circuit is open or shorted
P219B	AIR FUEL RATIO IMBALANCE B2 (Air-fuel ratio imbalance bank 2)		

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING-1

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:

Before performing the following procedure, confirm that battery voltage is 11 V or more at idle.

>> GO TO 2.

2. PRECONDITIONING-2

1. Turn ignition switch ON.
2. Clear the mixture ratio self-learning value. Refer to [EC-1148, "Description"](#).

Will CONSULT be used?

- YES >> GO TO 3.
NO >> GO TO 6.

3. PERFORM DTC CONFIRMATION PROCEDURE-1

1. Turn ignition switch ON.
2. Select "COOLAN TEMP/S" in "DATA MONITOR" mode of "ENGINE" using CONSULT.
3. Start engine.
4. Make sure that "COOLAN TEMP/S" indicates more than 70°C (158°F).

>> GO TO 4.

4. PERFORM DTC CONFIRMATION PROCEDURE-2

With CONSULT

1. Select "SYSTEM 1 DIAGNOSIS B B1" and "SYSTEM 1 DIAGNOSIS A B1" in "DATA MONITOR" mode of "ENGINE" using CONSULT.
2. Drive vehicle under the following conditions for at least 5 consecutive seconds.

CAUTION:

P219A, P219B AIR FUEL RATIO

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

- Always drive vehicle at a safe speed.

ENG SPEED	1,200 – 1,450rpm
COOLAN TEMP/S	More than 70°C (158°F)
B/FUEL SCHDL	8 – 12 msec
Selector lever	D position
SYSTEM 1 DIAGNOSIS B B1	PRSENT

NOTE:

- Drive the vehicle at approximately 88 km/h (55MPH) allows easy diagnosis.
- Keep the accelerator pedal as possible during crusing.

3. Check “SYSTEM 1 DIAGNOSIS A B1” indication.

Is “CMPLT” displayed?

- YES >> GO TO 5.
NO >> GO TO 2.

5.PERFORM DTC CONFIRMATION PROCEDURE-3

Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1519, "Diagnosis Procedure"](#).
NO >> INSPECTION END

6.PERFORM DTC CONFIRMATION PROCEDURE-4

Without CONSULT

1. Start the engine and warm it up to normal operating temperature.
2. Drive vehicle under the following conditions for at least 5 consecutive seconds.

CAUTION:

- Always drive vehicle at a safe speed.

Engine speed	1,200 – 1,450 rpm
Calculated load value	34 – 68 %
Selector lever	D position

NOTE:

- Drive the vehicle at approximately 88 km/h (55MPH) allows easy diagnosis.
- Keep the accelerator pedal as possible during crusing.

3. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1519, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357475

1.CHECK FOR INTAKE AIR LEAK

1. Stop engine and check the following for connection.
 - Air duct
 - Vacuum hoses
 - PCV hose
 - Intake air passage between air duct to intake manifold
2. Start engine and let it idle.
3. Listen for an intake air leak after the mass air flow sensor.

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair or replace error-detected parts.

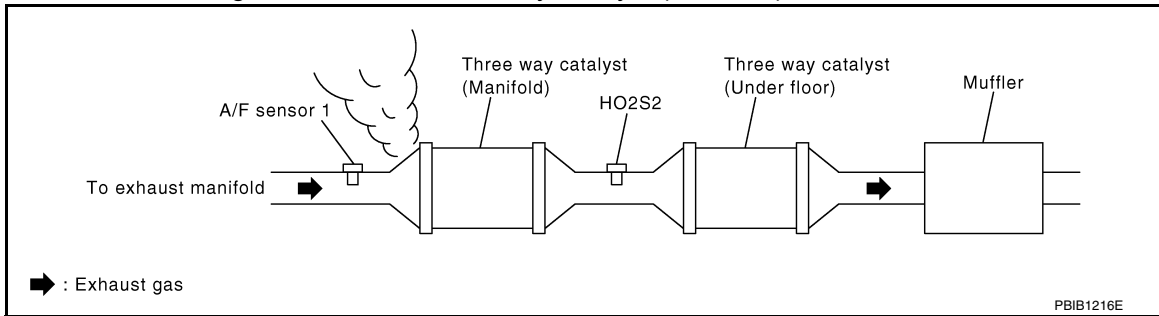
2.CHECK EXHAUST GAS LEAK

P219A, P219B AIR FUEL RATIO

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

1. Stop engine and visually check exhaust tube, three way catalyst and muffler for dents connection.
2. Start engine and let it idle.
3. Listen for an exhaust gas leak before three way catalyst (manifold).



Is the inspection result normal?

- YES >> GO TO 3.
NO >> Repair or replace error-detected parts.

3.CHECK FUEL PRESSURE

1. Release fuel pressure to zero. Refer to [EC-1149, "Work Procedure"](#).
2. Check fuel pressure. Refer to [EC-1149, "Work Procedure"](#).

Is the inspection result normal?

- YES >> GO TO 4.
NO >> GO TO 8.

4.CHECK MASS AIR FLOW SENSOR

With CONSULT

Check "MASS AIR FLOW" in "DATA MONITOR" mode of "ENGINE" using CONSULT.
For specification, refer to [EC-1571, "Mass Air Flow Sensor"](#).

With GST

Check mass air flow sensor signal in Service \$01 using GST.
For specification, refer to [EC-1571, "Mass Air Flow Sensor"](#).

Is the inspection result normal?

- YES >> GO TO 5.
NO >> Check connectors for rusted terminals or loose connections in the mass air flow sensor circuit or grounds. Refer to [EC-1211, "Diagnosis Procedure"](#).

5.CHECK FUNCTION OF FUEL INJECTOR-1

With CONSULT

1. Start engine.
2. Perform "POWER BALANCE" in "ACTIVE TEST" mode of "ENGINE" using CONSULT.
3. Check that each circuit produces a momentary engine speed drop.

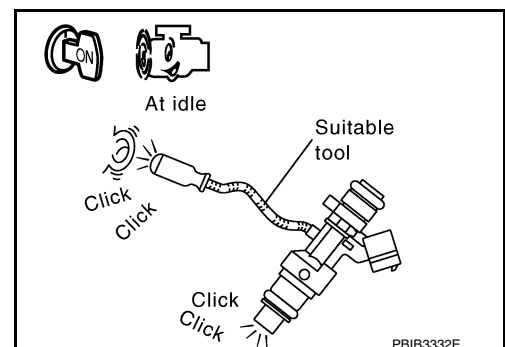
Without CONSULT

1. Let engine idle.
2. Listen to each fuel injector operating sound.

Clicking noise should be heard.

Is the inspection result normal?

- YES >> GO TO 6.
NO >> Perform trouble diagnosis for fuel injector, refer to [EC-1533, "Component Function Check"](#).



6.CHECK FUNCTION OF IGNITION COIL-1

CAUTION:

P219A, P219B AIR FUEL RATIO

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Perform the following steps in a well-ventilated area with no combustibles.

1. Turn ignition switch OFF.
2. Remove fuel pump fuse from IPDM E/R to release fuel pressure.
NOTE:
CONSULT must not be used to release fuel pressure. It develops again during the following steps, if released by using CONSULT.
3. Start the engine.
4. After an engine stall, crank the engine two or three times to release all the fuel pressure.
5. Turn ignition switch OFF.
6. Disconnect all the harness connectors of ignition coil to prevent electric discharge from occurring in ignition coil.
7. Remove ignition coil assembly and spark plug of cylinder. Refer to [EM-194, "Removal and Installation"](#).
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. Allow a 13-17mm (0.52-0.66 in) spacing between spark plug and grounded metal portion as shown in the figure to fix the ignition coil with a rope or an equivalent.
11. Crank the engine for approximately 3 seconds to see if sparking occurs between spark plug and the grounded metal portion.

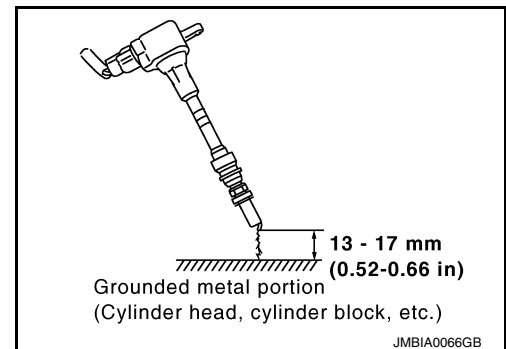
Spark should be generated.

CAUTION:

- The discharge voltage becomes 20 kV or higher. Therefore, always stay away from the spark plug and ignition coil at least 50 cm (19.7 in) during the inspection.
- Leaving a space of more than 17mm (0.66 in) may damage the ignition coil.

NOTE:

When the gap is less than 13 mm (0.52 in), a the spark might be generated even if the coil is malfunctioning.



Is the inspection result normal?

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

7. CHECK COMPRESSION PRESSURE

Check compression pressure. Refer to [EM-179, "Inspection"](#).

Is the inspection result normal?

- YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).
- NO >> Check pistons, piston rings, valves, valve seats and cylinder head gaskets.

8. DETECT MALFUNCTIONING PART

Check fuel hoses and fuel tubes for clogging.

Is the inspection result normal?

- YES >> Replace fuel filter and fuel pump assembly. Refer to [FL-7, "Removal and Installation"](#).
- NO >> Repair or replace error-detected parts.

9. CHECK FUNCTION OF IGNITION COIL-2

1. Turn ignition switch OFF.
2. Disconnect spark plug and connect a non-malfunctioning spark plug.
3. Crank engine for approximately 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 10.
- NO >> Check ignition coil, power transistor and their circuits. Refer to [EC-1541, "Component Function Check"](#).

P219A, P219B AIR FUEL RATIO

< DTC/CIRCUIT DIAGNOSIS >

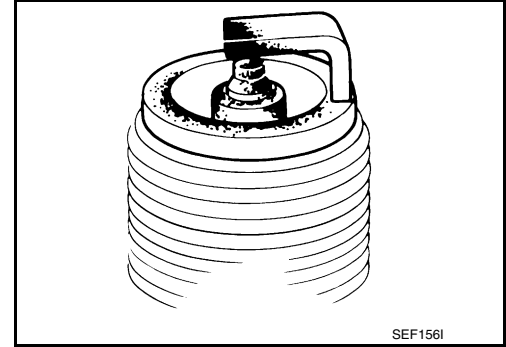
[VK56VD FOR USA AND CANADA]

10. CHECK SPARK PLUG

Check the initial spark plug for fouling, etc.

Is the inspection result normal?

- YES >> 1. Repair or clean spark plug. Refer to [EM-194. "Removal and Installation"](#).
2. GO TO 11.
- NO >> Replace spark plug(s) with standard type one(s). For spark plug type, refer to [EM-309. "Spark Plug"](#).



11. CHECK FUNCTION OF IGNITION COIL-3

1. Reconnect the initial spark plugs.
2. Crank engine for approximately 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 >> Check intermittent incident. Refer to [GI-45. "Intermittent Incident"](#).
- NO >> Replace spark plug(s) with standard type one(s). For spark plug type, refer to [EM-309. "Spark Plug"](#).

ASCD BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ASCD BRAKE SWITCH

Component Function Check

INFOID:000000012357476

1. CHECK ASCD BRAKE SWITCH FUNCTION

④ WITH CONSULT

1. Turn ignition switch ON.
2. Select "BRAKE SW1" in "DATA MONITOR" mode with CONSULT.
3. Check "BRAKE SW1" indication under the following conditions.

Monitor item	Condition		Indication
BRAKE SW1 (ASCD brake switch)	Brake pedal	Slightly depressed	OFF
		Fully released	ON

⊗ WITHOUT CONSULT

1. Turn ignition switch ON.
2. Check the voltage between ECM harness connector terminals as per the following.

Connector	ECM		Condition	Voltage (V)
	+	-		
	Terminal	Terminal		
M160	147 (ASCD brake switch signal)	175	Brake pedal Slightly depressed	Approx. 0
			Brake pedal Fully released	Battery voltage

Is the inspection result normal?

YES >> INSPECTION END

NO >> Proceed to [EC-1523. "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012357477

1. 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 3.

NO >> GO TO 2.

2. DETECT MALFUNCTIONING PART

Check the following.

- 10 A fuse (No. 3)
- Harness for open or short between ASCD brake switch and fuse
- Loose or poor connection for each connector and harness

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

3. 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.

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ASCD BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ASCD brake switch		ECM		Continuity
Connector	Terminal	Connector	Terminal	
E109	2	M160	147	Existed

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 for open or short between ECM and ASCD brake switch
- Loose or poor connection for each connector and harness

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

5. CHECK ASCD BRAKE SWITCH

Refer to [EC-1481, "Component Inspection \(ASCD Brake Switch\)"](#).

Is the inspection result normal?

- YES >> GO TO 6.
- NO >> Replace ASCD brake switch. Refer to [BR-21, "Exploded View"](#).

6. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (ASCD Brake Switch)

INFOID:0000000012357478

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-22, "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. Refer to [BR-21, "Exploded View"](#).

ASCD INDICATOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ASCD INDICATOR

Component Function Check

INFOID:000000012357479

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 • 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 >> Proceed to [EC-1525, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012357480

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 COMBINATION METER

Refer to [MWI-32, "CONSULT Function"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace malfunctioning part.

3.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> Replace combination meter. Refer to [MWI-95, "Removal and Installation"](#).

NO >> Repair or replace malfunctioning part.

COOLING FAN

Description

INFOID:0000000012357481

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:0000000012357482

1. CHECK COOLING FAN FUNCTION

Ⓜ WITH CONSULT

1. Turn ignition switch ON.
2. Perform "FAN DUTY CONTROL" in "ACTIVE TEST" mode with CONSULT.
3. Check that cooling fan speed varies according to the percentage.

ⓧ WITHOUT CONSULT

1. Perform IPDM E/R auto active test and check cooling fan motors operation, refer to [PCS-11, "Diagnosis Description"](#).
2. Check that cooling fan operates.

Is the inspection result normal?

- YES >> INSPECTION END
 NO >> Proceed to [EC-1526, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000012357483

1. CHECK COOLING FAN CONTROL MODULE POWER SUPPLY CIRCUIT-I

1. Turn ignition switch OFF.
2. Disconnect cooling fan control module harness connectors E37, E38.
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 (Cooling fan control module 1)	3	Ground	Battery voltage
E39 (Cooling fan control module 2)	3		

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

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Cooling fan control module		Ground	Continuity
Connector	Terminal		
E37 (Cooling fan control module 1)	1	Ground	Existed
E39 (Cooling fan control module 2)	1		

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	11	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 (Cooling fan control module 1)	2	Existed
		E39 (Cooling fan control module 2)	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, E303.
3. Turn ignition switch ON.
4. Check the voltage between cooling fan control module terminals and ground.

Cooling fan control module		Ground	Voltage
Connector	Terminal		
E37 (Cooling fan control module 1)	4	Ground	Battery voltage
E39 (Cooling fan control module 2)	6		

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COOLING FAN

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace malfunctioning cooling fan control module. Refer to [CO-49. "Exploded View"](#).

6. CHECK COOLING FAN MOTORS -1 AND -2

Refer to [EC-1529. "Component Inspection \(Cooling Fan Motor\)"](#).

Is the inspection result normal?

YES >> GO TO 11.

NO >> Replace malfunctioning cooling fan motor. Refer to [CO-49. "Exploded View"](#).

7. CHECK COOLING FAN CONTROL MODULE POWER SUPPLY CIRCUIT-II

1. Turn ignition switch OFF.
2. Disconnect cooling fan relay-1 and cooling fan relay-2.
3. Check the voltage between cooling fan relay harness connector and ground.

Cooling fan relay		Ground	Voltage
Connector	Terminal		
E17 (Cooling fan relay-1)	3	Ground	Battery voltage
E19 (Cooling fan relay-2)	3		

4. Turn ignition switch ON.
5. Check the voltage between cooling fan relay harness connector and ground.

Cooling fan relay		Ground	Voltage
Connector	Terminal		
E17 (Cooling fan relay-1)	2	Ground	Battery voltage

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)
- 50 A fusible link (letter O)
- 50 A fusible link (letter R)
- IPDM E/R harness connector E7
- 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 (Cooling fan relay-1)	1	E6	42	Existed

4. Check the continuity between cooling fan relay harness connector and cooling fan control module harness connector.

COOLING FAN

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Cooling fan relay		Cooling fan control module		Continuity
Connector	Terminal	Connector	Terminal	
E17 (Cooling fan relay-1)	5	E37 (Cooling fan control module-1)	3	Existed
E19 (Cooling fan relay-2)	5	E39 (Cooling fan control module-2)	3	Existed

5. Check the continuity between cooling fan relay-1 harness connector and cooling fan relay-2 harness connector.

Cooling fan relay				Continuity
Connector	Terminal	Connector	Terminal	
E17 (Cooling fan relay-1)	5	E19 (Cooling fan relay-2)	2	Existed

6. Check the continuity between cooling fan relay-2 harness connector and ground.

Cooling fan relay		Ground	Continuity
Connector	Terminal		
E17 (Cooling fan relay-1)	1	Ground	Existed

7. 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 RELAYS -1 AND -2

Refer to [EC-1530, "Component Inspection \(Cooling Fan Relay\)"](#).

Is the inspection result normal?

YES >> GO TO 11.

NO >> Replace malfunctioning cooling fan relay.

11. CHECK INTERMITTENT INCIDENT

Perform [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to [PCS-34, "Removal and Installation"](#).

NO >> Repair or replace harness connectors.

Component Inspection (Cooling Fan Motor)

INFOID:0000000012357484

1. CHECK COOLING FAN MOTOR

- Turn ignition switch OFF.
- Disconnect cooling fan control module harness connectors E301, E303.
- Supply cooling fan control module harness connector terminals with battery voltage as per the following, and check operation.

Cooling fan control module				Operation
Motor	Connector	Terminal		
		(+)	(-)	
1	E301	4	5	Cooling fan operates.
2	E303	6	7	

Is the inspection result normal?

YES >> INSPECTION END

COOLING FAN

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

NO >> Replace malfunctioning cooling fan motor. Refer to [CO-49. "Exploded View"](#).

Component Inspection (Cooling Fan Relay)

INFOID:000000012357485

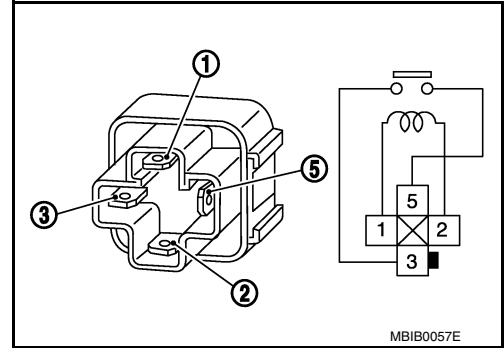
1. CHECK COOLING FAN RELAY

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

Is the inspection result normal?

- YES >> INSPECTION END
NO >> Replace cooling fan relay.



ELECTRICAL LOAD SIGNAL

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ELECTRICAL LOAD SIGNAL

Description

INFOID:000000012357486

The electrical load signal (Rear window defogger switch signal, headlamp switch signal, blower fan switch signal, etc.) is transferred via the CAN communication line.

Component Function Check

INFOID:000000012357487

1. CHECK REAR WINDOW DEFOGGER SWITCH FUNCTION

1. Turn ignition switch ON.
2. Select "DATA MONITOR" mode with CONSULT.
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 >> Proceed to [EC-1531, "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 >> Proceed to [EC-1531, "Diagnosis Procedure"](#).

3. CHECK BLOWER FAN CONTROL SWITCH FUNCTION

Select "HEATER FAN SW" and check indication under the following conditions.

Monitor item	Condition	Indication	
HEATER FAN SW	Blower fan control switch	ON	ON
		OFF	OFF

Is the inspection result normal?

YES >> INSPECTION END

NO >> Proceed to [EC-1531, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012357488

1. INSPECTION START

Confirm the malfunctioning circuit (rear window defogger, headlamp or blower fan). Refer to [EC-1531, "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-20, "Work Flow"](#).

ELECTRICAL LOAD SIGNAL

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

>> INSPECTION END

3.CHECK HEADLAMP SYSTEM

Refer to [EXL-74, "Work Procedure"](#).

>> INSPECTION END

4.CHECK BLOWER FAN CONTROL SYSTEM

Refer to [HAC-48, "Work Flow"](#).

>> INSPECTION END

FUEL INJECTOR

Component Function Check

INFOID:000000012357489

1.INSPECTION START

Turn ignition switch to START.

Are any cylinders ignited?

YES >> GO TO 2.

NO >> Proceed to [EC-1533, "Diagnosis Procedure"](#).

2.CHECK FUEL INJECTOR FUNCTION

WITH CONSULT

1. Start engine.
2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT.
3. Check that each circuit produces a momentary engine speed drop.

WITHOUT CONSULT

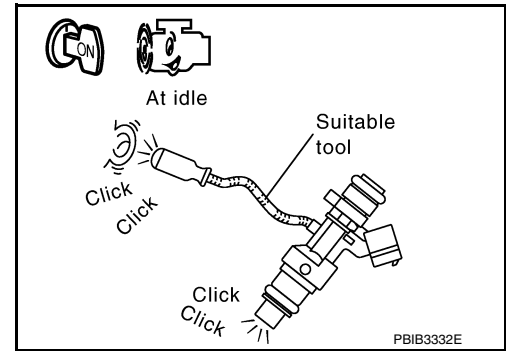
1. Start engine.
2. Listen to each fuel injector operating sound.

Clicking sound should be heard.

Is the inspection result normal?

YES >> INSPECTION END

NO >> Proceed to [EC-1533, "Diagnosis Procedure"](#).



Diagnosis Procedure

INFOID:000000012357490

1.CHECK FUEL INJECTOR POWER SUPPLY

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

+		-	Voltage		
ECM					
Connector	Terminal	Ground	Battery voltage		
F110	46				
	51				
M160	111				
	112				

Is the inspection result normal?

YES >> GO TO 2.

NO >> Perform the trouble diagnosis for power supply circuit. Refer to [EC-1171, "Diagnosis Procedure"](#).

2.CHECK FUEL INJECTOR CIRCUIT

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

FUEL INJECTOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Cylinder	+		-		Continuity
	Fuel injector		ECM		
	Connector	Terminal	Connector	Terminal	
1	F131	1	F111	101	Existed
		2		108	
2	F132	1	F110	7	
		2		4	
3	F133	1	F110	6	
		2		3	
4	F134	1	F111	107	
		2		104	
5	F135	1	F110	2	
		2		9	
6	F136	1	F111	102	
		2		109	
7	F137	1	F111	106	
		2		103	
8	F138	1	F110	1	
		2		8	

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

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace error-detected parts.

3. CHECK ECM GROUND CIRCUIT

Check the continuity between ECM harness connector and ground.

+		-	Continuity
ECM			
Connector	Terminal		
F110	5	Ground	Existed
M160	114		
	115		

Is inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace error-detected parts.

4. CHECK FUEL INJECTOR

Refer to [EC-1534, "Component Inspection"](#).

Is the inspection result normal?

YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).

NO >> Replace malfunctioning fuel injector. Refer to [EM-205, "Exploded View"](#).

Component Inspection

INFOID:000000012357491

1. CHECK FUEL INJECTOR

1. Turn ignition switch OFF.
2. Disconnect fuel injector harness connector.
3. Check the resistance between fuel injector terminals as per the following.

FUEL INJECTOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

+		-		Condition	Resistance
Injector					
Terminal					
1	2	Temperature	10 - 60°C (50 - 140°F)	1.44 - 1.73 Ω	

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace malfunctioning fuel injector. Refer to [EM-205. "Exploded View"](#).

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HIGH PRESSURE FUEL PUMP

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

HIGH PRESSURE FUEL PUMP

Component Function Check

INFOID:000000012357492

1. CHECK HIGH PRESSURE FUEL PUMP FUNCTION


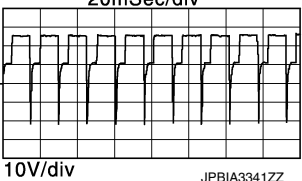
④ WITH CONSULT

1. Start engine.
2. Check "FUEL PRES SEN V" in "DATA MONITOR" mode with CONSULT.

Monitor Item	Condition	Values/Status
FUEL PRES SEN V	Engine speed: Idle	820 – 1,220 mV
	Engine speed: Revving engine from idle to 4,000 rpm quickly	820 – 3,060 mV

⊗ WITHOUT CONSULT

1. Start engine.
2. Check the voltage between ECM harness connector and ground.

ECM				Condition	Voltage
+		-			
Connector	Terminal	Connector	Terminal		
F111	105	M160	175	[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	BATTERY VOLTAGE (11 - 14 V)★ 20mSec/div 
				[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Engine speed: 2,000 rpm 	BATTERY VOLTAGE (11 - 14 V)★ 20mSec/div 

Is the inspection result normal?

- YES >> INSPECTION END
 NO >> Proceed to [EC-1536. "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012357493

1. CHECK HIGH PRESSURE FUEL PUMP CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector and high pressure fuel pump harness connector.
3. Check the continuity between ECM harness connector and high pressure fuel pump harness connector.

+		-		Continuity
ECM		High pressure fuel pump		
Connector	Terminal	Connector	Terminal	
F111	110	F4	2	Existed
	105		1	Existed

HIGH PRESSURE FUEL PUMP

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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

Is inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace error-detected parts.

2. CHECK HIGH PRESSURE FUEL PUMP

Refer to [EC-1537, "Component Inspection"](#).

Is inspection result normal?

YES >> GO TO 3.

NO >> Replace high pressure fuel pump. Refer to [EM-201, "Removal and Installation"](#).

3. CHECK HIGH PRESSURE FUEL PUMP INSTALLATION CONDITION

1. Turn ignition switch OFF.

2. Check that the high pressure fuel pump is installed with no backlash and looseness.

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace error-detected parts.

4. CHECK CAMSHAFT

1. Remove camshaft. Refer to [EM-254, "Exploded View"](#).

2. Check camshaft. Refer to [EM-254, "Exploded View"](#).

Is inspection result normal?

YES >> INSPECTION END

NO >> Replace camshaft. Refer to [EM-254, "Exploded View"](#).

Component Inspection

INFOID:0000000012357494

1. CHECK HIGH PRESSURE FUEL PUMP SOLENOID

1. Turn ignition switch OFF.

2. Disconnect high pressure fuel pump harness connector.

3. Check the resistance between high pressure fuel pump connector terminals as per the following.

+ -		Condition		Resistance
High pressure fuel pump Terminal				
1	2	Temperature	20 – 30°C (68 – 86°F)	9 – 11 Ω

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace high pressure fuel pump. Refer to [EM-201, "Exploded View"](#).

ICC BRAKE SWITCH

Component Function Check

INFOID:000000012357495

1. CHECK ICC BRAKE SWITCH FUNCTION

WITH CONSULT

1. Turn ignition switch ON.
2. Select "BRAKE SW1" in "DATA MONITOR" mode with CONSULT.
3. Check "BRAKE SW1" indication under the following conditions.

Monitor item	Condition	Indication	
BRAKE SW1 (ICC brake switch)	Brake pedal	Slightly depressed	OFF
		Fully released	ON

WITHOUT CONSULT

1. Turn ignition switch ON.
2. Check the voltage between ECM harness connector terminals as per the following.

ECM			Condition	Voltage	
Connector	+	-			
		Terminal	Terminal		
M160	147 (ICC brake switch signal)	175	Brake pedal	Slightly depressed	Approx. 0 V
				Fully released	Battery voltage

Is the inspection result normal?

- YES >> INSPECTION END
 NO >> Proceed to [EC-1538. "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012357496

1. 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 3.
 NO >> GO TO 2.

2. DETECT MALFUNCTIONING PART

Check the following.

- 10 A fuse (No. 3)
- Harness for open or short between ICC brake switch and fuse
- Loose or poor connection for each connector and harness

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

3. CHECK ICC BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.

ICC BRAKE SWITCH

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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	M160	147	Existed

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 for open or short between ECM and ICC brake switch
- Loose or poor connection for each connector and harness

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

5. CHECK ICC BRAKE SWITCH

Refer to [EC-1539, "Component Inspection \(ICC Brake Switch\)"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace ICC brake switch. Refer to [BR-21, "Exploded View"](#).

6. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (ICC Brake Switch)

INFOID:0000000012357497

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-21, "Removal and Installation"](#).
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. Refer to [BR-21, "Exploded View"](#).

ICC BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Component Inspection (ICC Brake Hold Relay)

INFOID:000000012357498

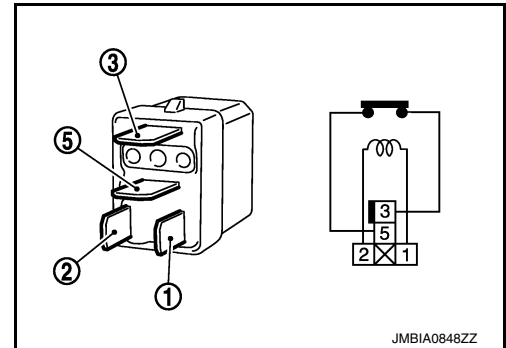
1. CHECK ICC BRAKE HOLD RELAY

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



IGNITION SIGNAL

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

IGNITION SIGNAL

Component Function Check

INFOID:000000012357499

1.INSPECTION START

Turn ignition switch OFF, and restart engine.

Does the engine start?

- YES-1 >> With CONSULT: GO TO 2.
- YES-2 >> Without CONSULT: GO TO 3.
- NO >> Proceed to [EC-1541, "Diagnosis Procedure"](#).

2.CHECK IGNITION SIGNAL FUNCTION

WITH CONSULT

1. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT.
2. Check that each circuit produces a momentary engine speed drop.

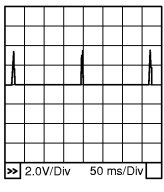
Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Proceed to [EC-1541, "Diagnosis Procedure"](#).

3.CHECK IGNITION SIGNAL FUNCTION

WITHOUT CONSULT

1. Let engine idle.
2. Read the voltage signal between ECM harness connector terminals under the following conditions with an oscilloscope.

Cylinder	ECM				Voltage signal
	+		-		
	Connector	Terminal	Connector	Terminal	
1	F110	12	M160	175	
2		13			
3		14			
4		15			
5		17			
6		18			
7		19			
8		20			

NOTE:

The pulse cycle changes depending on rpm at idle.

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Proceed to [EC-1541, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012357500

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 under the following conditions.

IGNITION SIGNAL

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ECM			Voltage
Connector	+	-	
	Terminal	Terminal	
M160	171	175	Battery voltage
	172		

Is the inspection result normal?

YES >> GO TO 2.

NO >> Proceed to [EC-1171, "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		
F41	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	
E5	5	F41	1	Existed

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

Is the inspection result normal?

YES >> Proceed to [EC-1171, "Diagnosis Procedure"](#).

NO >> GO TO 4.

4.DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between IPDM E/R and condenser
- Loose or poor connection for each connector and harness

>> 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		
F41	2	Ground	Existed

3. Also check harness for short to power.

Is the inspection result normal?

IGNITION SIGNAL

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

- YES >> GO TO 6.
NO >> Repair open circuit or short to power in harness or connectors.

6.CHECK CONDENSER

Refer to [EC-1545. "Component Inspection \(Condenser\)"](#)

Is the inspection result normal?

- YES >> GO TO 7.
NO >> Replace condenser. Refer to [EM-194. "Exploded View"](#).

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	F91	3	Ground	Battery voltage
2	F92	3		
3	F93	3		
4	F94	3		
5	F95	3		
6	F96	3		
7	F97	3		
8	F98	3		

Is the inspection result normal?

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

8.DETECT MALFUNCTIONING PART

Check the following.

- Harness connector F40 or E20
- Harness for open or short between ignition coil and harness connector F40

>> 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	F91	2	Ground	Existed
2	F92	2		
3	F93	2		
4	F94	2		
5	F95	2		
6	F96	2		
7	F97	2		
8	F98	2		

3. Also check harness for short to power.

Is the inspection result normal?

IGNITION SIGNAL

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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	F91	1	F110	12	Existed
2	F92	1		13	
3	F93	1		14	
4	F94	1		15	
5	F95	1		17	
6	F96	1		18	
7	F97	1		19	
8	F98	1		20	

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-1544, "Component Inspection \(Ignition Coil with Power Transistor\)"](#).

Is the inspection result normal?

YES >> GO TO 12.

NO >> Replace malfunctioning ignition coil with power transistor. Refer to [EM-194, "Exploded View"](#).

12.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Ignition Coil with Power Transistor)

INFOID:000000012357501

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 [at 25°C (77°F)]
1 and 2	Except 0 or ∞ Ω
1 and 3	Except 0 Ω
2 and 3	

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace malfunctioning ignition coil with power transistor. Refer to [EM-194, "Exploded View"](#).

2.CHECK IGNITION COIL WITH POWER TRANSISTOR-II

CAUTION:

Perform the following procedure in a place with no combustible objects and good ventilation.

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.

IGNITION SIGNAL

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

3. Remove fuel pump fuse in IPDM E/R to release fuel pressure.
NOTE:
 - For the fuse number, refer to [EC-1098, "Wiring Diagram"](#).
 - For the fuse arrangement, refer to [PG-123, "Connector and Terminal Arrangement"](#).
 - Do not use CONSULT to release fuel pressure, or fuel pressure applies again during the following procedure.
4. Start engine.
5. After engine stalls, crank it 2 or 3 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. Refer to [EM-194, "Exploded View"](#).
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 approximately 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 >> INSPECTION END

NO >> Replace malfunctioning ignition coil with power transistor. Refer to [EM-194, "Exploded View"](#).

Component Inspection (Condenser)

INFOID:000000012357502

1. CHECK CONDENSER

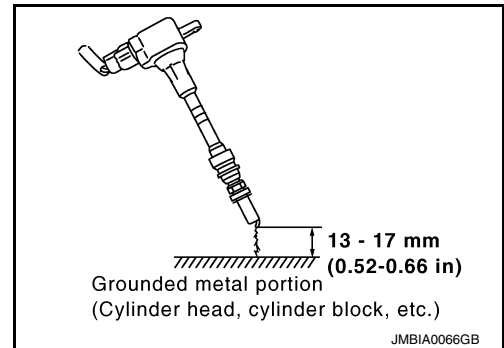
1. Turn ignition switch OFF.
2. Disconnect condenser harness connector.
3. Check resistance between condenser terminals as per the following.

Terminals	Resistance
1 and 2	Above 1 M Ω [at 25°C (77°F)]

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace condenser.



INFORMATION DISPLAY (ASCD)

Component Function Check

INFOID:000000012357503

1. CHECK INFORMATION DISPLAY

1. Start engine.
2. Press MAIN switch on ASCD 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 that the reading of the speedometer shows the same value as the set speed indicated in the information display while driving the vehicle on a flat road.

Is the inspection result normal?

- YES >> INSPECTION END
 NO >> Proceed to [EC-1546, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012357504

1. CHECK DTC

Check that DTC UXXXX, P0500 or P1574 is not displayed.

Is the inspection result normal?

- YES >> GO TO 2.
 NO-1 >> Perform trouble diagnosis for DTC UXXXX.
 NO-2 >> Perform trouble diagnosis for DTC P0500. Refer to [EC-1380, "DTC Logic"](#).
 NO-3 >> Perform trouble diagnosis for DTC P1574. Refer to [EC-1488, "DTC Logic"](#) (Without ICC) or [EC-1490, "DTC Logic"](#) (With ICC).

2. CHECK DTC WITH COMBINATION METER

Refer to [MWI-32, "CONSULT Function"](#).

Is the inspection result normal?

- YES >> GO TO 3.
 NO >> Perform trouble diagnosis for DTC indicated.

3. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace combination meter. Refer to [MWI-95, "Removal and Installation"](#).
 NO >> Repair or replace.

LOW PRESSURE FUEL PUMP

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

LOW PRESSURE FUEL PUMP

Component Function Check

INFOID:0000000012357505

1. CHECK FUEL PUMP FUNCTION

1. Turn ignition switch ON.
2. Pinch fuel feed hose with two fingers.

NOTE:

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-1547, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000012357506

1. CHECK FPCM POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect FPCM harness connector.
3. Turn ignition switch ON.
4. Check the voltage between FPCM harness connector and ground.

+		-	Voltage
FPCM			
Connector	Terminal		
B221	10	Ground	Battery voltage

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Perform the trouble diagnosis for power supply circuit. Refer to [EC-1171, "Diagnosis Procedure"](#).

2. CHECK FPCM GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Check the continuity between FPCM harness connector and ground.

+		-	Continuity
FPCM			
Connector	Terminal		
B221	5	Ground	Existed

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Repair open circuit or short to power in harness or connectors.

3. CHECK FPCM INPUT AND OUTPUT CIRCUIT

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

+		-		Continuity
FPCM		ECM		
Connector	Terminal	Connector	Terminal	
B221	8	M160	125	Existed
	9		142	

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

Is the inspection result normal?

LOW PRESSURE FUEL PUMP

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

- YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4.CHECK FUEL PUMP CONTROL CIRCUIT

1. Disconnect fuel level sensor unit and fuel pump (main) harness connector.
2. Check the continuity between FPCM harness connector and fuel level sensor unit and fuel pump (main) harness connector.

+		-		Continuity
FPCM		Fuel level sensor unit and fuel pump (main)		
Connector	Terminal	Connector	Terminal	
B221	6	B241	3	Existed
	7		1	

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

Is the inspection result normal?

- YES >> GO TO 5.
NO >> Repair or replace error-detected parts.

5.CHECK LOW PRESSURE FUEL PUMP

Refer to [EC-1548, "Component Inspection \(Low Pressure Fuel Pump\)"](#).

Is the inspection result normal?

- YES >> GO TO 6.
NO >> Replace low pressure fuel pump. Refer to [FL-7, "Removal and Installation"](#).

6.CHECK FPCM

Refer to [EC-1549, "Component Inspection \(FPCM\)"](#).

Is the inspection result normal?

- YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).
NO >> Replace FPCM. Refer to [EC-1570, "Removal and Installation"](#).

Component Inspection (Low Pressure Fuel Pump)

INFOID:0000000012357507

1.CHECK FUEL PRESSURE REGULATOR

1. Turn ignition switch OFF.
2. Check low fuel pressure. Refer to [EC-1149, "Work Procedure"](#).

Is inspection result normal?

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

2.CHECK LOW PRESSURE FUEL PUMP

1. Turn ignition switch OFF.
2. Disconnect fuel level sensor unit and fuel pump (main).
3. Check resistance between fuel level sensor unit and fuel pump (main) terminals as follows.

+	-	Condition	Resistance
Fuel level sensor unit and fuel pump (main)			
Terminals			
1	3	Temperature: 25°C (77°F)	0.2 - 5.0 Ω

Is the inspection result normal?

- YES >> INSPECTION END
NO >> Replace fuel level sensor unit and fuel pump (main). Refer to [FL-6, "Exploded View"](#).

LOW PRESSURE FUEL PUMP

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

Component Inspection (FPCM)

INFOID:000000012357508

1. CHECK FUEL PUMP CONTROL MODULE (FPCM)

1. Check the voltage between FPCM terminals under the following conditions.

FPCM			Condition	Voltage
Connector	+	-		
	Terminal	Terminal		
B221	7	6	For 1 second after turning ignition switch ON	Approx. 10 V
			More than 1 second after turning ignition switch ON	Approx. 0 V
			Idle speed	Approx. 10 V

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace FPCM. Refer to [EC-1570. "Removal and Installation"](#).

A

EC

C

D

E

F

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O

P

MALFUNCTION INDICATOR LAMP

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

MALFUNCTION INDICATOR LAMP

Component Function Check

INFOID:000000012357509

1.CHECK MIL FUNCTION

1. Turn ignition switch ON.
2. Check that MIL illuminates.

Is the inspection result normal?

- YES >> INSPECTION END
NO >> Proceed to [EC-1550. "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012357510

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 COMBINATION METER

Refer to [MWI-32. "CONSULT Function"](#).

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Perform trouble diagnosis for DTC indicated.

3.CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace combination meter. Refer to [MWI-95. "Removal and Installation"](#).
NO >> Repair or replace malfunctioning part.

ON BOARD REFUELING VAPOR RECOVERY (ORVR)

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

ON BOARD REFUELING VAPOR RECOVERY (ORVR)

Component Function Check

INFOID:0000000012357511

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 >> Proceed to [EC-1551, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357512

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. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).
2. Weigh the EVAP canister with EVAP canister vent control valve and EVAP control system pressure sensor attached.

The weight should be less than 2.1 kg (4.6 lb).

Is the inspection result normal?

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

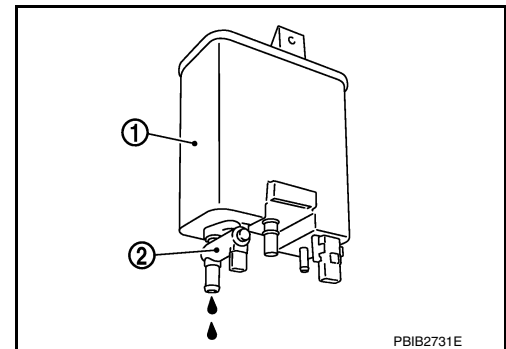
3.CHECK IF EVAP CANISTER IS SATURATED WITH WATER

Check if water will drain from EVAP canister (1).

- EVAP canister vent control valve (2)

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. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

>> 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-1553, "Component Inspection \(EVAP Vapor Cut Valve\)"](#).

ON BOARD REFUELING VAPOR RECOVERY (ORVR)

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

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. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

2. Weigh the EVAP canister with EVAP canister vent control valve and EVAP control system pressure sensor attached.

The weight should be less than 2.1 kg (4.6 lb).

Is the inspection result normal?

YES >> GO TO 8.

NO >> GO TO 9.

8. CHECK IF EVAP CANISTER IS SATURATED WITH WATER

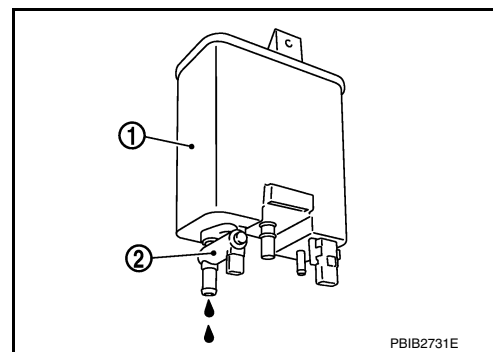
Check if water will drain from EVAP canister (1).

• EVAP canister vent control valve (2)

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. Refer to [FL-15, "EXCEPT FOR MEXICO : Exploded View"](#).

>> 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 FUEL FILLER TUBE

Check recirculation line for clogging, dents and cracks.

Is the inspection result normal?

YES >> GO TO 13.

NO >> Replace fuel filler tube. Refer to [FL-11, "Exploded View"](#).

13. CHECK REFUELING EVAP VAPOR CUT VALVE

Refer to [EC-1553, "Component Inspection \(EVAP Vapor Cut Valve\)"](#).

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.

ON BOARD REFUELING VAPOR RECOVERY (ORVR)

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

YES >> GO TO 15.

NO >> Replace fuel filler tube. Refer to [FL-11, "Exploded View"](#).

15.CHECK ONE-WAY FUEL VALVE-I

Check one-way fuel 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

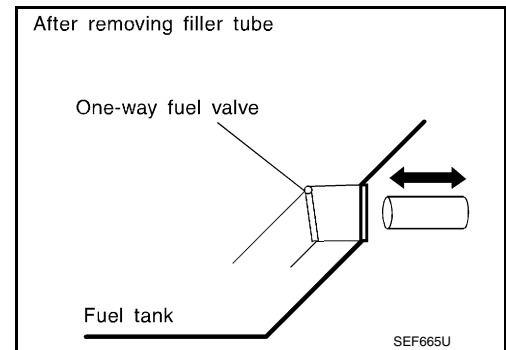
1. Check that fuel is drained from the tank.
2. Remove fuel filler tube and hose. Refer to [FL-11, "Exploded View"](#).
3. Check one-way fuel valve for operation as per the following.
When a stick is inserted, the valve should open, when removing stick it should close.

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. Refer to [FL-11, "Exploded View"](#).



INFOID:000000012357513

Component Inspection (EVAP Vapor Cut Valve)

1.CHECK REFUELING EVAP VAPOR CUT VALVE

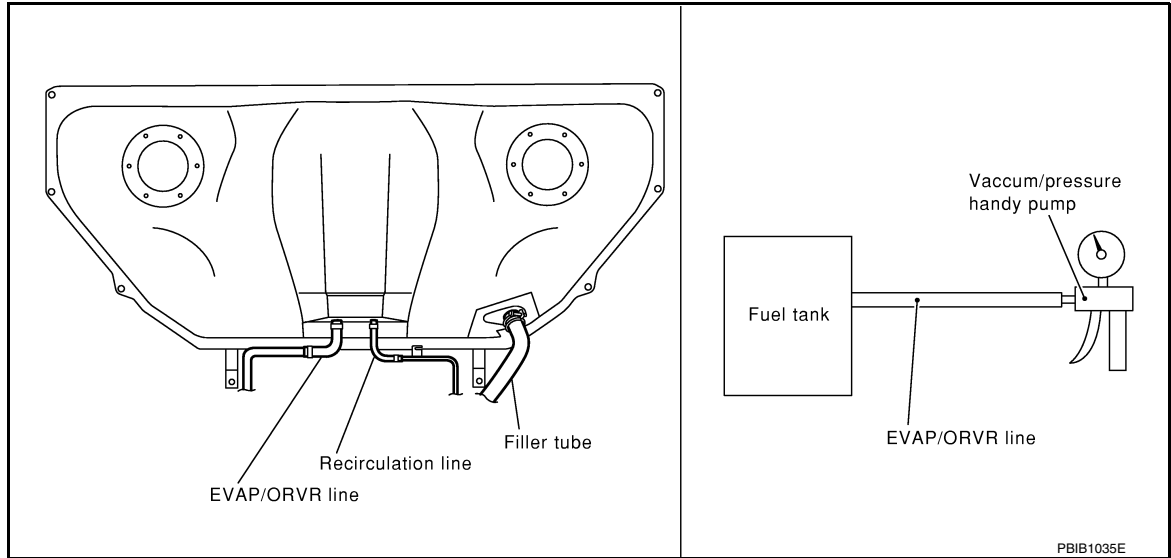
1. Turn ignition switch OFF.
 2. Remove fuel tank. Refer to [FL-12, "Removal and Installation"](#).
 3. Drain fuel from the tank as per the following:
 - Remove fuel gauge retainer. Refer to [FL-6, "Exploded View"](#).
 - Drain fuel from the tank using a handy pump into a fuel container.
 4. Check refueling EVAP vapor cut valve for being stuck to close as per the following.
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 per the following.
 - Connect vacuum pump to hose end.
 - Remove fuel gauge retainer with fuel gauge unit. Refer to [FL-6, "Exploded View"](#).
- Always replace O-ring with new one.**
- Turn fuel tank upside down.

ON BOARD REFUELING VAPOR RECOVERY (ORVR)

[VK56VD FOR USA AND CANADA]

< DTC/CIRCUIT DIAGNOSIS >

- Apply vacuum pressure to hose end [-13.3 kPa (-0.136 kg/cm³, -1.93 psi)] with fuel gauge retainer remaining open and check that the pressure is applicable.



PBIB1035E

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace refueling EVAP vapor cut valve with fuel tank.

REFRIGERANT PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

REFRIGERANT PRESSURE SENSOR

Component Function Check

INFOID:000000012357514

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.

Connector	ECM		Voltage (V)
	+	-	
	Terminal	Terminal	
M160	144 (Refrigerant pressure sensor signal)	150	1.0 - 4.0

Is the inspection result normal?

- YES >> INSPECTION END
 NO >> Go to [EC-1555, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012357515

1. 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 V

Is the inspection result normal?

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

2. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between ECM and refrigerant pressure sensor
- Loose or poor connection for each connector and harness

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

3. 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	M160	150	Existed

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.

REFRIGERANT PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

4. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between ECM and refrigerant pressure sensor
- Loose or poor connection for each connector and harness

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

5. 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	M160	144	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.

- Harness for open or short between ECM and refrigerant pressure sensor
- Loose or poor connection for each connector and harness

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

7. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

Is the inspection result normal?

YES >> Replace refrigerant pressure sensor. Refer to [HA-42. "REFRIGERANT PRESSURE SENSOR : Removal and Installation"](#).

NO >> Repair or replace malfunctioning part.

ENGINE CONTROL SYSTEM SYMPTOMS

< SYMPTOM DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

SYMPTOM DIAGNOSIS

ENGINE CONTROL SYSTEM SYMPTOMS

Symptom Table

INFOID:0000000012357516

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	Low pressure fuel pump circuit	1	1	2	3	2		2	2			3		2	EC-1547
	Fuel pressure regulator system	3	3	4	4	4	4	4	4	4		4			EC-1149
	Fuel injector circuit	1	1	2	3	2		2	2			2			EC-1533
	Evaporative emission system	3	3	4	4	4	4	4	4	4	4	4			EC-1565
	FRP sensor circuit	1	1	2	2	2		2	2			2			EC-1295 EC-1298
	High pressure fuel pump circuit			4		3									EC-1536
Air	Positive crankcase ventilation system	3	3	4	4	4	4	4	4	4		4	1		EC-1567
	Incorrect idle speed adjustment						1	1	1	1		1			EC-1134
	Electric throttle control actuator	1	1	2	3	3	2	2	2	2		2		2	EC-1438 EC-1444
Ignition	Incorrect ignition timing adjustment	3	3	1	1	1		1	1			1			EC-1541
	Ignition circuit	1	1	2	2	2		2	2			2			EC-1541
Main power supply and ground circuit		2	2	3	3	3		3	3		2	3			EC-1171
Mass air flow sensor circuit		1			2										EC-1216
Engine coolant temperature sensor circuit															
Air fuel ratio (A/F) sensor 1 circuit			1	2	3	2		2	2			2			EC-1244 EC-1248 EC-1251
Throttle position sensor circuit															
Accelerator pedal position sensor circuit				3	2	1									EC-1506 EC-1509 EC-1513
Knock sensor circuit				2								3			EC-1318

ENGINE CONTROL SYSTEM SYMPTOMS

< SYMPTOM DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

	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		2						3			EC-1302 EC-1306
Engine oil pressure sensor			4		4	3	3	3			3			EC-1388
Crankshaft position sensor circuit	2	2												EC-1320
Camshaft position sensor circuit	3	2												EC-1324
Vehicle speed signal circuit		2	3		3						3			EC-1380
Power steering pressure sensor circuit		2					3	3						EC-1394
ECM	2	2	3	3	3	3	3	3	3	3	3			EC-1399 EC-1401
Intake valve timing control solenoid valve circuit		3	2		1	3	2	2	3		3			EC-1180 EC-1194
Exhaust valve timing control solenoid valve circuit		3	2		1	3	2	2	3		3			EC-1184 EC-1197
Exhaust valve timing control position sensor circuit	5	5	5	5	5		5	5			5			EC-1413
VVEL control module	3		4	4	3									EC-1492 EC-1493
VVEL actuator motor	3		4	4	3									EC-1420
VVEL actuator motor relay	3		4	4	3									EC-1423
VVEL control shaft position sensor	3		4	4	3									EC-1417
PNP signal circuit			3		3		3	3			3			EC-1406
Refrigerant pressure sensor circuit		2				3			3		4			EC-1555
Electrical load signal circuit							3							EC-1531
Air conditioner circuit	2	2	3	3	3	3	3	3	3		3		2	HAC-48
ABS actuator and electric unit (control unit)			4											BRC-63
Cooling fan control module	5	5	5	5	5		5	5	5	4	5			EC-1526
Manifold absolute pressure sensor circuit											3			EC-1222
Battery current sensor						4	5	5					3	EC-1451 EC-1455 EC-1459 EC-1463 EC-1467
Heated oxygen sensor 2			6		6		6	6			5			EC-1254 EC-1260 EC-1268

1 - 6: The numbers refer to the order of inspection.

ENGINE CONTROL SYSTEM SYMPTOMS

[VK56VD FOR USA AND CANADA]

< SYMPTOM DIAGNOSIS >

(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													FL-5
	Fuel piping			5	5	5		5	5			5			
	Vapor lock		5												—
	Valve deposit														—
	Poor fuel (Heavy weight gasoline, Low octane)	5		5	5	5		5	5			5			—
Air	Air duct														EM-193
	Air cleaner														EM-192
	Air leakage from air duct (Mass air flow sensor — electric throttle control actuator)	5	5	5		5		5	5			5			EM-193
	Electric throttle control actuator				5		5			5					EC-1444
	Air leakage from intake manifold/Collector/Gasket														EM-198
Cranking	Battery	1	1	1		1		1	1					1	PG-157
	Generator circuit														CHG-15
	Starter circuit	3										1			STR-13
	Signal plate	6													EM-272
	PNP signal	4													TM-111
Engine	Cylinder head	5	5	5	5	5		5	5			5			EM-278
	Cylinder head gasket										4		3		
	Cylinder block														
	Piston												4		
	Piston ring														
	Connecting rod	6	6	6	6	6		6	6			6			EM-292
	Bearing														
	Crankshaft														

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ENGINE CONTROL SYSTEM SYMPTOMS

< SYMPTOM DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

		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														EM-252
	Camshaft														EM-263
	Intake valve timing control	5	5	5	5	5		5	5			5			EM-239
	Exhaust valve timing control														
	Intake valve												3		EM-278
	Exhaust valve														
Exhaust	Exhaust manifold/Tube/Muffler/Gasket	5	5	5	5	5		5	5			5			EM-233 EX-8
	Three way catalyst														
Lubrication	Oil pan/Oil strainer/Oil pump/Oil filter/Oil gallery/Oil cooler	5	5	5	5	5		5	5			5			EM-214 EM-217 LU-38 LU-39
	Oil level (Low)/Filthy oil														LU-33
Cooling	Radiator/Hose/Radiator filler cap														CO-43 CO-43
	Thermostat									5					CO-55
	Water pump	5	5	5	5	5		5	5		4	5			CO-52
	Water gallery														CO-55
	Cooling fan														CO-50
	Coolant level (Low)/Contaminated coolant									5					CO-39
IVIS (INFINITI Vehicle Immobilizer System — NATS)		1	1												SEC-50

1 - 6: The numbers refer to the order of inspection.

INFINITI DRIVE MODE SELECTOR

< SYMPTOM DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

INFINITI DRIVE MODE SELECTOR

Symptom Table

INFOID:000000012357517

SYSTEM — DRIVE MODE SELECTOR —

Malfunction	Check item		Probable malfunctioning part/ Action
ECO pedal reaction force is not generated when in ECO mode.	Only ECO pedal reaction force is not generated. [Intelligent pedal (distance control assist) operates normally.]	The central switch of the navigation system operates normally.	Perform self-diagnosis of the engine control system. Refer to EC-1079 , " DTC Index ".
		The central switch of the navigation system malfunctions.	Perform self-diagnosis of the navigation system. Refer to AV-119 , " Symptom Table " (BASE AUDIO WITHOUT NAVIGATION) or AV-395 , " Symptom Table " (BOSE AUDIO WITH NAVIGATION)
Intelligent pedal (distance control assist) reaction force is not generated as well.			Perform self-diagnosis of the ADAS control unit, ICC sensor, and Accelerator pedal actuator. <ul style="list-style-type: none"> • ADAS C/U: Refer to DAS-247, "DTC Index". • ICC SENSOR: Refer to DAS-252, "DTC Index". • ACCELERATOR PEDAL ACTUATOR: Refer to DAS-255, "DTC Index".
When in ECO mode, settings of ECO pedal reaction force cannot be changed or vehicle behavior does not agree to the settings.	Intelligent pedal (distance control assist) reaction force has a malfunction as well.		Perform self-diagnosis of the ADAS control unit, ICC sensor, and Accelerator pedal actuator. <ul style="list-style-type: none"> • ADAS C/U: Refer to DAS-247, "DTC Index". • ICC SENSOR: Refer to DAS-252, "DTC Index". • ACCELERATOR PEDAL ACTUATOR: Refer to DAS-255, "DTC Index".
	Intelligent pedal (distance control assist) reaction force is normal.	The central switch of the navigation system operates normally.	Perform self-diagnosis of the engine control system. Refer to EC-1079 , " DTC Index ".
The central switch of the navigation system malfunctions.		Perform self-diagnosis of the navigation system. Refer to AV-119 , " Symptom Table " (BASE AUDIO WITHOUT NAVIGATION) or AV-395 , " Symptom Table " (BOSE AUDIO WITH NAVIGATION)	

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NORMAL OPERATING CONDITION

< SYMPTOM DIAGNOSIS >

[VK56VD FOR USA AND CANADA]

NORMAL OPERATING CONDITION

Description

INFOID:000000012357518

FUEL CUT CONTROL (AT NO LOAD AND HIGH ENGINE SPEED)

If the engine speed is above 2,400 rpm under no load (for example, the selector lever position is neutral and engine speed is over 2,400 rpm) fuel will be cut off after some time. The exact time when the fuel is cut off varies based on engine speed.

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 direct injection gasoline system, [EC-1008](#), "[DIRECT INJECTION GASOLINE SYSTEM : System Description](#)".

PERIODIC MAINTENANCE

IDLE SPEED

Inspection

INFOID:0000000012357519

EC

1.CHECK IDLE SPEED

Ⓜ With CONSULT
Check idle speed in "DATA MONITOR" mode with CONSULT.

Ⓢ With GST
Check idle speed with Service \$01 of GST.

>> INSPECTION END

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IGNITION TIMING

< PERIODIC MAINTENANCE >

[VK56VD FOR USA AND CANADA]

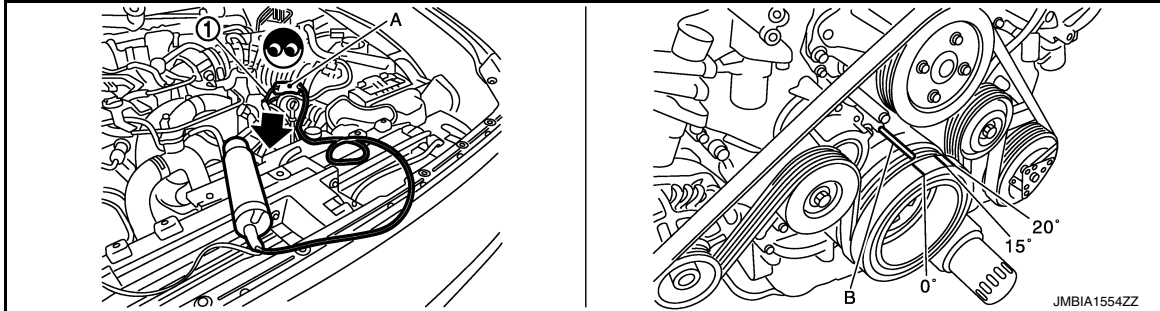
IGNITION TIMING

Inspection

INFOID:000000012357520

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

EVAP LEAK CHECK

< PERIODIC MAINTENANCE >

[VK56VD FOR USA AND CANADA]

EVAP LEAK CHECK

Inspection

INFOID:000000012357521

CAUTION:

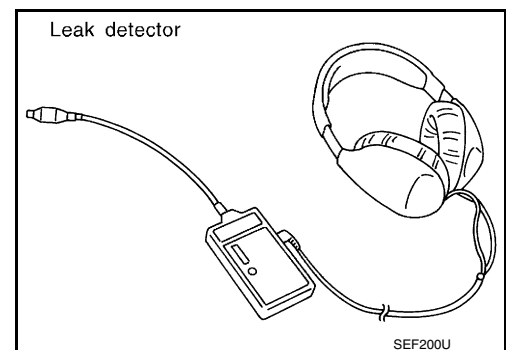
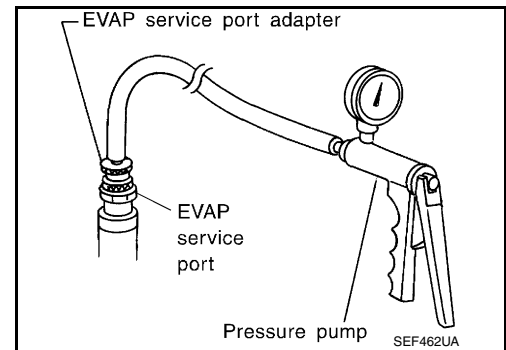
- Do not use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm², 0.6 psi) of pressure in EVAP system.

NOTE:

- Do not start engine.
- Improper installation of EVAP service port adapter (commercial service tool) to the EVAP service port may cause a leak.

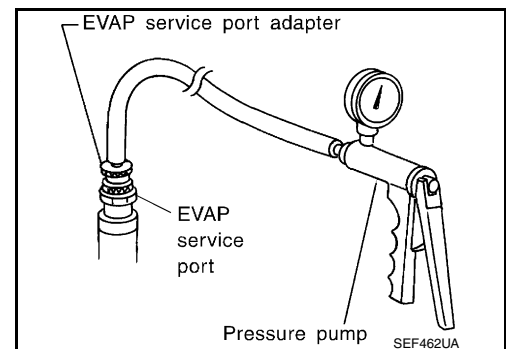
Ⓟ WITH CONSULT

1. To locate the EVAP leak, install EVAP service port adapter (commercial service tool) and pressure pump to EVAP service port.
2. Turn ignition switch ON.
3. Select the "EVAP SYSTEM CLOSE" of "WORK SUPPORT" mode with CONSULT.
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 (commercial service tool) and hose with pressure pump.
7. Locate the leak using a leak detector (commercial service tool). Refer to [EC-1018. "EVAPORATIVE EMISSION SYSTEM : System Diagram"](#).



ⓧ WITHOUT CONSULT

1. To locate the EVAP leak, install EVAP service port adapter (commercial service tool) 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/cm², 0.2 to 0.4 psi).
4. Remove EVAP service port adapter (commercial service tool) and hose with pressure pump.



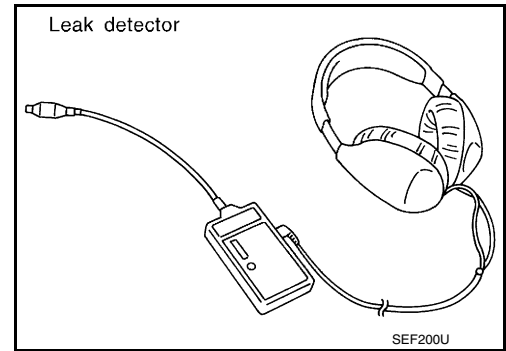
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EVAP LEAK CHECK

< PERIODIC MAINTENANCE >

[VK56VD FOR USA AND CANADA]

5. Locate the leak using a leak detector (commercial service tool). Refer to [EC-1018, "EVAPORATIVE EMISSION SYSTEM : System Diagram"](#).



POSITIVE CRANKCASE VENTILATION

< PERIODIC MAINTENANCE >

[VK56VD FOR USA AND CANADA]

POSITIVE CRANKCASE VENTILATION

Inspection

INFOID:000000012357522

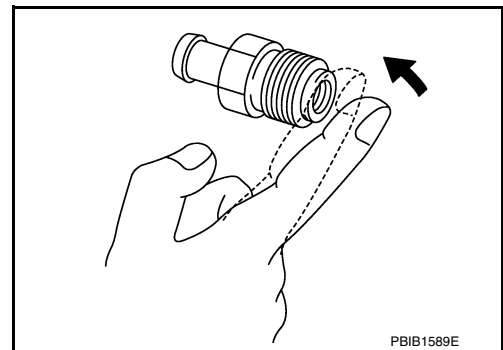
1. CHECK PCV VALVE

With engine running at idle, remove PCV valve from rocker cover. Refer to [EM-194, "Exploded View"](#). 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. Refer to [EM-194, "Exploded View"](#).



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REMOVAL AND INSTALLATION

ECM

Removal and Installation

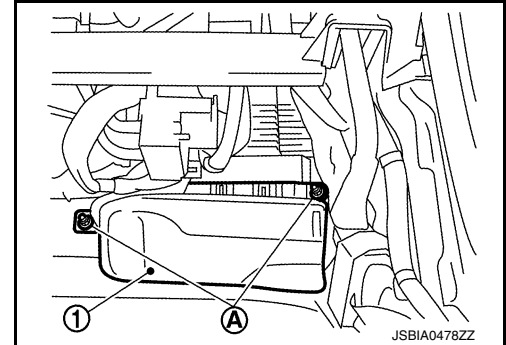
INFOID:000000012357523

CAUTION:

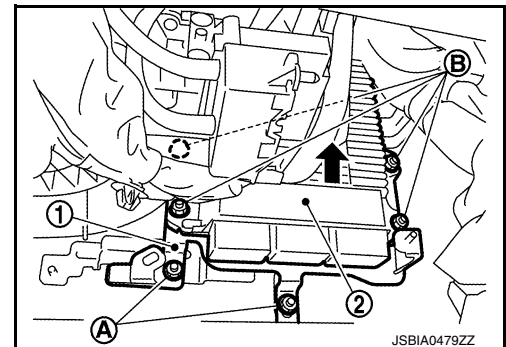
Perform **ADDITIONAL SERVICE WHEN REPLACING ECM**. Refer to [EC-1138, "Description"](#).

REMOVAL

1. Remove the instrument lower cover. Refer to [IP-24, "Removal and Installation"](#).
2. Remove the dash side finisher (LH). Refer to [INT-44, "DASH SIDE FINISHER : Removal and Installation"](#).
3. Remove the ECM cover bolts (A) and remove ECM cover (1).



4. Disconnect ECM harness connectors.
5. Remove ECM bracket bolt (A)
6. Slide the ECM bracket (1) upward and then remove ECM bracket with ECM.
7. Remove ECM bracket bolts (B) and separate ECM (2) and ECM bracket.



INSTALLATION

Install in the reverse order of removal.

VVEL CONTROL MODULE

< REMOVAL AND INSTALLATION >

[VK56VD FOR USA AND CANADA]

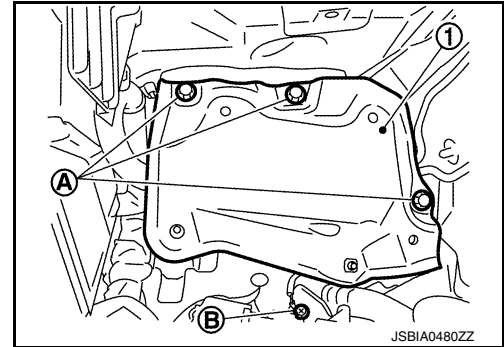
VVEL CONTROL MODULE

Removal and Installation

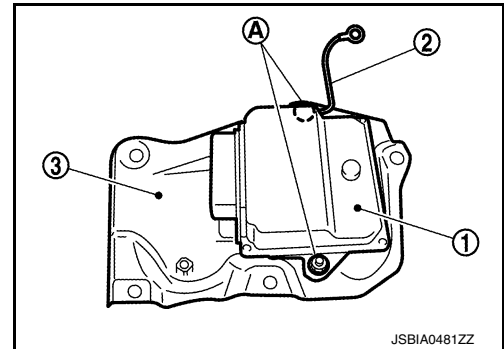
INFOID:000000012357524

REMOVAL

1. Remove hoodledge cover (RH) and cowl top cover (RH). Refer to [EXT-23. "Removal and Installation"](#).
2. Remove the battery and battery tray. Refer to [PG-164. "Removal and Installation"](#).
3. Remove VVEL control module bracket bolts (A).
4. Remove the ground harness fix bolt (B).
5. Remove VVEL control module bracket (1).



6. Disconnect VVEL control module harness connector.
7. Remove the fix bolts (A). And then separate VVEL control module (1), ground harness (2) and VVEL control module bracket (3).



INSTALLATION

Install in the reverse order of removal.

CAUTION:

Must be perform additional service when replacing VVEL control module. Refer to [EC-1140. "Description"](#).

FUEL PUMP CONTROL MODULE (FPCM)

< REMOVAL AND INSTALLATION >

[VK56VD FOR USA AND CANADA]

FUEL PUMP CONTROL MODULE (FPCM)

Removal and Installation

INFOID:000000012357525

REMOVAL

1. Remove the rear wheel house finisher (RH). Refer to [INT-63, "TRUNK SIDE FINISHER : Removal and Installation"](#).
2. Disconnect fuel pump control module (FPCM) connector.
3. Remove mounting bolts and then remove fuel pump control module (FPCM).

INSTALLATION

Install in the reverse order of removal.

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[VK56VD FOR USA AND CANADA]

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

Idle Speed

INFOID:0000000012357526

EC

Condition	Specification
No load* (in P or N position)	600 ± 50

*: 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:0000000012357527

Condition	Specification
No load* (in P or N position)	11 ± 2°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:0000000012357528

Condition	Specification (Using CONSULT or GST)
At idle	5 – 35%
At 2,500 rpm	5 – 35%

Mass Air Flow Sensor

INFOID:0000000012357529

Supply voltage	Battery voltage (11 – 14 V)
Output voltage at idle	0.95 – 1.35 V*
Mass air flow (Using CONSULT or GST)	1.0 – 5.0 g/s at idle* 7.0 – 20.0 g/s at 2,500 rpm*

*: Engine is warmed up to normal operating temperature and running under no load.

PRECAUTION

PRECAUTIONS

Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

INFOID:000000012357530

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:

Always observe the following items for preventing accidental activation.

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision that 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 "SRS AIR BAG".
- Never 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:

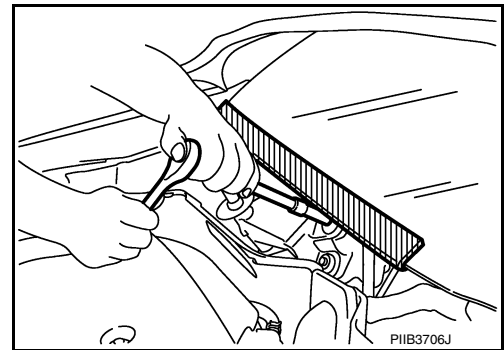
Always observe the following items for preventing accidental activation.

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, never 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:000000012357531

When performing the procedure after removing cowl top cover, cover the lower end of windshield with urethane, etc to prevent damage to windshield.



Precautions for Removing Battery Terminal

INFOID:000000013051635

When disconnecting the battery terminal, pay attention to the following.

- Always use a 12V battery as power source.
- Never disconnect battery terminal while engine is running.

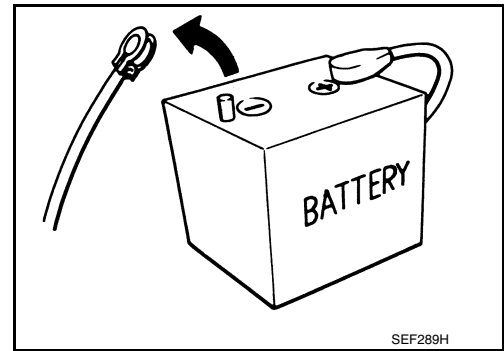
PRECAUTIONS

< PRECAUTION >

[VK56VD FOR MEXICO]

- When removing the 12V battery terminal, turn OFF the ignition switch and wait at least 30 seconds.
- For vehicles with the engine listed below, remove the battery terminal after a lapse of the specified time:

D4D engine	: 20 minutes	YS23DDT	: 4 minutes
HRA2DDT	: 12 minutes	YS23DDTT	: 4 minutes
K9K engine	: 4 minutes	ZD30DDTi	: 60 seconds
M9R engine	: 4 minutes	ZD30DDTT	: 60 seconds
R9M engine	: 4 minutes		
V9X engine	: 4 minutes		
YD25DDTi	: 2 minutes		



NOTE:

ECU may be active for several tens of seconds after the ignition switch is turned OFF. If the battery terminal is removed before ECU stops, then a DTC detection error or ECU data corruption may occur.

- After high-load driving, if the vehicle is equipped with the V9X engine, turn the ignition switch OFF and wait for at least 15 minutes to remove the battery terminal.

NOTE:

- Turbocharger cooling pump may operate in a few minutes after the ignition switch is turned OFF.
- Example of high-load driving
 - Driving for 30 minutes or more at 140 km/h (86 MPH) or more.
 - Driving for 30 minutes or more on a steep slope.
- For vehicles with the 2-batteries, be sure to connect the main battery and the sub battery before turning ON the ignition switch.

NOTE:

If the ignition switch is turned ON with any one of the terminals of main battery and sub battery disconnected, then DTC may be detected.

- After installing the 12V battery, always check "Self Diagnosis Result" of all ECUs and erase DTC.

NOTE:

The removal of 12V battery may cause a DTC detection error.

On Board Diagnostic (OBD) System of Engine and A/T

INFOID:0000000012357533

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 [EC-1616, "Diagnosis 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.**

PRECAUTIONS

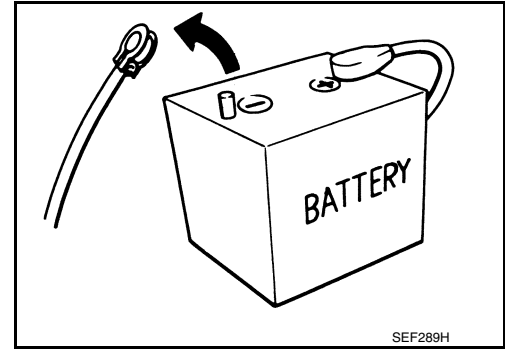
< PRECAUTION >

[VK56VD FOR MEXICO]

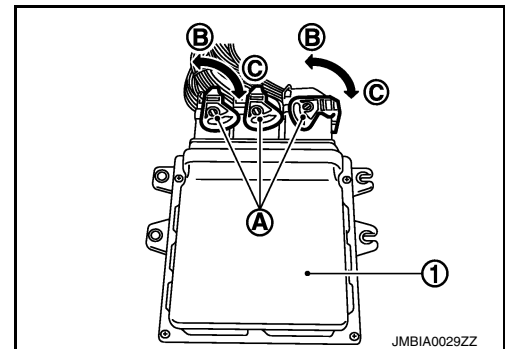
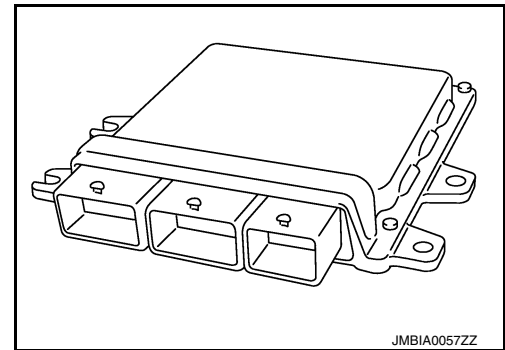
INFOID:000000012357534

General Precautions

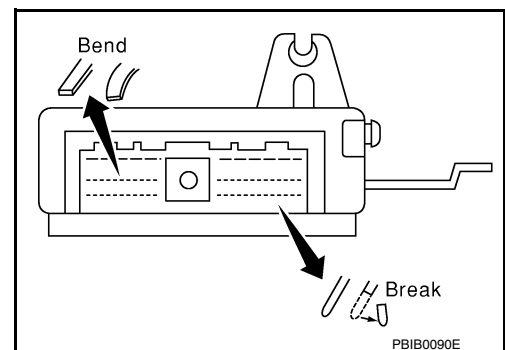
- Always use a 12 volt battery as power source.
- Never attempt to disconnect battery cables while engine is running.
- Before connecting or disconnecting the ECM harness connector, turn ignition switch OFF and disconnect negative battery cable. Failure to do so may damage the ECM because battery voltage is applied to ECM even if ignition switch is turned OFF.
- Before removing parts, turn ignition switch OFF and then disconnect battery ground cable.



- 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 lost 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
- When connecting ECM harness connector (A), fasten (B) it securely with a lever as far as it will go as shown in the figure.
 - ECM (1)
 - Loosen (C)



- When connecting or disconnecting pin connectors into or from ECM, never damage pin terminals (bends or break). Check 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.

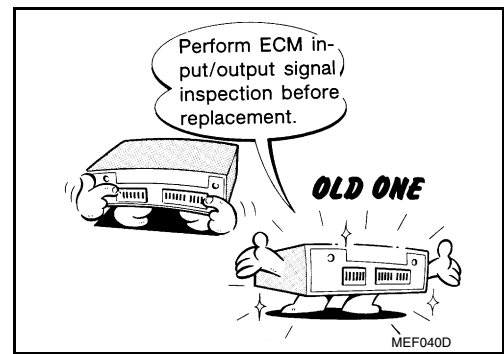


PRECAUTIONS

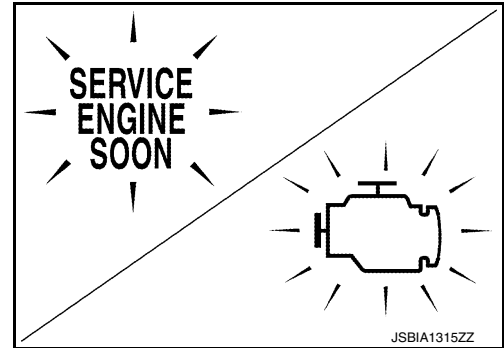
[VK56VD FOR MEXICO]

< PRECAUTION >

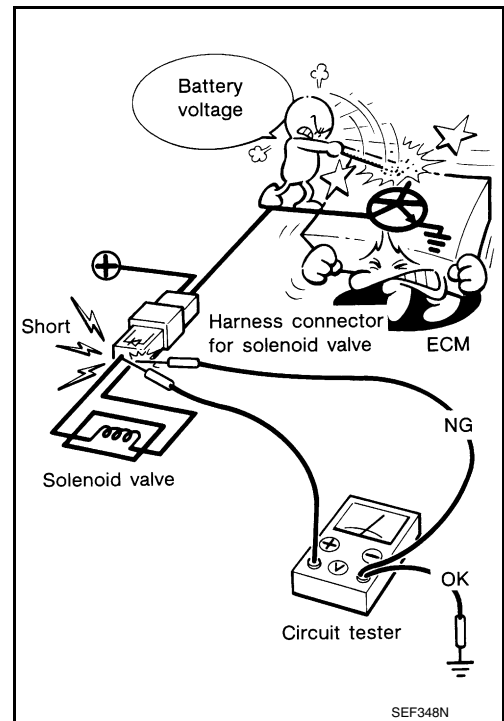
- Before replacing ECM, perform ECM Terminals and Reference Value inspection and check that ECM functions properly. Refer to [EC-1637, "Reference Value"](#).
- Handle mass air flow sensor carefully to avoid damage.
- Never clean mass air flow sensor with any type of detergent.
- Never disassemble electric throttle control actuator.
- Even a slight leakage in the air intake system can cause serious incidents.
- Never shock or jar the camshaft position sensor, crankshaft position sensor.



- 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.



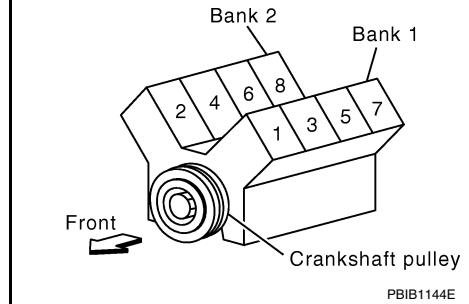
PRECAUTIONS

[VK56VD FOR MEXICO]

< PRECAUTION >

- 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.

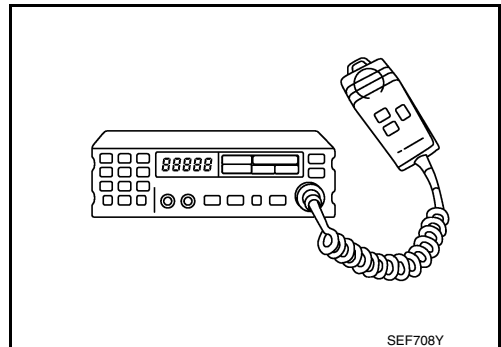
Cylinder number and Bank layout



- 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 >

[VK56VD FOR MEXICO]

PREPARATION

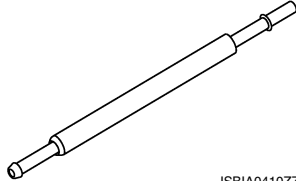
PREPARATION

Special Service Tools

INFOID:0000000012357535

A

EC

Tool number (TechMate No.) Tool name	Description
KV10120000 (—) Fuel tube adapter  JSBIA0410ZZ	Measuring fuel pressure

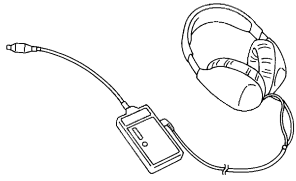
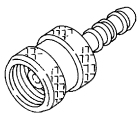
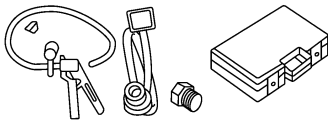
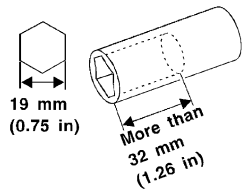
C

D

E

Commercial Service Tools

INFOID:0000000012357536

Tool name (TechMate No.)	Description
Leak detector i.e.: (J-41416)  S-NT703	Locates the EVAP leak
EVAP service port adapter i.e.: (J-41413-OBD)  S-NT704	Applies positive pressure through EVAP service port
Fuel filler cap adapter i.e.: (J-42909)  ALBIA1353ZZ	Checks fuel tank vacuum relief valve opening pressure
Socket wrench  S-NT705	Removes and installs engine coolant temperature sensor

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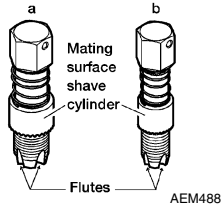

O

P

PREPARATION

< PREPARATION >

[VK56VD FOR MEXICO]

Tool name (TechMate No.)	Description
<p>Oxygen sensor thread cleaner i.e.: (J-43897-18) (J-43897-12)</p> 	<p>Reconditions the exhaust system threads before installing a new oxygen sensor. Use with anti-seize lubricant shown below.</p> <p>a: 18 mm diameter with pitch 1.5 mm for Zirconia Oxygen Sensor</p> <p>b: 12 mm diameter with pitch 1.25 mm for Titanium Oxygen Sensor</p>
<p>Anti-seize lubricant i.e.: (Permatex™ 133AR or equivalent meeting MIL specification MIL-A-907)</p> 	<p>Lubricates oxygen sensor thread cleaning tool when reconditioning exhaust system threads.</p>

COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VK56VD FOR MEXICO]

SYSTEM DESCRIPTION

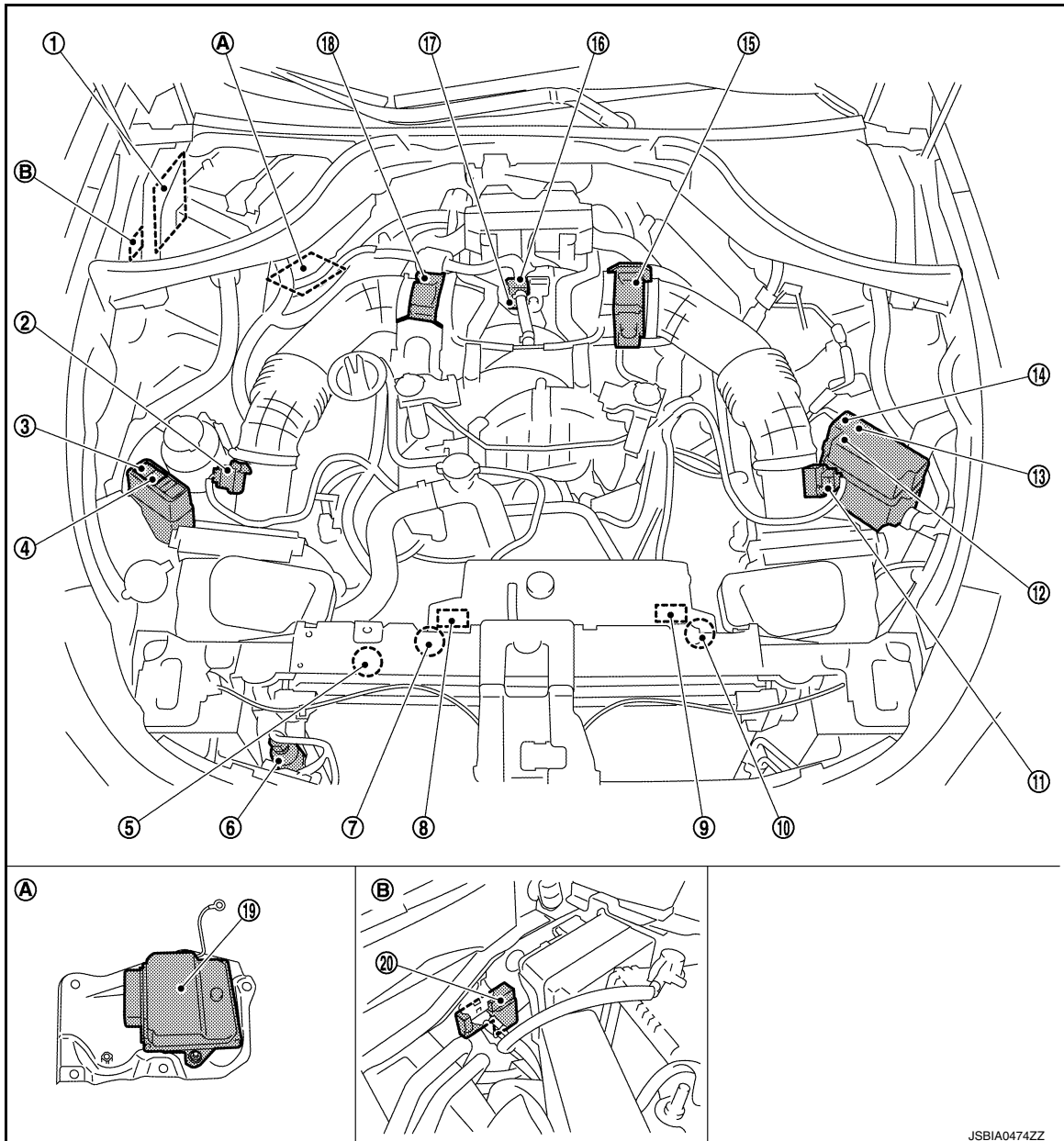
COMPONENT PARTS

ENGINE CONTROL SYSTEM

ENGINE CONTROL SYSTEM : Component Parts Location

INFOID:000000012357537

ENGINE ROOM COMPARTMENT



- | | | |
|---|---|---------------------------------|
| 1. IPDM E/R
PCS-5. "IPDM E/R : Component Parts Location" | 2. Mass air flow sensor | 3. Cooling fan relay 2 |
| 4. Injector relay 2 | 5. Power steering pressure sensor
ST-72. "2WD : Exploded View" | 6. Refrigerant pressure sensor |
| 7. Cooling fan motor 2 | 8. Cooling fan control module 2 | 9. Cooling fan control module 1 |
| 10. Cooling fan motor 1 | 11. Mass air flow sensor
(with intake air temperature sensor)
(bank 1) | 12. Injector relay 1 |

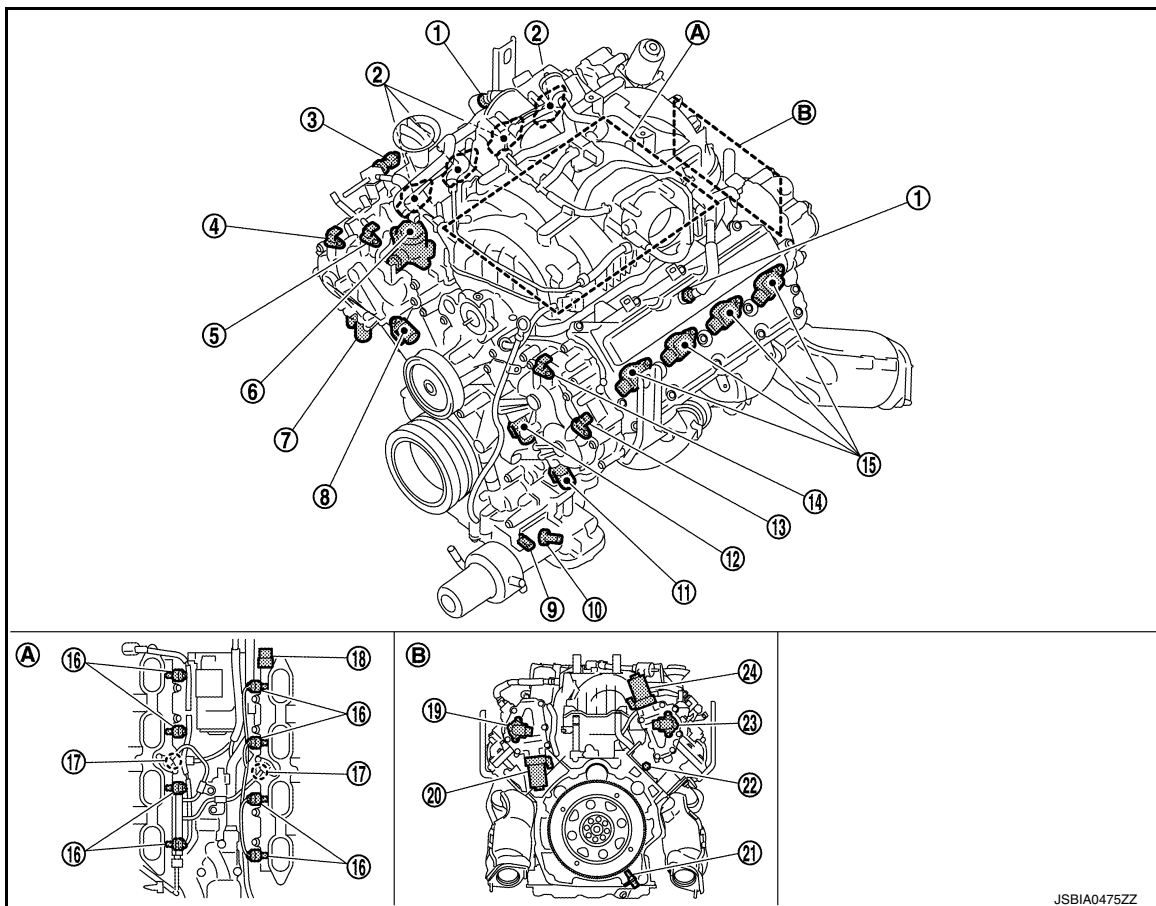
COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VK56VD FOR MEXICO]

- | | | |
|---|--|---|
| 13. VVEL actuator motor relay | 14. Cooling fan relay 1 | 15. Electric throttle control actuator (bank 1) |
| 16. EVAP canister purge volume control solenoid valve | 17. Manifold absolute pressure (MAP) sensor | 18. Electric throttle control actuator (bank 2) |
| 19. VVEL control module | 20. Battery current sensor (with battery temperature sensor) | |
| A. Under the battery tray (View with upside-down) | B. Body side in battery case | |

ENGINE COMPARTMENT



- | | | |
|--|--|---|
| 1. Positive crankcase ventilation (PCV) valve | 2. Ignition coil (with power transistor) and spark plug (bank 2) | 3. Low fuel pressure sensor* |
| 4. Exhaust valve timing control position sensor (bank 2) | 5. Camshaft position sensor (bank 2) | 6. High pressure fuel pump |
| 7. Exhaust valve timing control solenoid valve (bank 2) | 8. Intake valve timing control solenoid valve (bank 2) | 9. Engine oil temperature sensor |
| 10. Engine oil pressure sensor | 11. Exhaust valve timing control solenoid valve (bank 1) | 12. Intake valve timing control solenoid valve (bank 1) |
| 13. Exhaust valve timing control position sensor (bank 1) | 14. Camshaft position sensor (bank 1) | 15. Ignition coil (with power transistor) and spark plug (bank 1) |
| 16. Fuel injector | 17. Knock sensor | 18. Fuel rail pressure sensor |
| 19. VVEL control shaft position sensor (bank 1) | 20. VVEL actuator motor (bank 1) | 21. Crankshaft position sensor |
| 22. Engine coolant temperature sensor | 23. VVEL control shaft position sensor (bank 2) | 24. VVEL actuator motor (bank 2) |
| A. Top view of the engine (View with intake manifold is removed) | B. Rear view of the engine | |

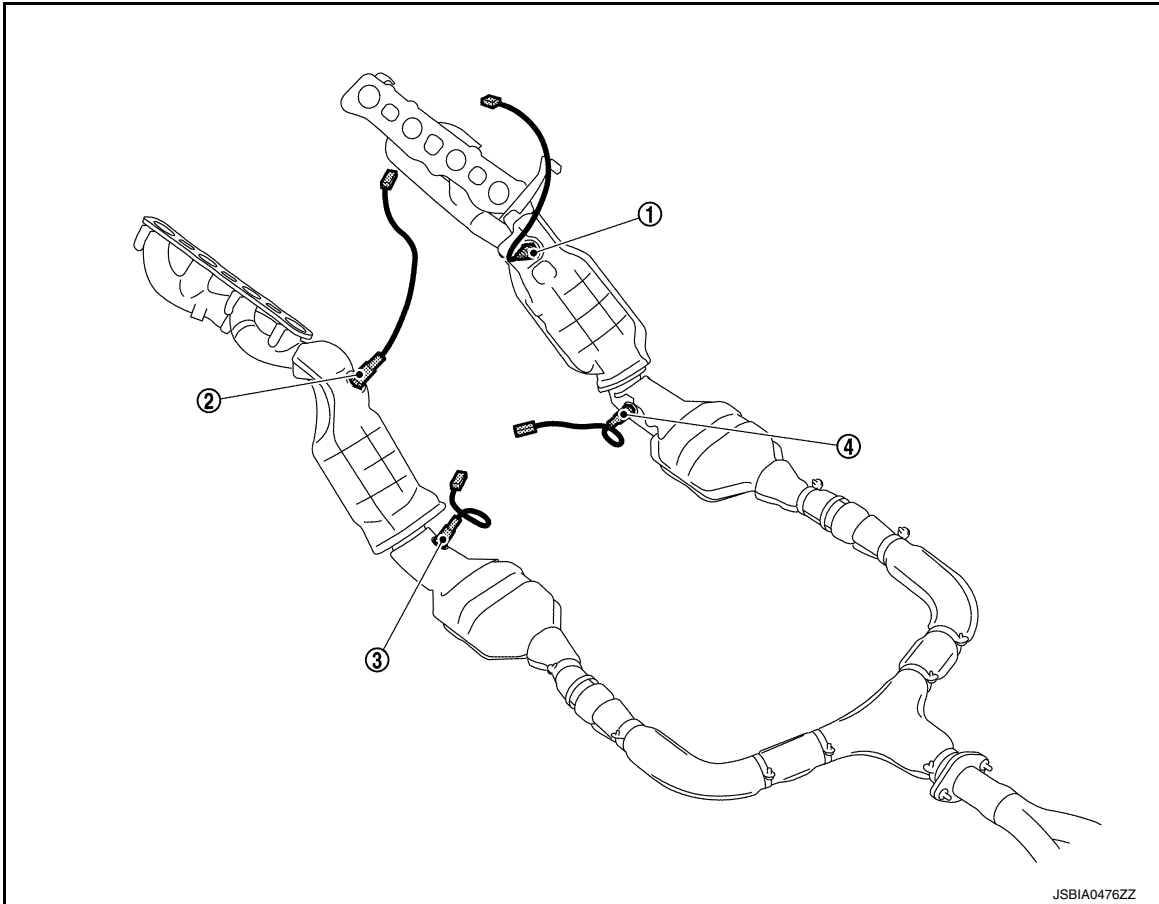
*: Not applicable

COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VK56VD FOR MEXICO]

EXHAUST COMPARTMENT



- 1. A/F sensor 1 (bank 2)
- 2. A/F sensor 1 (bank 1)
- 3. Heated oxygen sensor 2 (bank 1)
- 4. Heated oxygen sensor 2 (bank 2)

BODY COMPARTMENT

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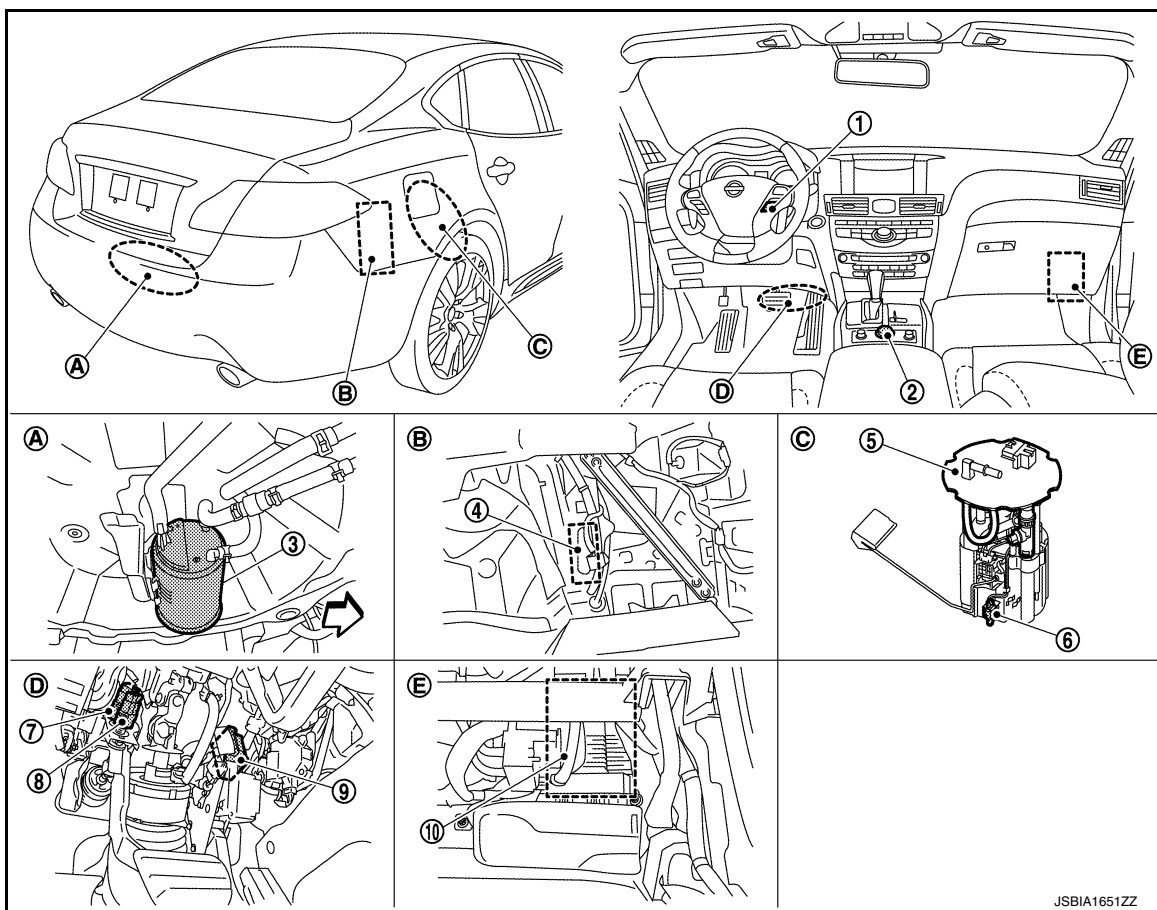
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COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VK56VD FOR MEXICO]



- | | | |
|------------------------------------|---|--------------------------------------|
| 1. ICC steering switch | 2. Drive mode select switch | 3. EVAP canister |
| 4. Fuel pump control module (FPCM) | 5. Fuel level sensor unit, fuel filter and fuel pump assembly | 6. Fuel tank temperature sensor |
| 7. Stop lamp switch | 8. ICC brake switch | 9. Accelerator pedal position sensor |
| 10. ECM | | |
- ↶ : Vehicle front

ENGINE CONTROL SYSTEM : Component Description

INFOID:000000012357538

Component	Reference
ECM	EC-1587. "ECM"
Malfunction indicator lamp	EC-1593. "Malfunction Indicator Lamp (MIL)"
Ignition coil with power transistor	EC-1592. "Ignition Coil With Power Transistor"
Accelerator pedal position sensor	EC-1585. "Accelerator Pedal Position Sensor"
Mass air flow sensor	EC-1594. "Mass Air Flow Sensor (With Intake Air Temperature Sensor)"
Intake air temperature sensor	
Electric throttle control actuator	
Throttle control motor	EC-1587. "Electric Throttle Control Actuator"
Throttle position sensor	
Crankshaft position sensor	EC-1587. "Crankshaft Position Sensor"
Camshaft position sensor	EC-1586. "Camshaft Position Sensor"
Engine coolant temperature sensor	EC-1588. "Engine Coolant Temperature Sensor"
Engine oil pressure sensor	EC-1588. "Engine Oil Pressure Sensor"

COMPONENT PARTS

[VK56VD FOR MEXICO]

< SYSTEM DESCRIPTION >

Component	Reference
Engine oil temperature sensor	EC-1589, "Engine Oil Temperature Sensor"
Fuel injector	EC-1590, "Fuel Injector"
Low pressure fuel pump	EC-1593, "Low Pressure Fuel Pump"
Fuel pump control module (FPCM)	EC-1592, "Fuel Pump Control Module"
High pressure fuel pump	EC-1591, "High Pressure Fuel Pump"
Fuel tank temperature sensor	EC-1590, "Fuel Tank Temperature Sensor"
Fuel rail pressure sensor	EC-1592, "Fuel Rail Pressure Sensor"
A/F sensor 1	EC-1585, "Air Fuel Ratio (A/F) Sensor 1"
A/F sensor 1 heater	
Heated oxygen sensor 2	EC-1590, "Heated Oxygen Sensor 2"
Heated oxygen sensor 2 heater	
Manifold absolute pressure sensor	EC-1594, "Manifold Absolute Pressure Sensor"
Knock sensor	EC-1593, "Knock Sensor"
Power steering pressure sensor	EC-1594, "Power Steering Pressure (PSP) Sensor"
Cooling fan control module	EC-1586, "Cooling Fan"
Cooling fan motor	
Intake valve timing control solenoid valve	EC-1593, "Intake Valve Timing Control Solenoid Valve"
Exhaust valve timing control position sensor	EC-1589, "Exhaust Valve Timing Control Position Sensor"
Exhaust valve timing control solenoid valve	EC-1590, "Exhaust Valve Timing Control Solenoid Valve"
VVEL control module	EC-1595, "VVEL Control Module"
VVEL actuator motor relay	EC-1595, "VVEL Actuator Motor Relay"
VVEL actuator motor	EC-1595, "VVEL Actuator Motor"
VVEL control shaft position sensor	EC-1595, "VVEL Control Shaft Position Sensor"
EVAP canister purge volume control solenoid valve	EC-1589, "EVAP Canister Purge Volume Control Solenoid Valve"
PCV valve	EC-1596, "Positive Crankcase Ventilation"
Brake booster pressure sensor (Vacuum sensor)	BRC-13, "Vacuum Sensor"
Battery current sensor (with battery temperature sensor)	EC-1585, "Battery Current Sensor (With Battery Temperature Sensor)"
Refrigerant pressure sensor	EC-1595, "Refrigerant Pressure Sensor"
Stop lamp switch	EC-1595, "Stop Lamp Switch"
Information display	EC-1592, "Information Display"
ICC steering switch	EC-1592, "ICC Steering Switch"
ICC brake switch	EC-1592, "ICC Brake Switch"

Infiniti Drive Mode Selector

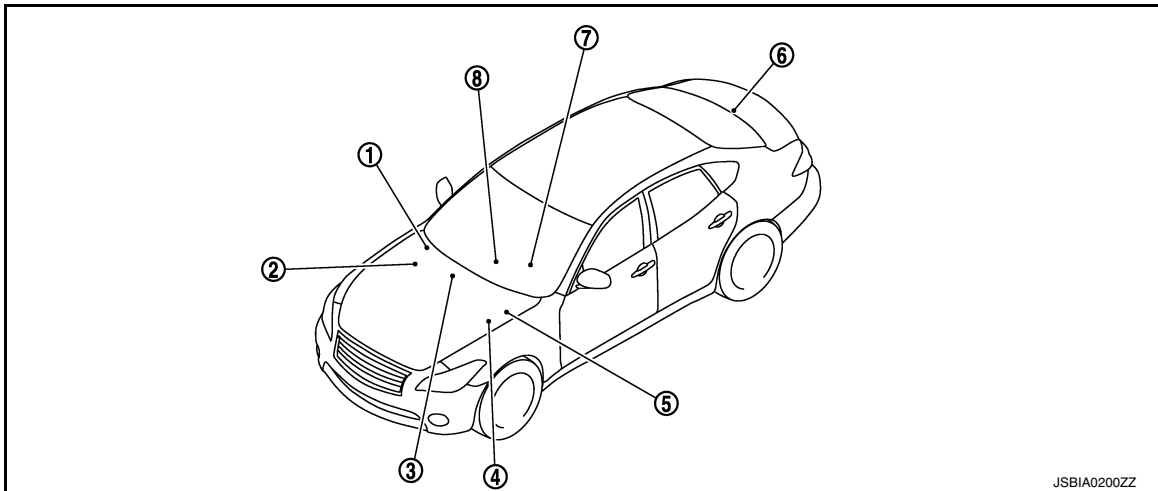
COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VK56VD FOR MEXICO]

Infiniti Drive Mode Selector : Component Parts Location

INFOID:000000012357539



- | | | |
|---|---|---|
| <p>1. A/C auto amp.
Refer to HAC-6, "AUTOMATIC AIR CONDITIONING SYSTEM : Component Parts Location".</p> | <p>2. ECM
Refer to EC-1579, "ENGINE CONTROL SYSTEM : Component Parts Location".</p> | <p>3. AV control unit
Refer to AV-13, "Component Parts Location" (BASE AUDIO WITHOUT NAVIGATION).
Refer to AV-150, "Component Parts Location" (BOSE AUDIO WITH NAVIGATION).</p> |
| <p>4. Accelerator pedal actuator</p> | <p>5. Combination meter
(Vehicle information display, and ECO drive indicator)</p> | <p>6. ADAS control unit
DAS-12, "Component Parts Location".</p> |
| <p>7. TCM
TM-11, "A/T CONTROL SYSTEM : Component Parts Location".</p> | <p>8. Drive mode select switch</p> | |

Infiniti Drive Mode Selector : Component Description

INFOID:000000012357540

Part name	Description
Drive mode select switch	Transmits an ON/OFF state signal of STANDARD, SPORT, ECO, or SNOW mode to the A/C auto amp.
A/C auto amp.	Transmits an input signal (ON/OFF state of each mode) received from the drive mode select switch to the TCM, combination meter and ADAS control unit via CAN communication.
AV control unit	Transmits an ECO pedal* reaction force setting signal (Standard/Soft/OFF) to ECM via CAN communication. This signal determines reaction force of the accelerator pedal.
TCM	Transmits a state of a mode received from the A/C auto amp. to ECM.
ECM	<ul style="list-style-type: none"> Receives a ECO mode signal from TCM and controls throttle angle characteristics and torque. Determines reaction force in accordance with the accelerator pedal operation when in ECO mode and transmits an ECO pedal* reaction force control signal to the ADAS control unit. When receiving the ECO pedal* reaction force setting signal (Standard/Soft/OFF) from the AV control unit, ECM updates ECO pedal* reaction force. Furthermore, ECM sends back the received signal to the AV control unit for confirmation. Controls the ECO drive indicator when in ECO mode. The ECO drive indicator turns ON or blinks (with ECO pedal*) according to accelerator pedal operation.
Combination meter	<ul style="list-style-type: none"> Indicates a mode state on the vehicle information display, based on a mode state signal received from the A/C auto amp. Turns ON or blinks (with ECO pedal*) the ECO drive indicator according to a request from ECM when in ECO mode.
ADAS control unit	Controls accelerator pedal reaction force of the accelerator pedal actuator when in ECO mode, based on an ECO pedal* reaction force control signal received from ECM.
Accelerator pedal actuator	Applies reaction force to the accelerator pedal when in ECO mode, based on an accelerator pedal reaction force control signal received from the ADAS control unit.

*: ECO pedal control is only for vehicles with intelligent pedal (distance control assist).

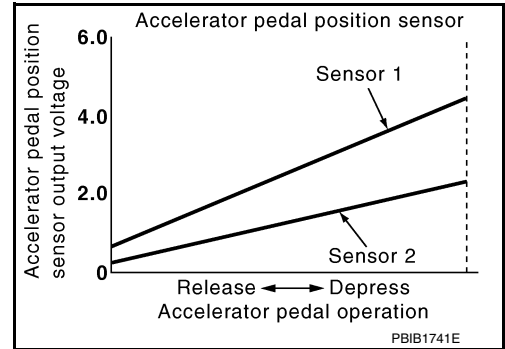
Accelerator Pedal Position Sensor

INFOID:0000000012357541

The accelerator pedal position sensor is installed on 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 signals 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.



Air Fuel Ratio (A/F) Sensor 1

INFOID:0000000012357542

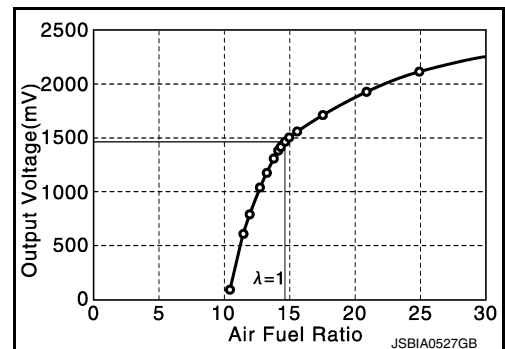
DESCRIPTION

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 λ 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 approximately 760°C (1,400°F).



A/F SENSOR 1 HEATER

A/F sensor 1 heater is integrated in the sensor.

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 within the specified range.

Battery Current Sensor (With Battery Temperature Sensor)

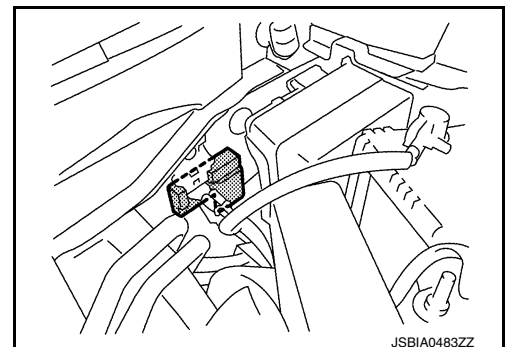
INFOID:0000000012357543

OUTLINE

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.

Based on sensor signals, 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-8, "POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM : System Description"](#).

CAUTION:



COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VK56VD FOR MEXICO]

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 the battery discharge may occur.

BATTERY CURRENT SENSOR

The battery current sensor is installed to the battery negative cable. The sensor measures the charging/discharging current of the battery.

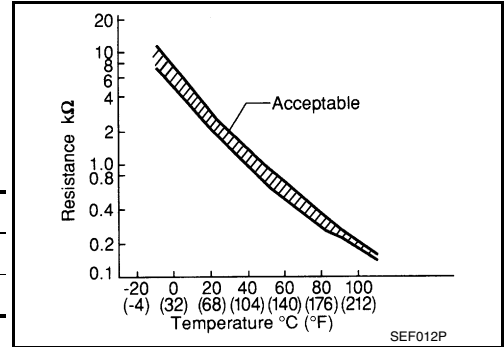
BATTERY TEMPERATURE SENSOR

Battery temperature sensor is integrated in battery current sensor. The sensor measures temperature around the battery. The electrical resistance of the thermistor decreases as temperature increases.

<Reference data>

Temperature [°C (°F)]	Voltage* (V)	Resistance (kΩ)
25 (77)	3.333	1.9 - 2.1
90 (194)	0.969	0.222 - 0.258

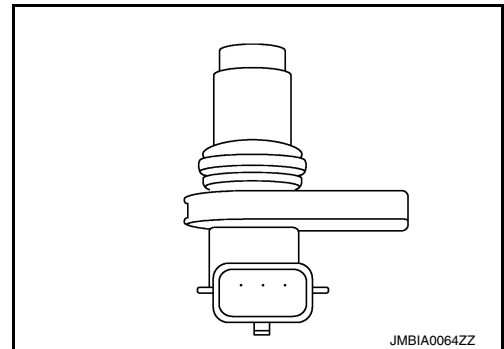
*: These data are reference values and are measured between battery temperature sensor signal terminal and sensor ground.



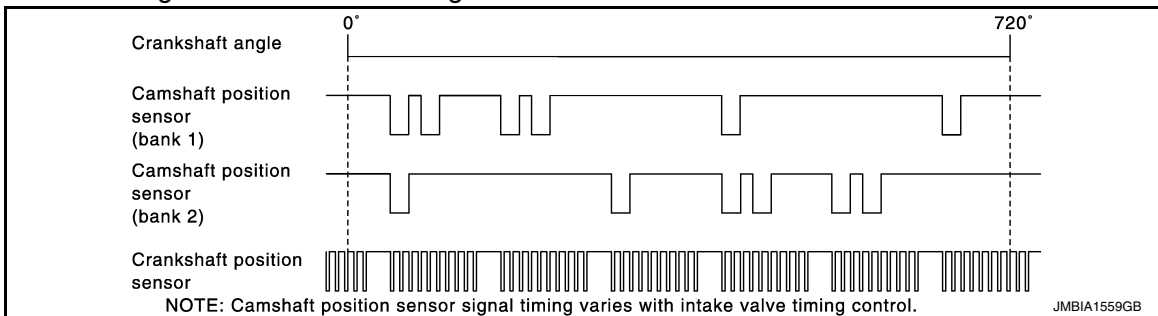
Camshaft Position Sensor

INFOID:000000012357544

The camshaft position sensor senses the protrusion of the signal plate installed to the camshaft (INT) front end to identify a particular cylinder. The camshaft position sensor senses the piston position. When the crankshaft position sensor system becomes inoperative, the camshaft position sensor 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.



Cooling Fan

INFOID:000000012357545

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.

Crankshaft Position Sensor

INFOID:000000012357546

The crankshaft position sensor 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.

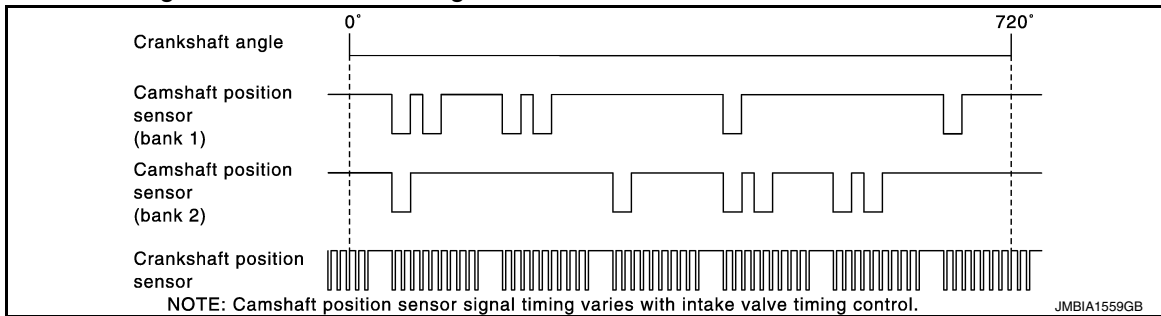
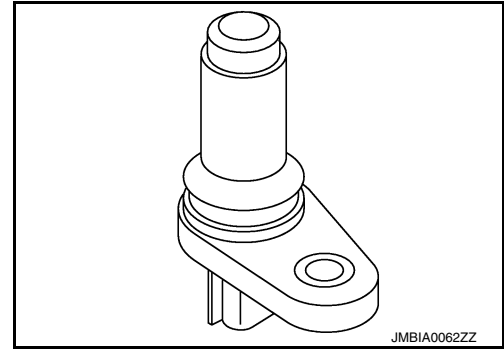
When the engine is running, the high and low parts of the teeth cause the gap with the sensor to change.

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.

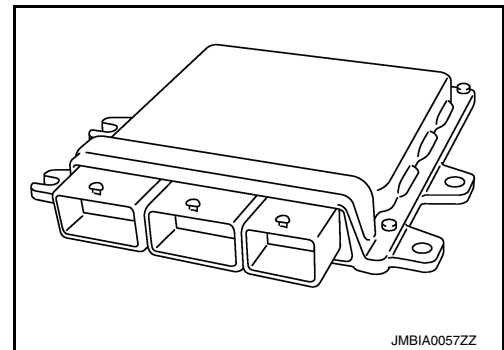
ECM receives the signals as shown in the figure.



ECM

INFOID:000000012357547

- ECM (Engine Control Module) controls the engine.
- The ECM consists of a microcomputer and connectors for transmitting/receiving signals and for supplying power. Furthermore, the ECM is equipped with an injector driver unit and actuates the fuel injector at a high voltage (approximately 70 V at the maximum).
- ECM is equipped with ECM temperature sensors. If ECM is overheated, ECM controls output torque to prevent damage to itself.
- 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.

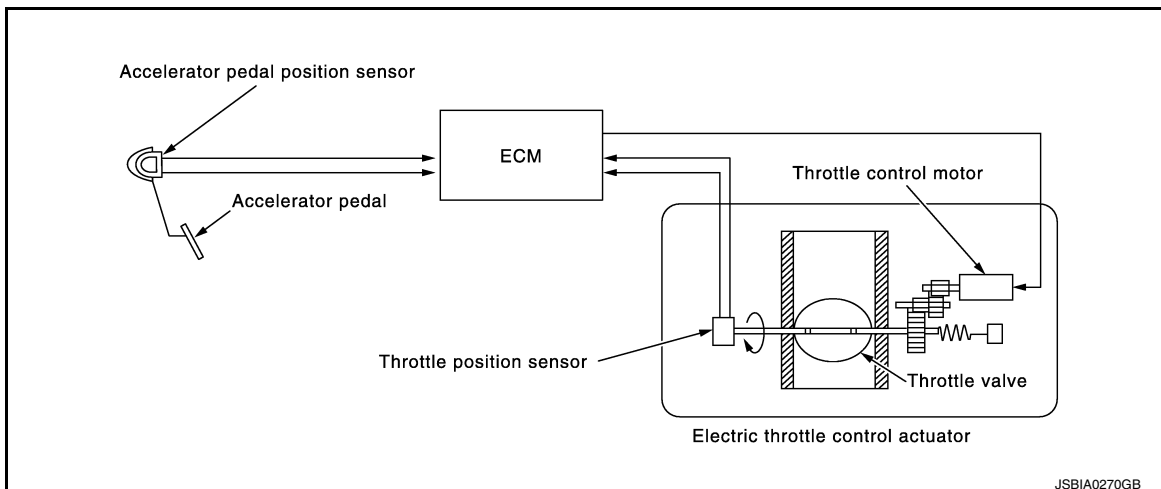


Electric Throttle Control Actuator

INFOID:000000012357548

OUTLINE

Electric throttle control actuator consists of throttle body, throttle valve, throttle control motor and throttle position sensor.



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COMPONENT PARTS

[VK56VD FOR MEXICO]

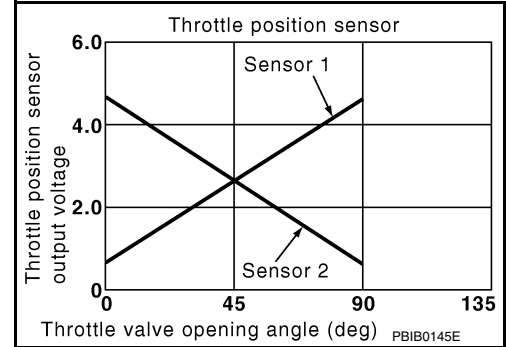
< SYSTEM DESCRIPTION >

THROTTLE CONTROL MOTOR

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. The throttle position sensor provides feedback to the ECM, when opens/closes the throttle valve in response to driving conditions via the throttle control motor.

THROTTLE POSITION SENSOR

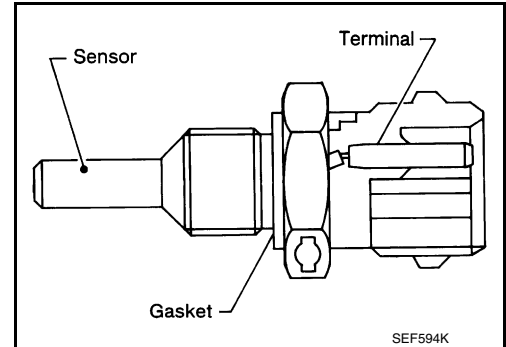
The throttle position sensor responds to the throttle valve movement. The throttle position sensor has two sensors. These sensors are a kind of potentiometer which transform the throttle valve position into output voltage, and emit the voltage signal to the ECM. The ECM judges the current opening angle of the throttle valve from these signals and controls the throttle valve opening angle in response to driving conditions via the throttle control motor.



Engine Coolant Temperature Sensor

INFOID:000000012357549

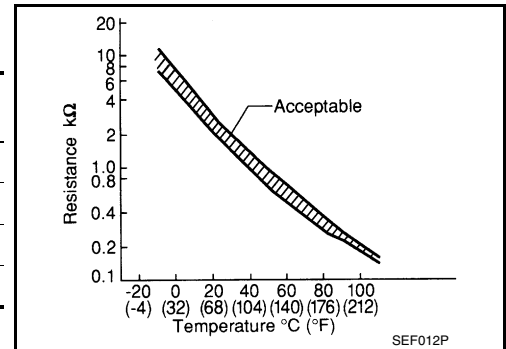
The engine coolant temperature sensor is used to detect the engine coolant temperature. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the engine coolant temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The 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	2.1 - 2.9
50 (122)	2.2	0.68 - 1.00
90 (194)	0.9	0.236 - 0.260

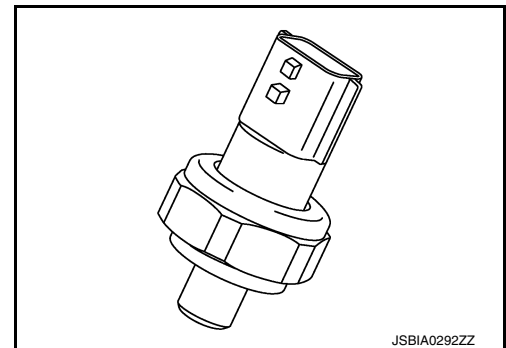
*: These data are reference values and are measured between ECM terminals.



Engine Oil Pressure Sensor

INFOID:000000012357550

The engine oil pressure (EOP) sensor is detects engine oil pressure and transmits a voltage signal to the ECM.



COMPONENT PARTS

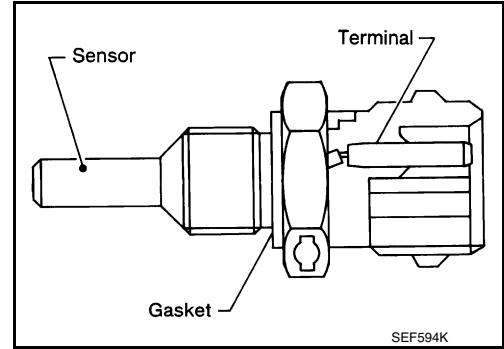
< SYSTEM DESCRIPTION >

[VK56VD FOR MEXICO]

Engine Oil Temperature Sensor

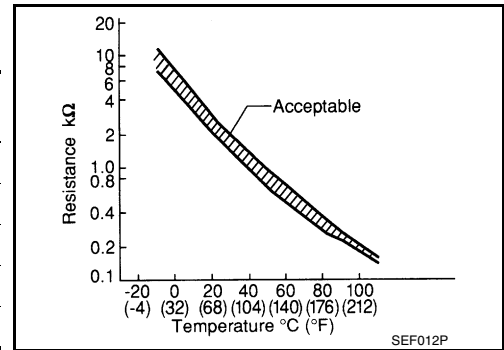
INFOID:000000012357551

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

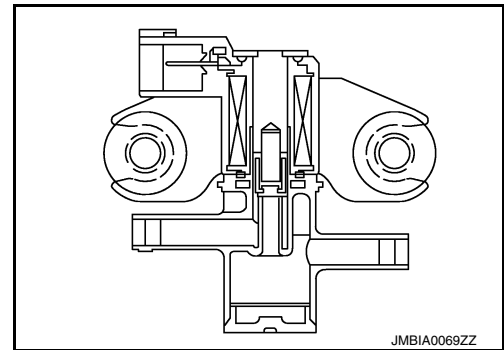


*: These data are reference values and are measured between ECM terminals.

EVAP Canister Purge Volume Control Solenoid Valve

INFOID:000000012357552

The EVAP canister purge volume control solenoid valve uses a ON/OFF duty 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.



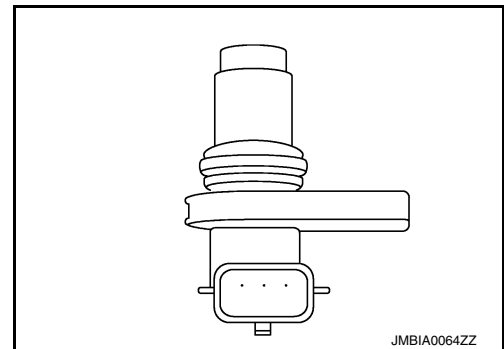
Exhaust Valve Timing Control Position Sensor

INFOID:000000012357553

Exhaust valve timing control position sensor detects the protrusion of the signal plate installed to the exhaust camshaft front end. This sensor signal is used for sensing a position of the exhaust camshaft.

This sensor uses a Hall IC.

Based on the position of the exhaust camshaft, ECM controls exhaust valve timing control solenoid valve to optimize the shut/open timing of exhaust valve for the driving condition.



Exhaust Valve Timing Control Solenoid Valve

INFOID:000000012357554

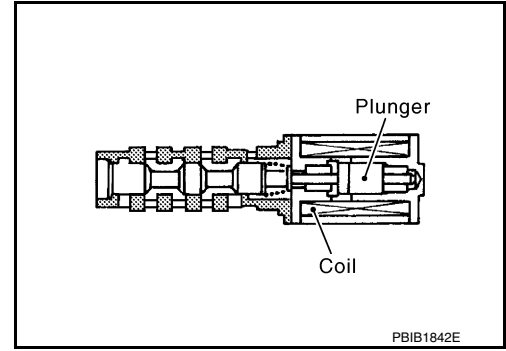
Exhaust valve timing control solenoid valve is activated by ON/OFF pulse duty (ratio) signals from the ECM.

The exhaust valve timing control solenoid valve changes the oil amount and direction of flow through exhaust valve timing control unit or stops oil flow.

The longer pulse width retards valve angle.

The shorter pulse width advances valve angle.

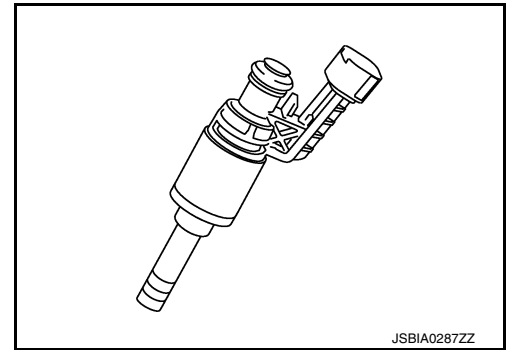
When ON and OFF pulse widths become equal, the solenoid valve stops oil pressure flow to fix the exhaust valve angle at the control position.



INFOID:000000012357555

Fuel Injector

For the fuel injector, a high pressure fuel injector is used and this enables a high-pressure fuel injection at a high voltage within a short time. The ECM is equipped with an injector driver unit and actuates the fuel injector at a high voltage (approximately 65 V at the maximum).



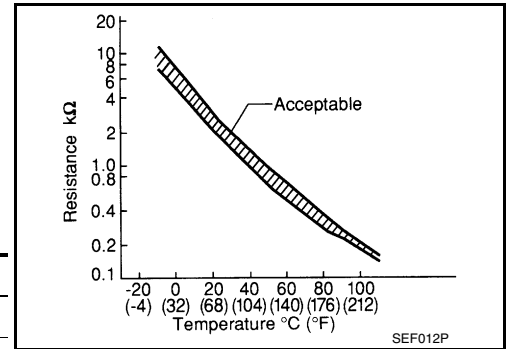
INFOID:000000012357556

Fuel Tank Temperature Sensor

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>

Fuel 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.

Heated Oxygen Sensor 2

INFOID:000000012357557

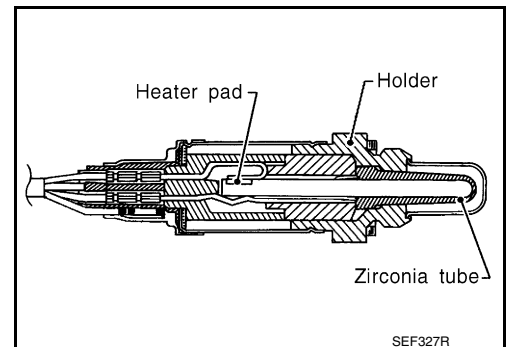
DESCRIPTION

The heated oxygen sensor 2, after three way catalyst (manifold), 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.



HEATED OXYGEN SENSOR 2 HEATER

COMPONENT PARTS

< SYSTEM DESCRIPTION >

[VK56VD FOR MEXICO]

Heated oxygen sensor 2 heater is integrated in the sensor.

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.

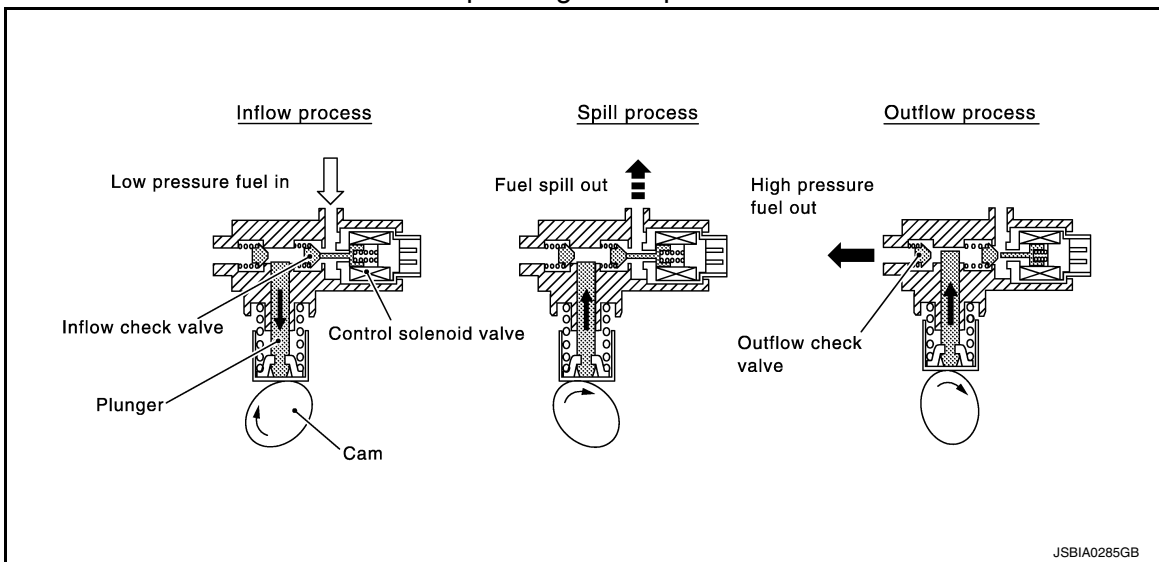
Engine speed	Heated oxygen sensor 2 heater
Above 3,600 rpm	OFF
Below 3,600 rpm after the following conditions are met. <ul style="list-style-type: none"> • Engine: After warming up • Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load 	ON

High Pressure Fuel Pump

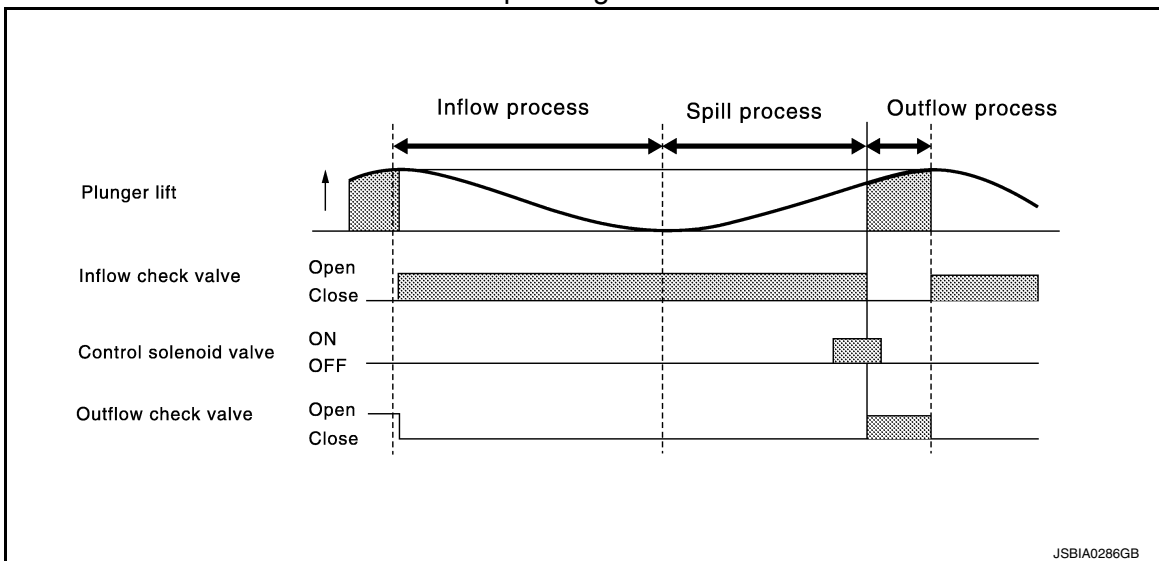
INFOID:0000000012357558

The high pressure fuel pump is installed at the front of the engine bank 2 side and activated by the camshaft. ECM controls the high pressure fuel pump control solenoid valve built into the high pressure fuel pump and adjusts the amount of discharge by changing the suction timing of the low pressure fuel.

Operating Description



Operating Chart

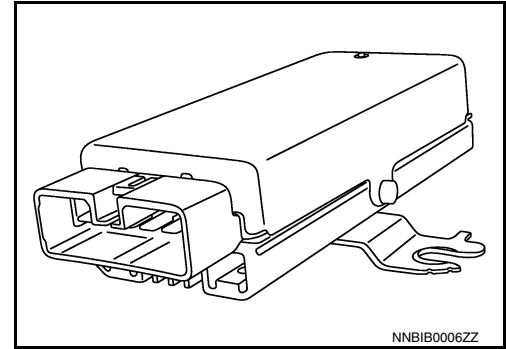


< SYSTEM DESCRIPTION >

Fuel Pump Control Module

INFOID:000000012357559

The fuel pump control module (FPCM) controls the discharging volume of the fuel pump by transmitting the FPCM control signals (Low/Mid/High) depending on driving conditions.

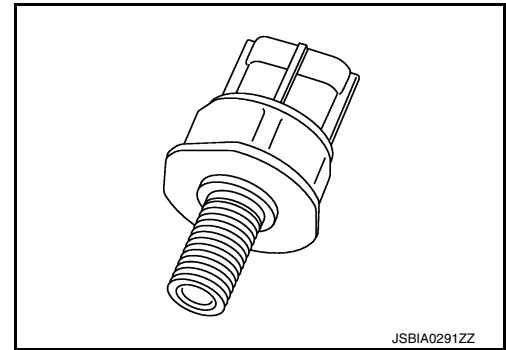


NNBIB0006ZZ

Fuel Rail Pressure Sensor

INFOID:000000012357560

The fuel rail pressure (FRP) sensor is placed to the fuel rail and measures fuel pressure in the fuel rail. The sensor transmits voltage signal to the ECM. As the pressure increases, the voltage rises. The ECM controls the fuel pressure in the fuel rail by operating high pressure fuel pump. The ECM uses the signal from fuel rail pressure sensor as a feedback signal.



JSBIA0291ZZ

ICC Brake Switch

INFOID:000000012357561

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).

ICC Steering Switch

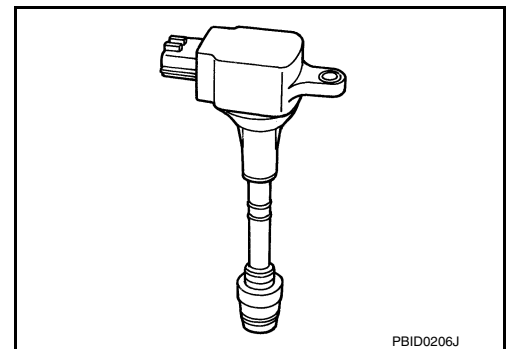
INFOID:000000012357562

ICC steering switch has variant values of electrical resistance for each button. ECM reads voltage variation of switch, and determines which button is operated.

Ignition Coil With Power Transistor

INFOID:000000012357563

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.



PBID0206J

Information Display

INFOID:000000012357564

The operation mode of the ASCD is indicated on the information display in the combination meter. When turning ON the MAIN switch of the ASCD steering switch, the CRUISE indicator turns ON, CRUISE is indicated on the information display and the operation mode turns to standby mode. When turning ON the SET/COAST switch while the vehicle is driven at the ASCD setting condition speed range, the SET indicator turns ON and the set speed is indicated on the information display. When the canceling conditions come into effect, CANCEL is indicated on the information display.

Intake Valve Timing Control Solenoid Valve

INFOID:000000012357565

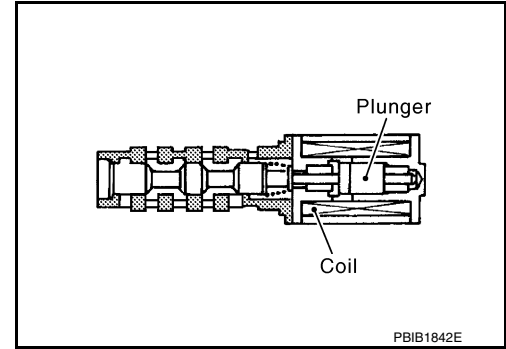
Intake valve timing control solenoid valve is activated by ON/OFF pulse duty (ratio) signals from the ECM.

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.

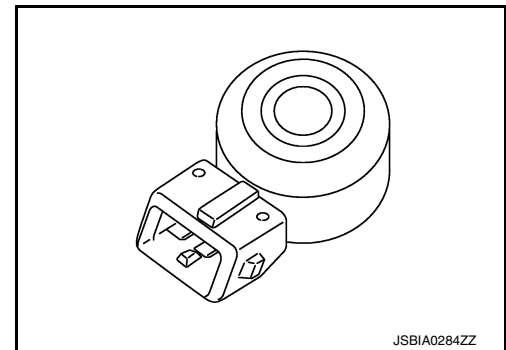
When ON and OFF pulse widths become equal, the solenoid valve stops oil pressure flow to fix the intake valve angle at the control position.



Knock Sensor

INFOID:000000012357566

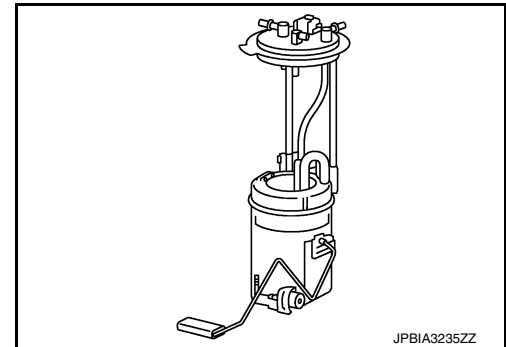
The knock sensor is attached to the cylinder block. It senses engine knocking using a piezoelectric element. A knocking vibration from the cylinder block is sensed as vibrational pressure. This pressure is converted into a voltage signal and sent to the ECM.



Low Pressure Fuel Pump

INFOID:000000012357567

The low pressure fuel pump is integrated with a fuel pressure regulator and a fuel filter. This pump is built into the fuel tank. ECM controls the low pressure fuel pump via FPCM.



Malfunction Indicator Lamp (MIL)

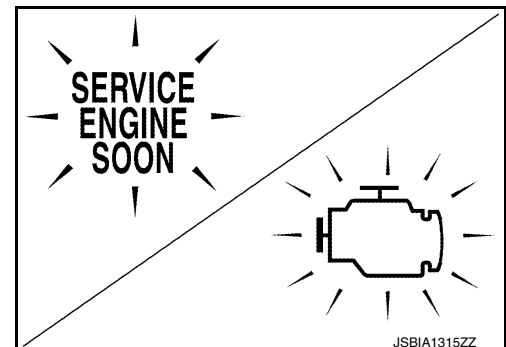
INFOID:000000012357568

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-1616. "Diagnosis Description"](#).



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COMPONENT PARTS

< SYSTEM DESCRIPTION >

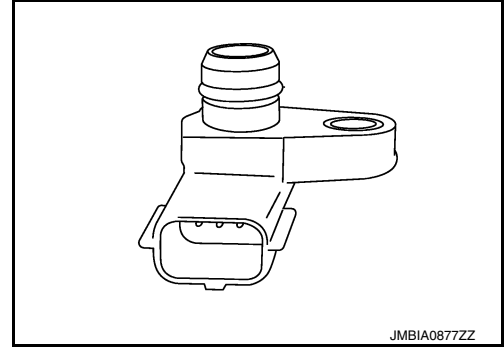
[VK56VD FOR MEXICO]

Manifold Absolute Pressure Sensor

INFOID:000000012357569

The manifold absolute pressure (MAP) sensor is installed on the intake manifold collector. Detects intake manifold pressure, and transmits a 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.



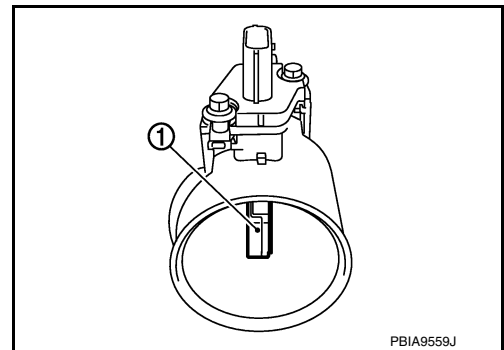
Mass Air Flow Sensor (With Intake Air Temperature Sensor)

INFOID:000000012357570

MASS AIR FLOW SENSOR

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.



INTAKE AIR TEMPERATURE SENSOR

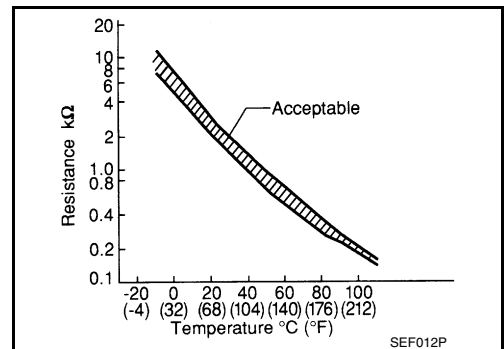
The intake air temperature sensor is built-into the mass air flow sensor. The sensor detects intake air temperature and transmits a signal to the ECM.

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	1.94 - 2.06
80 (176)	1.2	0.293 - 0.349

*: These data are reference values and are measured between ECM terminals.



Power Steering Pressure (PSP) Sensor

INFOID:000000012357571

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.

COMPONENT PARTS

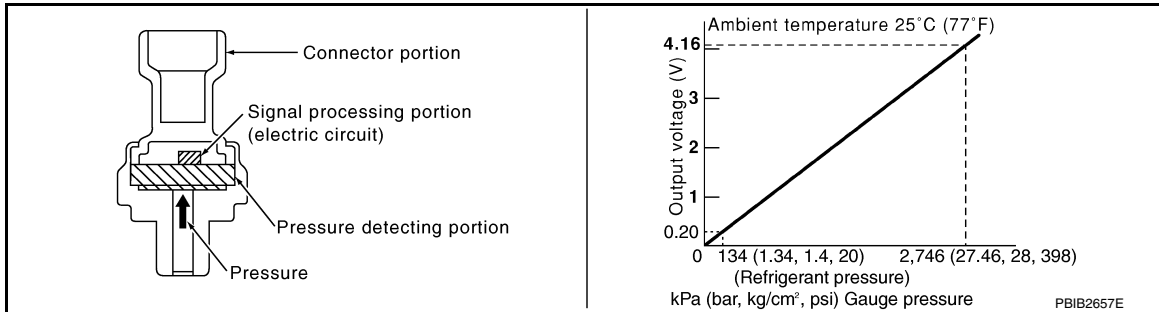
< SYSTEM DESCRIPTION >

[VK56VD FOR MEXICO]

Refrigerant Pressure Sensor

INFOID:0000000012357572

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.



Stop Lamp Switch

INFOID:0000000012357573

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.

VVEL Actuator Motor

INFOID:0000000012357574

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.

VVEL Actuator Motor Relay

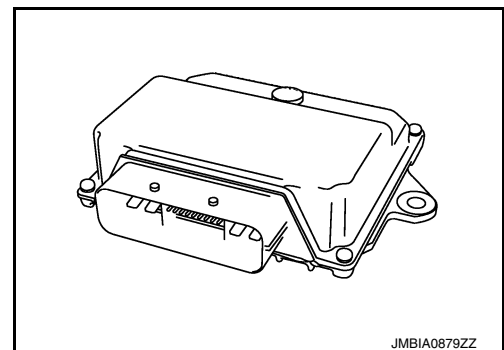
INFOID:0000000012357575

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.

VVEL Control Module

INFOID:0000000012357576

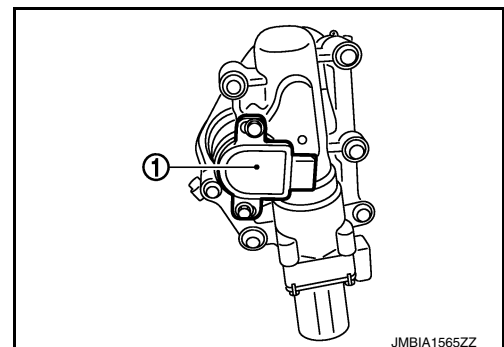
The VVEL control module consists of a microcomputer and connectors for signal input and output and for power supply. The VVEL control module controls VVEL system.



VVEL Control Shaft Position Sensor

INFOID:0000000012357577

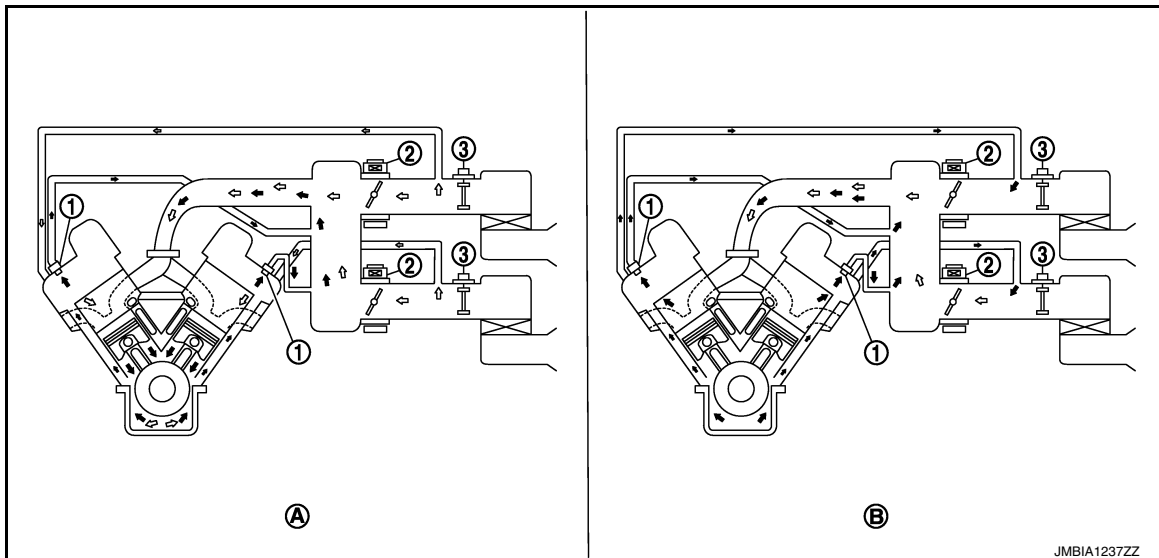
VVEL control shaft position sensor (1) is placed on VVEL actuator sub assembly and detects the control shaft position angle. A magnet is pressed into the arm on the edge of control shaft. The magnetic field changes as the magnet rotates together with the arm resulting in the output voltage change of the sensor. VVEL control module detects the actual position angle through the voltage change and sends the signal to ECM.



STRUCTURE AND OPERATION

Positive Crankcase Ventilation

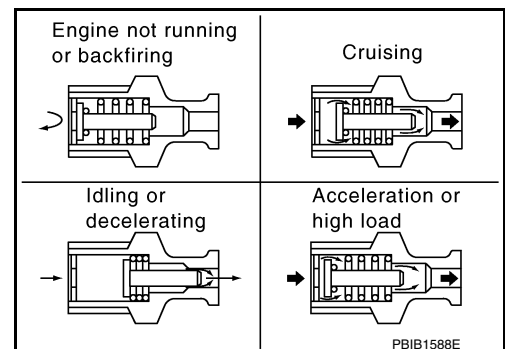
INFOID:000000012357578



- | | | |
|---------------------|---------------------------------------|-------------------------|
| 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 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.



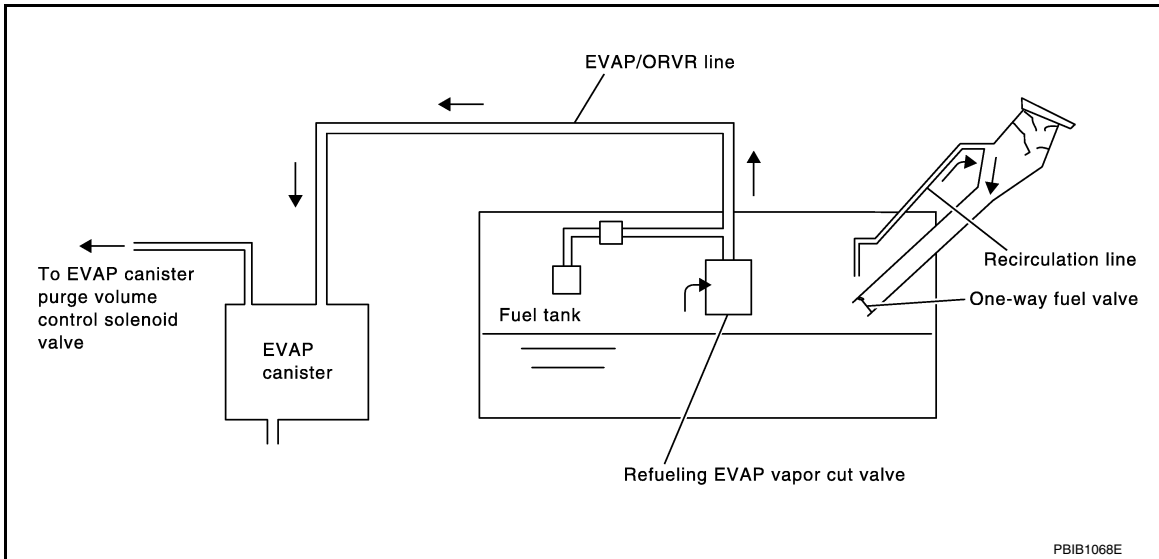
STRUCTURE AND OPERATION

< SYSTEM DESCRIPTION >

[VK56VD FOR MEXICO]

On Board Refueling Vapor Recovery (ORVR)

INFOID:000000012357579



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 CO₂ fire extinguisher.

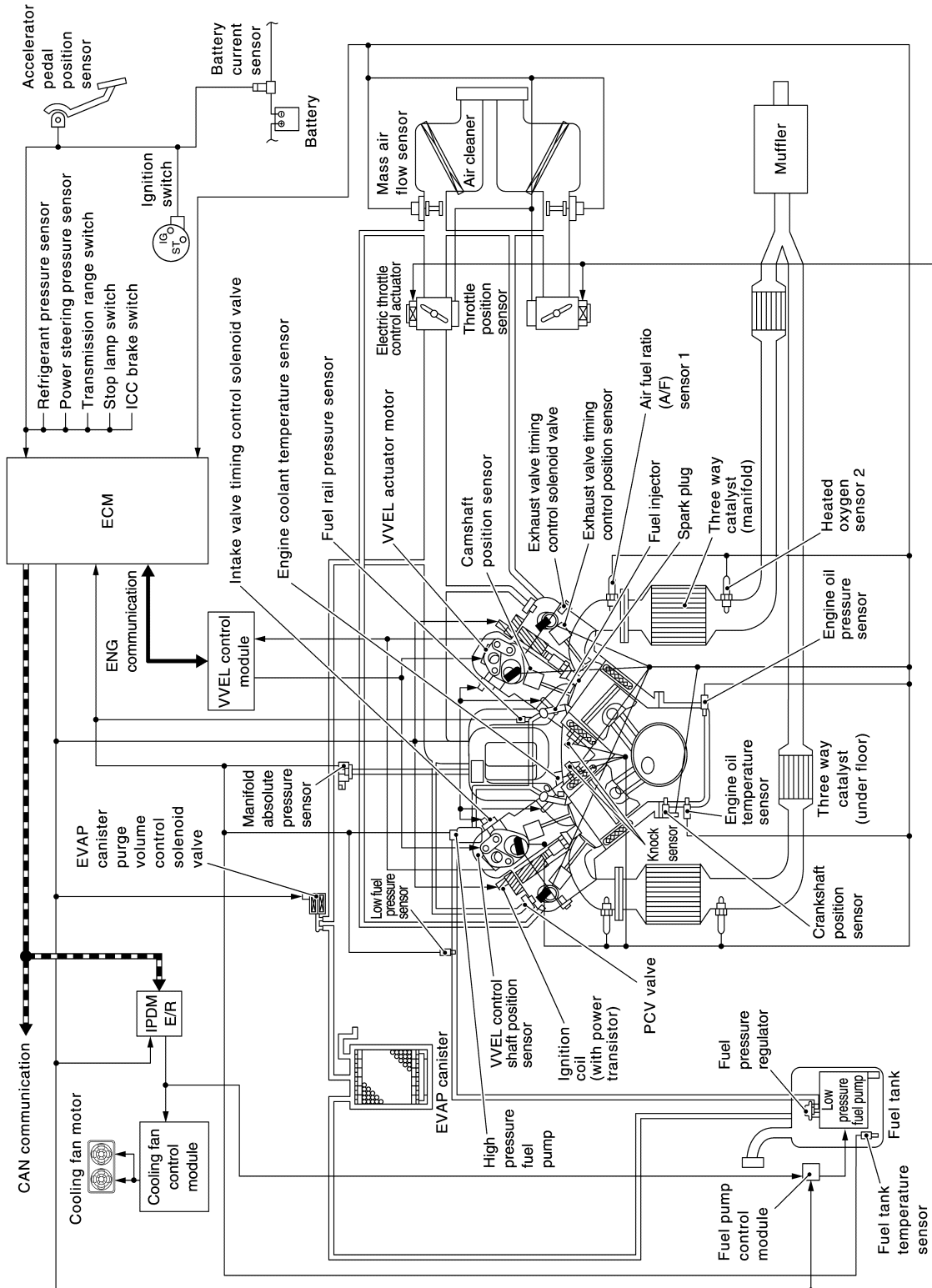
CAUTION:

- 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-1731, "Work Procedure"](#).
 - 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.

SYSTEM
ENGINE CONTROL SYSTEM

ENGINE CONTROL SYSTEM : System Diagram

INFOID:000000012357580



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NOTE:
Low fuel pressure sensor is not used.

SYSTEM

< SYSTEM DESCRIPTION >

[VK56VD FOR MEXICO]

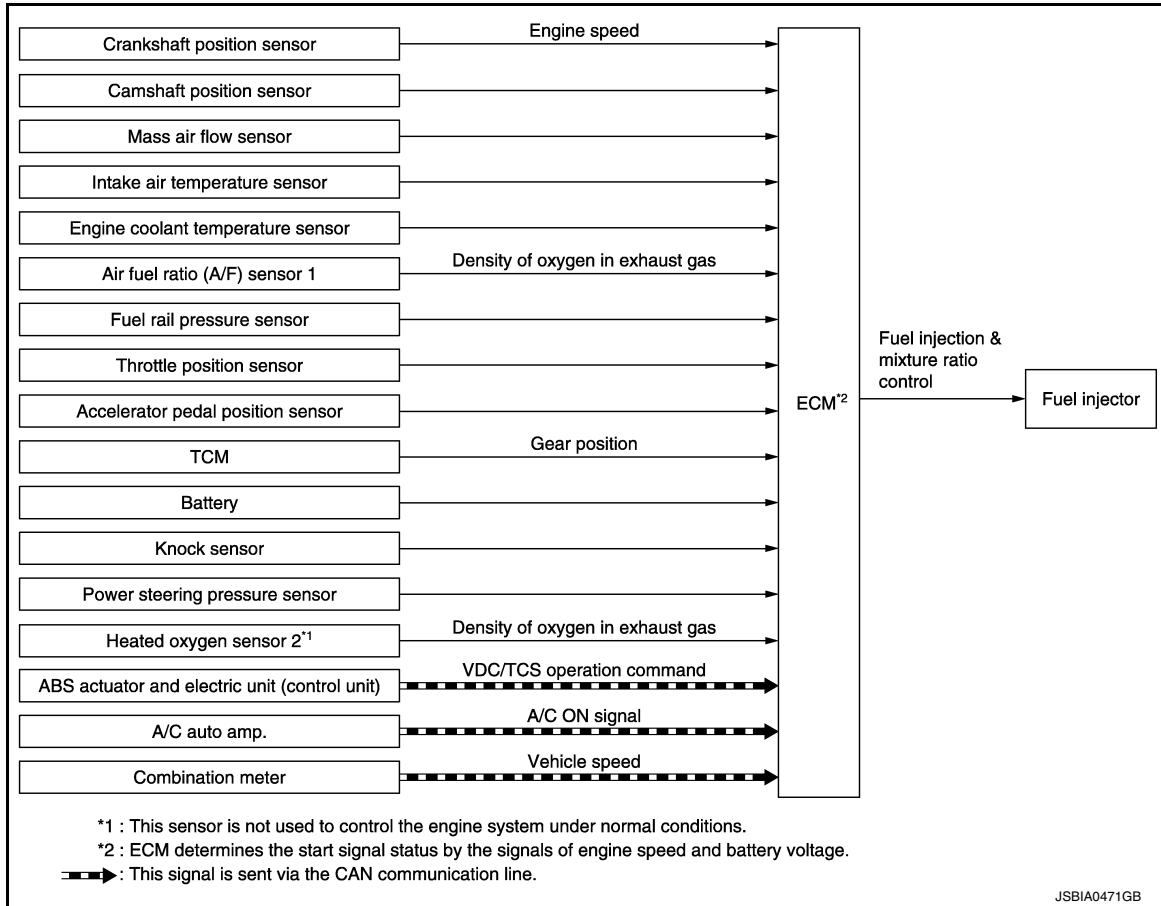
ENGINE CONTROL SYSTEM : System Description

INFOID:000000012357581

ECM performs various controls such as fuel injection control and ignition timing control.
DIRECT INJECTION GASOLINE SYSTEM

DIRECT INJECTION GASOLINE SYSTEM : System Diagram

INFOID:000000012357582



DIRECT INJECTION GASOLINE SYSTEM : System Description

INFOID:000000012357583

INPUT/OUTPUT SIGNAL CHART

SYSTEM

< SYSTEM DESCRIPTION >

[VK56VD FOR MEXICO]

Sensor	Input signal to ECM	ECM function	Actuator
Crankshaft position sensor	Engine speed*2	Fuel injection & mixture ratio control	Fuel injector
Camshaft position sensor	Camshaft position		
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		
Fuel rail pressure sensor	Fuel rail pressure		
Throttle position sensor	Throttle position		
Accelerator pedal position sensor	Accelerator pedal position		
TCM	Park/neutral position		
Battery	Battery voltage*2		
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)	VDC/TCS operation command		
A/C auto amp.	A/C ON signal Blower ON signal		
Combination meter	Vehicle speed		

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

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

SYSTEM DESCRIPTION

The adoption of the direct fuel injection method enables more accurate adjustment of fuel injection quantity by injecting atomized high-pressure fuel directly into the cylinder. This method allows high-powered engine, low fuel consumption, and emissions-reduction.

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 and fuel rail pressure) from the crankshaft position sensor, camshaft position sensor, mass air flow sensor and the fuel rail pressure 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 position is changed from N to D
- High-load, high-speed operation

<Fuel decrease>

- During deceleration
- During high engine speed operation

FUEL INJECTION CONTROL

Stratified-charge Combustion

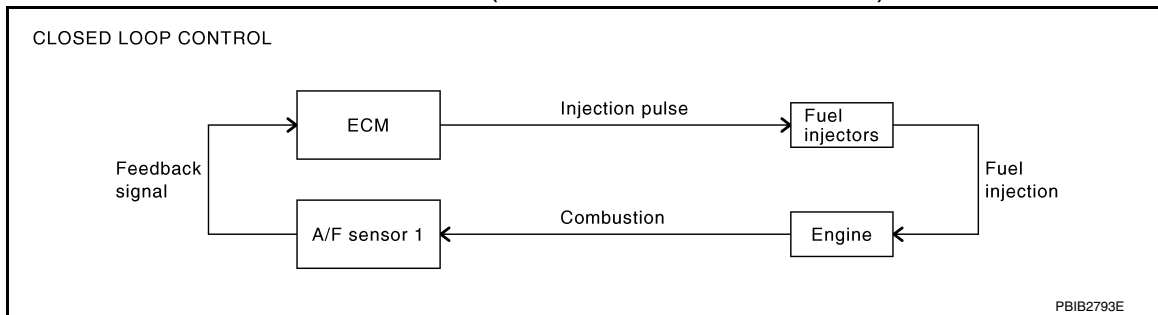
Stratified-charge combustion is a combustion method which enables extremely lean combustion by injecting fuel in the latter half of a compression process, collecting combustible air-fuel around the spark plug, and forming fuel-free airspace around the mixture.

Right after a start with the engine cold, the catalyst warm-up is accelerated by stratified-charge combustion.

Homogeneous Combustion

Homogeneous combustion is a combustion method that fuel is injected during intake process so that combustion occurs in the entire combustion chamber, as is common with conventional methods. As for a start except for starts with the engine cold, homogeneous combustion occurs.

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 (manifold) 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-1585, "Air Fuel Ratio \(A/F\) Sensor 1"](#). 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 (manifold). 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
- 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

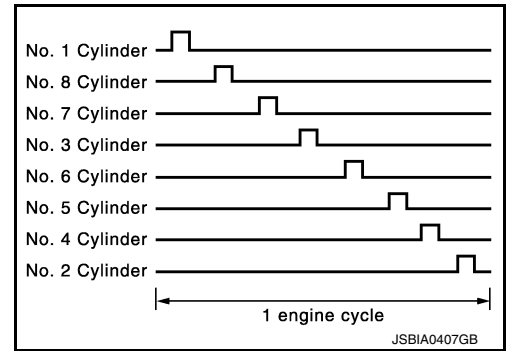
Sequential Direct Injection Gasoline System

SYSTEM

< SYSTEM DESCRIPTION >

[VK56VD FOR MEXICO]

Fuel is injected into each cylinder during each engine cycle according to the ignition order.



STRATIFIED-CHARGE START CONTROL

The use of the stratified-charge combustion method enables emissions-reduction when starting the engine with engine coolant temperature between 5°C (41°F) and 40°C (104°F).

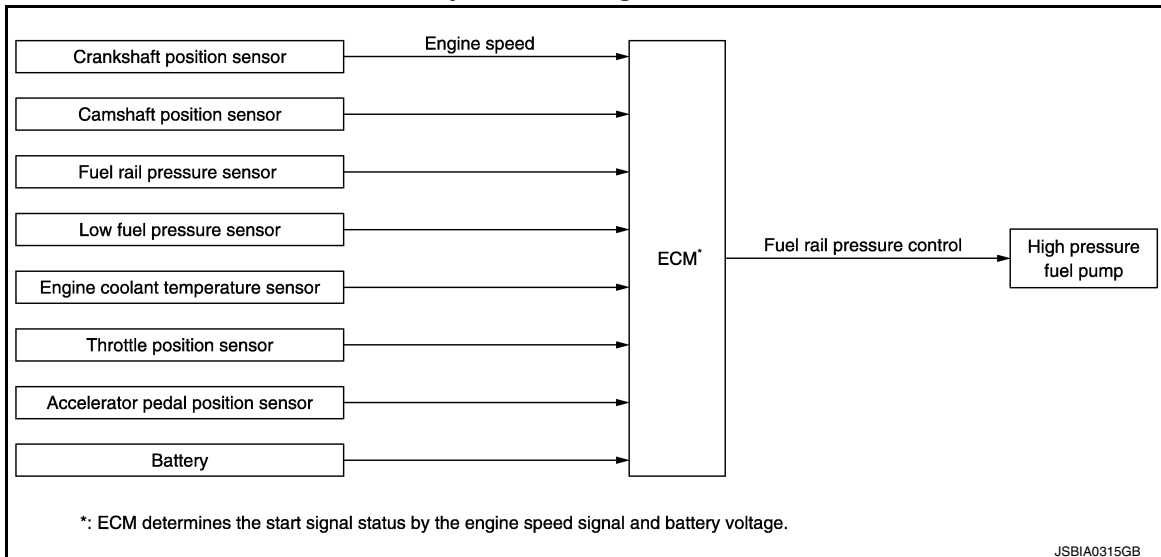
FUEL SHUT-OFF

Fuel to each cylinder is shut-off during deceleration, operation of the engine at excessively high speed or operation of the vehicle at excessively high speed.

FUEL PRESSURE CONTROL

FUEL PRESSURE CONTROL : System Diagram

INFOID:000000012357584



NOTE:

Low fuel pressure sensor is not used.

FUEL PRESSURE CONTROL : System Description

INFOID:000000012357585

INPUT/OUTPUT SIGNAL CHART

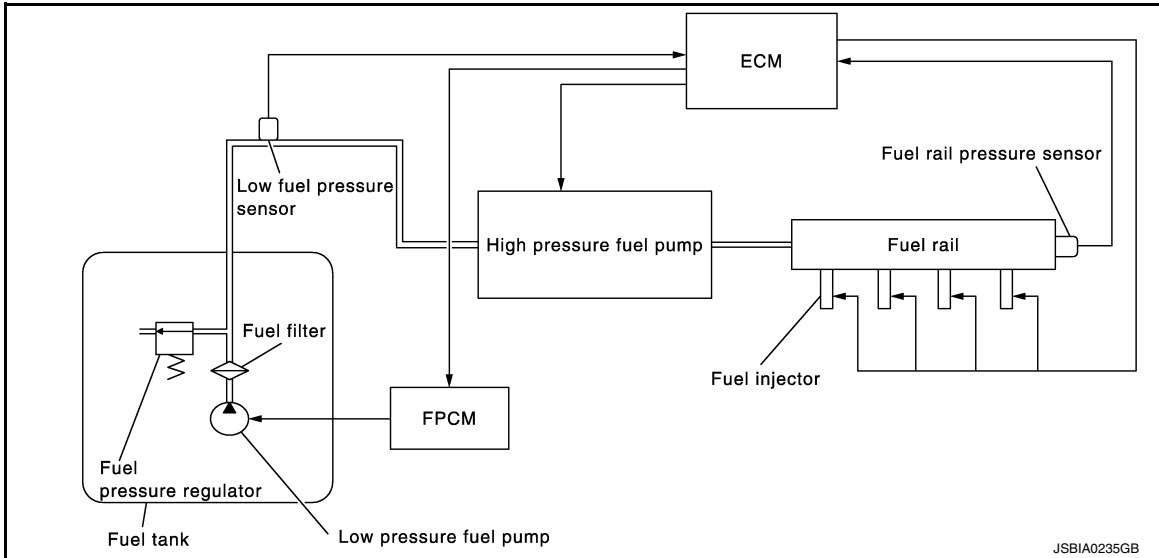
Sensor	Input signal to ECM	ECM function	Actuator
Crankshaft position sensor	Engine speed	Fuel injection & mixture ratio control	Fuel injector
Camshaft position sensor	Camshaft position		
Fuel rail pressure sensor	Fuel rail pressure		
Engine coolant temperature sensor	Engine coolant temperature		
Throttle position sensor	Throttle position		
Accelerator pedal position sensor	Accelerator pedal position		
Battery	Battery voltage		

SYSTEM

< SYSTEM DESCRIPTION >

[VK56VD FOR MEXICO]

SYSTEM DESCRIPTION



NOTE:

Low fuel pressure sensor is not used.

Low fuel pressure control

- The low fuel pressure pump is controlled by the fuel pump control module (FPCM) and pumps fuel according to a driving condition. The pumped fuel passes through the fuel filter and is sent to the high pressure fuel pump. FPCM controls the low pressure fuel pump, according to a signal from ECM as shown in the table below.

Conditions	Amount of fuel flow	Supplied voltage
After a laps of 1 second after ignition ON	OFF	0 V
<ul style="list-style-type: none"> For 1 second after ignition ON (engine coolant temperature is 5°C (41°F) or less, or 40°C (104°F) or more) For 1 second after turning ignition switch ON Engine is running under low load and low speed conditions 	Low	Approximately 8.5 V
<ul style="list-style-type: none"> For 1 second after ignition ON (engine coolant temperature is 5°C (41°F) or more, or 40°C (104°F) or less) Engine cranking Engine coolant temperature is below 10°C (50°F) Engine is running under high load and high speed conditions 	High	Battery voltage (11 – 14 V)
Except the above	Mid	Approximately 10 V

- Low fuel pressure is adjusted by the fuel pressure regulator.

High fuel pressure control

The high pressure fuel pump raises the pressure of the fuel sent from the low pressure fuel pump. Actuated by the camshaft, the high pressure fuel pump activates the high pressure fuel pump solenoid based on a signal received from ECM, and adjusts the amount of discharge by changing the timing of closing the inlet check valve to control fuel rail pressure.

COOLING FAN CONTROL

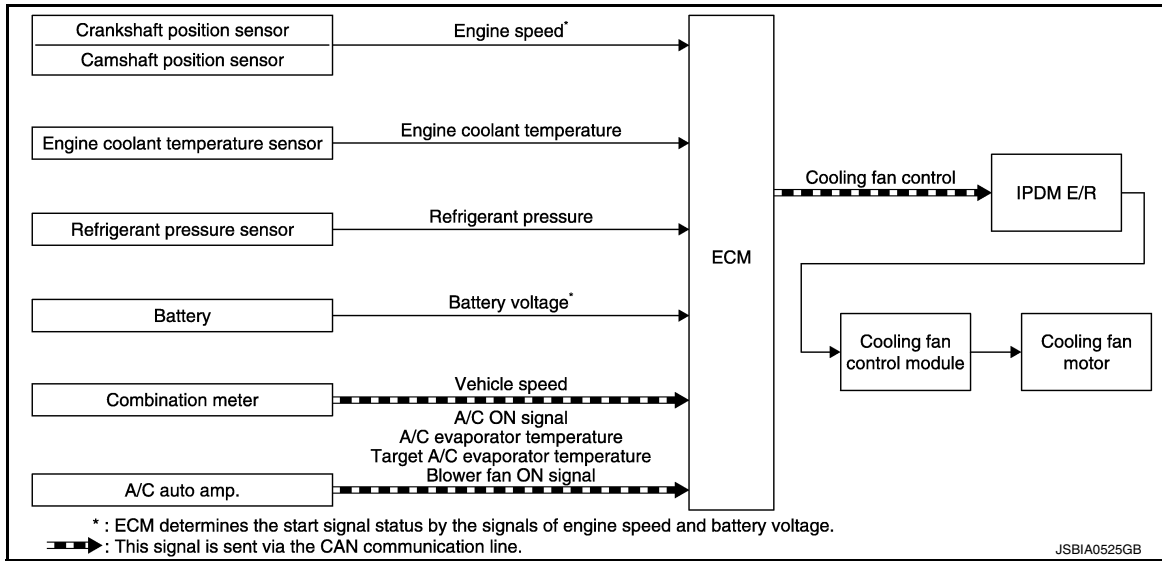
SYSTEM

< SYSTEM DESCRIPTION >

[VK56VD FOR MEXICO]

COOLING FAN CONTROL : System Diagram

INFOID:000000012357586



COOLING FAN CONTROL : System Description

INFOID:000000012357587

INPUT/OUTPUT SIGNAL CHART

Sensor	Input signal to ECM	ECM function	Actuator
Crankshaft position sensor Camshaft position sensor	Engine speed* ¹	Cooling fan control	IPDM E/R ↓ Cooling fan control module ↓ Cooling fan motor
Engine coolant temperature sensor	Engine coolant temperature		
Refrigerant pressure sensor	Refrigerant pressure		
Battery	Battery voltage* ¹		
Combination meter	Vehicle speed* ²		
A/C auto amp.	A/C ON signal* ²		
	A/C evaporator temperature* ²		
	Target A/C evaporator temperature* ²		
	Blower ON signal		

*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 via the 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.

ELECTRIC IGNITION SYSTEM

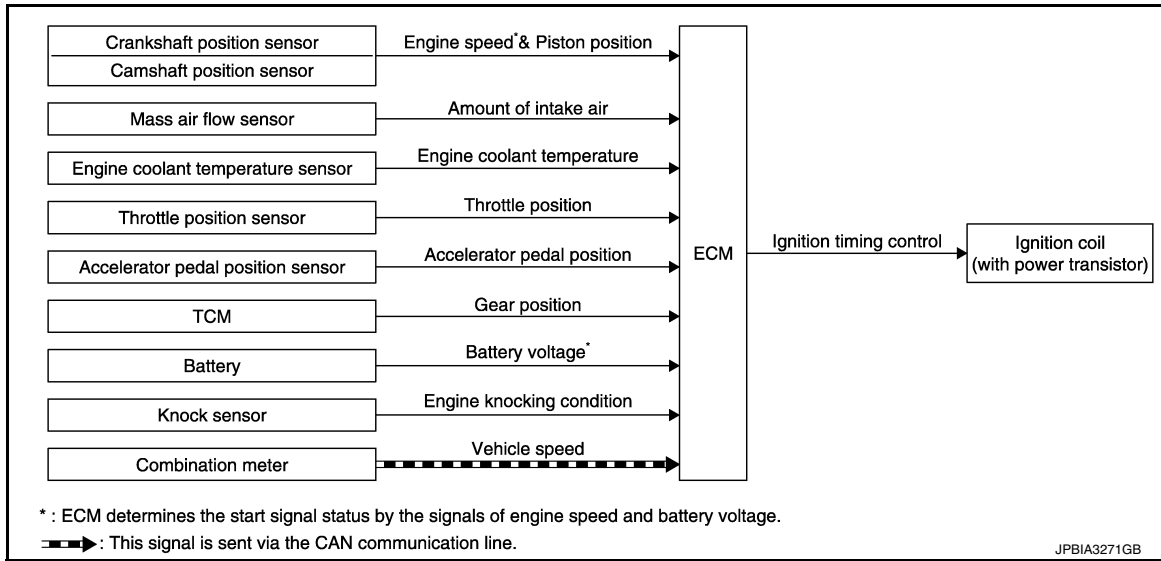
SYSTEM

< SYSTEM DESCRIPTION >

[VK56VD FOR MEXICO]

ELECTRIC IGNITION SYSTEM : System Diagram

INFOID:000000012357588



ELECTRIC IGNITION SYSTEM : System Description

INFOID:000000012357589

INPUT/OUTPUT SIGNAL CHART

Sensor	Input signal to ECM	ECM function	Actuator
Crankshaft position sensor	Engine speed* ¹ Piston position	Ignition timing control	Ignition coil (with power transistor)
Camshaft position sensor			
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		
TCM	Gear position		
Battery	Battery voltage* ¹		
Knock sensor	Engine knocking		
Combination meter	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

Ignition order: 1 - 8 - 7 - 3 - 6 - 5 - 4 - 2

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 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.

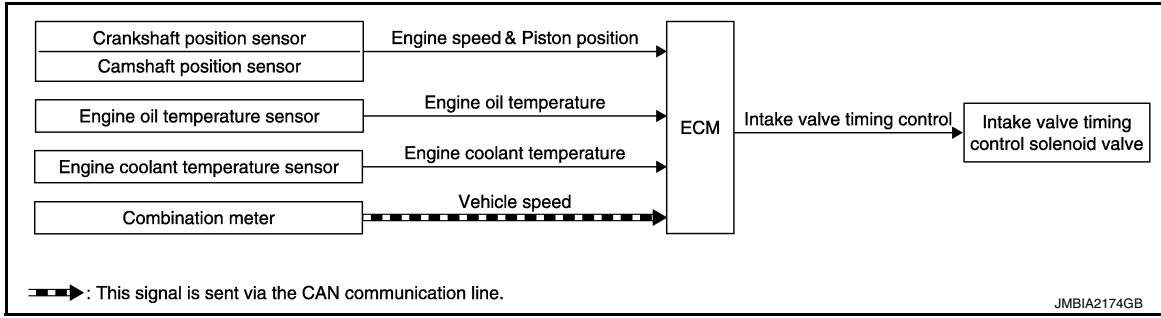
- At starting
- During warm-up
- At idle
- At low battery voltage
- During acceleration

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.

INTAKE VALVE TIMING CONTROL

INTAKE VALVE TIMING CONTROL : System Diagram

INFOID:000000012357590



INTAKE VALVE TIMING CONTROL : System Description

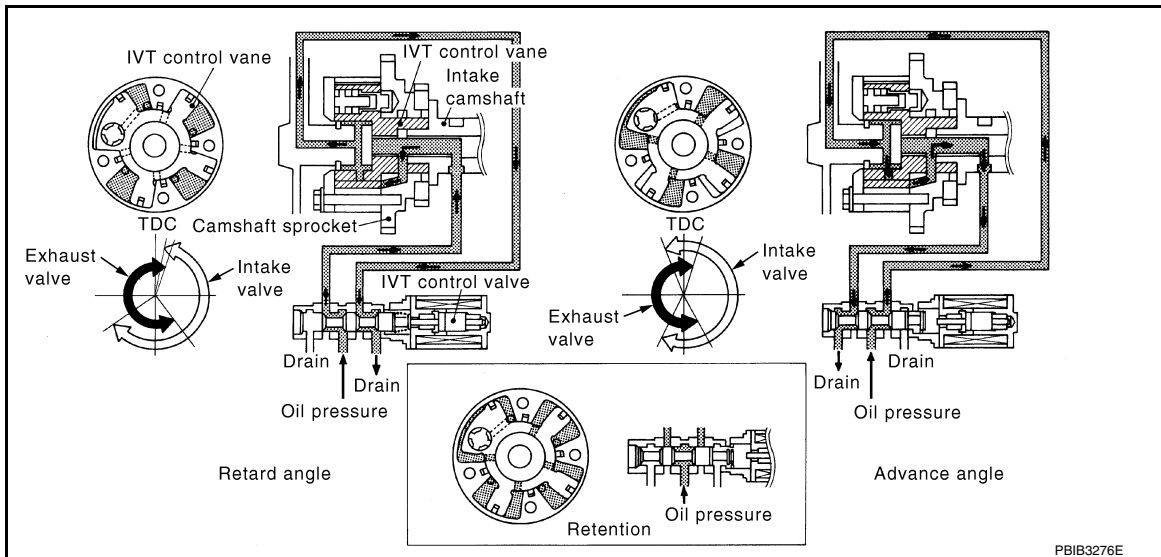
INFOID:000000012357591

INPUT/OUTPUT SIGNAL CHART

Sensor	Input signal to ECM	ECM function	Actuator
Crankshaft position sensor	Engine speed and piston position	Intake valve timing control	Intake valve timing control solenoid valve
Camshaft position sensor			
Engine oil temperature sensor	Engine oil temperature		
Engine coolant temperature sensor	Engine coolant temperature		
Combination meter	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 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.

EXHAUST VALVE TIMING CONTROL

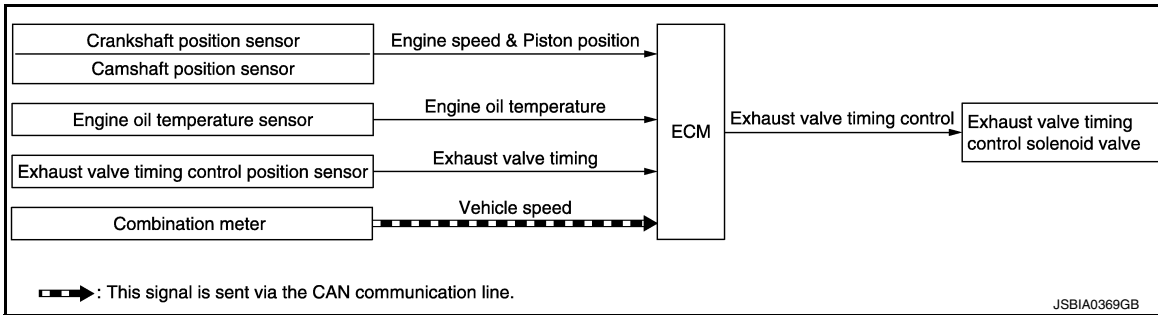
SYSTEM

< SYSTEM DESCRIPTION >

[VK56VD FOR MEXICO]

EXHAUST VALVE TIMING CONTROL : System Diagram

INFOID:000000012357592



EXHAUST VALVE TIMING CONTROL : System Description

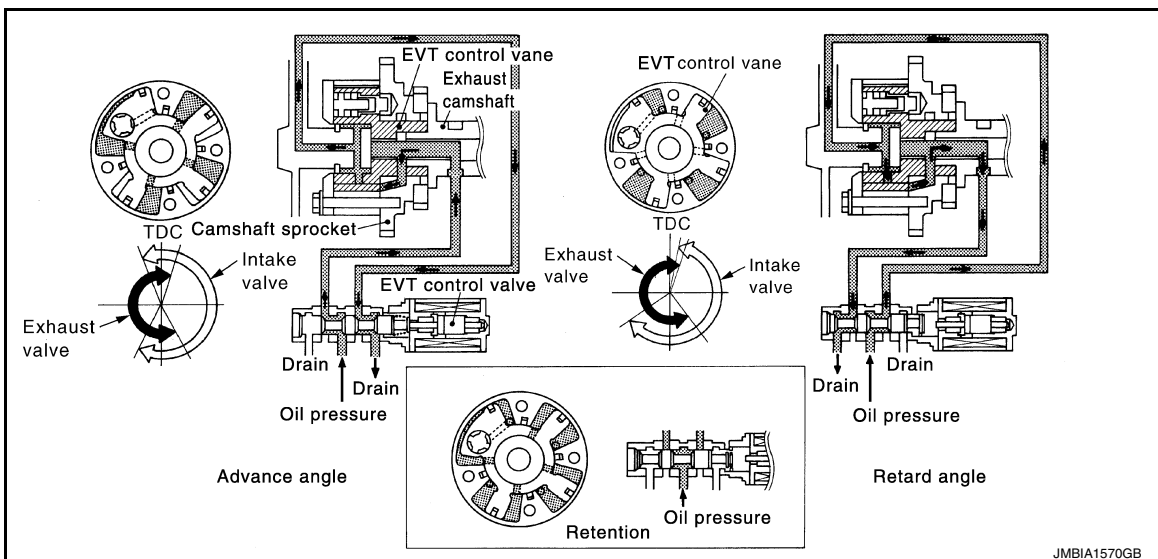
INFOID:000000012357593

INPUT/OUTPUT SIGNAL CHART

Sensor	Input signal to ECM	ECM function	Actuator
Crankshaft position sensor	Engine speed and piston position	Exhaust valve timing control	Exhaust valve timing control solenoid valve
Camshaft position sensor			
Engine oil temperature sensor	Engine oil temperature		
Exhaust valve timing control position sensor	Exhaust valve timing signal		
Combination meter	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 exhaust valve.

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

VVEL SYSTEM

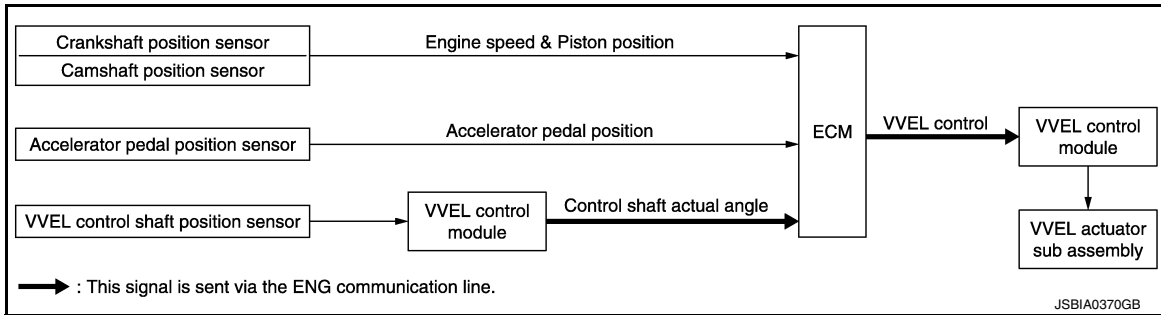
SYSTEM

< SYSTEM DESCRIPTION >

[VK56VD FOR MEXICO]

VVEL SYSTEM : System Diagram

INFOID:000000012357594



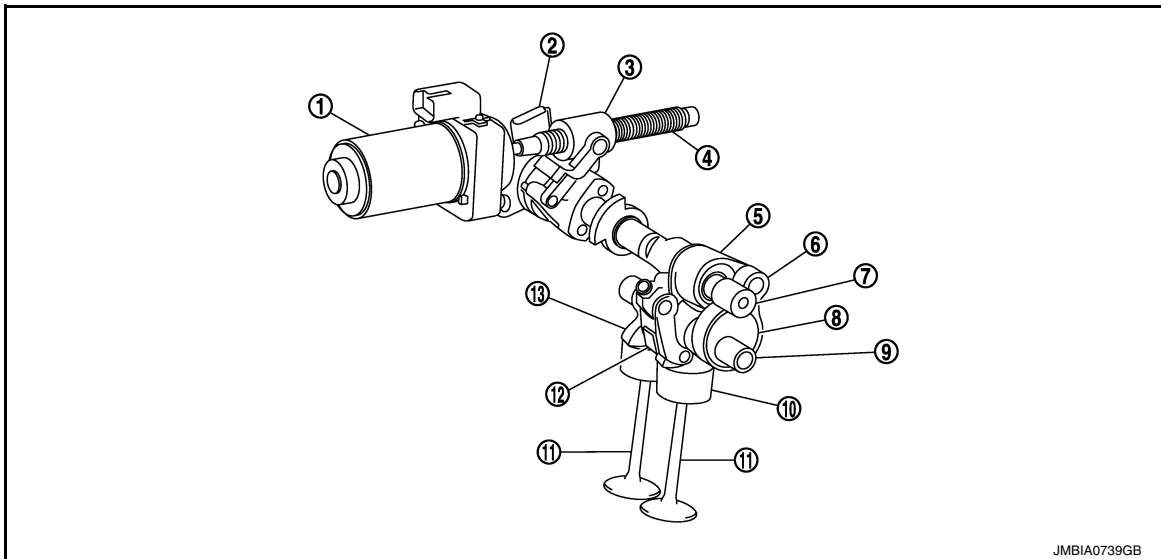
VVEL SYSTEM : System Description

INFOID:000000012357595

INPUT/OUTPUT SIGNAL CHART

Sensor	Input signal to ECM	ECM function	Actuator
Camshaft position sensor Crankshaft position sensor	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 ↓ VVEL control module	Control shaft actual angle		

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.

SYSTEM

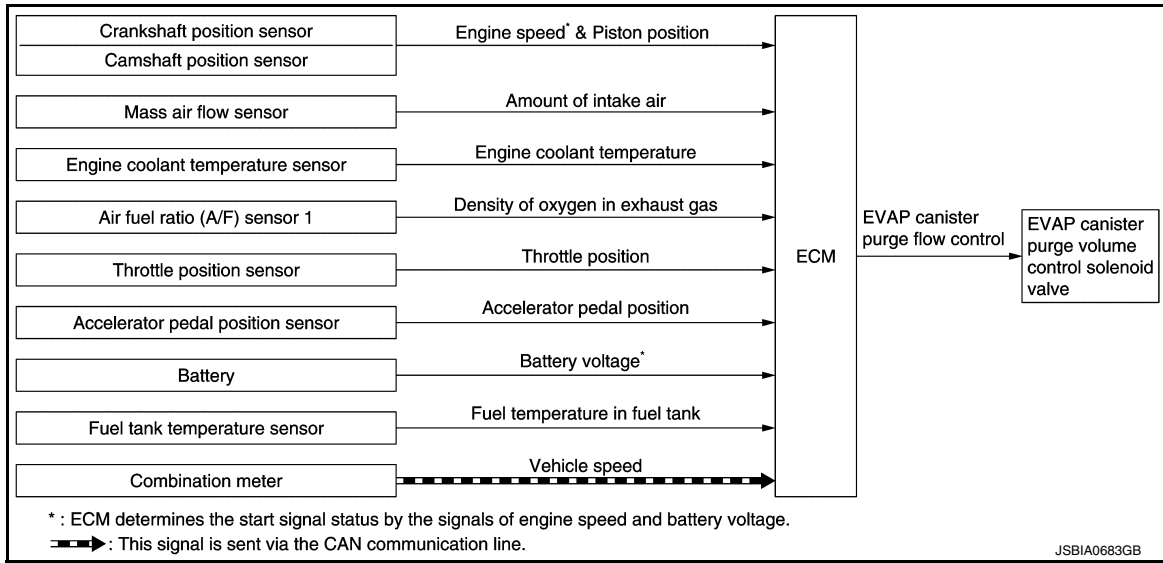
< SYSTEM DESCRIPTION >

[VK56VD FOR MEXICO]

EVAPORATIVE EMISSION SYSTEM

EVAPORATIVE EMISSION SYSTEM : System Diagram

INFOID:0000000012357596



EVAPORATIVE EMISSION SYSTEM : System Description

INFOID:0000000012357597

INPUT/OUTPUT SIGNAL CHART

Sensor	Input signal to ECM	ECM function	Actuator
Crankshaft position sensor Camshaft position sensor	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		
Combination meter	Vehicle speed*2		

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

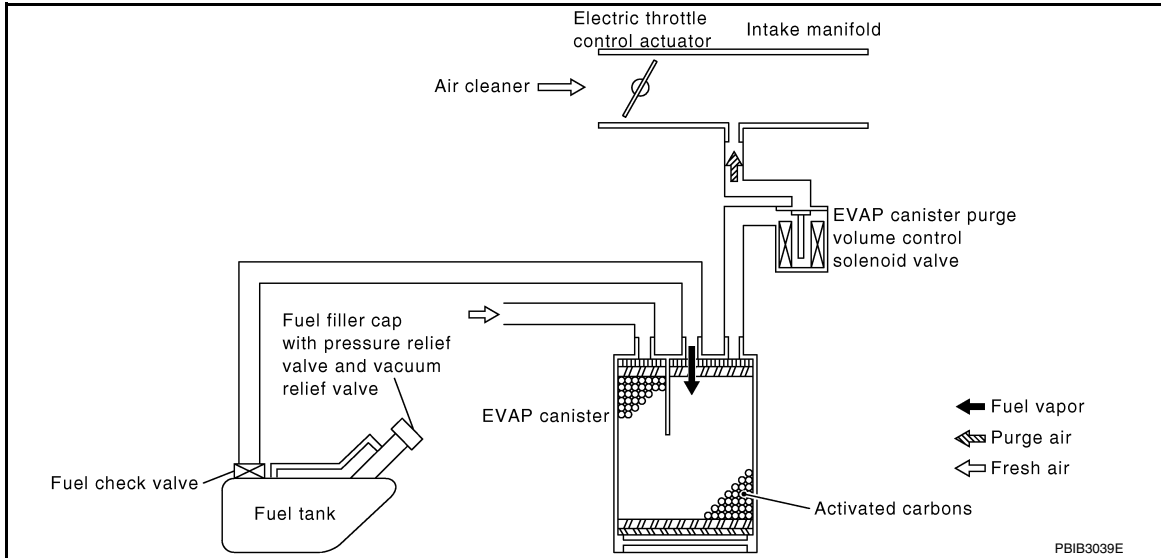
*2: This signal is sent to the ECM via the CAN communication line.

SYSTEM

< SYSTEM DESCRIPTION >

[VK56VD FOR MEXICO]

SYSTEM DESCRIPTION

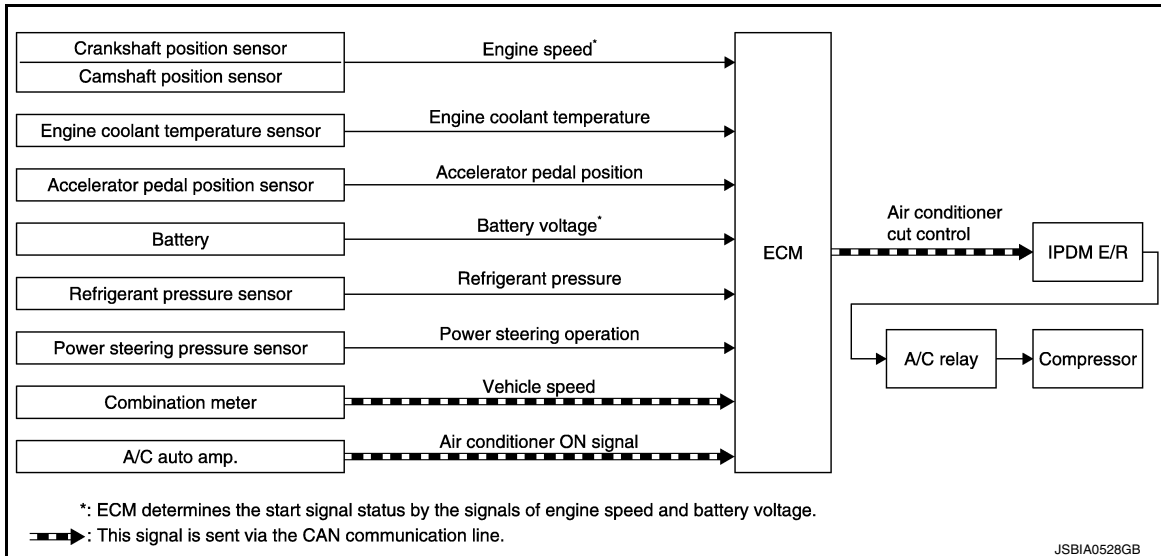


The evaporative emission system is used to reduce hydrocarbons emitted into the atmosphere from the fuel system. This reduction of hydrocarbons is accomplished by activated charcoals in the EVAP canister. The fuel vapor in the sealed fuel tank is led into the EVAP canister which contains activated carbon 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.

AIR CONDITIONING CUT CONTROL

AIR CONDITIONING CUT CONTROL : System Diagram

INFOID:000000012357598



JSBIA0528GB

AIR CONDITIONING CUT CONTROL : System Description

INFOID:000000012357599

INPUT/OUTPUT SIGNAL CHART

SYSTEM

< SYSTEM DESCRIPTION >

[VK56VD FOR MEXICO]

Sensor	Input signal to ECM	ECM function	Actuator	
Crankshaft position sensor Camshaft position sensor	Engine speed*1	Air conditioner cut control	IPDM E/R ↓ A/C relay ↓ Compressor	A
Engine coolant temperature sensor	Engine coolant temperature			EC
Accelerator pedal position sensor	Accelerator pedal position			
Battery	Battery voltage*1			
Refrigerant pressure sensor	Refrigerant pressure			C
Power steering pressure sensor	Power steering operation			
A/C auto amp.	A/C ON signal*2			D
	A/C evaporator temperature*2			
	Target A/C evaporator temperature*2			E
	Blower ON signal			
Combination meter	Vehicle speed*2		F	

*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

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.

CAN COMMUNICATION

CAN COMMUNICATION : System Description

INFOID:000000012357600

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.

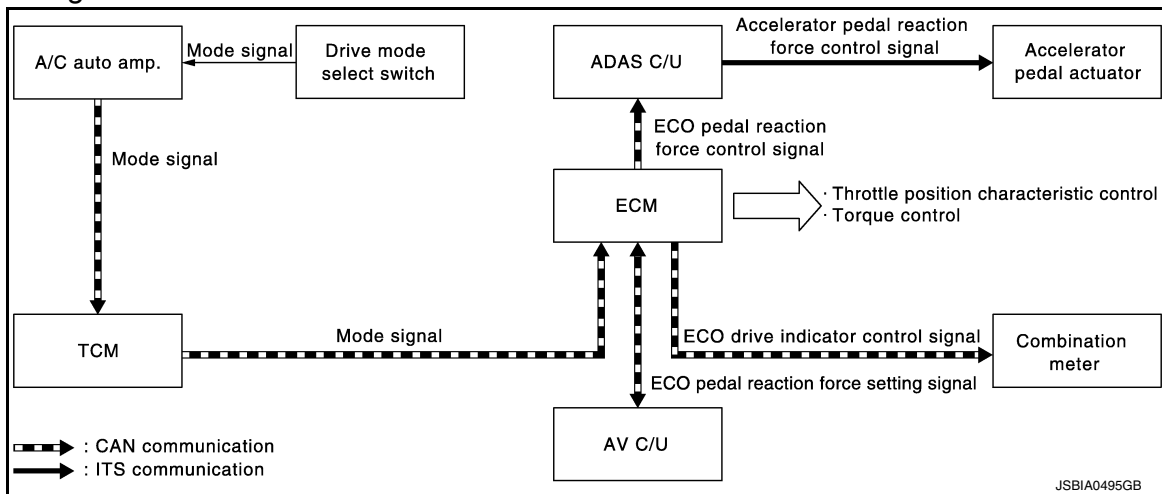
Refer to [LAN-37. "CAN COMMUNICATION SYSTEM : CAN Communication Signal Chart"](#), about CAN communication for detail.

Infiniti Drive Mode Selector

Infiniti Drive Mode Selector : System Description

INFOID:000000012357601

System Diagram



NOTE:

- This section provides descriptions only about the control by ECM.
For overall control, refer to [DMS-5. "Infiniti Drive Mode Selector : System Description"](#).
- ECO pedal control is only for vehicles with intelligent pedal (distance control assist).

Infiniti drive mode selector

- A/C auto amp. receives an operation state signal of the drive mode select switch and transmits a mode signal (see below) to TCM via CAN communication.
 - STANDARD: ON/OFF
 - SPORT: ON/OFF
 - ECO: ON/OFF
 - SNOW: ON/OFF
- TCM transmits a mode state signal to ECM via CAN communication, based on a ECO mode signal received from the A/C auto amp.
- ECM controls throttle angle characteristics and torque appropriate to each mode, based on a ECO mode signal received from TCM via CAN communication.
- The combination meter turns ON or blinks (with ECO pedal) the ECO drive indicator when in ECO mode, based on a ECO drive indicator control signal received from ECM via CAN communication.

ECO pedal control

- The AV control unit transmits an ECO pedal reaction force setting signal (Standard/Soft/OFF) to ECM via CAN communication.

NOTE:

- An ECO pedal reaction force setting signal which determines reaction force of the accelerator pedal can be selected on the settings screen of the Multi AV system.
- ECM transmits an ECO pedal reaction force control signal to the ADAS control unit via CAN communication, based on a ECO mode signal received from TCM via CAN communication and an ECO pedal reaction force setting signal received from the AV control unit via CAN communication.
- ECM sends back an ECO pedal reaction force setting signal received from the AV control unit to the AV control unit for confirmation.
- The ADAS control unit controls pedal reaction force of the accelerator pedal actuator via ITS communication, based on an ECO pedal reaction force control signal received from the ADAS control unit.

Control

- With the drive mode selector, a drive mode select switch installed at the top of the center console switches a vehicle drive mode, changes throttle angle characteristics, and controls torque and ECO pedal.
- Vehicle characteristics are controlled in the following modes, on the basis of STANDARD mode (“●” position of the drive mode select switch).
 - SPORT: Changing throttle angle characteristics allows to use a high engine performance range and increases driving performance.
 - ECO: Changing throttle angle characteristics and controlling torque, ECO drive indicator, and ECO pedal enhance fuel economy in actual traffic.

SYSTEM

< SYSTEM DESCRIPTION >

[VK56VD FOR MEXICO]

- SNOW: Changing throttle angle characteristics enhances driving performance on roads with a low coefficient of friction.

Control item	Vehicle drive mode			Description
	SPORT	ECO	SNOW	
Engine	×	×	×	Changes throttle angle and controls torque* ¹ and the ECO drive indicator* ¹ .
ECO pedal* ²		×		Controls ECO pedal (Accelerator pedal reaction force control).

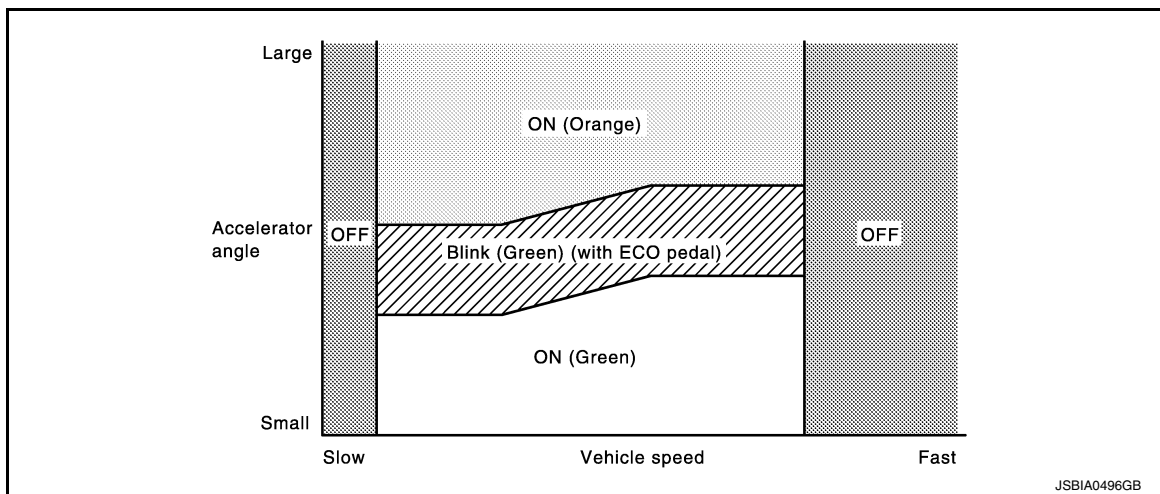
*1: Torque control and the ECO drive indicator is available only when in ECO mode.

*2: ECO pedal control is only for vehicles with an intelligent pedal (distance control assist).

ECO drive indicator control

- ECO drive indicator turns ON or blinks (with ECO pedal) when in ECO mode, according to the operation of the accelerator pedal.
- For vehicles with ECO pedal, the blinking timing of the ECO drive indicator (green) synchronizes to the generation timing of ECO pedal reaction force.

ECO drive indicator	Driving condition
ON (Green)	Within the ECO drive range.
Blink (Green) (if so equipped ECO pedal)	Likely over the ECO drive range.
ON (Orange)	Over the ECO drive range.
OFF	Low-speed range [approx. 3 MPH (4.8 km/h) or less] and high-speed range [approx. 90 MPH (144 km/h) or more]



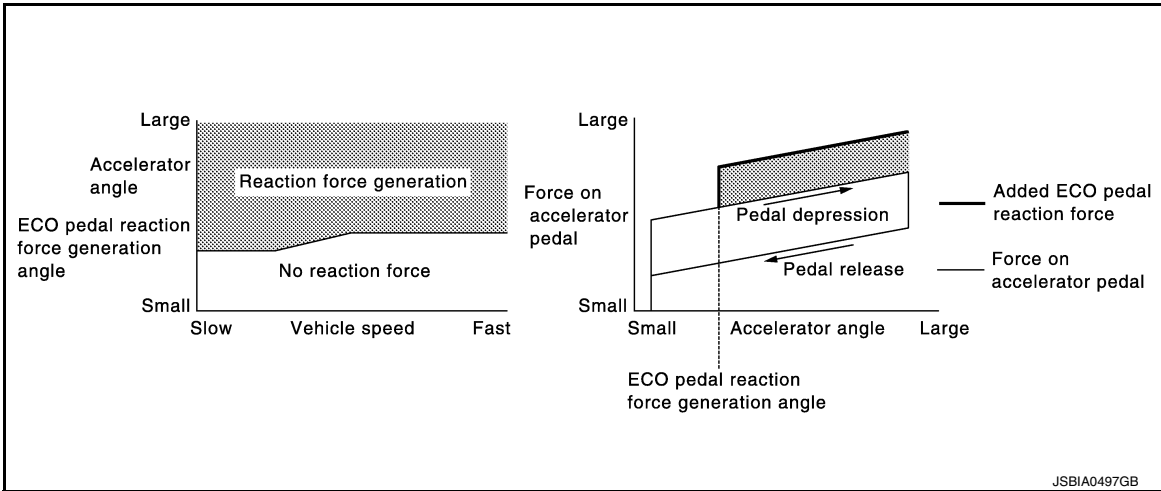
NOTE:

ECO drive indicator turns OFF under the following conditions.

- Intelligent cruise control in operation.
- Selector lever is in R range.

ECO pedal control

- Increasing reaction force of the accelerator pedal supports ECO driving in accordance with the accelerator pedal operation when in ECO mode.
- The level of reaction force to the accelerator pedal can be changed among Standard/Soft/OFF on the navigation screen. ECO pedal reaction force can be turned OFF even when in ECO mode.
- The generation timing of ECO pedal reaction force synchronizes to the blinking timing of the ECO drive indicator (Green).



NOTE:

- When switching from ECO mode to the other mode by operating the drive mode select switch, ECO pedal reaction force is generated in common with ECO mode until the accelerator pedal is released.
- ECO pedal reaction force is not generated under the following conditions.
 - Intelligent cruise control is in operation.
 - Accelerator pedal is depressed quickly.
 - Selector lever is in N or R range.

ALTERNATOR POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM

ALTERNATOR POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM : System Description

INFOID:000000012357602

The alternator power generation voltage variable control system controls the amount of power generation, according to a battery loaded condition. ECM judges a battery condition, according to a signal received from the battery current sensor which detects a charge/discharge current. ECM then transmits a signal to IPDM E/R to command power generation via CAN communication. IPDM E/R transmits a power generation control signal to the alternator so that the system can control the amount of power generation. The voltage of power generation is lowered during battery low-load conditions and boosted under heavy load conditions. In this way, the system reduces the engine load through the adequate power generation control.

For details, refer to [CHG-8. "POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM : System Diagram"](#).

HANDLING PRECAUTION

Infiniti Drive Mode Selector

INFOID:000000012357603

ECO DRIVE INDICATOR LAMP CONTROL

- ECO drive indicator turns OFF under the following conditions.
 - While driving at low speeds [3 MPH (4.8 km/h) or less] or high speeds [90 MPH (144 km/h) or more].
 - Intelligent cruise control is in operation.
 - Selector lever is in R range.

ECO PEDAL CONTROL

- When switching from ECO mode to the other mode by operating the drive mode select switch, ECO pedal reaction force is generated in common with ECO mode until the accelerator pedal is released.
- ECO pedal reaction force is not generated under the following conditions.
 - Intelligent cruise control is in operation.
 - Accelerator pedal is depressed quickly.
 - Selector lever is in N or R range.
 - ECO pedal reaction force setting is OFF.

NOTE:

ECO pedal control is only for vehicles with an intelligent pedal (distance control assist).

ENGINE OUTPUT CHARACTERISTICS AFTER SWITCHING MODE

- Engine output characteristics after switching mode by operating the drive mode select switch are as follows.
 - After switching mode to a mode that engine output increase, engine output characteristics are changed by releasing the accelerator pedal.
 - After switching mode to a mode that engine output decreases, engine output characteristics are changed immediately.
- When an accelerator angle is constant, engine output characteristics are as follows.
 - SPORT > STANDARD > ECO > SNOW

Output characteristics of each mode

Control mode	Engine output
SPORT	Increase
STANDARD	Normal
ECO	Decrease
SNOW	Decrease (More reduction than ECO mode)

A
EC
C
D
E
F
G
H
I
J
K
L
M
N
O
P

ON BOARD DIAGNOSTIC (OBD) SYSTEM

< SYSTEM DESCRIPTION >

[VK56VD FOR MEXICO]

ON BOARD DIAGNOSTIC (OBD) SYSTEM

Diagnosis Description

INFOID:0000000012357604

This system is an on board diagnostic system that records exhaust emission-related diagnostic information and detects a sensors/actuator-related malfunction. A malfunction is indicated by the malfunction indicator lamp (MIL) and stored in ECU memory as a DTC. The diagnostic information can be obtained with the diagnostic tool (GST: Generic Scan Tool).

GST (Generic Scan Tool)

INFOID:0000000012357605

When GST is connected with a data link connector equipped on the vehicle side, it will communicate with the control unit equipped in the vehicle and then enable various kinds of diagnostic tests. Refer to [EC-1616](#), "[Diagnosis Description](#)".

DIAGNOSIS SYSTEM (ECM)

DIAGNOSIS DESCRIPTION

DIAGNOSIS DESCRIPTION : 1st Trip Detection Logic and Two Trip Detection Logic

INFOID:000000012357606

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 when 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.

x: 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	Illuminate	Blinking	Illuminate				
Misfire (Possible three way catalyst damage) — DTC: P0300 - P0308 is being detected	x	—	—	—	—	—	x	—
Misfire (Possible three way catalyst damage) — DTC: P0300 - P0308 is being detected	—	—	x	—	—	x	—	—
One trip detection diagnoses (Refer to EC-1663, "DTC Index" .)	—	x	—	—	x	—	—	—
Except above	—	—	—	x	—	x	x	—

DIAGNOSIS DESCRIPTION : DTC and Freeze Frame Data

INFOID:000000012357607

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 recur, 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 light up (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 saved in the ECM memory and the MIL lights up. In other words, the DTC is stored in the ECM memory and the MIL lights up when the same malfunction occurs in two consecutive trips. If a 1st trip DTC is stored 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 light up the MIL during the 1st trip, the DTC and 1st trip DTC are stored in the ECM memory.

For malfunctions in which 1st trip DTCs are displayed, refer to [EC-1663, "DTC Index"](#). 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.

1st trip DTC is specified in Service \$07 of SAE J1979/ISO 15031-5. 1st trip DTC detection occurs without illuminating the MIL and therefore does not warn the driver of a malfunction.

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-1712, "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 or GST. The 1st trip freeze frame data can only be displayed on the CONSULT screen.

DIAGNOSIS SYSTEM (ECM)

< SYSTEM DESCRIPTION >

[VK56VD FOR MEXICO]

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 stored 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 - P0308 Fuel Injection System Function — DTC: P0171, P0172, P0174, P0175
2		Except the above 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.

DIAGNOSIS DESCRIPTION : Counter System

INFOID:000000012357608

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 come on.
- The MIL will turn OFF after the vehicle is driven 3 times (driving pattern B) with no malfunction. The 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 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.

COUNTER SYSTEM CHART

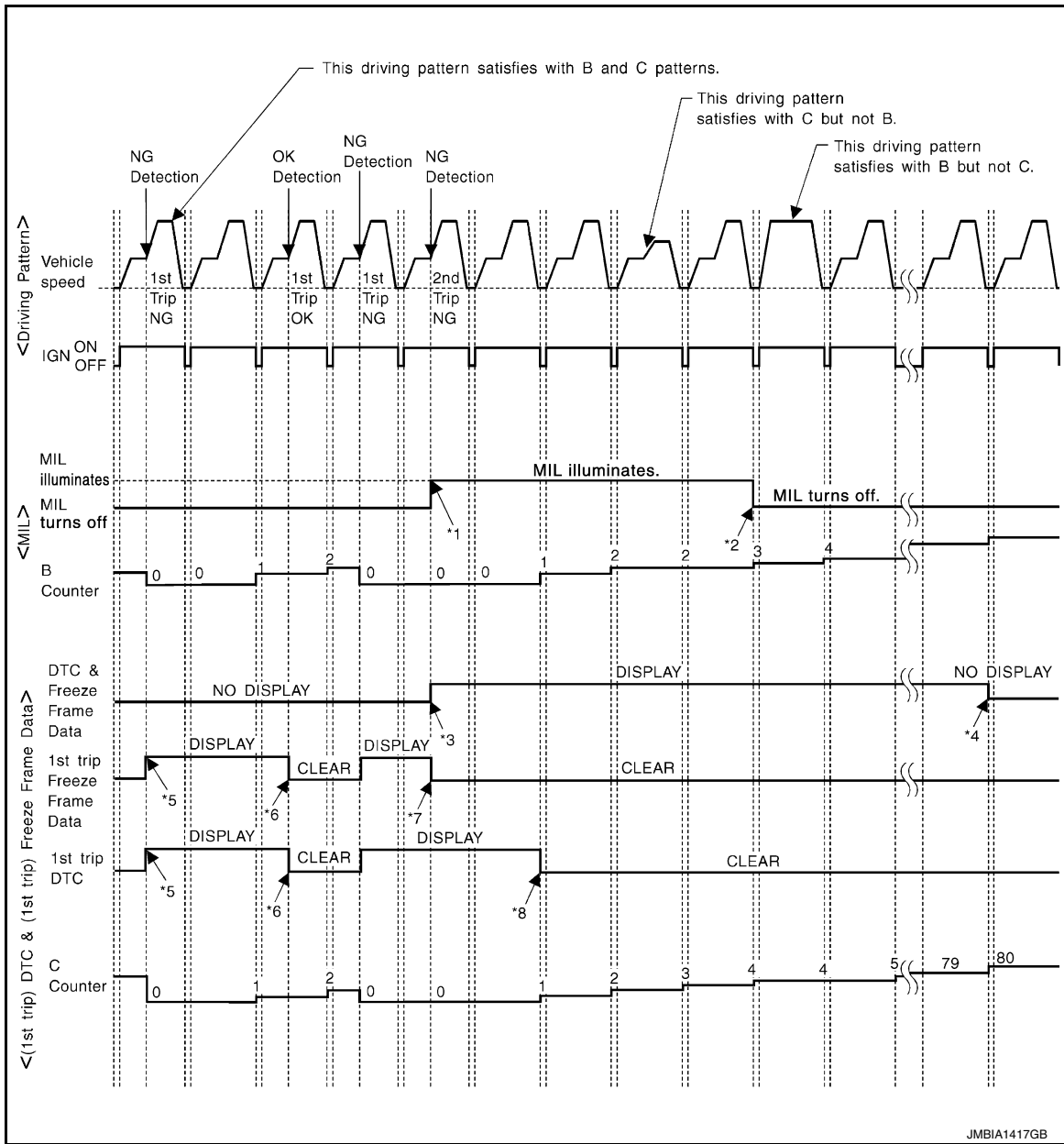
Items	Fuel Injection System	Misfire	Other
MIL (turns OFF)	3 (pattern B)	3 (pattern B)	3 (pattern B)
DTC, Freeze Frame Data (no display)	80 (pattern C)	80 (pattern C)	40 (pattern A)
1st Trip DTC (clear)	1 (pattern C), *1	1 (pattern C), *1	1 (pattern B)
1st Trip Freeze Frame Data (clear)	*1, *2	*1, *2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

*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.

DIAGNOSIS SYSTEM (ECM)

[VK56VD FOR MEXICO]

< SYSTEM DESCRIPTION >

- 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) $\times (1 \pm 0.1)$ [%]

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)

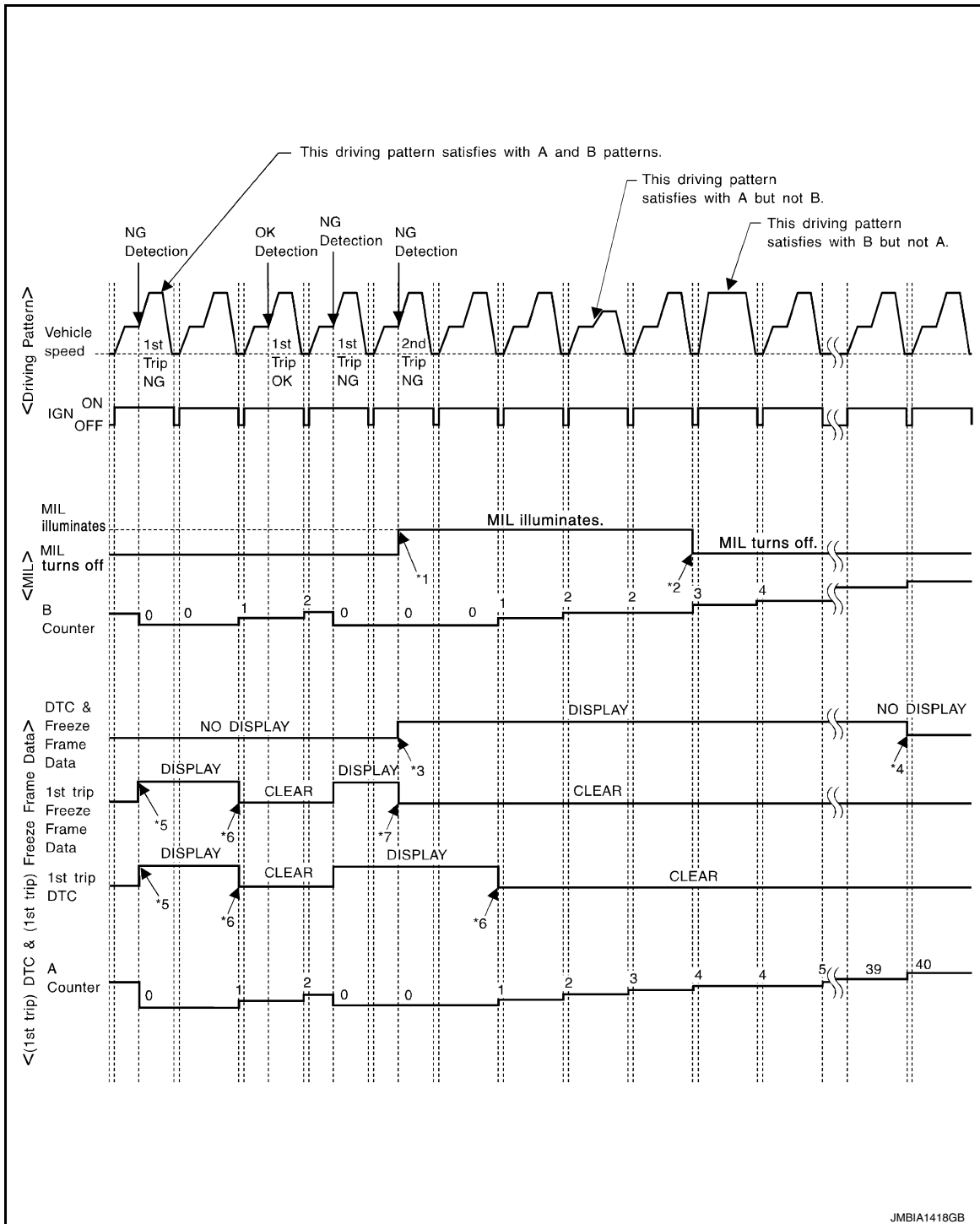
- The C counter will be cleared when the malfunction is detected regardless of vehicle conditions above.
- The C counter will be counted up when vehicle conditions above are satisfied without the same malfunction.
- The DTC will not be displayed after C counter reaches 80.
- The 1st trip DTC will be 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"

DIAGNOSIS SYSTEM (ECM)

< SYSTEM DESCRIPTION >

[VK56VD FOR MEXICO]



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

*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.

DIAGNOSIS SYSTEM (ECM)

[VK56VD FOR MEXICO]

< SYSTEM DESCRIPTION >

*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.)

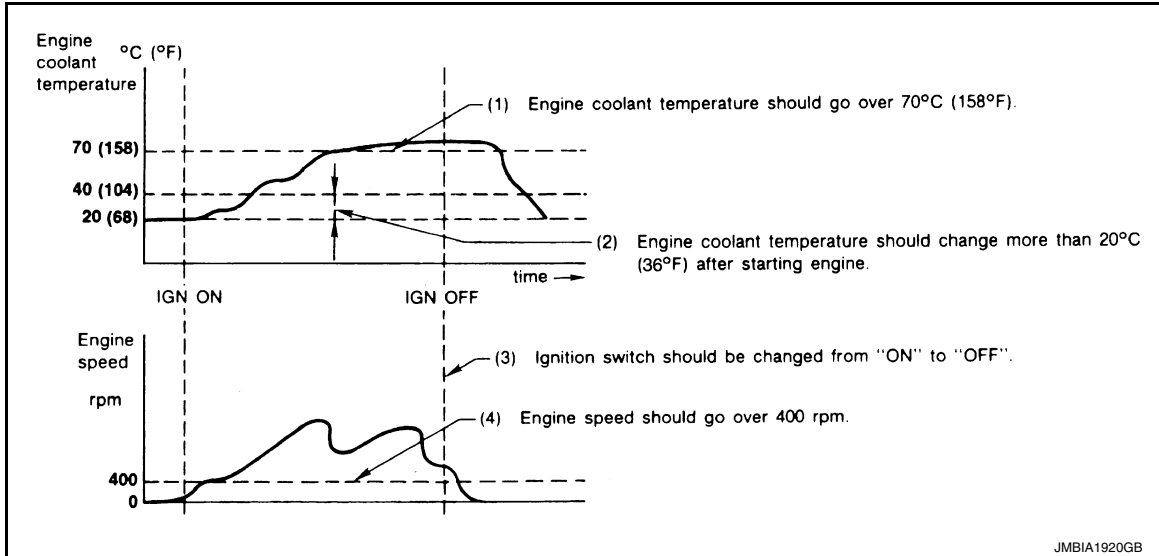
*7: When the same malfunction is detected in the 2nd trip, the 1st trip freeze frame data will be cleared.

*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.

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 operation as per the following:

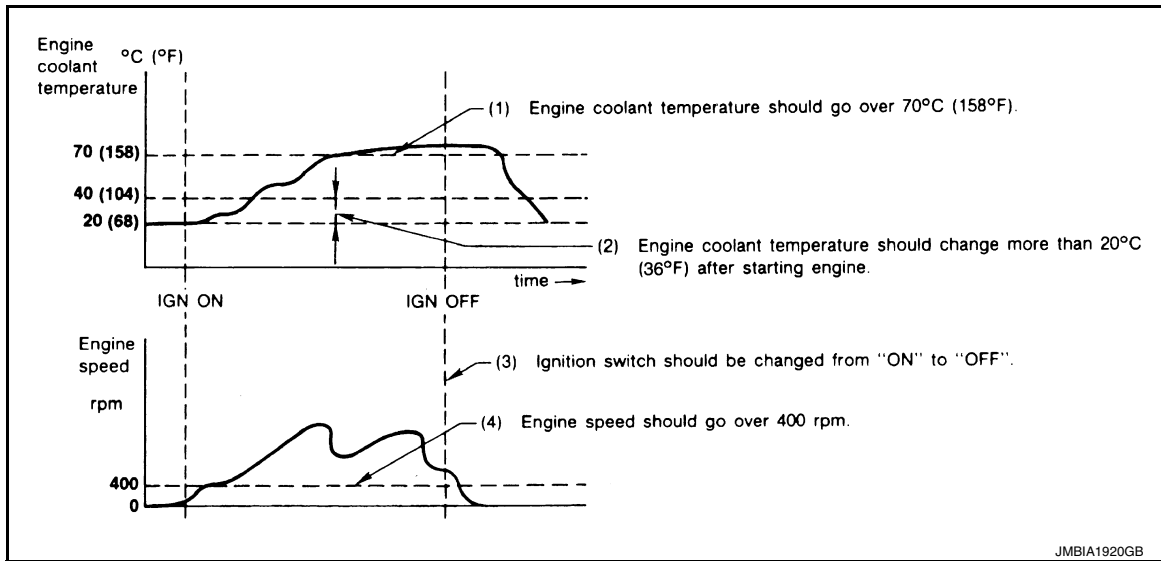
All components and systems should be monitored at least once by the OBD system.

- 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 malfunctions.
- The MIL will turn OFF when the B counter reaches 3 (*2 in OBD SYSTEM OPERATION CHART).

DIAGNOSIS DESCRIPTION : Driving Pattern

INFOID:000000012357609

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 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 malfunctions.
- The MIL will turn OFF when the B counter reaches 3.

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) $\times (1 \pm 0.1)$ [%]

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).
- 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.

DIAGNOSIS DESCRIPTION : System Readiness Test (SRT) Code

INFOID:000000012357610

System Readiness Test (SRT) code is specified in Service \$01 of SAE J1979/ISO 15031-5.

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:

DIAGNOSIS SYSTEM (ECM)

< SYSTEM DESCRIPTION >

[VK56VD FOR MEXICO]

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 ON 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 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
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.
- 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”.

DIAGNOSIS DESCRIPTION : Malfunction Indicator Lamp (MIL)

INFOID:0000000012357611

When emission related ECU detects a malfunction in the emission control systems components and/or the powertrain control components (which affect vehicle emissions), it turns on/blinks MIL to inform the driver that a malfunction has been detected.

1. The MIL illuminates when ignition switch is turned ON (engine is not running).

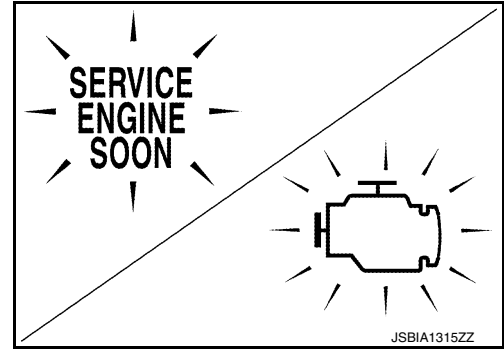
NOTE:

Check the MIL circuit if MIL does not illuminate. Refer to [EC-2015, "Component Function Check"](#).

2. When the engine is started, the MIL should go off.

NOTE:

If MIL continues to illuminate/blink, perform self-diagnoses and inspect/repair accordingly because an emission related ECU has detected a malfunction in the emission control systems components and/or the powertrain control components (which affect vehicle emissions).



On Board Diagnosis Function

INFOID:0000000012357612

ON BOARD DIAGNOSIS ITEM

The on board diagnostic system has the following functions.

Diagnostic test mode	Function
Bulb check	MIL can be checked.
SRT status	ECM can read if SRT codes are set.
Malfunction warning	If ECM detects a malfunction, it illuminates or blinks MIL to inform the driver that a malfunction has been detected.
Self-diagnostic results	DTCs or 1st trip DTCs stored in ECM can be read.
Accelerator pedal released position learning	ECM can learn the accelerator pedal released position. Refer to EC-1724, "Description" .
Throttle valve closed position learning	ECM can learn the throttle valve closed position. Refer to EC-1725, "Description" .
Idle air volume learning	ECM can learn the idle air volume. Refer to EC-1726, "Description" .
VVEL control shaft position sensor adjustment	The initial position of the VVEL control shaft position sensor can be adjusted. Refer to EC-1728, "Description" .

BLUB CHECK MODE

Description

This function allows damage inspection in the MIL bulb (blown, open circuit, etc.).

Operation Procedure

1. Turn ignition switch ON.
2. The MIL on the instrument panel should stay ON.
If it remains OFF, check MIL circuit. Refer to [EC-2015, "Diagnosis Procedure"](#).

SRT STATUS MODE

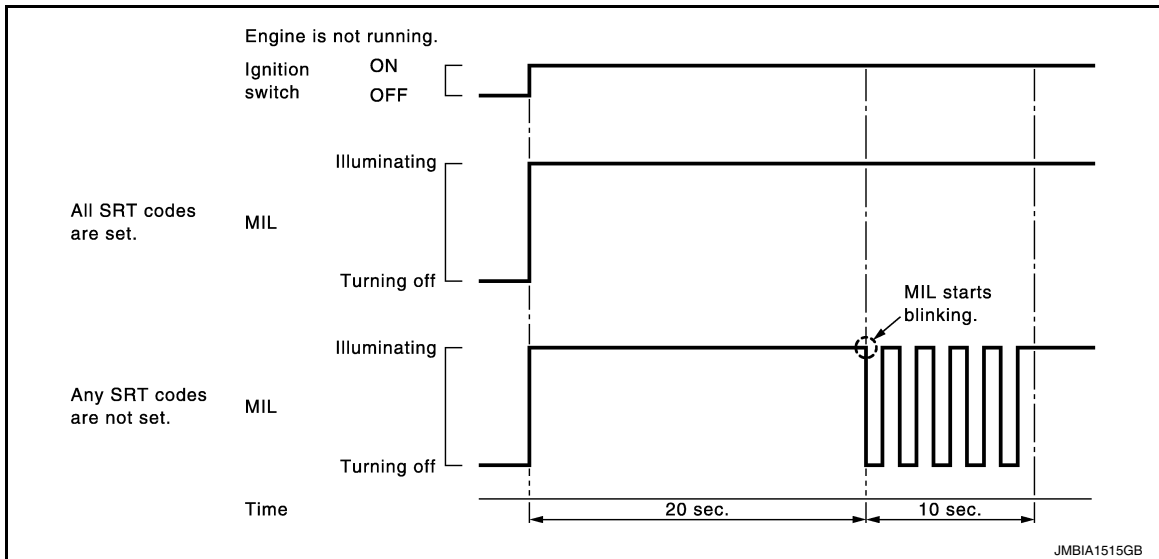
Description

This function allows to read if ECM has completed the self-diagnoses of major emission control systems and components. For SRT, refer to [EC-1623, "DIAGNOSIS DESCRIPTION : System Readiness Test \(SRT\) Code"](#).

Operation Procedure

1. Turn ignition switch ON and wait 20 seconds.
2. SRT status is indicated as shown blow.
 - ECM continues to illuminate MIL if all SRT codes are set.

- ECM blinks MIL for about 10 seconds if all SRT codes are not set.



MALFUNCTION WARNING MODE

Description

In this function ECM turns on or blinks MIL when it detects a malfunction in the emission control system components and/or the powertrain control components (which affect vehicle emissions) to inform the driver that a malfunction has been detected.

Operation Procedure

1. Turn ignition switch ON.
2. Check that MIL illuminates.
If it remains OFF, check MIL circuit. Refer to [EC-2015, "Diagnosis Procedure"](#).
3. Start engine and let it idle.
 - For two trip detection logic diagnoses, ECM turns on MIL when it detects the same malfunction twice in the two consecutive driving cycles.
 - For 1st trip detection logic diagnoses, ECM turns on MIL when it detects a malfunction in one driving cycle.
 - ECM blinks MIL when it detects a malfunction that may damage the three way catalyst (misfire).

SELF-DIAGNOSTIC RESULTS MODE

Description

This function allows to indicate DTCs or 1st trip DTCs stored in ECM according to the number of times MIL is blinking.

How to Set Self diagnostic Results 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.
 - After ignition switch is turned off, ECM is always released from the "Self-diagnostic results" mode.
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 SELF-DIAGNOSTIC RESULTS mode.

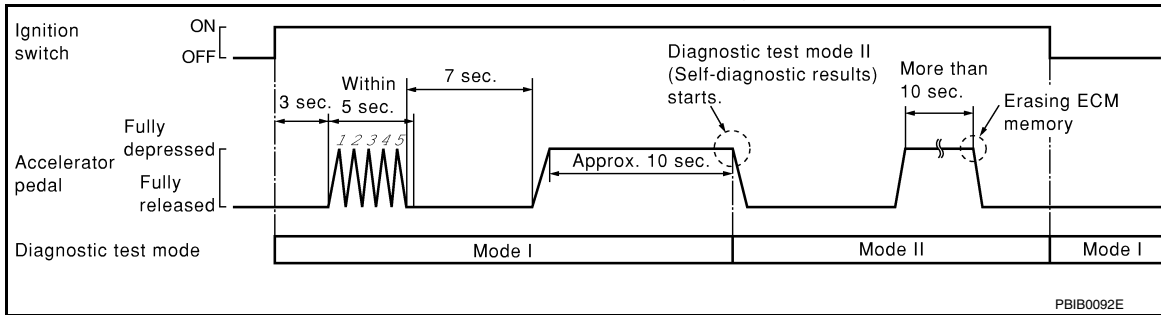
DIAGNOSIS SYSTEM (ECM)

< SYSTEM DESCRIPTION >

[VK56VD FOR MEXICO]

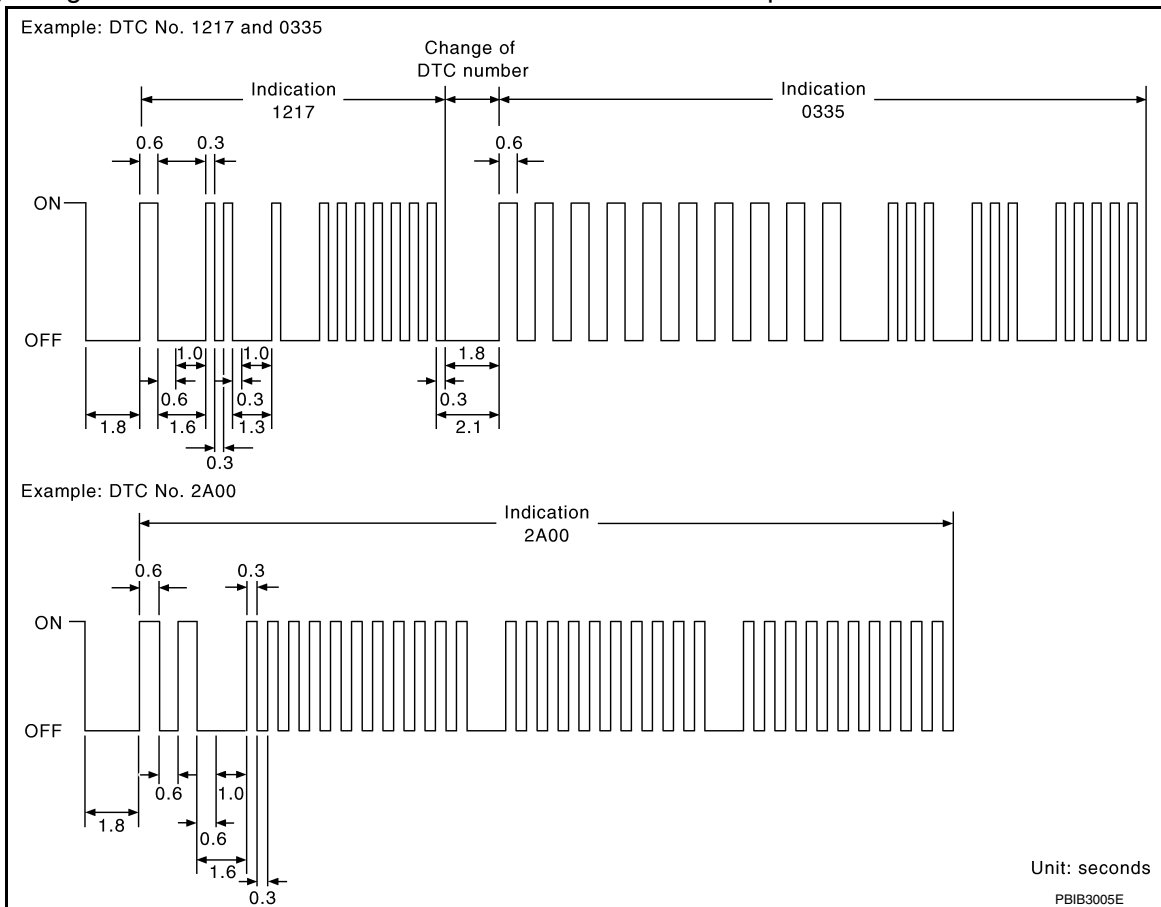
NOTE:

Wait until the same DTC (or 1st trip DTC) appears to completely confirm all DTCs.



How to Read Self diagnostic Results

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 "MALFUNCTION WARNING" mode, 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 unidentified codes can be identified by using the CONSULT 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.

< SYSTEM DESCRIPTION >

In this way, all the detected malfunctions are classified by their DTC numbers. The DTC 0000 refers to no malfunction. Refer to [EC-1663, "DTC Index"](#).

How to Erase Self diagnostic Results

By performing this procedure, ECM memory is erased and the following diagnostic information is erased as well.

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

NOTE:

Also, if a battery terminal is disconnected, ECM memory is erased and the diagnostic information as listed above is erased. (The amount of time required for erasing may vary from a few seconds to several hours.)

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. Turn ignition switch ON.
5. Set ECM in Self-diagnostic results.
6. The diagnostic information has been erased from the backup memory in the ECM.
Fully depress the accelerator pedal and keep it depressed for more than 10 seconds.
7. Fully release the accelerator pedal, and confirm the DTC 0000 is displayed.

CONSULT Function

INFOID:0000000012357613

FUNCTION

Diagnostic test mode	Function
Self Diagnostic 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.
Work support	This mode enables a technician to adjust some devices faster and more accurately by following the indications on the CONSULT unit.
Active Test	Diagnostic Test Mode in which CONSULT drives some actuators apart from the ECMs and also shifts some parameters in a specified range.
ECU Identification	ECM part number can be read.
DTC Work support	The status of system monitoring tests and the self-diagnosis status/results can be confirmed.

*: 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

SELF DIAGNOSTIC RESULT MODE

Self Diagnostic Item

Regarding items of DTC and 1st trip DTC, refer to [EC-1663, "DTC Index"](#).

How to Read DTC and 1st Trip DTC

DTCs and 1st trip DTCs related to the malfunction are displayed in "Self-diag results".

- When ECM detects a 1st trip DTC, "1t" is displayed for "TIME".
- When ECM has detected a current DTC, "0" is displayed for "TIME".
- If "TIME" is neither "0" nor "1t", the DTC occurred in the past and ECM shows the number of times the vehicle has been driven since the last detection of the DTC.

DIAGNOSIS SYSTEM (ECM)

[VK56VD FOR MEXICO]

< SYSTEM DESCRIPTION >

How to Erase DTC and 1st Trip DTC

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-1663, "DTC Index"](#)), skip step 1.
1. Erase DTC in TCM. Refer to [TM-60, "Diagnosis Description"](#).
 2. Select "ENGINE" with CONSULT.
 3. Select "SELF-DIAG RESULTS".
 4. Touch "ERASE". (DTC in ECM will be erased.)

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 the is displayed as PXXXX. (Refer to EC-1663, "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.
L-FUEL TRM-B2 [%]	• The long-term fuel trim indicates much more gradual feedback compensation to the base fuel schedule than short-term fuel trim.
S-FUEL TRM-B1 [%]	• "Short-term fuel trim" at the moment a malfunction is detected is displayed.
S-FUEL TRM-B2 [%]	• The short-term fuel trim indicates dynamic or instantaneous feedback compensation to the base fuel schedule.
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.
INT MANI PRES [kPa]	• These items are displayed but are not applicable to this model.
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.
FUEL SYS-B2	• One of the following mode is displayed. Mode2: Open loop due to detected system malfunction Mode3: Open loop due to driving conditions (power enrichment, deceleration enleanment) Mode4: Closed loop - using oxygen sensor(s) as feedback for fuel control Mode5: Open loop - has not yet satisfied condition to go to closed loop
COMBUST CONDI-TION	• These items are displayed but are not applicable to this model.

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

DATA MONITOR MODE

NOTE:

The following table includes information (items) inapplicable to this vehicle. For information (items) applicable to this vehicle, refer to CONSULT display items.

Monitored Item

For reference values of the following items, refer to [EC-1637, "Reference Value"](#).

DIAGNOSIS SYSTEM (ECM)

[VK56VD FOR MEXICO]

< SYSTEM DESCRIPTION >

×: Applicable

Monitored item	Unit	Description	Remarks
ENG SPEED	rpm	<ul style="list-style-type: none"> Indicates the engine speed computed from the signal of the crankshaft position sensor and camshaft position sensor. 	<ul style="list-style-type: none"> Accuracy becomes poor if engine speed drops below the idle rpm. If the signal is interrupted while the engine is running, an abnormal value may be indicated.
MAS A/F SE-B1	V	<ul style="list-style-type: none"> The signal voltage of the mass air flow sensor is displayed. 	<ul style="list-style-type: none"> When the engine is stopped, a certain value is indicated. When engine is running, specification range is indicated in "SPEC".
MAS A/F SE-B2			
B/FUEL SCHDL	msec	<ul style="list-style-type: none"> "Base fuel schedule" indicates the fuel injection pulse width programmed into ECM, prior to any learned on board correction. 	<ul style="list-style-type: none"> When engine is running, specification range is indicated in "SPEC".
A/F ALPHA-B1	%	<ul style="list-style-type: none"> The mean value of the air-fuel ratio feedback correction factor per cycle is indicated. 	<ul style="list-style-type: none"> When the engine is stopped, a certain value is indicated. This data also includes the data for the air-fuel ratio learning control. When engine is running, specification range is indicated in "SPEC".
A/F ALPHA-B2			
COOLAN TEMP/S	°C or °F	<ul style="list-style-type: none"> The engine coolant temperature (determined by the signal voltage of the engine coolant temperature sensor) is displayed. 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> The signal voltage of the heated oxygen sensor 2 is displayed. 	
HO2S2 (B2)			
HO2S2 MNTR (B1)	RICH/LEAN	<ul style="list-style-type: none"> Display of heated oxygen sensor 2 signal: RICH: means the amount of oxygen after three way catalyst is relatively small. LEAN: means the amount of oxygen after three way catalyst is relatively large. 	<ul style="list-style-type: none"> When the engine is stopped, a certain value is indicated.
HO2S2 MNTR (B2)			
VHCL SPEED SE	km/h or mph	<ul style="list-style-type: none"> The vehicle speed computed from the vehicle speed signal sent from combination meter is displayed. 	
BATTERY VOLT	V	<ul style="list-style-type: none"> The power supply voltage of ECM is displayed. 	
ACCEL SEN 1	V	<ul style="list-style-type: none"> The accelerator pedal position sensor signal voltage is displayed. 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> The throttle position sensor signal voltage is displayed. 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> The fuel temperature (determined by the signal voltage of the fuel tank temperature sensor) is displayed. 	
FUEL LEVEL SE	V	<ul style="list-style-type: none"> The signal voltage of the fuel level sensor is displayed. 	
START SIGNAL	ON/OFF	<ul style="list-style-type: none"> Indicates start signal status [ON/OFF] computed by the ECM according to the signals of engine speed and battery voltage. 	<ul style="list-style-type: none"> After starting the engine, [OFF] is displayed regardless of the starter signal.
CLSD THL POS	ON/OFF	<ul style="list-style-type: none"> Indicates idle position [ON/OFF] computed by ECM according to the accelerator pedal position sensor signal. 	
AIR COND SIG	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition of the air conditioner switch as determined by the air conditioner signal. 	

DIAGNOSIS SYSTEM (ECM)

[VK56VD FOR MEXICO]

< SYSTEM DESCRIPTION >

Monitored item	Unit	Description	Remarks
PW/ST SIGNAL	ON/OFF	<ul style="list-style-type: none"> [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	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from the electrical load signal. ON: Rear window defogger switch is ON and/or lighting switch is in 2nd position. OFF: Both rear window defogger switch and lighting switch are OFF. 	
IGNITION SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from ignition switch signal. 	
HEATER FAN SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from the heater blower ON signal. 	
BRAKE SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from the stop lamp switch signal. 	
INJ PULSE-B1	msec	<ul style="list-style-type: none"> Indicates the actual fuel injection pulse width compensated by ECM according to the input signals. 	<ul style="list-style-type: none"> When the engine is stopped, a certain computed value is indicated.
INJ PULSE-B2			
IGN TIMING	BTDC	<ul style="list-style-type: none"> Indicates the ignition timing computed by ECM according to the input signals. 	<ul style="list-style-type: none"> When the engine is stopped, a certain value is indicated.
COMBUSTION	—	<ul style="list-style-type: none"> These items are displayed but are not applicable to this model. 	
CAL/LD VALUE	%	<ul style="list-style-type: none"> “Calculated load value” indicates the value of the current air flow divided by peak air flow. 	
MASS AIRFLOW	g/s	<ul style="list-style-type: none"> Indicates the mass air flow computed by ECM according to the signal voltage of the mass air flow sensor. 	
PURG VOL C/V	%	<ul style="list-style-type: none"> Indicates the EVAP canister purge volume control solenoid valve control value computed by the ECM according to the input signals. The opening becomes larger as the value increases. 	
EXH/V TIM B1	°CA	<ul style="list-style-type: none"> Indicates [°CA] of exhaust camshaft retard angle. 	
EXH/V TIM B2			
INT/V SOL (B1)	%	<ul style="list-style-type: none"> The control value of the intake valve timing control solenoid valve (determined by ECM according to the input signals) is indicated. The advance angle becomes larger as the value increases. 	
INT/V SOL (B2)			
AIR COND RLY	ON/OFF	<ul style="list-style-type: none"> The air conditioner relay control condition (determined by ECM according to the input signals) is indicated. 	
THRTL RELAY	ON/OFF	<ul style="list-style-type: none"> Indicates the throttle control motor relay control condition determined by the ECM according to the input signals. 	
A/F S1 HTR (B1)	%	<ul style="list-style-type: none"> Air fuel ratio (A/F) sensor 1 heater control value computed by ECM according to the input signals. The current flow to the heater becomes larger as the value increases. 	
A/F S1 HTR (B2)			
HO2S2 HTR (B1)	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition of heated oxygen sensor 2 heater determined by ECM according to the input signals. 	
HO2S2 HTR (B2)			

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DIAGNOSIS SYSTEM (ECM)

[VK56VD FOR MEXICO]

< SYSTEM DESCRIPTION >

Monitored item	Unit	Description	Remarks
ALT DUTY SIG	ON/OFF	<ul style="list-style-type: none"> The control condition of the power generation voltage variable control (determined by ECM according to the input signals) is indicated. ON: Power generation voltage variable control is active. OFF: Power generation voltage variable control is inactive. 	
I/P PULLY SPD	rpm	<ul style="list-style-type: none"> Indicates the engine speed computed from the input speed sensor signal. 	
VEHICLE SPEED	km/h or mph	<ul style="list-style-type: none"> The vehicle speed computed from the vehicle speed signal sent from TCM is displayed. 	
IDL A/V LEARN	YET/CMPLT	<ul style="list-style-type: none"> Displays the condition of Idle Air Volume Learning YET: Idle air volume learning has not been performed yet. CMPLT: Idle air volume learning has already been performed successfully. 	
TRVL AFTER MIL	km or mile	<ul style="list-style-type: none"> Distance traveled while MIL is activated. 	
ENG OIL TEMP	°C or °F	<ul style="list-style-type: none"> The engine oil temperature (determined by the signal voltage of the engine oil temperature sensor) is displayed. 	
VHCL SPEED SE	km/h or mph	<ul style="list-style-type: none"> The vehicle speed computed from the vehicle speed signal sent from unified meter and combination meter is displayed. 	
SET VHCL SPD	km/h or mph	<ul style="list-style-type: none"> The preset vehicle speed is displayed. 	
MAIN SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from MAIN switch signal. 	
CANCEL SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from CANCEL switch signal. 	
RESUME/ACC SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from RESUME/ACCELERATE switch signal. 	
SET SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from SET/COAST switch signal. 	
BRAKE SW1	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from ICC brake switch signal. 	
BRAKE SW2	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition of stop lamp switch signal. 	
DIST SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from DISTANCE switch signal. 	
AT OD MONITOR	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition of A/T O/D according to the input signal from the TCM. 	
AT OD CANCEL	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition of A/T O/D cancel request signal. 	
CRUISE LAMP*	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition of CRUISE indicator determined by the ECM according to the input signals. 	
SET LAMP	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition of SET indicator determined by the ECM according to the input signals. 	
EXH V/T LEARN	YET/CMPLT	<ul style="list-style-type: none"> Display the condition of Exhaust Valve Timing Control Learning YET: Exhaust Valve Timing Control Learning has not been performed yet. CMPLT: Exhaust Valve Timing Control Learning has already been performed successfully. 	

DIAGNOSIS SYSTEM (ECM)

< SYSTEM DESCRIPTION >

[VK56VD FOR MEXICO]

Monitored item	Unit	Description	Remarks
FAN DUTY	%	<ul style="list-style-type: none"> Indicates a command value for cooling fan. The value is calculated by ECM based on input signals. 	
AC EVA TEMP	°C or °F	<ul style="list-style-type: none"> Indicates A/C evaporator temperature sent from "A/C auto amp." 	
AC EVA TARGET	°C or °F	<ul style="list-style-type: none"> Indicates target A/C evaporator temperature sent from "A/C auto amp." 	
ALT DUTY	%	<ul style="list-style-type: none"> Indicates the duty ratio of the power generation command value. The ratio is calculated by ECM based on the battery current sensor signal. 	
BAT CUR SEN	mV	<ul style="list-style-type: none"> The signal voltage of battery current sensor is displayed. 	
A/F ADJ-B1	—	<ul style="list-style-type: none"> Indicates the correction of a 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			
TP SEN 1-B2	V	<ul style="list-style-type: none"> The throttle position sensor signal voltage is displayed. 	<ul style="list-style-type: none"> TP SEN 2-B2 signal is converted by ECM internally. Thus, they differs from ECM terminal voltage signal.
TP SEN 2-B2			
P/N POSI SW	ON/OFF	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from the park/neutral position (PNP) signal. 	
INT/A TEMP SE	°C or °F	<ul style="list-style-type: none"> The intake air temperature (determined by the signal voltage of the intake air temperature sensor) is indicated. 	
AC PRESS SEN	V	<ul style="list-style-type: none"> The signal voltage from the refrigerant pressure sensor is displayed. 	
FUEL PRESS SEN	MPa	<ul style="list-style-type: none"> Indicates the fuel rail pressure computed by ECM according to the input signals 	
PRESS REG	%	<ul style="list-style-type: none"> Displays control duty of the high pressure fuel pump solenoid valve. 	
FUEL INJB1	msec	<ul style="list-style-type: none"> ECM-calculated injection pulse width of the fuel injector on the Bank 1 side. 	
FUEL INJB2	msec	<ul style="list-style-type: none"> ECM-calculated injection pulse width of the fuel injector on the Bank 2 side. 	
INT/V TIM (B1)	°CA	<ul style="list-style-type: none"> Indicates [°CA] of intake camshaft advance angle. 	
INT/V TIM (B2)			
MAP SENSOR	V	<ul style="list-style-type: none"> The signal voltage from the manifold absolute pressure (MAP) sensor is displayed. 	
VVEL LEARN	YET/DONE	<ul style="list-style-type: none"> Display the condition of VVEL learning YET: VVEL learning has not been performed yet. DONE: VVEL learning has already been performed successfully. 	
VVEL SEN LEARN-B1	V	<ul style="list-style-type: none"> Indicates the VVEL learning value. 	
VVEL SEN LEARN-B2			
VVEL POSITION SEN-B1	V	<ul style="list-style-type: none"> The VVEL control shaft position sensor signal voltage is displayed. 	
VVEL POSITION SEN-B2			
VVEL TIM-B1	deg	<ul style="list-style-type: none"> Indicates [deg] of VVEL control shaft angle. 	
VVEL TIM-B2			

DIAGNOSIS SYSTEM (ECM)

[VK56VD FOR MEXICO]

< SYSTEM DESCRIPTION >

Monitored item	Unit	Description	Remarks
FPCM	HI/MID/LOW/ OFF	<ul style="list-style-type: none"> The control condition of the fuel pump control module (FPCM) (determined by ECM according to the input signals) is indicated. 	
BAT TEMP SEN	V	<ul style="list-style-type: none"> The signal voltage from the battery temperature sensor is displayed. 	
THRTL STK CNT B1*	—	—	
THRTL STK CNT B2*			
HO2 S2 DIAG2(B2)	CMP/INCMP	<ul style="list-style-type: none"> These items are displayed but are not applicable to this model. 	
HO2 S2 DIAG2(B1)	CMP/INCMP		
FUEL INJ TIMG	deg	<ul style="list-style-type: none"> Indicates the fuel injection timing computed by ECM according to the input signals. 	
H/P FUEL PUMP DEG	deg	<ul style="list-style-type: none"> Displays ECM-calculated fuel discharge position of the high pressure fuel pump. 	
FUEL PRES SEN V	mV	<ul style="list-style-type: none"> The signal voltage of FRP sensor is displayed. 	
EOP SENSOR	mV	<ul style="list-style-type: none"> The signal voltage of EOP sensor is displayed. 	
ECM TEMP 1	°C or °F	<ul style="list-style-type: none"> Displays a temperature calculated from a signal of ECM temperature sensor 1. 	
ECM TEMP 2	°C or °F	<ul style="list-style-type: none"> Displays a temperature calculated from a signal of ECM temperature sensor 2. 	
FUEL PUMP DUTY	%	<ul style="list-style-type: none"> The control condition of the fuel pump control module (FPCM) (determined by ECM according to the input signals) is indicated. 	
A/F-S ATMSPHRC CRCT B1	—	Displays a determined value of atmospheric correction factor necessary for correcting an A/F sensor signal input to ECM. The signal used for the correction is an A/F sensor signal transmitted while driving under atmospheric pressure.	
A/F-S ATMSPHRC CRCT B2	—	Displays a determined value of atmospheric correction factor necessary for correcting an A/F sensor signal input to ECM. The signal used for the correction is an A/F sensor signal transmitted while driving under atmospheric pressure.	
A/F-S ATMSPHRC CRCT UP B1	count	Displays the number of updates of the A/F sensor atmospheric correction factor.	
A/F-S ATMSPHRC CRCT UP B2	count	Displays the number of updates of the A/F sensor atmospheric correction factor.	

*: The item is indicated, but not used.

NOTE:

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

WORK SUPPORT MODE

Work Item

Work item	Condition	Usage
IDLE AIR VOL LEARN	<ul style="list-style-type: none"> The idle air volume that keeps the engine speed within the specified range is memorized in ECM. 	When learning the idle air volume
FUEL PRESSURE RELEASE	<ul style="list-style-type: none"> Fuel pump will stop by touching "START" during idling. Crank a few times after engine stalls. 	When releasing fuel pressure from fuel line
SELF-LEARNING CONT	<ul style="list-style-type: none"> The coefficient of self-learning control mixture ratio returns to the original coefficient. 	When clearing mixture ratio self-learning value
VIN REGISTRATION	<ul style="list-style-type: none"> In this mode, VIN is registered in ECM. 	When registering VIN in ECM

DIAGNOSIS SYSTEM (ECM)

< SYSTEM DESCRIPTION >

[VK56VD FOR MEXICO]

Work item	Condition	Usage
VVEL POS SEN ADJ PREP	<ul style="list-style-type: none"> Use this item only when replacing VVEL actuator sub assembly. Ignition switch ON and engine stopped 	When adjusting VVEL control shaft position sensor
TARGET IDLE RPM ADJ*	<ul style="list-style-type: none"> Idle condition 	When setting target idle speed
TARGET IGN TIM ADJ*	<ul style="list-style-type: none"> Idle condition 	When adjusting target ignition timing
CLSD THL POS LEARN	<ul style="list-style-type: none"> Ignition switch ON and engine stopped 	When learning the throttle valve closed position
SAVING DATA FOR REPLC CPU	In this mode, save data that is in ECM.	When ECM is replaced.
WRITING DATA FOR REPLC CPU	In this mode, write data stored by "SAVE DATA FOR CPU REPLC" in work support mode to ECM.	When ECM is replaced.

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

ACTIVE TEST MODE

Test Item

Test item	Condition	Judgment	Check item (Remedy)
ENG COOLANT TEMP	<ul style="list-style-type: none"> Engine: Return to the original non-standard condition Change the engine coolant temperature using CONSULT. 	If malfunctioning symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> Harness and connectors Engine coolant temperature sensor Fuel injector
FUEL INJECTION	<ul style="list-style-type: none"> Engine: Return to the original non-standard condition Change the amount of fuel injection using CONSULT. 	If malfunctioning symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> Harness and connectors Fuel injector Air fuel ratio (A/F) sensor 1
FUEL/T TEMP SEN	<ul style="list-style-type: none"> Change the fuel tank temperature using CONSULT. 		
PURG VOL CONT/V	<ul style="list-style-type: none"> Engine: After warming up, run engine at 1,500 rpm. Change the EVAP canister purge volume control solenoid valve opening percent using CONSULT. 	Engine speed changes according to the opening percent.	<ul style="list-style-type: none"> Harness and connectors Solenoid valve
FAN DUTY CONTROL*	<ul style="list-style-type: none"> Ignition switch: ON Change duty ratio using CONSULT. 	Cooling fan speed changes.	<ul style="list-style-type: none"> Harness and connectors Cooling fan motor Cooling fan relay Cooling fan control module IPDM E/R
ALTERNATOR DUTY	<ul style="list-style-type: none"> Engine: Idle Change duty ratio using CONSULT. 	Battery voltage changes.	<ul style="list-style-type: none"> Harness and connectors IPDM E/R Alternator
EXH V/T ASSIGN ANGLE	<ul style="list-style-type: none"> Engine: Return to the original non-standard condition Change exhaust valve timing using CONSULT. 	If malfunctioning symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> Harness and connectors Exhaust valve timing control magnet retarder
POWER BALANCE	<ul style="list-style-type: none"> Engine: After warming up, idle the engine. A/C switch OFF Selector lever: P or N Cut off each injector signal one at a time using CONSULT. 	Engine runs rough or stops.	<ul style="list-style-type: none"> Harness and connectors Compression Fuel injector Power transistor Spark plug Ignition coil
INT V/T ASSIGN ANGLE	<ul style="list-style-type: none"> Engine: Return to the original non-standard condition Change intake valve timing using CONSULT. 	If malfunctioning symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> Harness and connectors Intake valve timing control solenoid valve

DIAGNOSIS SYSTEM (ECM)

[VK56VD FOR MEXICO]

< SYSTEM DESCRIPTION >

Test item	Condition	Judgment	Check item (Remedy)
IGNITION TIMING	<ul style="list-style-type: none"> Engine: Return to the original non-standard condition Timing light: Set Retard the ignition timing using CONSULT. 	If malfunctioning symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> Perform Idle Air Volume Learning.
FPCM	<ul style="list-style-type: none"> Engine: Return to the original trouble condition Select "LOW", "MID" and "HI" with CONSULT. 	Fuel pump speed changes or stops.	<ul style="list-style-type: none"> Harness and connectors Fuel pump control module (FPCM)

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

DTC WORK SUPPORT MODE

Test Item

Test mode	Test item	Corresponding DTC No.	Reference page
HO2S2	HO2S2 (B1) P1146	P0138	EC-1822, "DTC Logic"
	HO2S2 (B1) P1147	P0137	EC-1816, "DTC Logic"
	HO2S2 (B1) P0139	P0139	EC-1830, "DTC Logic"
	HO2S2 (B2) P1166	P0158	EC-1822, "DTC Logic"
	HO2S2 (B2) P1167	P0157	EC-1816, "DTC Logic"
	HO2S2 (B2) P0159	P0159	EC-1830, "DTC Logic"
A/F SEN1	A/F SEN1 (B1) P1278/P1279	P0133	EC-1811, "DTC Logic"
	A/F SEN1 (B1) P1276	P0130	EC-1801, "DTC Logic"
	A/F SEN1 (B2) P1288/P1289	P0153	EC-1811, "DTC Logic"
	A/F SEN1 (B2) P1286	P0150	EC-1801, "DTC Logic"

SRT & P-DTC MODE

SRT STATUS Mode

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

SRT WORK SUPPORT Mode

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

ECU DIAGNOSIS INFORMATION

ECM

Reference Value

INFOID:0000000012357614

VALUES ON THE DIAGNOSIS TOOL

NOTE:

- The following table includes information (items) inapplicable to this vehicle. For information (items) applicable to this vehicle, refer to CONSULT display items.
- Numerical values in the following table are reference values.
- These values are input/output values that ECM receives/transmits and may differ from actual operations.

Example:

The ignition timing shown by the timing light may differ from the ignition timing displayed on the data monitor.

This occurs because the timing light shows a value calculated by ECM according to signals received from the cam shaft position sensor and other sensors related to ignition timing.

For outlines of following items, refer to [EC-1628, "CONSULT Function"](#).

CONSULT MONITOR ITEM

Monitor Item	Condition		Values/Status
ENG SPEED	• Run engine and compare CONSULT value with the tachometer indication.		Almost the same speed as the tachometer indication
MAS A/F SE-B1	See EC-1739, "Description" .		
MAS A/F SE-B2	See EC-1739, "Description" .		
B/FUEL SCHDL	See EC-1739, "Description" .		
A/F ALPHA-B1	See EC-1739, "Description" .		
A/F ALPHA-B2	See EC-1739, "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 1.5 V
A/F SEN1 (B2)	• Engine: After warming up	Maintaining engine speed at 2,000 rpm	Fluctuates around 1.5 V
HO2S2 (B1)	<ul style="list-style-type: none"> • Revving engine from idle up to 3,000 rpm quickly after the following conditions are met. - Engine: After warming up - 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)	<ul style="list-style-type: none"> • Revving engine from idle up to 3,000 rpm quickly after the following conditions are met. - Engine: After warming up - 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)	<ul style="list-style-type: none"> • Revving engine from idle up to 3,000 rpm quickly after the following conditions are met. - Engine: After warming up - 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)	<ul style="list-style-type: none"> • Revving engine from idle up to 3,000 rpm quickly after the following conditions are met. - Engine: After warming up - 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 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 - 1.0 V
		Accelerator pedal: Fully depressed	4.4 - 4.8 V

ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

Monitor Item	Condition		Values/Status
ACCEL SEN 2*1	• Ignition switch: ON (Engine stopped)	Accelerator pedal: Fully released	0.45 - 1.0 V
		Accelerator pedal: Fully depressed	4.3 - 4.8 V
TP SEN 1-B1	• Ignition switch: ON (Engine stopped) • Selector lever: D position	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) • Selector lever: D position	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
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
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	Blower fan switch: ON	ON
		Blower fan switch: OFF	OFF
BRAKE SW	• Ignition switch: ON	Brake pedal: Fully released	OFF
		Brake pedal: Slightly depressed	ON
INJ PULSE-B1	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle	2.0 - 3.0 msec
		2,000 rpm	1.9 - 2.9 msec
INJ PULSE-B2	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle	2.0 - 3.0 msec
		2,000 rpm	1.9 - 2.9 msec
IGN TIMING	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle	1 - 4°BTDC
		2,000 rpm	25 - 45°BTDC
COMBUSTION		—	These items are displayed but are not applicable to this model.
CAL/LD VALUE	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle	5 - 35%
		2,500 rpm	5 - 35%
MASS AIRFLOW	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle	2.0 - 6.0 g/s
		2,500 rpm	7.0 - 20.0 g/s

ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

Monitor Item	Condition	Values/Status
PURG VOL C/V	<ul style="list-style-type: none"> Engine: After warming up Selector lever: P or N position A/C switch: OFF No load Idle (Accelerator pedal: Not depressed even slightly, after engine starting.)	0%
	2,000 rpm	5%
EXH/V TIM B1	<ul style="list-style-type: none"> Engine: After warming up Selector lever: P or N position A/C switch: OFF No load Idle	-5° - 5°C
	Around 2,500 rpm while the engine speed is rising	Approx. 0 - 30°C
EXH/V TIM B2	<ul style="list-style-type: none"> Engine: After warming up Selector lever: P or N position A/C switch: OFF No load Idle	-5 - 5°C
	Around 2,500 rpm while the engine speed is rising	Approx. 0 - 30°C
INT/V SOL (B1)	<ul style="list-style-type: none"> Engine: After warming up Selector lever: P or N position A/C switch: OFF No load Idle	0 - 2%
	2,000 rpm	Approx. 0 - 50%
INT/V SOL (B2)	<ul style="list-style-type: none"> Engine: After warming up Selector lever: P or N position A/C switch: OFF No load Idle	0 - 2%
	2,000 rpm	Approx. 0 - 50%
AIR COND RLY	<ul style="list-style-type: none"> Engine: After warming up, idle the engine A/C switch: OFF	OFF
	A/C switch: ON (Compressor operates)	ON
THRTL RELAY	<ul style="list-style-type: none"> Ignition switch: ON 	ON
A/F S1 HTR (B1)	<ul style="list-style-type: none"> Engine: After warming up, idle the engine (More than 140 seconds after starting engine) 	4 - 100%
A/F S1 HTR (B2)	<ul style="list-style-type: none"> Engine: After warming up, idle the engine (More than 140 seconds after starting engine) 	4 - 100%
HO2S2 HTR (B1)	<ul style="list-style-type: none"> Engine speed: Below 3,600 rpm after the following conditions are met. <ul style="list-style-type: none"> Engine: After warming up Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load 	ON
	<ul style="list-style-type: none"> Engine speed: Above 3,600 rpm 	OFF
HO2S2 HTR (B2)	<ul style="list-style-type: none"> Engine speed: Below 3,600 rpm after the following conditions are met. <ul style="list-style-type: none"> Engine: After warming up Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load 	ON
	<ul style="list-style-type: none"> Engine speed: Above 3,600 rpm 	OFF
ALT DUTY SIG	<ul style="list-style-type: none"> Power generation voltage variable control: Operating 	ON
	<ul style="list-style-type: none"> Power generation voltage variable control: Not operating 	OFF
I/P PULLY SPD	<ul style="list-style-type: none"> Vehicle speed: More than 20 km/h (12 MPH) 	Almost the same speed as the tachometer indication
VEHICLE SPEED	<ul style="list-style-type: none"> Turn drive wheels and compare CONSULT value with the speedometer indication. 	Almost the same speed as the speedometer indication
IDL A/V LEARN	<ul style="list-style-type: none"> Engine: Running Idle air volume learning has not been performed yet.	YET
	Idle air volume learning has already been performed successfully.	CMPLT
TRVL AFTER MIL	<ul style="list-style-type: none"> Ignition switch: ON Vehicle has traveled after MIL has illuminated.	0 - 65,535 km (0 - 40,723 miles)
ENG OIL TEMP	<ul style="list-style-type: none"> Engine: After warming up 	More than 70°C (158°F)
VHCL SPEED SE	<ul style="list-style-type: none"> Turn drive wheels and compare CONSULT value with the speedometer indication. 	Almost the same speed as the speedometer indication

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< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

Monitor Item	Condition		Values/Status
SET VHCL SPD	• Engine: Running	ICC: Operating	The preset vehicle speed is displayed
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 (ICC brake switch)	• Ignition switch: ON	Brake pedal: Fully released	ON
		Brake pedal: Slightly depressed	OFF
BRAKE SW2 (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
AT OD MONITOR	• Ignition switch: ON		OFF
AT OD CANCEL	• Ignition switch: ON		OFF
CRUISE LAMP	• Ignition switch: ON	MAIN switch: Pressed at the 1st time → at the 2nd time	ON → OFF
SET LAMP	• MAIN switch: ON • When vehicle speed is within ICC operating range.	ICC: Operating	ON
		ICC: Not operating	OFF
EXH V/T LEARN	• Engine: Running	Exhaust Valve Timing Control Learning has not been performed yet.	YET
		Exhaust Valve Timing Control Learning has not been performed yet.	CMPLT
FAN DUTY	• Engine: Running		0 - 100%
AC EVA TEMP	• Engine: Running		Indicates A/C evaporator temperature sent from "A/C auto amp.".
AC EVA TARGET	• Engine: Running		Indicates target A/C evaporator temperature sent from "A/C auto amp.".
ALT DUTY	• Engine: Idle		0 - 80%
BAT CUR SEN	• Engine speed: Idle • Battery: Fully charged*2 • Selector lever: P or N position • A/C switch: OFF • No load		Approx. 2,600 - 3,500 mV
A/F ADJ-B1	• Engine: Running		-0.330 - 0.330
A/F ADJ-B2	• Engine: Running		-0.330 - 0.330
TP SEN 1-B2	• Ignition switch: ON (Engine stopped) • Selector lever: D position	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 (Engine stopped) • Selector lever: D position	Accelerator pedal: Fully released	More than 0.36 V
		Accelerator pedal: Fully depressed	Less than 4.75 V

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< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

Monitor Item	Condition		Values/Status
P/N POSI SW	• Ignition switch: ON	Selector lever: P or N	ON
		Selector lever: Except above position	OFF
INT/A TEMP SE	• Ignition switch: ON		Indicates intake air temperature
AC PRESS SEN	• Engine: Idle • Both A/C switch and blower fan switch: ON (Compressor operates)		1.0 - 4.0 V
FUEL PRES SEN	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle	Approx. 2.74 MPa
		2,000 rpm	Approx. 3.0 MPa
PRESS REG	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle	Approx. 82.5%
		2,000 rpm	Approx. 90.0%
FUEL INJ B1	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle	Approx. 1.4 msec
		2,000 rpm	Approx. 1.0 msec
FUEL INJ B2	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle	Approx. 1.4 msec
		2,000 rpm	Approx. 1.0 msec
INT/V TIM (B1)	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle	-5 - 5°C
		2,000 rpm	Approx. 0 - 30°C
INT/V TIM (B2)	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle	-5 - 5°C
		2,000 rpm	Approx. 0 - 30°C
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
MAP SENSOR	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle	Approx. 1.0 V
		2,000 rpm	Approx. 1.35 V
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
VVEL POSITION SEN-B1	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle	Approx. 0.25 - 1.50 V
		When revving engine up to 2,000 rpm quickly	Approx. 0.25 - 4.75 V
VVEL POSITION SEN-B2	• Engine: After warming up • Selector lever: P or N position • Air conditioner switch: OFF • No load	Idle	Approx. 0.25 - 1.50 V
		When revving engine up to 2,000 rpm quickly	Approx. 0.25 - 4.75 V
VVEL TIM-B1	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle	Approx. 0 - 23 deg
		When revving engine up to 2,000 rpm quickly	Approx. 0 - 90 deg
VVEL TIM-B2	• Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load	Idle	Approx. 0 - 23 deg
		When revving engine up to 2,000 rpm quickly	Approx. 0 - 90 deg

ECM

< ECU DIAGNOSIS INFORMATION >

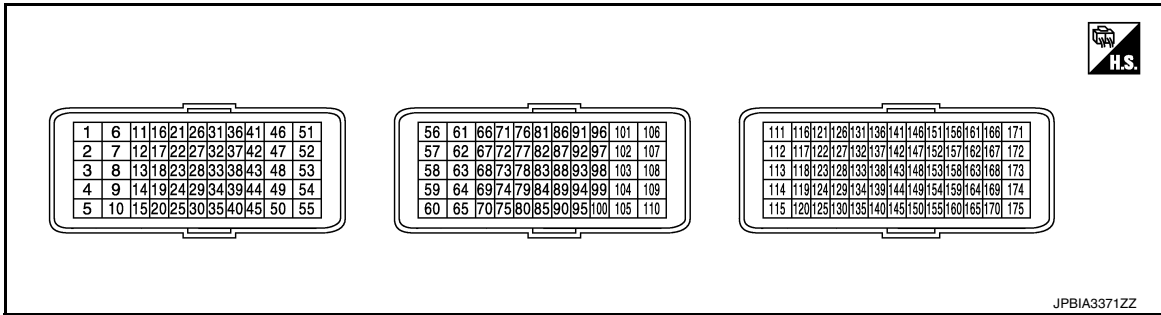
[VK56VD FOR MEXICO]

Monitor Item	Condition		Values/Status
FPCM	<ul style="list-style-type: none"> • Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load 	• Engine: Cranking	HI
		• Revving engine from idle to 4,000 rpm quickly	MID
		<ul style="list-style-type: none"> • Engine: Idle • Engine coolant temperature: More than 10°C (50°F) 	LOW
BAT TEMP SEN	<ul style="list-style-type: none"> • Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load 	Idle	Indicates the temperature around the battery.
THRTL STK CNT B1	Not used.		—
THRTL STK CNT B2			
HO2 S2 DIAG2(B2)	• DTC P0139 self-diagnosis (slow response) is incomplete.		IMCMP
	• DTC P0139 self-diagnosis (slow response) is complete.		CMPLT
HO2 S2 DIAG2(B1)	• DTC P0139 self-diagnosis (slow response) is incomplete.		IMCMP
	• DTC P0139 self-diagnosis (slow response) is complete.		CMPLT
FUEL INJ TIMG	<ul style="list-style-type: none"> • Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load 	Idle	Approx. 16 deg
		2,000 rpm	Approx. -170 deg
H/P FUEL PUMP DEG	<ul style="list-style-type: none"> • Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load 	Idle	Approx. 211.0 deg
		2,000 rpm	Approx. 206.0 deg
FUEL PRES SEN V	<ul style="list-style-type: none"> • Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load 	Idle	Approx. 820 – 1,220 mV
		Revving engine from idle to 4,000 rpm quickly	Approx. 820 – 3,060 mV
EOP SENSOR	<ul style="list-style-type: none"> • Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load 	Idle	Approx. 1450 mV
		2,000 rpm	Approx. 2850 mV
ECM TEMP 1	<ul style="list-style-type: none"> • Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load 	Idle	Indicates the temperature of ECM internal circuit 1.
ECM TEMP 2	<ul style="list-style-type: none"> • Engine: After warming up • Selector lever: P or N position • A/C switch: OFF • No load 	Idle	Indicates the temperature of ECM internal circuit 2.
FUEL PUMP DUTY	<ul style="list-style-type: none"> • Engine: After warming up • Shift lever: P or N • Air conditioner switch: OFF • No load 	Engine speed: Idle	30 - 40%
A/F-S ATMSPHRC CRCT B1	Engine: After warming up, idle the engine		Varies depending on vehicle environment.
A/F-S ATMSPHRC CRCT B2	Engine: After warming up, idle the engine		Varies depending on vehicle environment.
A/F-S ATMSPHRC CRCT UP B1	Engine: Running		Varies depending on the number of updates.
A/F-S ATMSPHRC CRCT UP B2	Engine: Running		Varies depending on the number of updates.

*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-157. "How to Handle Battery"](#).

TERMINAL LAYOUT



PHYSICAL VALUES

NOTE:

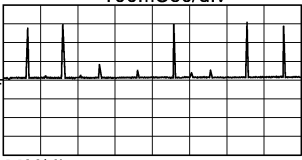
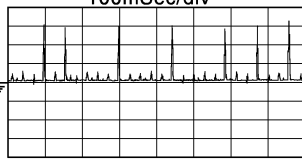
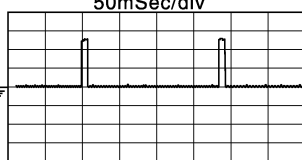
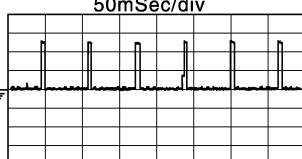
- Specification data are reference values and are measured between each terminals.
- Pulse signal is measured by CONSULT.

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
1 (Y) 2 (L)	175 (B)	Fuel injector No. 8 (HI)	Output	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	BATTERY VOLTAGE (11 - 14 V)★ 100mSec/div 20V/div JPBIA3345ZZ
		Fuel injector No. 5 (HI)		[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	BATTERY VOLTAGE (11 - 14 V)★ 100mSec/div 20V/div JPBIA3347ZZ
3 (Y) 4 (L)	175 (B)	Fuel injector No. 3 (LO)	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	BATTERY VOLTAGE (11 - 14 V)★ 50mSec/div 2V/div JPBIA3355ZZ
		Fuel injector No. 2 (LO)		[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	BATTERY VOLTAGE (11 - 14 V)★ 50mSec/div 2V/div JPBIA3356ZZ

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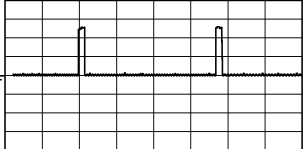
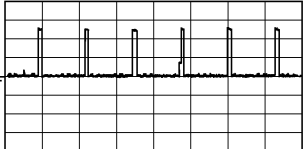
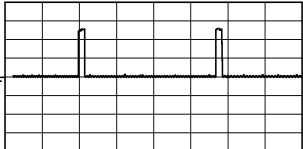
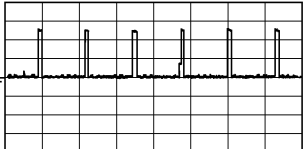
[VK56VD FOR MEXICO]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
5 (B)	—	ECM ground	—	—	—
6 (BR) 7 (B/W)	175 (B)	Fuel injector No. 3 (HI) Fuel injector No. 2 (HI)	Output	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	BATTERY VOLTAGE (11 - 14 V)★ 100mSec/div 
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	BATTERY VOLTAGE (11 - 14 V)★ 100mSec/div 
8 (BR) 9 (B/W)	175 (B)	Fuel injector No. 8 (LO) Fuel injector No. 5 (LO)	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	BATTERY VOLTAGE (11 - 14 V)★ 50mSec/div 
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	BATTERY VOLTAGE (11 - 14 V)★ 50mSec/div 
10 (GR)	—	ECM ground	—	—	—
11 (LG)	175 (B)	PNP switch	Input	[Ignition switch: ON] • Selector lever: P or N position	BATTERY VOLTAGE (11 - 14 V)
				[Ignition switch: ON] • Selector lever: Except above position	0 V

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< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

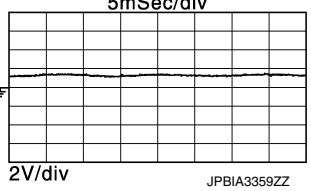
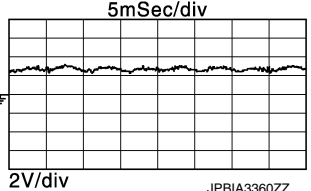
Terminal No. (Wire color)		Description	Input/ Output	Condition	Value (Approx.)
+	-	Signal name			
12 (O) 13 (L) 14 (G) 15 (R)	175 (B)	Ignition signal No. 1 Ignition signal No. 2 Ignition signal No. 3 Ignition signal No. 4	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	0 - 0.2 V★ 50mSec/div  2V/div JPBIA3355ZZ
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	0.1 - 0.4 V★ 50mSec/div  2V/div JPBIA3356ZZ
17 (LG) 18 (V) 19 (L) 20 (G)	175 (B)	Ignition signal No. 5 Ignition signal No. 6 Ignition signal No. 7 Ignition signal No. 8	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	0 - 0.2 V★ 50mSec/div  2V/div JPBIA3355ZZ
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	0.1 - 0.4 V★ 50mSec/div  2V/div JPBIA3356ZZ
21 (R)	25 (P)	Intake air temperature sensor	Input	[Engine is running]	0 - 4.8 V Output voltage varies with intake air temperature.
22 (GR)	25 (P)	Mass air flow sensor (bank 1)	Input	[Engine is running] • Warm-up condition • Idle speed	0.95 - 1.35 V
				[Engine is running] • Warm-up condition • Engine speed: 2,500 rpm	1.3 - 1.7 V
24 (B)	30 (O)	Mass air flow sensor (bank 2)	Input	[Engine is running] • Warm-up condition • Idle speed	0.95 - 1.35 V
				[Engine is running] • Warm-up condition • Engine speed: 2,500 rpm	1.3 - 1.7 V
25 (P)	—	Sensor ground [Mass air flow sensor (bank 1)/ Intake air temperature sensor]	—	—	—
27 (G)	45 (V)	Sensor power supply (Power steering pressure sensor)	—	[Ignition switch: ON]	5 V

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< ECU DIAGNOSIS INFORMATION >

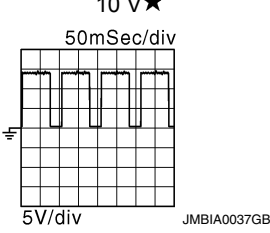
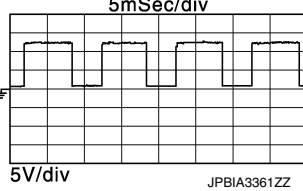
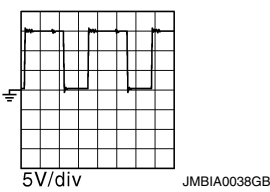
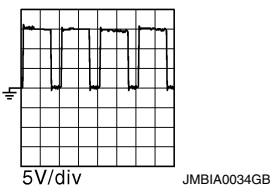
[VK56VD FOR MEXICO]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
28 (W)	40 (B)	Sensor power supply (Fuel rail pressure sensor/Engine oil pressure sensor)	—	[Ignition switch: ON]	5 V
29 (W)	35 (—)	Knock sensor (bank 1)	Input	[Engine is running] • Idle speed	2.5 V* ¹
30 (O)	—	Sensor ground [Mass air flow sensor (bank 2)]	—	—	—
31 (G)	40 (B)	Fuel rail pressure sensor	Input	[Engine is running] • Warm-up condition • Idle speed	0.82 - 1.22 V
				[Engine is running] • Warm-up condition • Revving engine from idle to 4,000 rpm quickly	0.82 - 3.06 V
32 (Y)	40 (B)	Engine coolant temperature sensor	Input	[Engine is running]	0 - 4.8 V Output voltage varies with engine coolant temperature.
33 (GR)	35 (—)	Knock sensor (bank 2)	Input	[Engine is running] • Idle speed	2.5 V* ¹
35 (—)	—	Sensor ground (Knock sensor)	—	—	—
39 (LG)	45 (V)	Power steering pressure sensor	Input	[Engine is running] • Steering wheel: Being turned	0.5 - 4.5 V
				[Engine is running] • Steering wheel: Not being turned	0.4 - 0.8 V
40 (B)	—	Sensor ground (Fuel rail pressure sensor/Engine oil pressure sensor/Engine coolant temperature sensor/Engine oil temperature sensor)	—	—	—
41 (Y)	40 (B)	Engine oil pressure sensor	Input	[Engine is running] • Warm-up condition • Idle speed	1.3 V★ 5mSec/div 
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	2.7 V★ 5mSec/div 
42 (L)	40 (B)	Engine oil temperature sensor	Input	[Engine is running]	0 - 4.8 V Output voltage varies with engine oil temperature.
45 (V)	—	Sensor ground (Power steering pressure sensor)	—	—	—

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[VK56VD FOR MEXICO]

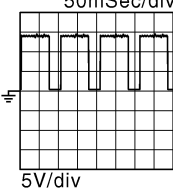
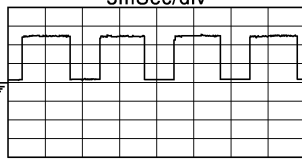
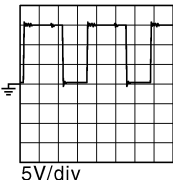
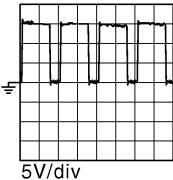
Terminal No. (Wire color)		Description	Input/ Output	Condition	Value (Approx.)
+	-	Signal name			
46 (LG)	175 (B)	Fuel injector driver power supply	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
47 (BR)	175 (B)	Heated oxygen sensor 2 heater (bank 1)	Input	[Engine is running] <ul style="list-style-type: none"> • Engine speed: Below 3,600 rpm after the following conditions are met - Engine: after warming up - 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★ 
				[Ignition switch: ON] <ul style="list-style-type: none"> • Engine: Stopped [Engine is running] • Engine speed: Above 3,600 rpm 	BATTERY VOLTAGE (11 - 14 V)
48 (Y)	175 (B)	A/F sensor 1 heater (bank 1)	Input	[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Idle speed (More than 140 seconds after starting engine) 	2.9 - 8.8 V★ 
49 (GR)	175 (B)	Intake valve timing control solenoid valve (bank 2)	Output	[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Idle speed 	BATTERY VOLTAGE (11 - 14 V)
				[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Engine speed: 2,000rpm 	7 - 12 V★ 
50 (V)	175 (B)	Exhaust valve timing control solenoid valve (bank 2)	Output	[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Idle speed 	BATTERY VOLTAGE (11 - 14 V)
				[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Around 2,500 rpm while the engine speed is rising 	7 - 12 V★ 
51 (W)	175 (B)	Fuel injector driver power supply	Output	[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Idle speed 	BATTERY VOLTAGE (11 - 14 V)

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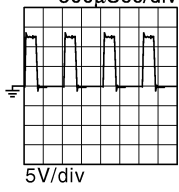
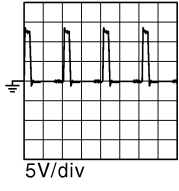
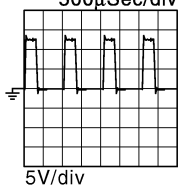
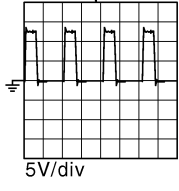
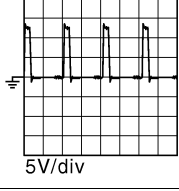
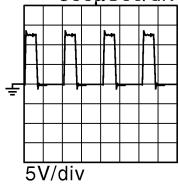
[VK56VD FOR MEXICO]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
52 (G)	175 (B)	Heated oxygen sensor 2 heater (bank 2)	Output	[Engine is running] <ul style="list-style-type: none"> • Engine speed: Below 3,600 rpm after the following conditions are met - Engine: after warming up - 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★ 50mSec/div  5V/div JMBIA0037GB
				[Ignition switch: ON] <ul style="list-style-type: none"> • Engine: Stopped [Engine is running] <ul style="list-style-type: none"> • Engine speed: Above 3,600 rpm 	BATTERY VOLTAGE (11 - 14 V)
53 (P)	175 (B)	A/F sensor 1 heater (bank 2)	Output	[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Idle speed (More than 140 seconds after starting engine) 	2.9 - 8.8 V★ 5mSec/div  5V/div JPBIA3361ZZ
54 (SB)	175 (B)	Intake valve timing control solenoid valve (bank 1)	Output	[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Idle speed 	BATTERY VOLTAGE (11 - 14 V)
				[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Engine speed: 2,000rpm 	7 - 12 V★  5V/div JMBIA0038GB
55 (R)	175 (B)	Exhaust valve timing control solenoid valve (bank 1)	Output	[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Idle speed 	BATTERY VOLTAGE (11 - 14 V)
				[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Around 2,500 rpm while the engine speed is rising 	7 - 12 V★  5V/div JMBIA0034GB

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< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
57 (L)	175 (B)	Throttle control motor (bank 1) (Open)	Output	[Ignition switch: ON] • Engine: Stopped • Selector lever: D • Accelerator pedal: Fully depressed	0 - 14 V★ 500μSec/div  5V/div JMBIA0031GB
				[Ignition switch: ON] • Engine: Stopped • Selector lever: D position • Accelerator pedal: Fully released	0 - 14 V★ 500μSec/div  5V/div JMBIA0032GB
58 (G)	175 (B)	Throttle control motor (bank 2) (Close)	Output	[Ignition switch: ON] • Engine: Stopped • Selector lever: D position • Accelerator pedal: In the middle of releasing operation	0 - 14 V★ 500μSec/div  5V/div JMBIA0031GB
60 (B/W)	—	Shield	—	—	—
62 (R)	175 (B)	Throttle control motor (bank 2) (Open)	Output	[Ignition switch: ON] • Engine: Stopped • Selector lever: D • Accelerator pedal: Fully depressed	0 - 14 V★ 500μSec/div  5V/div JMBIA0031GB
				[Ignition switch: ON] • Engine: Stopped • Selector lever: D position • Accelerator pedal: Fully released	0 - 14 V★ 500μSec/div  5V/div JMBIA0032GB
63 (P)	175 (B)	Throttle control motor (bank 1) (Close)	Output	[Ignition switch: ON] • Engine: Stopped • Selector lever: D position • Accelerator pedal: In the middle of releasing operation	0 - 14 V★ 500μSec/div  5V/div JMBIA0031GB

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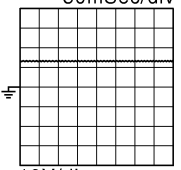
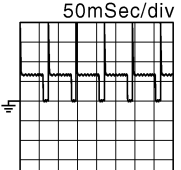
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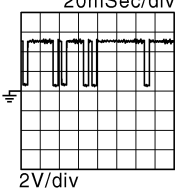
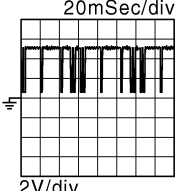
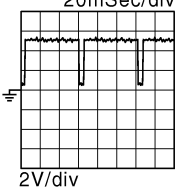
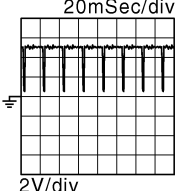
[VK56VD FOR MEXICO]

Terminal No. (Wire color)		Description	Input/ Output	Condition	Value (Approx.)
+	-	Signal name			Value (Approx.)
64 (GR)	175 (B)	EVAP canister purge volume control solenoid valve	Output	[Engine is running] • Idle speed • Accelerator pedal: Not depressed even slightly, after engine starting	BATTERY VOLTAGE (11 - 14 V)★ 50mSec/div  <small>JMBIA0039GB</small>
				[Engine is running] • Engine speed: About 2,000 rpm (More than 100 seconds after starting engine)	BATTERY VOLTAGE (11 - 14 V)★ 50mSec/div  <small>JMBIA0040GB</small>
67 (R)	175 (B)	Manifold absolute pressure sensor	Input	[Engine is running] • Warm-up condition • Idle speed	1.2 V
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	1.5 V
68 (L)	—	Sensor ground [Camshaft position sensor (bank 1)/Exhaust valve timing control position sensor (bank 1)]	—	—	—
69 (O/L)	—	Sensor ground [Throttle position sensor (bank 2)]	—	—	—
70 (G)	—	Sensor ground (Manifold absolute pressure sensor)	—	—	—
71 (O)	97 (G)	Throttle position sensor 1 (bank 2)	Input	[Ignition switch: ON] • Engine: Stopped • Selector lever: D position • Accelerator pedal: Fully released	More than 0.36 V
				[Ignition switch: ON] • Engine: Stopped • Selector lever: D position • Accelerator pedal: Fully depressed	Less than 4.75 V

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< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
73 (B)	99 (R)	Camshaft position sensor (bank 2)	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	3.0 - 5.0 V★ 20mSec/div  2V/div JMBIA0045GB
				[Engine is running] • Engine speed: 2,000 rpm	3.0 - 5.0 V★ 20mSec/div  2V/div JMBIA0046GB
74 (L/W)	175 (B)	A/F sensor 1 (bank 2)	Input	[Ignition switch: ON]	2.5 V
75 (R)	68 (L)	Exhaust valve timing control position sensor (bank 1)	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	4.0 - 5.0 V★ 20mSec/div  2V/div JMBIA0043GB
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	4.0 - 5.0 V★ 20mSec/div  2V/div JMBIA0044GB
76 (B)	86 (L)	Sensor power supply (Crankshaft position sensor)	—	[Ignition switch: ON]	5 V
77 (B)	68 (L)	Sensor power supply [Camshaft position sensor (bank 1)]	—	[Ignition switch: ON]	5 V
78 (L/R)	175 (B)	A/F sensor 1 (bank 2)	Input	[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	2.2 - 2.8V Output voltage varies with air fuel ratio.
79 (B)	97 (G)	Throttle position sensor 2 (bank 1)	Input	[Ignition switch: ON] • Engine: Stopped • Selector lever: D position • Accelerator pedal: Fully released	Less than 4.75 V
				[Ignition switch: ON] • Engine: Stopped • Selector lever: D position • Accelerator pedal: Fully depressed	More than 0.36 V
80 (L)	175 (B)	Sensor power supply [A/F sensor 1 (bank 2)]	—	[Ignition switch: ON]	3.0 V

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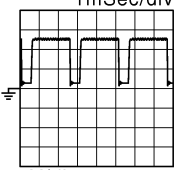
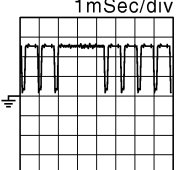
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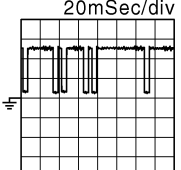
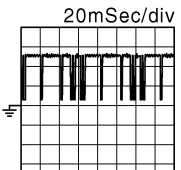
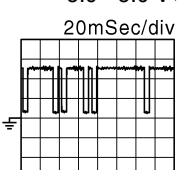
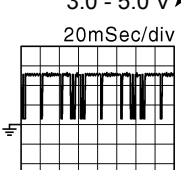
[VK56VD FOR MEXICO]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
81 (W)	97 (G)	Sensor power supply [Throttle position sensor (bank 1)]	—	[Ignition switch: ON]	5 V
82 (W)	69 (O/L)	Sensor power supply [Throttle position sensor (bank 2)]	—	[Ignition switch: ON]	5 V
83 (L)	175 (B)	Sensor power supply [Camshaft position sensor (bank 2)]	—	[Ignition switch: ON]	5 V
85 (W)	175 (B)	Sensor power supply (Manifold absolute pressure sensor)	—	[Ignition switch: ON]	5 V
86 (L)	98 (R)	Crankshaft position sensor	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	4.0 - 5.0 V★  <small>JMBIA0041GB</small>
				[Engine is running] • Engine speed: 2,000 rpm	4.0 - 5.0 V★  <small>JMBIA0042GB</small>
87 (BR)	100 (P)	Heated oxygen sensor 2 (bank 2)	Input	[Engine is running] • Revving engine from idle to 3,000 rpm quickly after the following conditions are met - Engine: after warming up - 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
88 (L/W)	175 (B)	A/F sensor 1 (bank 1)	Input	[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	2.2 - 2.8 V Output voltage varies with air fuel ratio.
89 (W/L)	69 (O/L)	Throttle position sensor 2 (bank 2)	Input	[Ignition switch: ON] • Engine: Stopped • Selector lever: D position • Accelerator pedal: Fully released	Less than 4.75 V
				[Ignition switch: ON] • Engine: Stopped • Selector lever: D position • Accelerator pedal: Fully depressed	More than 0.36 V
90 (L/R)	175 (B)	Sensor power supply [A/F sensor 1 (bank 1)]	—	[Ignition switch: ON]	3.0 V

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< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

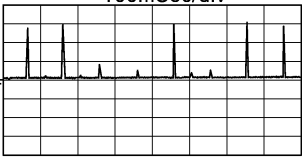
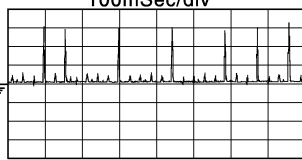
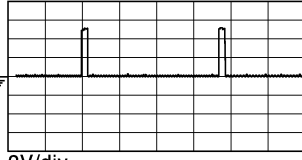
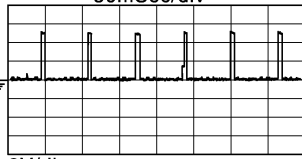
Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
91 (R)	175 (B)	Throttle position sensor 1 (bank 1)	Input	[Ignition switch: ON] • Engine: Stopped • Selector lever: D position • Accelerator pedal: Fully released	More than 0.36 V
				[Ignition switch: ON] • Engine: Stopped • Selector lever: D position • Accelerator pedal: Fully depressed	Less than 4.75 V
93 (B)	99 (R)	Exhaust valve timing control position sensor (bank 2)	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	3.0 - 5.0 V★ 20mSec/div  2V/div JMBIA0045GB
				[Engine is running] • Engine speed: 2,000 rpm	3.0 - 5.0 V★ 20mSec/div  2V/div JMBIA0046GB
94 (L)	175 (B)	A/F sensor 1 (bank 1)	Input	[Ignition switch: ON]	2.0 V
95 (R)	68 (L)	Camshaft position sensor (bank 1)	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	3.0 - 5.0 V★ 20mSec/div  2V/div JMBIA0045GB
				[Engine is running] • Engine speed: 2,000 rpm	3.0 - 5.0 V★ 20mSec/div  2V/div JMBIA0046GB
96 (Y)	100 (P)	Heated oxygen sensor 2 (bank 1)	Input	[Engine is running] • Revving engine from idle to 3,000 rpm quickly after the following condi- tions are met - Engine: after warming up - 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
97 (G)	—	Sensor ground [Throttle position sensor (bank 1)]	—	—	—

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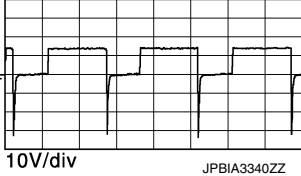
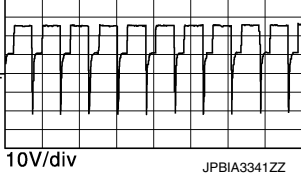
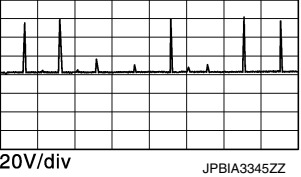
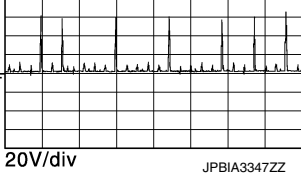
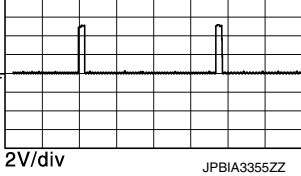
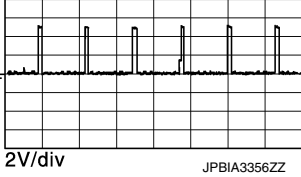
[VK56VD FOR MEXICO]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
98 (R)	—	Sensor ground (Crankshaft position sensor)	—	—	—
99 (R)	—	Sensor ground [Camshaft position sensor (bank 2)/Exhaust valve timing control position sensor (bank 2)]	—	—	—
100 (P)	—	Sensor ground (Heated oxygen sensor 2)	—	—	—
101 (Y) 102 (L)	175 (B)	Fuel injector No. 1 (HI) Fuel injector No. 6 (HI)	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	BATTERY VOLTAGE (11 - 14 V)★ 100mSec/div  20V/div <small>JPBIA3345ZZ</small>
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	BATTERY VOLTAGE (11 - 14 V)★ 100mSec/div  20V/div <small>JPBIA3347ZZ</small>
103 (B/W) 104 (BR)	175 (B)	Fuel injector No. 7 (LO) Fuel injector No. 4 (LO)	Output	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	BATTERY VOLTAGE (11 - 14 V)★ 50mSec/div  2V/div <small>JPBIA3355ZZ</small>
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	BATTERY VOLTAGE (11 - 14 V)★ 50mSec/div  2V/div <small>JPBIA3356ZZ</small>

ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

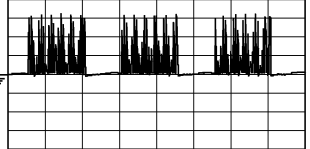
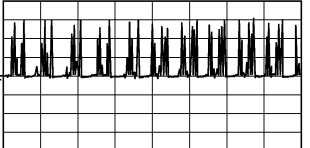
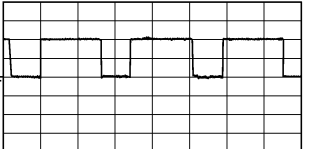
Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
105 (W)	175 (B)	High pressure fuel pump (HI)	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	BATTERY VOLTAGE (11 - 14 V)★ 20mSec/div 
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	BATTERY VOLTAGE (11 - 14 V)★ 20mSec/div 
106 (L) 107 (Y)	175 (B)	Fuel injector No. 7 (HI) Fuel injector No. 4 (HI)	Output	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	BATTERY VOLTAGE (11 - 14 V)★ 100mSec/div 
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	BATTERY VOLTAGE (11 - 14 V)★ 100mSec/div 
108 (BR) 109 (B/W)	175 (B)	Fuel injector No. 1 (LO) Fuel injector No. 6 (LO)	Output	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	BATTERY VOLTAGE (11 - 14 V)★ 50mSec/div 
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	BATTERY VOLTAGE (11 - 14 V)★ 50mSec/div 

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< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
110 (B)	175 (B)	High pressure fuel pump (LO)	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	BATTERY VOLTAGE (11 - 14 V)★ 20mSec/div  5V/div JPBIA334ZZ
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	BATTERY VOLTAGE (11 - 14 V)★ 20mSec/div  5V/div JPBIA334ZZ
111 (W)	175 (B)	Fuel injector driver power supply	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
112 (W)	175 (B)	Fuel injector driver power supply	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
114 (B)	—	ECM ground (Fuel injector)	—	—	—
115 (B)	—	ECM ground (Fuel injector)	—	—	—
122 (V)	175 (B)	VVEL actuator motor relay abort signal (VVEL control module)	Input	[Ignition switch: ON]	0 V
123 (BG)	175 (B)	Throttle control motor relay	Output	[Ignition switch: ON → OFF]	0 - 1.0 V ↓ BATTERY VOLTAGE (11 - 14 V) ↓ 0 V
				[Ignition switch: ON]	0 - 1.0 V
125 (P)	175 (B)	Fuel pump control module (FPCM)	Output	[When cranking engine]	0 - 0.5 V
				[Engine is running] • Warm-up condition	0 - 4.0 V★ 5mSec/div  2V/div JPBIA334ZZ
126 (Y)	129 (BR)	Accelerator pedal position sensor 2	Input	[Ignition switch: ON] • Engine: Stopped • Accelerator pedal: Fully released	0.22 - 0.5 V
				[Ignition switch: ON] • Engine: Stopped • Accelerator pedal: Fully depressed	2.1 - 2.5 V

ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)	
+	-	Signal name	Input/ Output			
128 (SB)	130 (Y)	ICC steering switch	Input	[Ignition switch: ON] • ICC steering switch: OFF	4.2 V	EC
				[Ignition switch: ON] • MAIN switch: Pressed	0 V	C
				[Ignition switch: ON] • CANCEL switch: Pressed	1.9 V	D
				[Ignition switch: ON] • RESUME/ACCELERATE switch: Pressed	3.7 V	E
				[Ignition switch: ON] • SET/COAST switch: Pressed	3.2 V	F
				[Ignition switch: ON] • DISTANCE switch: Pressed	2.6 V	G
				[Ignition switch: ON] • DYNAMIC DRIVE ASSISTANCE switch: Pressed	1.0 V	H
129 (BR)	—	Sensor ground (Accelerator pedal position sensor 2)	—	—	—	I
130 (Y)	—	Sensor ground (ICC steering switch)	—	—	—	J
131 (L)	129 (BR)	Sensor power supply (Accelerator pedal position sensor 2)	—	[Ignition switch: ON]	5 V	K
133 (BG)	150 (V)	Sensor power supply (Refrigerant pressure sensor/ Battery current sensor)	—	[Ignition switch: ON]	5 V	L
134 (P)	175 (B)	Fuel temperature sensor	Input	[Engine is running] • Warm-up condition	2.8 V	M
136 (R)	140 (W)	Accelerator pedal position sensor 1	Input	[Ignition switch: ON] • Engine: Stopped • Accelerator pedal: Fully released	0.45 - 1.0 V	N
				[Ignition switch: ON] • Engine: Stopped • Accelerator pedal: Fully depressed	4.4 - 4.8 V	O
137 (G)	140 (W)	Sensor power supply (Accelerator pedal position sensor 1)	—	[Ignition switch: ON]	5 V	P
138 (P)	175 (B)	Battery current sensor	Input	[Engine is running] • Battery: Fully charged*2 • Idle speed	2.6 - 3.5 V	
139 (BG)	175 (B)	Battery temperature sensor	Input	[Engine is running] • Battery temperature: 25°C • Idle speed	3.3 V	
140 (W)	—	Sensor ground (Accelerator pedal position sensor 1)	—	—	—	
141 (G)	175 (B)	Ignition switch	Input	[Ignition switch: OFF]	0 V	
				[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)	

ECM

< ECU DIAGNOSIS INFORMATION >

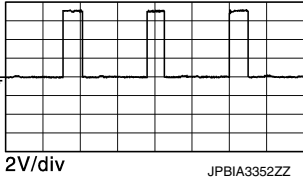
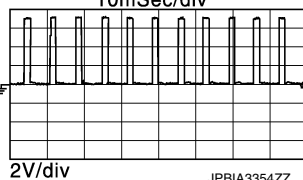
[VK56VD FOR MEXICO]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
142 (GR)	175 (B)	Fuel pump control module (FPCM) check	Input	[When cranking engine]	0 V
				[Engine is running] • Warm-up condition • Idle speed	9 V
144 (LG)	150 (V)	Refrigerant pressure sensor	Input	[Engine is running] • Warm-up condition • Both A/C switch and blower fan motor switch: ON (Compressor operates)	1.0 - 4.0 V
146 (L)	—	CAN communication line	—	—	—
147 (BR)	175 (B)	ICC brake switch	Input	[Ignition switch: ON] • Brake pedal: Slightly depressed	0 V
				[Ignition switch: ON] • Brake pedal: Fully released	BATTERY VOLTAGE (11 - 14 V)
150 (V)	—	Sensor ground (Refrigerant pressure sensor/ Battery current sensor)	—	—	—
151 (P)	—	CAN communication line	—	—	—
156 (W)	175 (B)	Power supply for ECM (Back-up)	Input	[Ignition switch: OFF]	BATTERY VOLTAGE (11 - 14 V)
158 (P)	175 (B)	Stop lamp switch	Input	[Ignition switch: OFF] • Brake pedal: Fully released	0 V
				[Ignition switch: OFF] • Brake pedal: Slightly depressed	BATTERY VOLTAGE (11 - 14 V)
161 (Y)	—	ENG communication line	—	—	—
163 (W)	175 (B)	ECM relay (Self shut-off)	Output	[Engine is running] [Ignition switch: OFF] • A few seconds after turning ignition switch OFF	0 - 1.5 V
				[Ignition switch: OFF] • More than a few seconds after turning ignition switch OFF	BATTERY VOLTAGE (11 - 14 V)
166 (BG)	—	ENG communication line	—	—	—

ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/ Output		
169 (V)	175 (B)	Engine speed signal output	Input	[Engine is running] • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	0 - 7.0 V★ 10mSec/div  2V/div <small>JPBIA3352ZZ</small>
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	0 - 7.0 V★ 10mSec/div  2V/div <small>JPBIA3354ZZ</small>
171 (SB)	175 (B)	Power supply for ECM	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
172 (SB)	175 (B)	Power supply for ECM	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
173 (R)	175 (B)	Throttle control motor power supply	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
174 (B)	—	ECM ground	—	—	—
175 (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-157. "How to Handle Battery"](#).

Fail-safe

INFOID:000000012357615

DTC No.	Detected items	Engine operating condition in fail-safe mode
U0113 U1003 U1024	Can communication circuit	VVEL actuator motor relay is turned off, and VVEL value is become at a minimum angle. Engine speed will not rise more than 3,500 rpm due to the fuel cut.
P0011 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.
P0014 P0024	Exhaust valve timing control	The signal is not energized to the exhaust valve timing control magnet retarder and the magnet retarder control does not function.
P0087	FRP control system	<ul style="list-style-type: none"> • Engine torque is limited. • VVEL value is maintained at a fixed angle.
P0088		Engine speed is limited.
P0090	FRP control system	<ul style="list-style-type: none"> • Engine torque is limited. • VVEL value is maintained at a fixed angle.
P0102 P0103 P010C P010D	Mass air flow sensor circuit	Engine speed will not rise more than 2,400 rpm due to the fuel cut.

ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

DTC No.	Detected items	Engine operating condition in fail-safe mode	
P0117 P0118	Engine coolant temperature sensor circuit	Engine coolant temperature will be determined by ECM based on the following condition. CONSULT displays the engine coolant temperature decided by ECM.	
		Condition	Engine coolant temperature decided (CONSULT 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) (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 P0123 P0222 P0223 P0227 P0228 P1239 P2132 P2133 P2135	Throttle position sensor	<p>The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees.</p> <p>The ECM regulates the opening speed of the throttle valve to be slower than the normal condition.</p> <p>Therefore, the acceleration will be poor.</p>	
P0190	FRP sensor	<ul style="list-style-type: none"> • Engine speed is limited. • High pressure fuel pump is activated at maximum discharge pressure. 	
P0197 P0198	Engine oil temperature sensor	Exhaust valve timing control does not function.	
P0201 P0202 P0203 P0204 P0205 P0206 P0207 P0208	Injector	<ul style="list-style-type: none"> • Engine torque is limited. • Fuel injection shut-off of malfunction cylinder. • Mixture ratio feedback control does not function. • Idle engine speed is increased. 	
P0500	Vehicle speed sensor	The cooling fan operates (Highest) while engine is running.	
P0524	Engine oil pressure	<p>The signal is not energized to the intake valve timing control solenoid valve and the valve control does not function.</p> <p>Engine speed will not rise more than 2,400 rpm due to the fuel cut.</p>	
P0605	ECM	<p>(When ECM calculation function is malfunctioning:)</p> <p>ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.</p> <p>ECM deactivates ASCD operation.</p>	
P0607	ECM	<p>VVEL actuator motor relay is turned off, and VVEL value is become at a minimum angle.</p> <p>Engine speed will not rise more than 3,500 rpm due to the fuel cut.</p>	
P062B	ECM	<p>Type1</p> <ul style="list-style-type: none"> • Engine torque is limited. • Idle engine speed is increased. • Fuel injector power supply shut-off. • High fuel pressure limitation. <p>Type2</p> <ul style="list-style-type: none"> • Engine torque is limited. • Fuel injection shut-off of malfunction cylinder. • Mixture ratio feedback control does not function. • Idle engine speed is increased. 	
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.	

ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

DTC No.	Detected items	Engine operating condition in fail-safe mode						
P1087 P1088	VVEL control function	VVEL of normal bank is controlled at VVEL angle of abnormal bank. Engine speed will not rise more than 3,500 rpm due to the fuel cut.						
P1089 P1092	VVEL control shaft position sensor	VVEL value is maintained at a fixed angle. Engine speed will not rise more than 3,500 rpm due to the fuel cut						
P1090 P1093	VVEL actuator motor	VVEL of normal bank is controlled at VVEL angle of abnormal bank. 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 minimum angle. 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 minimum angle. Engine speed will not rise more than 3,500 rpm due to the fuel cut.						
P1197	Out of gas	<ul style="list-style-type: none"> • Engine torque is limited. • VVEL value is maintained at a fixed angle. 						
P1233 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 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 P2119	Electric throttle control actuator	<p>(When electric throttle control actuator does not function properly due to the return spring malfunction:) 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.</p> <p>(When throttle valve opening angle in fail-safe mode is not in specified range:) ECM controls the electric throttle control actuator because of regulating the throttle opening to 20 degrees or less.</p> <p>(When ECM detects the throttle valve is stuck open:) While the vehicle is being driven, it slows down gradually by fuel cut. After the vehicle stops, the engine stalls. The engine can restart in the N or P position, and engine speed will not exceed 1,000 rpm or more.</p>						
P2100 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 minimum angle. 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 minimum angle. Engine speed will not rise more than 3,500 rpm due to the fuel cut.						
P1805	Brake switch	<p>ECM controls the electric throttle control actuator by regulating the throttle opening to a small range. Therefore, acceleration will be poor.</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <thead> <tr> <th style="width: 50%;">Vehicle condition</th> <th style="width: 50%;">Driving condition</th> </tr> </thead> <tbody> <tr> <td>When engine is idling</td> <td>Normal</td> </tr> <tr> <td>When accelerating</td> <td>Poor acceleration</td> </tr> </tbody> </table>	Vehicle condition	Driving condition	When engine is idling	Normal	When accelerating	Poor acceleration
Vehicle condition	Driving condition							
When engine is idling	Normal							
When accelerating	Poor acceleration							
P2122 P2123 P2127 P2128 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. The ECM regulates the opening speed of the throttle valve to be slower than the normal condition. Therefore, the acceleration will be poor.						

DTC Inspection Priority Chart

INFOID:000000012357616

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	<ul style="list-style-type: none"> • U0101 CAN communication line • U0113 U1003 CAN communication line • U1001 CAN communication line • U1024 VVEL CAN communication line • P0102 P0103 P010C P010D Mass air flow sensor • P010A Manifold absolute pressure sensor • P0112 P0113 Intake air temperature sensor • P0117 P0118 Engine coolant temperature sensor • P0122 P0123 P0222 P0223 P0227 P0228 P1225 P1226 P1234 P1235 P1239 P2132 P2133 P2135 Throttle position sensor • P0197 P0198 Engine oil temperature sensor • P0327 P0328 P0332 P0333 Knock sensor • P0335 Crankshaft position sensor • P0340 P0345 Camshaft position sensor • P0500 Vehicle speed sensor • P0520 EOP sensor • P0605 P0607 P0611 P062B ECM • P0643 Sensor power supply • P0705 P0850 Transmission range switch • P1089 P1092 P1608 VVEL control shaft position sensor • P1197 Out of gas* • P1220 Fuel pump control module (FPCM) • P1550 P1551 P1552 P1553 P1554 Battery current sensor • P1556 P1557 Battery temperature sensor • P1606 P1607 VVEL control module • P1610 - P1615 NATS • P1806 Brake booster pressure sensor • P2122 P2123 P2127 P2128 P2138 Accelerator pedal position sensor

ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

Priority	Detected items (DTC)	
2	<ul style="list-style-type: none"> • P0031 P0032 P0051 P0052 Air fuel ratio (A/F) sensor 1 heater • P0037 P0038 P0057 P0058 Heated oxygen sensor 2 heater • P0075 P0081 Intake valve timing control solenoid valve • P0078 P0084 Exhaust valve timing control solenoid valve • P0090 High pressure fuel pump • P0130 P0131 P0132 P0133 P0150 P0151 P0152 P0153 Air fuel ratio (A/F) sensor 1 • P0137 P0138 P0139 P0157 P0158 P0159 Heated oxygen sensor 2 • P0190 FRP sensor • P0444 EVAP canister purge volume control solenoid valve • P0550 Power steering pressure sensor • P0603 ECM power supply • P0710 P0717 P0720 P0729 P0730 P0731 P0732 P0733 P0734 P0735 P0740 P0744 P0745 P0750 P0775 P0780 P0795 P1730 P1734 P2713 P2722 P2731 P2807 A/T related sensors, solenoid valves and switches • P1078 P1084 Exhaust valve timing control position sensor • P1087 P1088 VVEL system • P1090 P1093 VVEL actuator motor • P1091 VVEL actuator motor relay • P1217 Engine over temperature (OVERHEAT) • P1233 P2101 Electric throttle control function • P1236 P2118 Throttle control motor • P1805 Brake switch • P2100 P2103 Throttle control motor relay 	A EC C D E F G
3	<ul style="list-style-type: none"> • P0011 P0021 Intake valve timing control • P0014 P0024 Exhaust valve timing control • P0087, P0088 FRP control system • P0171 P0172 P0174 P0175 Fuel injection system function • P0201 - P0208 Injector • P0300 - P0308 Misfire • P0420 P0430 Three way catalyst function • P0506 P0507 Idle speed control system • P0524 Engine oil pressure • P100A P100B VVEL system • P1212 TCS communication line • P1238 P2119 Electric throttle control actuator • P1564 ICC steering switch • P1568 ICC command value • P1572 ICC brake switch • P1574 ICC vehicle speed sensor • P1715 Input speed sensor 	H I J K L

NOTE:

*: If "P1197" is displayed with other DTC in priority 1, perform trouble diagnosis for "P1197" first.

DTC Index

INFOID:0000000012357617

x:Applicable —: Not applicable

DTC*1		Items (CONSULT screen terms)	SRT code	Trip	MIL	Reference page
CONSULT GST*2	ECM*3					
U0101	0101	LOST COMM (TCM)	—	1	×	EC-1749
U0113	0113	CAN COMM CIRCUIT	—	1	×	EC-1750
U1001	1001*4	CAN COMM CIRCUIT	—	1 or 2	—	EC-1752
U1003	1003	CAN COMM CIRCUIT	—	2	—	EC-1750
U1024	1024	VVEL CAN COMM CIRCUIT	—	1	×	EC-1753
P0000	0000	NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.	—	—	Blinking*6	—
P0011	0011	INT/V TIM CONT-B1	×	2	×	EC-1755
P0014	0014	EXH/V TIM CONT-B1	—	2	×	EC-1759

ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

DTC*1		Items (CONSULT screen terms)	SRT code	Trip	MIL	Reference page
CONSULT GST*2	ECM*3					
P0021	0021	INT/V TIM CONT-B2	×	2	×	EC-1755
P0024	0024	EXH/V TIM CONT-B2	—	2	×	EC-1759
P0031	0031	A/F SEN1 HTR (B1)	—	2	×	EC-1763
P0032	0032	A/F SEN1 HTR (B1)	—	2	×	EC-1763
P0037	0037	HO2S2 HTR (B1)	—	2	×	EC-1766
P0038	0038	HO2S2 HTR (B1)	—	2	×	EC-1766
P0051	0051	A/F SEN1 HTR (B2)	—	2	×	EC-1763
P0052	0052	A/F SEN1 HTR (B2)	—	2	×	EC-1763
P0057	0057	HO2S2 HTR (B2)	—	2	×	EC-1766
P0058	0058	HO2S2 HTR (B2)	—	2	×	EC-1766
P0075	0075	INT/V TIM V/CIR-B1	—	2	×	EC-1769
P0078	0078	EX V/T ACT/CIRC-B1	—	2	×	EC-1772
P0081	0081	INT/V TIM V/CIR-B2	—	2	×	EC-1769
P0084	0084	EX V/T ACT/CIRC-B2	—	2	×	EC-1772
P0087	0087	LOW FUEL PRES	—	2	×	EC-1775
P0088	0088	HIGH FUEL PRES	—	2	×	EC-1779
P0090	0090	FUEL PUMP	—	2	×	EC-1782
P0102	0102	MAF SEN/CIRCUIT-B1	—	1	×	EC-1785
P0103	0103	MAF SEN/CIRCUIT-B1	—	1	×	EC-1785
P010A	010A	ABSL PRES SEN/CIRC	—	2	×	EC-1791
P010C	010C	MAF SEN/CIRCUIT-B2	—	1	×	EC-1785
P010D	010D	MAF SEN/CIRCUIT-B2	—	1	×	EC-1785
P0112	0112	IAT SEN/CIRCUIT-B1	—	2	×	EC-1794
P0113	0113	IAT SEN/CIRCUIT-B1	—	2	×	EC-1794
P0117	0117	ECT SEN/CIRC	—	1	×	EC-1796
P0118	0118	ECT SEN/CIRC	—	1	×	EC-1796
P0122	0122	TP SEN 2/CIRC-B1	—	1	×	EC-1798
P0123	0123	TP SEN 2/CIRC-B1	—	1	×	EC-1798
P0130	0130	A/F SENSOR1 (B1)	×	2	×	EC-1801
P0131	0131	A/F SENSOR1 (B1)	—	2	×	EC-1805
P0132	0132	A/F SENSOR1 (B1)	—	2	×	EC-1808
P0133	0133	A/F SENSOR1 (B1)	×	2	×	EC-1811
P0137	0137	HO2S2 (B1)	×	2	×	EC-1816
P0138	0138	HO2S2 (B1)	×	2	×	EC-1822
P0139	0139	HO2S2 (B1)	×	2	×	EC-1830
P0150	0150	A/F SENSOR1 (B2)	×	2	×	EC-1801
P0151	0151	A/F SENSOR1 (B2)	—	2	×	EC-1805
P0152	0152	A/F SENSOR1 (B2)	—	2	×	EC-1808
P0153	0153	A/F SENSOR1 (B2)	×	2	×	EC-1811
P0157	0157	HO2S2 (B2)	×	2	×	EC-1816
P0158	0158	HO2S2 (B2)	×	2	×	EC-1822
P0159	0159	HO2S2 (B2)	×	2	×	EC-1830

ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

DTC*1		Items (CONSULT screen terms)	SRT code	Trip	MIL	Reference page
CONSULT GST*2	ECM*3					
P0171	0171	FUEL SYS-LEAN-B1	—	2	×	EC-1836
P0172	0172	FUEL SYS-RICH-B1	—	2	×	EC-1840
P0174	0174	FUEL SYS-LEAN-B2	—	2	×	EC-1836
P0175	0175	FUEL SYS-RICH-B2	—	2	×	EC-1840
P0190	0190	FUEL PRES SEN/CIRC	—	1	×	EC-1844
P0197	0197	EOT SEN/CIRC	—	2	×	EC-1847
P0198	0198	EOT SEN/CIRC	—	2	×	EC-1847
P0201	0201	INJECTOR CIRC-CYL1	—	2	×	EC-1849
P0202	0202	INJECTOR CIRC-CYL2	—	2	×	EC-1849
P0203	0203	INJECTOR CIRC-CYL3	—	2	×	EC-1849
P0204	0204	INJECTOR CIRC-CYL4	—	2	×	EC-1849
P0205	0205	INJECTOR CIRC-CYL5	—	2	×	EC-1849
P0206	0206	INJECTOR CIRC-CYL6	—	2	×	EC-1849
P0207	0207	INJECTOR CIRC-CYL7	—	2	×	EC-1849
P0208	0208	INJECTOR CIRC-CYL8	—	2	×	EC-1849
P0222	0222	TP SEN 1/CIRC-B1	—	1	×	EC-1850
P0223	0223	TP SEN 1/CIRC-B1	—	1	×	EC-1850
P0227	0227	TP SEN 2/CIRC-B2	—	1	×	EC-1798
P0228	0228	TP SEN 2/CIRC-B2	—	1	×	EC-1798
P0300	0300	MULTI CYL MISFIRE	—	1 or 2	×	EC-1853
P0301	0301	CYL 1 MISFIRE	—	1 or 2	×	EC-1853
P0302	0302	CYL 2 MISFIRE	—	1 or 2	×	EC-1853
P0303	0303	CYL 3 MISFIRE	—	1 or 2	×	EC-1853
P0304	0304	CYL 4 MISFIRE	—	1 or 2	×	EC-1853
P0305	0305	CYL 5 MISFIRE	—	1 or 2	×	EC-1853
P0306	0306	CYL 6 MISFIRE	—	1 or 2	×	EC-1853
P0307	0307	CYL 7 MISFIRE	—	1 or 2	×	EC-1853
P0308	0308	CYL 8 MISFIRE	—	1 or 2	×	EC-1853
P0327	0327	KNOCK SEN/CIRC-B1	—	2	—	EC-1859
P0328	0328	KNOCK SEN/CIRC-B1	—	2	—	EC-1859
P0332	0332	KNOCK SEN/CIRC-B2	—	2	—	EC-1859
P0333	0333	KNOCK SEN/CIRC-B2	—	2	—	EC-1859
P0335	0335	CKP SEN/CIRCUIT	—	2	×	EC-1861
P0340	0340	CMP SEN/CIRC-B1	—	2	×	EC-1865
P0345	0345	CMP SEN/CIRC-B2	—	2	×	EC-1865
P0420	0420	TW CATALYST SYS-B1	×	2	×	EC-1869
P0430	0430	TW CATALYST SYS-B2	×	2	×	EC-1869
P0444	0444	PURG VOLUME CONT/V	—	2	×	EC-1874
P0500	0500	VEHICLE SPEED SEN A*5	—	2	—	EC-1877
P0506	0506	ISC SYSTEM	—	2	×	EC-1879
P0507	0507	ISC SYSTEM	—	2	×	EC-1881
P0520	0520	EOP SENSOR/SWITCH	—	2	—	EC-1883

ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

DTC*1		Items (CONSULT screen terms)	SRT code	Trip	MIL	Reference page
CONSULT GST*2	ECM*3					
P0524	0524	ENGINE OIL PRESSURE	—	2	×	EC-1886
P0550	0550	PW ST P SEN/CIRC	—	2	—	EC-1889
P0603	0603	ECM BACK UP/CIRCUIT	—	2	×	EC-1892
P0605	0605	ECM	—	1 or 2	× or —	EC-1894
P0607	0607	ECM	—	2	×	EC-1896
P0611	0611	FIC MODULE	—	2	×	EC-1897
P062B	062B	ECM	—	2	× or —	EC-1898
P0643	0643	SENSOR POWER/CIRC	—	1	×	EC-1899
P0705	0705	T/M RANGE SENSOR A	—	2	×	TM-111
P0710	0710	FLUID TEMP SENSOR A*7	—	2	×	TM-112
P0717	0717	INPUT SPEED SENSOR A	—	2	×	TM-114
P0720	0720	OUTPUT SPEED SENSOR*5	—	2	×	TM-115
P0729	0729	6GR INCORRECT RATIO*7	—	2	×	TM-119
P0730	0730	INCORRECT GR RATIO	—	2	×	TM-121
P0731	0731	1GR INCORRECT RATIO*7	—	2	×	TM-123
P0732	0732	2GR INCORRECT RATIO*7	—	2	×	TM-125
P0733	0733	3GR INCORRECT RATIO*7	—	2	×	TM-127
P0734	0734	4GR INCORRECT RATIO*7	—	2	×	TM-129
P0735	0735	5GR INCORRECT RATIO*7	—	2	×	TM-131
P0740	0740	TORQUE CONVERTER	—	2	×	TM-133
P0744	0744	TORQUE CONVERTER	—	2	×	TM-134
P0745	0745	PC SOLENOID A	—	2	×	TM-136
P0750	0750	SHIFT SOLENOID A	—	2	×	TM-137
P0775	0775	PC SOLENOID B	—	2	×	TM-138
P0780	0780	SHIFT	—	1	×	TM-139
P0795	0795	PC SOLENOID C	—	2	×	TM-141
P0850	0850	P-N POS SW/CIRCUIT	—	2	×	EC-1901
P100A	100A	VVEL SYSTEM-B1	—	2	×	EC-1904
P100B	100B	VVEL SYSTEM-B2	—	2	×	EC-1904
P1078	1078	EXH TIM SEN/CIRC-B1	—	2	×	EC-1908
P1084	1084	EXH TIM SEN/CIRC-B2	—	2	×	EC-1908
P1087	1087	VVEL SYSTEM-B1	—	1	×	EC-1911
P1088	1088	VVEL SYSTEM-B2	—	1	×	EC-1911
P1089	1089	VVEL POS SEN/CIRC-B1	—	1	×	EC-1912
P1090	1090	VVEL ACTR MOT-B1	—	1	×	EC-1915
P1091	1091	VVEL ACTR MOT PWR	—	1 or 2	×	EC-1918
P1092	1092	VVEL POS SEN/CIRC-B2	—	1	×	EC-1912
P1093	1093	VVEL ACTR MOT-B2	—	1	×	EC-1915
P1197	1197	FUEL RUN OUT	—	2	—	EC-1847
P1212	1212	TCS/CIRC	—	2	—	EC-1923
P1217	1217	ENG OVER TEMP	—	1	×	EC-1924

ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

DTC*1		Items (CONSULT screen terms)	SRT code	Trip	MIL	Reference page
CONSULT GST*2	ECM*3					
P1220	1220	FPCM	—	1	—	EC-1927
P1225	1225	CTP LEARNING-B1	—	2	—	EC-1930
P1226	1226	CTP LEARNING-B1	—	2	—	EC-1931
P1233	1233	ETC FNCTN/CIRC-B2	—	1	×	EC-1932
P1234	1234	CTP LEARNING-B2	—	2	—	EC-1930
P1235	1235	CTP LEARNING-B2	—	2	—	EC-1931
P1236	1236	ETC MOT-B2	—	1	×	EC-1936
P1238	1238	ETC ACTR-B2	—	1	×	EC-1938
P1239	1239	TP SENSOR-B2	—	1	×	EC-1940
P1550	1550	BAT CURRENT SENSOR	—	2	—	EC-1943
P1551	1551	BAT CURRENT SENSOR	—	2	—	EC-1946
P1552	1552	BAT CURRENT SENSOR	—	2	—	EC-1946
P1553	1553	BAT CURRENT SENSOR	—	2	—	EC-1949
P1554	1554	BAT CURRENT SENSOR	—	2	—	EC-1952
P1556	1556	BAT TMP SEN/CIRC	—	2	—	EC-1956
P1557	1557	BAT TMP SEN/CIRC	—	2	—	EC-1956
P1564	1564	ASCD SW	—	1	—	EC-1959
P1568	1568	ICC COMMAND VALUE	—	1	—	EC-1962
P1572	1572	ASCD BRAKE SW	—	1	—	EC-1963
P1574	1574	ASCD VHL SPD SEN	—	1	—	EC-1969
P1606	1606	VVEL CONTROL MODULE	—	1 or 2	× or —	EC-1971
P1607	1607	VVEL CONTROL MODULE	—	1	×	EC-1972
P1608	1608	VVEL SENSOR POWER/CIRC	—	1	×	EC-1973
P1610	1610	LOCK MODE	—	2	—	SEC-55
P1611	1611	ID DISCORD IMMU-ECM	—	2	—	SEC-56
P1612	1612	CHAIN OF ECM-IMMU	—	2	—	SEC-57
P1614	1614	CHAIN OF IMMU-KEY	—	2	—	SEC-58
P1715	1715	IN PULY SPEED	—	2	—	EC-1975
P1730	1730	INTERLOCK	—	2	×	TM-145
P1734	1734	7GR INCORRECT RATIO*7	—	2	×	TM-147
P1805	1805	BRAKE SW/CIRCUIT	—	2	—	EC-1976
P1806	1806	BRAKE VACUUM SEN	—	2	×	BRC-135
P2100	2100	ETC MOT PWR-B1	—	1	×	EC-1979
P2101	2101	ETC FNCTN/CIRC-B1	—	1	×	EC-1932
P2103	2103	ETC MOT PWR	—	1	×	EC-1979
P2118	2118	ETC MOT-B1	—	1	×	EC-1936
P2119	2119	ETC ACTR-B1	—	1	×	EC-1938
P2122	2122	APP SEN 1/CIRC	—	1	×	EC-1981
P2123	2123	APP SEN 1/CIRC	—	1	×	EC-1981
P2127	2127	APP SEN 2/CIRC	—	1	×	EC-1984
P2128	2128	APP SEN 2/CIRC	—	1	×	EC-1984
P2132	2132	TP SEN 1/CIRC-B2	—	1	×	EC-1850

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< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

DTC*1		Items (CONSULT screen terms)	SRT code	Trip	MIL	Reference page
CONSULT GST*2	ECM*3					
P2133	2133	TP SEN 1/CIRC-B2	—	1	×	EC-1850
P2135	2135	TP SENSOR-B1	—	1	×	EC-1940
P2138	2138	APP SENSOR	—	1	×	EC-1988
P2713	2713	PC SOLENOID D	—	2	×	TM-155
P2722	2722	PC SOLENOID E	—	2	×	TM-156
P2731	2731	PC SOLENOID F	—	2	×	TM-157
P2807	2807	PC SOLENOID G	—	2	×	TM-158

*1: 1st trip DTC No. is the same as DTC No.

*2: This number is prescribed by SAE J2012/ISO 15031-6.

*3: In Diagnostic Test Mode II (Self-diagnostic results), this number is controlled by NISSAN.

*4: The troubleshooting for this DTC needs CONSULT.

*5: When the fail safe operations for both self-diagnoses occur, the MIL illuminates.

*6: When the ECM is in the mode that displays SRT status, MIL may blink. For the details, refer to "How to Display SRT Status".

*7: When erasing this DTC, always use CONSULT or GST.

Test Value and Test Limit

INFOID:0000000012357618

The following is the information specified in Service \$06 of SAE J1979/ISO 15031-5.

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. (e.g., if bank 2 is not applied on this vehicle, only the items of bank 1 are displayed)

ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

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 or P2096	89H	84H	The amount of shift in air fuel ratio (too lean)
			P2A00 or P2097	8AH	84H	The amount of shift in air fuel ratio (too rich)
			P0130	8BH	0BH	Difference in sensor output voltage
			P0133	8CH	83H	Response gain at the limited frequency
			P014C	8DH	04H	O2 sensor slow response - Rich to lean bank 1 sensor 1
			P014C	8EH	04H	O2 sensor slow response - Rich to lean bank 1 sensor 1
			P014D	8FH	84H	O2 sensor slow response - Lean to rich bank 1 sensor 1
			P014D	90H	84H	O2 sensor slow response - Lean to rich bank 1 sensor 1
			P015A	91H	01H	O2 sensor delayed response - Rich to lean bank 1 sensor 1
			P015A	92H	01H	O2 sensor delayed response - Rich to lean bank 1 sensor 1
			P015B	93H	01H	O2 sensor delayed response - Lean to rich bank 1 sensor 1
			P015B	94H	01H	O2 sensor delayed response - Lean to rich bank 1 sensor 1
			P0133	95H	04H	Response rate: Response ratio (lean to rich)
			P0133	96H	84H	Response rate: Response ratio (rich to lean)

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< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

Item	OBD-MID	Self-diagnostic test item	DTC	Test value and Test limit (GST display)		Description
				TID	Unit and Scaling ID	
HO2S	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
			P0139	82H	11H	Rear O2 sensor delay response diagnosis
	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
	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 or P2098	89H	84H	The amount of shift in air fuel ratio (too lean)
			P2A03 or P2099	8AH	84H	The amount of shift in air fuel ratio (too rich)
			P0150	8BH	0BH	Difference in sensor output voltage
			P0153	8CH	83H	Response gain at the limited frequency
			P014E	8DH	04H	O2 sensor slow response - Rich to lean bank 2 sensor 1
			P014E	8EH	04H	O2 sensor slow response - Rich to lean bank 2 sensor 1
			P014F	8FH	84H	O2 sensor slow response - Lean to rich bank 2 sensor 1
			P014F	90H	84H	O2 sensor slow response - Lean to rich bank 2 sensor 1
			P015C	91H	01H	O2 sensor delayed response - Rich to lean bank 2 sensor 1
			P015C	92H	01H	O2 sensor delayed response - Rich to lean bank 2 sensor 1
P015D	93H	01H	O2 sensor delayed response - Lean to rich bank 2 sensor 1			

ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

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)	P015D	94H	01H	O2 sensor delayed response - Lean to rich bank 2 sensor 1	
			P0153	95H	04H	Response rate: Response ratio (lean to rich)	
			P0153	96H	84H	Response rate: Response ratio (rich to lean)	
	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	
			P0159	82H	11H	Rear O2 sensor delay response diagnosis	
	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	
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	
			P0402	85H	FCH	EGR differential pressure high flow	
			P0401	86H	37H	EGR differential pressure low flow	
			P2457	87H	96H	EGR temperature	

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< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

Item	OBD-MID	Self-diagnostic test item	DTC	Test value and Test limit (GST display)		Description
				TID	Unit and Scaling ID	
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)
			P100A	84H	10H	VEL slow response diagnosis
			P1090	85H	10H	VEL servo system diagnosis
			P0011	86H	9DH	VTC intake intermediate lock function diagnosis (VTC intermediate position alignment check diagnosis)
			Advanced: P052A Retarded: P052B	87H	9DH	VTC intake intermediate lock system diagnosis (VTC intermediate lock position check 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)
			P100B	84H	10H	VEL slow response diagnosis
			P1093	85H	10H	VEL servo system diagnosis
P0021			86H	9DH	VTC intake intermediate lock function diagnosis (VTC intermediate position alignment check diagnosis)	
		Advanced: P052C Retarded: P052D	87H	9DH	VTC intake intermediate lock system diagnosis (VTC intermediate lock position check 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
			P0456	82H	FDH	Internal pressure of EVAP system at the end of monitoring
3DH	Purge flow system	P0441	83H	0CH	Difference in pressure sensor output voltage before and after vent control valve close	

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< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

Item	OBD-MID	Self-diagnostic test item	DTC	Test value and Test limit (GST display)		Description	
				TID	Unit and Scaling ID		
O2 SENSOR HEATER	41H	A/F sensor 1 heater (Bank 1)	Low Input: P0031 High Input: P0032	81H	0BH	Converted value of heater electric current to voltage	
			P0030	83H	0BH	A/F sensor heater circuit malfunction	
	42H	Heated oxygen sensor 2 heater (Bank 1)	Low Input: P0037 High Input: P0038	80H	0CH	Converted value of heater electric current to voltage	
			P0141	81H	14H	Rear O2 sensor internal impedance	
	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 High Input: P0052	81H	0BH	Converted value of heater electric current to voltage	
			P0036	83H	0BH	A/F sensor heater circuit malfunction	
	46H	Heated oxygen sensor 2 heater (Bank 2)	Low Input: P0057 High Input: P0058	80H	0CH	Converted value of heater electric current to voltage	
			P0161	81H	14CH	Rear O2 sensor internal impedance	
	47H	Heated oxygen sensor 3 heater (Bank 2)	P0063	80H	0CH	Converted value of heater electric current to voltage	
	SECONDARY AIR	71H	Secondary air system	P0411	80H	01H	Secondary air injection system incorrect flow detected
				Bank1: P0491 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 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	

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< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

Item	OBD-MID	Self-diagnostic test item	DTC	Test value and Test limit (GST display)		Description
				TID	Unit and Scaling ID	
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
			P117A / P219A	82H	03H	Cylinder A/F imbalance monitoring
			P219C	83H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #1 cylinder parameter
			P219D	84H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #2 cylinder parameter
			P219E	85H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #3 cylinder parameter
			P219F	86H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #4 cylinder parameter
			P21A0	87H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #5 cylinder parameter
			P21A2	89H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #7 cylinder parameter
	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
			P117B / P219B	82H	03H	Cylinder A/F imbalance monitoring
			P219D	84H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #2 cylinder parameter
			P219F	86H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #4 cylinder parameter
			P21A1	88H	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #6 cylinder parameter
P21A3	8AH	83H	Air-fuel ratio cylinder imbalance diagnosis CPS (Crankshaft Position Sensor) method #8 cylinder parameter			

ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

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

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ECM

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

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

< ECU DIAGNOSIS INFORMATION >

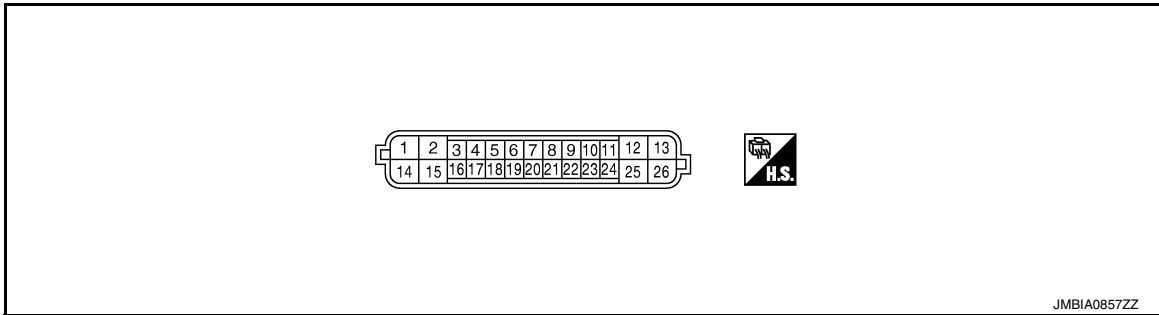
[VK56VD FOR MEXICO]

VVEL CONTROL MODULE

Reference Value

INFOID:000000012357619

TERMINAL LAYOUT



PHYSICAL VALUES

NOTE:

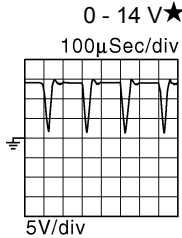
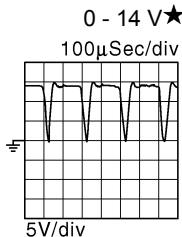
- Specification data are reference values and are measured between each terminals.
- Pulse signal is measured by CONSULT.

Terminal No.		Description		Condition	Value (Approx.)
+	-	Signal name	Input/Output		
1 (W)	14 (B/R)	VVEL actuator motor power supply (bank 2)	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)
2 (L/B)	14 (B/R)	VVEL actuator motor (High lift) (bank 2)	Output	[Engine is running] • Warm-up condition • Idle speed	0 - 14 V★ 100μSec/div 5V/div JMBIA0854ZZ
				[Engine is running] • Warm-up condition • When revving engine up to 2,000 rpm quickly	0 - 14 V★ 100μSec/div 5V/div JMBIA0855ZZ
3 (Y)	6 (B)	VVEL control shaft position sensor 1 (bank 1)	Input	[Engine is running] • Warm-up condition • Idle speed	0.25 - 1.40 V
				[Engine is running] • Warm-up condition • When revving engine up to 3,000 rpm quickly	0.25 - 4.75 V
4 (W)	—	Sensor ground [VVEL control shaft position sensor 1 (bank 2)]	—	—	—

VVEL CONTROL MODULE

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

Terminal No.		Description		Condition	Value (Approx.)
+	-	Signal name	Input/Output		
5 (L)	4 (W)	VVEL control shaft position sensor 1 (bank 2)	Input	[Engine is running] • Warm-up condition • Idle speed	0.25 - 1.40 V
				[Engine is running] • Warm-up condition • When revving engine up to 3,000 rpm quickly	0.25 - 4.75 V
6 (B)	—	Sensor ground [VVEL control shaft position sensor 1 (bank 1)]	—	—	—
7 (W)	6 (B)	Sensor power supply [VVEL control shaft position sensor 1 (bank 1)]	—	[Ignition switch: ON]	5 V
8 (R)	14 (B/R)	Power supply for VVEL control module	—	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
9 (B)	4 (W)	Sensor power supply [VVEL position sensor 1 (bank 2)]	—	[Ignition switch: ON]	5 V
11 (GR)	—	ENG communication line	Input/Output	—	—
12 (L/B)	14 (B/R)	VVEL actuator motor (High lift) (bank 1)	Output	[Engine is running] • Warm-up condition • Idle speed	 <p>0 - 14 V★ 100µSec/div 5V/div JMBIA0854ZZ</p>
				[Engine is running] • Warm-up condition • When revving engine up to 3,000 rpm quickly	 <p>0 - 14 V★ 100µSec/div 5V/div JMBIA0855ZZ</p>
13 (W)	14 (B/R)	VVEL actuator motor power supply (bank 1)	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14 V)
14 (B/R)	—	VVEL control module ground	—	—	—

VVEL CONTROL MODULE

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

Terminal No.		Description		Condition	Value (Approx.)
+	-	Signal name	Input/Output		
15 (L/W)	14 (B/R)	VVEL actuator motor (Low lift) (bank 2)	Output	[Engine is running] • Warm-up condition • Idle speed	0 - 14 V★ 100μSec/div 5V/div JMBIA0854ZZ
				[Engine is running] • Warm-up condition • When revving engine up to 3,000 rpm quickly	0 - 14 V★ 100μSec/div 5V/div JMBIA0855ZZ
16 (G)	19 (L)	VVEL control shaft position sensor 2 (bank 1)	Input	[Engine is running] • Warm-up condition • Idle speed	3.50 - 4.75 V
				[Engine is running] • Warm-up condition • When revving engine up to 3,000 rpm quickly	0.25 - 4.75 V
17 (Y)	—	Sensor ground [VVEL control shaft position sensor 2 (bank 2)]	—	—	—
18 (R)	17 (Y)	VVEL control shaft position sensor 2 (bank 2)	Input	[Engine is running] • Warm-up condition • Idle speed	3.50 - 4.75 V
				[Engine is running] • Warm-up condition • When revving engine up to 3,000 rpm quickly	0.25 - 4.75 V
19 (L)	—	Sensor ground [VVEL control shaft position sensor 2 (bank 1)]	—	—	—
20 (R)	19 (L)	Sensor power supply [VVEL control shaft position sensor 2 (bank 1)]	—	[Ignition switch: ON]	5 V
21 (V)	14 (B/R)	VVEL actuator motor relay abort signal [ECM]	Input	[Engine is running] • Warm-up condition • Idle speed	0 V
22 (G)	17 (Y)	Sensor power supply [VVEL control shaft position sensor 2 (bank 2)]	—	[Ignition switch: ON]	5 V
23 (P)	14 (B/R)	VVEL control motor relay	Output	[Ignition switch: OFF]	BATTERY VOLTAGE (11 - 14 V)
				[Ignition switch: ON]	0 - 1.0 V
24 (L)	—	ENG communication line	Input/Output	—	—

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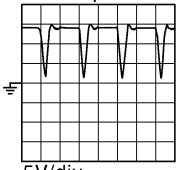
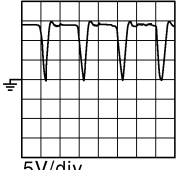
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VVEL CONTROL MODULE

< ECU DIAGNOSIS INFORMATION >

[VK56VD FOR MEXICO]

Terminal No.		Description		Condition	Value (Approx.)
+	-	Signal name	Input/Output		
25 (L/W)	14 (B/R)	VVEL control motor (Low lift) (bank 1)	Output	[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Idle speed 	0 - 14 V★ 100μSec/div  5V/div JMBIA0854ZZ
				[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • When revving engine up to 3,000 rpm quickly 	0 - 14 V★ 100μSec/div  5V/div JMBIA0855ZZ

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

ENGINE CONTROL SYSTEM

< WIRING DIAGRAM >

[VK56VD FOR MEXICO]

WIRING DIAGRAM

ENGINE CONTROL SYSTEM

Wiring Diagram

INFOID:000000012357620

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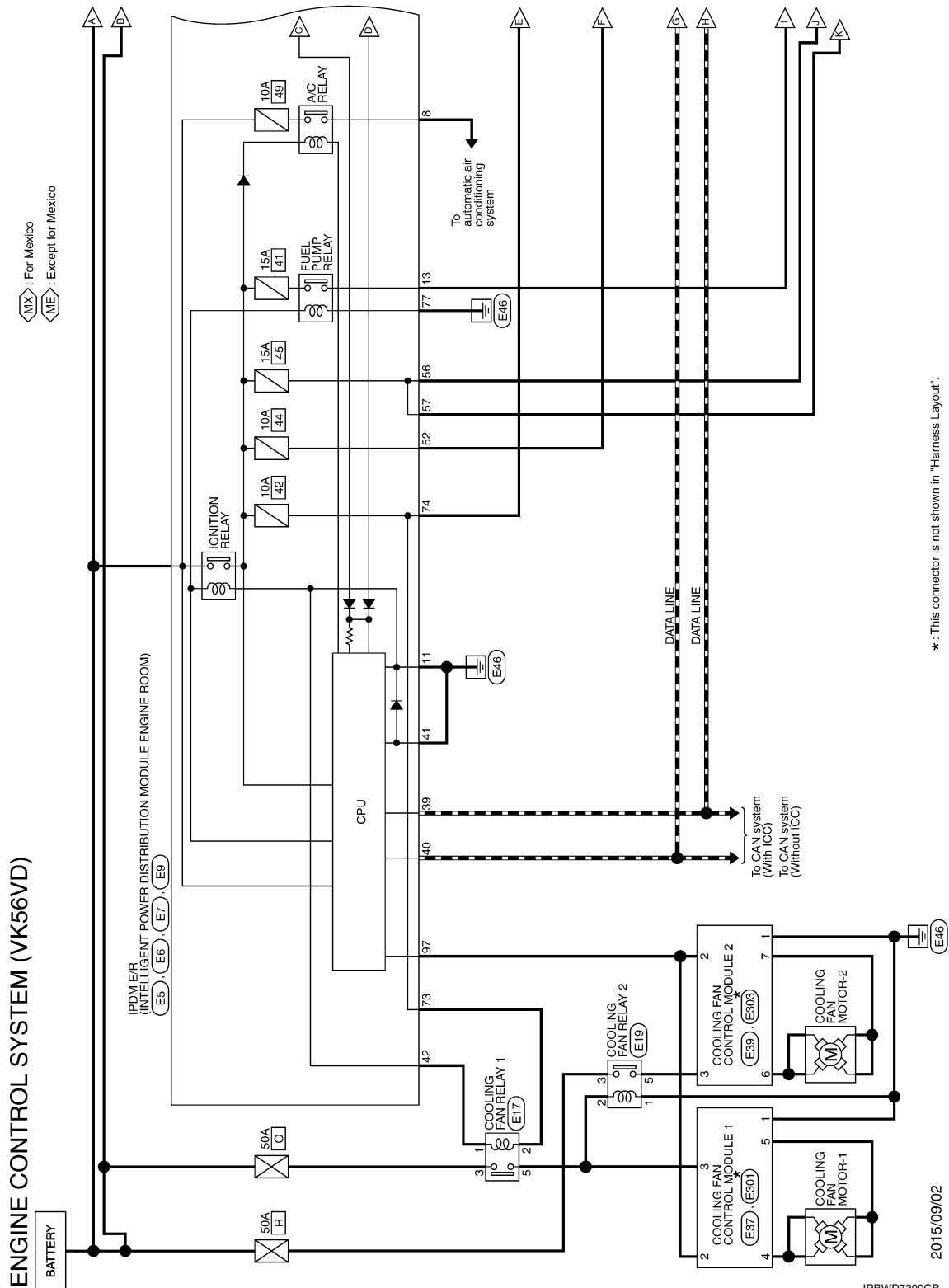
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*: This connector is not shown in "Harness Layout".

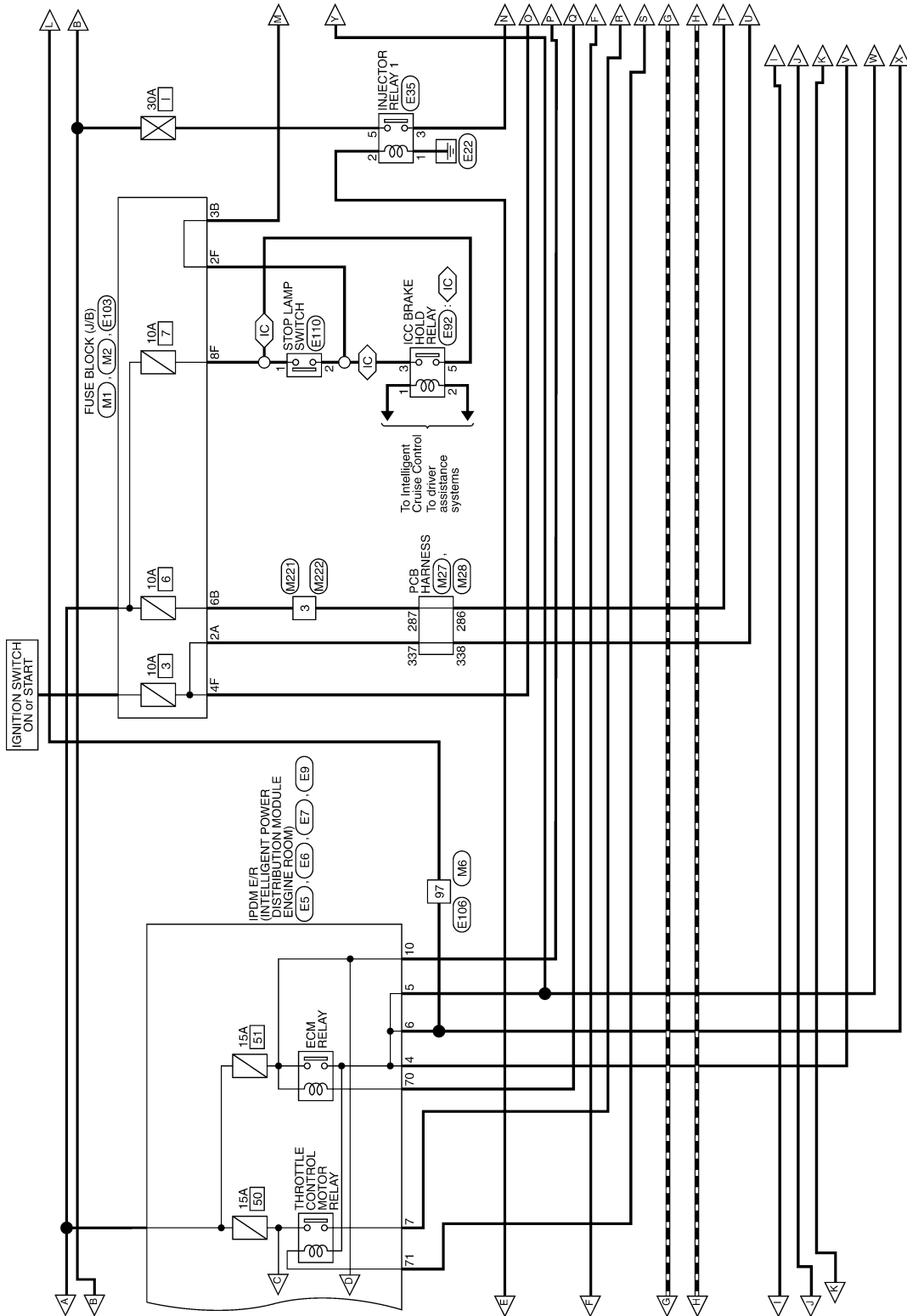
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ENGINE CONTROL SYSTEM

< WIRING DIAGRAM >

[VK56VD FOR MEXICO]

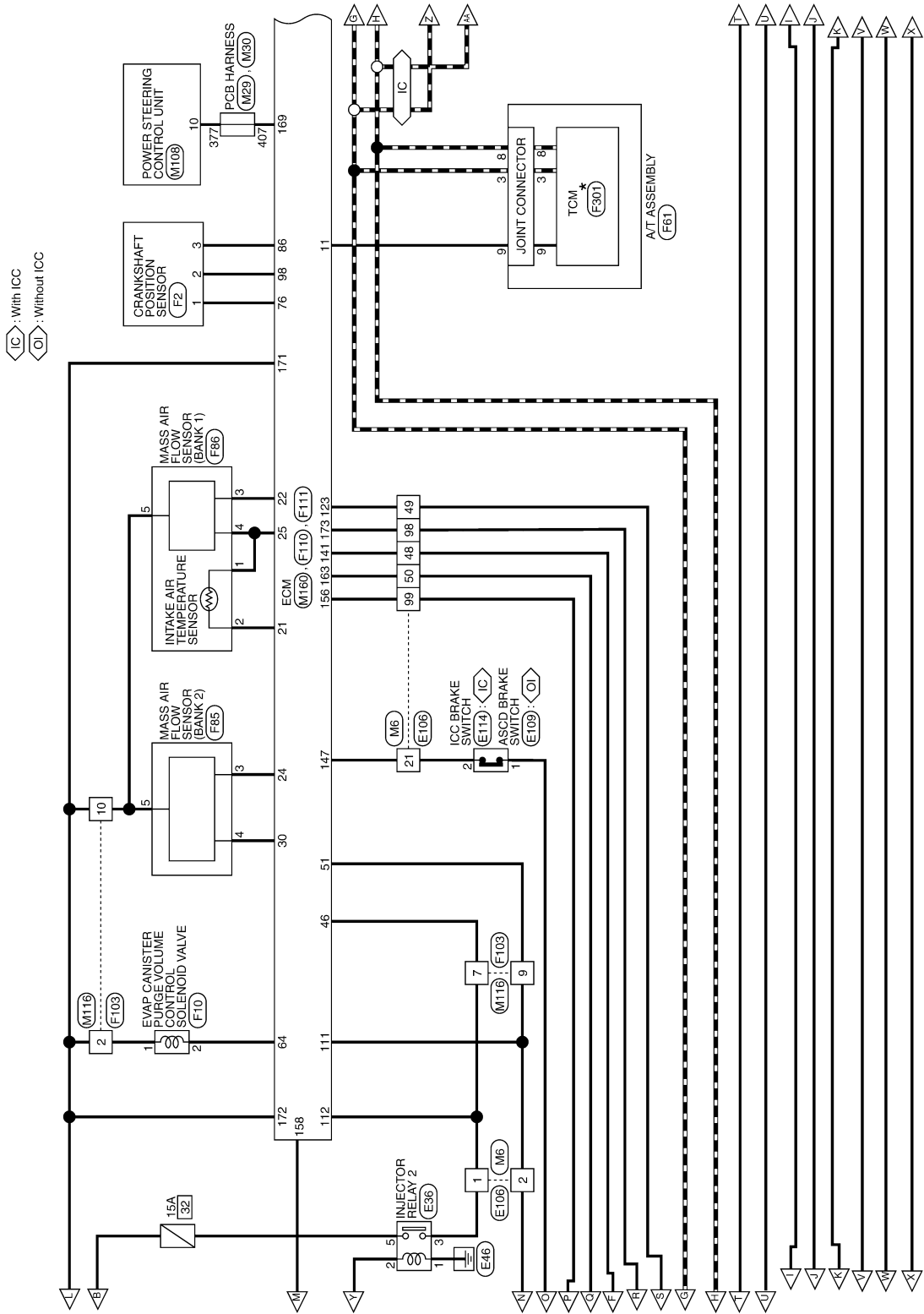


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ENGINE CONTROL SYSTEM

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[VK56VD FOR MEXICO]



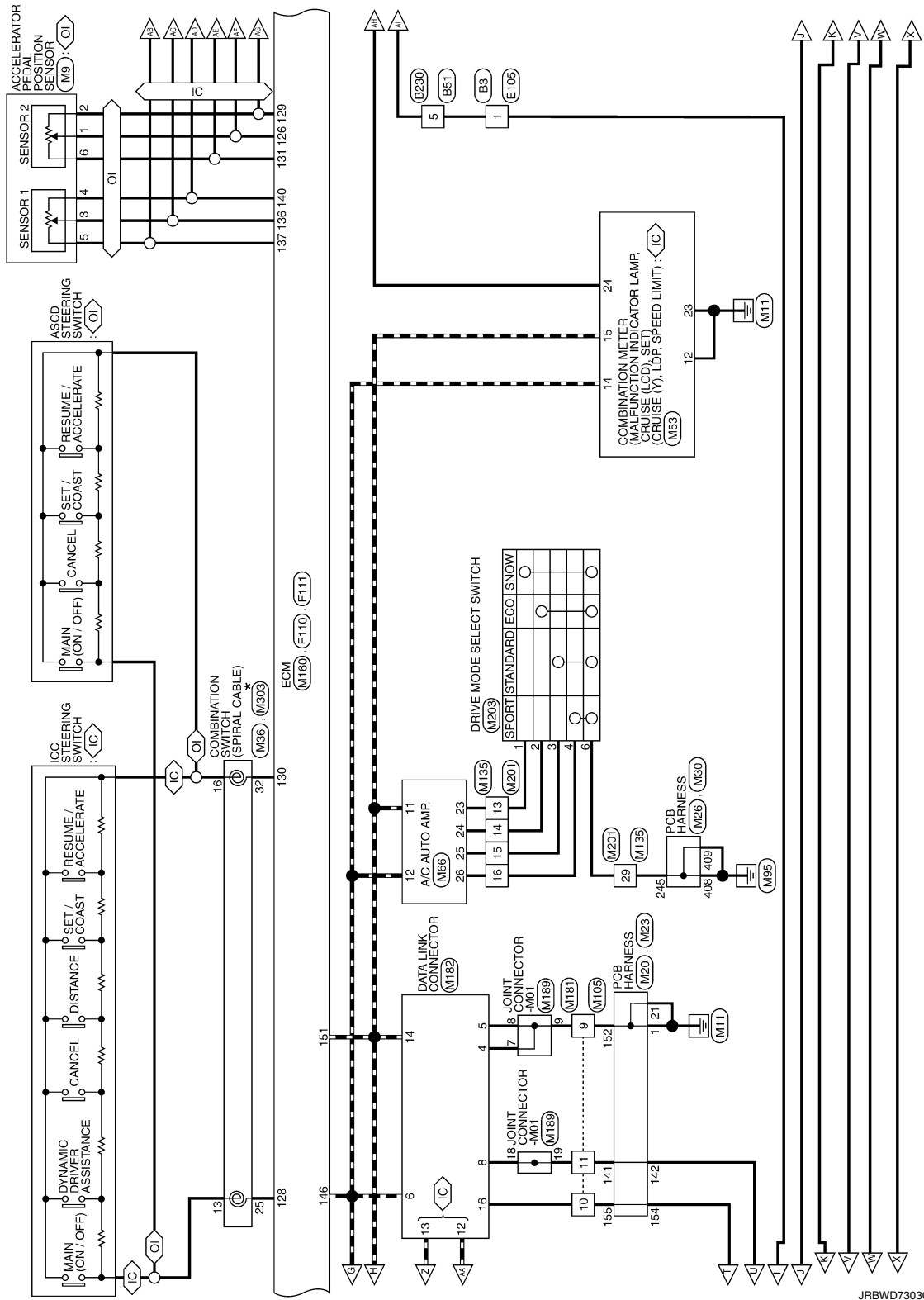
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ENGINE CONTROL SYSTEM

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[VK56VD FOR MEXICO]

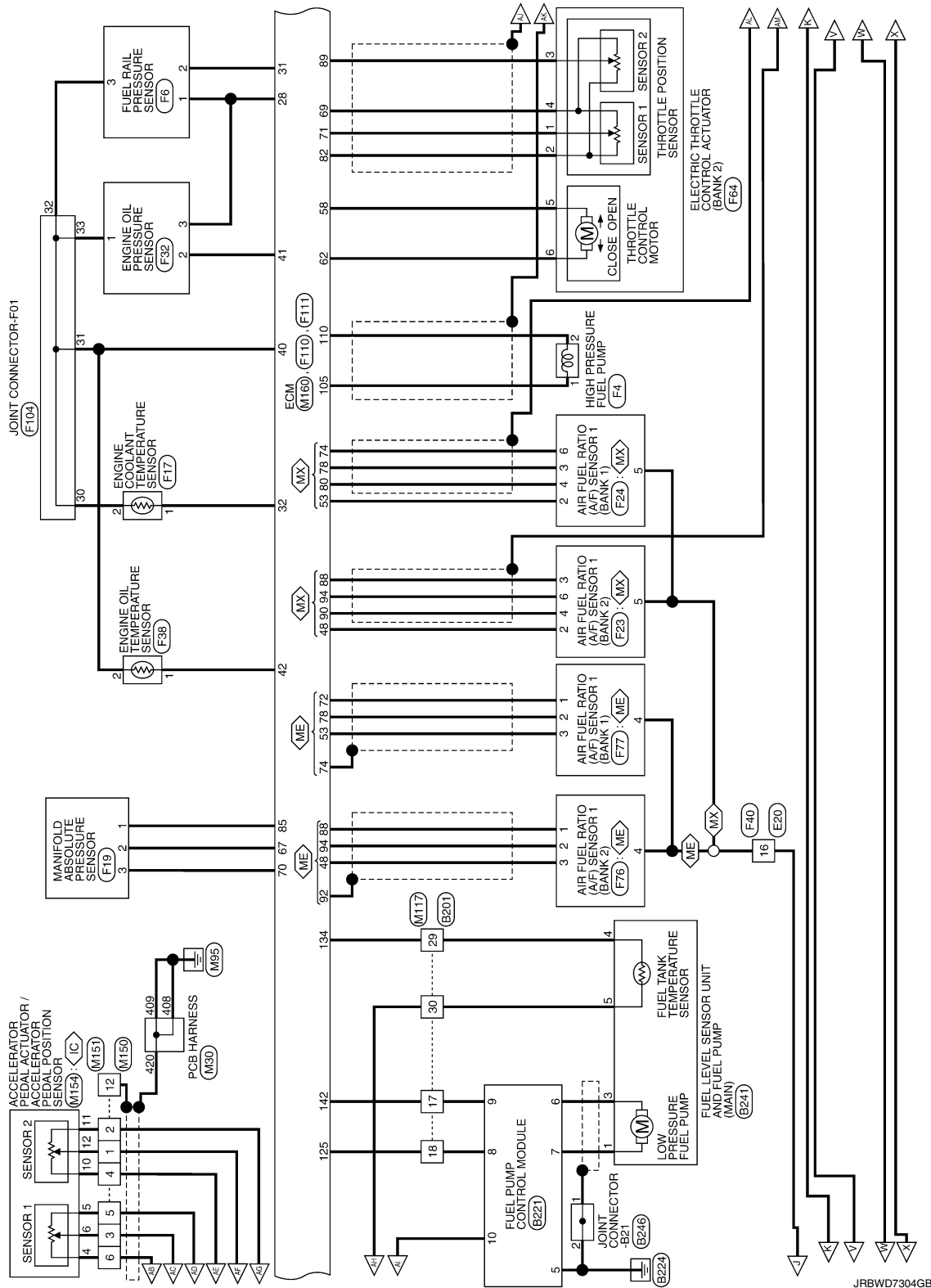


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ENGINE CONTROL SYSTEM

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[VK56VD FOR MEXICO]



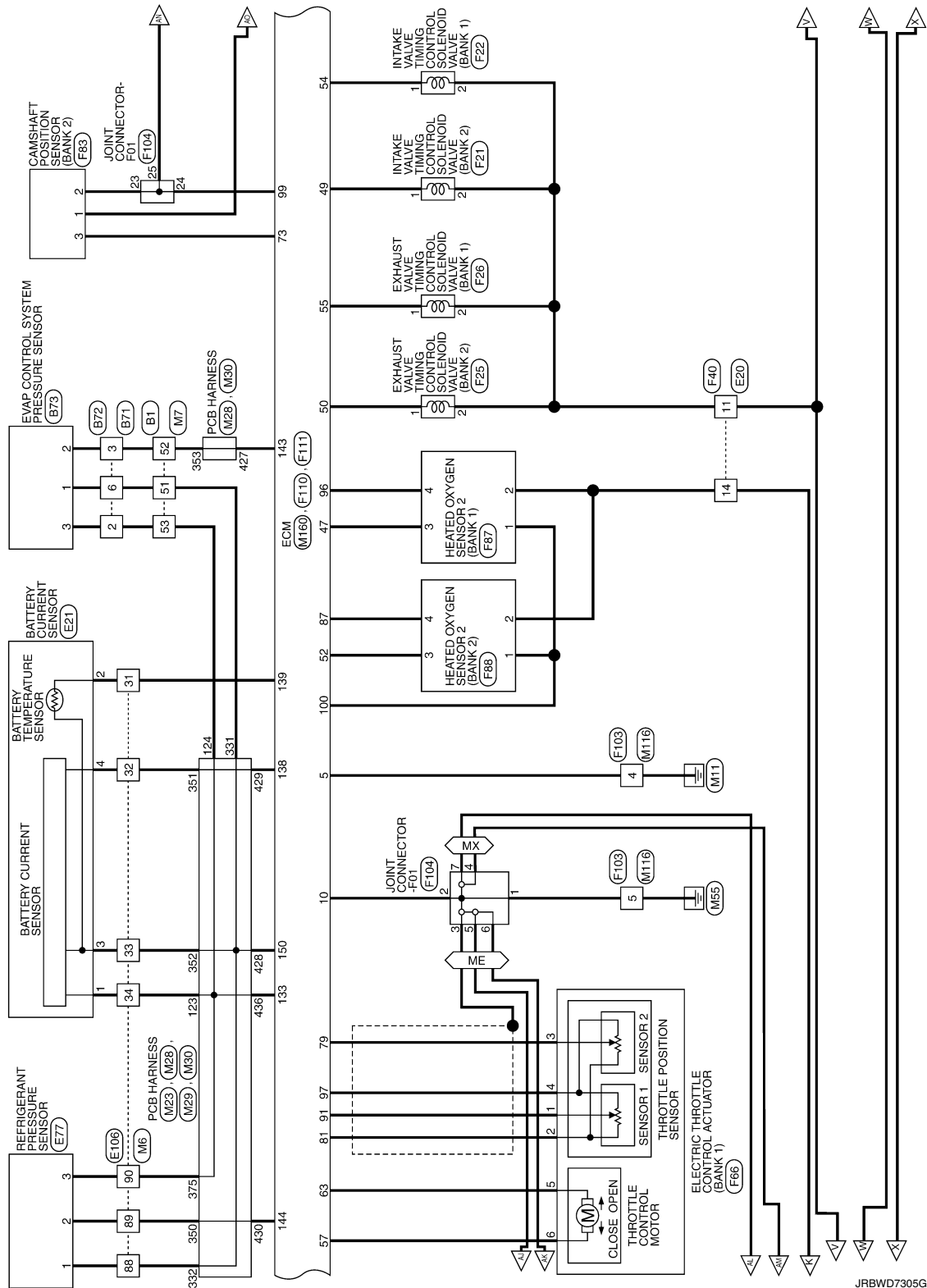
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ENGINE CONTROL SYSTEM

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[VK56VD FOR MEXICO]

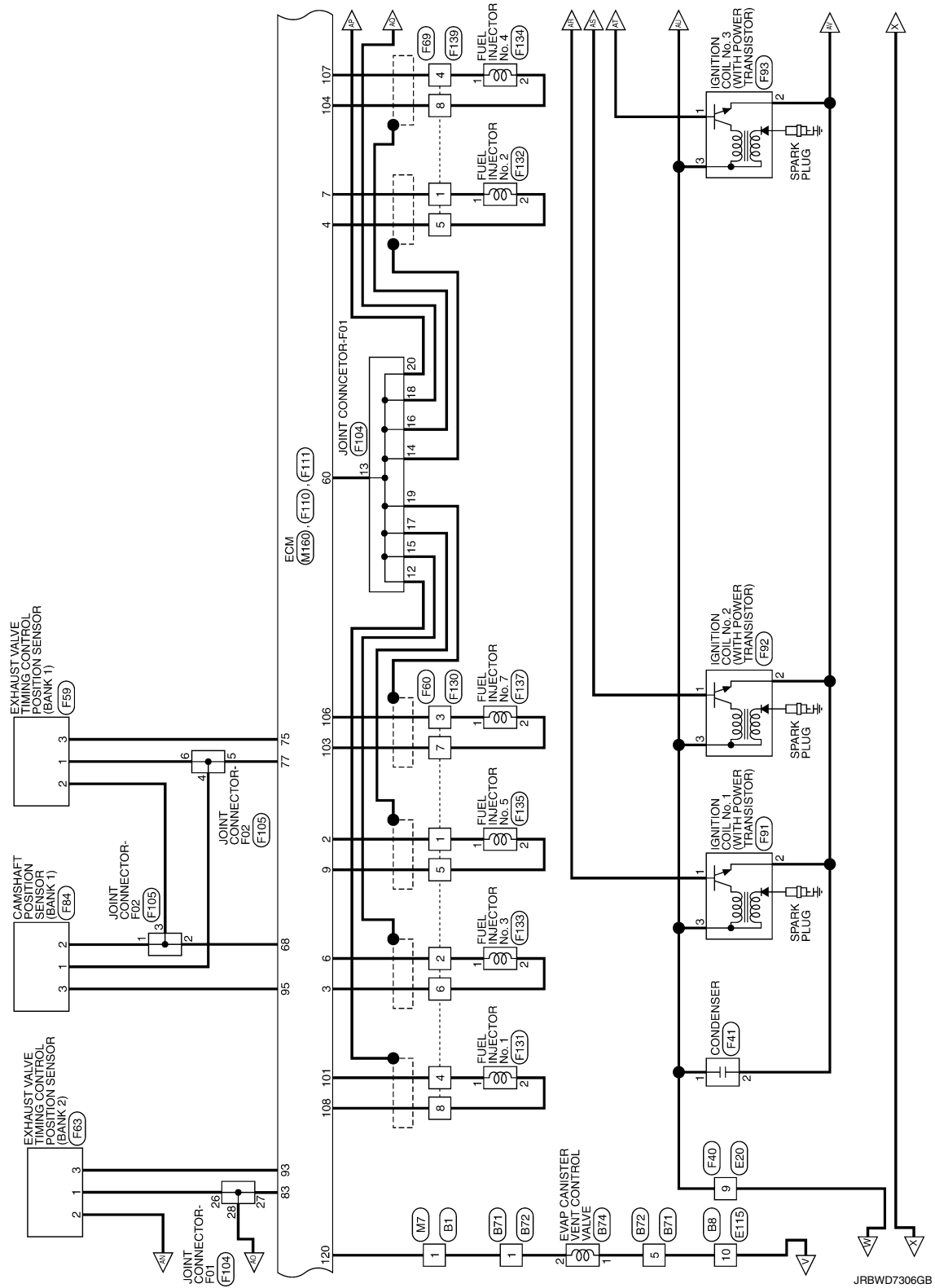


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ENGINE CONTROL SYSTEM

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[VK56VD FOR MEXICO]



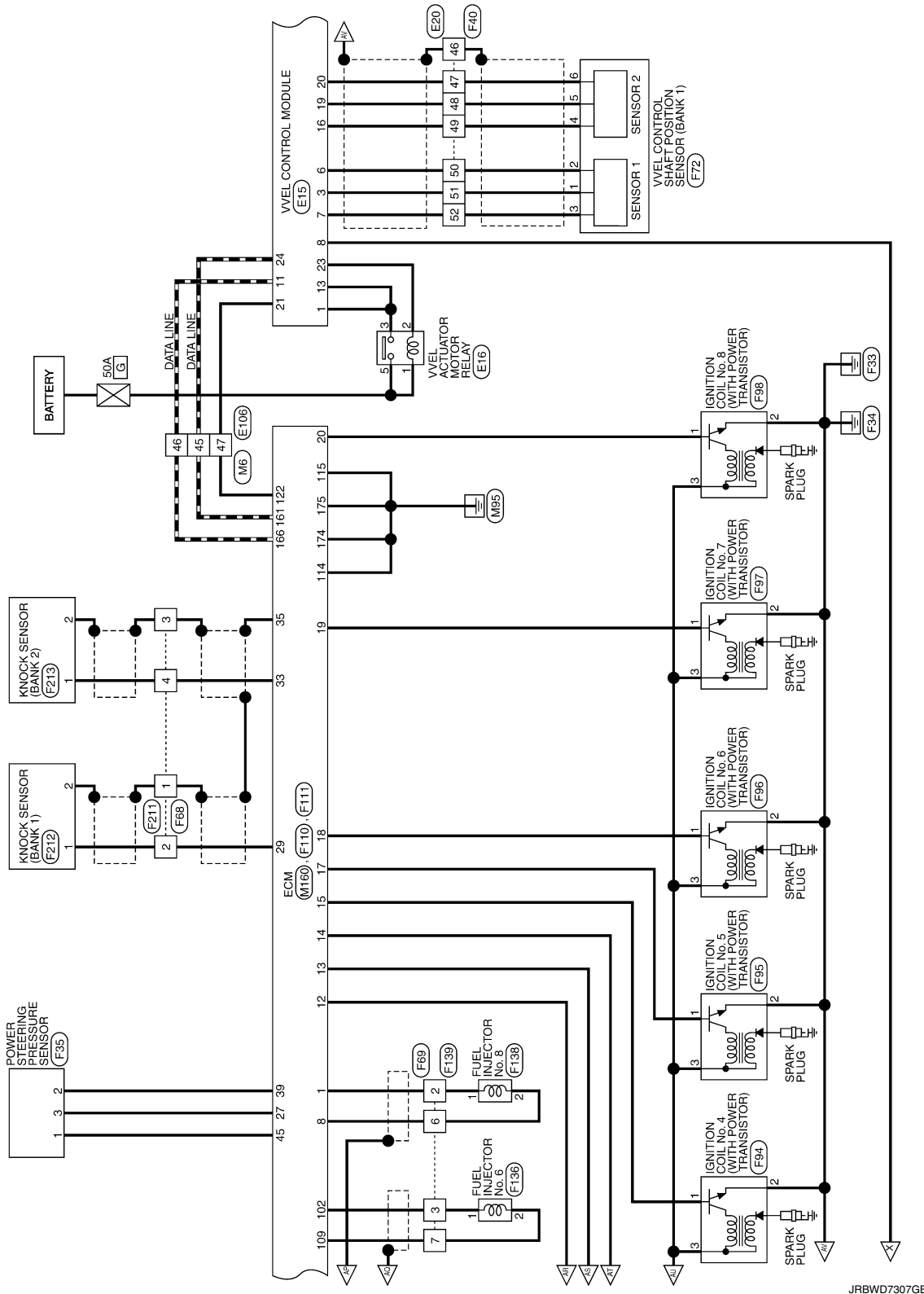
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[VK56VD FOR MEXICO]



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ENGINE CONTROL SYSTEM

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[VK56VD FOR MEXICO]

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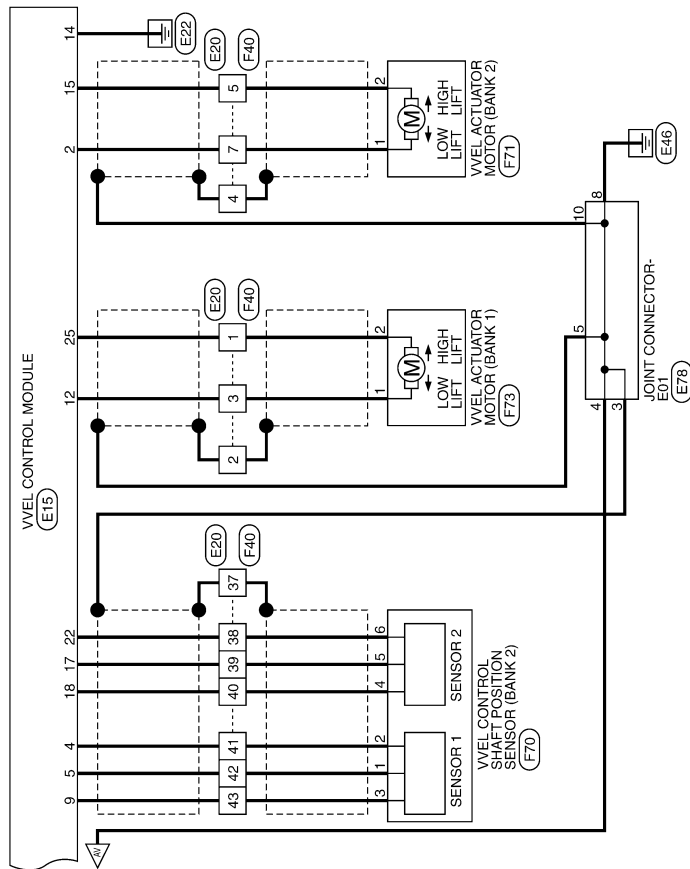
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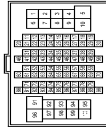
ENGINE CONTROL SYSTEM

< WIRING DIAGRAM >

[VK56VD FOR MEXICO]

ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	B51
Connector Name	WIRE TO WIRE
Connector Type	THBDFH-CS15-TM4



Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	-
2	W	-
4	LG	-
5	P	-
7	GR	-
8	Y	-
9	LG	-
10	V	-
11	GR	-
11	L	- [With climate controlled seat]
12	GR	- [With heated seat]
12	P	- [With climate controlled seat]
13	BR	-
14	R	-
15	U	-
16	B	-
18	R	-
19	W	-
20	L	-
21	B	-
22	LG	-
23	V	-
24	Y	-
25	G	-
26	GR	-
27	SB	-
28	L/O	-
29	W/L	-
30	SHIELD	-
32	L	-
33	R	-
36	G	-
37	SB	-
40	SHIELD	-

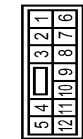
Terminal No.	Color Of Wire	Signal Name [Specification]
41	GR/V	-
43	W/L	-
45	B	-
47	O	-
48	V	-
49	BR	-
50	SB	-
51	V	-
52	LG	-
53	G	-
56	P	-
57	BR	-
58	LG	-
59	Y	-
60	W	-
61	B	-
62	LG	-
63	V	-
65	O	-
66	BR	-
67	V	-
68	LG	-
69	GR	-
70	R	-
72	L	-
73	P	-
74	L	-
75	V	-
76	Y	-
77	R	-
78	W	-
79	G	-
81	LG	-
82	BR	-
83	SB	-
84	Y	-
85	W	-
86	R	-
87	G	-
88	GR	-
91	SB	-
92	G	-
96	Y	-
97	O	-
98	SB	-
99	LG	-

Connector No.	B5
Connector Name	WIRE TO WIRE
Connector Type	MD3FM-LC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-

Connector No.	B8
Connector Name	WIRE TO WIRE
Connector Type	MS12FW-CS



Terminal No.	Color Of Wire	Signal Name [Specification]
3	O	-
4	L	-
5	Y	-
8	LG	-
10	W	-
11	G	-
12	SB	-

Connector No.	B51
Connector Name	WIRE TO WIRE
Connector Type	MD5BML-C



Terminal No.	Color Of Wire	Signal Name [Specification]
5	W	-

Connector No.	B71
Connector Name	WIRE TO WIRE
Connector Type	RS0NF8-PR



Terminal No.	Color Of Wire	Signal Name [Specification]
1	BR	-
2	GR	-
3	LG	-
5	W	-
6	V	-

JRBWD7309GB

ENGINE CONTROL SYSTEM

< WIRING DIAGRAM >

[VK56VD FOR MEXICO]

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ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	B72
Connector Name	WIRE TO WIRE
Connector Type	ES26A18



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	G	-
3	P	-
5	W	-
6	V	-

Connector No.	B73
Connector Name	EVAP CONTROL SYSTEM PRESSURE SENSOR
Connector Type	ED3FGVRS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	V	-
2	P	-
3	G	-

Connector No.	B74
Connector Name	EVAP CANISTER VENT CONTROL VALVE
Connector Type	ED2FBRS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	POWER
2	G	GND

Connector No.	B201
Connector Name	WIRE TO WIRE
Connector Type	TH80MMV-CS16-TM4

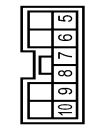


Terminal No.	Color Of Wire	Signal Name [Specification]
3	R	-
6	R	-
7	W	-
8	V	-
11	R	-
12	G	-
13	Y	-
14	L	-
15	R	- [Without ADAS]
15	Y	- [With ADAS]
17	GR	-
18	P	-
19	BR	-
20	GR	-
21	Y	-
22	GR	-
23	R	-

24	V	-
25	B	-
26	W	-
27	Y	-
28	BR	-
29	P	-
30	O	-
31	BR	-
31	BR	- [With heated seat]
33	Y	-
33	Y	- [With climate controlled seat]
34	GR	-
41	W/R	-
42	V	-
45	SR	-
46	R	- [With climate controlled seat]
46	Y	- [With heated seat]
47	G	- [With climate controlled seat]
47	GR	- [With heated seat]
48	V	-
49	O	-
50	R	-
51	GR	-
52	LG	-
53	P	-
56	P	-
57	W	-
58	O	-
59	Y	-
61	SR	-
62	L	-
63	L	-
64	GR	-
65	LG	-
66	Y	-
68	SR	-
69	B	-
71	L	-
72	L	-
73	R	-
74	B	-
75	L	-
76	SHIELD	-
77	G	-
78	R	-
79	P	-
80	G	-
81	O	-
82	BR	-
83	GR	-
84	V	-

85	LG	-
86	W	-
87	O	-
88	BR	-
89	Y	-
90	BR	-
91	BR	-
93	O	- [With heated seat]
93	Y	- [With climate controlled seat]
94	GR	-
96	W	-
97	P	-
98	LG	-
99	LG	-
100	Y	-

Connector No.	B221
Connector Name	FUEL PUMP CONTROL MODULE
Connector Type	TM1DFB



Terminal No.	Color Of Wire	Signal Name [Specification]
2	BR	-
7	W	-
8	P	-
9	GR	-
10	BR	-

ENGINE CONTROL SYSTEM

< WIRING DIAGRAM >

[VK56VD FOR MEXICO]

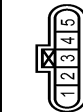
ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	B23D
Connector Name	WIRE TO WIRE
Connector Type	M08BFLC



Terminal No.	Color Of Wire	Signal Name [Specification]
5	BR	-

Connector No.	B241
Connector Name	FUEL LEVEL SENSOR (ANT AND REL. PUMP (MAIN))
Connector Type	EDFEGYRS



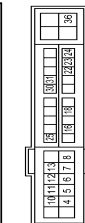
Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	O	-
3	B	-
4	P	-
5	B	-

Connector No.	B246
Connector Name	JOINT CONNECTOR-B21
Connector Type	TH08FW-J



Terminal No.	Color Of Wire	Signal Name [Specification]
1	SHIELD	-
2	B/R	-
3	B/R	-
4	B/R	-

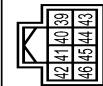
Connector No.	E5
Connector Name	(FROM ECU) INTELLIGENT POWER DISTRIBUTION MODULE ENGINE (MAIN)
Connector Type	TH20PW-GS12-M41-V



Terminal No.	Color Of Wire	Signal Name [Specification]
4	W	ENG_COIL
5	P	IGN_COIL
6	R	ECM_VB [With VQ37 engine]
6	SB	ECM_VB [With V456 engine]
7	R	ETC [With V456 engine]
7	Y	ETC [With VQ37 engine]
8	L/Y	A/C_COMP [With V456 engine]
8	P	A/C_COMP [With VQ37 engine]
10	V	ECM_BAT
11	B	P-GND
12	G	ABS_ECU
13	GR	FUEL_PUMP [With VQ37 engine]
13	W	FUEL_PUMP [With V456 engine]
16	V	WIPER_AUTOSTOP
18	Y	IGN_SIGNAL
22	BR	ALT-C

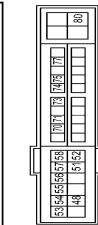
Terminal No.	Color Of Wire	Signal Name [Specification]
33	P	IGN_RLY
34	O	IGN_RLY
35	G	IGN_SW
35	LG	IGN_SW
36	BR	RUN2_START_SW
37	BR	MP_SW [With V456 engine]
37	W	MP_SW [With VQ37 engine]
38	GR	F/L_IGN_SW

Connector No.	E6
Connector Name	(FROM ECU) INTELLIGENT POWER DISTRIBUTION MODULE ENGINE (MAIN)
Connector Type	TH08FW-AH



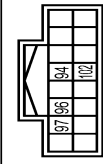
Terminal No.	Color Of Wire	Signal Name [Specification]
39	P	CAN-H
40	L	CAN-L
41	B	S-GND
42	V	MOTOR_FAN_RLY_CONT [With V456 engine]
42	V	MOTOR_FAN_RLY_CONT [With VQ37 engine]
43	SB	ETC [With V456 engine]
43	SB	RODM_RLY [With V456 engine]
44	GR	RODM_RLY [With VQ37 engine]
45	G	HORN_SW
46	BR	START_CONT

Connector No.	E7
Connector Name	(FROM ECU) INTELLIGENT POWER DISTRIBUTION MODULE ENGINE (MAIN)
Connector Type	TH20PW-GS12-M4



Terminal No.	Color Of Wire	Signal Name [Specification]
51	O	BYRL_DEGCR
51	D	WASH_MTR
52	G	INJECTOR #1
53	L	FR_WIPER_HI
54	P	FR_WIPER_LO
55	R	TAILLIGHT
56	GR	O2_SERV #1
57	V	O2_SERV #2
58	BR	AT_ECU
70	LG	S5OFF
71	O	MOTRLY
73	G	START_LG-E/R
74	R	START_LG-EG1
75	Y	OIL_PRESSURE_SW
77	B	FPR
80	W	STARTER_MOTOR

Connector No.	E9
Connector Name	(FROM ECU) INTELLIGENT POWER DISTRIBUTION MODULE ENGINE (MAIN)
Connector Type	TH18FW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
94	P	CLEARANCE_BR
96	R	WIPER_REV_RLY
97	V	MOTOR_FAN_RLY
102	R	CLEARANCE_LH [With V456 engine]
102	R/L	CLEARANCE_LH [With VQ37 engine]

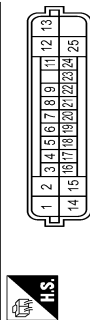
ENGINE CONTROL SYSTEM

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[VK56VD FOR MEXICO]

ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	E15
Connector Name	VVEL CONTROL MODULE
Connector Type	HR18FB-8J2S-1H



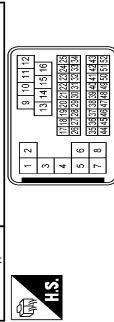
Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	VMQ1-B2
2	L/B	MOTOR1-B2
3	B	VEL/S1-B1 [With VG37 engine]
3	Y	VEL/S1-B1 [With VK56 engine]
4	W	SENSOR GROUND
5	L	VEL/S1-B2 [With VK56 engine]
6	B	SENSOR GROUND
7	W	AVCC1 [With VK56 engine]
7	Y	AVCC3 [With VG37 engine]
8	R	POWER SUPPLY FOR VVEL CONTROL MODULE
9	B	AVCC1 [With VK56 engine]
9	L	AVCC1 [With VG37 engine]
11	GR	ENGINE COMMUNICATION LINE
12	L/B	VVEL ACTUATOR MOTOR [HIGH LIFT] [BANK 1]
13	W	VVEL CONTROL MODULE GROUND
13	GR	VVEL CONTROL MODULE GROUND
14	L/W	VEL/S2-B1 [With VK56 engine]
15	B	VEL/S2-B1 [With VG37 engine]
17	G	AGND2 [With VK56 engine]
17	Y	AGND2 [With VG37 engine]
18	G	VEL/S2-B2 [With VK56 engine]
18	R	VEL/S2-B2 [With VG37 engine]
19	L	AGND4 [With VK56 engine]
19	R	AGND4 [With VG37 engine]
20	L	AVCC4 [With VK56 engine]
20	R	AVCC4 [With VG37 engine]
21	V	VVEL ACTUATOR MOTOR RELAY ABORT SIGNAL
22	G	AVCC2 [With VK56 engine]
22	Y	AVCC2 [With VG37 engine]
23	P	VVEL ACTUATOR MOTOR RELAY
24	L	CAN L
25	L/W	MOTOR2-B1

Connector No.	E19
Connector Name	COOLING FAN RELAY 2
Connector Type	24347_4F900



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B/W	
2	R	
3	GR	
5	L	

Connector No.	E20
Connector Name	WIRE TO WIRE
Connector Type	5A346ME-RSS-SH2E



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L/W	
2	SHIELD	
3	L/B	
4	SHIELD	
5	L/W	
6	W	
7	L/B	
9	P	
10	G	
11	W	- [With VK56 engine]
11	Y	- [With VG37 engine]
12	V	
13	L	
14	LG	- [With VK56 engine]
14	V	- [With VG37 engine]
15	SB	

16	GR	
19	W	
20	BR	
21	G	
21	O	
23	O	
24	GR	
25	V	
28	V	
29	Y	
30	B	
31	LG	
32	W	
33	BR	
34	O	
37	SHIELD	
38	G	
39	Y	
40	R	
41	W	
42	L	
43	B	
46	SHIELD	
47	R	
48	L	
49	G	
50	B	
51	Y	
52	W	

Connector No.	E21
Connector Name	BATTERY CURRENT SENSOR
Connector Type	SAZ04E5Y



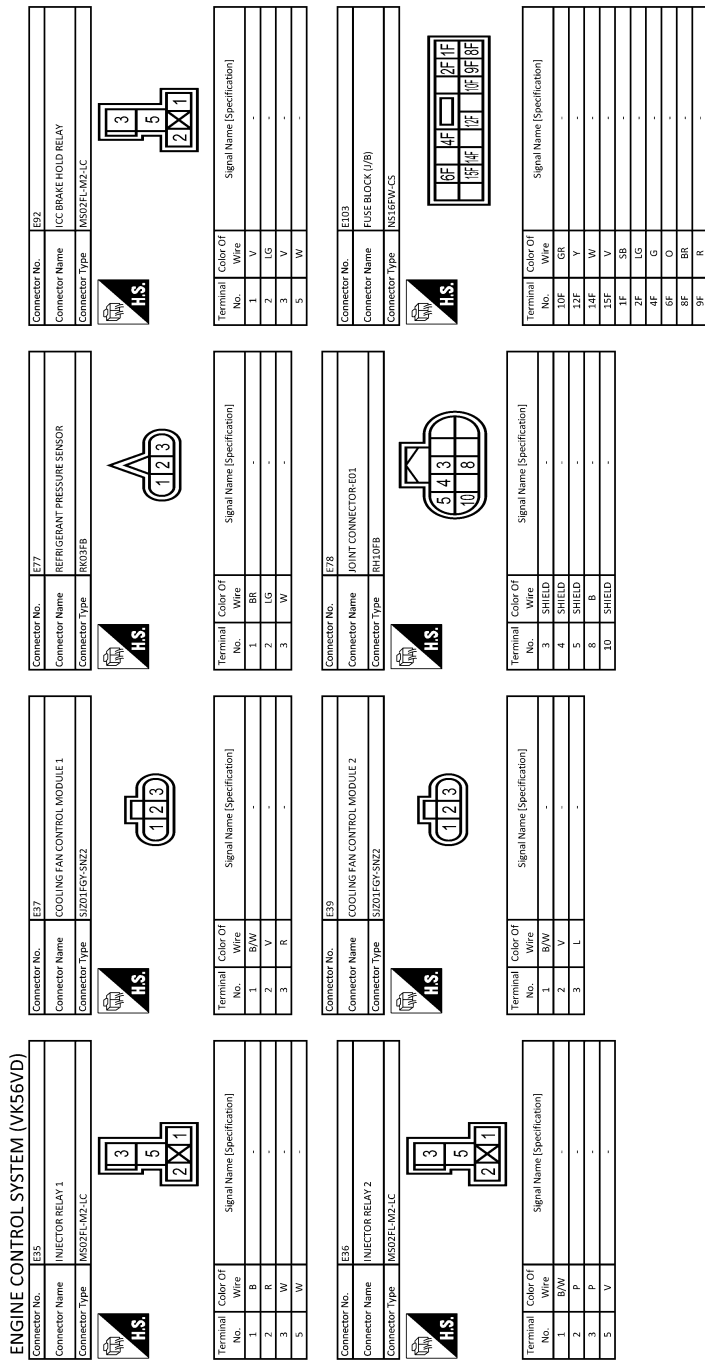
Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	
2	BR	
3	O	
4	G	

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ENGINE CONTROL SYSTEM

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[VK56VD FOR MEXICO]



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ENGINE CONTROL SYSTEM

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[VK56VD FOR MEXICO]

ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	E105
Connector Name	WIRE TO WIRE
Connector Type	MD2FBR-LC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	GR	-

Connector No.	E106
Connector Name	WIRE TO WIRE
Connector Type	THBDFW-CS16-TM44



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	W	-
3	SB	-
4	LG	-
5	O	-
6	W	-
7	GR	-
8	G	-
9	Y	-
10	BR	-
11	SB	-
12	L	-
13	GR	-
14	GR	-
15	V	-
16	Y	-
17	GR	-
18	V	-
20	BR	-

21	P	-
22	L	-
23	Y	-
24	SHIELD	-
28	LG	-
29	W/L	-
31	BR	-
32	G	-
33	O	-
34	Y	-
36	G	-
37	V	-
41	BR	-
44	W	-
45	L	-
46	GR	-
47	V	-
48	G	-
49	O	-
50	LG	-
54	R	-
55	B	-
60	W	-
61	G	-
62	Y	-
63	BR	-
64	B	-
65	Y	-
66	R	-
67	GB	-
68	G	-
69	SHIELD	-
70	W	-
71	W	-
72	R	-
73	G	-
74	Y	-
75	B	-
76	SHIELD	-
77	O	-
78	SB	-
80	V	-
82	SB	-
83	GR	-
84	Y	-
85	Y	-
86	L	-
87	V	-
88	BR	-
89	LG	-

90	W	-
91	W	-
92	LG	-
94	BR	-
95	W	-
97	R	-
98	Y	-
99	V	-
100	V	-

Connector No.	E109
Connector Name	ASC/BRAKE SWITCH
Connector Type	MD2FBR-LC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	P	-

Connector No.	E110
Connector Name	STOP LAMP SWITCH
Connector Type	MD2FBR-LC



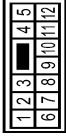
Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	V	-
3	G	- [Without LCC]
4	SB	- [With LCC]

Connector No.	E114
Connector Name	ICC BRAKE SWITCH
Connector Type	MD2FBR-LC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	P	-

Connector No.	E115
Connector Name	WIRE TO WIRE
Connector Type	MS12MW-CS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	-
4	R	-
5	LG	-
8	GR	-
10	P	- [With VQ37 engine]
10	W	- [With VQ38 engine]
11	V	-
12	Y	-

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ENGINE CONTROL SYSTEM

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[VK56VD FOR MEXICO]

ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	E301
Connector Name	COOLING FAN CONTROL MODULE 1
Connector Type	6188-0259



Terminal No.	Color Of Wire	Signal Name [Specification]
4	-	-
5	-	-

Connector No.	E303
Connector Name	COOLING FAN CONTROL MODULE 2
Connector Type	6188-0259



Terminal No.	Color Of Wire	Signal Name [Specification]
6	-	-
7	-	-

Connector No.	F2
Connector Name	CRANKSHAFT POSITION SENSOR
Connector Type	8H03FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B	- [With VK56 engine]
1	R	- [With VQ37 engine]
2	B	- [With VK56 engine]
2	R	- [With VQ37 engine]
3	L	-

Connector No.	F4
Connector Name	HIGH PRESSURE FUEL PUMP
Connector Type	8502FGVVR



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	B	-

Connector No.	F6
Connector Name	FUEL RAIL PRESSURE SENSOR
Connector Type	8A203FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	G	-
3	B	-

Connector No.	F10
Connector Name	80V MASTER FUEL VOLUME CONTROL SOLENOID VALVE
Connector Type	ED2FLRS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	POWER
2	GR	GND

Connector No.	F17
Connector Name	ENGINE COOLANT TEMPERATURE SENSOR
Connector Type	ED2FGVRS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	SB	- [With VQ37 engine]
1	Y	- [With VK56 engine]
2	B	- [With VK56 engine]
2	R/W	- [With VQ37 engine]

Connector No.	F19
Connector Name	MANIFOLD ABSOLUTE PRESSURE SENSOR
Connector Type	8H03FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	R	-
3	G	-

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ENGINE CONTROL SYSTEM

< WIRING DIAGRAM >

[VK56VD FOR MEXICO]

ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	F21
Connector Name	INAKE VALVE TIMING CONTROL SOLenOID VALVE (BANK 2)
Connector Type	ED2FG-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	GR	-
2	G	-

Connector No.	F22
Connector Name	INAKE VALVE TIMING CONTROL SOLenOID VALVE (BANK 1)
Connector Type	ED2FG-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	SP	-
2	G	-

Connector No.	F23
Connector Name	AIR FUEL RATIO (A/F) SENSOR 1 (BANK 2)
Connector Type	AZ706FB



Terminal No.	Color Of Wire	Signal Name [Specification]
2	Y	-
3	L/W	-
4	L/R	-
5	O	-
6	L	-

Connector No.	F24
Connector Name	AIR FUEL RATIO (A/F) SENSOR 1 (BANK 1)
Connector Type	AZ706FB



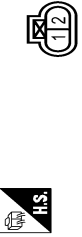
Terminal No.	Color Of Wire	Signal Name [Specification]
2	P	-
3	L/R	-
4	L	-
5	O	-
6	L/W	-

Connector No.	F25
Connector Name	EXHAUST VALVE TIMING CONTROL SOLenOID VALVE (BANK 2)
Connector Type	ED2FG-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	V	-
2	G	-

Connector No.	F26
Connector Name	EXHAUST VALVE TIMING CONTROL SOLenOID VALVE (BANK 1)
Connector Type	ED2FG-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	-
2	G	-

Connector No.	F32
Connector Name	ENGINE OIL PRESSURE SENSOR
Connector Type	IRK02FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B	-
2	Y	-
3	W	-

Connector No.	F35
Connector Name	POWER STEERING PRESSURE SENSOR
Connector Type	IRK02FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	CO	- [With VQ37 engine]
1	V	- [With VK56 engine]
2	LG	- [With VK56 engine]
2	V	- [With VQ37 engine]
3	G	-

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ENGINE CONTROL SYSTEM

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[VK56VD FOR MEXICO]

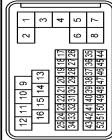
ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	F38
Connector Name	ENGINE OIL TEMPERATURE SENSOR
Connector Type	ESD35G-4S



Terminal No.	Color Of Wire	Signal Name (Specification)
1	G	- [With VQ37 engine]
2	B	- [With VK56 engine]
2	B/W	- [With VQ37 engine]

Connector No.	F40
Connector Name	WIRE TO WIRE
Connector Type	SA438FB-RSS-SH28



Terminal No.	Color Of Wire	Signal Name (Specification)
1	L/W	-
2	SHIELD	-
3	L/B	-
4	SHIELD	-
5	L/W	-
6	R	- [With VK56 engine]
6	W	- [With VQ37 engine]
7	L/B	-
9	W	-
10	G	-
11	G	- [With VK56 engine]
11	R	- [With VQ37 engine]
12	W	-
13	P	-
14	V	-
15	R	-

16	O	- [With VK56 engine]
16	Y	- [With VQ37 engine]
17	GR	-
20	GR	-
21	G	-
22	W	-
23	L	-
24	Y	-
25	LG	-
28	R	-
29	W	-
30	B	-
31	V	-
32	BR	- [With VQ37 engine]
32	LG	- [With VK56 engine]
33	P	- [With VQ37 engine]
33	Y	- [With VK56 engine]
34	O	-
37	SHIELD	-
38	L/G	- [With VK56 engine]
38	O/L	- [With VQ37 engine]
39	L/Y	- [With VK56 engine]
39	P	- [With VQ37 engine]
40	W/L	-
41	O/L	- [With VK56 engine]
41	W	- [With VQ37 engine]
42	LG	- [With VK56 engine]
42	O	- [With VQ37 engine]
43	O	- [With VK56 engine]
43	W	- [With VQ37 engine]
46	SHIELD	-
47	L/G	- [With VK56 engine]
47	W	- [With VQ37 engine]
48	BR	- [With VK56 engine]
48	L/Y	- [With VQ37 engine]
49	O/L	- [With VK56 engine]
49	W/L	- [With VQ37 engine]
50	O/L	- [With VK56 engine]
50	W/L	- [With VQ37 engine]
51	O	- [With VK56 engine]
51	SB	- [With VQ37 engine]
52	O	- [With VK56 engine]
52	W	- [With VQ37 engine]

Connector No.	F41
Connector Name	CONDENSER
Connector Type	MD314-C14-C



Terminal No.	Color Of Wire	Signal Name (Specification)
1	W	-
2	B	-

Connector No.	F59
Connector Name	EXHAUST VALVE TIMING CONTROL SENSOR (BANK L)
Connector Type	RH03FB



Terminal No.	Color Of Wire	Signal Name (Specification)
1	B	-
2	L	-
3	R	-

Connector No.	F60
Connector Name	WIRE TO WIRE
Connector Type	ESD35B-PR



Terminal No.	Color Of Wire	Signal Name (Specification)
1	L	-
2	BR	-
3	L	-
4	Y	-
5	B/W	-
6	Y	-
7	B/W	-
8	BR	-

Connector No.	F61
Connector Name	A7 ASSEMBLY
Connector Type	RX14PC-DCY



Terminal No.	Color Of Wire	Signal Name (Specification)
1	Y	POWER SUPPLY (BACK UP)
2	R	POWER SUPPLY (BACK UP)
3	L	CAN-H
4	V	K-LINE
5	B	GND
6	G	POWER SUPPLY (IGN)
7	SB	BACK-UP LAMP RELAY
8	P	CAN-L
9	BR	P/N SIGNAL
10	B	GROUND

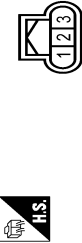
ENGINE CONTROL SYSTEM

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[VK56VD FOR MEXICO]

ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	F53
Connector Name	EXHAUST VALVE TIMING CONTROL POSITION SENSOR (BANK 2)
Connector Type	RH03FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	-
2	R	-
3	B	-

Connector No.	F54
Connector Name	ELECTRIC THROTTLE CONTROL ACTUATOR (BANK 2)
Connector Type	HS05FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	O	OUTPUT(TPS)
2	W	INPUT(TPS)
3	W/L	OUTPUT(TPS)
4	O/L	GND(TPS)
5	G	MOTOR-(CLOSE)
6	R	MOTOR-(OPEN)

Connector No.	F65
Connector Name	ELECTRIC THROTTLE CONTROL ACTUATOR (BANK 1)
Connector Type	HS05FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	OUTPUT(TPS)
2	W	INPUT(TPS)
3	B	OUTPUT(TPS)
4	G	GND(TPS)
5	P	MOTOR-(CLOSE)
6	L	MOTOR-(OPEN)

Connector No.	F68
Connector Name	WIRE TO WIRE
Connector Type	BS04MB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	SHIELD	-
2	W	-
3	SHIELD	-
4	GR	-

Connector No.	F69
Connector Name	WIRE TO WIRE
Connector Type	FS08FB-PR



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B/W	-
2	Y	-
3	L	-
4	Y	-
5	L	-
6	BR	-
7	B/W	-
8	BR	-

Connector No.	F70
Connector Name	WIRE CONTROL SWIFT POSITION SENSOR (BANK 2)
Connector Type	RH06FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	O	-
2	O/L	-
3	W	-
4	W/L	-
5	L/Y	-
6	L/G	-

Connector No.	F71
Connector Name	VELOCITY MOTOR (BANK 2)
Connector Type	X03FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L/B	-
2	L/W	-

Connector No.	F72
Connector Name	WIRE CONTROL SWIFT POSITION SENSOR (BANK 1)
Connector Type	RH06FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	O/L	-
2	O/L	-
3	W	-
4	W/L	-
5	L/Y	-
6	L/G	-

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ENGINE CONTROL SYSTEM

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[VK56VD FOR MEXICO]

ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	F73
Connector Name	VVEL ACTUATOR MOTOR (BANK 1)
Connector Type	RHD3FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L/B	-
2	L/W	-

Connector No.	F75
Connector Name	AIR FUEL RATIO (A/F) SENSOR 1 (BANK 2)
Connector Type	RHD3FGxP



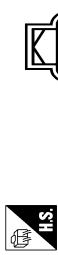
Terminal No.	Color Of Wire	Signal Name [Specification]
1	L/G	- [With VC37 engine]
2	L/W	- [With VK55 engine]
3	L/W	- [With VK37 engine]
4	O	- [With VK55 engine]
4	Y	- [With VK37 engine]

Connector No.	F77
Connector Name	AIR FUEL RATIO (A/F) SENSOR 1 (BANK 1)
Connector Type	RHD3FGxP



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	-
2	B/W	- [With VC37 engine]
3	L/R	- [With VK56 engine]
3	L/W	- [With VK56 engine]
3	W	- [With VC37 engine]
4	O	- [With VK56 engine]
4	Y	- [With VC37 engine]

Connector No.	F83
Connector Name	CAMSHAFT POSITION SENSOR (BANK 2)
Connector Type	RHD3FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	-
2	R	-
3	B	-

Connector No.	F84
Connector Name	CAMSHAFT POSITION SENSOR (BANK 1)
Connector Type	RHD3FB



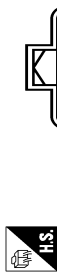
Terminal No.	Color Of Wire	Signal Name [Specification]
1	B	-
2	L	-
3	R	-

Connector No.	F85
Connector Name	MASS AIR FLOW SENSOR (BANK 2)
Connector Type	RHD3FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	O	-
3	B	-
4	O	-
5	BR	-

Connector No.	F86
Connector Name	MASS AIR FLOW SENSOR (BANK 1)
Connector Type	RHD3FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	P	-
2	R	-
3	GR	-
4	P	-
5	BR	-

Connector No.	F87
Connector Name	HEATED OXYGEN SENSOR 2 (BANK 1)
Connector Type	AZD4FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	P	-
2	V	-
3	BR	-
4	Y	-

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ENGINE CONTROL SYSTEM

< WIRING DIAGRAM >

[VK56VD FOR MEXICO]

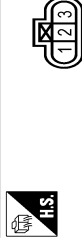
ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	F88
Connector Name	HEATED OXYGEN SENSOR 2 (BANK 2)
Connector Type	ED3FGV-RS



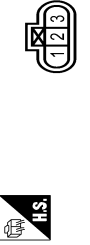
Terminal No.	Color Of Wire	Signal Name [Specification]
1	P	-
2	V	-
3	G	-
4	BR	-

Connector No.	F91
Connector Name	IGNITION COIL No. 3 (WITH POWER TRANSISTOR)
Connector Type	ED3FGV-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	O	-
2	B	-
3	W/B	-

Connector No.	F92
Connector Name	IGNITION COIL No. 2 (WITH POWER TRANSISTOR)
Connector Type	ED3FGV-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	-
2	B	-
3	W	-

Connector No.	F93
Connector Name	IGNITION COIL No. 3 (WITH POWER TRANSISTOR)
Connector Type	ED3FGV-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	LG	-
2	B	-
3	W	-

Connector No.	F94
Connector Name	IGNITION COIL No. 4 (WITH POWER TRANSISTOR)
Connector Type	ED3FGV-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	R	-
2	B	-
3	W	-

Connector No.	F95
Connector Name	IGNITION COIL No. 5 (WITH POWER TRANSISTOR)
Connector Type	ED3FGV-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	LG	-
2	B	-
3	W	-

Connector No.	F96
Connector Name	IGNITION COIL No. 6 (WITH POWER TRANSISTOR)
Connector Type	ED3FGV-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	V	-
2	B	-
3	W	-

Connector No.	F97
Connector Name	IGNITION COIL No. 7 (WITH POWER TRANSISTOR)
Connector Type	ED3FGV-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	V	-
2	B	-
3	W	-

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ENGINE CONTROL SYSTEM

< WIRING DIAGRAM >

[VK56VD FOR MEXICO]

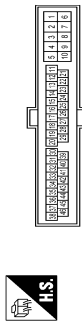
ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	F98
Connector Name	IGNITION COIL IN. 8 (WITH POWER TRANSDUCER)
Connector Type	BD35GP-4S



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	B	-
3	W	-

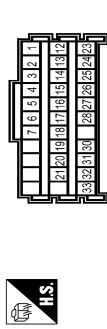
Connector No.	F103
Connector Name	WIRE TO WIRE
Connector Type	TK36FW-NS10



Terminal No.	Color Of Wire	Signal Name [Specification]
2	L	-
3	G	-
4	B	- [With VK56 engine]
5	R	- [With VK37 engine]
6	B	- [With VK37 engine]
7	LG	- [With VK56 engine]
8	Y	-
9	SR	- [With VK37 engine]
10	BR	- [With VK56 engine]
11	V	- [With VK37 engine]
12	P	-
13	V	-
14	SB	-
15	R	-

15	W	-
16	GR	-
17	LG	-
18	EG	-
19	SG	-
20	G	-
21	G	-
22	GR	-
23	O	-

Connector No.	F104
Connector Name	JOINT CONNECTION-F01
Connector Type	B30FW



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B	- [With VK37 Engine]
2	GR	- [With VK56 Engine]
3	GR	- [With VK37 Engine]
4	SHIELD	- [With VK56 Engine]
5	SHIELD	-
6	SHIELD	-
7	SHIELD	-
12	O	- [With VK37 Engine]
13	SHIELD	- [With VK56 Engine]
14	O	- [With VK37 Engine]
15	O	- [With VK56 Engine]
16	SHIELD	- [With VK37 Engine]
17	B/W	- [With VK56 Engine]
18	B/W	- [With VK37 Engine]
19	B/W	- [With VK56 Engine]
20	B/W	- [With VK37 Engine]
21	SHIELD	- [With VK56 Engine]

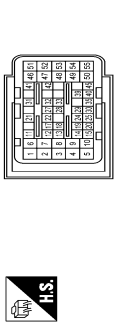
31	B/W	-
32	R	-
33	R	-
34	R	-
35	R	-
36	W	- [With VK56 Engine]
37	L	- [With VK37 Engine]
38	L	- [With VK56 Engine]
39	L	- [With VK37 Engine]
40	B	- [With VK56 Engine]
41	G	- [With VK37 Engine]
42	G	- [With VK56 Engine]
43	G	- [With VK37 Engine]

Connector No.	F105
Connector Name	JOINT CONNECTOR-F02
Connector Type	A06FW



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	-
2	L	-
3	L	-
4	B	-
5	B	-
6	B	-

Connector No.	F110
Connector Name	ECM
Connector Type	MA835FB-4EED0-LH-Z



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	FUEL INJECTOR No. 8 (HI)
2	L	FUEL INJECTOR No. 5 (HI)
3	Y	FUEL INJECTOR No. 3 (LO)
4	L	FUEL INJECTOR No. 2 (LO)
5	B	ECM GROUND
6	BR	FUEL INJECTOR No. 3 (HI)
7	B/W	FUEL INJECTOR No. 2 (HI)
8	BR	FUEL INJECTOR No. 8 (LO)
9	B/W	FUEL INJECTOR No. 5 (LO)
10	GR	ECM GROUND
11	LG	TRANSMISSION RANGE SWITCH
12	O	IGNITION SIGNAL No. 1
13	L	IGNITION SIGNAL No. 2
14	G	IGNITION SIGNAL No. 3
15	R	IGNITION SIGNAL No. 4
16	LG	IGNITION SIGNAL No. 5
17	LG	IGNITION SIGNAL No. 6
18	Y	IGNITION SIGNAL No. 7
19	L	IGNITION SIGNAL No. 8
20	G	IGNITION SIGNAL No. 8
21	R	INTAKE AIR TEMPERATURE SENSOR (BANK 1)
22	GR	MASS AIR FLOW SENSOR (BANK 1)
23	L	MASS AIR FLOW SENSOR (BANK 2)
24	B	SENSOR GROUND
25	P	SENSOR POWER SUPPLY
27	G	SENSOR POWER SUPPLY
28	W	SENSOR GROUND
29	W	KNOCK SENSOR (BANK 1)
30	O	SENSOR GROUND
31	G	FUEL RAIL PRESSURE SENSOR
32	Y	ENGINE COOLANT TEMPERATURE SENSOR
33	GR	KNOCK SENSOR (BANK 2)
35	SHIELD	SENSOR GROUND
39	LG	POWER STEERING PRESSURE SENSOR
40	B	SENSOR GROUND
41	Y	ENGINE OIL PRESSURE SENSOR
42	L	ENGINE OIL TEMPERATURE SENSOR
45	V	SENSOR GROUND

ENGINE CONTROL SYSTEM

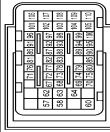
< WIRING DIAGRAM >

[VK56VD FOR MEXICO]

ENGINE CONTROL SYSTEM (VK56VD)

46	LG	FUEL INJECTOR DRIVER POWER SUPPLY
47	BR	HEATED OXYGEN SENSOR 2 HEATER (BANK 1)
48	L/R	A/F SENSOR 1 HEATER (BANK 1) [Except for Mexico]
49	BR	A/F SENSOR 1 HEATER (BANK 2) [For Mexico]
50	CG	EXHAUST VALVE TIMING CONTROL SOLENOID VALVE (BANK 1)
51	W	EXHAUST VALVE TIMING CONTROL SOLENOID VALVE (BANK 2)
52	W	FUEL INJECTOR DRIVER POWER SUPPLY
53	LG	HEATED OXYGEN SENSOR 2 HEATER (BANK 2)
54	L/W	A/F SENSOR 1 HEATER (BANK 1) [For Mexico]
55	BR	A/F SENSOR 1 HEATER (BANK 2) [Except for Mexico]
56	SB	INTAKE VALVE TIMING CONTROL SOLENOID VALVE (BANK 1)
57	R	EXHAUST VALVE TIMING CONTROL SOLENOID VALVE (BANK 1)

Connector No.	F111
Connector Name	ECM
Connector Type	MAH35-RR-ME2QD-H-Z



Terminal No.	Color Of Wire	Signal Name [Specification]
57	L	THROTTLE CONTROL MOTOR (BANK 1) [OPEN]
58	L	THROTTLE CONTROL MOTOR (BANK 2) [CLOSE]
59	SB/W	THROTTLE CONTROL MOTOR (BANK 1) [CLOSE]
60	BR	THROTTLE CONTROL MOTOR (BANK 2) [OPEN]
61	P	THROTTLE CONTROL MOTOR (BANK 1) [CLOSE]
62	P	THROTTLE CONTROL MOTOR (BANK 2) [OPEN]
63	BR	EXHAUST VALVE TIMING CONTROL SOLENOID VALVE
64	CG	EXHAUST VALVE TIMING CONTROL SOLENOID VALVE
65	R	MANIFOLD ABSOLUTE PRESSURE SENSOR
66	L	SENSOR GROUND
67	L	SENSOR GROUND
68	Q/L	SENSOR GROUND
69	G	SENSOR GROUND
70	O	SENSOR GROUND
71	O	THROTTLE POSITION SENSOR 1 (BANK 1)
72	L	A/F SENSOR 1 (BANK 1)
73	B	CAMSHAFT POSITION SENSOR (BANK 2)
74	L/W	A/F SENSOR 1 (BANK 1) [For Mexico]
75	R	SHIELD
76	R	A/F SENSOR 1 (BANK 1) [Except for Mexico]
77	B	EXHAUST VALVE TIMING CONTROL SOLENOID VALVE (BANK 1)
78	B	SENSOR POWER SUPPLY
79	L/R	A/F SENSOR 1 (BANK 1)
80	L	THROTTLE POSITION SENSOR 2 (BANK 1)
81	W	A/F SENSOR 1 (BANK 1)
82	W	SENSOR POWER SUPPLY
83	L	SENSOR POWER SUPPLY
84	W	SENSOR POWER SUPPLY
85	W	SENSOR POWER SUPPLY
86	BR	CAMSHAFT POSITION SENSOR (BANK 2)
87	BR	HEATED OXYGEN SENSOR 2 (BANK 2)
88	L/W	A/F SENSOR 1 (BANK 1)
89	W/L	THROTTLE POSITION SENSOR 2 (BANK 2)
90	L/R	A/F SENSOR 1 (BANK 2)
91	R	THROTTLE POSITION SENSOR 1 (BANK 1)
92	SHIELD	SHIELD
93	B	EXHAUST VALVE TIMING CONTROL SOLENOID VALVE (BANK 2)
94	L	A/F SENSOR 1 (BANK 2)
95	R	INTAKE CAMSHAFT POSITION SENSOR (BANK 1)
96	Y	HEATED OXYGEN SENSOR 2 (BANK 1)
97	G	SENSOR GROUND
98	R	SENSOR GROUND
99	R	SENSOR GROUND
100	P	SENSOR GROUND
101	Y	FUEL INJECTOR No. 1 (HI)
102	L	FUEL INJECTOR No. 6 (HI)
103	B/W	FUEL INJECTOR No. 7 (LO)
104	BR	FUEL INJECTOR No. 4 (LO)
105	W	HIGH PRESSURE FUEL PUMP (HI)
106	L	FUEL INJECTOR No. 7 (HI)
107	Y	FUEL INJECTOR No. 4 (HI)
108	BR	FUEL INJECTOR No. 1 (LO)
109	B/W	FUEL INJECTOR No. 6 (LO)
110	B	HIGH PRESSURE FUEL PUMP (LO)

Connector No.	F130
Connector Name	WIRE TO WIRE
Connector Type	ES09ME-PR



Terminal No.	Color Of Wire	Signal Name [Specification]
1	P	-
2	BR	-
3	G	-
4	W	-
5	O	-
6	LG	-

7	Y	-
8	R	-



Connector No.	F131
Connector Name	FUEL INJECTOR No. 1
Connector Type	H502FGY

Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	R	-

Connector No.	F132
Connector Name	FUEL INJECTOR No. 2
Connector Type	H502FGY



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	-
2	R	-

Connector No.	F133
Connector Name	FUEL INJECTOR No. 3
Connector Type	H502FGY



Terminal No.	Color Of Wire	Signal Name [Specification]
1	BR	-
2	LG	-

Connector No.	F134
Connector Name	FUEL INJECTOR No. 4
Connector Type	H502FGY



Terminal No.	Color Of Wire	Signal Name [Specification]
1	CG	-
2	SB	-

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ENGINE CONTROL SYSTEM

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[VK56VD FOR MEXICO]

ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	F135
Connector Name	FUEL INJECTOR No. 5
Connector Type	HSDFGY



Terminal No.	Color Of Wire	Signal Name [Specification]
1	P	-
2	O	-

Connector No.	F136
Connector Name	FUEL INJECTOR No. 6
Connector Type	HSDFGY



Terminal No.	Color Of Wire	Signal Name [Specification]
1	V	-
2	W	-

Connector No.	F137
Connector Name	FUEL INJECTOR No. 7
Connector Type	HSDFGY



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	Y	-

Connector No.	F138
Connector Name	FUEL INJECTOR No. 8
Connector Type	HSDFGY



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B	-
2	G	-

Connector No.	F139
Connector Name	WIRE TO WIRE
Connector Type	RS08AFB-PR



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	-
2	R	-
3	V	-
4	GR	-
5	R	-
6	G	-
7	W	-
8	SB	-

Connector No.	F211
Connector Name	WIRE TO WIRE
Connector Type	RS04AFB-PR



Terminal No.	Color Of Wire	Signal Name [Specification]
1	SHIELD	-
2	W	-
3	SHIELD	-
4	GR	-

Connector No.	F212
Connector Name	KNOCK SENSOR (BANK 1)
Connector Type	E02FB-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	SHIELD	-

Connector No.	F213
Connector Name	KNOCK SENSOR (BANK 2)
Connector Type	E02FB-RS



Terminal No.	Color Of Wire	Signal Name [Specification]
1	GR	-
2	SHIELD	-

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ENGINE CONTROL SYSTEM

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[VK56VD FOR MEXICO]

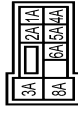
ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	F301
Connector Name	TCM
Connector Type	ESP10FG



Terminal No.	Color Of Wire	Signal Name [Specification]
1	-	VIGN
2	-	BATT
3	-	CAN-H
4	-	K.LINE
5	-	GND
6	-	VIGN
7	-	REV LAMP RLY
8	-	CAN-L
9	-	START RLY
10	-	GND

Connector No.	M1
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS08FW-M2



Terminal No.	Color Of Wire	Signal Name [Specification]
1A	R	-
2A	W	-
3A	Y	-
4A	W	-
5A	V	-
6A	Y	-
8A	Y	-

Connector No.	M2
Connector Name	FUSE BLOCK (J/B)
Connector Type	NS12PW-C5



Terminal No.	Color Of Wire	Signal Name [Specification]
1B	R	-
2B	V	-
3B	P	-
4B	G	-
5B	SR	-
6B	W	- [With VQ37 engine]
7B	Y	- [With W56 engine]
8B	R	-
9B	R	-

Connector No.	M6
Connector Name	WIRE TO WIRE
Connector Type	TH80MW-C51E-TM4

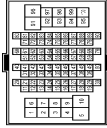


Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	W	-
3	SR	-
4	LG	-
5	W	-
6	W	-
7	BG	-
8	G	-
9	Y	-
10	W	-
11	R	-

Terminal No.	Color Of Wire	Signal Name [Specification]
12	V	-
13	LG	-
14	V	-
15	R	-
16	GR	-
17	GR	-
18	V	-
19	SR	-
20	SR	-
21	BR	-
22	L	-
23	P	-
27	SHIELD	-
28	V	-
29	SR	-
31	BG	-
32	P	-
33	R	-
34	BG	-
36	V	-
37	G	-
41	BR	-
44	BR	-
45	Y	-
46	BG	-
47	V	-
48	G	-
49	BG	-
50	W	-
54	W	-
55	G	-
56	GR	-
57	LG	-
58	BR	-
64	L	- [With VQ37 engine]
65	R	- [Without VQ37 engine]
66	P	- [Without VQ37 engine]
67	L	-
68	R	-
69	SHIELD	-
70	B	-
71	W	-
72	R	-
73	G	-
74	Y	-
75	B	-
76	SHIELD	-
77	B	-

Terminal No.	Color Of Wire	Signal Name [Specification]
78	V	-
80	G	-
82	BR	-
83	SR	-
84	Y	-
85	L	-
86	L	-
87	V	-
88	V	-
89	LG	-
90	BG	-
91	W	-
92	BG	-
93	G	-
94	Y	-
95	W	-
97	SR	-
98	R	-
99	W	-
100	L	-

Connector No.	M7
Connector Name	WIRE TO WIRE
Connector Type	TH80MW-C51E-TM4



Terminal No.	Color Of Wire	Signal Name [Specification]
1	G	-
2	Y	-
4	BR	-
5	P	-
7	G	-
8	Y	-
9	G	-
10	V	-
11	L	- [With heated seat]
11	V	- [With climate controlled seat]
12	GR	- [With heated seat]
12	P	- [With climate controlled seat]
13	BR	-
14	GR	-

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ENGINE CONTROL SYSTEM

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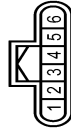
[VK56VD FOR MEXICO]

ENGINE CONTROL SYSTEM (VK56VD)

13	BG	-	-
14	BG	-	-
17	BG	-	-
18	W	-	-
18	Y	-	-
19	W	-	-
20	L	-	-
21	B	-	-
22	LG	-	-
23	W	-	-
24	V	-	-
25	G	-	-
26	BR	-	-
27	SR	-	-
28	P	-	-
29	L	-	-
30	SHIELD	-	-
32	L	-	-
33	P	-	-
36	BG	-	-
37	SR	-	-
41	SR	-	-
42	V	-	-
43	L	-	-
44	B	-	-
47	L	-	-
48	LG	-	-
49	BR	-	-
50	V	-	-
51	P	-	-
52	P	-	-
53	BG	-	-
56	SR	-	-
57	P	-	-
58	LG	-	-
59	Y	-	-
60	GR	-	-
61	B	-	-
62	LG	-	-
63	BR	-	-
65	W	-	-
66	R	-	-
67	V	-	-
68	LG	-	-
69	SR	-	-
70	V	-	-
72	L	-	-
73	P	-	-
74	L	-	-
75	P	-	-

76	G	-	-
79	V	-	-
78	SR	-	-
79	W	-	-
81	LG	-	-
82	BR	-	-
83	BG	-	-
84	B	-	-
85	W	-	-
86	G	-	-
87	R	-	-
88	G	-	-
91	W	-	-
92	G	-	-
96	W	-	-
97	BG	-	-
98	Y	-	-
99	LG	-	-

Connector No.	M9
Connector Name	ACCELERATOR PEDAL POSITION SENSOR
Connector Type	PH06FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	ACCELERATOR PEDAL POSITION SENSOR 2
2	B	SENSOR GROUND
3	R	SENSOR POWER SUPPLY
4	W	ACCELERATOR PEDAL POSITION SENSOR 1
5	G	SENSOR GROUND
6	L	SENSOR POWER SUPPLY

Connector No.	M20
Connector Name	PCB HARNESS
Connector Type	TH40FB-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B	-
2	B	-
3	Y	-
4	G	-
5	R	-
6	W	-
11	BR	-
12	R	-
15	B	-
16	SHIELD	-
17	R	-
18	P	-
19	W	-
21	B	-
22	X	-
23	L	-
24	SR	-
24	L	-
27	P	-
31	V	-
33	V	-
35	L	-
36	P	-
38	L	-
40	Y	-

Connector No.	M23
Connector Name	PCB HARNESS
Connector Type	TH40FP-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
121	R	-
122	V	-
123	BG	-
124	BG	-
126	B	-
131	SR	-
132	LG	-
133	L	-
134	L	-
135	P	-
136	P	-
137	Y	-
138	L	-
141	W	-
142	W	-
143	W	-
145	B	-
146	LG	-
147	B	-
149	B	-
150	P	-
151	L	-
152	B	-
153	W	-
154	W	-
155	W	-
157	W	-
158	R	-
159	R	-
160	SR	-

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ENGINE CONTROL SYSTEM

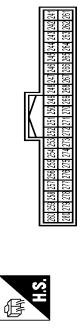
< WIRING DIAGRAM >

[VK56VD FOR MEXICO]

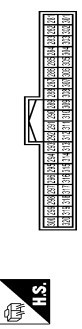
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ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	M26
Connector Name	PCB HARNESS
Connector Type	TH40PW-NH



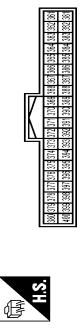
Connector No.	M27
Connector Name	PCB HARNESS
Connector Type	TH40PW-NH



Connector No.	M28
Connector Name	PCB HARNESS
Connector Type	TH40PW-NH



Connector No.	M29
Connector Name	PCB HARNESS
Connector Type	TH40PW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
241	L	-
242	L	-
243	R	- [With LCC]
243	Y	- [Without LCC]
244	L	- [With LCC]
244	SR	- [Without LCC]
245	B	-
246	B	-
247	B	-
248	SHIELD	-
251	SHIELD	-
252	B	-
253	B	-
254	B	- [With heated seat]
254	W	- [With climate controlled seat]
255	B	-
256	R	-
257	R	-
258	R	-
259	RG	-
260	W	-
261	R	-
262	P	-
263	P	-
264	Y	-
268	G	-
270	Y	-
272	G	-
271	BR	-
273	R	-
274	R	-
275	Y	-
276	B	-
277	G	-
278	R	-
279	R	-
280	Y	-

Terminal No.	Color Of Wire	Signal Name [Specification]
281	O	-
282	BG	-
283	BG	-
284	BG	-
286	W	-
287	Y	-
288	W	-
289	SHIELD	-
290	B	-
291	SHIELD	-
292	B	-
293	B	-
294	B	-
295	B	-
295	GR	-
296	B	-
297	B	-
298	B	-
299	L	-
300	W	-
301	R	-
302	R	-
303	R	-
304	SHIELD	-
305	P	-
306	V	-
309	G	-
310	R	-
311	W	-
312	B	-
313	B	-
314	Y	-
315	G	-
316	R	-
317	W	-
318	SHIELD	-
319	V	-

Terminal No.	Color Of Wire	Signal Name [Specification]
321	V	-
322	V	-
324	B	-
325	L	-
326	L	-
327	P	-
328	P	-
330	B	-
331	V	-
332	V	-
335	B	-
337	W	-
338	W	-
339	W	-
340	B	-
341	B	-
342	L	-
346	L	-
347	P	-
348	GR	-
349	V	-
350	LG	-
351	P	-
352	R	-
353	P	-
354	W	-
355	W	-
360	G	-

Terminal No.	Color Of Wire	Signal Name [Specification]
361	W	-
362	W	-
363	Y	-
366	B	-
367	B	-
368	G	-
374	BG	-
375	BG	-
376	V	-
377	V	-
378	B	-
380	R	-
381	G	-
382	V	-
384	GR	-
392	P	-
395	L	-
400	V	-

Connector No.	M30
Connector Name	PCB HARNESS
Connector Type	TH40PW-NH



ENGINE CONTROL SYSTEM

< WIRING DIAGRAM >

[VK56VD FOR MEXICO]

ENGINE CONTROL SYSTEM (VK56VD)

Terminal No.	Color Of Wire	Signal Name [Specification]
402	B	-
403	R	-
406	B	-
407	V	-
408	B	-
409	B	-
410	B	-
411	B	-
413	Y	-
414	BR	-
416	LG	-
417	B	-
419	S8	-
420	SHIELD	-
422	V	-
427	P	-
428	V	-
429	P	-
430	LG	-
431	B	-
432	Y	-
435	V	-
436	BG	-
437	B	-
438	P	-
439	L	-
440	B	-

Connector No.	M35
Connector Name	COMBINATION SWITCH (SPIRAL CABLE)
Connector Type	TM08EGY-TV



Terminal No.	Color Of Wire	Signal Name [Specification]
24	P	-
25	S8	-
26	B	-
31	L	-
32	Y	-

Terminal No.	33	B	-
	34	LG	-

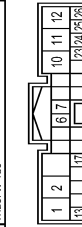
Connector No.	M33
Connector Name	COMBINATION METER
Connector Type	TH40FW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	BATTERY POWER SUPPLY
2	RG	IGNITION SIGNAL
3	GR	VEHICLE SPEED SIGNAL (P-PULSE)
4	R	VEHICLE SPEED SIGNAL (P-PULSE)
5	B	ILLUMINATION CONTROL SIGNAL
6	B	METER CONTROL SWITCH GROUND
7	SB	ENTER SWITCH SIGNAL
8	LG	SELECT SWITCH SIGNAL
9	G	ILLUMINATION CONTROL SWITCH SIGNAL (+)
10	GR	ILLUMINATION CONTROL SWITCH SIGNAL (-)
11	L	TRIP RESET SWITCH SIGNAL
12	B	GROUND
13	P	CAN-L
14	P	CAN-H
15	P	AIR BAG SIGNAL
16	R	LED HEADLAMP (RH) WARNING SIGNAL
17	G	LED HEADLAMP (LH) WARNING SIGNAL
18	V	GROUND
23	B	FUEL LEVEL SENSOR GROUND
24	B	ALTERNATOR SIGNAL
25	W	PARKING BRAKE SWITCH SIGNAL
26	V	BRAKE FLUID LEVEL SWITCH SIGNAL
27	V	SECURITY SIGNAL
28	G	WASHER LEVEL SWITCH SIGNAL
29	L	PADDLE SHIFTER SHIFT DOWN SIGNAL
32	G	PADDLE SHIFTER SHIFT UP SIGNAL
33	BG	FUEL LEVEL SENSOR SIGNAL
34	G	SEAT BELT BUCKLE SWITCH SIGNAL (DRIVER SIDE)
35	W	PASSENGER SEAT BELT WARNING SIGNAL
36	G	NON-MANUAL MODE SIGNAL
37	G	MANUAL MODE SHIFT DOWN SIGNAL
38	V	MANUAL MODE SHIFT UP SIGNAL
39	L	MANUAL MODE SHIFT UP SIGNAL

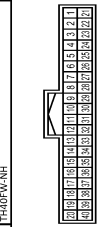
Terminal No.	40	W	MANUAL MODE SIGNAL
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Connector No.	M36
Connector Name	A/C AUTO AMP.
Connector Type	TH20FW-186



Terminal No.	Color Of Wire	Signal Name [Specification]
1	L	BATTERY POWER SUPPLY
2	W	IGNITION POWER SUPPLY
6	R	BLOWER MOTOR F/R SIGNAL
7	L	POWER TRANSDUCER CONTROL SIGNAL
10	B	GROUND
11	P	CAN-L
12	L	CAN-H
13	V	ACC POWER SUPPLY
17	BG	ECU CONTROL SIGNAL
23	W	DRIVE MODE SELECT SW (SLOW)
24	L	DRIVE MODE SELECT SW (ECO)
25	G	DRIVE MODE SELECT SW (STANDARD)
26	V	DRIVE MODE SELECT SW (SPORT)

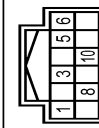
Connector No.	M25
Connector Name	WIRE TO WIRE
Connector Type	TH40FW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
2	R	-
3	B	-
5	LG	-
6	P	-

Terminal No.	7	L	-
	8	P	-
	9	B	-
	10	W	-
	11	W	-
	12	SR	-
	14	SR	-
	15	BR	-
	16	V	-
	18	G	-
	22	BG	-
	23	B	-
	25	W	-
	30	R	-
	31	BR	-
	32	L	-
	33	P	-
	34	LG	-
	35	W	-
	36	LG	-
	37	L	-

Connector No.	M18
Connector Name	POWER STEERING CONTROL UNIT
Connector Type	TH12FW-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	LG	EPS SOL*
3	G	IGN
5	B	EPS SOL*
6	B	GND
8	GR	VEHICLE SPEED (ZP)
10	V	ENG TACHO

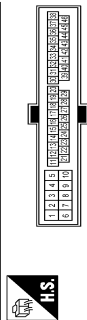
ENGINE CONTROL SYSTEM

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[VK56VD FOR MEXICO]

ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	M115
Connector Name	WIRE TO WIRE
Connector Type	TC686W-MS10



Terminal No.	Color Of Wire	Signal Name [Specification]
2	SB	
3	Y	
4	B	- [With VK56 engine]
4	SB	- [With VC37 engine]
5	B	
7	W	
8	Y	
9	SB	- [With VC37 engine]
9	W	- [With VK56 engine]
10	SB	
11	L	
12	P	
13	V	
14	R	
15	G	
16	SB	
18	BR	
21	LG	
22	B	
23	W	
24	W	
25	BG	

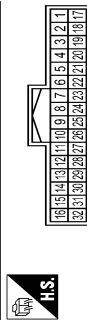
Connector No.	M117
Connector Name	WIRE TO WIRE
Connector Type	TH82PL-CS16-TM4



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	
3	Y	
6	R	
7	W	
8	V	
11	R	
12	G	
13	W	
14	L	
15	R	- [Without ADAS]
15	Y	- [With ADAS]
17	GR	
18	P	
19	BR	
20	GR	
21	P	
22	LG	
23	W	
24	BG	
25	BG	
26	W	
27	R	
28	V	
29	P	
30	B	
31	G	
32	Y	
40	SHIELD	
41	R	
42	V	
45	SB	
46	BG	- [With heated seat]
46	L	- [With climate controlled seat]
47	G	- [With climate controlled seat]
47	GR	- [With heated seat]
48	V	

49	BG	
50	LG	
51	SB	
52	W	
53	W	
54	G	
55	R	
56	R	
57	W	
58	W	
59	W	
61	LG	
62	V	
63	R	
64	SB	
65	LG	
66	L	
67	Y	
68	SB	
69	B	
71	L	
72	L	
73	P	
74	B	
75	L	
76	SHIELD	
77	G	
78	R	
79	L	
80	G	
81	BG	
82	BR	
83	GR	
84	W	
85	LG	
86	Y	
87	R	
88	Y	
89	BR	
90	L	
91	Y	
93	G	
93	W	- [With heated seat]
94	V	- [With climate controlled seat]
96	W	
97	Y	
98	BR	
99	G	
100	Y	

Connector No.	M135
Connector Name	WIRE TO WIRE
Connector Type	TH32PL-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	
2	BG	
5	L	- [With heated seat]
5	V	- [With climate controlled seat]
6	GR	- [With heated seat]
6	P	- [With climate controlled seat]
7	SB	
10	G	- [With climate controlled seat]
10	GR	- [With heated seat]
11	BG	- [With heated seat]
11	L	- [With climate controlled seat]
12	Y	
13	W	
14	L	
15	G	
16	Y	
18	BR	
19	W	
19	BR	- [With heated seat]
19	GR	- [With climate controlled seat]
20	B	
21	R	
22	B	- [With heated seat]
22	W	- [With climate controlled seat]
23	BG	
24	V	
25	B	- [With heated seat]
25	LG	- [With climate controlled seat]
26	R	- [With heated seat]
26	SB	- [With climate controlled seat]
27	P	- [With heated seat]
27	B	- [With climate controlled seat]
28	B	
29	B	
30	V	
32	L	

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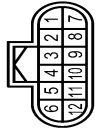
ENGINE CONTROL SYSTEM

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[VK56VD FOR MEXICO]

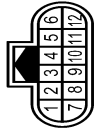
ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	M150
Connector Name	WIRE TO WIRE
Connector Type	RH12FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	-
2	BR	-
3	R	-
4	L	-
5	W	-
6	G	-
7	LG	-
8	LG	-
9	G	-
10	Y	-
11	L	-
12	SHIELD	-

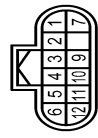
Connector No.	M151
Connector Name	WIRE TO WIRE
Connector Type	RH12MB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	-
2	BR	-
3	R	-
4	L	-
5	W	-
6	G	-
7	O	-
8	B	-

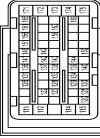
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10	Y	-
11	W	-
12	SHIELD	-

Connector No.	M154
Connector Name	ACCELERATOR PEDAL POSITION/ACCELERATOR PEDAL POSITION
Connector Type	RH12FB



Terminal No.	Color Of Wire	Signal Name [Specification]
1	O	BATTERY
2	R	IGNITION
3	L	ITS COMM+H
4	G	SENSOR POWER SUPPLY
5	W	SENSOR GROUND
6	R	ACCELERATOR PEDAL POSITION SENSOR 1
7	B	GROUND
8	Y	ITS COMM+L
9	Y	SENSOR POWER SUPPLY
10	B	SENSOR GROUND
11	B	SENSOR GROUND
12	Y	ACCELERATOR PEDAL POSITION SENSOR 2

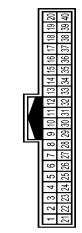
Connector No.	M160
Connector Name	ECM
Connector Type	MAB55FB-MEB10-LH-Z



Terminal No.	Color Of Wire	Signal Name [Specification]
111	W	FUEL INJECTOR DRIVER POWER SUPPLY
112	W	FUEL INJECTOR DRIVER POWER SUPPLY
114	B	ECM GROUND

Terminal No.	Color Of Wire	Signal Name [Specification]
115	B	ECM GROUND
120	G	EMR GATEWAY CONTROL VALVE
121	Y	THROTTLE CONTROL MOTOR RELAY
122	BG	THROTTLE CONTROL MOTOR RELAY
125	P	FUEL PUMP CONTROL MODULE (PCM)
126	Y	ACCELERATOR PEDAL POSITION SENSOR 2
128	SR	ASC/D STEERING SWITCH
129	B	SENSOR GROUND (Without LCI)
129	BR	SENSOR GROUND (With LCI)
130	Y	SENSOR GROUND
131	L	SENSOR POWER SUPPLY
133	BG	SENSOR POWER SUPPLY
134	P	FUEL TANK TEMPERATURE SENSOR
136	R	ACCELERATOR PEDAL POSITION SENSOR 1
137	G	SENSOR POWER SUPPLY
138	P	BATTERY CURRENT SENSOR
139	BG	BATTERY TEMPERATURE SENSOR
140	W	SENSOR GROUND
141	G	IGNITION SWITCH
142	GR	FUEL PUMP CONTROL MODULE (PCM) CHECK
143	P	FUEL TANK PRESSURE SENSOR
144	LG	REFRIGERANT PRESSURE SENSOR
146	L	CAN COMMUNICATION LINE
147	BR	ASC/D BRAKE SWITCH
150	V	SENSOR GROUND
151	P	CAN COMMUNICATION LINE
156	W	POWER SUPPLY FOR ECM (BACK-UP)
158	P	STOP-LAMP SWITCH
161	P	ENGINE STOP SW
161	W	ECM STOP SW LINE
162	W	ECM STOP SW LINE
166	BG	ENGINE STOP SW LINE
166	W	ENGINE SPEED SIGNAL CIRCUIT
171	SR	POWER SUPPLY FOR ECM
172	SR	POWER SUPPLY FOR ECM
173	R	THROTTLE CONTROL MOTOR POWER SUPPLY
174	B	ECM GROUND
175	B	ECM GROUND

Connector No.	M181
Connector Name	WIRE TO WIRE
Connector Type	TH40M4-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
2	R	-
3	B	-
5	R	-
6	BR	-
7	L	-
8	P	-
9	B	-
10	W	-
11	LG	-
12	SB	-
14	SB	-
15	BR	-
16	V	-
18	G	-
22	BS	-
25	W	-
30	R	-
31	BR	-
32	L	-
33	P	-
34	LG	-
35	W	-
36	LG	-
37	L	-

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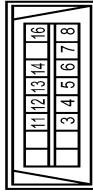
ENGINE CONTROL SYSTEM

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[VK56VD FOR MEXICO]

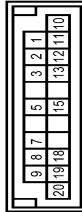
ENGINE CONTROL SYSTEM (VK56VD)

Connector No.	M182
Connector Name	DATA LINK CONNECTOR
Connector Type	BD16FW



Terminal No.	Color Of Wire	Signal Name [Specification]
3	LG	M-CAN_L
4	B	EARTH
5	B	EARTH
6	L	CAN-H
7	V	KLINE
8	LG	IGN_SW
11	SB	M-CAN_H
12	P	CAN_L
13	L	CAN-H
14	P	CAN-L
16	W	POWER

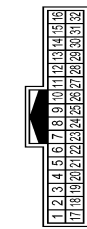
Connector No.	M189
Connector Name	JOINT CONNECTOR-M01
Connector Type	HM20FL-BC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	B	-
2	B	-
3	B	-
5	B	-
7	B	-
8	B	-
9	B	-
10	B	-
11	B	-

12	B	-
13	B	-
18	B	-
19	LG	-
20	LG	-

Connector No.	M201
Connector Name	WIRE TO WIRE
Connector Type	TH32MM-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	Y	-
2	BG	-
5	V	-
6	P	-
7	SB	-
10	G	-
11	L	-
12	R	-
13	W	-
14	W	-
15	G	-
16	Y	-
17	W	-
18	BR	-
19	GR	-
20	B	-
21	R	-
22	B	-
23	BG	-
24	V	-
25	B	-
26	R	-
27	B	-
27	R	- [With climate controlled seat]
28	B	-
29	B	-
30	B	-
32	R	-

Connector No.	M203
Connector Name	DRIVE MODE SELECT SWITCH
Connector Type	TH10FB-NH



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	L	-
3	G	-
4	Y	-
6	B	-
7	B	-
9	R	-

Connector No.	M221
Connector Name	WIRE TO WIRE
Connector Type	HM3FW-LC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	R	-
3	W	-

Connector No.	M222
Connector Name	WIRE TO WIRE
Connector Type	HM3MM-LC



Terminal No.	Color Of Wire	Signal Name [Specification]
1	W	-
2	R	-
3	Y	-

Connector No.	M303
Connector Name	COMBINATION SWITCH (SPIRAL CABLE)
Connector Type	TR08FGY



Terminal No.	Color Of Wire	Signal Name [Specification]
13	-	-
14	-	-
15	-	-
16	-	-
17	-	-
18	-	-
19	-	-
20	-	-

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DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[VK56VD FOR MEXICO]

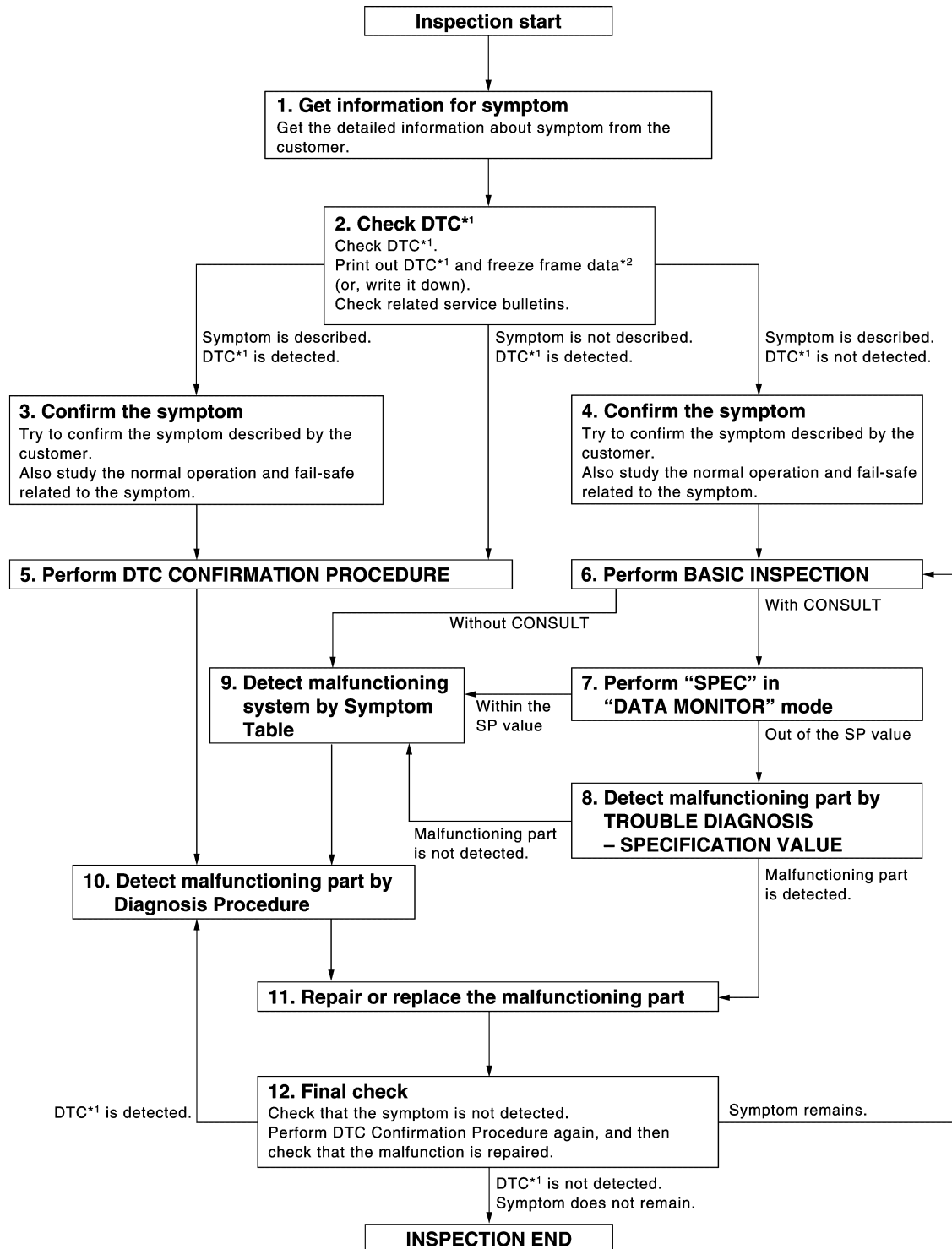
BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Work Flow

INFOID:000000012357621

OVERALL SEQUENCE



*1: Include 1st trip DTC.

*2: Include 1st trip freeze frame data.

JSBIA1228GB

DETAILED FLOW

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[VK56VD FOR MEXICO]

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-1714, "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 or GST.)
 - Erase DTC.
 - Study the relationship between the cause detected by DTC and the symptom described by the customer. (Symptom Matrix Chart is useful. Refer to [EC-2018, "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-2023, "Description"](#) and [EC-1659, "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-2018, "Symptom Table"](#) and [EC-1659, "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 check that DTC is detected again.

If two or more DTCs are detected, refer to [EC-1661, "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-45, "Intermittent Incident"](#).

6.PERFORM BASIC INSPECTION

Perform [EC-1716, "Work Procedure"](#).

Will CONSULT be used?

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[VK56VD FOR MEXICO]

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

7. PERFORM SPEC IN DATA MONITOR MODE

④ With CONSULT

Check 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 "SPEC" in "DATA MONITOR" mode with CONSULT. Refer to [EC-1739, "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-1740, "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-2018, "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-48, "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. Refer to [EC-1637, "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.

>> GO TO 12.

12. FINAL CHECK

When DTC was detected in step 2, perform DTC CONFIRMATION PROCEDURE or Component Function Check again, and then check that the malfunction have been completely repaired.

When symptom was described from the customer, refer to confirmed symptom in step 3 or 4, and check 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). If the completion of SRT is needed, drive vehicle under the specific driving pattern. Refer to [EC-1734, "Description"](#).

Diagnostic Work Sheet

INFOID:0000000012357622

DESCRIPTION

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[VK56VD FOR MEXICO]

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 symptoms. It is important to fully understand the symptoms or conditions for a customer complaint.

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

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

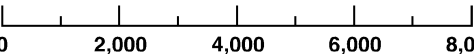
- Vehicle ran out of fuel, which caused the engine to misfire.
- Fuel filler cap was left off or incorrectly screwed on, allowing fuel to evaporate into the atmosphere.

KEY POINTS

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

SEF907L

WORKSHEET SAMPLE

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

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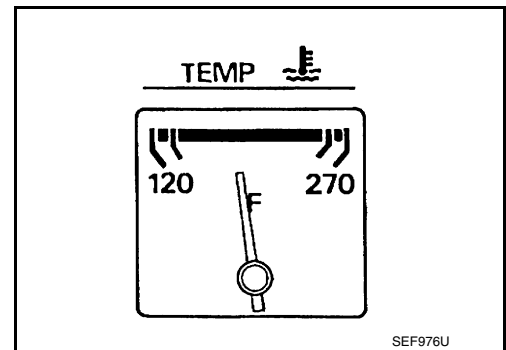
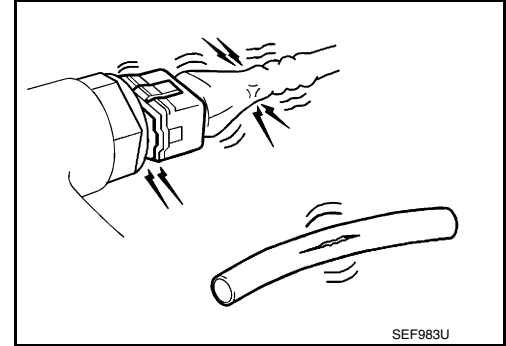
BASIC INSPECTION

Work Procedure

INFOID:000000012357623

1.INSPECTION START

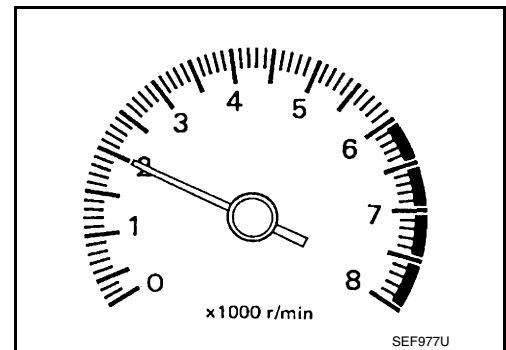
1. Check service records for any recent repairs that may indicate a related malfunction, or a current need for scheduled maintenance.
2. Open engine hood and check the following:
 - Harness connectors for improper connections
 - Wiring harness for improper connections, pinches and cut
 - Vacuum hoses for splits, kinks and improper connections
 - Hoses and ducts for leakage
 - Air cleaner clogging
 - Gasket
3. Check 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 to the middle of gauge. Check that engine stays below 1,000 rpm.



5. Run engine at approximately 2,000 rpm for approximately 2 minutes under no load.
6. Check that no DTC is displayed with CONSULT or GST.

Are any DTCs detected?

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



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 approximately 2,000 rpm for approximately 2 minutes under no load.

BASIC INSPECTION

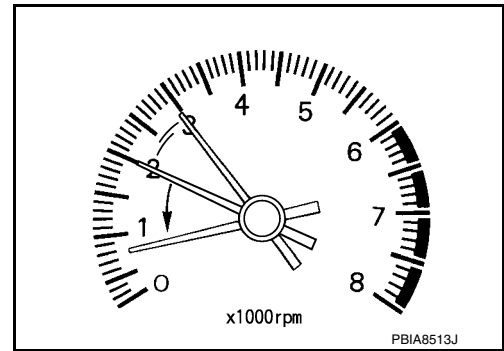
[VK56VD FOR MEXICO]

< BASIC INSPECTION >

- Rev engine between 2,000 and 3,000 rpm 2 or 3 times under no load, then run engine at idle speed for approximately 1 minute.
- Check idle speed.
For procedure, refer to [EC-2024, "Inspection"](#).
For specification, refer to [EC-2031, "Idle Speed"](#).

Is the inspection result normal?

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



4.PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

- Stop engine.
- Perform [EC-1724, "Description"](#).

>> GO TO 5.

5.PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Perform [EC-1725, "Description"](#).

>> GO TO 6.

6.PERFORM IDLE AIR VOLUME LEARNING

Perform [EC-1726, "Description"](#).

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

- Start engine and warm it up to normal operating temperature.
- Check idle speed.
For procedure, refer to [EC-2024, "Inspection"](#).
For specification, refer to [EC-2031, "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 and circuit. Refer to [EC-1865, "DTC Logic"](#).
- Check crankshaft position sensor and circuit. Refer to [EC-1861, "DTC Logic"](#).

Is the inspection result normal?

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

9.CHECK ECM FUNCTION

- Substitute with a non-malfunctioning ECM to check ECM function. (ECM may be the cause of the incident, although this is rare.)
- Perform initialization of IVIS (NATS) system and registration of all IVIS (NATS) ignition key IDs. Refer to [SEC-53, "ECM : Description"](#).

>> GO TO 4.

10.CHECK IGNITION TIMING

- Run engine at idle.
- Check ignition timing with a timing light.
For procedure, refer to [EC-2025, "Inspection"](#).

BASIC INSPECTION

[VK56VD FOR MEXICO]

< BASIC INSPECTION >

For specification, refer to [EC-2031, "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-1724, "Description"](#).

>> GO TO 12.

12.PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Perform [EC-1725, "Description"](#).

>> GO TO 13.

13.PERFORM IDLE AIR VOLUME LEARNING

Perform [EC-1726, "Description"](#).

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-2024, "Inspection"](#).
For specification, refer to [EC-2031, "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.
For procedure, refer to [EC-2025, "Inspection"](#).
For specification, refer to [EC-2031, "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-252, "Inspection"](#).

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 and circuit. Refer to [EC-1865, "DTC Logic"](#).
- Check crankshaft position sensor and circuit. Refer to [EC-1861, "DTC Logic"](#).

Is the inspection result normal?

- YES >> GO TO 18.
NO >> Repair or replace malfunctioning part. 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.)

BASIC INSPECTION

< BASIC INSPECTION >

[VK56VD FOR MEXICO]

2. Perform initialization of IVIS (NATS) system and registration of all IVIS (NATS) ignition key IDs. Refer to .

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>> GO TO 4.

19.INSPECTION END

EC

If ECM is replaced during this BASIC INSPECTION procedure, perform [EC-1720, "Description"](#).

>> INSPECTION END

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ADDITIONAL SERVICE WHEN REPLACING ECM

< BASIC INSPECTION >

[VK56VD FOR MEXICO]

ADDITIONAL SERVICE WHEN REPLACING ECM

Description

INFOID:000000012357624

When replacing ECM, the following procedure must be performed. (For details, refer to [EC-1720, "Work Procedure"](#).)

PROGRAMMING OPERATION

NOTE:

After replacing with a blank ECM, programming is required to write ECM information. Be sure to follow the procedure to perform the programming.

Work Procedure

INFOID:000000012357625

1. SAVE ECM DATA

Ⓟ With CONSULT

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Turn ignition switch ON.
4. Select "SAVING DATA FOR REPLC CPU" in "WORK SUPPORT" mode of "ENGINE" using CONSULT.
5. Follow the instruction of CONSULT display.

NOTE:

- Necessary data in ECM is copied and saved to CONSULT.
- Go to Step 2 regardless of with or without success in saving data.

>> GO TO 2.

2. CHECK ECM PART NUMBER

Check ECM part number to see whether it is blank ECM or not.

NOTE:

- Part number of blank ECM is 23703 - xxxxxx.
- Check part number when ordering ECM or the one included in the label on the container box.

Is the ECM a blank ECM?

- YES >> GO TO 3.
NO >> GO TO 5.

3. SAVE ECM PART NUMBER

Read out the part number from the old ECM and save the number, following the programming instructions. Refer to CONSULT Operation Manual.

NOTE:

- The ECM part number is saved in CONSULT.
- Even when ECM part number is not saved in CONSULT, go to 4.

>> GO TO 4.

4. PERFORM ECM PROGRAMMING

After replacing ECM, perform the ECM programming. Refer to CONSULT Operation Manual.

NOTE:

- Refer to [EC-2028, "Removal and Installation"](#) for replacement of ECM.
- During programming, maintain the following conditions:
 - Ignition switch: ON
 - Electric load: OFF
 - Brake pedal: Not depressed
 - Battery voltage: 12 – 13.5 V (Be sure to check the value of battery voltage by selecting "BATTERY VOLT" in "Data monitor" of CONSULT.)

>> GO TO 6.

5. REPLACE ECM

ADDITIONAL SERVICE WHEN REPLACING ECM

< BASIC INSPECTION >

[VK56VD FOR MEXICO]

Replace ECM. Refer to [EC-2028, "Removal and Installation"](#).

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>> GO TO 6.

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

EC

Refer to [SEC-53, "ECM : Description"](#).

C

>> GO TO 7.

7.CHECK ECM DATA STATUS

Check if the data is successfully copied from the ECM at Step 1 (before replacement) and saved in CONSULT.
Is the data saved successfully?

D

YES >> GO TO 8.

E

NO >> GO TO 9.

8.WRITE ECM DATA

 With CONSULT

F

1. Select "WRITING DATA FOR REPLC CPU" in "WORK SUPPORT" mode of "ENGINE" using CONSULT.
2. Follow the instruction of CONSULT display.

NOTE:

The data saved by "SAVING DATA FOR REPLC CPU" is written to ECM.

G

>> GO TO 10.

H

9.PERFORM VIN REGISTRATION

Refer to [EC-1723, "Description"](#).

I

>> GO TO 10.

10.PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

J

Perform Accelerator Pedal Released Position Learning. Refer to [EC-1724, "Description"](#).

>> GO TO 11.

K

11.PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Perform Throttle Valve Closed Position Learning. Refer to [EC-1725, "Description"](#).

L

>> GO TO 12.

12.PERFORM IDLE AIR VOLUME LEARNING

M

Perform Idle Air Volume Learning. Refer to [EC-1726, "Description"](#).

N

>> END

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ADDITIONAL SERVICE WHEN REPLACING VVEL CONTROL MODULE

< BASIC INSPECTION >

[VK56VD FOR MEXICO]

ADDITIONAL SERVICE WHEN REPLACING VVEL CONTROL MODULE

Description

INFOID:000000012357626

When replacing VVEL control module, the following procedure must be performed. (For details, refer to [EC-1722. "Work Procedure"](#).)

Work Procedure

INFOID:000000012357627

1.PERFORM IDLE AIR VOLUME LEARNING

Perform idle air volume learning. Refer to [EC-1726. "Description"](#).

>> WORK END

VIN REGISTRATION

Description

INFOID:000000012357628

VIN Registration is an operation to register VIN in ECM. It must be performed each time ECM is replaced. (For details, refer to [EC-1723, "Work Procedure"](#).)

Work Procedure

INFOID:000000012357629

1.CHECK VIN

Check the VIN of the vehicle and note it. Refer to [GI-36, "Information About Identification or Model Code"](#).

>> GO TO 2.

2.PERFORM VIN REGISTRATION

 With CONSULT

1. Turn ignition switch ON with engine stopped.
2. Select "VIN REGISTRATION" in "WORK SUPPORT" mode.
3. Follow the instructions on the CONSULT display.

>> END

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ACCELERATOR PEDAL RELEASED POSITION LEARNING

< BASIC INSPECTION >

[VK56VD FOR MEXICO]

ACCELERATOR PEDAL RELEASED POSITION LEARNING

Description

INFOID:000000012357630

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. (For details, refer to [EC-1724, "Work Procedure"](#).)

Work Procedure

INFOID:000000012357631

1. START

1. Check 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

< BASIC INSPECTION >

[VK56VD FOR MEXICO]

THROTTLE VALVE CLOSED POSITION LEARNING

Description

INFOID:000000012357632

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 the harness connector of the electric throttle control actuator or ECM is disconnected or electric throttle control actuator inside is cleaned. (For details, refer to [EC-1725, "Work Procedure"](#).)

Work Procedure

INFOID:000000012357633

1. START

Ⓜ With CONSULT

1. Turn ignition switch ON.
2. Select "CLSD THL POS LEARN" in "WORK SUPPORT" mode.
3. Follow the instructions on the CONSULT display.
4. Turn ignition switch OFF and wait at least 10 seconds.
Check that throttle valve moves during the above 10 seconds by confirming the operating sound.

ⓧ Without CONSULT

1. Start the engine.
NOTE:
Engine coolant temperature is 25°C (77°F) or less before engine starts.
2. Warm up the engine.
NOTE:
Raise engine coolant temperature until it reaches 65°C (149°F) or more.
3. Turn ignition switch OFF and wait at least 10 seconds.
Check that throttle valve moves during the above 10 seconds by confirming the operating sound.

>> END

IDLE AIR VOLUME LEARNING

Description

INFOID:000000012357634

Idle Air Volume Learning is a function of ECM to learn the idle air volume that keeps engine idle speed within the specific range. (For details, refer to [EC-1726, "Work Procedure"](#).) It must be performed under the following conditions:

- Each time the electric throttle control actuator or ECM is replaced.
- Idle speed or ignition timing is out of the specification.

Work Procedure

INFOID:000000012357635

1. PRECONDITIONING

Check 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)
- Selector lever position: P or N
- 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 illuminate.

- Steering wheel: Neutral (Straight-ahead position)
- Vehicle speed: Stopped
- Transmission: Warmed-up
- With CONSULT: Drive vehicle until "ATF TEMP 2" in "DATA MONITOR" mode of "A/T" system indicates less than 0.9 V.
- Without CONSULT: Drive vehicle for 10 minutes.

Will CONSULT be used?

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

2. PERFORM IDLE AIR VOLUME LEARNING

With CONSULT

1. Perform Accelerator Pedal Released Position Learning. Refer to [EC-1724, "Description"](#).
2. Perform Throttle Valve Closed Position Learning. [EC-1725, "Description"](#).
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 screen?

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

3. PERFORM IDLE AIR VOLUME LEARNING

Without CONSULT

NOTE:

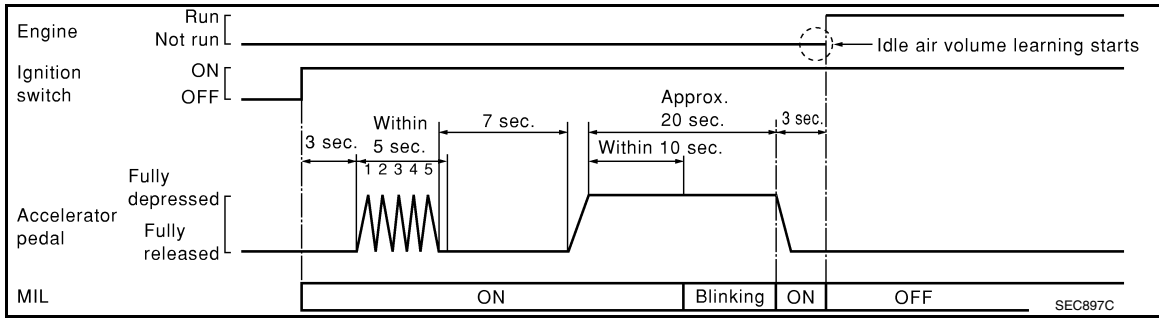
- **It is better to count the time accurately with a clock.**
 - **It is impossible to switch the diagnostic mode when an accelerator pedal position sensor circuit has a malfunction.**
1. Perform Accelerator Pedal Released Position Learning. Refer to [EC-1724, "Description"](#).
 2. Perform Throttle Valve Closed Position Learning. [EC-1725, "Description"](#).
 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 5 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 turns ON.

IDLE AIR VOLUME LEARNING

[VK56VD FOR MEXICO]

< BASIC INSPECTION >

8. Fully release the accelerator pedal within 3 seconds after the MIL turns ON.
9. Start engine and let it idle.
10. Wait 20 seconds.



>> GO TO 4.

4. CHECK IDLE SPEED AND IGNITION TIMING

Rev up engine two or three times and check that idle speed and ignition timing are within the specifications. For procedure, refer to [EC-2031, "Idle Speed"](#) and [EC-2031, "Ignition Timing"](#). For specifications, refer to [EC-2031, "Idle Speed"](#) and [EC-2031, "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-1739, "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.
- Incorrect idle.

>> INSPECTION END

VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

< BASIC INSPECTION >

[VK56VD FOR MEXICO]

VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

Description

INFOID:000000012357636

VVEL control shaft position sensor adjustment is an operation to adjust the initial position of the VVEL control shaft position sensor.

It must be performed each time VVEL actuator sub assembly is replaced. (For details, refer to [EC-1728, "Work Procedure"](#).)

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.

Work Procedure

INFOID:000000012357637

1. START

Will CONSULT be used?

Will CONSULT be used?

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

2. PERFORM VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

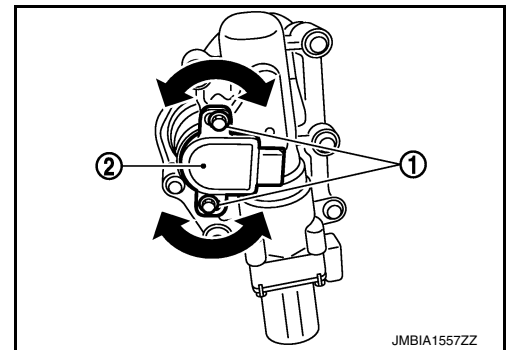
☐ With CONSULT

1. Turn ignition switch ON.
2. Select "VVEL POS SEN ADJ PREP" in "WORK SUPPORT" mode with CONSULT.
3. Touch "Start" and wait a few seconds.
4. Check that "CMPLT" is displayed on CONSULT screen.
5. Select "VVEL POSITION SEN-B1" or "VVEL POSITION SEN-B2" in "DATA MONITOR" mode with CONSULT.
6. Loosen the VVEL control shaft position sensor mounting bolts (1).
7. Turn the VVEL control shaft position sensor (2) clockwise and counterclockwise 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 bolts.

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 mounting bolts are 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-1726, "Description"](#).

>> INSPECTION END

3. PERFORM VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

☒ Without CONSULT

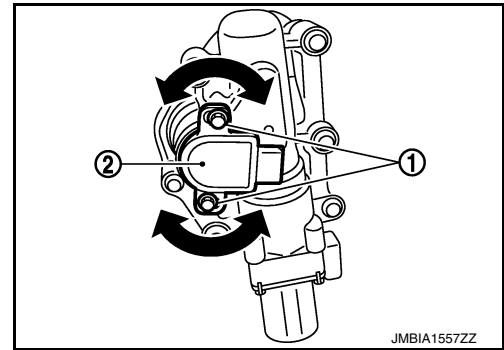
1. Disconnect VVEL control shaft position sensor harness connector.
2. Remove VVEL actuator motor relay.

VVEL CONTROL SHAFT POSITION SENSOR ADJUSTMENT

< BASIC INSPECTION >

[VK56VD FOR MEXICO]

3. Turn ignition switch ON, wait at least 5 seconds and then turn it 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 bolts (1).
8. Turn the VVEL control shaft position sensor (2) clockwise and counterclockwise 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	6	500 ± 48 mV
2		5	4	

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



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	6	500 ± 48 mV
2		5	4	

NOTE:

If it varies from the standard value after the mounting bolts are 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-1726. "Description"](#).

>> INSPECTION END

MIXTURE RATIO SELF-LEARNING VALUE CLEAR

< BASIC INSPECTION >

[VK56VD FOR MEXICO]

MIXTURE RATIO SELF-LEARNING VALUE CLEAR

Description

INFOID:000000012357638

This describes how to erase the mixture ratio self-learning value. For the actual procedure, follow the instructions in "Diagnosis Procedure". (For details, refer to [EC-1730, "Work Procedure"](#).)

Work Procedure

INFOID:000000012357639

1.START

Ⓟ With CONSULT

1. Start engine and warm it up to normal operating temperature.
2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT.
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. Check DTC P0102 is detected.
7. Select Service \$04 with GST to erase the DTC P0102.

>> END

FUEL PRESSURE

Work Procedure

INFOID:000000012357640

FUEL PRESSURE RELEASE

Ⓜ WITH CONSULT

1. Turn ignition switch ON.
2. Perform "FUEL PRESSURE RELEASE" in "WORK SUPPORT" mode with CONSULT.
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

1. Remove fuel pump fuse in IPDM E/R.
 - NOTE:**
 - For the fuse number, refer to [EC-1681, "Wiring Diagram"](#).
 - For the fuse arrangement, refer to [PG-120, "Fuse, Connector and Terminal Arrangement"](#).
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.

LOW FUEL PRESSURE CHECK

CAUTION:

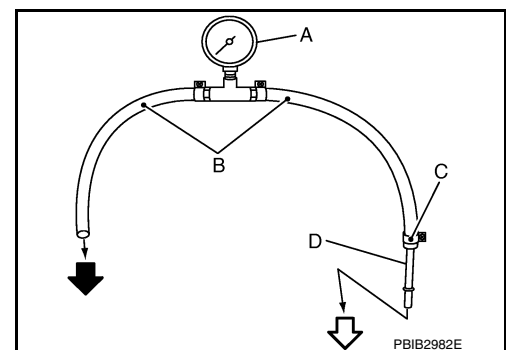
- Before disconnecting fuel line, release fuel pressure from fuel line to eliminate danger.
- The fuel hose connection method used when taking fuel pressure check must not be used for other purposes.
- Be careful not to scratch or put debris around connection area when servicing, so that the quick connector maintains seal ability with O-rings inside.
- Do not perform fuel pressure check with electrical systems operating (i.e. lights, rear defogger, A/C, etc.) Fuel pressure gauge may indicate false readings due to varying engine load and changes in manifold vacuum.

NOTE:

Prepare pans or saucers under the disconnected fuel line because the fuel may spill out. The fuel pressure cannot be completely released because this models do not have fuel return system.

1. Release fuel pressure to zero.
2. Prepare fuel hose for fuel pressure check (B) and fuel tube adapter [SST (KV10120000)] (D), then connect fuel pressure gauge (A).

- ← To quick connector
- ← To fuel tube (engine side)
- C : Hose clamp



CAUTION:

- Use suitable fuel hose for fuel pressure check (genuine NISSAN fuel hose without quick connector).
 - To avoid unnecessary force or tension to hose, use moderately long fuel hose for fuel pressure check.
 - Do not use the fuel hose for checking fuel pressure with damage or cracks on it.
 - Use Pressure Gauge to check fuel pressure.
3. Disconnect fuel feed hose from fuel tube. Refer to [FL-11, "Exploded View"](#).

CAUTION:

Do not twist or kink fuel hose because it is plastic hose.

FUEL PRESSURE

< BASIC INSPECTION >

[VK56VD FOR MEXICO]

4. Connect fuel hose for fuel pressure check (1) to fuel tube (engine side) with clamp (2) as shown in the figure.

5 : No.2 spool

CAUTION:

- Wipe off oil or dirt from hose insertion part using cloth moistened with gasoline.
- Apply proper amount of gasoline between top of the fuel tube (3) and No.1 spool (4).
- Insert fuel hose for fuel pressure check until it touches the No.1 spool on fuel tube.
- Use NISSAN genuine hose clamp (part number: 16439 N4710 or 16439 40U00).
- When reconnecting fuel line, always use new clamps.
- Use a torque driver to tighten clamps.
- Install hose clamp to the position within 1 - 2 mm (0.04 - 0.08 in).

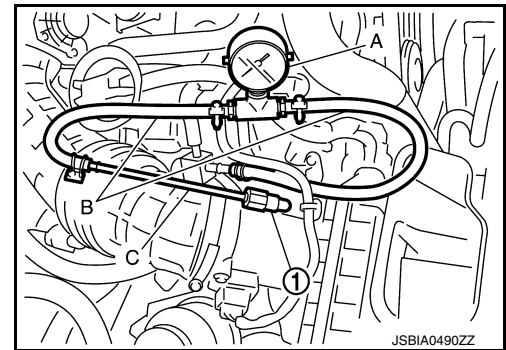
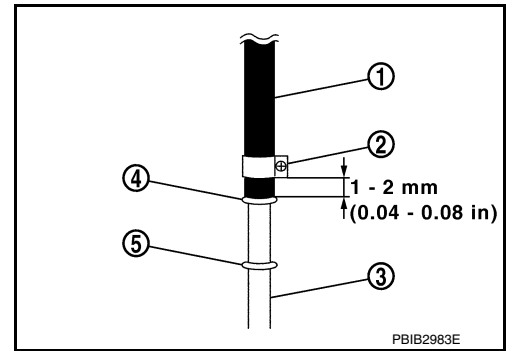
Tightening torque : 1 - 1.5 N·m (0.1 - 0.15 kg·m, 9 - 13 in·lb)

- Make sure that clamp screw does not contact adjacent parts.

5. Connect fuel tube adapter (C) to quick connector (1).

A : Fuel pressure gauge

B : Fuel hose for fuel pressure check



6. After connecting fuel hose for fuel pressure check, pull the hose with a force of approximately 98 N (10 kg, 22 lb) to confirm fuel tube does not come off.

7. Reinstall the part removed at Step 3.

NOTE:

Install the part to allow smooth engine starts.

8. Turn ignition switch ON and check for fuel leakage.

9. Start engine and check for fuel leakage.

10. Read the indication of fuel pressure gauge.

CAUTION:

- Do not perform fuel pressure check with system operating. Fuel pressure gauge may indicate false readings.
- During fuel pressure check, confirm for fuel leakage from fuel connection every 3 minutes.

At idling : Approximately 450 kPa (4.5 bar, 4.6 kg/cm², 65 psi)

HIGH FUEL PRESSURE CHECK

NOTE:

Since the fuel pressure gauge kit cannot be connected, follow the method shown below to check high fuel pressure.

Ⓟ WITH CONSULT

1. Start engine.
2. Check "FUEL PRES SEN V" in "DATA MONITOR" mode with CONSULT.

FUEL PRESSURE

< BASIC INSPECTION >

[VK56VD FOR MEXICO]

Monitor Item	Condition	Values/Status
FUEL PRES SEN V	Idle	820 – 1,220 mV
	Reving engine from idle to 4,000 rpm quickly	820 – 3,060 mV

⊗ WITHOUT CONSULT

1. Start engine.
2. Check the voltage between ECM harness connector and ground.

ECM				Condition	Voltage
+		-			
Connector	Terminal	Connector	Terminal		
F110	31	F110	40	[Engine is running] • Warm-up condition • Idle speed	0.82 - 1.22 V
				[Engine is running] • Warm-up condition • Revving engine from idle to 4,000 rpm quickly	0.82 - 3.06 V

A
EC
C
D
E
F
G
H
I
J
K
L
M
N
O
P

HOW TO SET SRT CODE

Description

INFOID:0000000012357641

OUTLINE

In order to set all SRTs, the self-diagnoses as in the “SRT ITEM” table must have been performed at least once. Each diagnosis may require actual driving for a long period of time under various conditions.

SRT ITEM

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

SRT item*1 (CONSULT indication)	Required self-diagnostic items to set the SRT to “CMPLT”	Corresponding DTC No.
CATALYST	Three way catalyst function	P0420, P0430
HO2S	Air fuel ratio (A/F) sensor 1	P0130, P0133, P0150, P0153
	Heated oxygen sensor 2	P0137, P0157
	Heated oxygen sensor 2	P0138, P0158
	Heated oxygen sensor 2	P0139, P0159
EGR/VVT SYSTEM	Intake valve timing control function	P0011, P0021

*1: Though displayed on the CONSULT screen, “HO2S HTR” is not SRT item.

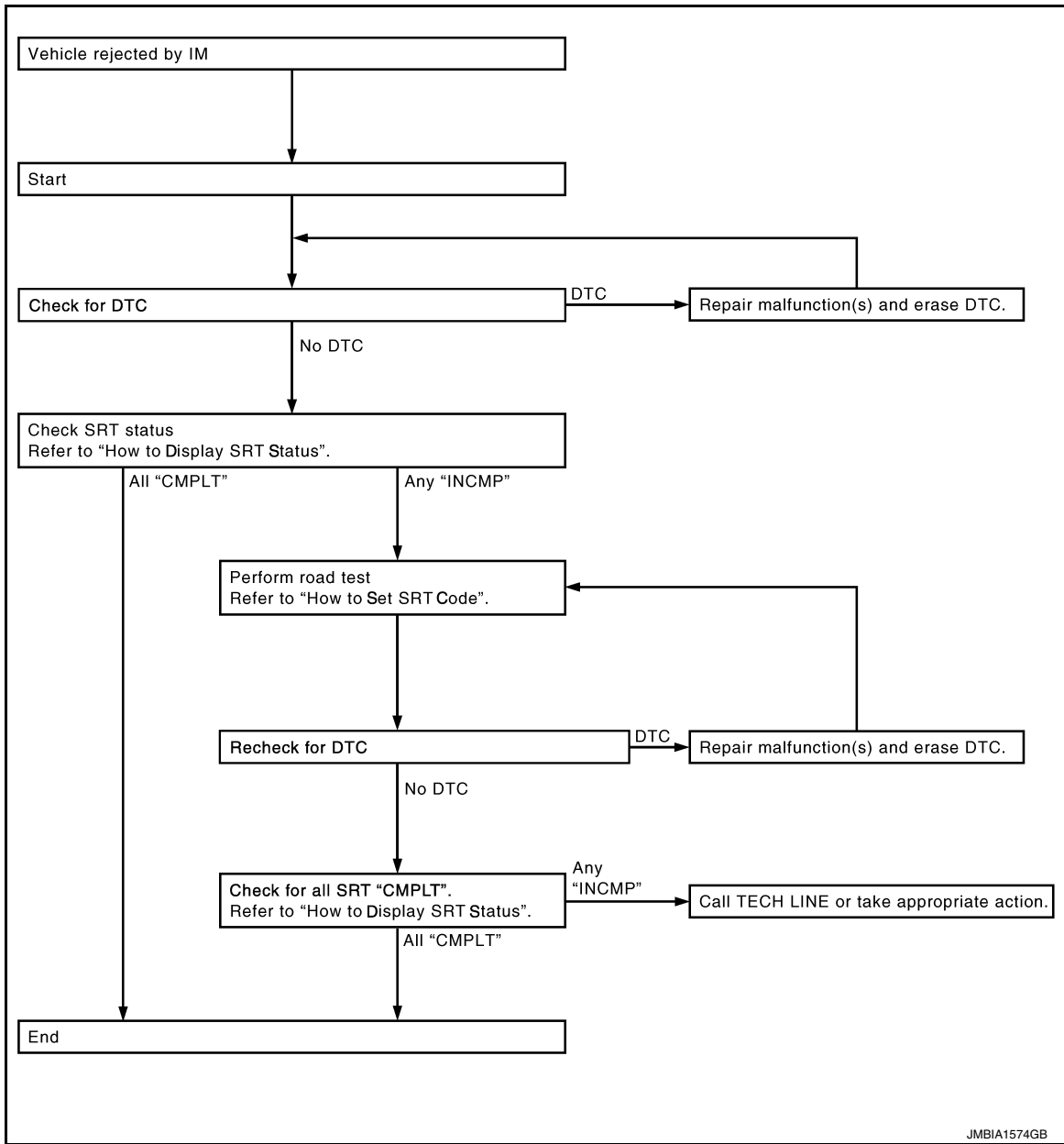
SRT SERVICE PROCEDURE

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 SET SRT CODE

< BASIC INSPECTION >

[VK56VD FOR MEXICO]



SRT Set Driving Pattern

INFOID:000000012357642

CAUTION:

A
EC
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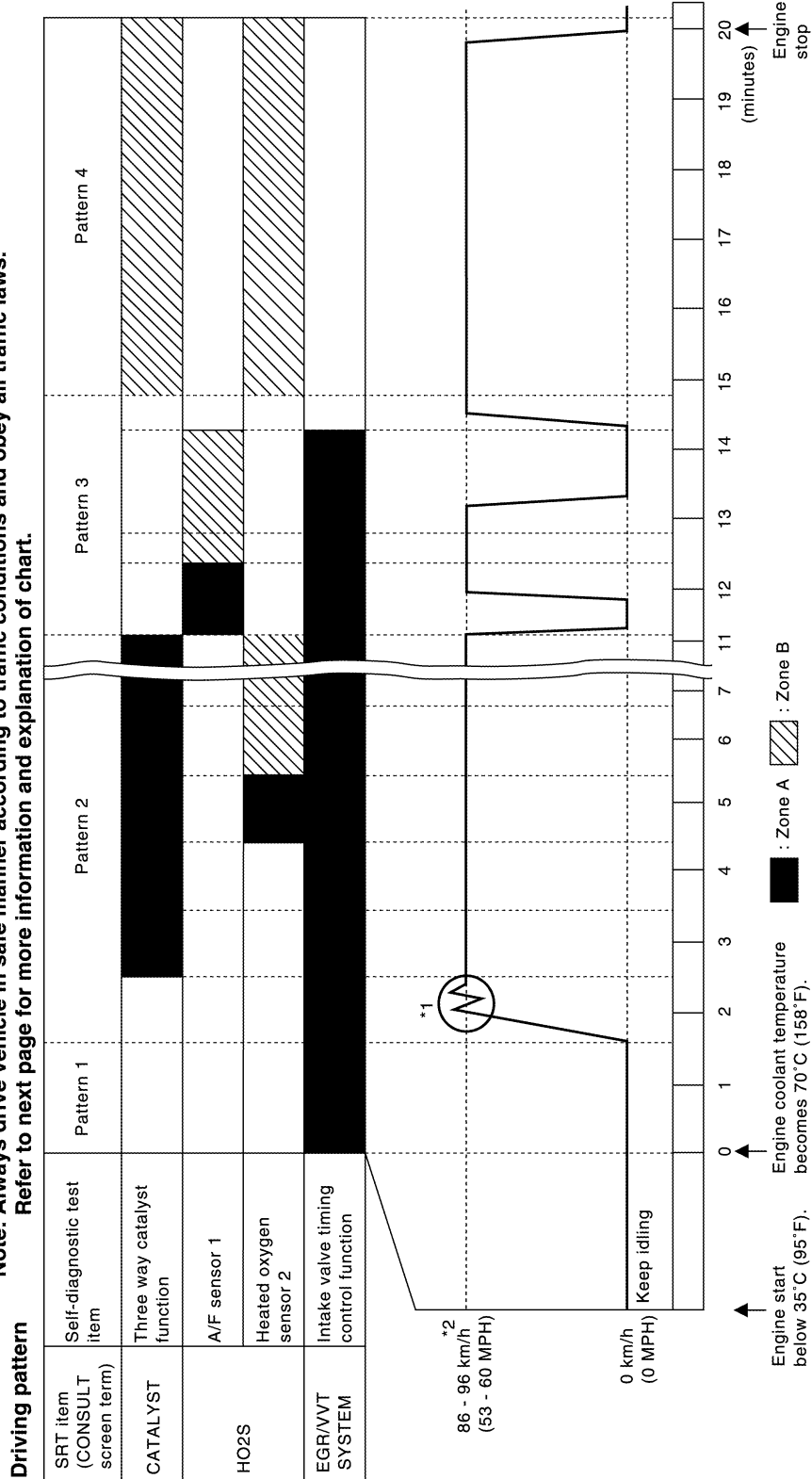
HOW TO SET SRT CODE

< BASIC INSPECTION >

[VK56VD FOR MEXICO]

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

Note: Always drive vehicle in safe manner according to traffic conditions and obey all traffic laws. Refer to next page for more information and explanation of chart.



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*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.

- 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.

HOW TO SET SRT CODE

[VK56VD FOR MEXICO]

< BASIC INSPECTION >

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.

Work Procedure

INFOID:000000012357643

1. CHECK DTC

Check DTC.

Is any DTC detected?

YES >> Repair malfunction(s) and erase DTC. Refer to [EC-1663, "DTC Index"](#).

NO >> GO TO 2.

2. CHECK SRT STATUS

WITH CONSULT

Select "SRT STATUS" in "DTC & SRT CONFIRMATION" mode with CONSULT.

WITHOUT CONSULT

Perform "SRT status" mode with [EC-1625, "On Board Diagnosis Function"](#).

WITH GST

Select Service \$01 with GST (Generic Scan Tool).

Is SRT code(s) set?

YES >> END

NO-1 >> With CONSULT: GO TO 3.

NO-2 >> Without CONSULT: GO TO 4.

3. DTC CONFIRMATION PROCEDURE

1. Select "SRT WORK SUPPORT" in "DTC & SRT CONFIRMATION" mode with CONSULT.
2. For SRT(s) that is not set, perform the corresponding "DTC CONFIRMATION PROCEDURE" according to the "Performance Priority" in the "SRT ITEM" table. Refer to [EC-1734, "Description"](#).
3. Check DTC.

Is any DTC detected?

YES >> Repair malfunction(s) and erase DTC. Refer to [EC-1663, "DTC Index"](#).

NO >> GO TO 9.

4. PERFORM ROAD TEST

- Check the "Performance Priority" in the "SRT ITEM" table. Refer to [EC-1734, "Description"](#).
- Perform the most efficient SRT set driving pattern to set the SRT properly. Refer to [EC-1735, "SRT Set Driving Pattern"](#).

In order to set all SRTs, the SRT set driving pattern must be performed at least once.

>> GO TO 5.

5. PATTERN 1

1. Check the vehicle condition;
 - Engine coolant temperature is -10 to 35°C (14 to 95°F).
 - Fuel tank temperature is more than 0°C (32°F).
2. Start the engine.
3. Keep engine idling until the engine coolant temperature is greater than 70°C (158°F)

NOTE:

ECM terminal voltage is follows;

- Engine coolant temperature
 - -10 to 35°C (14 to 95°F): 3.0 - 4.3 V
 - 70°(158°F): Less than 1.4 V

HOW TO SET SRT CODE

[VK56VD FOR MEXICO]

< BASIC INSPECTION >

- Fuel tank temperature: Less than 4.1 V
Refer to [EC-1637, "Reference Value"](#).

>> GO TO 6.

6.PATTERN 2

1. Drive the vehicle. And 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.
2. Depress the accelerator pedal until vehicle speed is 90 km/h (56 MPH) again

NOTE:

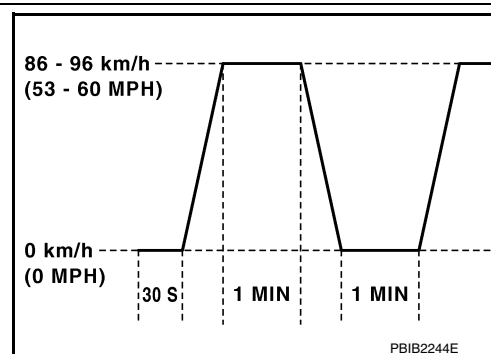
- Checking the vehicle speed with GST is advised.
- When steady-state driving is performed again even after it is interrupted, each diagnosis can be conducted. In this case, the time required for diagnosis may be extended.

>> GO TO 7.

7.PATTERN 3

- Operate vehicle following the driving pattern shown in the figure.
- Release the accelerator pedal during deceleration of vehicle speed from 90 km/h (56 MPH) to 0 km/h (0 MPH).

>> GO TO 8.



8.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.

>> GO TO 9.

9.CHECK SRT STATUS

WITH CONSULT

Select "SRT STATUS" in "DTC & SRT CONFIRMATION" mode with CONSULT.

WITHOUT CONSULT

Perform "SRT status" mode with [EC-1625, "On Board Diagnosis Function"](#).

WITH GST

Select Service \$01 with GST (Generic Scan Tool).

Is SRT(s) set?

YES >> END

NO >> Call TECH LINE or take appropriate action.

DTC/CIRCUIT DIAGNOSIS

TROUBLE DIAGNOSIS - SPECIFICATION VALUE

Description

INFOID:0000000012357644

The specification (SP) value indicates the tolerance of the value that is displayed in "SPEC" in "DATA MONITOR" mode of CONSULT 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 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)
- IDLE FUEL PRES MAX/MIN (the signal voltage of the fuel rail pressure sensor)

Component Function Check

INFOID:0000000012357645

1. PRECONDITIONING

Check 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 (0.983 - 1.043 bar, 1.003 - 1.064 kg/cm², 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
- After the engine is warmed up to normal operating temperature, drive vehicle until "ATF TEMP 2" (A/T fluid temperature sensor signal) indicates more than 60°C (140°F).
- Electrical load: Not applied
- Rear window defogger switch, air conditioner switch and lighting switch are OFF. Steering wheel is straight ahead.
- Engine speed: Idle
- Gear position: Neutral (or parking)

>> GO TO 2.

2. PERFORM SPEC IN DATA MONITOR MODE

 WITH CONSULT

NOTE:

Perform "SPEC" in "DATA MONITOR" mode in maximum scale display.

1. Perform basic inspection. Refer to [EC-1716. "Work Procedure"](#).
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.
3. Check that monitor items are within the SP value.

Is the measurement value within the SP value?

YES >> INSPECTION END

NO >> Proceed to [EC-1740. "Diagnosis Procedure"](#).

TROUBLE DIAGNOSIS - SPECIFICATION VALUE

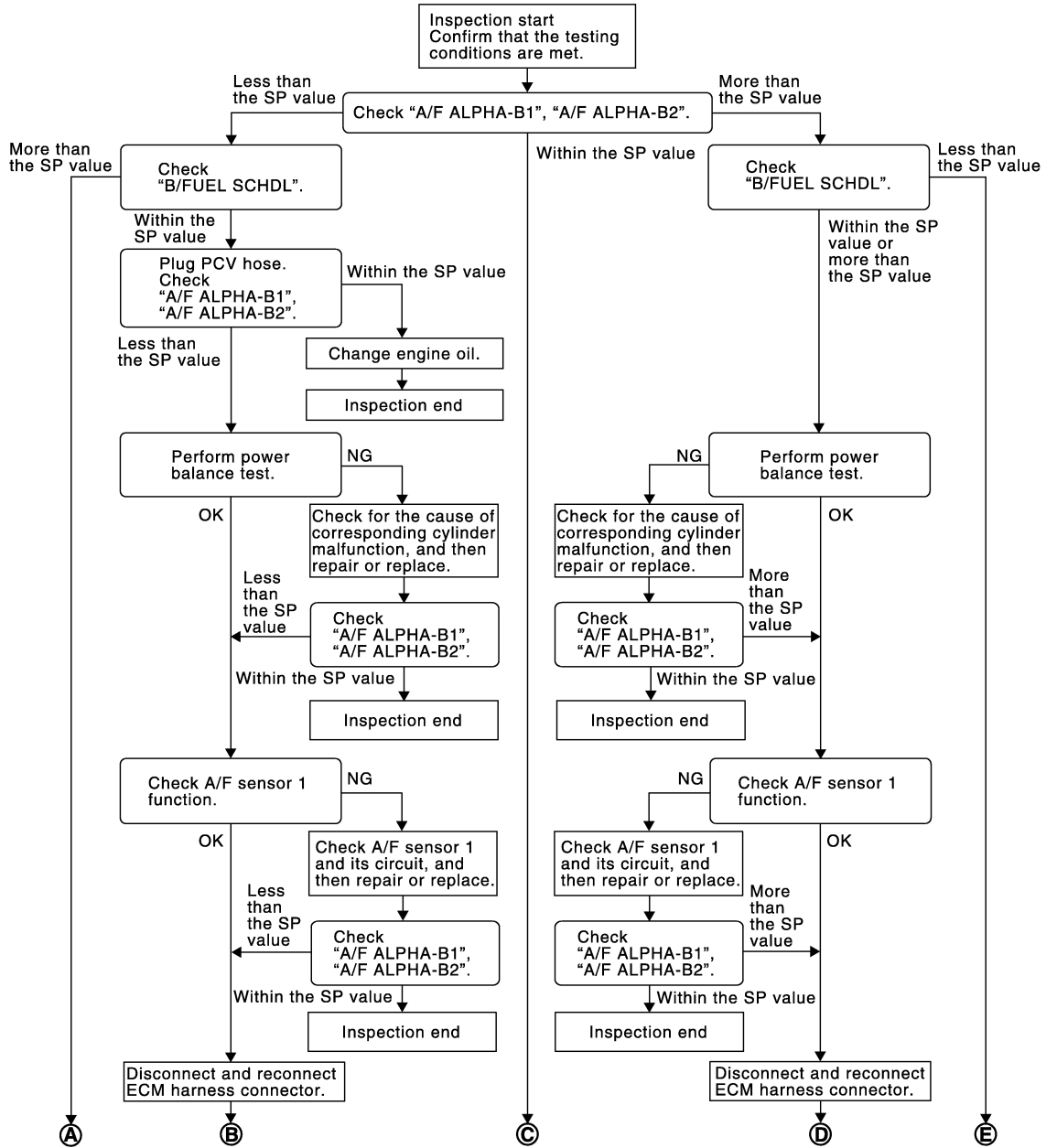
< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

Diagnosis Procedure

INFOID:000000012357646

OVERALL SEQUENCE

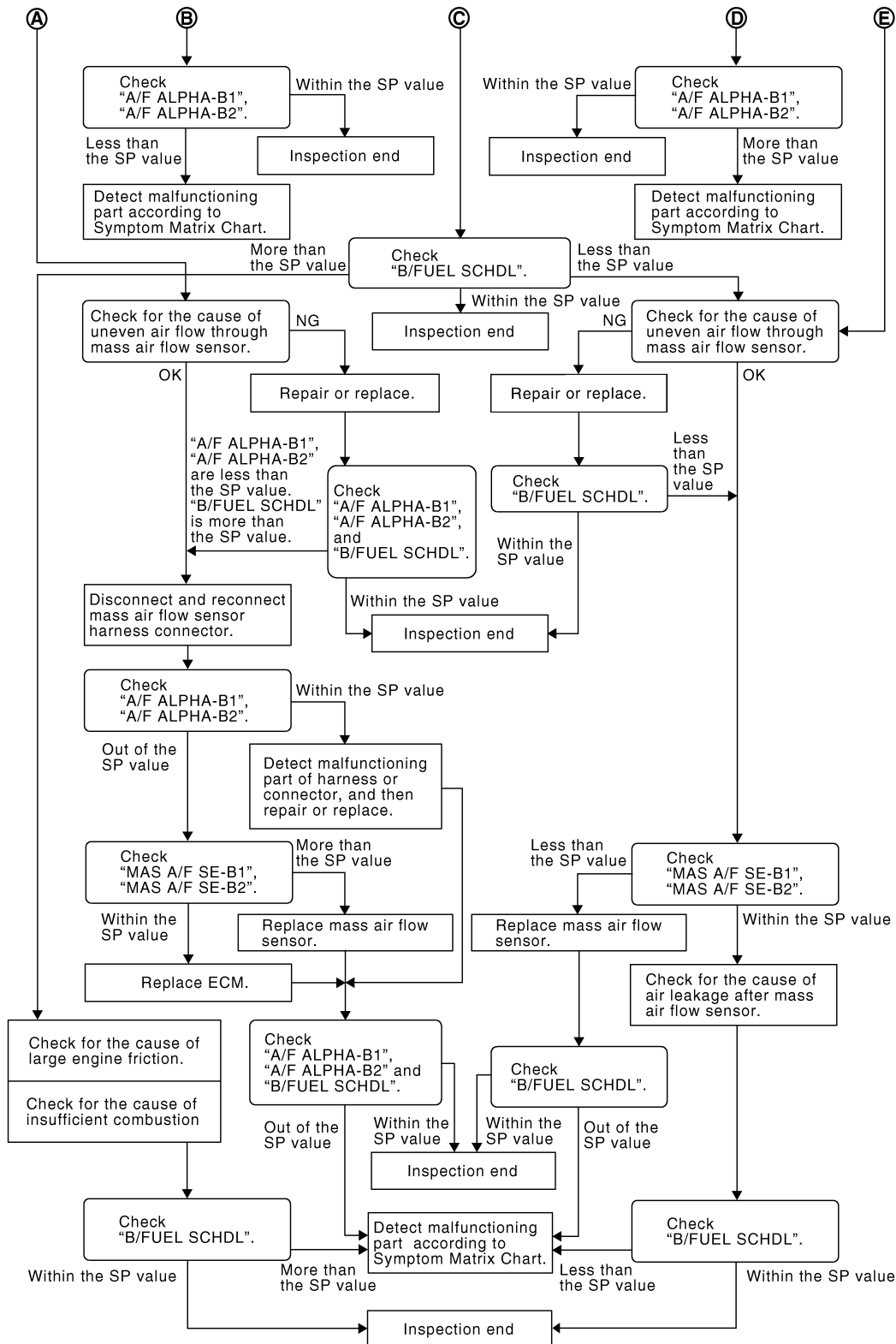


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TROUBLE DIAGNOSIS - SPECIFICATION VALUE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]



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DETAILED PROCEDURE

1. CHECK "A/F ALPHA-B1" AND "A/F ALPHA-B2"

WITH CONSULT

1. Start engine.
2. Check that the testing conditions are met. Refer to [EC-1739, "Component Function Check"](#).
3. Select "A/F ALPHA-B1" and "A/F ALPHA-B2" in "SPEC" of "DATA MONITOR" mode, and check that each indication is within the SP value.

TROUBLE DIAGNOSIS - SPECIFICATION VALUE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

NOTE:

Check "A/F ALPHA-B1" and "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 14.
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 check 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 16.

3.CHECK "B/FUEL SCHDL"

Select "B/FUEL SCHDL" in "SPEC" of "DATA MONITOR" mode, and check 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 22.

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" and "A/F ALPHA-B2" in "SPEC" of "DATA MONITOR" mode, and check 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.PERFORM POWER BALANCE TEST

1. Perform "POWER BALANCE" in "ACTIVE TEST" mode.
2. Check that each cylinder produces a momentary engine speed drop.

Is the inspection result normal?

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

7.DETECT MALFUNCTIONING PART

Check the following below.

- Ignition coil and its circuit (Refer to [EC-2007, "Component Function Check"](#).)
- Fuel injector and its circuit (Refer to [EC-1999, "Component Function Check"](#).)
- Intake air leakage
- Low compression pressure (Refer to [FL-5, "Inspection"](#).)

Is the inspection result normal?

TROUBLE DIAGNOSIS - SPECIFICATION VALUE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

- YES >> Replace fuel injector. Refer to [EM-205. "Removal and Installation"](#). And then GO TO 8.
NO >> Repair or replace malfunctioning part and then GO TO 8.

8.CHECK "A/F ALPHA-B1" AND "A/F ALPHA-B2"

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

Is the measurement value within the SP value?

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

9.CHECK A/F SENSOR 1 FUNCTION

Perform all DTC CONFIRMATION PROCEDURE related with A/F sensor 1.

- For DTC P0130, P0150, refer to [EC-1801. "DTC Logic"](#).
- For DTC P0131, P0151, refer to [EC-1805. "DTC Logic"](#).
- For DTC P0132, P0152, refer to [EC-1808. "DTC Logic"](#).
- For DTC P0133, P0153, refer to [EC-1811. "DTC Logic"](#).

Are any DTCs detected?

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

10.CHECK A/F SENSOR 1 CIRCUIT

Perform Diagnosis Procedure according to corresponding DTC.

>> GO TO 11.

11.CHECK "A/F ALPHA-B1" AND "A/F ALPHA-B2"

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

Is the measurement value within the SP value?

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

12.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 13.

13.CHECK "A/F ALPHA-B1" AND "A/F ALPHA-B2"

1. Start engine.
2. Select "A/F ALPHA-B1" and "A/F ALPHA-B2" in "SPEC" of "DATA MONITOR" mode, and check 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-2018. "Symptom Table"](#).

14.CHECK "B/FUEL SCHDL"

Select "B/FUEL SCHDL" in "SPEC" of "DATA MONITOR" mode, and check 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 15.
NO-2 >> Less than the SP value: GO TO 22.

15.DETECT MALFUNCTIONING PART

1. Check for the cause of large engine friction. Refer to the following.

TROUBLE DIAGNOSIS - SPECIFICATION VALUE

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

- 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 27.

16. 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 18.

NO >> Repair or replace malfunctioning part, and then GO TO 17.

17. 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 check 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" and "A/F ALPHA-B2" are less than the SP value: GO TO 18.

18. 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 19.

19. CHECK "A/F ALPHA-B1" AND "A/F ALPHA-B2"

1. Start engine.
2. Select "A/F ALPHA-B1" and "A/F ALPHA-B2" in "SPEC" of "DATA MONITOR" mode, and check 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-1785. "DTC Logic"](#). Then GO TO 26.

NO >> GO TO 20.

20. CHECK "MAS A/F SE-B1" AND "MAS A/F SE-B2"

Select "MAS A/F SE-B1" and "MAS A/F SE-B2" in "SPEC" of "DATA MONITOR" mode, and check that the indication is within the SP value.

Is the measurement value within the SP value?

YES >> GO TO 21.

NO >> More than the SP value: Replace malfunctioning mass air flow sensor. Refer to [EM-192. "Removal and Installation"](#). And then GO TO 26.

21. REPLACE ECM

Replace ECM. Refer to [EC-2028. "Removal and Installation"](#)

>> GO TO 26.

TROUBLE DIAGNOSIS - SPECIFICATION VALUE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

22.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 24.

NO >> Repair or replace malfunctioning part, and then GO TO 23.

23.CHECK "B/FUEL SCHDL"

Select "B/FUEL SCHDL" in "SPEC" of "DATA MONITOR" mode, and check 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 24.

24.CHECK "MAS A/F SE-B1" AND "MAS A/F SE-B2"

Select "MAS A/F SE-B1" and "MAS A/F SE-B2" in "SPEC" of "DATA MONITOR" mode, and check that the indication is within the SP value.

Is the measurement value within the SP value?

YES >> GO TO 25.

NO >> Less than the SP value: Replace malfunctioning mass air flow sensor. Refer to [EM-192. "Removal and Installation"](#). And then GO TO 27.

25.CHECK INTAKE SYSTEM

Check for the cause of air leakage 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 27.

26.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 check 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-2018. "Symptom Table"](#).

27.CHECK "B/FUEL SCHDL"

Select "B/FUEL SCHDL" in "SPEC" of "DATA MONITOR" mode, and then check 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-2018. "Symptom Table"](#).

POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

POWER SUPPLY AND GROUND CIRCUIT

Diagnosis Procedure

INFOID:000000012357647

1.CHECK FUSE

Check that the following fuse is not blowing.

Location	Fuse No.	Capacity
IPDM E/R	#44	10 A
	#51	15 A

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace the fuse after repairing the applicable circuit. (If the replaced fuse is blown again, check the power supply circuit upstream of IPDM E/R.)

2.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection M11, M55 and M95. Refer to Ground Inspection in [GI-48, "Circuit Inspection"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace ground connection.

3.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		
F110	5	Ground	Existed
	10		
M160	174		
	175		

3. Also check harness for 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 F103, M116
- Harness for open or short between ECM and ground

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

5.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	
M160	141	M160	175	Battery voltage

POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

Is the inspection result normal?

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

6. DETECT MALFUNCTIONING PART

Check the following.

- IPDM E/R harness connector E7
- Harness connectors E106, M6
- Harness for open or short between ECM and fuse

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

7. 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	
M160	171	175	After turning ignition switch OFF, battery voltage will exist for a few seconds, then drop to approximately 0 V.
	172		

Is the inspection result normal?

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

8. CHECK ECM POWER SUPPLY CIRCUIT-III

1. Turn ignition switch ON.
2. Check the continuity between ECM harness connector and ground.

ECM		Ground	Voltage
Connector	Terminal		
M160	156	Ground	Battery voltage

Is the inspection result normal?

- YES >> GO TO 9.
- NO >> Replace IPDM E/R. Refer to [PCS-34, "Removal and Installation"](#).

9. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

10. 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	
M160	163	M160	175	Battery voltage

Is the inspection result normal?

- YES >> GO TO 13.
- NO >> GO TO 11.

POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

11. 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	
M160	163	E7	70	Existed

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

Is the inspection result normal?

YES >> Perform the trouble diagnosis for IPDM E/R power supply circuit.

NO >> GO TO 12.

12. 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.

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	
M160	171	E5	6	Existed
	172			

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-45, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to [PCS-34, "Exploded View"](#).

NO >> Repair open circuit, short to ground or short to power in harness or connectors.

U0101 CAN COMM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

U0101 CAN COMM CIRCUIT

DTC Logic

INFOID:000000012357648

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
U0101	LOST COMM (TCM) (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.	<ul style="list-style-type: none">CAN communication line between TCM 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 >> Proceed to [EC-1749, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357649

Perform the trouble diagnosis for CAN communication system. Refer to [LAN-27, "Trouble Diagnosis Flow Chart"](#).

U0113, U1003 CAN COMM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

U0113, U1003 CAN COMM CIRCUIT

DTC Logic

INFOID:000000012357650

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-1896, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
U0113	CAN COMM CIRCUIT (Lost communication with VVEL control module)	When ECM is not transmitting or receiving CAN communication signal of OBD (emission related diagnosis) with VVEL control module for 2 seconds or more.	<ul style="list-style-type: none">• Harness or connectors (VVEL CAN communication line is open or shorted)• ECM• VVEL control module
U1003		When ECM is not transmitting or receiving CAN communication signal other than OBD (emission related diagnosis) with VVEL control module for 2 seconds or more.	

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is 10 V or more 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 >> Proceed to [EC-1750, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357651

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	
M160	161	E15	24	Existed
	166		11	

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 for open or short between ECM and VVEL control module
- Loose or poor connection for each connector and harness

U0113, U1003 CAN COMM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

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

3. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace.

4. REPLACE VVEL CONTROL MODULE

Replace VVEL control module. Refer to [EC-2029. "Removal and Installation"](#).

>> GO TO 5.

5. PERFORM DTC CONFIRMATION PROCEDURE

Ⓜ WITH CONSULT

1. Reconnect all harness connectors disconnected.
2. Turn ignition switch ON.
3. Select "SELF DIAGNOSTIC RESULT" mode with CONSULT.
4. Touch "ERASE".
5. Perform DTC Confirmation Procedure.
See [EC-1750. "DTC Logic"](#).

Ⓜ WITH GST

1. Reconnect all harness connectors disconnected.
2. Turn ignition switch ON.
3. Select Service \$04 with GST.
4. Perform DTC Confirmation Procedure.
See [EC-1750. "DTC Logic"](#).

Is the DTC U0113 or U1003 displayed again?

YES >> GO TO 6.

NO >> INSPECTION END

6. REPLACE ECM

Replace ECM. Refer to [EC-2028. "Removal and Installation"](#).

>> INSPECTION END

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U1001 CAN COMM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

U1001 CAN COMM CIRCUIT

DTC Logic

INFOID:000000012357652

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
U1001	CAN COMM CIRCUIT (CAN communication line)	When ECM is not transmitting or receiving CAN communication signal other than OBD (emission related diagnosis) for 2 seconds or more.	<ul style="list-style-type: none">• 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 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1752, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357653

Perform the trouble diagnosis for CAN communication system. Refer to [LAN-27, "Trouble Diagnosis Flow Chart"](#).

U1024 CAN COMM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

U1024 CAN COMM CIRCUIT

DTC Logic

INFOID:000000012357654

DTC DETECTION LOGIC

NOTE:

If DTC U1024 is displayed with DTC P0607, first perform the trouble diagnosis for DTC P0607.
Refer to [EC-1896. "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
U1024	VVEL CAN COMM CIRCUIT (VVEL CAN communication)	<ul style="list-style-type: none">When VVEL control module cannot transmitting or receiving CAN communication signal with ECM for 2 seconds or more.When detecting error during the initial diagnosis of CAN controller of VVEL control module.	<ul style="list-style-type: none">Harness or connectors (CAN communication line is open or shorted)ECMVVEL control module

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is 10 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

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

Is DTC detected?

YES >> Proceed to [EC-1753. "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357655

1. CHECK VVEL CAN COMMUNICATION CIRCUIT

- Turn ignition switch OFF.
- Disconnect ECM harness connector.
- Disconnect VVEL control module harness connector.
- Check the continuity between ECM harness connector and VVEL control module harness connector.

ECM		VVEL control module		Continuity
Connector	Terminal	Connector	Terminal	
M160	161	E15	24	Existed
	166		11	

- 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 for open or short between ECM and VVEL control module
- Loose or poor connection for each connector and harness

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

< DTC/CIRCUIT DIAGNOSIS >

3. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace.

4. REPLACE VVEL CONTROL MODULE

Replace VVEL control module. Refer to [EC-2029, "Removal and Installation"](#).

>> GO TO 5.

5. PERFORM DTC CONFIRMATION PROCEDURE

Ⓜ WITH CONSULT

1. Reconnect all harness connectors disconnected.
2. Turn ignition switch ON.
3. Select "SELF DIAGNOSTIC RESULT" mode with CONSULT.
4. Touch "ERASE".
5. Perform DTC Confirmation Procedure.
See [EC-1753, "DTC Logic"](#).

Ⓜ WITH GST

1. Reconnect all harness connectors disconnected.
2. Turn ignition switch ON.
3. Select Service \$04 with GST.
4. Perform DTC Confirmation Procedure.
See [EC-1753, "DTC Logic"](#).

Is the DTC U1024 displayed again?

YES >> GO TO 6.

NO >> INSPECTION END

6. REPLACE ECM

Replace ECM. Refer to [EC-2028, "Removal and Installation"](#).

>> INSPECTION END

P0011, P0021 IVT CONTROL

DTC Logic

INFOID:0000000012357656

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-1769, "DTC Logic"](#).

DTC No.	Trouble diagnosis (Trouble diagnosis content)	Detecting condition	Possible cause
P0011	INT/V TIM CONT-B1 [Intake valve timing control performance (bank 1)]	There is a gap between angle of target and phase-control angle degree.	<ul style="list-style-type: none"> • Crankshaft position sensor • Camshaft position sensor • Intake valve timing control solenoid valve • Accumulation of debris to the signal pick-up portion of the camshaft • Timing chain installation • Foreign matter caught in the oil groove for intake valve timing control
P0021	INT/V TIM CONT-B2 [Intake valve timing control performance (bank 2)]		

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 11 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE-I

Ⓜ WITH CONSULT

1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT.
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.

ENG SPEED	Less than 2,000 rpm (A constant rotation is maintained.)
COOLAN TEMP/S	More than 70°C (158°F)
Selector lever	P or N position

4. Let engine idle for 25 seconds.
5. Check 1st trip DTC.

Ⓜ WITH GST

Follow the procedure "With CONSULT" above.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1756, "Diagnosis Procedure"](#)
 NO >> GO TO 3.

3. PERFORM DTC CONFIRMATION PROCEDURE-II

Ⓜ WITH CONSULT

1. Select "DATA MONITOR" mode with CONSULT.
2. Maintain the following conditions for at least 20 consecutive seconds.

ENG SPEED	1,500 - 3,175 rpm (A constant rotation is maintained.)
COOLAN TEMP/S	More than 70°C (158°F)

P0011, P0021 IVT CONTROL

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

Selector lever	1st or 2nd position
Driving location uphill	Driving vehicle uphill (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.

 WITH GST

Follow the procedure "With CONSULT" above.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1756, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

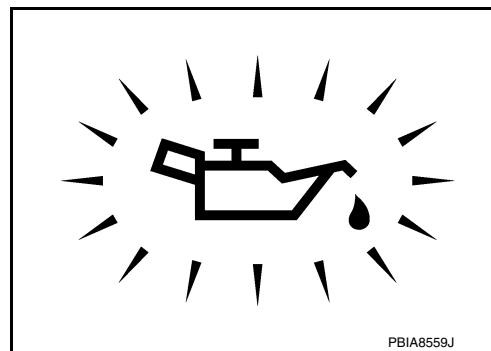
INFOID:000000012357657

1. CHECK OIL PRESSURE WARNING LAMP

1. Start engine.
2. Check that oil pressure warning lamp is not illuminated.

Is oil pressure warning lamp illuminated?

- YES >> Refer to [LU-33, "Inspection"](#).
- NO >> GO TO 2.



PBIA8559J

2. CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE

Refer to [EC-1757, "Component Inspection \(Intake Valve Timing Control Solenoid Valve\)"](#).

Is the inspection result normal?

- YES >> GO TO 3.
- NO >> Replace malfunctioning intake valve timing control solenoid valve. Refer to [EM-239, "Exploded View"](#).

3. CHECK CRANKSHAFT POSITION SENSOR

Refer to [EC-1863, "Component Inspection \(Crankshaft Position Sensor\)"](#).

Is the inspection result normal?

- YES >> GO TO 4.
- NO >> Replace crankshaft position sensor. Refer to [EM-212, "2WD : Exploded View"](#).

4. CHECK CAMSHAFT POSITION SENSOR

Refer to [EC-1868, "Component Inspection \(Camshaft Position Sensor\)"](#).

Is the inspection result normal?

- YES >> GO TO 5.
- NO >> Replace malfunctioning camshaft position sensor. Refer to [EM-239, "Exploded View"](#).

5. CHECK CAMSHAFT (INTAKE)

Check the following.

P0011, P0021 IVT CONTROL

[VK56VD FOR MEXICO]

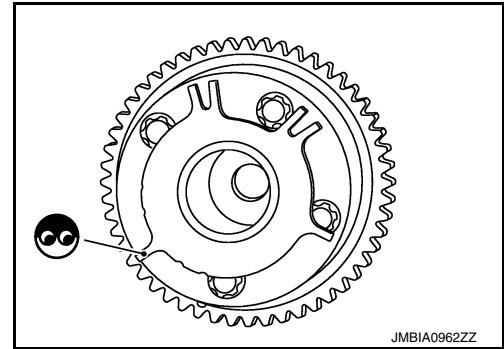
< DTC/CIRCUIT DIAGNOSIS >

- 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. Refer to [EM-239, "Exploded View"](#).



6. CHECK TIMING CHAIN INSTALLATION

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

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

YES >> Check timing chain installation. Refer to [EM-252, "Inspection"](#).

NO >> GO TO 7.

7. CHECK LUBRICATION CIRCUIT

Perform "Inspection of Camshaft Sprocket (INT) Oil Groove". Refer to [EM-263, "Inspection"](#).

Is the inspection result normal?

YES >> GO TO 8.

NO >> Clean lubrication line.

8. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Intake Valve Timing Control Solenoid Valve)

INFOID:0000000012357658

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
1 and 2	7.0 - 7.7 Ω [at 20°C (68°F)]
1 or 2 and ground	$\infty \Omega$ (Continuity should not exist)

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace malfunctioning intake valve timing control solenoid valve. Refer to [EM-239, "Exploded View"](#).

2. CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE-II

1. Remove intake valve timing control solenoid valve.

P0011, P0021 IVT CONTROL

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

2. Provide 12 V DC between intake valve timing control solenoid valve terminals 1 and 2, and then interrupt it. Check 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.

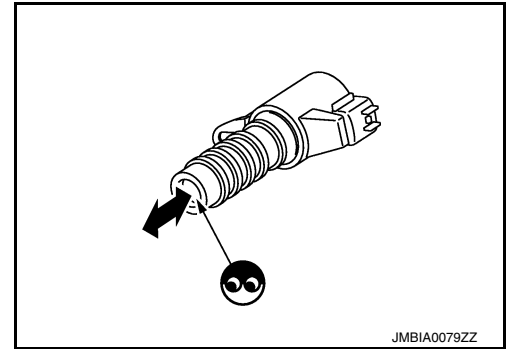
NOTE:

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. Refer to [EM-239. "Exploded View"](#).



P0014, P0024 EVT CONTROL

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P0014, P0024 EVT CONTROL

DTC Logic

INFOID:000000012357659

DTC DETECTION LOGIC

NOTE:

- If DTC P0014 or P0024 is displayed with DTC P0078, P0084 first perform trouble diagnosis for DTC P0078, P0084. Refer to [EC-1772, "DTC Logic"](#).
- If DTC P0014 or P0024 is displayed with DTC P1078, P1084 first perform trouble diagnosis for DTC P1078, P1084. Refer to [EC-1908, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	Detecting condition	Possible cause
P0014	EXH/V TIM CONT-B1 [Exhaust valve timing control performance (bank 1)]	There is a gap between angle of target and phase-control angle degree.	<ul style="list-style-type: none">• Crankshaft position sensor• Camshaft position sensor• Exhaust valve timing control position sensor• Exhaust valve timing control solenoid valve• Accumulation of debris to the signal pick-up portion of the camshaft• Timing chain installation• Foreign matter caught in the oil groove for exhaust valve timing control
P0024	EXH/V TIM CONT-B2 [Exhaust valve timing control performance (bank 2)]		

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 11 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE-I

Ⓜ WITH CONSULT

1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT.
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.

ENG SPEED	Less than 2,000 rpm (A constant rotation is maintained.)
COOLAN TEMP/S	More than 70°C (158°F)
Selector lever	P or N position

4. Let engine idle for 10 seconds.
5. Check 1st trip DTC.

Ⓜ WITH GST

Follow the procedure "With CONSULT" above.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1760, "Diagnosis Procedure"](#)
NO >> GO TO 3.

3. PERFORM DTC CONFIRMATION PROCEDURE-II

Ⓜ WITH CONSULT

1. Select "DATA MONITOR" mode with CONSULT.
2. Maintain the following conditions for at least 20 consecutive seconds.

ENG SPEED	1,500 - 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 uphill	Driving vehicle uphill (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.

 WITH GST

Follow the procedure "With CONSULT" above.

Is 1st trip DTC detected?

YES >> Proceed to [EC-1760, "Diagnosis Procedure"](#)

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357660

1.CHECK OIL PRESSURE WARNING LAMP

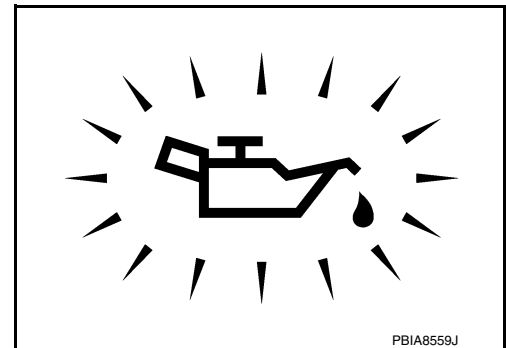
1. Start engine.

2. Check that oil pressure warning lamp is not illuminated.

Is oil pressure warning lamp illuminated?

YES >> Refer to [LU-33, "Inspection"](#).

NO >> GO TO 2.



PBJA8559J

2.CHECK EXHAUST VALVE TIMING CONTROL SOLENOID VALVE

Refer to [EC-1761, "Component Inspection \(Exhaust Valve Timing Control Solenoid Valve\)"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Replace malfunctioning exhaust valve timing control solenoid valve. Refer to [EM-239, "Exploded View"](#).

3.CHECK EXHAUST VALVE TIMING CONTROL POSITION SENSOR

Refer to [EC-1910, "Component Inspection \(Exhaust Valve Timing Control Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace malfunctioning exhaust valve timing control position sensor.

4.CHECK CRANKSHAFT POSITION SENSOR

Refer to [EC-1863, "Component Inspection \(Crankshaft Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace crankshaft position sensor. Refer to [EM-212, "2WD : Exploded View"](#).

5.CHECK CAMSHAFT POSITION SENSOR

Refer to [EC-1868, "Component Inspection \(Camshaft Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace malfunctioning camshaft position sensor. Refer to [EM-239, "Exploded View"](#).

< DTC/CIRCUIT DIAGNOSIS >

6.CHECK CAMSHAFT (EXH)

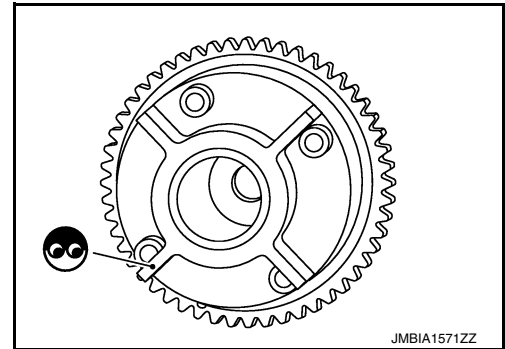
Check the following.

- 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 7.

NO >> Remove debris and clean the signal plate of camshaft front end or replace camshaft. Refer to [EM-239, "Exploded View"](#).



7.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-252, "Inspection"](#).

NO >> GO TO 8.

8.CHECK LUBRICATION CIRCUIT

Perform "Inspection of Camshaft Sprocket (EXT) Oil Groove". Refer to [EM-263, "Inspection"](#).

Is the inspection result normal?

YES >> GO TO 9.

NO >> Clean lubrication line.

9.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Echaust Valve Timing Control Solenoid Valve)

INFOID:000000012357661

1.CHECK EXHAUST VALVE TIMING CONTROL SOLENOID VALVE-I

1. Turn ignition switch OFF.
2. Disconnect exhaust valve timing control solenoid valve harness connector.
3. Check resistance between exhaust valve timing control solenoid valve terminals as per the following.

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

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace malfunctioning exhaust valve timing control solenoid valve.

2.CHECK EXHAUST VALVE TIMING CONTROL SOLENOID VALVE-II

1. Remove exhaust valve timing control solenoid valve.

P0014, P0024 EVT CONTROL

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

2. Provide 12 V DC between exhaust valve timing control solenoid valve terminals 1 and 2, and then interrupt it. Check 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 exhaust valve timing control solenoid valve.

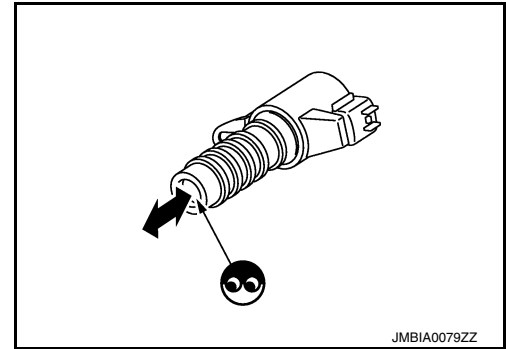
NOTE:

Always replace O-ring when exhaust valve timing control solenoid valve is removed.

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace malfunctioning exhaust valve timing control solenoid valve.



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

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

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

DTC Logic

INFOID:000000012357662

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0031	A/F SEN1 HTR (B1) [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. (An excessively low voltage signal is sent to ECM through the A/F sensor 1 heater.)	<ul style="list-style-type: none"> Harness or connectors (The A/F sensor 1 heater circuit is open or shorted.) A/F sensor 1 heater
P0032	A/F SEN1 HTR (B1) [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. (An excessively high voltage signal is sent to ECM through the A/F sensor 1 heater.)	<ul style="list-style-type: none"> Harness or connectors (The A/F sensor 1 heater circuit is shorted.) A/F sensor 1 heater
P0051	A/F SEN1 HTR (B2) [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. (An excessively low voltage signal is sent to ECM through the A/F sensor 1 heater.)	<ul style="list-style-type: none"> Harness or connectors (The A/F sensor 1 heater circuit is open or shorted.) A/F sensor 1 heater
P0052	A/F SEN1 HTR (B2) [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. (An excessively high voltage signal is sent to ECM through the A/F sensor 1 heater.)	<ul style="list-style-type: none"> Harness or connectors (The A/F sensor 1 heater circuit is shorted.) A/F sensor 1 heater

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is 11 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

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

Is 1st trip DTC detected?

YES >> Proceed to [EC-1763, "Diagnosis Procedure"](#).

NG >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357663

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

- Disconnect air fuel ratio (A/F) sensor 1 harness connector.
- Turn ignition switch ON.
- 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	F23	4	Ground	Battery voltage
P0051, P0052	2	F24	4		

Is the inspection result normal?

YES >> GO TO 3.

NO >> GO TO 2.

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

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

2. DETECT MALFUNCTIONING PART

Check the following.

- 15 A fuse (No. 45)
- Harness for open or short between A/F sensor 1 and fuse
- Loose or poor connection for each connector and harness

>> Repair or replace harness or connectors.

3. CHECK A/F SENSOR 1 HEATER OUTPUT 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	
P0031, P0032	1	F23	2	F110	48	Existed
P0051, P0052	2	F24	2		53	

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 A/F SENSOR 1 HEATER

Refer to [EC-1764, "Component Inspection \(A/F Sensor 1 Heater\)"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> GO TO 5.

5. REPLACE A/F SENSOR 1

Replace malfunctioning A/F sensor 1. Refer to [EM-231, "Exploded View"](#).

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

6. CHECK INTERMITTENT INCIDENT

Perform [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (A/F Sensor 1 Heater)

INFOID:000000012357664

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

1. Turn ignition switch OFF.
2. Disconnect air fuel ratio (A/F) sensor 1 harness connector.
3. Check resistance between A/F sensor 1 terminals as per the following.

Terminal	Resistance
2 and 5	1.98 - 2.66 Ω [at 25°C (77°F)]

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

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

Terminal	Resistance
2 and 3, 4, 6	$\infty \Omega$ (Continuity should not exist)
5 and 3, 4, 6	

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

2.REPLACE A/F SENSOR 1

Replace malfunctioning 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

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P0037, P0038, P0057, P0058 HO2S2 HEATER

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P0037, P0038, P0057, P0058 HO2S2 HEATER

DTC Logic

INFOID:000000012357665

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0037	HO2S2 HTR (B1) [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.)	<ul style="list-style-type: none">• Harness or connectors (The heated oxygen sensor 2 heater circuit is open or shorted.)• Heated oxygen sensor 2 heater
P0038	HO2S2 HTR (B1) [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.)	<ul style="list-style-type: none">• Harness or connectors (The heated oxygen sensor 2 heater circuit is shorted.)• Heated oxygen sensor 2 heater
P0057	HO2S2 HTR (B2) [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.)	<ul style="list-style-type: none">• Harness or connectors (The heated oxygen sensor 2 heater circuit is open or shorted.)• Heated oxygen sensor 2 heater
P0058	HO2S2 HTR (B2) [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.)	<ul style="list-style-type: none">• Harness or connectors (The heated oxygen sensor 2 heater circuit is shorted.)• Heated oxygen sensor 2 heater

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 11 V or more 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 trip DTC detected?

- YES >> Proceed to [EC-1766, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357666

1. CHECK HEATED OXYGEN SENSOR 2 (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.

P0037, P0038, P0057, P0058 HO2S2 HEATER

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

DTC	HO2S2			Ground	Voltage
	Bank	Connector	Terminal		
P0037, P0038	1	F87	2	Ground	Battery voltage
P0057, P0058	2	F88	2		

Is the inspection result normal?

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

2. DETECT MALFUNCTIONING PART

Check the following.

- 15 A fuse (No. 45)
- Harness for open or short between heated oxygen sensor 2 and fuse
- Loose or poor connection for each connector and harness

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

3. 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	F87	3	F110	47	Existed
P0057, P0058	2	F88	3		52	

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 HEATER

Refer to [EC-1768, "Component Inspection \(HO2 Sensor 2 Heater\)"](#).

Is the inspection result normal?

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

5. REPLACE HEATED OXYGEN SENSOR 2

Replace malfunctioning heated oxygen sensor 2. Refer to [EM-231, "Exploded View"](#).

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 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

6. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

P0037, P0038, P0057, P0058 HO2S2 HEATER

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

Component Inspection (HO2 Sensor 2 Heater)

INFOID:000000012357667

1. CHECK HEATED OXYGEN SENSOR 2 HEATER

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

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

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 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

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P0075, P0081 IVT CONTROL SOLENOID VALVE

DTC Logic

INFOID:0000000012357668

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0075	INT/V TIM V/CIR-B1 [Intake valve timing control solenoid valve (bank 1) circuit]	An improper voltage is sent to the ECM through intake valve timing control solenoid valve.	<ul style="list-style-type: none"> • Harness or connectors (Intake valve timing control solenoid valve circuit is open or shorted.) • Intake valve timing control solenoid valve
P0081	INT/V TIM V/CIR-B2 [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 >> Proceed to [EC-1769. "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357669

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 IVT control solenoid valve harness connector and ground.

DTC	IVT control solenoid valve			Ground	Voltage
	Bank	Connector	Terminal		
P0075	1	F22	2	Ground	Battery voltage
P0081	2	F21	2		

Is the inspection result normal?

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

2. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between IVT control solenoid valve and IPDM E/R
- Loose or poor connection for each connector and harness

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

P0075, P0081 IVT CONTROL SOLENOID VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

3. CHECK IVT 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 IVT control solenoid valve harness connector and ECM harness connector.

DTC	IVT control solenoid valve			ECM		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P0075	1	F22	1	F110	54	Existed
P0081	2	F21	1		49	

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 IVT CONTROL SOLENOID VALVE

Refer to [EC-1770, "Component Inspection \(Intake Valve Timing Control Solenoid Valve\)"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace malfunctioning IVT control solenoid valve.

5. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Intake Valve Timing Control Solenoid Valve)

INFOID:0000000012357670

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
1 and 2	7.0 - 7.7 Ω [at 20°C (68°F)]
1 or 2 and ground	$\infty \Omega$ (Continuity should not exist)

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace malfunctioning intake valve timing control solenoid valve. Refer to [EM-239, "Exploded View"](#).

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. Check that the plunger moves as shown in the figure.

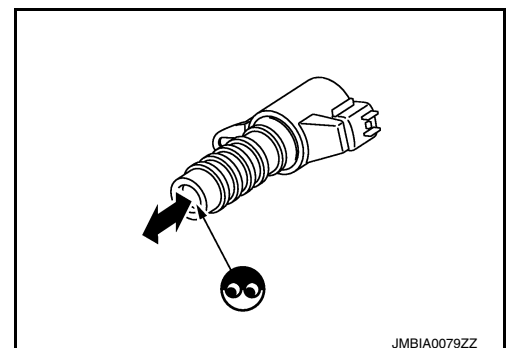
CAUTION:

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?



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P0075, P0081 IVT CONTROL SOLENOID VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

YES >> INSPECTION END

NO >> Replace malfunctioning intake valve timing control solenoid valve. Refer to [EM-239, "Exploded View"](#).

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P0078, P0084 EVT CONTROL SOLENOID VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P0078, P0084 EVT CONTROL SOLENOID VALVE

DTC Logic

INFOID:000000012357671

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0078	EX V/T ACT/CIRC-B1 [Exhaust valve timing control solenoid valve (bank 1) circuit]	An improper voltage is sent to the ECM through exhaust valve timing control solenoid valve.	<ul style="list-style-type: none">• Harness or connectors (Exhaust valve timing control solenoid valve circuit is open or shorted.)• Exhaust valve timing control solenoid valve
P0084	EX V/T ACT/CIRC-B2 [Exhaust 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 >> Proceed to [EC-1772, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357672

1. CHECK EXHAUST VALVE TIMING CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT

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

DTC	EVT control solenoid valve			Ground	Voltage
	Bank	Connector	Terminal		
P0078	1	F26	2	Ground	Battery voltage
P0084	2	F25	2		

Is the inspection result normal?

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

2. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between EVT control solenoid valve and IPDM E/R
- Loose or poor connection for each connector and harness

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

P0078, P0084 EVT CONTROL SOLENOID VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

3. CHECK EVT 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 EVT control solenoid valve harness connector and ECM harness connector.

DTC	EVT control solenoid valve			ECM		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P0078	1	F26	1	F110	55	Existed
P0084	2	F25	1		50	

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 EVT CONTROL SOLENOID VALVE

Refer to [EC-1761, "Component Inspection \(Echaust Valve Timing Control Solenoid Valve\)"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace malfunctioning EVT control solenoid valve. Refer to [EM-239, "Exploded View"](#).

5. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Echaust Valve Timing Control Solenoid Valve)

INFOID:0000000012357673

1. CHECK EXHAUST VALVE TIMING CONTROL SOLENOID VALVE-I

1. Turn ignition switch OFF.
2. Disconnect exhaust valve timing control solenoid valve harness connector.
3. Check resistance between exhaust valve timing control solenoid valve terminals as per the following.

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

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace malfunctioning exhaust valve timing control solenoid valve.

2. CHECK EXHAUST VALVE TIMING CONTROL SOLENOID VALVE-II

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

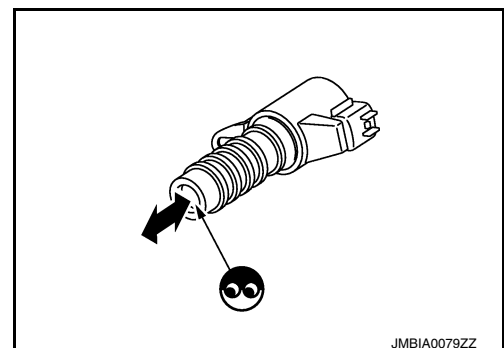
CAUTION:

Do not apply 12 V DC continuously for 5 seconds or more. Doing so may result in damage to the coil in exhaust valve timing control solenoid valve.

NOTE:

Always replace O-ring when exhaust valve timing control solenoid valve is removed.

Is the inspection result normal?



P0078, P0084 EVT CONTROL SOLENOID VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

YES >> INSPECTION END

NO >> Replace malfunctioning exhaust valve timing control solenoid valve.

P0087 FRP CONTROL SYSTEM

DTC Logic

INFOID:000000012357674

DTC DETECTION LOGIC

NOTE:

- If DTC P0087 is displayed with DTC P0090 and/or P1197, first perform the trouble diagnosis for DTC P0090 and/or P1197.
- DTC P0087 may be displayed when running out of gas or air accumulation.

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0087	LOW FUEL PRES (High fuel pressure too low)	<ul style="list-style-type: none"> • Fuel rail pressure does not reach 1.3 MPa (13 bar, 13.3 kg/cm², 188.5 psi) at engine cold start [water temperature 5°C (41°F) – 40°C (104°F)]. • Fuel rail pressure remains at 8.5 MPa (85 bar, 86.7 kg/cm², 1232.8 psi) or less for 1 second or more during engine idle condition after cold start [water temperature 5°C (41°F) – 40°C (104°F)]. • The following condition continues for 5 seconds or more after engine start (regardless of water temperature): Target fuel pressure – Actual fuel pressure ≥ 2.7 MPa (27 bar, 27.5 kg/cm², 392 psi). 	<ul style="list-style-type: none"> • Fuel system • Leakage in fuel line • High pressure fuel pump • Low pressure fuel pump • Damage in lifter

DTC CONFIRMATION PROCEDURE

1. CHECK FUEL LEAKAGE

1. Turn ignition switch ON.
2. Visually check the piping between low pressure fuel pump and fuel injectors for fuel leakage.
3. Start the engine.
4. Visually check the piping between low pressure fuel pump and fuel injectors for fuel leakage.

Is inspection result normal?

- YES >> GO TO 2.
NO >> Repair or replace error-detected parts.

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:

- Before performing the following procedure, confirm that battery voltage is 11 V or more at idle.
- Before performing the following procedure, check that the fuel tank is 1/8 full of fuel.

>> GO TO 3.

3. PERFORM DTC CONFIRMATION PROCEDURE-1

Ⓜ WITH CONSULT

1. Turn ignition switch ON.
2. Select "COOLAN TEMP/S" in "DATA MONITOR" mode of "ENGNE" using CONSULT.
3. Check the following condition;

COOLAN TEMP/S	: 5 – 40°C (41 – 104°F)
---------------	-------------------------

< DTC/CIRCUIT DIAGNOSIS >

 WITH GST

Follow the above steps for "WITH CONSULT".

Is the condition satisfied?

- YES >> GO TO 4.
- NO >> 1. Satisfy the condition.
- 2. Retry from step 1.

4.PERFORM DTC CONFIRMATION PROCEDURE-2

 WITH CONSULT

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

 WITH GST

Follow the above steps for "WITH CONSULT".

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1776, "Diagnosis Procedure"](#).
- NO >> GO TO 5.

5.PERFORM DTC CONFIRMATION PROCEDURE-3

 WITH CONSULT

1. Select "COOLAN TEMP/S" in "DATA MONITOR" mode of "ENGINE" using CONSULT.
2. Maintain the following condition for 10 seconds or more at idle.

COOLAN TEMP/S	: 70°C (104°F) or more
----------------------	-------------------------------

3. Check 1st trip DTC.

 WITH GST

Follow the above steps for "WITH CONSULT".

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1776, "Diagnosis Procedure"](#).
- NO >> INSPECTION END.

Diagnosis Procedure

INFOID:000000012357675

1.BLEED THE FUEL LINE

1. Start the engine, and let the engine run at idle at least for 10 minutes.
2. Perform DTC confirmation procedure of DTC P0087.

Is 1st trip DTC detected?

- YES >> GO TO 2.
- NO >> GO TO 6.

2.CHECK LOW FUEL PRESSURE

Check low fuel pressure. Refer to [EC-1716, "Work Procedure"](#).

Is inspection result normal?

- YES >> GO TO 3.
- NO >> Check low fuel pressure system. Refer to [EC-2012, "Diagnosis Procedure"](#).

3.CHECK LOW PRESSURE FUEL LINE FOR INTERNAL LEAKAGE

1. Turn ignition switch OFF.
2. Connect fuel pressure gauge. Refer to [EC-1731, "Work Procedure"](#).
3. Turn ignition switch ON.
4. Check the following value 30 minutes after turning the ignition switch ON.

Low fuel pressure : 206 kPa (2.1 bar, 2.2 kgf/cm², 30 psi) or more

Is inspection result normal?

- YES >> GO TO 4.
- NO >> Replace low pressure fuel pump. Refer to [FL-7, "Removal and Installation"](#).

4.CHECK HIGH PRESSURE FUEL PUMP

Check high pressure fuel pump. Refer to [EC-1777, "Component Inspection \(High Pressure Fuel Pump\)"](#).
Is inspection result normal?

- YES >> GO TO 5.
- NO >> Repair or replace the error-detected parts.

5.CHECK LIFTER

Check lifter. Refer to [EM-201, "Removal and Installation"](#).
Does the lifter top surface have scratches and/or dents?

- YES >> Replace the error-detected parts.
- NO >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).

6.CHECK LOW PRESSURE FUEL LINE FOR INTERNAL LEAKAGE

1. Turn ignition switch OFF.
2. Connect fuel pressure gauge. Refer to [EC-1731, "Work Procedure"](#).
3. Turn ignition switch ON.
4. Check the following value 30 minutes after turning the ignition switch ON.

Low fuel pressure : 206 kPa (2.1 bar, 2.2 kgf/cm², 30 psi) or more

Is inspection result normal?

- YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).
- NO >> Replace low pressure fuel pump. Refer to [FL-7, "Removal and Installation"](#).

Component Inspection (High Pressure Fuel Pump)

INFOID:0000000012357676

1.CHECK HIGH PRESSURE FUEL PUMP-1

1. Turn ignition switch OFF.
2. Disconnect high pressure fuel pump harness connector.
3. Check the resistance between high pressure fuel pump terminals.

+ -		Condition		Resistance (Approx.)
High pressure fuel pump Terminal				
1	2	Temperature °C (°F)	20 – 30 (68 - 86)	9 - 11 Ω

Is the inspection result normal?

- YES >> GO TO 2.
- NO >> Replace high pressure fuel pump. Refer to [EM-201, "Removal and Installation"](#).

2.CHECK HIGH PRESSURE FUEL PUMP-2

Ⓜ WITH CONSULT

1. Reconnect high pressure fuel pump harness connector.
2. Start the engine.
3. Check "FUEL PRES SEN V" in "DATA MONITOR" mode of "ECM" using CONSULT.

Monitor item	Condition	Voltage (Approx.)
FUEL PRES SEN V	Engine speed: idle	820 – 1,220 mV
	Engine speed: Revving engine from idle to 4,000 rpm quickly	820 – 3,060 mV

Ⓧ WITHOUT CONSULT

1. Reconnect high pressure fuel pump harness connector.
2. Start the engine.
3. Check FRP sensor signal voltage.

P0087 FRP CONTROL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

ECM			Condition	Value (Approx.)
Connector	+	-		
	Terminal			
F111	31	40	Engine speed: idle	0.82 – 1.22 V
			Engine speed: Revving engine from idle to 4,000 rpm quickly	0.82 – 3.06 V

YES >> INSPECTION END

NO >> Replace high pressure fuel pump. Refer to [EM-201, "Removal and Installation"](#).

P0088 FRP CONTROL SYSTEM

DTC Logic

INFOID:0000000012357677

DTC DETECTION LOGIC

NOTE:

If DTC P0088 is displayed with DTC P0090, first perform the trouble diagnosis for DTC P0090.

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0088	HIGH FUEL PRES (High fuel pressure too high)	<ul style="list-style-type: none"> Fuel rail pressure remains at more than 16.5 MPa (165 bar, 168.3 kg/cm², 2392.5 psi) for 1 second or more during engine idle condition after cold start [water temperature 5°C (41°F) - 40°C (104°F)]. The following condition continues for 5 seconds or more after engine start (regardless of water temperature): Actual fuel pressure – Target fuel pressure ≥ 2.7 MPa (27 bar, 27.5 kg/cm², 392 psi) 	<ul style="list-style-type: none"> Harness or connector (The high pressure fuel pump circuit is open or shorted) High pressure fuel pump

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

TESTING CONDITION:

- Before performing the following procedure, confirm that battery voltage is 11 V or more at idle.
- Before performing the following procedure, check that the fuel tank is 1/8 full of fuel.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE-1

- Warm up the engine to the normal operating temperature and keep the engine speed at idle for 10 seconds.

NOTE:

Warm up the engine until "COOLAN TEMP/S" on "DATA MONITOR" mode of "ENGINE" using CONSULT reaches at least 70°C (158°F).

- Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1782. "Diagnosis Procedure"](#).
 NO >> GO TO 3.

3. PERFORM DTC CONFIRMATION PROCEDURE-2

- Cool the engine until the engine coolant temperature reaches 60°C (140°F) or less.
- Start the engine and wait at least 40 seconds.
- Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1782. "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357678

1. CHECK LOW FUEL PRESSURE

P0088 FRP CONTROL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

Check low fuel pressure. Refer to [EC-1716, "Work Procedure"](#).

Is inspection result normal?

YES >> GO TO 2.

NO >> Check low fuel pressure system. Refer to [EC-2012, "Diagnosis Procedure"](#).

2. CHECK HIGH PRESSURE FUEL PUMP

Check high pressure fuel pump. Refer to [EC-1780, "Component Inspection \(High Pressure Fuel Pump\)"](#).

Is inspection result normal?

YES >> GO TO 3.

NO >> Replace error-detected parts.

3. CHECK FUEL LEAKAGE

1. Start the engine.
2. Visually check that the fuel pump, fuel rail, and fuel piping have no fuel leakage.

Is inspection result normal?

YES >> Check that the fuel system has no breakage, bend, and crush. Refer to [FL-5, "Inspection"](#).

NO >> Replace or replace the error-detected parts.

Component Inspection (High Pressure Fuel Pump)

INFOID:0000000012357679

1. CHECK HIGH PRESSURE FUEL PUMP-1

1. Turn ignition switch OFF.
2. Disconnect high pressure fuel pump harness connector.
3. Check the resistance between high pressure fuel pump terminals.

+		-		Condition	Resistance (Approx.)	
High pressure fuel pump						
Terminal						
1		2		Temperature °C (°F)	20 – 30 (68 - 86)	9 - 11 Ω

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace high pressure fuel pump. Refer to [EM-201, "Removal and Installation"](#).

2. CHECK HIGH PRESSURE FUEL PUMP-2

Ⓟ WITH CONSULT

1. Reconnect high pressure fuel pump harness connector.
2. Start the engine.
3. Check "FUEL PRES SEN V" in "DATA MONITOR" mode of "ECM" using CONSULT.

Monitor item	Condition	Value (Approx.)
FUEL PRES SEN V	Engine speed: idle	820 – 1,220 mV
	Engine speed: Revving engine from idle to 4,000 rpm quickly	820 – 3,060 mV

Ⓧ WITHOUT CONSULT

1. Reconnect high pressure fuel pump harness connector.
2. Start the engine.
3. Check FRP sensor signal voltage.

P0088 FRP CONTROL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

ECM			Condition	Value (Approx.)
Connector	+	-		
	Terminal			
F111	31	40	Engine speed: idle	0.82 – 1.22 V
			Engine speed: Revving engine from idle to 4,000 rpm quickly	0.82 – 3.06 V

A

EC

Is the inspection result normal?

C

YES >> INSPECTION END

NO >> Replace high pressure fuel pump. Refer to [EM-201, "Removal and Installation"](#).

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P0090 HIGH PRESSURE FUEL PUMP

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P0090 HIGH PRESSURE FUEL PUMP

DTC Logic

INFOID:000000012357680

DTC DETECTION LOGIC

NOTE:

- If DTC P0090 is displayed with DTC P1197, first perform the trouble diagnosis for DTC P1197.
- DTC P0090 may be displayed when running out of gas.

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0090	FUEL PUMP (High pressure fuel pump circuit)	<ul style="list-style-type: none">• Fuel rail pressure remains at 1.5 MPa (15 bar, 15.3 kg/cm², 217.5 psi) or less for 3 seconds or more during engine rev.• Fuel rail pressure remains at 18.5 MPa (185 bar, 188.7 kg/cm², 2682.5 psi) or more for 0.3 seconds or more during engine rev.	<ul style="list-style-type: none">• Harness or connectors (The fuel pump circuit is open or shorted.)• High pressure fuel pump

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 11 V or more at idle.
- Before performing the following procedure, check that the fuel tank is 1/8 full of fuel.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE-I

WITH CONSULT

1. Start engine.
2. Select "COOLAN TEMP/S" in "DATA MONITOR" mode of "ENGNE" using CONSULT.
3. Maintain the following condition for 5 seconds or more at idle.

COOLAN TEMP/S : 70°C (104°F) or more

4. Check 1st trip DTC.

WITH GST

Follow the above steps for "WITH CONSULT".

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1782, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357681

1. CHECK HIGH PRESSURE FUEL PUMP CIRCUIT

1. Turn ignition switch ON.
2. Disconnect ECM harness connector and high pressure fuel pump harness connector.
3. Check the continuity between ECM harness connector and high pressure fuel pump harness connector.

P0090 HIGH PRESSURE FUEL PUMP

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

+		-		Value (Approx.)
ECM		High pressure fuel pump		
Connector	Terminal	Connector	Terminal	
F110	110	F24	2	Existed
	105		1	

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

Is inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace the error-detected parts.

2.CHECK HIGH PRESSURE FUEL PUMP

Check high pressure fuel pump. Refer to [EC-1783, "Component Inspection \(High Pressure Fuel Pump\)"](#).

Is inspection result normal?

YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).

NO >> Replace the error-detected parts.

Component Inspection (High Pressure Fuel Pump)

INFOID:0000000012357682

1.CHECK HIGH PRESSURE FUEL PUMP-1

1. Turn ignition switch OFF.
2. Disconnect high pressure fuel pump harness connector.
3. Check the resistance between high pressure fuel pump terminals.

+		-		Condition	Resistance (Approx.)
High pressure fuel pump		Terminal			
1	2	1	2		
		Temperature °C (°F)	20 – 30 (68 - 86)		9 - 11 Ω

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace high pressure fuel pump. Refer to [EM-201, "Removal and Installation"](#).

2.CHECK HIGH PRESSURE FUEL PUMP-2

Ⓜ WITH CONSULT

1. Reconnect high pressure fuel pump harness connector.
2. Start the engine.
3. Check "FUEL PRES SEN" in "DATA MONITOR" mode of "ECM" using CONSULT.

Monitor item	Condition	Value (Approx.)
FUEL PRES SEN V	Engine speed: idle	820 – 1,220 mV
	Engine speed: Revving engine from idle to 4,000 rpm quickly	820 – 3,060 mV

Ⓧ WITHOUT CONSULT

1. Reconnect high pressure fuel pump harness connector.
2. Start the engine.
3. Check FRP sensor signal voltage.

P0090 HIGH PRESSURE FUEL PUMP

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

ECM			Condition	Value (Approx.)
Connector	+	-		
	Terminal			
F111	31	40	Engine speed: idle	0.82 – 1.22 V
			Engine speed: Revving engine from idle to 4,000 rpm quickly	0.82 – 3.06 V

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace high pressure fuel pump. Refer to [EM-201, "Removal and Installation"](#).

P0102, P0103, P010C, P010D MAF SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P0102, P0103, P010C, P010D MAF SENSOR

DTC Logic

INFOID:000000012357683

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0102	MAF SEN/CIRCUIT-B1 [Mass air flow sensor (bank 1) circuit low input]	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none">• Harness or connectors (The mass air flow sensor (bank 1) cir- cuit is open or shorted.)• Intake air leaks• Mass air flow sensor
P0103	MAF SEN/CIRCUIT-B1 [Mass air flow sensor (bank 1) circuit high input]	An excessively high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none">• Harness or connectors (The mass air flow sensor (bank 1) cir- cuit is open or shorted.)• Mass air flow sensor
P010C	MAF SEN/CIRCUIT-B2 [Mass air flow sensor (bank 2) circuit low input]	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none">• Harness or connectors (The mass air flow sensor (bank 2) cir- cuit is open or shorted.)• Intake air leaks• Mass air flow sensor
P010D	MAF SEN/CIRCUIT-B2 [Mass air flow sensor (bank 2) circuit high input]	An excessively high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none">• Harness or connectors (The mass air flow sensor (bank 2) cir- cuit is open or shorted.)• 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 >> Proceed to [EC-1786, "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 >> Proceed to [EC-1786, "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 >> Proceed to [EC-1786, "Diagnosis Procedure"](#).

P0102, P0103, P010C, P010D MAF SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357684

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 MASS AIR FLOW 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	F86	5	Ground	Battery voltage
P010C, P010D	2	F85	5		

Is the inspection result normal?

YES >> GO TO 5.

NO >> GO TO 4.

4.DETECT MALFUNCTIONING PART

Check the following.

- 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
- Loose or poor connection for each connector and harness

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

5.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	F86	4	F110	25	Existed
P010C, P010D	2	F85	4		30	

4. 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 MAF SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

P0102, P0103, P010C, P010D MAF SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

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	F86	3	F110	22	Existed
P010C, P010D	2	F85	3		24	

2. 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 MASS AIR FLOW SENSOR

Refer to [EC-1787, "Component Inspection \(MAF Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 8.

NO >> Replace malfunctioning mass air flow sensor. Refer to [EM-192, "Removal and Installation"](#).

8. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (MAF Sensor)

INFOID:000000012357685

1. CHECK MASS AIR FLOW SENSOR-I

Ⓜ WITH CONSULT

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 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 MAS A/F SE-B2	Ignition switch ON (Engine stopped.)	Approx. 0.4
	Idle (Engine is warmed-up to normal operating temperature.)	0.95 - 1.35
	2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
	Idle to about 4,000 rpm	0.95 - 1.35 to Approx. 2.4*

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

Ⓧ WITHOUT CONSULT

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.

P0102, P0103, P010C, P010D MAF SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

ECM		Condition	Voltage (V)		
Connector	Terminal				
F110	22 [MAF sensor (bank 1) signal]	25	Ignition switch ON (Engine stopped.)	Approx. 0.4	
		24 [MAF sensor (bank 2) signal]	30	Idle (Engine is warmed-up to normal operating temperature.)	0.95 - 1.35
				2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
				Idle to about 4,000 rpm	0.95 - 1.35 to Approx. 2.4*
	Ignition switch ON (Engine stopped.)			Approx. 0.4	
	24 [MAF sensor (bank 2) signal]	30	Idle (Engine is warmed-up to normal operating temperature.)	0.95 - 1.35	
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7	
			Idle to about 4,000 rpm	0.95 - 1.35 to Approx. 2.4*	
Ignition switch ON (Engine stopped.)			Approx. 0.4		

*: 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
 - Intake valve deposits
 - 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

1. Repair or replace malfunctioning part.
2. Start engine and warm it up to normal operating temperature.
3. Connect CONSULT 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.)	0.95 - 1.35
	2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
	Idle to about 4,000 rpm	0.95 - 1.35 to Approx. 2.4*

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

WITHOUT CONSULT

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.

P0102, P0103, P010C, P010D MAF SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

ECM			Condition	Voltage (V)
Connector	+ Terminal	- Terminal		
F110	22 [MAF sensor (bank 1) signal]	25	Ignition switch ON (Engine stopped.)	Approx. 0.4
			Idle (Engine is warmed-up to normal operating temperature.)	0.95 - 1.35
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.95 - 1.35 to Approx. 2.4*
	24 [MAF sensor (bank 2) signal]	30	Ignition switch ON (Engine stopped.)	Approx. 0.4
			Idle (Engine is warmed-up to normal operating temperature.)	0.95 - 1.35
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.95 - 1.35 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

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 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 MAS A/F SE-B2	Ignition switch ON (Engine stopped.)	Approx. 0.4
	Idle (Engine is warmed-up to normal operating temperature.)	0.95 - 1.35
	2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
	Idle to about 4,000 rpm	0.95 - 1.35 to Approx. 2.4*

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

WITHOUT CONSULT

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.

P0102, P0103, P010C, P010D MAF SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

ECM			Condition	Voltage (V)
Connector	+	-		
	Terminal	Terminal		
F110	22 [MAF sensor (bank 1) signal]	25	Ignition switch ON (Engine stopped.)	Approx. 0.4
			Idle (Engine is warmed-up to normal operating temperature.)	0.95 - 1.35
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.95 - 1.35 to Approx. 2.4*
	24 [MAF sensor (bank 2) signal]	30	Ignition switch ON (Engine stopped.)	Approx. 0.4
			Idle (Engine is warmed-up to normal operating temperature.)	0.95 - 1.35
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.3 - 1.7
			Idle to about 4,000 rpm	0.95 - 1.35 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. Refer to [EM-192, "Removal and Installation"](#).

P010A MANIFOLD ABSOLUTE PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P010A MANIFOLD ABSOLUTE PRESSURE SENSOR

DTC Logic

INFOID:0000000012357686

DTC DETECTION LOGIC

NOTE:

If DTC P010A is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643.
Refer to [EC-1899, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P010A	ABSL PRES SEN/CIRC [Manifold absolute pressure (MAP) sensor circuit]	<ul style="list-style-type: none">An excessively low voltage from the sensor is sent to ECM.An excessively high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none">Harness or connectors (Manifold absolute pressure sensor circuit is shorted.)Manifold absolute 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.

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

- Start engine and let it idle for 10 seconds.
- Check DTC.

Is DTC detected?

- YES >> Proceed to [EC-1791, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357687

1. CHECK MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR POWER SUPPLY CIRCUIT-I

- Disconnect manifold absolute pressure (MAP) sensor harness connector.
- Turn ignition switch ON.
- Check the voltage manifold absolute pressure (MAP) sensor harness connector and ground.

Manifold absolute pressure (MAP) sensor		Ground	Voltage (V)
Connector	Terminal		
F19	1	Ground	Approx. 5

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair open circuit, short to ground in harness or connectors.

2. CHECK MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

- Turn ignition switch OFF.
- Disconnect ECM harness connector.
- Check the continuity between manifold absolute pressure (MAP) sensor harness connector and ECM harness connector.

P010A MANIFOLD ABSOLUTE PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

Manifold absolute pressure (MAP) sensor		ECM		Continuity
Connector	Terminal	Connector	Terminal	
F19	3	F111	70	Existed

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

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair open circuit, short to power in harness or connectors.

3. CHECK MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between manifold absolute pressure (MAP) sensor harness connector and ECM harness connector.

Manifold absolute pressure (MAP) sensor		ECM		Continuity
Connector	Terminal	Connector	Terminal	
F19	2	F111	67	Existed

2. 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 MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR

Refer to [EC-1792. "Component Inspection \(MAP Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace manifold absolute pressure (MAP) sensor. Refer to [EM-198. "Exploded View"](#).

5. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (MAP Sensor)

INFOID:000000012357688

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
F111	67	F111	70

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.

P010A MANIFOLD ABSOLUTE PRESSURE SENSOR

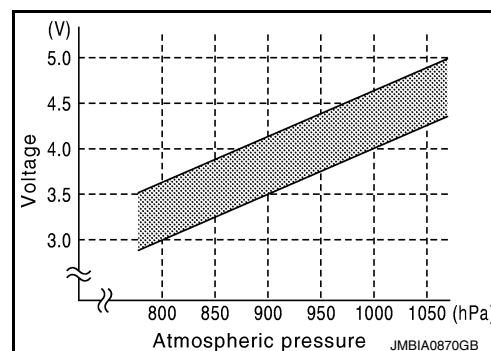
< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

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. Refer to [EM-198. "Exploded View"](#).

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
F111	67	F111	70

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 [kPA (mmHg)]	Voltage difference (V)
-40 (-300)	1.5 – 2.0
-53.3 (-400)	2.0 – 2.6
-66.7 (-500)	2.6 – 3.2
-80 (-600)	3.2 – 3.8

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace MAP sensor. Refer to [EM-198. "Exploded View"](#).

P0112, P0113 IAT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P0112, P0113 IAT SENSOR

DTC Logic

INFOID:000000012357689

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0112	IAT SEN/CIRCUIT-B1 (Intake air temperature sensor circuit low input)	An excessively low voltage from the sensor is sent to ECM.	• Harness or connectors (The intake air temperature sensor cir- cuit is open or shorted.) • Intake air temperature sensor
P0113	IAT SEN/CIRCUIT-B1 (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 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 >> Proceed to [EC-1794, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357690

1. CHECK INTAKE AIR TEMPERATURE SENSOR POWER SUPPLY CIRCUIT

1. Disconnect mass air flow (MAF) sensor (bank 1) (intake air temperature sensor is built-in) harness connector.
2. Turn ignition switch ON.
3. Check the voltage between MAF sensor (bank 1) harness connector and ground.

MAF sensor (bank 1)		Ground	Voltage (V)
Connector	Terminal		
F86	2	Ground	Approx. 5

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair open circuit, short to ground or short to power in harness or connectors.

2. 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 MAF sensor (bank 1) harness connector and ECM harness connector.

MAF sensor (bank 1)		ECM		Continuity
Connector	Terminal	Connector	Terminal	
F86	1	F110	25	Existed

P0112, P0113 IAT SENSOR

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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

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

Refer to [EC-1795, "Component Inspection \(Intake Air Temperature Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace mass air flow sensor (bank 1) (with intake air temperature sensor). Refer to [EM-192, "Removal and Installation"](#).

4. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Intake Air Temperature Sensor)

INFOID:0000000012357691

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 per the following.

Terminals	Condition	Resistance (kΩ)
1 and 2	Temperature [°C (°F)]	25 (77) 1.94 - 2.06

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace mass air flow sensor (bank 1) (with intake air temperature sensor). Refer to [EM-192, "Removal and Installation"](#).

P0117, P0118 ECT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P0117, P0118 ECT SENSOR

DTC Logic

INFOID:000000012357692

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0117	ECT SEN/CIRC (Engine coolant temperature sensor circuit low input)	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none">• Harness or connectors (The engine coolant temperature sensor circuit is open or shorted.)• Engine coolant temperature sensor
P0118	ECT SEN/CIRC (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 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 DTC.

Is DTC detected?

- YES >> Proceed to [EC-1796, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357693

1. CHECK ENGINE COOLANT TEMPERATURE 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 2.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

2. 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	F110	40	Existed

P0117, P0118 ECT SENSOR

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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

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 ENGINE COOLANT TEMPERATURE SENSOR

Refer to [EC-1797, "Component Inspection \(Engine Coolant Temperature Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace engine coolant temperature sensor. Refer to [EM-272, "Exploded View"](#).

4. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Engine Coolant Temperature Sensor)

INFOID:0000000012357694

1. CHECK ENGINE COOLANT TEMPERATURE SENSOR

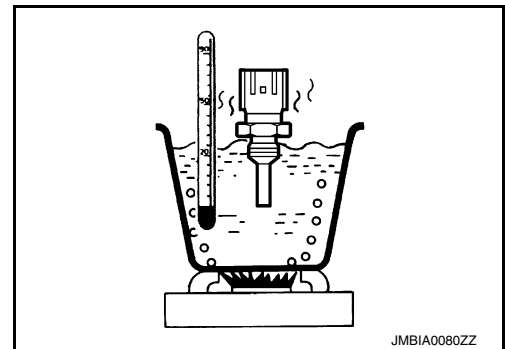
1. Turn ignition switch OFF.
2. Disconnect engine coolant temperature sensor harness connector.
3. Remove engine coolant temperature sensor.
4. Check resistance between engine coolant temperature sensor terminals by heating with hot water as shown in the figure.

Terminals	Condition	Resistance (k Ω)
1 and 2	Temperature [$^{\circ}$ C ($^{\circ}$ 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 coolant temperature sensor.



P0122, P0123, P0227, P0228 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P0122, P0123, P0227, P0228 TP SENSOR

DTC Logic

INFOID:000000012357695

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-1899, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0122	TP SEN 2/CIRC-B1 [Throttle position sensor 2 (bank 1) circuit low input]	An excessively low voltage from the TP sensor 2 is sent to ECM.	<ul style="list-style-type: none">• Harness or connectors (TP sensor 2 circuit is open or shorted.)• Electric throttle control actuator (TP sensor 2)
P0123	TP SEN 2/CIRC-B1 [Throttle position sensor 2 (bank 1) circuit high input]	An excessively high voltage from the TP sensor 2 is sent to ECM.	
P0227	TP SEN 2/CIRC-B2 [Throttle position sensor 2 (bank 2) circuit low input]	An excessively low voltage from the TP sensor 2 is sent to ECM.	
P0228	TP SEN 2/CIRC-B2 [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

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 8 V or more 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 >> Proceed to [EC-1798, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357696

1. CHECK THROTTLE POSITION SENSOR 2 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		
P0122, P0123	1	F66	2	Ground	Approx. 5
P0227, P0228	2	F64	2		

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair open circuit, short to ground or short to power in harness or connectors.

P0122, P0123, P0227, P0228 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

2. 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	F66	4	F111	97	Existed
P0227, P0228	2	F64	4		69	

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

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 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	F66	3	F111	79	Existed
P0227, P0228	2	F64	3		89	

2. 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

Refer to [EC-1799, "Component Inspection \(Throttle Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> GO TO 5.

5. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

Replace malfunctioning electric throttle control actuator. Refer to [EM-199, "Removal and Installation"](#).

>> INSPECTION END

6. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Throttle Position Sensor)

INFOID:000000012357697

1. CHECK THROTTLE POSITION SENSOR

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Perform [EC-1725, "Description"](#).
4. Turn ignition switch ON.
5. Set selector lever position to D.
6. Check the voltage between ECM harness connector terminals under the following conditions.

P0122, P0123, P0227, P0228 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

Connector	ECM		Condition	Voltage (V)
	+	-		
	Terminal	Terminal		
F111	91 [TP sensor 1 (bank 1)]	97	Accelerator pedal: Fully released	More than 0.36
			Accelerator pedal: Fully depressed	Less than 4.75
	71 [TP sensor 1 (bank 2)]	69	Accelerator pedal: Fully released	More than 0.36
			Accelerator pedal: Fully depressed	Less than 4.75
	79 [TP sensor 2 (bank 1)]	97	Accelerator pedal: Fully released	Less than 4.75
			Accelerator pedal: Fully depressed	More than 0.36
	89 [TP sensor 2 (bank 2)]	69	Accelerator pedal: Fully released	Less than 4.75
			Accelerator pedal: Fully depressed	More than 0.36

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

Replace malfunctioning electric throttle control actuator. Refer to [EM-199. "Removal and Installation"](#).

>> INSPECTION END

P0130, P0150 A/F SENSOR 1

DTC Logic

INFOID:000000012357698

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 (Trouble diagnosis content)	DTC detecting condition		Possible Cause
P0130	A/F SENSOR1 (B1) [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. 1.5 V.	<ul style="list-style-type: none"> • Harness or connectors (The A/F sensor 1 circuit is open or shorted.) • A/F sensor 1
		B)	The A/F signal computed by ECM from the A/F sensor 1 signal is constantly approx. 1.5 V.	
P0150	A/F SENSOR1 (B2) [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. 1.5 V.	
		B)	The A/F signal computed by ECM from the A/F sensor 1 signal is constantly approx. 1.5 V.	

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 11 V or more 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 >> Proceed to [EC-1803. "Diagnosis Procedure"](#).

NO-1 >> With CONSULT: GO TO 3.

NO-2 >> With GST: GO TO 7.

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

 WITH CONSULT

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.
3. Check "A/F SEN1 (B1)" or "A/F SEN1 (B2)" indication.

Does the indication fluctuate around 1.5 V?

YES >> GO TO 4.

NO >> Proceed to [EC-1803. "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.
2. Touch "START".
3. When the following conditions are met, "TESTING" will be displayed on the CONSULT screen.

P0130, P0150 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

ENG SPEED	1,750 - 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

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 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 screen?

YES >> INSPECTION END

NO >> Proceed to [EC-1803. "Diagnosis Procedure"](#).

7. PERFORM COMPONENT FUNCTION CHECK FOR MALFUNCTION B

 With GST

Perform component function check. Refer to [EC-1802. "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 >> Proceed to [EC-1803. "Diagnosis Procedure"](#).

Component Function Check

INFOID:0000000012357699

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 position to D, then release the accelerator pedal fully until the vehicle speed decreases to 50 km/h (31 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 5 times.
5. Stop the vehicle and turn ignition switch OFF.
6. Wait at least 10 seconds and 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 5 times.
10. Stop the vehicle.
11. Check 1st trip DTC.

P0130, P0150 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1803, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357700

EC

1. CHECK AIR FUEL RATIO 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		
P0130	1	F23	4	Ground	3.0 V
P0150	2	F24	4		

Is the inspection result normal?

- YES >> GO TO 2.
- NO >> Repair open circuit, short to ground or short to power in harness or connectors.

2. 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	F23	3	F111	88	Existed
P0150	2	F24	3		78	

4. Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

DTC	A/F sensor 1			ECM		Ground	Continuity
	Bank	Connector	Terminal	Connector	Terminal		
P0130	1	F23	3	F111	88	Ground	Not existed
P0150	2	F24	3		78		

5. Also check harness for short to power.

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 A/F SENSOR 1 GROUND 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	F23	6	F111	94	Existed
P0150	2	F24	6		74	

4. Also check harness for short to power.

Is the inspection result normal?

P0130, P0150 A/F SENSOR 1

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

YES >> GO TO 4.

NO >> Repair open circuit, short to ground or short to power in harness or connectors.

4. CHECK INTERMITTENT INCIDENT

Perform [GI-45. "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace malfunctioning part.

5. REPLACE A/F SENSOR 1

Replace malfunctioning A/F sensor 1. Refer to [EM-231. "Exploded View"](#).

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

DTC Logic

INFOID:000000012357701

DTC DETECTION LOGIC

To judge the malfunction, 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 (Trouble diagnosis content)	DTC detecting condition	Possible Cause
P0131	A/F SENSOR1 (B1) [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.	<ul style="list-style-type: none"> • Harness or connectors (The A/F sensor 1 circuit is open or shorted.) • A/F sensor 1
P0151	A/F SENSOR1 (B2) [Air fuel ratio (A/F) sensor 1 (bank 2) circuit low voltage]		

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 10.5 V or more at idle.

>> GO TO 2.

2. CHECK A/F SENSOR FUNCTION

 WITH CONSULT

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.
3. Check "A/F SEN1 (B1)" or "A/F SEN1 (B2)" indication.

 WITH GST

Follow the procedure "With CONSULT" above.

Is the indication constantly approx. 0 V?

- YES >> Proceed to [EC-1806, "Diagnosis Procedure"](#).
 NO >> GO TO 3.

3. PERFORM DTC CONFIRMATION PROCEDURE

 WITH CONSULT

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 approximately 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.

P0131, P0151 A/F SENSOR 1

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

- If this procedure is not completed within 1 minute after restarting engine at step 1, return to step 1.

7. Check 1st trip DTC.

 WITH GST

Follow the procedure "With CONSULT" above.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1806, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357702

1. CHECK AIR FUEL RATIO 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		
P0131	1	F23	4	Ground	3.0 V
P0151	2	F24	4		

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

2. 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	
P0131	1	F23	3	F111	88	Existed
P0151	2	F24	3		78	

4. Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

DTC	A/F sensor 1			ECM		Ground	Continuity
	Bank	Connector	Terminal	Connector	Terminal		
P0131	1	F23	3	F111	88	Ground	Not existed
P0151	2	F24	3		78		

5. Also check harness for short to power.

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 A/F SENSOR 1 GROUND 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.

P0131, P0151 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

DTC	A/F sensor 1			ECM		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P0131	1	F23	6	F111	94	Existed
P0151	2	F24	6		74	

4. 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 INTERMITTENT INCIDENT

Perform [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace malfunctioning part.

5.REPLACE A/F SENSOR 1

Replace malfunctioning A/F sensor 1. Refer to [EM-231, "Exploded View"](#).

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

DTC Logic

INFOID:000000012357703

DTC DETECTION LOGIC

To judge the malfunction, 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 (Trouble diagnosis content)	DTC detecting condition	Possible Cause
P0132	A/F SENSOR1 (B1) [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.	<ul style="list-style-type: none"> • Harness or connectors (The A/F sensor 1 circuit is open or shorted.) • A/F sensor 1
P0152	A/F SENSOR1 (B2) [Air fuel ratio (A/F) sensor 1 (bank 2) circuit high voltage]		

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 10.5 V or more at idle.

>> GO TO 2.

2. CHECK A/F SENSOR FUNCTION

Ⓜ WITH CONSULT

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.
3. Check "A/F SEN1 (B1)" or "A/F SEN1 (B2)" indication.

Ⓜ WITH GST

Follow the procedure "With CONSULT" above.

Is the indication constantly approx. 5 V?

- YES >> Proceed to [EC-1809. "Diagnosis Procedure"](#).
 NO >> GO TO 3.

3. PERFORM DTC CONFIRMATION PROCEDURE

Ⓜ WITH CONSULT

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 approximately 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.

P0132, P0152 A/F SENSOR 1

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

- If this procedure is not completed within 1 minute after restarting engine at step 1, return to step 1.

7. Check 1st trip DTC.

 WITH GST

Follow the procedure "With CONSULT" above.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1809, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357704

1. CHECK AIR FUEL RATIO 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		
P0132	1	F23	4	Ground	3.0 V
P0152	2	F24	4		

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

2. 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	
P0132	1	F23	3	F111	88	Existed
P0152	2	F24	3		78	

4. Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

DTC	A/F sensor 1			ECM		Ground	Continuity
	Bank	Connector	Terminal	Connector	Terminal		
P0132	1	F23	3	F111	88	Ground	Not existed
P0152	2	F24	3		78		

5. Also check harness for short to power.

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 A/F SENSOR 1 GROUND 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.

P0132, P0152 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

DTC	A/F sensor 1			ECM		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P0132	1	F23	6	F111	94	Existed
P0152	2	F24	6		74	

4. 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 INTERMITTENT INCIDENT

Perform [GI-45. "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace malfunctioning part.

5.REPLACE A/F SENSOR 1

Replace malfunctioning A/F sensor 1. Refer to [EM-231. "Exploded View"](#).

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

DTC Logic

INFOID:000000012357705

DTC DETECTION LOGIC

To judge the malfunction of A/F sensor 1, 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 (Trouble diagnosis content)	DTC detecting condition	Possible Cause
P0133	A/F SENSOR1 (B1) [Air fuel ratio (A/F) sensor 1 (bank 1) circuit slow response]	<ul style="list-style-type: none"> The response of the A/F signal computed by ECM from A/F sensor 1 signal takes more than the specified time. 	<ul style="list-style-type: none"> Harness or connectors (The A/F sensor 1 circuit is open or shorted.) A/F sensor 1 A/F sensor 1 heater Fuel pressure Fuel injector Intake air leaks Exhaust gas leaks PCV Mass air flow sensor
P0153	A/F SENSOR1 (B2) [Air fuel ratio (A/F) sensor 1 (bank 2) circuit slow response]		

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is 11 V or more at idle.

Will CONSULT be used?

- YES >> GO TO 2.
- NO >> GO TO 5.

2. PERFORM DTC CONFIRMATION PROCEDURE-I

 WITH CONSULT

- Start engine and warm it up to normal operating temperature.
- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.
- Restart engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
- Let engine idle for 1 minute.
- 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.
- Touch "START".

Is "COMPLETED" displayed on CONSULT screen?

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

3. PERFORM DTC CONFIRMATION PROCEDURE-II

Touch "SELF-DIAG RESULT".

Which is displayed on CONSULT screen?

- OK >> INSPECTION END
- NG >> Proceed to [EC-1812. "Diagnosis Procedure"](#).

4. PERFORM DTC CONFIRMATION PROCEDURE-II

P0133, P0153 A/F SENSOR 1

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

1. After perform the following procedure, "TESTING" will be displayed on the CONSULT screen.
 - Increase the engine speed up to between 4,000 and 5,000 rpm and maintain that speed for 10 seconds.
 - Fully release accelerator pedal and then let engine idle for approximately 10 seconds.**If "TESTING" is not displayed after 10 seconds, refer to [EC-1739, "Component Function Check"](#).**
2. Wait for approximately 20 seconds at idle under the condition that "TESTING" is displayed on the CONSULT screen.
3. Check that "TESTING" changes to "COMPLETED".
If "TESTING" changed to "OUT OF CONDITION", refer to [EC-1739, "Component Function Check"](#).
4. Touch "SELF-DIAG RESULT".

Which is displayed on CONSULT screen?

- OK >> INSPECTION END
NG >> Proceed to [EC-1812, "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 $\pm 15\%$?

- 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. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
3. Let engine idle for 1 minute.
4. Increase the engine speed up to between 4,000 and 5,000 rpm and maintain that speed for 10 seconds.
5. Fully release accelerator pedal and then let engine idle for approximately 1 minute.
6. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1812, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357706

1. RETIGHTEN AIR FUEL RATIO SENSOR 1

Loosen and retighten the air fuel ratio (A/F) sensor 1. Refer to [EM-231, "Exploded View"](#).

>> GO TO 2.

2. CHECK EXHAUST GAS LEAKAGE

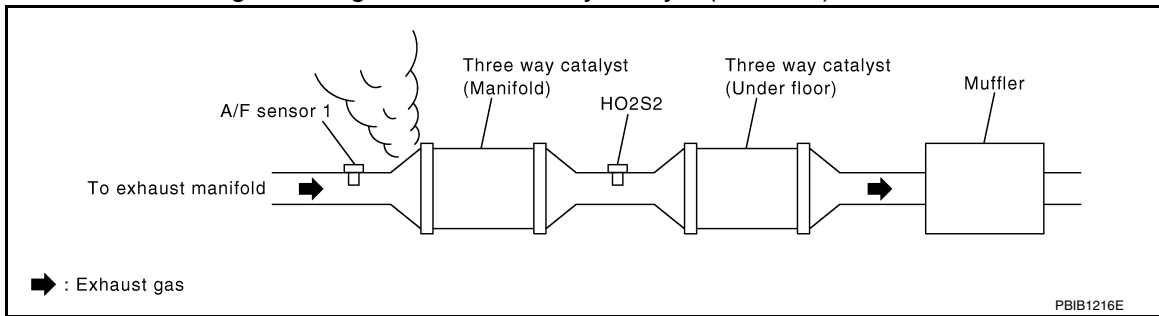
1. Start engine and run it at idle.

P0133, P0153 A/F SENSOR 1

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

- Listen for an exhaust gas leakage before three way catalyst (manifold).



Is exhaust gas leakage detected?

- YES >> Repair or replace malfunctioning part.
- NO >> GO TO 3.

3. CHECK FOR INTAKE AIR LEAKAGE

Listen for an intake air leakage after the mass air flow sensor.

Is intake air leakage detected?

- YES >> Repair or replace malfunctioning part.
- NO >> GO TO 4.

4. CLEAR THE MIXTURE RATIO SELF-LEARNING VALUE

- Clear the mixture ratio self-learning value. Refer to [EC-1730, "Description"](#).
- 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-1836, "DTC Logic"](#) or [EC-1840, "DTC Logic"](#).
- NO >> GO TO 5.

5. CHECK AIR FUEL RATIO SENSOR 1 POWER SUPPLY CIRCUIT

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

DTC	A/F sensor 1			Ground	Voltage
	Bank	Connector	Terminal		
P0133	1	F23	4	Ground	3.0 V
P0153	2	F24	4		

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 A/F SENSOR 1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

- Turn ignition switch OFF.
- Disconnect ECM harness connector.
- 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	F23	3	F111	88	Existed
P0153	2	F24	3		78	

- Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

P0133, P0153 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

DTC	A/F sensor 1			ECM		Ground	Continuity
	Bank	Connector	Terminal	Connector	Terminal		
P0133	1	F23	3	F111	88	Ground	Not existed
P0153	2	F24	3		78		

5. Also check harness for 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 A/F SENSOR 1 GROUND 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	F23	6	F111	94	Existed
P0153	2	F24	6		74	

4. Also check harness for 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 A/F SENSOR 1 HEATER

Refer to [EC-1764. "Component Inspection \(A/F Sensor 1 Heater\)"](#).

Is the inspection result normal?

YES >> GO TO 9.

NO >> GO TO 12.

9. CHECK MASS AIR FLOW SENSOR

Check both mass air flow sensor (bank 1) and mass air flow sensor (bank 2).

Refer to [EC-1787. "Component Inspection \(MAF Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 10.

NO >> Replace malfunctioning mass air flow sensor. Refer to [EM-192. "Removal and Installation"](#).

10. CHECK PCV VALVE

Refer to [EC-2027. "Inspection"](#).

Is the inspection result normal?

YES >> GO TO 11.

NO >> Repair or replace PCV valve. Refer to [EM-194. "Exploded View"](#).

11. CHECK INTERMITTENT INCIDENT

Perform [GI-45. "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 12.

NO >> Repair or replace malfunctioning part.

12. REPLACE A/F SENSOR 1

Replace malfunctioning A/F sensor 1. Refer to [EM-231. "Exploded View"](#).

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.

P0133, P0153 A/F SENSOR 1

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

- 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).

A

>> INSPECTION END

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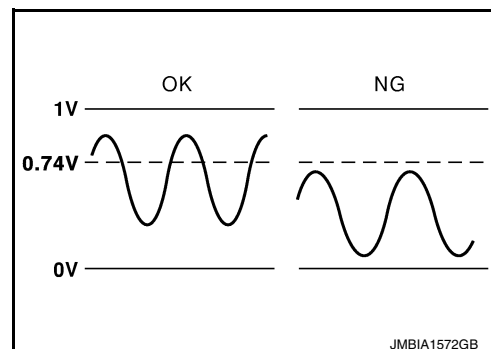
P0137, P0157 HO2S2

DTC Logic

INFOID:000000012357707

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 (manifold) 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 (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0137	HO2S2 (B1) [Heated oxygen sensor 2 (bank 1) circuit low voltage]	The maximum voltage from the sensor does not reach the specified voltage.	<ul style="list-style-type: none"> • Harness or connectors (The heated oxygen sensor 2 circuit is open or shorted) • Heated oxygen sensor 2 • Fuel pressure • Fuel injector • Intake air leaks
P0157	HO2S2 (B2) [Heated oxygen sensor 2 (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.

Will CONSULT be used?

- YES >> GO TO 2.
- NO >> GO TO 4.

2. PERFORM DTC CONFIRMATION PROCEDURE

Ⓟ WITH CONSULT

TESTING CONDITION:

For better results, perform “DTC WORK SUPPORT” at a temperature of 0 to 30°C (32 to 86°F).

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. Restart 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. Select “DATA MONITOR” mode with CONSULT.
8. Check 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.
11. Follow the instruction of CONSULT display.

NOTE:

< DTC/CIRCUIT DIAGNOSIS >

It will take at most 10 minutes until "COMPLETED" is displayed.

12. Touch "SELF-DIAG RESULTS".

Which is displayed on CONSULT screen?

- OK >> INSPECTION END
- NG >> Proceed to [EC-1818, "Diagnosis Procedure"](#).
- CAN NOT BE DIAGNOSED>>GO TO 3.

3.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 2.

4.PERFORM COMPONENT FUNCTION CHECK

 WITH GST

Perform component function check. Refer to [EC-1817, "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 >> Proceed to [EC-1818, "Diagnosis Procedure"](#).

Component Function Check

INFOID:0000000012357708

1.PERFORM COMPONENT FUNCTION CHECK-I

 With GST

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. Restart 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 the voltage between ECM harness connector terminals under the following conditions.

DTC	ECM			Condition	Voltage
	Connector	+	-		
		Terminal	Terminal		
P0137	F111	96	100	Revving up to 4,000 rpm under no load at least 10 times	The voltage should be above 0.74 V at least once during this procedure.
P0157		87			

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 conditions.

DTC	ECM			Condition	Voltage
	Connector	+	-		
		Terminal	Terminal		
P0137	F111	96	100	Keeping engine at idle for 10 minutes	The voltage should be above 0.74 V at least once during this procedure.
P0157		87			

Is the inspection result normal?

< DTC/CIRCUIT DIAGNOSIS >

YES >> INSPECTION END
 NO >> GO TO 3.

3.PERFORM COMPONENT FUNCTION CHECK-III

Check the voltage between ECM harness connector terminals under the following conditions.

DTC	ECM			Condition	Voltage
	Connector	+	-		
		Terminal	Terminal		
P0137	F111	96	100	Coasting from 80 km/h (50 MPH) with selector lever in the D position	The voltage should be above 0.74 V at least once during this procedure.
P0157		87			

Is the inspection result normal?

YES >> INSPECTION END
 NO >> Proceed to [EC-1818, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000012357709

1.CLEAR THE MIXTURE RATIO SELF-LEARNING VALUE

1. Clear the mixture ratio self-learning value. Refer to [EC-1730, "Description"](#).
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-1836, "DTC Logic"](#).
 NO >> GO TO 2.

2.CHECK HEATED OXYGEN SENSOR 2 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	F87	1	F111	100	Existed
P0157	2	F88	1			

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

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 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	F87	4	F111	96	Existed
P0157	2	F88	4		87	

2. Check the continuity between HO2S2 harness connector and ground, or ECM harness connector and ground.

DTC	HO2S2			ECM		Ground	Continuity
	Bank	Connector	Terminal	Connector	Terminal		
P0137	1	F87	4	F111	96	Ground	Not existed
P0157	2	F88	4		87		

A

EC

3. 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.

C

4.CHECK HEATED OXYGEN SENSOR 2

D

Refer to [EC-1819, "Component Inspection \(HO2 sensor 2\)"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> GO TO 5.

E

5.REPLACE HEATED OXYGEN SENSOR 2

F

Replace malfunctioning heated oxygen sensor 2. Refer to [EM-231, "Exploded View"](#).

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 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).

G

H

>> INSPECTION END

6.CHECK INTERMITTENT INCIDENT

I

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

J

Component Inspection (HO2 sensor 2)

INFOID:0000000012357710

K

1.INSPECTION START

Will CONSULT be used?

L

Will CONSULT be used?

YES >> GO TO 2.

NO >> GO TO 3.

M

2.CHECK HEATED OXYGEN SENSOR 2

 WITH CONSULT

N

1. Start engine and warm it up to the normal operating temperature.
2. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
3. Let engine idle for 1 minute.
4. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "HO2S2 (B1)/(B2)" as the monitor item with CONSULT.

O

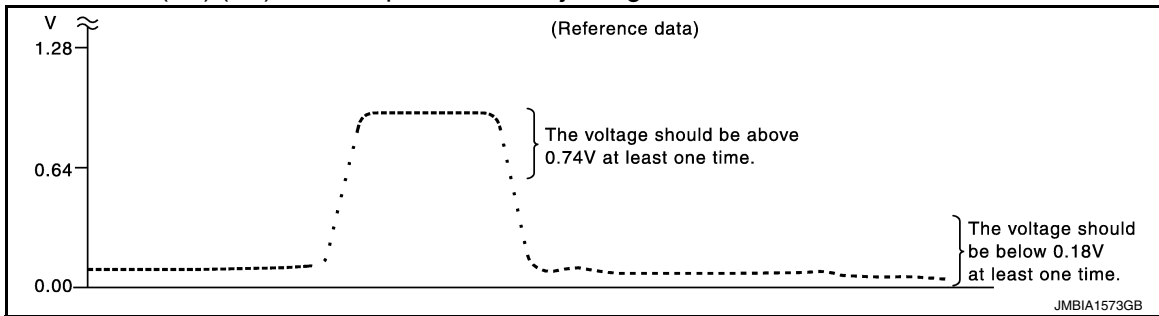
P

P0137, P0157 HO2S2

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

5. Check "HO2S2 (B1)/(B2)" at idle speed when adjusting "FUEL INJECTION" to $\pm 25\%$.



"HO2S2 (B1)/(B2)" should be above 0.74 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

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 conditions.

ECM			Condition	Voltage
Connector	+	-		
	Terminal	Terminal		
F111	96 [HO2S2 (bank 1)]	100	Revving up to 4,000 rpm under no load at least 10 times	The voltage should be above 0.74 V at least once during this procedure. The voltage should be below 0.18 V at least once during this procedure.
	87 [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 conditions.

ECM			Condition	Voltage
Connector	+	-		
	Terminal	Terminal		
F111	96 [HO2S2 (bank 1)]	100	Keeping engine at idle for 10 minutes	The voltage should be above 0.74 V at least once during this procedure. The voltage should be below 0.18 V at least once during this procedure.
	87 [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 conditions.

P0137, P0157 HO2S2

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

ECM			Condition	Voltage
Connector	+	-		
	Terminal	Terminal		
F111	96 [HO2S2 (bank 1)]	100	Coasting from 80 km/h (50 MPH) with selector lever in the D position	The voltage should be above 0.74 V at least once during this procedure. The voltage should be below 0.18 V at least once during this procedure.
	87 [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. Refer to [EM-231. "Exploded View"](#).

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 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

DTC Logic

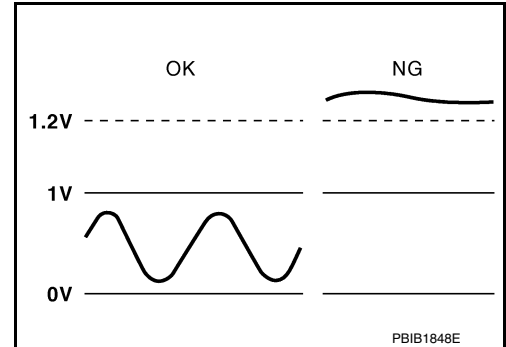
INFOID:000000012357711

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 (manifold) causes the longer switching time.

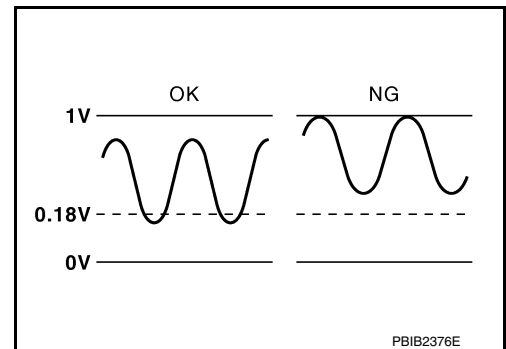
MALFUNCTION A

To judge the 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 the 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 (Trouble diagnosis content)	DTC detecting condition		Possible cause
P0138	HO2S2 (B1) [Heated oxygen sensor 2 (bank 1) circuit high voltage]	A)	An excessively high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> • Harness or connectors (The heated oxygen sensor 2 (bank 1) circuit is open or shorted) • Heated oxygen sensor 2
		B)	The minimum voltage from the sensor is not reached to the specified voltage.	<ul style="list-style-type: none"> • Harness or connectors (The heated oxygen sensor 2 (bank 1) circuit is open or shorted) • Heated oxygen sensor 2 • Fuel pressure • Fuel injector
P0158	HO2S2 (B2) [Heated oxygen sensor 2 (bank 2) circuit high voltage]	A)	An excessively high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> • Harness or connectors (The heated oxygen sensor 2 (bank 2) circuit is open or shorted) • Heated oxygen sensor 2
		B)	The minimum voltage from the sensor is not reached to the specified voltage.	<ul style="list-style-type: none"> • Harness or connectors (The heated oxygen sensor 2 (bank 2) circuit is open or shorted) • Heated oxygen sensor 2 • Fuel pressure • 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 >> Proceed to [EC-1825, "Diagnosis Procedure"](#).

NO-1 >> With CONSULT: GO TO 3.

NO-2 >> With GST: GO TO 5.

3. PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION B

 WITH CONSULT

NOTE:

For better results, perform "DTC WORK SUPPORT" at a temperature of 0 to 30°C (32 to 86°F).

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. Select "DATA MONITOR" mode with CONSULT.
8. Check 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.
11. Follow the instruction of CONSULT display.

NOTE:

It will take at most 10 minutes until "COMPLETED" is displayed.

12. Touch "SELF-DIAG RESULTS".

Which is displayed on CONSULT screen?

OK >> INSPECTION END

NG >> Proceed to [EC-1825, "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

 WITH GST

Perform component function check. Refer to [EC-1824, "Component Function Check"](#).

NOTE:

< DTC/CIRCUIT DIAGNOSIS >

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 >> Proceed to [EC-1825, "Diagnosis Procedure"](#).

Component Function Check

INFOID:0000000012357712

1.PERFORM COMPONENT FUNCTION CHECK-I

 With GST

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 the voltage between ECM harness connector terminals under the following conditions.

DTC	Connector	ECM		Condition	Voltage
		+	-		
		Terminal	Terminal		
P0138	F111	96	100	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		87			

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 conditions.

DTC	Connector	ECM		Condition	Voltage
		+	-		
		Terminal	Terminal		
P0138	F111	96	100	Keeping engine at idle for 10 minutes	The voltage should be below 0.18 V at least once during this procedure.
P0158		87			

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 conditions.

DTC	Connector	ECM		Condition	Voltage
		+	-		
		Terminal	Terminal		
P0138	F111	96	100	Coasting from 80 km/h (50 MPH) with selector lever in the D position	The voltage should be below 0.18 V at least once during this procedure.
P0158		87			

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Proceed to [EC-1825, "Diagnosis Procedure"](#).

Diagnosis Procedure

1.INSPECTION START

Confirm the detected malfunction (A or B). Refer to [EC-1822, "DTC Logic"](#).

Which malfunction is detected?

- A >> GO TO 2
- B >> GO TO 8.

2.CHECK HEATED OXYGEN SENSOR 2 CONNECTOR

1. Disconnect heated oxygen sensor 2 (HO2S2) harness connector.
2. Check that water is not inside connectors.

Is the inspection result normal?

- YES >> GO TO 3.
- NO >> Repair or replace harness or connectors.

3.CHECK HO2S2 GROUND CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check the continuity between HO2S2 harness connector and ECM harness connector.

DTC	HO2S2			ECM		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P0138	1	F87	1	F111	100	Existed
P0158	2	F88	1			

3. 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	F87	4	F111	96	Existed
P0158	2	F88	4		87	

2. Check the continuity between HO2S2 harness connector and ground, or ECM harness connector and ground.

DTC	HO2S2			ECM		Ground	Continuity
	Bank	Connector	Terminal	Connector	Terminal		
P0138	1	F87	4	F111	96	Ground	Not existed
P0158	2	F88	4		87		

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-1827, "Component Inspection \(HO2 sensor 2\)"](#).

Is the inspection result normal?

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

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6. REPLACE HEATED OXYGEN SENSOR 2

Replace malfunctioning heated oxygen sensor 2. Refer to [EM-231, "Exploded View"](#).

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 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-45, "Intermittent Incident"](#).

>> INSPECTION END

8. CLEAR THE MIXTURE RATIO SELF-LEARNING VALUE

1. Clear the mixture ratio self-learning value. Refer to [EC-1730, "Description"](#).
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-1840, "DTC Logic"](#).
 NO >> GO TO 9.

9. CHECK HEATED OXYGEN SENSOR 2 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	
P0138	1	F87	1	F111	100	Existed
P0158	2	F88	1			

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 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	F87	4	F111	96	Existed
P0158	2	F88	4		87	

2. Check the continuity between HO2S2 harness connector and ground, or ECM harness connector and ground.

DTC	HO2S2			ECM		Ground	Continuity
	Bank	Connector	Terminal	Connector	Terminal		
P0138	1	F87	4	F111	96	Ground	Not existed
P0158	2	F88	4		87		

< DTC/CIRCUIT DIAGNOSIS >

3. Also check harness for 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 HEATED OXYGEN SENSOR 2

Refer to [EC-1827, "Component Inspection \(HO2 sensor 2\)"](#).

Is the inspection result normal?

YES >> GO TO 13.

NO >> GO TO 12.

12. REPLACE HEATED OXYGEN SENSOR 2

Replace malfunctioning heated oxygen sensor 2. Refer to [EM-231, "Exploded View"](#).

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 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

13. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (HO2 sensor 2)

INFOID:0000000012357714

1. INSPECTION START

Will CONSULT be used?

Will CONSULT be used?

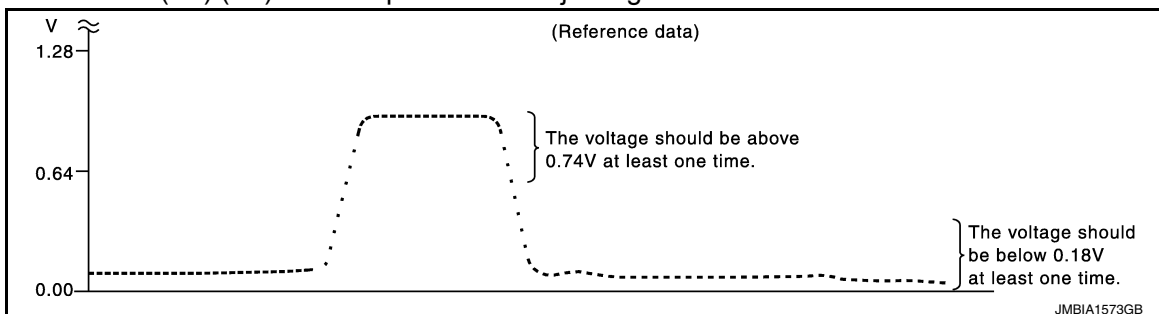
YES >> GO TO 2.

NO >> GO TO 3.

2. CHECK HEATED OXYGEN SENSOR 2

 WITH CONSULT

1. Start engine and warm it up to the normal operating temperature.
2. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
3. Let engine idle for 1 minute.
4. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "HO2S2 (B1)/(B2)" as the monitor item with CONSULT.
5. Check "HO2S2 (B1)/(B2)" at idle speed when adjusting "FUEL INJECTION" to $\pm 25\%$.



"HO2S2 (B1)/(B2)" should be above 0.74 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

< DTC/CIRCUIT DIAGNOSIS >

NO >> GO TO 6.

3.CHECK HEATED OXYGEN SENSOR 2-I

⊗ WITHOUT CONSULT

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 conditions.

Connector	ECM		Condition	Voltage
	+	-		
	Terminal	Terminal		
F111	96 [HO2S2 (bank 1)]	100	Revving up to 4,000 rpm under no load at least 10 times	The voltage should be above 0.74 V at least once during this procedure. The voltage should be below 0.18 V at least once during this procedure.
	87 [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 conditions.

Connector	ECM		Condition	Voltage
	+	-		
	Terminal	Terminal		
F111	96 [HO2S2 (bank 1)]	100	Keeping engine at idle for 10 minutes	The voltage should be above 0.74 V at least once during this procedure. The voltage should be below 0.18 V at least once during this procedure.
	87 [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 conditions.

Connector	ECM		Condition	Voltage
	+	-		
	Terminal	Terminal		
F111	96 [HO2S2 (bank 1)]	100	Coasting from 80 km/h (50 MPH) with selector lever in the D position	The voltage should be above 0.74 V at least once during this procedure. The voltage should be below 0.18 V at least once during this procedure.
	87 [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. Refer to [EM-231. "Exploded View"](#).

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 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

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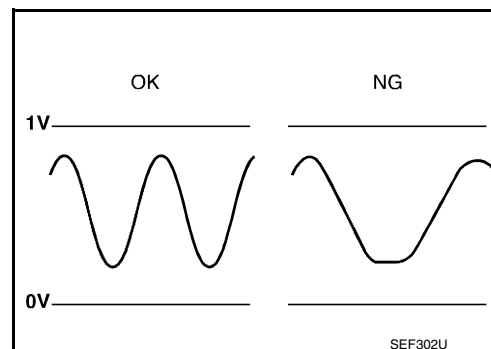
P0139, P0159 HO2S2

DTC Logic

INFOID:000000012357715

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 (manifold) 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 (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0139	HO2S2 (B1) [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.	<ul style="list-style-type: none"> • Harness or connectors (The heated oxygen sensor 2 circuit is open or shorted) • Heated oxygen sensor 2 • Fuel pressure • Fuel injector • Intake air leaks
P0159	HO2S2 (B2) [Heated oxygen sensor 2 (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.

Will CONSULT be used?

- YES >> GO TO 2.
- NO >> GO TO 4.

2. PERFORM DTC CONFIRMATION PROCEDURE

Ⓟ WITH CONSULT

TESTING CONDITION:

For better results, perform "DTC WORK SUPPORT" at a temperature of 0 to 30°C (32 to 86°F).

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. Restart 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. Select "DATA MONITOR" mode with CONSULT.
8. Check 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.
11. Start engine and follow the instruction of CONSULT display.

NOTE:

< DTC/CIRCUIT DIAGNOSIS >

It will take at most 10 minutes until "COMPLETED" is displayed.

12. Touch "SELF-DIAG RESULTS".

Which is displayed on CONSULT screen?

- OK >> INSPECTION END
- NG >> Proceed to [EC-1832, "Diagnosis Procedure"](#).
- CAN NOT BE DIAGNOSED>>GO TO 3.

3.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 2.

4.PERFORM COMPONENT FUNCTION CHECK

 WITH GST

Perform component function check. Refer to [EC-1831, "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 >> Proceed to [EC-1832, "Diagnosis Procedure"](#).

Component Function Check

INFOID:0000000012357716

1.PERFORM COMPONENT FUNCTION CHECK-I

 With GST

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. Restart 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 the voltage between ECM harness connector terminals under the following conditions.

DTC	ECM		Condition	Voltage	
	Connector	+			-
		Terminal			Terminal
P0139	F111	96	100	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		87			

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 conditions.

DTC	ECM		Condition	Voltage	
	Connector	+			-
		Terminal			Terminal
P0139	F111	96	100	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		87			

Is the inspection result normal?

< DTC/CIRCUIT DIAGNOSIS >

YES >> INSPECTION END
 NO >> GO TO 3.

3. PERFORM COMPONENT FUNCTION CHECK-III

Check the voltage between ECM harness connector terminals under the following conditions.

DTC	ECM			Condition	Voltage
	Connector	+	-		
		Terminal	Terminal		
P0139	F111	96	100	Coasting from 80 km/h (50 MPH) with selector lever in the D position	A change of voltage should be more than 0.24 V for 1 second during this procedure.
P0159		87			

Is the inspection result normal?

YES >> INSPECTION END
 NO >> Proceed to [EC-1832, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000012357717

1. CLEAR THE MIXTURE RATIO SELF-LEARNING VALUE

1. Clear the mixture ratio self-learning value. Refer to [EC-1730, "Description"](#).
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-1836, "DTC Logic"](#) or [EC-1840, "DTC Logic"](#).
 NO >> GO TO 2.

2. CHECK HEATED OXYGEN SENSOR 2 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	F87	1	F111	100	Existed
P0159	2	F88	1			

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

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 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	F87	4	F111	96	Existed
P0159	2	F88	4		87	

2. Check the continuity between HO2S2 harness connector and ground, or ECM harness connector and ground.

< DTC/CIRCUIT DIAGNOSIS >

DTC	HO2S2			ECM		Ground	Continuity
	Bank	Connector	Terminal	Connector	Terminal		
P0139	1	F87	4	F111	96	Ground	Not existed
P0159	2	F88	4		87		

3. 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 HEATED OXYGEN SENSOR 2

Refer to [EC-1833, "Component Inspection \(HO2 sensor 2\)"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> GO TO 5.

5.REPLACE HEATED OXYGEN SENSOR 2

Replace malfunctioning heated oxygen sensor 2. Refer to [EM-231, "Exploded View"](#).

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 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

6.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (HO2 sensor 2)

INFOID:0000000012357718

1.INSPECTION START


Will CONSULT be used?

Will CONSULT be used?

YES >> GO TO 2.

NO >> GO TO 3.

2.CHECK HEATED OXYGEN SENSOR 2

 WITH CONSULT

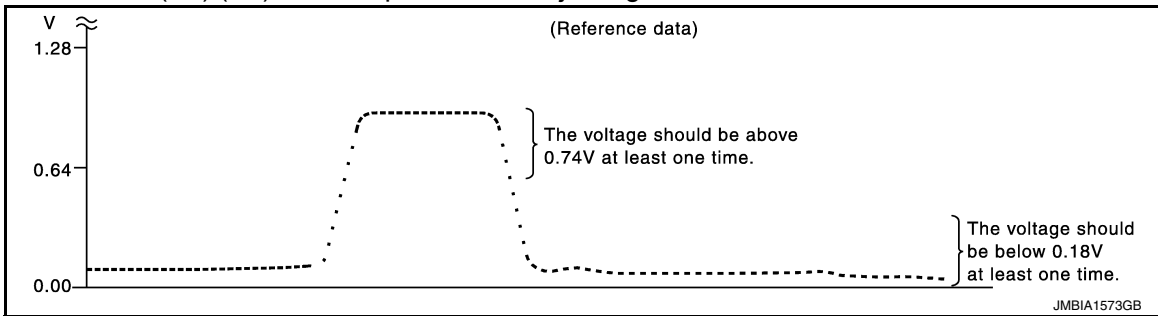
1. Start engine and warm it up to the normal operating temperature.
2. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
3. Let engine idle for 1 minute.
4. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "HO2S2 (B1)/(B2)" as the monitor item with CONSULT.

P0139, P0159 HO2S2

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

5. Check "HO2S2 (B1)/(B2)" at idle speed when adjusting "FUEL INJECTION" to $\pm 25\%$.



"HO2S2 (B1)/(B2)" should be above 0.74 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

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 conditions.

ECM			Condition	Voltage
Connector	+	-		
	Terminal	Terminal		
F111	96 [HO2S2 (bank 1)]	100	Revving up to 4,000 rpm under no load at least 10 times	The voltage should be above 0.74 V at least once during this procedure. The voltage should be below 0.18 V at least once during this procedure.
	87 [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 conditions.

ECM			Condition	Voltage
Connector	+	-		
	Terminal	Terminal		
F111	96 [HO2S2 (bank 1)]	100	Keeping engine at idle for 10 minutes	The voltage should be above 0.74 V at least once during this procedure. The voltage should be below 0.18 V at least once during this procedure.
	87 [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 conditions.

P0139, P0159 HO2S2

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

ECM			Condition	Voltage
Connector	+	-		
	Terminal	Terminal		
F111	96 [HO2S2 (bank 1)]	100	Coasting from 80 km/h (50 MPH) with selector lever in the D position	The voltage should be above 0.74 V at least once during this procedure. The voltage should be below 0.18 V at least once during this procedure.
	87 [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. Refer to [EM-231. "Exploded View"](#).

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 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/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P0171, P0174 FUEL INJECTION SYSTEM FUNCTION

DTC Logic

INFOID:000000012357719

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 (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0171	FUEL SYS-LEAN-B1 [Fuel injection system too lean (bank 1)]	• Fuel injection system does not operate properly. • The amount of mixture ratio compensation is too large. (The mixture ratio is too lean.)	• Intake air leakage • A/F sensor 1 • Fuel injector • Exhaust gas leakage • Incorrect fuel pressure • Lack of fuel • Mass air flow sensor • Incorrect PCV hose connection
P0174	FUEL SYS-LEAN-B2 [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-1730, "Description"](#).
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 depress accelerator pedal too much.

Does engine start?

YES >> Proceed to [EC-1837, "Diagnosis Procedure"](#).

NO >> Check exhaust and intake air leakage visually.

4. PERFORM DTC CONFIRMATION PROCEDURE-II

1. Keep engine idle for at least 5 minutes.
2. Check 1st trip DTC.

P0171, P0174 FUEL INJECTION SYSTEM FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1837, "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. Turn ignition switch OFF and wait at least 10 seconds.
4. Start engine.
5. Maintain the following conditions for at least 10 consecutive minutes.
Hold the accelerator pedal as steady as possible.

Vehicle speed	50 - 120 km/h (31 - 75 MPH)
---------------	-----------------------------

CAUTION:

Always drive vehicle at a safe speed.

6. Check 1st trip DTC.

Is 1st trip DTC detected?

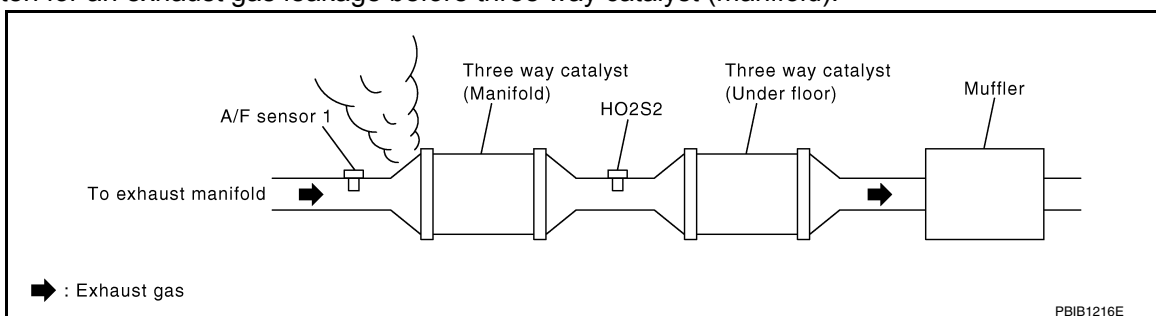
- YES >> Proceed to [EC-1837, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357720

1.CHECK EXHAUST GAS LEAKAGE

1. Start engine and run it at idle.
2. Listen for an exhaust gas leakage before three way catalyst (manifold).



Is exhaust gas leakage detected?

- YES >> Repair or replace malfunctioning part.
- NO >> GO TO 2.

2.CHECK FOR INTAKE AIR LEAKAGE

1. Listen for an intake air leakage after the mass air flow sensor.
2. Check PCV hose connection.

Is intake air leakage detected?

- YES >> Repair or replace malfunctioning part.
- NO >> GO TO 3.

3.CHECK A/F SENSOR 1 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.

P0171, P0174 FUEL INJECTION SYSTEM FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

DTC	A/F sensor 1			ECM		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P0171	1	F23	3	F111	88	Existed
			4		90	
			6		94	
P0174	2	F24	3		78	
			4		80	
			6		74	

5. Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

DTC	A/F sensor 1			ECM		Continuity	Continuity
	Bank	Connector	Terminal	Connector	Terminal		
P0171	1	F23	3	F111	88	Existed	Not existed
			4		90		
			6		94		
P0174	2	F24	3		78		
			4		80		
			6		74		

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

Check fuel pressure. Refer to [EC-1731, "Work Procedure"](#).

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". Refer to [FL-7, "Removal and Installation"](#).

NO >> Repair or replace malfunctioning part.

6. CHECK MASS AIR FLOW SENSOR

Ⓟ WITH CONSULT

1. Install all removed parts.

2. Check "MASS AIR FLOW" in "DATA MONITOR" mode with CONSULT.

For specification, refer to [EC-2031, "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-2031, "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-1786, "Diagnosis Procedure"](#).

7. CHECK FUNCTION OF FUEL INJECTOR

P0171, P0174 FUEL INJECTION SYSTEM FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

④ WITH CONSULT

1. Start engine.
2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT.
3. Check that each circuit produces a momentary engine speed drop.

⊗ WITHOUT CONSULT

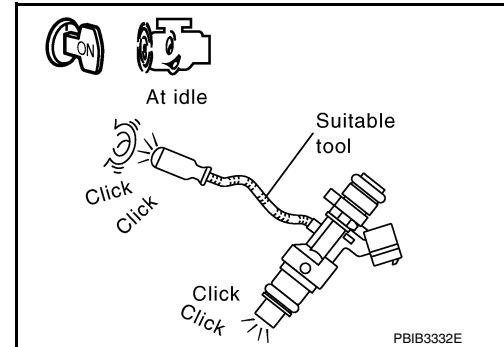
1. Start engine and let it idle.
2. Listen to each fuel injector operating sound.

Clicking sound should be heard.

Is the inspection result normal?

YES >> GO TO 8.

NO >> Perform trouble diagnosis for fuel injector, refer to [EC-1999, "Diagnosis Procedure"](#).



8. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> Replace fuel injector. Refer to [EM-205, "Removal and Installation"](#).

NO >> Repair or replace malfunctioning part.

P0172, P0175 FUEL INJECTION SYSTEM FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P0172, P0175 FUEL INJECTION SYSTEM FUNCTION

DTC Logic

INFOID:000000012357721

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 (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0172	FUEL SYS-RICH-B1 [Fuel injection system too rich (bank 1)]	• Fuel injection system does not operate properly. • The amount of mixture ratio compensation is too large. (The mixture ratio is too rich.)	• A/F sensor 1 • Fuel injector • Exhaust gas leakage • Incorrect fuel pressure • Mass air flow sensor
P0175	FUEL SYS-RICH-B2 [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-1730, "Description"](#).
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 depress accelerator pedal too much.

Does engine start?

YES >> Proceed to [EC-1841, "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 >> Proceed to [EC-1841, "Diagnosis Procedure"](#).

P0172, P0175 FUEL INJECTION SYSTEM FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

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. Turn ignition switch OFF and wait at least 10 seconds.
4. Start engine.
5. Maintain the following conditions for at least 10 consecutive minutes.
Hold the accelerator pedal as steady as possible.

Vehicle speed	50 - 120 km/h (31 - 75 MPH)
---------------	-----------------------------

CAUTION:

Always drive vehicle at a safe speed.

6. Check 1st trip DTC.

Is 1st trip DTC detected?

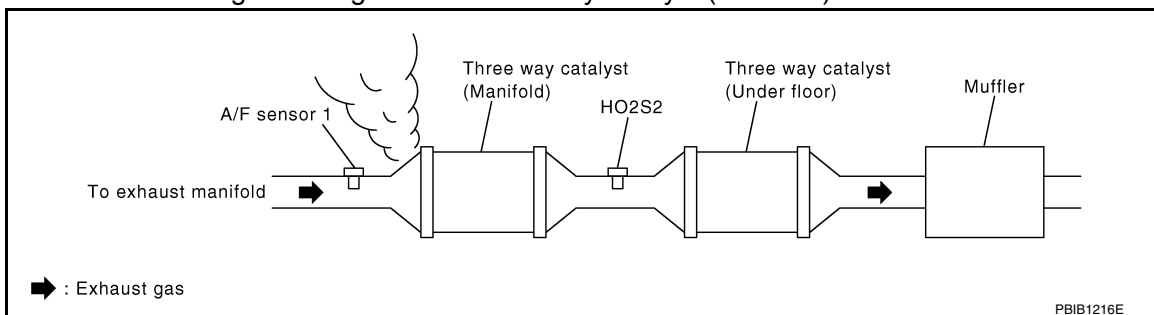
- YES >> Proceed to [EC-1841, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357722

1.CHECK EXHAUST GAS LEAKAGE

1. Start engine and run it at idle.
2. Listen for an exhaust gas leakage before three way catalyst (manifold).



Is exhaust gas leakage detected?

- YES >> Repair or replace malfunctioning part.
NO >> GO TO 2.

2.CHECK FOR INTAKE AIR LEAKAGE

Listen for an intake air leakage after the mass air flow sensor.

Is intake air leakage detected?

- YES >> Repair or replace malfunctioning part.
NO >> GO TO 3.

3.CHECK A/F SENSOR 1 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.

P0172, P0175 FUEL INJECTION SYSTEM FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

DTC	A/F sensor 1			ECM		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P0171	1	F23	3	F111	88	Existed
			4		90	
			6		94	
P0174	2	F24	3		78	
			4		80	
			6		74	

5. Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

DTC	A/F sensor 1			ECM		Continuity	Continuity
	Bank	Connector	Terminal	Connector	Terminal		
P0171	1	F23	3	F111	88	Existed	Not existed
			4		90		
			6		94		
P0174	2	F24	3		78		
			4		80		
			6		74		

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

Check fuel pressure. Refer to [EC-1731, "Work Procedure"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace fuel filter and fuel pump assembly". Refer to [FL-7, "Removal and Installation"](#).

5. CHECK MASS AIR FLOW SENSOR

Ⓟ WITH CONSULT

1. Install all removed parts.
2. Check "MASS AIR FLOW" in "DATA MONITOR" mode with CONSULT.
For specification, refer to [EC-2031, "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-2031, "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-1786, "Diagnosis Procedure"](#).

6. CHECK FUNCTION OF FUEL INJECTOR

Ⓟ WITH CONSULT

1. Start engine.
2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT.
3. Check that each circuit produces a momentary engine speed drop.

ⓧ WITHOUT CONSULT

1. Start engine and let it idle.

P0172, P0175 FUEL INJECTION SYSTEM FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

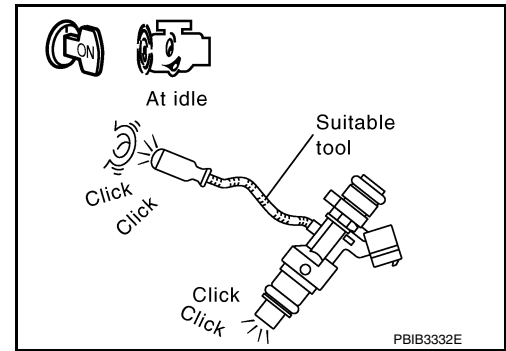
2. Listen to each fuel injector operating sound.

Clicking sound should be heard.

Is the inspection result normal?

YES >> GO TO 7.

NO >> Perform trouble diagnosis for fuel injector, refer to [EC-1999. "Diagnosis Procedure"](#).



7. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

Is the inspection result normal?

YES >> Replace fuel injector. Refer to [EM-205. "Removal and Installation"](#).

NO >> Repair or replace malfunctioning part.

P0190 FRP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P0190 FRP SENSOR

DTC Logic

INFOID:000000012357723

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0190	Fuel rail pressure sensor circuit low input and high input	Signal voltage from the fuel rail pressure sensor remains at more than 4.84 V / less than 0.2 V for 5 seconds or more.	<ul style="list-style-type: none">• Harness or connectors (Fuel rail pressure sensor circuit is open or shorted.) (Power steering pressure sensor circuit is open or shorted.) (Engine oil pressure sensor circuit is open or shorted.)• Fuel rail pressure sensor• Power steering pressure sensor• Engine oil 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 11 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine ON and wait at least 60 seconds.
2. Check DTC or 1st trip DTC.

Is DTC or 1st trip DTC detected?

- YES >> Proceed to [EC-1844, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357724

1. CHECK FRP SENSOR POWER SUPPLY-I

1. Turn ignition switch OFF.
2. Disconnect FRP sensor connector.
3. Turn ignition switch ON.
4. Check the voltage between FRP sensor harness connector terminals.

FRP sensor			Voltage (Approx.)
Connector	+	-	
	terminal		
F6	1	3	5 V

Inspection result normal?

- YES >> GO TO 6.
NO >> GO TO 2.

2. CHECK FRP SENSOR POWER SUPPLY-II

Check the voltage between FRP sensor harness connector and the ground.

P0190 FRP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

+		-	Voltage (Approx.)
FRP sensor			
Connector	Terminal		
F6	1	Ground	5 V

Is inspection result normal?

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

3. CHECK SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness connector for short to power and short to ground, between the following terminals.

ECM		Sensor		
Connector	Terminal	Name	Connector	Terminal
F110	27	Power steering pressure sensor	F35	3
	28	FRP sensor	F6	1
		Engine oil pressure sensor	F32	3

Is inspection result normal?

- YES >> Perform the trouble diagnosis for power supply circuit. Refer to [EC-1746. "Diagnosis Procedure"](#).
NO >> Repair or replace error-detected parts.

4. CHECK FRP SENSOR GROUND CIRCUIT

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

+		-		Continuity
FRP sensor		ECM		
Connector	Terminal	Connector	Terminal	
F6	3	F110	40	Existed

Is inspection result normal?

- YES >> GO TO 5.
NO >> Repair or replace error-detected parts.

5. CHECK ECM GROUND CIRCUIT

Check the continuity between ECM harness connector and the ground.

ECM		Ground	Continuity
Connector	Terminal		
F110	10	Ground	Existed
M160	174		
	175		

Is inspection result normal?

- YES >> Check intermittent incident. Refer to [GI-45. "Intermittent Incident"](#).
NO >> Repair or replace error-detected parts.

6. CHECK FRP SENSOR SIGNAL CIRCUIT

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

P0190 FRP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

+		-		Continuity
FRP sensor		ECM		
Connector	Terminal	Connector	Terminal	
F6	2	F110	31	Existed

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

Is inspection result normal?

YES >> GO TO 7.

NO >> Repair or replace error-detected parts.

7.CHECK FRP SENSOR

Refer to [EC-1846, "Component Inspection \(Fuel Rail Pressure Sensor\)"](#).

Is inspection result normal?

YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).

NO >> Repair or replace error-detected parts.

Component Inspection (Fuel Rail Pressure Sensor)

INFOID:000000012357725

1.CHECK FRP SENSOR

WITH CONSULT

1. Turn ignition switch OFF.
2. Reconnect harness connector disconnected.
3. Start the engine.
4. Select "DATA MONITOR" mode with CONSULT.
5. Check that the "FUEL PRES SEN V" indication.

Monitor Item	Condition	Values/Status
FUEL PRES SEN V	Engine speed: Idle	820 – 1,220 mV
	Engine speed: Revving engine from idle to 4,000 rpm quickly	820 – 3,060 mV

WITHOUT CONSULT

1. Turn ignition switch OFF.
2. Reconnect harness connector disconnected.
3. Start the engine.
4. Check FRP sensor signal voltage.

+		-		Condition	Value (Approx.)
ECM					
Connector	Terminal	Connector	Terminal		
F110	31	F110	40	[Engine is running] • Warm-up condition • Idle speed	0.82 – 1.22 V
				[Engine is running] • Warm-up condition • Revving engine from idle to 4,000 rpm quickly	0.82 – 3.06 V

Is the inspection result normal?

YES >> INSPECTION END.

NO >> Replace FRP sensor. Refer to [EM-205, "Exploded View"](#).

P0197, P0198 EOT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P0197, P0198 EOT SENSOR

DTC Logic

INFOID:000000012357726

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC Detecting Condition	Possible Cause
P0197	EOT SEN/CIRC (Engine oil temperature sensor circuit low input)	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> • Harness or connectors (The EOT sensor circuit is open or shorted.) • Engine oil temperature sensor
P0198	EOT SEN/CIRC (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 >> Proceed to [EC-1847, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357727

1. CHECK ENGINE OIL TEMPERATURE 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 2.
 NO >> Repair open circuit, short to ground or short to power in harness or connectors.

2. 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	F110	40	Existed

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

P0197, P0198 EOT SENSOR

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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 ENGINE OIL TEMPERATURE SENSOR

Refer to [EC-1848. "Component Inspection \(Engine Oil Temperature Sensor\)".](#)

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace engine oil temperature sensor. Refer to [EM-212. "2WD : Exploded View".](#)

4. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident".](#)

>> INSPECTION END

Component Inspection (Engine Oil Temperature Sensor)

INFOID:0000000012357728

1. CHECK ENGINE OIL TEMPERATURE SENSOR

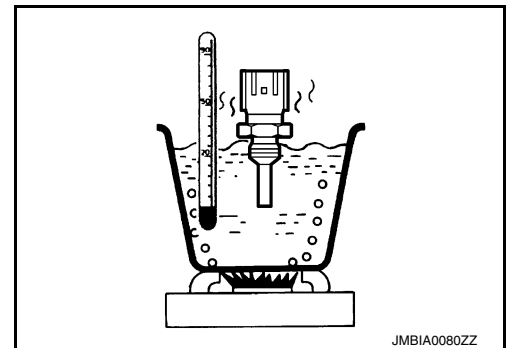
1. Turn ignition switch OFF.
2. Disconnect engine oil temperature sensor harness connector.
3. Remove engine oil temperature sensor.
4. Check resistance between engine oil temperature sensor terminals by heating with hot water as shown in the figure.

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.



P0201, P0202, P0203, P0204, P0205, P0206, P0207, P0208 INJECTOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P0201, P0202, P0203, P0204, P0205, P0206, P0207, P0208 INJECTOR

DTC Logic

INFOID:000000012357729

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0201	No.1 fuel injector circuit	ECM detects No. 1 injector circuit is open or shorted.	<ul style="list-style-type: none">• The fuel injector circuit is open or shorted• Fuel injector• ECM
P0202	No. 2 fuel injector circuit	ECM detects No. 2 injector circuit is open or shorted.	
P0203	No. 3 fuel injector circuit	ECM detects No. 3 injector circuit is open or shorted.	
P0204	No. 4 fuel injector circuit	ECM detects No. 4 injector circuit is open or shorted.	
P0205	No. 5 fuel injector circuit	ECM detects No. 5 injector circuit is open or shorted.	
P0206	No. 6 fuel injector circuit	ECM detects No. 6 injector circuit is open or shorted.	
P0207	No. 7 fuel injector circuit	ECM detects No. 7 injector circuit is open or shorted.	
P0208	No. 8 fuel injector circuit	ECM detects No. 8 injector circuit is open or shorted.	

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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, conform that battery voltage is 11 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Start the engine and let it idle at least 30 seconds.
3. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1849, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357730

1. PERFORM TROUBLE DIAGNOSIS FOR INJECTOR

Refer to [EC-1999, "Component Function Check"](#).

Is inspection result normal?

- YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).
NO >> Repair or replace error-detected parts.

P0222, P0223, P2132, P2133 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P0222, P0223, P2132, P2133 TP SENSOR

DTC Logic

INFOID:000000012357731

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-1899, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0222	TP SEN 1/CIRC-B1 [Throttle position sensor 1 (bank 1) circuit low input]	An excessively low voltage from the TP sensor 1 is sent to ECM.	<ul style="list-style-type: none">• Harness or connectors (TP sensor 1 circuit is open or shorted.)• Electric throttle control actuator (TP sensor 1)
P0223	TP SEN 1/CIRC-B1 [Throttle position sensor 1 (bank 1) circuit high input]	An excessively high voltage from the TP sensor 1 is sent to ECM.	
P2132	TP SEN 1/CIRC-B2 [Throttle position sensor 1 (bank 2) circuit low input]	An excessively low voltage from the TP sensor 1 is sent to ECM.	
P2133	TP SEN 1/CIRC-B2 [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

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 10 V or more 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 >> Proceed to [EC-1850, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357732

1. CHECK THROTTLE POSITION SENSOR 1 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		
P0222, P0223	1	F66	2	Ground	Approx. 5
P2132, P2133	2	F64	2		

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair open circuit, short to ground or short to power in harness or connectors.

P0222, P0223, P2132, P2133 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

2. 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	F66	4	F111	97	Existed
P2132, P2133	2	F64	4		69	

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

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 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	F66	1	F111	91	Existed
P2132, P2133	2	F64	1		71	

2. 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

Refer to [EC-1851, "Component Inspection \(Throttle Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> GO TO 5.

5. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

Replace malfunctioning electric throttle control actuator. Refer to [EM-199, "Removal and Installation"](#).

>> INSPECTION END

6. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Throttle Position Sensor)

INFOID:0000000012357733

1. CHECK THROTTLE POSITION SENSOR

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Perform [EC-1725, "Description"](#).
4. Turn ignition switch ON.
5. Set selector lever position to D.
6. Check the voltage between ECM harness connector terminals under the following conditions.

P0222, P0223, P2132, P2133 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

Connector	ECM		Condition	Voltage (V)
	+	-		
	Terminal	Terminal		
F111	91 [TP sensor 1 (bank 1)]	97	Accelerator pedal: Fully released	More than 0.36
			Accelerator pedal: Fully depressed	Less than 4.75
	71 [TP sensor 1 (bank 2)]	69	Accelerator pedal: Fully released	More than 0.36
			Accelerator pedal: Fully depressed	Less than 4.75
	79 [TP sensor 2 (bank 1)]	97	Accelerator pedal: Fully released	Less than 4.75
			Accelerator pedal: Fully depressed	More than 0.36
	89 [TP sensor 2 (bank 2)]	69	Accelerator pedal: Fully released	Less than 4.75
			Accelerator pedal: Fully depressed	More than 0.36

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

Replace malfunctioning electric throttle control actuator. Refer to [EM-199. "Removal and Installation"](#).

>> INSPECTION END

P0300, P0301, P0302, P0303, P0304, P0305, P0306, P0307, P0308 MISFIRE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P0300, P0301, P0302, P0303, P0304, P0305, P0306, P0307, P0308 MISFIRE

DTC Logic

INFOID:000000012357734

EC

DTC DETECTION LOGIC

When a misfire occurs, engine speed will fluctuate. If the engine speed fluctuates enough to cause the crankshaft position (CKP) sensor signal to vary, ECM can determine that a misfire is occurring.

Sensor	Input signal to ECM	ECM function
Crankshaft position sensor	Engine speed	On board diagnosis of misfire

The misfire detection logic consists of the following two conditions.

- One Trip Detection Logic (Three Way Catalyst Damage)**
On the 1st trip that 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 on.
If another misfire condition occurs that can damage the TWC, the MIL will begin to blink again.
- 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 light 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 (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0300	MULTI CYL MISFIRE (Multiple cylinder misfires detected)	Multiple cylinders misfire.	<ul style="list-style-type: none">• Improper spark plug• Insufficient compression• Incorrect fuel pressure• The fuel injector circuit is open or shorted• Fuel injector• Intake air leakage• The ignition signal circuit is open or shorted• Lack of fuel• Signal plate• A/F sensor 1• Incorrect PCV hose connection
P0301	CYL 1 MISFIRE (No. 1 cylinder misfire detected)	No. 1 cylinder misfires.	
P0302	CYL 2 MISFIRE (No. 2 cylinder misfire detected)	No. 2 cylinder misfires.	
P0303	CYL 3 MISFIRE (No. 3 cylinder misfire detected)	No. 3 cylinder misfires.	
P0304	CYL 4 MISFIRE (No. 4 cylinder misfire detected)	No. 4 cylinder misfires.	
P0305	CYL 5 MISFIRE (No. 5 cylinder misfire detected)	No. 5 cylinder misfires.	
P0306	CYL 6 MISFIRE (No. 6 cylinder misfire detected)	No. 6 cylinder misfires.	
P0307	CYL 7 MISFIRE (No. 7 cylinder misfire detected)	No. 7 cylinder misfires.	
P0308	CYL 8 MISFIRE (No. 8 cylinder misfire detected)	No. 8 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 >> Proceed to [EC-1854. "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 \pm 400 rpm
Vehicle speed	Vehicle speed in the freeze frame data \pm 10 km/h (6 MPH)
Base fuel schedule	Base fuel schedule in the freeze frame data \times (1 \pm 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 >> Proceed to [EC-1854. "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357735

1. CHECK GROUND CONNECTION

Check the following.

- Connection condition of the ground F33 and F34.
- Connection condition of the ground harness between engine assembly and vehicle body (If equipped).

Is the inspection result normal?

- YES >> GO TO 2.
 NO >> Repair or replace error-detected parts.

2. CHECK FOR INTAKE AIR LEAKAGE AND PCV HOSE

1. Start engine and run it at idle speed.
2. Listen for the sound of the intake air leakage.
3. Check PCV hose connection.

Is intake air leakage detected?

- YES >> Discover air leakage location and repair.
- NO >> GO TO 3.

3. 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: GO TO 4.
- YES-2 >> Without CONSULT: GO TO 5.
- NO >> Repair or replace malfunctioning part.

4. PERFORM POWER BALANCE TEST

Ⓜ WITH CONSULT

1. Start engine.
2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT.
3. Check that each circuit produces a momentary engine speed drop.

Is the inspection result normal?

- YES >> GO TO 10.
- NO >> GO TO 5.

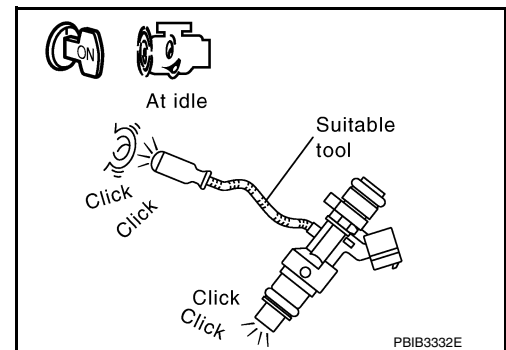
5. CHECK FUNCTION OF FUEL INJECTOR-I

1. Start engine and let it idle.
2. Listen to each fuel injector operation.

Clicking sound should be heard.

Is the inspection result normal?

- YES >> GO TO 6.
- NO >> Perform trouble diagnosis for fuel injector, refer to [EC-1999, "Diagnosis Procedure"](#).



6. CHECK FUNCTION OF IGNITION COIL-I

CAUTION:

Perform the following procedure in a place with no combustible objects and good ventilation.

1. Turn ignition switch OFF.
2. Remove fuel pump fuse No. in IPDM E/R to release fuel pressure.
 - NOTE:**
Do not use CONSULT to release fuel pressure, or fuel pressure applies again during the following procedure.
3. Start engine.
4. After engine stalls, crank it 2 or 3 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.

P0300, P0301, P0302, P0303, P0304, P0305, P0306, P0307, P0308 MISFIRE

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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 approximately 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 approximately 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?

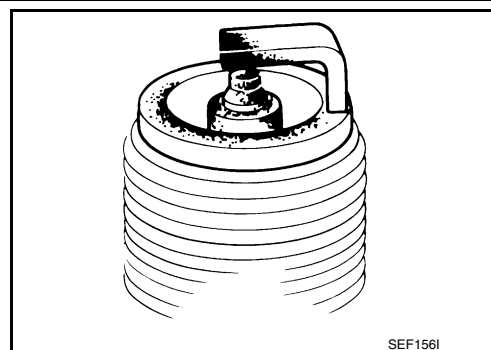
- YES >> GO TO 8.
NO >> Check ignition coil, power transistor and their circuits. Refer to [EC-2007, "Diagnosis Procedure"](#).

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 [MA-56, "SPARK PLUG \(VK56VD\) : Spark Plug"](#).
- 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 approximately 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 [MA-56, "SPARK PLUG \(VK56VD\) : Spark Plug"](#).

10. CHECK COMPRESSION PRESSURE

Check compression pressure. Refer to [EM-179, "Inspection"](#).

P0300, P0301, P0302, P0303, P0304, P0305, P0306, P0307, P0308 MISFIRE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

Is the inspection result normal?

YES >> GO TO 11.

NO >> Check pistons, piston rings, valves, valve seats and cylinder head gaskets.

11. CHECK FUEL PRESSURE

1. Install all removed parts.

2. Check fuel pressure. Refer to [EC-1731, "Work Procedure"](#).

Is the inspection result normal?

YES >> GO TO 13.

NO >> GO TO 12.

12. DETECT MALFUNCTIONING PART

Check fuel hoses and fuel tubes for clogging.

Is the inspection result normal?

YES >> Replace "fuel filter and fuel pump assembly". Refer to [FL-7, "Removal and Installation"](#).

NO >> Repair or replace malfunctioning part.

13. CHECK IDLE SPEED AND IGNITION TIMING

Check idle speed and ignition timing.

- Idle speed: For procedure, refer to [EC-2024, "Inspection"](#). For specification, refer to [EC-2031, "Idle Speed"](#)
- Ignition timing: For procedure, refer to [EC-2025, "Inspection"](#). For specification, refer to [EC-2031, "Ignition Timing"](#).

Is the inspection result normal?

YES >> GO TO 14.

NO >> Perform basic inspection. Refer to [EC-1716, "Work Procedure"](#).

14. 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	F23	3	F111	88	Existed
		4		90	
		6		94	
2	F24	3		78	
		4		80	
		6		74	

5. Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

A/F sensor 1			ECM		Ground	Continuity
Bank	Connector	Terminal	Connector	Terminal		
1	F23	3	F111	88	Ground	Existed
		4		90		
		6		94		
2	F24	3		78		
		4		80		
		6		74		

6. Also check harness for short to power.

Is the inspection result normal?

P0300, P0301, P0302, P0303, P0304, P0305, P0306, P0307, P0308 MISFIRE

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

YES >> GO TO 15.

NO >> Repair open circuit, short to ground or short to power in harness or connectors.

15. CHECK A/F SENSOR 1 HEATER

Refer to [EC-1764, "Component Inspection \(A/F Sensor 1 Heater\)"](#).

Is the inspection result normal?

YES >> GO TO 16.

NO >> Replace malfunctioning A/F sensor 1. Refer to [EM-231, "Exploded View"](#).

16. CHECK MASS AIR FLOW SENSOR

 WITH CONSULT

Check mass air flow sensor signal in "DATA MONITOR" mode with CONSULT.

For specification, refer to [EC-2031, "Mass Air Flow Sensor"](#).

 WITH GST

Check mass air flow sensor signal in Service \$01 with GST.

For specification, refer to [EC-2031, "Mass Air Flow Sensor"](#).

Is the measurement value within the specification?

YES >> GO TO 17.

NO >> Check connectors for rusted terminals or loose connections in the mass air flow sensor circuit or ground. Refer to [EC-1786, "Diagnosis Procedure"](#).

17. CHECK SYMPTOM MATRIX CHART

Check items on the rough idle symptom in [EC-2018, "Symptom Table"](#).



Is the inspection result normal?

YES >> GO TO 18.

NO >> Repair or replace malfunctioning part.

18. 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-1628, "CONSULT Function"](#) or  [EC-1625, "On Board Diagnosis Function"](#).

>> GO TO 19.

19. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

P0327, P0328, P0332, P0333 KS

DTC Logic

INFOID:000000012357736

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detected condition	Possible cause
P0327	KNOCK SEN/CIRC-B1 [Knock sensor (bank 1) circuit low input]	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> • Harness or connectors (The knock sensor circuit is open or shorted.) • Knock sensor
P0328	KNOCK SEN/CIRC-B1 [Knock sensor (bank 1) circuit high input]	An excessively high voltage from the sensor is sent to ECM.	
P0332	KNOCK SEN/CIRC-B2 [Knock sensor (bank 2) circuit low input]	An excessively low voltage from the sensor is sent to ECM.	
P0333	KNOCK SEN/CIRC-B2 [Knock sensor (bank 2) circuit high input]	An excessively high voltage from the sensor is sent to ECM.	

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 10 V or more 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 >> Proceed to [EC-1859, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357737

1. 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	F212	2	F110	35	Existed
P0332, P0333	2	F213	2			

3. 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.

P0327, P0328, P0332, P0333 KS

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

- Harness for open or short between knock sensor and ECM
- Loose or poor connection for each connector and harness

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

3. 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	F212	1	F110	29	Existed
P0332, P0333	2	F213	1		33	

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 for open or short between ECM and knock sensor
- Loose or poor connection for each connector and harness

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

5. CHECK KNOCK SENSOR

Refer to [EC-1860, "Component Inspection \(Knock Sensor\)"](#).

Is the inspection result normal?

- YES >> GO TO 6.
NO >> Replace malfunctioning knock sensor. Refer to [EM-282, "Exploded View"](#).

6. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Knock Sensor)

INFOID:000000012357738

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
1 and 2	Approx. 532 - 588 kΩ [at 20°C (68°F)]

CAUTION:

Never 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. Refer to [EM-282, "Exploded View"](#).

P0335 CKP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P0335 CKP SENSOR

DTC Logic

INFOID:0000000012357739

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0335	CKP SEN/CIRCUIT (Crankshaft position sensor circuit)	<ul style="list-style-type: none"> The crankshaft position sensor signal is not detected by the ECM during the first few seconds of engine cranking. The proper pulse signal from the crankshaft position sensor is not sent to ECM while the engine is running. The crankshaft position sensor signal is not in the normal pattern during engine running. 	<ul style="list-style-type: none"> Harness or connectors (Crankshaft position sensor circuit is open or shorted.) [Camshaft position sensor (bank 1) circuit is shorted.] (Accelerator pedal position sensor 2 circuit is shorted.) (Battery current sensor circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.) Crankshaft position sensor Camshaft position sensor (bank 1) Accelerator pedal position sensor 2 Battery current sensor Refrigerant pressure sensor Signal plate

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is 10.5 V or more with ignition switch ON.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

- Start engine and let it idle for at least 5 seconds.
If engine does not start, crank engine for at least 2 seconds.
- Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1861, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357740

1. CHECK CRANKSHAFT POSITION SENSOR POWER SUPPLY CIRCUIT-I

- Disconnect crankshaft position (CKP) sensor harness connector.
- Turn ignition switch ON.
- Check the voltage between CKP sensor harness connector and ground.

CKP sensor		Ground	Voltage (V)
Connector	Terminal		
F2	1	Ground	Approx. 5 V

Is the inspection result normal?

- YES >> GO TO 7.
NO >> GO TO 2.

P0335 CKP SENSOR

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

2. CHECK CKP SENSOR POWER SUPPLY CIRCUIT-II

1. Turn ignition switch ON.
2. Disconnect ECM harness connector.
3. Check the continuity between CKP sensor harness connector and ECM harness connector.

CKP sensor		ECM		Continuity
Connector	Terminal	Connector	Terminal	
F2	1	F111	76	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair open circuit.

3. 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
F111	76	CKP sensor	F2	1
	77	Camshaft position sensor (bank 1)	F84	1
M160	133	Battery current sensor	E21	1
	133	Refrigerant pressure sensor	E77	3
	131	APP sensor 2	M154	10

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 (bank 1) (Refer to [EC-1868. "Component Inspection \(Camshaft Position Sensor\)".](#))
- Battery current sensor (Refer to [EC-1945. "Component Inspection \(Battery Current Sensor\)".](#))
- Refrigerant pressure sensor (Refer to [EC-2016. "Diagnosis Procedure".](#))

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace malfunctioning component.

5. CHECK APP SENSOR

Refer to [EC-1983. "Component Inspection \(Accelerator Pedal Position Sensor\)".](#)

Is the inspection result normal?

YES >> GO TO 11.

NO >> GO TO 6.

6. REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly. Refer to [ACC-6. "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation".](#)

>> INSPECTION END

7. CHECK CKP SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

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

P0335 CKP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

CKP sensor		ECM		Continuity
Connector	Terminal	Connector	Terminal	
F2	2	F111	98	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 connectors.

8. CHECK CKP SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between CKP sensor harness connector and ECM harness connector.

CKP sensor		ECM		Continuity
Connector	Terminal	Connector	Terminal	
F2	3	F111	86	Existed

2. 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 CRANKSHAFT POSITION SENSOR

Refer to [EC-1863, "Component Inspection \(Crankshaft Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 10.

NO >> Replace crankshaft position sensor. Refer to [EM-212, "2WD : Exploded View"](#).

10. CHECK GEAR TOOTH

Visually check for chipping signal plate gear tooth.

Is the inspection result normal?

YES >> GO TO 11.

NO >> Replace the signal plate. Refer to [EM-282, "Exploded View"](#)

11. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Crankshaft Position Sensor)

INFOID:000000012357741

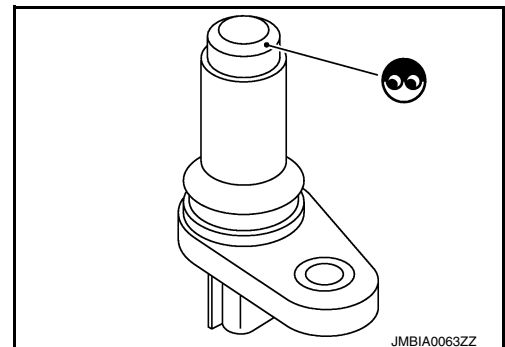
1. CHECK CRANKSHAFT POSITION SENSOR-I

1. Turn ignition switch OFF.
2. Loosen the fixing bolt of the sensor.
3. Disconnect crankshaft position sensor 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. Refer to [EM-212, "2WD : Exploded View"](#).



P0335 CKP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

2. CHECK CRANKSHAFT POSITION SENSOR-II

Check resistance between crankshaft position sensor terminals as per the following.

Terminals (Polarity)	Resistance
1 (+) - 2 (-)	Except 0 or ∞ Ω [at 25°C (77°F)]
1 (+) - 3 (-)	
2 (+) - 3 (-)	

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace crankshaft position sensor. Refer to [EM-212. "2WD : Exploded View"](#).

P0340, P0345 CMP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P0340, P0345 CMP SENSOR

DTC Logic

INFOID:000000012357742

DTC DETECTION LOGIC

NOTE:

If DTC P0345 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643. Refer to [EC-1899, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0340	CMP SEN/CIRC-B1 [Camshaft position sensor (bank 1) circuit]	<ul style="list-style-type: none"> The cylinder No. signal is not sent to ECM for the first few seconds during engine cranking. The cylinder No. signal is not sent to ECM during engine running. The cylinder No. signal is not in the normal pattern during engine running. 	<ul style="list-style-type: none"> Harness or connectors [Camshaft position sensor (bank 1) circuit is shorted.] (Crankshaft position sensor circuit is open or shorted.) (Accelerator pedal position sensor 2 circuit is shorted.) (Battery current sensor circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.) Camshaft position sensor (bank 1) Crankshaft position sensor Accelerator pedal position sensor 2 Battery current sensor Refrigerant pressure sensor Camshaft (INT) Starter motor Starting system circuit Dead (Weak) battery
P0345	Camshaft position sensor (bank 2) circuit (CMP SEN/CIRC-B2)		<ul style="list-style-type: none"> Harness or connectors [Camshaft position sensor (bank 2) circuit is open or shorted.] Camshaft position sensor (bank 2) Camshaft (INT) Starter motor Starting system circuit Dead (Weak) battery

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is 10.5 V or more with ignition switch ON.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE-I

- Start engine and let it idle for at least 5 seconds.
If engine does not start, crank engine for at least 2 seconds.
- Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1866, "Diagnosis Procedure"](#).
NO >> GO TO 3.

3. PERFORM DTC CONFIRMATION PROCEDURE-I

- Maintain engine speed at more than 800 rpm for at least 5 seconds.

P0340, P0345 CMP SENSOR

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

2. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1866, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357743

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 [STR-13, "Work Flow \(With GR8-1200 NI\)"](#).

2. CHECK CAMSHAFT POSITION SENSOR POWER SUPPLY CIRCUIT-I

1. Disconnect camshaft position (CMP) sensor harness connector.
2. Turn ignition switch ON.
3. Check the voltage between CMP sensor harness connector and ground.

DTC	CMP sensor			Ground	Voltage (V)
	Bank	Connector	Terminal		
P0340	1	F84	1	Ground	Approx. 5
P0345	2	F83	1		

Is the inspection result normal?

- YES >> GO TO 8.
- NO-1 >> P0340: GO TO 3.
- NO-2 >> P0345: Repair open circuit, short to ground or short to power in harness or connectors.

3. CHECK CMP SENSOR POWER SUPPLY CIRCUIT-II

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

CMP sensor			ECM		Continuity
Bank	Connector	Terminal	Connector	Terminal	
1	F84	1	F111	77	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
F111	76	CKP sensor	F2	1
	77	Camshaft position sensor (bank 1)	F84	1
M160	133	Battery current sensor	E21	1
	133	Refrigerant pressure sensor	E77	3
	131	APP sensor 2	M154	10

Is the inspection result normal?

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

P0340, P0345 CMP SENSOR

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

5. CHECK COMPONENTS

Check the following.

- CKP sensor (Refer to [EC-1863, "Component Inspection \(Crankshaft Position Sensor\)"](#).)
- Camshaft position sensor (bank 1) (Refer to [EC-1868, "Component Inspection \(Camshaft Position Sensor\)"](#).)
- Battery current sensor (Refer to [EC-1945, "Component Inspection \(Battery Current Sensor\)"](#).)
- Refrigerant pressure sensor (Refer to [EC-2016, "Diagnosis Procedure"](#).)

Is the inspection result normal?

- YES >> GO TO 6.
- NO >> Replace malfunctioning component.

6. CHECK APP SENSOR

Refer to [EC-1983, "Component Inspection \(Accelerator Pedal Position Sensor\)"](#).

Is the inspection result normal?

- YES >> GO TO 12.
- NO >> GO TO 7.

7. REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly. Refer to [ACC-6, "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#).

>> INSPECTION END

8. CHECK CMP SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

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

DTC	CMP sensor			ECM		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P0340	1	F84	2	F111	68	Existed
P0345	2	F83	2		99	

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 CMP SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between CMP sensor harness connector and ECM harness connector.

DTC	CMP sensor			ECM		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P0340	1	F84	3	F111	95	Existed
P0345	2	F83	3		73	

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 CAMSHAFT POSITION SENSOR

Refer to [EC-1868, "Component Inspection \(Camshaft Position Sensor\)"](#).

Is the inspection result normal?

- YES >> GO TO 11.

P0340, P0345 CMP SENSOR

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

NO >> Replace malfunctioning camshaft position sensor.

11. CHECK CAMSHAFT SPROCKET (SIGNAL PLATE)

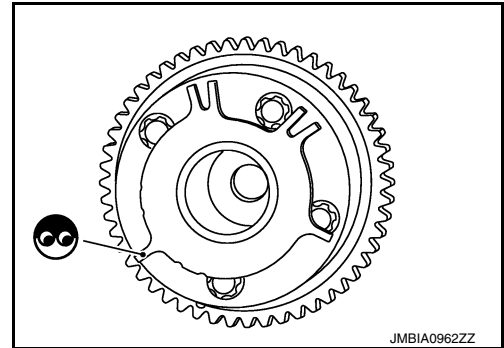
Check the following.

- Accumulation of debris to the signal plate of camshaft sprocket (INT)
- Chipping signal plate of camshaft sprocket (INT)

Is the inspection result normal?

YES >> GO TO 12.

NO >> Remove debris and clean the signal plate of camshaft sprocket (INT).



12. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Camshaft Position Sensor)

INFOID:000000012357744

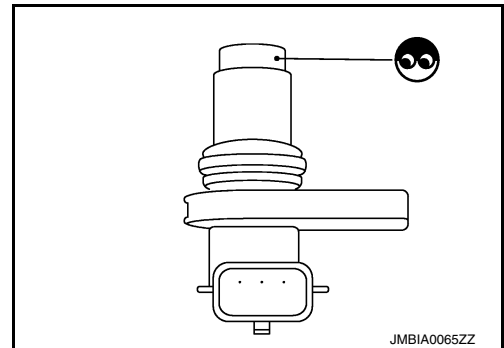
1. CHECK CAMSHAFT POSITION SENSOR-I

1. Turn ignition switch OFF.
2. Loosen the fixing bolt of the sensor.
3. Disconnect camshaft position sensor 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.



2. CHECK CAMSHAFT POSITION SENSOR-II

Check resistance camshaft position sensor terminals as per the following.

Terminals (Polarity)	Resistance
1 (+) - 2 (-)	Except 0 or ∞ Ω [at 25°C (77°F)]
1 (+) - 3 (-)	
2 (+) - 3 (-)	

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace malfunctioning camshaft position sensor.

P0420, P0430 THREE WAY CATALYST FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P0420, P0430 THREE WAY CATALYST FUNCTION

DTC Logic

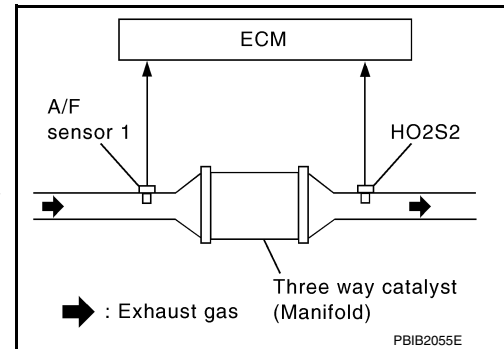
INFOID:000000012357745

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 (manifold) 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 (manifold) malfunction is diagnosed.



DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0420	TW CATALYST SYS-B1 [Catalyst system efficiency below threshold (bank 1)]	<ul style="list-style-type: none"> Three way catalyst (manifold) does not operate properly. Three way catalyst (manifold) does not have enough oxygen storage capacity. 	<ul style="list-style-type: none"> Three way catalyst (manifold) Exhaust tube Intake air leakage Fuel injector Fuel injector leakage Spark plug Improper ignition timing
P0430	TW CATALYST SYS-B2 [Catalyst system efficiency below threshold (bank 2)]		

DTC CONFIRMATION PROCEDURE

1. INSPECTION START

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

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

Will CONSULT be used?

- YES >> GO TO 2.
NO >> GO TO 6.

2. PERFORM DTC CONFIRMATION PROCEDURE-I

WITH CONSULT

TESTING CONDITION:

Do not maintain engine speed for more than the specified minutes below.

- Start engine and warm it up to the normal operating temperature.
- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.
- Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
- Let engine idle for 1 minute.
- Select "DATA MONITOR" mode with CONSULT.
- Check 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).
- Open engine hood.
- Select "DTC & SRT CONFIRMATION" then "SRT WORK SUPPORT" mode with CONSULT.
- Rev engine between 2,000 and 3,000 rpm and hold it for 3 consecutive minutes then release the accelerator pedal completely.
- Check the indication of "CATALYST".

Which is displayed on CONSULT screen?

P0420, P0430 THREE WAY CATALYST FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

CMPLT >> GO TO 5.
INCMP >> GO TO 3.

3. PERFORM DTC CONFIRMATION PROCEDURE-II

1. Wait 5 seconds at idle.
2. Rev engine between 2,000 and 3,000 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 5.
NO >> GO TO 4.

4. 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 2.

5. PERFORM DTC CONFIRMATION PROCEDURE-III

Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to [EC-1871. "Diagnosis Procedure"](#).
NO >> INSPECTION END

6. PERFORM COMPONENT FUNCTION CHECK

 WITH GST

Perform component function check. Refer to [EC-1870. "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 >> Proceed to [EC-1871. "Diagnosis Procedure"](#)

Component Function Check

INFOID:000000012357746

1. PERFORM COMPONENT FUNCTION CHECK

 With GST

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 conditions.

DTC	ECM			Condition	Voltage
	Connector	+	-		
		Terminal	Terminal		
P0420	F110	96 [HO2S2 (bank 1)]	100	Keeping engine speed at 2,500 rpm constant under no load	The voltage fluctuation cycle takes more than 5 seconds. • 1 cycle: 0.6 - 1.0 → 0 - 0.3 → 0.6 - 1.0
P0430		87 [HO2S2 (bank 2)]			

Is the inspection result normal?

YES >> INSPECTION END
NO >> Proceed to [EC-1871. "Diagnosis Procedure"](#).

P0420, P0430 THREE WAY CATALYST FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

INFOID:000000012357747

Diagnosis Procedure

1. CHECK EXHAUST SYSTEM

Visually check exhaust tubes and muffler for dents.

Is the inspection result normal?

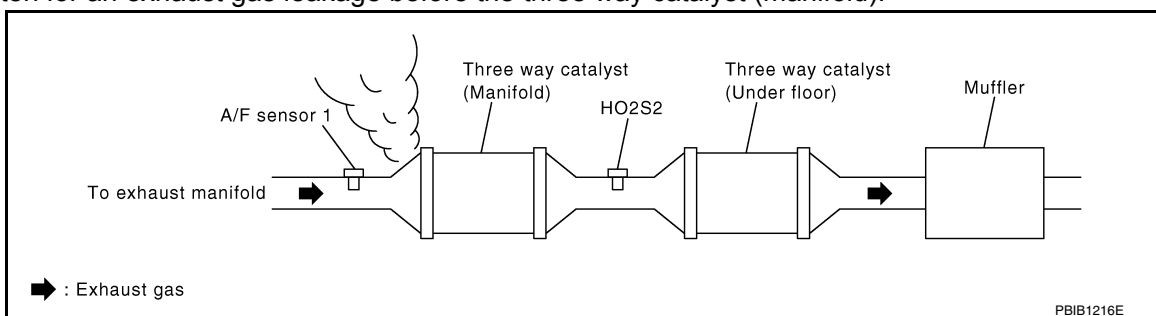
YES >> GO TO 2.

NO >> Repair or replace malfunctioning part.

2. CHECK EXHAUST GAS LEAKAGE

1. Start engine and run it at idle.

2. Listen for an exhaust gas leakage before the three way catalyst (manifold).



Is exhaust gas leakage detected?

YES >> Repair or replace malfunctioning part.

NO >> GO TO 3.

3. CHECK INTAKE AIR LEAKAGE

Listen for an intake air leakage after the mass air flow sensor.

Is intake air leakage detected?

YES >> Repair or replace malfunctioning part.

NO >> GO TO 4.

4. CHECK IDLE SPEED AND IGNITION TIMING

Check idle speed and ignition timing.

For procedure, refer to [EC-1716, "Work Procedure"](#).

For specification, refer to [EC-2031, "Idle Speed"](#) and [EC-2031, "Ignition Timing"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Follow the [EC-1716, "Work Procedure"](#).

5. CHECK FUEL INJECTORS

Refer to [EC-1999, "Component Function Check"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> Perform [EC-1999, "Diagnosis Procedure"](#).

6. CHECK FUNCTION OF IGNITION COIL-I

CAUTION:

Perform the following procedure in a place with no combustible objects and good ventilation.

1. Turn ignition switch OFF.
2. Remove fuel pump fuse in IPDM E/R to release fuel pressure.

NOTE:

- For the fuse number, refer to [EC-1681, "Wiring Diagram"](#).
- For the fuse arrangement, refer to [PG-120, "Fuse, Connector and Terminal Arrangement"](#).
- Do not use CONSULT to release fuel pressure, or fuel pressure applies again during the following procedure.

3. Start engine.
4. After engine stalls, crank it 2 or 3 times to release all fuel pressure.
5. Turn ignition switch OFF.

P0420, P0430 THREE WAY CATALYST FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

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 approximately 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 approximately 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?

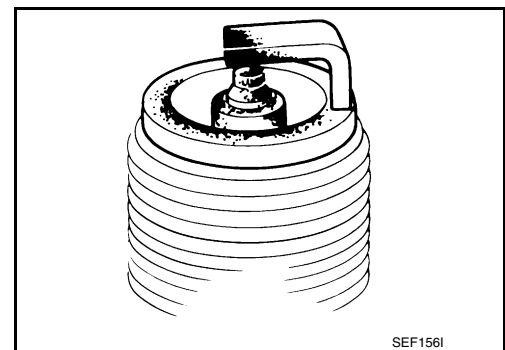
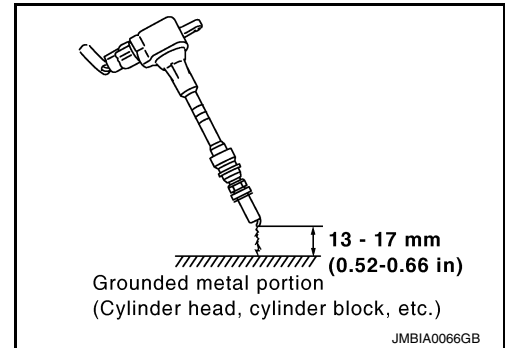
- YES >> GO TO 8.
NO >> Check ignition coil, power transistor and their circuits. Refer to [EC-2007. "Diagnosis Procedure"](#).

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 [MA-56. "SPARK PLUG \(VK56VD\) : Spark Plug"](#).
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 approximately 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

P0420, P0430 THREE WAY CATALYST FUNCTION

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

NO >> Replace spark plug(s) with standard type one(s). For spark plug type, refer to [MA-56, "SPARK PLUG \(VK56VD\) : Spark Plug"](#).

A

10. PERFORM DTC CONFIRMATION PROCEDURE

1. Replace three way catalyst assembly. Refer to [EM-231, "Disassembly and Assembly"](#).
2. Perform DTC confirmation procedure. Refer to [EC-1869, "DTC Logic"](#).

EC

Is DTC detected?

YES >> Replace fuel injector. Refer to [EM-205, "Removal and Installation"](#).

C

NO >> INSPECTION END

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P

P0444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P0444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

DTC Logic

INFOID:000000012357748

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0444	PURG VOLUME CONT/V (EVAP canister purge volume control solenoid valve circuit open)	An excessively low voltage signal is sent to ECM through the valve	<ul style="list-style-type: none">• Harness or connectors (The solenoid valve circuit is open or shorted.)• EVAP canister purge volume control solenoid valve

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 11 V or more 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 >> Proceed to [EC-1874. "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357749

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		
F10	1	Ground	Battery voltage

Is the inspection result normal?

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

2. DETECT MALFUNCTIONING PART

Check the following.

- Loose or poor connection for each connector and harness
- 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

P0444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

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	
F10	2	F111	64	Existed

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

Is the inspection result normal?

YES-1 >> With CONSULT: GO TO 4.

YES-2 >> Without CONSULT: 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

1. Reconnect all harness connectors disconnected.
2. Start the engine.
3. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT. 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-1875. "Component Inspection \(EVAP Canister Purge Volume Control Solenoid Valve\)"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace EVAP canister purge volume control solenoid valve. Refer to [FL-19. "FOR MEXICO : Hydraulic Layout"](#).

6.CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (EVAP Canister Purge Volume Control Solenoid Valve)

INFOID:000000012357750

1.CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Ⓜ WITH CONSULT

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. Start the engine.
5. Select "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT.

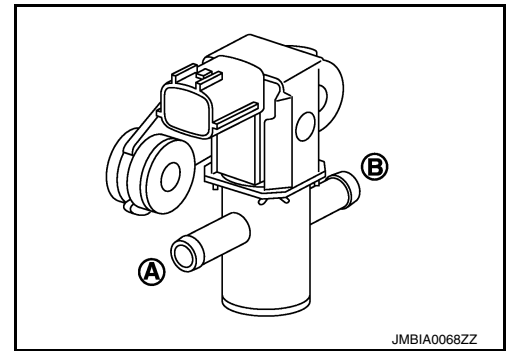
P0444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

6. Touch “Qd” and “Qu” on CONSULT 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.

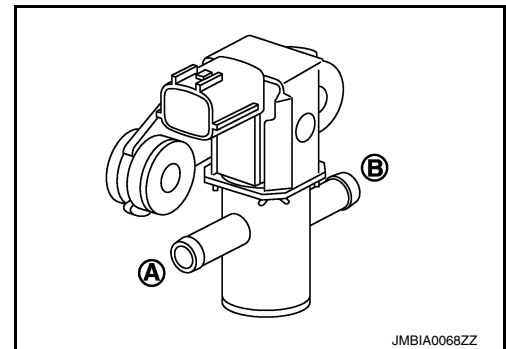
Condition (PURG VOL C/V value)	Air passage continuity between (A) and (B)
100%	Existed
0%	Not existed



⊗ WITHOUT CONSULT

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

P0500 VSS

Description

INFOID:0000000012357751

The vehicle speed signal is sent to the “combination meter” from the “ABS actuator and electric unit (control unit)” by CAN communication line. The “combination meter” then sends a signal to the ECM by CAN communication line.

DTC Logic

INFOID:0000000012357752

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-1896, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0500	VEH SPEED SEN/CIRC (Vehicle speed sensor)	The vehicle speed signal sent to ECM is almost 0 km/h (0 MPH) even when vehicle is being driven.	<ul style="list-style-type: none"> • Harness or connectors (The CAN communication line is open or shorted) • Harness or connectors (The vehicle speed signal circuit is open or shorted) • Wheel sensor • Combination meter • ABS actuator and electric unit (control unit)

DTC CONFIRMATION PROCEDURE

1.INSPECTION START

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.

Will CONSULT be used?

- YES >> GO TO 2.
NO >> GO TO 4.

2.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

1. Start engine (VDC switch OFF).
2. Read “VHCL SPEED SE” in “DATA MONITOR” mode with CONSULT.
The vehicle speed on CONSULT should exceed 10 km/h (6 MPH) when rotating wheels with suitable gear position.

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Proceed to [EC-1878, "Diagnosis Procedure"](#).

3.PERFORM DTC CONFIRMATION PROCEDURE

1. Select “DATA MONITOR” mode with CONSULT.
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	More than 1,500 rpm
COOLAN TEMP/S	More than 70°C (158°F)
B/FUEL SCHDL	5.5 - 31.8 msec
Selector lever	Except P or N position
PW/ST SIGNAL	OFF

4. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1878, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

4.PERFORM COMPONENT FUNCTION CHECK

 WITH GST

Perform Component Function Check. Refer to [EC-1878, "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 >> Proceed to [EC-1878, "Diagnosis Procedure"](#).

Component Function Check

INFOID:0000000012357753

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 >> Proceed to [EC-1878, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000012357754

1.CHECK DTC WITH “ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)”

Refer to [BRC-38, "CONSULT Function"](#).

Is the inspection result normal?

- YES >> GO TO 2.
- NO >> Repair or replace malfunctioning part.

2.CHECK DTC WITH “COMBINATION METER”

Refer to [MWI-32, "CONSULT Function"](#).

>> INSPECTION END

P0506 ISC SYSTEM

Description

INFOID:0000000012357755

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 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:0000000012357756

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 (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0506	ISC SYSTEM (Idle speed control system RPM lower than expected)	The idle speed is less than the target idle speed by 100 rpm or more.	<ul style="list-style-type: none"> • Electric throttle control actuator • Intake air leakage

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 target idle speed is out of the specified value, perform [EC-1726, "Description"](#), before conducting DTC Confirmation Procedure.

TESTING CONDITION:

- Before performing the following procedure, confirm that battery voltage is 11 V or more 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 >> Proceed to [EC-1879, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357757

1. CHECK INTAKE AIR LEAKAGE

1. Start engine and let it idle.
2. Listen for an intake air leakage after the mass air flow sensor.

Is intake air leakage detected?

- YES >> Discover air leakage location and repair.

P0506 ISC SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

NO >> GO TO 2.

2. REPLACE ECM

1. Stop engine.
2. Replace ECM.
3. Perform additional service when replacing ECM. Refer to [EC-1720, "Description"](#).

>> INSPECTION END

P0507 ISC SYSTEM

Description

INFOID:000000012357758

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 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:000000012357759

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 (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0507	ISC SYSTEM (Idle speed control system RPM higher than expected)	The idle speed is more than the target idle speed by 200 rpm or more.	<ul style="list-style-type: none"> • Electric throttle control actuator • Intake air leakage • PCV system

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 target idle speed is out of the specified value, perform [EC-1726. "Description"](#), before conducting DTC Confirmation Procedure.

TESTING CONDITION:

- Before performing the following procedure, confirm that battery voltage is 11 V or more 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 >> Proceed to [EC-1881. "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357760

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 malfunctioning part.

< DTC/CIRCUIT DIAGNOSIS >

2.CHECK INTAKE AIR LEAKAGE

1. Start engine and let it idle.
2. Listen for an intake air leakage after the mass air flow sensor.

Is intake air leakage detected?

YES >> Discover air leakage location and repair.

NO >> GO TO 3.

3.REPLACE ECM

1. Stop engine.
2. Replace ECM.
3. Perform additional service when replacing ECM. Refer to [EC-1720, "Description"](#).

>> INSPECTION END

P0520 EOP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P0520 EOP SENSOR

DTC Logic

INFOID:0000000012357761

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis (Trouble diagnosis content)	Detecting condition	Possible cause
P0520	EOP sensor circuit	Signal voltage from the EOP sensor remains at more than 4.9 V / less than 0.26 V for 5 seconds or more.	<ul style="list-style-type: none"> • Harness or connectors (EOP sensor circuit is open or shorted.) (Power steering pressure sensor circuit is open or shorted.) (FRP sensor circuit is open or shorted.) • Engine oil level abnormality • EOP sensor • Power steering pressure sensor • FRP 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 ON and wait at least 5 seconds.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1883, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357762

1. CHECK ENGINE OIL

1. Turn ignition switch OFF.
2. Check engine oil level and pressure. Refer to [LU-33, "Inspection"](#).

Is inspection result normal?

- YES >> GO TO 2.
 NO >> Repair or replace error-detected parts.

2. CHECK EOP SENSOR POWER SUPPLY-I

1. Disconnect EOP sensor connector.
2. Turn ignition switch ON.
3. Check the voltage between EOP sensor harness connector terminals.

Connector	EOP sensor		Voltage (Approx.)
	+	-	
F32	3	1	5 V

Inspection result normal?

P0520 EOP SENSOR

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

- YES >> GO TO 7.
NO >> GO TO 3.

3. CHECK EOP SENSOR POWER SUPPLY-II

Check the voltage between EOP sensor harness connector and the ground.

+		-	Voltage (Approx.)
EOP sensor			
Connector	Terminal		
F32	3	Ground	5 V

Is inspection result normal?

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

4. CHECK SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness connector for short to power and short to ground, between the following terminals.

ECM		Sensor		
Connector	Terminal	Name	Connector	Terminal
F110	27	Power steering pressure sensor	F35	3
	28	FRP sensor	F6	1
		Engine oil pressure sensor	F32	3

Is inspection result normal?

- YES >> Perform the trouble diagnosis for power supply circuit. Refer to [EC-1746, "Diagnosis Procedure"](#).
NO >> Repair or replace error-detected parts.

5. CHECK EOP SENSOR GROUND CIRCUIT

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

+		-		Continuity
EOP sensor		ECM		
Connector	Terminal	Connector	Terminal	
F32	1	F110	40	Existed

Is inspection result normal?

- YES >> GO TO 6.
NO >> Repair or replace error-detected parts.

6. CHECK ECM GROUND CIRCUIT

Check the continuity between ECM harness connector and ground.

ECM		Ground	Continuity
Connector	Terminal		
F110	10	Ground	Existed
M160	174		
	175		

Is inspection result normal?

- YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).
NO >> Repair or replace error-detected parts.

P0520 EOP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

7. CHECK EOP SENSOR SIGNAL CIRCUIT

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

+		-		Continuity
EOP sensor		ECM		
Connector	Terminal	Connector	Terminal	
F32	2	F110	41	Existed

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

Is inspection result normal?

- YES >> GO TO 8.
 NO >> Repair or replace error-detected parts.

8. CHECK EOP SENSOR

Refer to [EC-1885, "Component Inspection \(EOP sensor\)"](#).

Is inspection result normal?

- YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).
 NO >> Repair or replace error-detected parts.

Component Inspection (EOP sensor)

INFOID:000000012357763

1. CHECK EOP SENSOR

1. Turn ignition switch OFF.
2. Disconnect EOP sensor harness connector.
3. Check resistance between EOP sensor connector terminals.

+		-		Condition	Resistance (kΩ)
EOP sensor					
Terminal					
1	2	None		4 kΩ – 10 kΩ	
	3			2 kΩ – 8 kΩ	
2	1			4 kΩ – 10 kΩ	
	3			1 kΩ – 3 kΩ	
3	1			2 kΩ – 8 kΩ	
	2			1 kΩ – 3 kΩ	

Is the inspection result normal?

- YES >> INSPECTION END.
 NO >> Replace EOP sensor.

P0524 ENGINE OIL PRESSURE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P0524 ENGINE OIL PRESSURE

DTC Logic

INFOID:000000012357764

DTC DETECTION LOGIC

NOTE:

If DTC P0524 is displayed with DTC P0520, P0075, or P0081, perform trouble diagnosis for DTC P0520, P0075, or P0081 first. Refer to [EC-1769, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	Detecting condition	Possible cause
P0524	ENGINE OIL PRESSURE (Engine oil pressure too low)	Engine oil pressure is low because there is a gap between angle of target and phase-control angle.	<ul style="list-style-type: none">• Engine oil pressure or level too low• Crankshaft position sensor• Camshaft position sensor• Intake valve timing control solenoid valve• Accumulation of debris to the signal pick-up portion of the camshaft• Timing chain installation• Foreign matter caught in the oil groove for intake valve timing control

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING-I

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-33, "Inspection"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Proceed to [LU-33, "Inspection"](#).

3. PERFORM DTC CONFIRMATION PROCEDURE

WITH CONSULT

1. Select "DATA MONITOR" mode with CONSULT.
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 uphill	Driving vehicle uphill (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.

WITH GST

Follow the procedure "With CONSULT" above.

Is 1st trip DTC detected?

YES >> Proceed to [EC-1887, "Diagnosis Procedure"](#)

P0524 ENGINE OIL PRESSURE

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

NO >> INSPECTION END

Diagnosis Procedure

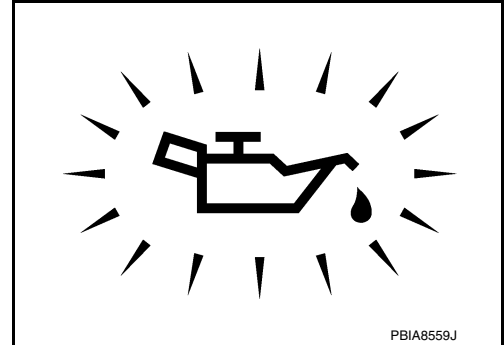
INFOID:000000012357765

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 >> Proceed to [LU-33. "Inspection"](#).
NO >> GO TO 2.



2. CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE

Refer to [EC-1757. "Component Inspection \(Intake Valve Timing Control Solenoid Valve\)"](#).

Is the inspection result normal?

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

3. CHECK CRANKSHAFT POSITION SENSOR

Refer to [EC-1863. "Component Inspection \(Crankshaft Position Sensor\)"](#).

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Replace crankshaft position sensor.

4. CHECK CAMSHAFT POSITION SENSOR

Refer to [EC-1868. "Component Inspection \(Camshaft Position Sensor\)"](#).

Is the inspection result normal?

- YES >> GO TO 5.
NO >> Replace malfunctioning camshaft position sensor.

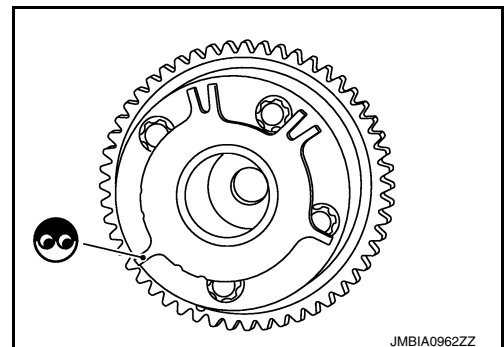
5. CHECK CAMSHAFT SPROCKET (SIGNAL PLATE)

Check the following.

- Accumulation of debris to the signal plate of camshaft sprocket (INT)
- Chipping signal plate of camshaft sprocket (INT)

Is the inspection result normal?

- YES >> GO TO 6.
NO >> Remove debris and clean the signal plate of camshaft sprocket (INT) or replace camshaft sprocket (INT).
Refer to [EM-255. "Disassembly and Assembly"](#).



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-252. "Inspection"](#).
NO >> GO TO 7.

7. CHECK LUBRICATION CIRCUIT

Perform "Inspection of Camshaft Sprocket (INT) Oil Groove". Refer to [EM-263. "Inspection"](#).

P0524 ENGINE OIL PRESSURE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

Is the inspection result normal?

YES >> GO TO 8.

NO >> Clean lubrication line.

8.CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

P0550 PSP SENSOR

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

P0550 PSP SENSOR

DTC Logic

INFOID:000000012357766

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0550	PW ST P SEN/CIRC (Power steering pressure sensor circuit)	An excessively low or high voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> Harness or connectors (Power steering pressure sensor circuit is open or shorted.) (EOP sensor circuit is open or shorted.) (FRP sensor circuit is open or shorted.) Power steering pressure sensor EOP sensor FRP sensor

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

- Start engine and let it idle for at least 5 seconds.
- Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1889, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357767

1. CHECK POWER STEERING PRESSURE SENSOR POWER SUPPLY-I

- Disconnect power steering pressure (PSP) sensor connector.
- Turn ignition switch ON.
- Check the voltage between PSP sensor harness connector terminals.

Connector	PSP sensor		Voltage (Approx.)
	+	-	
F35	3	1	5 V

Inspection result normal?

- YES >> GO TO 6.
 NO >> GO TO 2.

2. CHECK POWER STEERING PRESSURE SENSOR POWER SUPPLY-II

Check the voltage between PSP sensor harness connector and the ground.

P0550 PSP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

+		-	Voltage (Approx.)
PSP sensor			
Connector	Terminal		
F35	3	Ground	5 V

Is inspection result normal?

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

3. CHECK SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness connector for short to power and short to ground, between the following terminals.

ECM		Sensor		
Connector	Terminal	Name	Connector	Terminal
F110	27	Power steering pressure sensor	F35	3
	28	FRP sensor	F6	1
		Engine oil pressure sensor	F32	3

Is inspection result normal?

- YES >> Perform the trouble diagnosis for power supply circuit. Refer to [EC-1746, "Diagnosis Procedure"](#).
- NO >> Repair or replace error-detected parts.

4. CHECK PSP SENSOR GROUND CIRCUIT

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

+		-		Continuity
PSP sensor		ECM		
Connector	Terminal	Connector	Terminal	
F35	1	F110	45	Existed

Is inspection result normal?

- YES >> GO TO 5.
- NO >> Repair or replace error-detected parts.

5. CHECK ECM GROUND CIRCUIT

Check the continuity between ECM harness connector and ground.

ECM		Ground	Continuity
Connector	Terminal		
F110	10	Ground	Existed
M160	174		
	175		

Is inspection result normal?

- YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).
- NO >> Repair or replace error-detected parts.

6. CHECK PSP SENSOR SIGNAL CIRCUIT

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

P0550 PSP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

+		-		Continuity
PSP sensor		ECM		
Connector	Terminal	Connector	Terminal	
F35	2	F110	39	Existed

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

Is inspection result normal?

YES >> GO TO 7.

NO >> Repair or replace error-detected parts.

7.CHECK PSP SENSOR

Refer to [EC-1891, "Component Inspection \(Power Steering Pressure Sensor\)"](#).

Is inspection result normal?

YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).

NO >> Repair or replace error-detected parts.

Component Inspection (Power Steering Pressure Sensor)

INFOID:0000000012357768

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.

Connector	ECM		Condition	Voltage (V)	
	+	-			
	Terminal	Terminal			
F110	39	45	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.

P0603 ECM POWER SUPPLY

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P0603 ECM POWER SUPPLY

DTC Logic

INFOID:000000012357769

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0603	ECM BACK UP/CIRCUIT (ECM power supply circuit)	ECM back up RAM system does not function properly.	<ul style="list-style-type: none">• Harness or connectors [ECM power supply (back up) circuit is open or shorted.]• 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 wait at least 10 seconds.
2. Turn ignition switch OFF and wait at least 5 minutes.
3. Turn ignition switch ON, wait at least 10 seconds.
4. Repeat step 2 and 3 for five times.
5. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1892. "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357770

1. CHECK ECM POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the voltage between ECM harness connector terminals.

ECM				Voltage
+		-		
Connector	Terminal	Connector	Terminal	
M160	156	M160	175	Battery voltage

Is the inspection result normal?

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

2. DETECT MALFUNCTIONING PART

Check the following.

- 15 A fuse (No. 51)
- Harness for open or short between ECM and battery
- Loose or poor connection for each connector and harness

>> Repair or replace harness or connectors.

P0603 ECM POWER SUPPLY

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

3.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "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-1892, "DTC Logic"](#).

Is the 1st trip DTC P0603 displayed again?

YES >> GO TO 5.

NO >> INSPECTION END

5.REPLACE ECM

Replace ECM. Refer to [EC-2028, "Removal and Installation"](#).

>> INSPECTION END

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EC

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D

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P0605 ECM

DTC Logic

INFOID:000000012357771

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 EEPROM system is malfunctioning.	
		C)	ECM self shut-off function is malfunctioning.	
		D)	ECM temperature sensor is malfunctioning.	

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 11 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION A AND D

1. Turn ignition switch ON.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1894, "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 >> Proceed to [EC-1894, "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 >> Proceed to [EC-1894, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357772

1. INSPECTION START

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
See [EC-1894, "DTC Logic"](#).

Is the 1st trip DTC P0605 displayed again?

- YES >> GO TO 2.

P0605 ECM

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

NO >> INSPECTION END

2.REPLACE ECM

Replace ECM. Refer to [EC-2028, "Removal and Installation"](#).

>> INSPECTION END

A

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P0607 ECM

DTC Logic

INFOID:000000012357773

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0607	ECM (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 >> Proceed to [EC-1896, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357774

1. INSPECTION START

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
See [EC-1896, "DTC Logic"](#).
4. Check DTC.

Is the DTC P0607 displayed again?

- YES >> Replace ECM and perform additional service when replacing ECM. Refer to [EC-1720, "Description"](#).
- NO >> INSPECTION END

P0611 ECM PROTECTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P0611 ECM PROTECTION

Description

INFOID:000000012357775

This DTC is detected when the ECM protective function is activated due to an extreme temperature increase in ECM, resulting from severe conditions such as heavy load driving.

DTC Logic

INFOID:000000012357776

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0611	ECM PROTECTION	ECM overheat protection control is activated.	ECM overheated

DTC CONFIRMATION PROCEDURE

1. PERFORM DTC CONFIRMATION PROCEDURE

This DTC is displayed as protection function history. If no malfunction is detected after the diagnosis, the customer must be informed of the activation of the protection function.

>> Proceed to [EC-1897, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012357777

1. INSPECTION START

1. Perform DTC confirmation procedure. Refer to [EC-1894, "DTC Logic"](#).
2. Check 1st trip DTC.

Is DTC P0605 detected?

- YES >> Proceed to [EC-1894, "Diagnosis Procedure"](#).
- NO >> Explain the customer about the activation of the protection function.

P062B ECM

Description

INFOID:000000012357778

This DTC is detected when the ECM-integrated injector driver unit has a malfunction. For injector driver unit, refer to [EC-1587, "ECM"](#).

DTC Logic

INFOID:000000012357779

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P062B	Internal control module fuel injector control performance	Injector driver unit is malfunctioning.	<ul style="list-style-type: none"> • Harness and connectors (Injector circuit is open or shorted) • Battery power supply • ECM (injector driver unit)

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 11 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

1. Start the engine and keep the engine speed at idle for 30 seconds.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to [EC-1898, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357780

1. CHECK FUEL INJECTOR

Check fuel injector. Refer to [EC-1999, "Component Function Check"](#).

Is inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace error-detected parts.

2. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC confirmation procedure again. Refer to [EC-1898, "DTC Logic"](#).
4. Check 1st trip DTC.

Is the DTC P062B displayed again?

YES >> Replace ECM. Refer to [EC-2028, "Removal and Installation"](#).

NO >> INSPECTION END

P0643 SENSOR POWER SUPPLY

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P0643 SENSOR POWER SUPPLY

DTC Logic

INFOID:000000012357781

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0643	SENSOR POWER/CIRC (Sensor power supply circuit short)	ECM detects that the voltage of power source for sensor is excessively low or high.	<ul style="list-style-type: none">• Harness or connectors (Throttle position sensor circuit is shorted.) [Camshaft position sensor (bank 2) circuit is shorted.] (Manifold absolute pressure sensor circuit is shorted.) (Accelerator pedal position sensor 1 circuit is shorted.)• Throttle position sensor• Camshaft position sensor (bank 2)• Manifold absolute pressure sensor• Accelerator pedal position sensor 1

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 8 V or more 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 >> Proceed to [EC-1899, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357782

1. 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		
M154	4	Ground	Approx. 5

Is the inspection result normal?

YES >> GO TO 6.

NO >> GO TO 2.

2. CHECK SENSOR POWER SUPPLY CIRCUIT

Check harness for short to power and short to ground, between the following terminals.

P0643 SENSOR POWER SUPPLY

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

ECM		Sensor		
Connector	Terminal	Name	Connector	Terminal
F111	81	Throttle position sensor (bank 1)	F66	2
	82	Throttle position sensor (bank 2)	F64	2
	83	Camshaft position sensor (bank 2)	F83	1
	85	Manifold absolute pressure sensor	F19	1
M160	137	APP sensor 1	M154	4

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair short to ground or short to power in harness or connectors.

3.CHECK COMPONENTS

Check the following.

- Camshaft position sensor (bank 2) (Refer to [EC-1868, "Component Inspection \(Camshaft Position Sensor\)"](#).)
- Manifold absolute pressure sensor (Refer to [EC-1792, "Component Inspection \(MAP Sensor\)"](#).)

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace malfunctioning component.

4.CHECK THROTTLE POSITION SENSOR

Refer to [EC-1851, "Component Inspection \(Throttle Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 8.

NO >> GO TO 5.

5.REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

Replace electric throttle control actuator. Refer to [EM-199, "Removal and Installation"](#).

>> INSPECTION END

6.CHECK ACCELERATOR PEDAL POSITION SENSOR

Refer to [EC-1983, "Component Inspection \(Accelerator Pedal Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 8.

NO >> GO TO 7.

7.REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly.

Refer to [ACC-6, "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#).

>> INSPECTION END

8.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

P0850 PNP SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P0850 PNP SWITCH

Description

INFOID:000000012357783

When the selector lever position is P or N, park/neutral position (PNP) signal is sent to ECM from TCM.

DTC Logic

INFOID:000000012357784

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0850	P-N POS SW/CIRCUIT (Park/neutral position switch)	The signal of the park/neutral position (PNP) signal does not change during driving after the engine is started.	<ul style="list-style-type: none"> Harness or connectors [The park/neutral position (PNP) signal circuit is open or shorted.] TCM

DTC CONFIRMATION PROCEDURE

1.INSPECTION START

Will CONSULT be used?

Will CONSULT be used?

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.

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 3.

3.CHECK PNP SIGNAL

Ⓜ WITH CONSULT

- Turn ignition switch ON.
- Select "P/N POSI SW" in "DATA MONITOR" mode with CONSULT. Then check the "P/N POSI SW" signal under the following conditions.

Position (Selector lever)	Known-good signal
N or P position	ON
Except above position	OFF

Is the inspection result normal?

YES >> GO TO 4.

NO >> Proceed to [EC-1902, "Diagnosis Procedure"](#).

4.PERFORM DTC CONFIRMATION PROCEDURE

- Select "DATA MONITOR" mode with CONSULT.
- Start engine and warm it up to normal operating temperature.
- Maintain the following conditions for at least 50 consecutive seconds.

CAUTION:

Always drive vehicle at a safe speed.

ENG SPEED	1,300 - 6,375 rpm
COOLAN TEMP/S	More than 70°C (158°F)

P0850 PNP SWITCH

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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 >> Proceed to [EC-1902. "Diagnosis Procedure"](#).

NO >> INSPECTION END

5. PERFORM COMPONENT FUNCTION CHECK

WITH GST

Perform Component Function Check. Refer to [EC-1902. "Component Function Check"](#).

NOTE:

Use Component Function Check to 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 >> Proceed to [EC-1902. "Diagnosis Procedure"](#).

Component Function Check

INFOID:0000000012357785

1. PERFORM COMPONENT FUNCTION CHECK

With GST

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			
F110	11	175	Selector lever	P or N position	Battery voltage
				Except above position	Approx. 0 V

Is the inspection result normal?

YES >> INSPECTION END

NO >> Proceed to [EC-1902. "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000012357786

1. CHECK DTC WITH TCM

Refer to [TM-61. "CONSULT Function"](#).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace malfunctioning part.

2. CHECK STARTING SYSTEM

Turn ignition switch OFF, then turn it to START.

Does starter motor operate?

YES >> GO TO 3.

NO >> Check DTC with BCM. Refer to [BCS-14. "COMMON ITEM : CONSULT Function \(BCM - COMMON ITEM\)"](#).

3. CHECK PNP 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.

P0850 PNP SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

A/T assembly		ECM		Continuity
Connector	Terminal	Connector	Terminal	
F301	9	F110	11	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 for open or short between A/T assembly and ECM
- Loose or poor connection for each connector and harness

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

5.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

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P100A, P100B VVEL SYSTEM

DTC Logic

INFOID:0000000012357787

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-1918, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P100A	VVEL SYSTEM-B1 [VVEL response malfunction (bank 1)]	Actual event response to target is poor.	<ul style="list-style-type: none"> • Harness or connectors (VVEL actuator motor circuit is open or shorted.) • VVEL actuator motor • VVEL actuator sub assembly • VVEL ladder assembly • VVEL control module
P100B	VVEL SYSTEM-B2 [VVEL response malfunction (bank 2)]		

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 10 V or more 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 conditions, 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 >> Proceed to [EC-1904, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357788

1. 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.

P100A, P100B VVEL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

DTC No.	VVEL control module			VVEL actuator motor		Continuity	
	Bank	Connector	Terminal	Connector	Terminal		
P100A	1	E15	12	F73	1	Existed	
					2	Not existed	
			25		1	Not existed	
					2	Existed	
P100B	2			2	F71	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 3.

NO >> GO TO 2.

2. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between VVEL actuator motor and VVEL control module
- Loose or poor connection for each connector and harness

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

3. CHECK VVEL ACTUATOR MOTOR

Refer to [EC-1906. "Component Inspection \(VVEL ACTUATOR MOTOR\)"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> GO TO 4.

4. REPLACE VVEL ACTUATOR SUB ASSEMBLY

Replace VVEL actuator sub assembly. Refer to [EM-254. "Exploded View"](#).

>> INSPECTION END

5. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair or replace.

6. REPLACE VVEL CONTROL MODULE

Replace VVEL control module. Refer to [EC-2029. "Removal and Installation"](#).

>> GO TO 7.

7. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase 1st trip DTC.
3. Perform DTC Confirmation Procedure.
See [EC-1904. "DTC Logic"](#).

Is the DTC P100A or P100B displayed again?

YES >> GO TO 8.

NO >> INSPECTION END

8.CHECK VVEL ACTUATOR SUB ASSEMBLY

Refer to [EC-1906, "Component Inspection \(VVEL ACTUATOR SUB ASSEMBLY\)"](#).

Is the inspection result normal?

- YES >> GO TO 10.
- NO >> GO TO 9.

9.REPLACE VVEL ACTUATOR SUB ASSEMBLY

Replace VVEL actuator sub assembly. Refer to [EM-254, "Exploded View"](#).

>> INSPECTION END

10.CHECK VVEL LADDER ASSEMBLY

Refer to [EM-254, "Exploded View"](#).

Is the inspection result normal?

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

11.REPLACE CYLINDER HEAD, VVEL LADDER ASSEMBLY AND VVEL ACTUATOR SUB ASSEMBLY

Replace cylinder head, VVEL ladder assembly and VVEL actuator sub assembly.
 Refer to [EM-273, "Disassembly and Assembly"](#) (Cylinder head).
 Refer to [EM-254, "Exploded View"](#) (VVEL ladder assembly and VVEL actuator sub assembly)

>> INSPECTION END

12.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (VVEL ACTUATOR MOTOR)

INFOID:0000000012357789

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 per the following.

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

Replace VVEL actuator sub assembly. Refer to [EM-254, "Exploded View"](#).

>> INSPECTION END

Component Inspection (VVEL ACTUATOR SUB ASSEMBLY)

INFOID:0000000012357790

1.CHECK VVEL ACTUATOR SUB ASSEMBLY

1. Turn ignition switch OFF.
2. Remove VVEL actuator sub assembly. Refer to [EM-254, "Exploded View"](#).
3. Turn the ball screw shaft to check that it works smoothly.

P100A, P100B VVEL SYSTEM

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

2.REPLACE VVEL ACTUATOR SUB ASSEMBLY

Replace VVEL actuator sub assembly. Refer to [EM-254, "Exploded View"](#).

>> INSPECTION END

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P1078, P1084 EVT CONTROL POSITION SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P1078, P1084 EVT CONTROL POSITION SENSOR

DTC Logic

INFOID:000000012357791

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1078	EXH TIM SEN/CIRC-B1 [Exhaust valve timing control position sensor (bank 1) circuit]	An excessively high or low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none"> Harness or connectors [Exhaust valve timing control position sensor (bank 1) circuit is open or shorted] Exhaust valve timing control position sensor (bank 1) Crankshaft position sensor Camshaft position sensor (bank 1) Accumulation of debris to the signal pick-up portion of the camshaft
P1084	EXH TIM SEN/CIRC-B2 [Exhaust valve timing control position sensor (bank 2) circuit]		<ul style="list-style-type: none"> Harness or connectors [Exhaust valve timing control position sensor (bank 2) circuit is open or shorted] Exhaust valve timing control position sensor (bank 2) Crankshaft position sensor Camshaft position sensor (bank 2) Accumulation of debris to the signal pick-up portion of the camshaft

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

- Start engine and let it idle for 10 seconds.
- Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1908, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357792

1. CHECK EXHAUST VALVE TIMING CONTROL POSITION SENSOR POWER SUPPLY CIRCUIT-I

- Disconnect exhaust valve timing (EVT) control position sensor harness connector.
- Turn ignition switch ON.
- Check the voltage between exhaust valve timing control position sensor harness connector and ground.

DTC	EVT control position sensor			Ground	Voltage (V)
	Bank	Connector	Terminal		
P1078	1	F59	1	Ground	Approx. 5
P1084	2	F63	1		

Is the inspection result normal?

- YES >> GO TO 2.
 NO >> Repair open circuit, short to ground in harness or connectors.

P1078, P1084 EVT CONTROL POSITION SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

2. CHECK EVT CONTROL POSITION SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between EVT control position sensor harness connector and ECM harness connector.

DTC	EVT control position sensor			ECM		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P1078	1	F59	2	F111	68	Existed
P1084	2	F63	2	F111	99	

4. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair open circuit, short to power in harness or connectors.

3. CHECK EVT CONTROL POSITION SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between EVT control position sensor harness connector and ECM harness connector.

DTC	EVT control position sensor			ECM		Continuity
	Bank	Connector	Terminal	Connector	Terminal	
P1078	1	F59	3	F111	75	Existed
P1084	2	F63	3		93	

2. 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 EXHAUST VALVE TIMING CONTROL POSITION SENSOR

Refer to [EC-1910. "Component Inspection \(Exhaust Valve Timing Control Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace malfunctioning exhaust valve timing control position sensor. Refer to [EM-239. "Exploded View"](#).

5. CHECK CRANKSHAFT POSITION SENSOR

Refer to [EC-1863. "Component Inspection \(Crankshaft Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace crankshaft position sensor. Refer to [EM-212. "2WD : Exploded View"](#).

6. CHECK CAMSHAFT POSITION SENSOR

Refer to [EC-1868. "Component Inspection \(Camshaft Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace malfunctioning camshaft position sensor. Refer to [EM-239. "Exploded View"](#).

7. CHECK CAMSHAFT SPROCKET (SIGNAL PLATE)

Check the following.

P1078, P1084 EVT CONTROL POSITION SENSOR

[VK56VD FOR MEXICO]

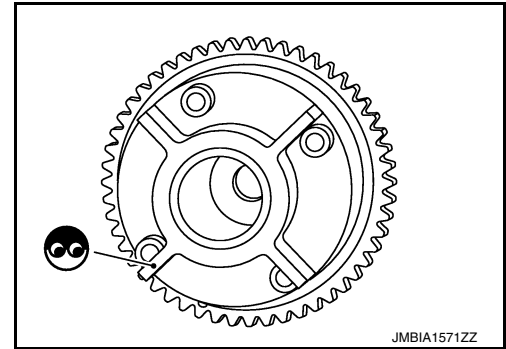
< DTC/CIRCUIT DIAGNOSIS >

- Accumulation of debris to the signal plate of camshaft sprocket (EXH)
- Chipping signal plate of camshaft sprocket (EXH)

Is the inspection result normal?

YES >> GO TO 8.

NO >> Remove debris and clean the signal plate of camshaft sprocket (EXH) or replace camshaft sprocket (EXH). Refer to [EM-255, "Disassembly and Assembly"](#).



8. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Exhaust Valve Timing Control Position Sensor)

INFOID:0000000012357793

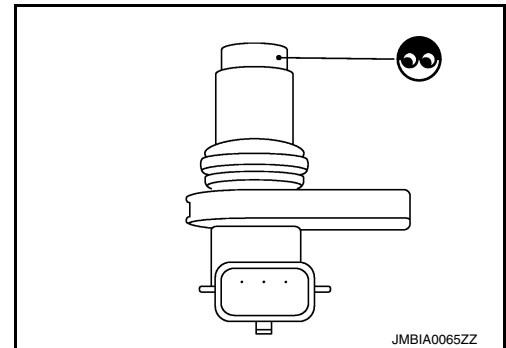
1. EXHAUST VALVE TIMING CONTROL POSITION SENSOR-I

1. Turn ignition switch OFF.
2. Disconnect exhaust valve timing control position sensor harness connector.
3. Loosen the fixing bolt of the sensor.
4. Remove the sensor.
5. Visually check the sensor for chipping.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace malfunctioning exhaust valve timing control position sensor. Refer to [EM-239, "Exploded View"](#).



2. EXHAUST VALVE TIMING CONTROL POSITION SENSOR-II

Check resistance exhaust valve timing control position sensor terminals as shown below.

Terminals	Resistance
1 (+) - 2 (-)	Except 0 or ∞ Ω [at 25°C (77°F)]
1 (+) - 3 (-)	
2 (+) - 3 (-)	

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace malfunctioning exhaust valve timing control position sensor. Refer to [EM-239, "Exploded View"](#).

P1087, P1088 VVEL SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P1087, P1088 VVEL SYSTEM

DTC Logic

INFOID:000000012357794

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-1915, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1087	VVEL SYSTEM-B1 [VVEL small event angle malfunction (bank 1)]	The event angle of VVEL control shaft is always small.	<ul style="list-style-type: none">• Harness or connectors (VVEL actuator motor circuit is open or shorted.)• VVEL actuator motor• VVEL actuator sub assembly• VVEL ladder assembly• VVEL control module
P1088	VVEL SYSTEM-B2 [VVEL small event angle malfunction (bank 2)]		

Diagnosis Procedure

INFOID:000000012357795

If DTC P1087 or P1088 is displayed with DTC P1090 or P1093.

Perform the trouble diagnosis for DTC P1090 or P1093. Refer to [EC-1915, "DTC Logic"](#).

P1089, P1092 VVEL CONTROL SHAFT POSITION SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P1089, P1092 VVEL CONTROL SHAFT POSITION SENSOR

DTC Logic

INFOID:000000012357796

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-1973, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1089	VVEL POS SEN/CIRC-B1 [VVEL control shaft position sensor (bank 1) circuit]	<ul style="list-style-type: none">An excessively low voltage from the sensor is sent to VVEL control module.An excessively high voltage from the sensor is sent to VVEL control module.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.	<ul style="list-style-type: none">Harness or connectors (VVEL control shaft position sensor circuit is open or shorted.)VVEL control shaft position sensorVVEL control module
P1092	VVEL POS SEN/CIRC-B2 [VVEL control shaft position sensor (bank 2) circuit]		

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is 10 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

- Start engine and let it idle for 1 second.
- Check DTC.

Is DTC detected?

- YES >> Proceed to [EC-1912, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357797

1. VVEL CONTROL SHAFT POSITION SENSOR POWER SUPPLY CIRCUIT

- Disconnect VVEL control shaft position sensor harness connector.
- Turn ignition switch ON.
- 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	F72	3	Ground	Approx. 5
			6		
P1092	2	F70	3		
			6		

Is the inspection result normal?

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

2. DETECT MALFUNCTIONING PART

Check the following.

P1089, P1092 VVEL CONTROL SHAFT POSITION SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

- Harness for open or short between VVEL control shaft position sensor and VVEL control module
- Loose or poor connection for each connector and harness

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

3. 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	F72	2	E15	6	Existed
			5		19	
P1092	2	F70	2		4	
			5		17	

4. Also check harness for short to power.

Is the inspection result normal?

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

4. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between VVEL control shaft position sensor and VVEL control module
- Loose or poor connection for each connector and harness

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

5. 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	F72	1	E15	3	Existed
			4		16	
P1092	2	F70	1		5	
			4		18	

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

Is the inspection result normal?

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

6. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between VVEL control shaft position sensor and VVEL control module
- Loose or poor connection for each connector and harness

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

7. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

P1089, P1092 VVEL CONTROL SHAFT POSITION SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

Is the inspection result normal?

YES >> GO TO 8.

NO >> Repair or replace.

8.REPLACE VVEL CONTROL MODULE

Replace VVEL control module. Refer to [EC-2029, "Removal and Installation"](#).

>> GO TO 9.

9.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
See [EC-1912, "DTC Logic"](#).

Is the DTC P1089 or P1092 displayed again?

YES >> GO TO 10.

NO >> INSPECTION END

10.REPLACE VVEL ACTUATOR SUB ASSEMBLY

Replace VVEL actuator sub assembly. Refer to [EM-254, "Exploded View"](#).

>> INSPECTION END

P1090, P1093 VVEL ACTUATOR MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P1090, P1093 VVEL ACTUATOR MOTOR

DTC Logic

INFOID:000000012357798

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-1918. "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1090	VVEL ACTR MOT-B1 [VVEL system performance (bank 1)]	<ul style="list-style-type: none"> Event angle difference between the actual and the target is detected. Abnormal current is sent to VVEL actuator motor. 	<ul style="list-style-type: none"> Harness or connectors (VVEL actuator motor circuit is open or shorted.) VVEL actuator motor VVEL actuator sub assembly VVEL ladder assembly VVEL control module
P1093	VVEL ACTR MOT-B2 [VVEL system performance (bank 2)]		

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is 10 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

- Start engine and let it idle for 10 second.
- Keep the engine speed at approximately 3,500 rpm for at least 10 seconds under no load.
- Check DTC.

Is DTC detected?

- YES >> Proceed to [EC-1915. "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357799

1. VVEL ACTUATOR MOTOR OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

- Disconnect VVEL control module harness connector.
- Disconnect VVEL actuator motor harness connector.
- 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	F73	1	Existed
					2	Not existed
			25		1	Not existed
					2	Existed
P1093	2		2	F71	1	Existed
					2	Not existed
			15		1	Not existed
					2	Existed

P1090, P1093 VVEL ACTUATOR MOTOR

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

4. 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 for open or short between VVEL actuator motor and VVEL control module
- Loose or poor connection for each connector and harness

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

3.CHECK VVEL ACTUATOR MOTOR

Refer to [EC-1917, "Component Inspection \(VVEL ACTUATOR MOTOR\)"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> GO TO 4.

4.REPLACE VVEL ACTUATOR SUB ASSEMBLY

Replace VVEL actuator sub assembly. Refer to [EM-254, "Exploded View"](#).

>> INSPECTION END

5.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair or replace.

6.REPLACE VVEL CONTROL MODULE

Replace VVEL control module. Refer to [EC-2029, "Removal and Installation"](#).

>> GO TO 7.

7.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
See [EC-1915, "DTC Logic"](#).

Is the DTC P1090 or P1093 displayed again?

YES >> GO TO 8.

NO >> INSPECTION END

8.CHECK VVEL ACTUATOR SUB ASSEMBLY

Refer to [EC-1917, "Component Inspection \(VVEL ACTUATOR SUB ASSEMBLY\)"](#).

Is the inspection result normal?

YES >> GO TO 10.

NO >> GO TO 9.

9.REPLACE VVEL ACTUATOR SUB ASSEMBLY

Replace VVEL actuator sub assembly. Refer to [EM-254, "Exploded View"](#).

>> INSPECTION END

10.CHECK VVEL LADDER ASSEMBLY

Refer to [EM-254, "Exploded View"](#).

P1090, P1093 VVEL ACTUATOR MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

Is the inspection result normal?

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

11. REPLACE CYLINDER HEAD, VVEL LADDER ASSEMBLY AND VVEL ACTUATOR SUB ASSEMBLY

Replace cylinder head, VVEL ladder assembly and VVEL actuator sub assembly.

Refer to [EM-273, "Disassembly and Assembly"](#) (Cylinder head)

Refer to [EM-254, "Exploded View"](#) (VVEL ladder assembly and VVEL actuator sub assembly).

>> INSPECTION END

12. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (VVEL ACTUATOR MOTOR)

INFOID:0000000012357800

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 per the following.

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

Replace VVEL actuator sub assembly. Refer to [EM-254, "Exploded View"](#).

>> INSPECTION END

Component Inspection (VVEL ACTUATOR SUB ASSEMBLY)

INFOID:0000000012357801

1. CHECK VVEL ACTUATOR SUB ASSEMBLY

1. Turn ignition switch OFF.
2. Remove VVEL actuator sub assembly. Refer to [EM-254, "Exploded View"](#).
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

Replace VVEL actuator sub assembly. Refer to [EM-254, "Exploded View"](#).

>> INSPECTION END

P1091 VVEL ACTUATOR MOTOR RELAY

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P1091 VVEL ACTUATOR MOTOR RELAY

DTC Logic

INFOID:000000012357802

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1091	VVEL ACTR MOT PWR [VVEL actuator motor relay circuit]	<ul style="list-style-type: none"> VVEL control module detects the VVEL actuator motor relay is stuck OFF. VVEL control module detects the VVEL actuator motor relay is stuck ON. 	<ul style="list-style-type: none"> Harness or connectors (VVEL actuator motor relay circuit is open or shorted.) (Abort circuit is open or shorted.) VVEL actuator motor relay VVEL control module ECM

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is 10 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON and wait at least 1 seconds.
- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON and wait at least 1 seconds.
- Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1918, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357803

1. VVEL ACTUATOR MOTOR RELAY POWER SUPPLY CIRCUIT-I

- Turn ignition switch OFF.
- Disconnect VVEL actuator motor relay.
- 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.

- 50A fusible link (letter G)
- 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.

P1091 VVEL ACTUATOR MOTOR RELAY

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

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 or 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-1920, "Component Inspection \(VVEL Actuator Motor Relay\)"](#).

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	M160	122	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 for open and short between ECM and VVEL control module
- Loose or poor connection for each connector and harness

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

8.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

P1091 VVEL ACTUATOR MOTOR RELAY

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

Is the inspection result normal?

- YES >> GO TO 9.
- NO >> Repair or replace.

9. REPLACE VVEL CONTROL MODULE

Replace VVEL control module. Refer to [EC-2029, "Removal and Installation"](#).

>> GO TO 10.

10. PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
See [EC-1918, "DTC Logic"](#).

Is the DTC P1091 displayed again?

- YES >> GO TO 11.
- NO >> INSPECTION END

11. REPLACE ECM

Replace ECM. Refer to [EC-2028, "Removal and Installation"](#).

>> INSPECTION END

Component Inspection (VVEL Actuator Motor Relay)

INFOID:0000000012357804

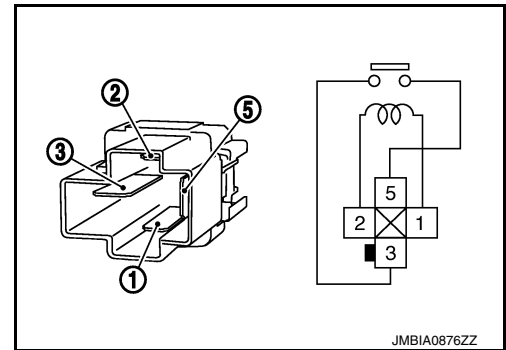
1. CHECK VVEL ACTUATOR MOTOR RELAY

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	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 VVEL actuator motor relay.



P1197 OUT OF GAS

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P1197 OUT OF GAS

Description

INFOID:0000000012357805

This diagnosis result is detected when the fuel level of the fuel tank is extremely low and the engine does not run normally.

DTC Logic

INFOID:0000000012357806

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1197	FUEL RUN OUT (Out of gas)	<ul style="list-style-type: none">Fuel rail pressure remains at 1.5 MPa (15 bar, 15.3 kg/cm², 217.5 psi) or less for 3 seconds or more with the fuel level too low.Fuel rail pressure remains 2.7 MPa (27 bar, 27.5 kg/cm², 392 psi) lower than a target fuel pressure for 5 seconds or more with the fuel level too low.Fuel rail pressure remains at 0.23 MPa (2.3 bar, 2.346 kg/cm², 33.35 psi) or less for 5 seconds or more with the fuel level too low. NOTE: Allow engine coolant temperature to reach 70°C (158°F) or more once.	<ul style="list-style-type: none">Out of gasHarness or connectors (The low pressure fuel pump circuit is open or shorted.)Low pressure fuel pumpFuel pressure regulatorLow pressure fuel systemHarness or connectors (The high pressure fuel pump circuit is shorted.)High pressure fuel pumpHigh pressure fuel systemFuel rail pressure sensorDisconnection of the fuel hose

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is 11 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE-I

Start the engine.

Does the engine start?

YES >> GO TO 3.

NO >> Proceed to [EC-1922, "Diagnosis Procedure"](#).

3. PERFORM DTC CONFIRMATION PROCEDURE-II

- Warm up the engine to the normal operating temperature.

NOTE:

For best results, warm up the engine until "COOLAN TEMP/S" on "DATA MONITOR" of CONSULT reaches at least 70°C (158°F).

- Keep the engine speed at 3,500 rpm for 5 seconds and let it idle at least 60 seconds..
- Check the 1st trip DTC.

NOTE:

If the fuel tank has sufficient fuel, this diagnosis result may not be detected.

Is 1st trip DTC detected?

YES >> Proceed to [EC-1922, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure**1. REFUEL THE VEHICLE**

1. Refuel 10 liter (10 US qt, 8 imp qt).

CAUTION:**Never refuel more than 10 liter.**

2. Start the engine and keep the engine speed at 3,000 rpm for 30 seconds.

NOTE:

For best results, warm up the engine until "COOLAN TEMP/S" on "DATA MONITOR" of CONSULT reaches at least 70°C (158°F).

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. Turn ignition switch ON.
7. Erase the DTC.
8. Start the engine and let it idle at least 60 seconds.
9. Perform the confirmation procedure again. Refer to [EC-1921, "DTC Logic"](#).

Is 1st trip DTC detected?

YES >> GO TO 2.

NO >> INSPECTION END

2. CHECK LOW PRESSURE FUEL PUMP

Refer to [EC-2012, "Component Function Check"](#).Is inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace error-detected parts.

3. CHECK HIGH PRESSURE FUEL PUMP

Refer to [EC-2002, "Component Function Check"](#).Is inspection result normal?

YES >> Check the fuel hose for disconnection and looseness.

NO >> Repair or replace error-detected parts.

P1212 TCS COMMUNICATION LINE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P1212 TCS COMMUNICATION LINE

Description

INFOID:000000012357808

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:000000012357809

DTC DETECTION LOGIC

NOTE:

- If DTC P1212 is displayed with DTC UXXXX, perform the trouble diagnosis for DTC UXXXX.
 - If DTC P1212 is displayed with DTC P0607, perform the trouble diagnosis for DTC P0607.
- Freeze frame data is not stored in the ECM for this self-diagnosis.

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1212	TCS/CIRC (TCS communication line)	ECM cannot receive the information from "ABS actuator and electric unit (control unit)" continuously.	<ul style="list-style-type: none">• Harness or connectors (The CAN communication line is open or shorted.)• ABS actuator and electric unit (control unit)• Dead (Weak) battery

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 10.5 V or more 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 >> Proceed to [EC-1923, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357810

Perform the trouble diagnosis for TCS. Refer to [TM-94, "Work Flow"](#).

NOTE:

If DTC P1212 is displayed with DTC UXXXX and/or P0607, perform the following trouble diagnosis.

- Trouble diagnosis for DTC UXXXX Refer to [EC-1663, "DTC Index"](#).
- Trouble diagnosis for DTC P0607 Refer to [EC-1896, "DTC Logic"](#).

P1217 ENGINE OVER TEMPERATURE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P1217 ENGINE OVER TEMPERATURE

DTC Logic

INFOID:000000012357811

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-1896, "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 (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1217	ENG OVER TEMP [Engine over temperature (Overheat)]	<ul style="list-style-type: none">• Cooling fan does not operate properly (Overheat).• Cooling fan system does not operate properly (Overheat).• Engine coolant was not added to the system using the proper filling method.• Engine coolant is not within the specified range.	<ul style="list-style-type: none">• Harness or connectors (The cooling fan circuit is open or shorted.)• IPDM E/R• Cooling fan control module• Cooling fan motor• Radiator hose• Radiator• Radiator cap• Water pump• Thermostat

CAUTION:

When a malfunction is indicated, always replace the coolant. Refer to [MA-32, "ENGINE COOLANT : Draining"](#) and [MA-32, "ENGINE COOLANT : Refilling"](#). Also, replace the engine oil. Refer to [MA-37, "ENGINE OIL : Draining"](#) and [MA-37, "ENGINE OIL : 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-19, "FOR MEXICO : Engine 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-1924, "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 >> Proceed to [EC-1925, "Diagnosis Procedure"](#).

Component Function Check

INFOID:000000012357812

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.

P1217 ENGINE OVER TEMPERATURE

[VK56VD FOR MEXICO]

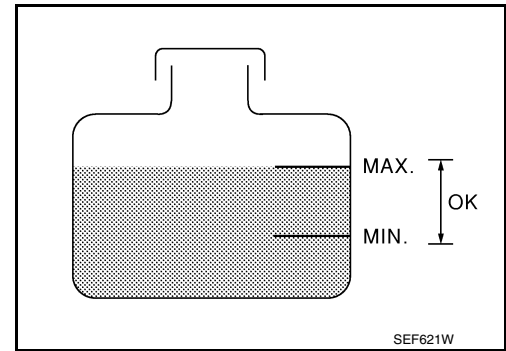
< DTC/CIRCUIT DIAGNOSIS >

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 >> Proceed to [EC-1925, "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 >> Proceed to [EC-1925, "Diagnosis Procedure"](#).
NO >> GO TO 3.

3.PERFORM COMPONENT FUNCTION CHECK-III

WITH CONSULT

1. Turn ignition switch ON.
2. Perform "FAN DUTY CONTROL" in "ACTIVE TEST" mode with CONSULT.
3. Check that cooling fan speed varies according to the percentage.

WITHOUT CONSULT

Perform IPDM E/R auto active test and check cooling fan motors operation, refer to [PCS-11, "Diagnosis Description"](#).

Is the inspection result normal?

- YES >> INSPECTION END
NO >> Proceed to [EC-1925, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:0000000012357813

1.CHECK COOLING FAN OPERATION

WITH CONSULT

1. Turn ignition switch ON.
2. Perform "FAN DUTY CONTROL" in "ACTIVE TEST" mode with CONSULT.
3. Check that cooling fan speed varies according to the percentage.

WITHOUT CONSULT

1. Perform IPDM E/R auto active test and check cooling fan motors operation, refer to [PCS-11, "Diagnosis Description"](#).
2. Check that cooling fan operates.

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Proceed to [EC-1992, "Diagnosis Procedure"](#).

2.CHECK COOLING SYSTEM FOR LEAKAGE-I

Check cooling system for leakage. Refer to [CO-39, "Inspection"](#).

Is leakage detected?

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

3.CHECK COOLING SYSTEM FOR LEAKAGE-II

Check the following for leakage.

- Hose
- Radiator
- Water pump

P1217 ENGINE OVER TEMPERATURE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

>> Repair or replace malfunctioning part.

4.CHECK RADIATOR CAP

Check radiator cap. Refer to [CO-43, "RADIATOR CAP : Inspection"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace radiator cap.

5.CHECK THERMOSTAT

Check thermostat. Refer to [CO-55, "Inspection"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace thermostat. Refer to [CO-54, "Removal and Installation"](#).

6.CHECK ENGINE COOLANT TEMPERATURE SENSOR

Refer to [EC-1797, "Component Inspection \(Engine Coolant Temperature Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace engine coolant temperature sensor. Refer to [EM-272, "Exploded View"](#).

7.OVERHEATING CAUSE ANALYSIS

If the cause cannot be isolated, check the [CO-37, "Troubleshooting Chart"](#).

>> INSPECTION END

P1220 FUEL PUMP CONTROL MODULE (FPCM)

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P1220 FUEL PUMP CONTROL MODULE (FPCM)

DTC Logic

INFOID:000000012357814

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1220	FPCM (Fuel pump control module)	During engine cranking, the signal voltage of the FPCM to the ECM is too low.	<ul style="list-style-type: none"> • Harness or connectors (FPCM circuit is open or shorted) • Fuel pump circuit is open or shorted) • FPCM

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 12 - 15 V at idle.
- Before performing the following procedure, check that the engine coolant temperature is -10°C (14°F) or more.

>> 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 5 seconds.
2. Check DTC.

Is DTC detected?

- YES >> Proceed to [EC-1927, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357815

1. CHECK FPCM POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect FPCM harness connector.
3. Turn ignition switch ON.
4. Check the voltage between FPCM harness connector and ground.

FPCM		Ground	Voltage
Connector	Terminal		
B221	10	Ground	Battery voltage

Is the inspection result normal?

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

2. DETECT MALFUNCTIONING PART

Check the following.

- 15 A fuse (No.41)
- Harness for open or short between FPCM and IPDM E/R
- Loose or poor connection for each connector and harness

P1220 FUEL PUMP CONTROL MODULE (FPCM)

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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

3. CHECK FPCM GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Check the continuity between FPCM harness connector and ground.

FPCM		Ground	Continuity
Connector	Terminal		
B221	5	Ground	Existed

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 FPCM INPUT AND OUTPUT CIRCUITS FOR OPEN AND SHORT

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

FPCM		ECM		Continuity
Connector	Terminal	Connector	Terminal	
B221	8	M160	125	Existed
	9		142	

3. 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 for open or short between FPCM and ECM
- Loose or poor connection for each connector and harness

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

6. CHECK FUEL PUMP CONTROL CIRCUIT FOR OPEN AND SHORT

1. Disconnect "fuel level sensor unit and fuel pump (main)" harness connector.
2. Check the continuity between FPCM harness connector and "fuel level sensor unit and fuel pump (main)" harness connector.

FPCM		Fuel level sensor unit and fuel pump (main)		Continuity
Connector	Terminal	Connector	Terminal	
B221	6	B241	3	Existed
	7		1	

3. 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 FPCM

Refer to [EC-1929, "Component Inspection \(FPCM\)"](#).

Is the inspection result normal?

YES >> GO TO 8.

NO >> Replace FPCM. Refer to [EC-2030, "Removal and Installation"](#).

P1220 FUEL PUMP CONTROL MODULE (FPCM)

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

8. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (FPCM)

INFOID:000000012357816

1. CHECK FUEL PUMP CONTROL MODULE (FPCM)

1. Check the voltage between FPCM terminals under the following conditions.

FPCM			Condition	Voltage
Connector	+	-		
	Terminal	Terminal		
B221	7	6	For 1 second after turning ignition switch ON	Approx. 10 V
			More than 1 second after turning ignition switch ON	Approx. 0 V
			Idle speed	Approx. 10 V

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace FPCM. Refer to [EC-2030. "Removal and Installation"](#).

P1225, P1234 TP SENSOR

DTC Logic

INFOID:000000012357817

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1225	CTP LEARNING-B1 [Closed throttle position learning performance (bank 1)]	Closed throttle position learning value is excessively low.	<ul style="list-style-type: none"> Electric throttle control actuator (TP sensor 1 and 2)
P1234	CTP LEARNING-B2 [Closed throttle position learning performance (bank 2)]		

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 10 V or more 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 >> Proceed to [EC-1930, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357818

1. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

1. Turn ignition switch OFF.
2. Remove the intake air duct.
3. Check that no foreign matter is caught between the throttle valve 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, and then perform throttle valve closed position leaning. Refer to [EC-1725, "Description"](#)

2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

Replace malfunctioning electric throttle control actuator. Refer to [EM-199, "Removal and Installation"](#).

>> INSPECTION END

P1226, P1235 TP SENSOR

DTC Logic

INFOID:000000012357819

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1226	CTP LEARNING-B1 [Closed throttle position learning performance (bank 1)]	Closed throttle position learning is not performed successfully, repeatedly.	<ul style="list-style-type: none"> Electric throttle control actuator (TP sensor 1 and 2)
P1235	CTP LEARNING-B2 [Closed throttle position learning performance (bank 2)]		

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is 10 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Repeat steps 2 and 3 for 32 times.
- Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1931, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357820

1. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

- Turn ignition switch OFF.
- Remove the intake air duct.
- Check that no foreign matter is caught between the throttle valve 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, and then perform throttle valve closed position leaning. Refer to [EC-1725, "Description"](#).

2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

Replace malfunctioning electric throttle control actuator. Refer to [EM-199, "Removal and Installation"](#).

>> INSPECTION END

P1233, P2101 ELECTRIC THROTTLE CONTROL FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P1233, P2101 ELECTRIC THROTTLE CONTROL FUNCTION

DTC Logic

INFOID:0000000012357821

DTC DETECTION LOGIC

NOTE:

If DTC P1233 or P2101 is displayed with DTC P1238, P2119, perform the trouble diagnosis for DTC P1238, P2119. Refer to [EC-1938, "DTC Logic"](#).

If DTC P1233 or P2101 is displayed with DTC P2100, perform the trouble diagnosis for DTC P1290, P2100. Refer to [EC-1979, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1233	ETC FNCTN/CIRC-B2 [Electric throttle control performance (bank 2)]	Electric throttle control function does not operate properly.	<ul style="list-style-type: none">• Harness or connectors (Throttle control motor circuit is open or shorted)• Electric throttle control actuator
P2101	ETC FNCTN/CIRC-B1 [Electric throttle control performance (bank 1)]		

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 11 V or more 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 >> Proceed to [EC-1932, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357822

1. 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	M160	173	M160	175	Ignition switch OFF	Approx. 0
P2101					Ignition switch ON	Battery voltage

Is the inspection result normal?

- YES >> GO TO 8.
NO >> GO TO 2.

2. CHECK THROTTLE CONTROL MOTOR RELAY POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.

P1233, P2101 ELECTRIC THROTTLE CONTROL FUNCTION

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

2. Disconnect ECM harness connector.
3. Disconnect IPDM E/R harness connector E5.
4. Check the continuity between IPDM E/R harness connector and ECM harness connector.

IPDM E/R		ECM		Continuity
Connector	Terminal	Connector	Terminal	
E5	7	M160	173	Existed

5. 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 for open or short between ECM and IPDM E/R
- Loose or poor connection for each connector and harness

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

4. 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 P2101	E7	71	M160	123	Existed

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 for open or short between ECM and IPDM E/R
- Loose or poor connection for each connector and harness

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

6. CHECK FUSE

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

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace 15 A fuse.

7. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to [PCS-34. "Removal and Installation"](#).

NO >> Repair or replace harness or connectors.

8. 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.

P1233, P2101 ELECTRIC THROTTLE CONTROL FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

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	F64	5	F111	62	Not existed
			6		58	Existed
					62	Existed
			58		Not existed	
P2101	1	F66	5	F111	57	Not existed
			6		63	Existed
					57	Existed
			63		Not existed	

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

Is the inspection result normal?

YES >> GO TO 9.

NO >> Repair or replace malfunctioning part.

9. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

1. Remove the intake air duct. Refer to [EM-192, "Removal and Installation"](#).
2. Check that no foreign matter is caught between the throttle valve and the housing.

Is the inspection result normal?

YES >> GO TO 10.

NO >> Remove the foreign matter and clean the electric throttle control actuator inside, and then perform throttle valve closed position learning. Refer to [EC-1725, "Description"](#).

10. CHECK THROTTLE CONTROL MOTOR

Refer to [EC-1934, "Component Inspection \(Electric Throttle Control Motor\)"](#).

Is the inspection result normal?

YES >> GO TO 11.

NO >> GO TO 12.

11. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 12.

NO >> Repair or replace harness or connectors.

12. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

Replace malfunction electric throttle control actuator. Refer to [EM-199, "Removal and Installation"](#).

>> INSPECTION END

Component Inspection (Electric Throttle Control Motor)

INFOID:000000012357823

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.

P1233, P2101 ELECTRIC THROTTLE CONTROL FUNCTION

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

Electric throttle control actuator			Resistance
Bank	Connector	Terminals	
1	F66	5 and 6	Approx. 1 - 15 Ω [at 25°C (77°F)]
2	F64	5 and 6	

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

Replace malfunctioning electric throttle control actuator. Refer to [EM-199, "Removal and Installation"](#).

>> INSPECTION END

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P1236, P2118 THROTTLE CONTROL MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P1236, P2118 THROTTLE CONTROL MOTOR

DTC Logic

INFOID:000000012357824

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1236	ETC MOT-B2 [Throttle control motor (bank 2) circuit short]	ECM detects short in both circuits between ECM and throttle control motor.	<ul style="list-style-type: none"> • Harness or connectors (Throttle control motor circuit is shorted.) • Electric throttle control actuator (Throttle control motor)
P2118	ETC MOT-B1 [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 >> Proceed to [EC-1936. "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357825

1. 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	
P1233	2	F64	5	F111	62	Not existed
					58	Existed
			6		62	Existed
					58	Not existed
P2101	1	F66	5	F111	57	Not existed
					63	Existed
			6		57	Existed
					63	Not existed

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

Is the inspection result normal?

P1236, P2118 THROTTLE CONTROL MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

- YES >> GO TO 2.
NO >> Repair or replace malfunctioning part.

2.CHECK THROTTLE CONTROL MOTOR

Refer to [EC-1934. "Component Inspection \(Electric Throttle Control Motor\)".](#)

Is the inspection result normal?

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

3.CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident".](#)

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Repair or replace harness or connectors.

4.REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

Replace malfunctioning electric throttle control actuator. Refer to [EM-199. "Removal and Installation".](#)

>> INSPECTION END

Component Inspection (Electric Throttle Control Motor)

INFOID:0000000012357826

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
Bank	Connector	Terminals	
1	F66	5 and 6	Approx. 1 - 15 Ω [at 25°C (77°F)]
2	F64	5 and 6	

Is the inspection result normal?

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

2.REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

Replace malfunctioning electric throttle control actuator. Refer to [EM-199. "Removal and Installation".](#)

>> INSPECTION END

P1238, P2119 ELECTRIC THROTTLE CONTROL ACTUATOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P1238, P2119 ELECTRIC THROTTLE CONTROL ACTUATOR

DTC Logic

INFOID:000000012357827

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition		Possible cause
P1238	ETC ACTR-B2 [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 that the throttle valve is stuck open.	
P2119	ETC ACTR-B1 [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 detects that the throttle valve is stuck open.	

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 8 V or more at idle.

>> 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 position to D and wait at least 3 seconds.
3. Shift selector lever position to P.
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 position to D and wait at least 3 seconds.
7. Shift selector lever position to P.
8. Turn ignition switch OFF, wait at least 10 seconds, and then turn ON.
9. Check DTC.

Is DTC detected?

- YES >> Proceed to [EC-1938, "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 position to D and wait at least 3 seconds.
3. Shift selector lever position to P.
4. Start engine and let it idle for 3 seconds.
5. Check DTC.

Is DTC detected?

- YES >> Proceed to [EC-1938, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357828

1. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

P1238, P2119 ELECTRIC THROTTLE CONTROL ACTUATOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

1. Turn ignition switch OFF.
2. Remove the intake air duct.
3. Check that no foreign matter is caught between the throttle valve 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, and then perform throttle valve closed position leaning. Refer to [EC-1725, "Description"](#).

2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

Replace malfunctioning electric throttle control actuator. Refer to [EM-199, "Removal and Installation"](#).

>> INSPECTION END

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P1239, P2135 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P1239, P2135 TP SENSOR

DTC Logic

INFOID:000000012357829

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-1899, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1239	TP SENSOR-B2 [Throttle position sensor (bank 2) circuit range/per- formance]	Rationally incorrect voltage is sent to ECM compared with the signals from TP sensor 1 and TP sensor 2.	<ul style="list-style-type: none"> • Harness or connector (Throttle position sensor 1 or 2 circuit is open or shorted.) • Electric throttle control actuator (Throttle position sensor 1 or 2)
P2135	TP SENSOR-B1 [Throttle position sensor (bank 1) circuit range/per- formance]		

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 8 V or more 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 >> Proceed to [EC-1940, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357830

1. 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	F64	2	Ground	Approx. 5
P2135	1	F66	2		

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair open circuit, short to ground or short to power in harness or connectors.

2. CHECK THROTTLE POSITION SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.

P1239, P2135 TP SENSOR

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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	F64	4	F111	69	Existed
P2135	1	F66	4		97	

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

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 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	F64	1	F111	71	Existed
			3		89	
P2135	1	F66	1		91	
			3		79	

2. 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

Refer to [EC-1941, "Component Inspection \(Throttle Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> GO TO 5.

5.REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

Replace malfunctioning electric throttle control actuator. Refer to [EM-199, "Removal and Installation"](#).

>> INSPECTION END

6.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Throttle Position Sensor)

INFOID:0000000012357831

1.CHECK THROTTLE POSITION SENSOR

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Perform [EC-1725, "Description"](#).
4. Turn ignition switch ON.
5. Set selector lever position to D.
6. Check the voltage between ECM harness connector terminals under the following conditions.

P1239, P2135 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

Connector	ECM		Condition	Voltage (V)
	+	-		
	Terminal	Terminal		
F111	91 [TP sensor 1 (bank 1)]	97	Accelerator pedal: Fully released	More than 0.36
			Accelerator pedal: Fully depressed	Less than 4.75
	71 [TP sensor 1 (bank 2)]	69	Accelerator pedal: Fully released	More than 0.36
			Accelerator pedal: Fully depressed	Less than 4.75
	79 [TP sensor 2 (bank 1)]	97	Accelerator pedal: Fully released	Less than 4.75
			Accelerator pedal: Fully depressed	More than 0.36
	89 [TP sensor 2 (bank 2)]	69	Accelerator pedal: Fully released	Less than 4.75
			Accelerator pedal: Fully depressed	More than 0.36

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

Replace malfunctioning electric throttle control actuator. Refer to [EM-199. "Removal and Installation"](#).

>> INSPECTION END

P1550 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P1550 BATTERY CURRENT SENSOR

DTC Logic

INFOID:0000000012357832

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1550	BAT CURRENT SENSOR (Battery current sensor circuit range/performance)	The output voltage of the battery current sensor remains within the specified range while engine is running.	<ul style="list-style-type: none"> • Harness or connectors (Battery current sensor circuit is shorted.) (Crankshaft position sensor circuit is open or shorted.) [Camshaft position sensor (bank 1) circuit is shorted.] (Accelerator pedal position sensor 2 circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.) • Battery current sensor • Crankshaft position sensor • Camshaft position sensor (bank 1) • Accelerator pedal position sensor 2 • Refrigerant pressure sensor

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 8 V or more 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 >> Proceed to [EC-1943, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357833

1. 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 7.
NO >> GO TO 2.

2. CHECK BATTERY CURRENT SENSOR POWER SUPPLY CIRCUIT-II

1. Turn ignition switch ON.
2. Disconnect ECM harness connector.
3. Check the continuity between battery current sensor harness connector and ECM harness connector.

P1550 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

Battery current sensor		ECM		Continuity
Connector	Terminal	Connector	Terminal	
E21	1	M160	133	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair open circuit.

3. 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
F111	76	CKP sensor	F2	1
	77	Camshaft position sensor (bank 1)	F84	1
M160	133	Battery current sensor	E21	1
	133	Refrigerant pressure sensor	E77	3
	131	APP sensor 2	M154	10

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 (bank 1) (Refer to [EC-1868, "Component Inspection \(Camshaft Position Sensor\)"](#).)
- CKP sensor (Refer to [EC-1863, "Component Inspection \(Crankshaft Position Sensor\)"](#).)
- Refrigerant pressure sensor (Refer to [EC-2016, "Diagnosis Procedure"](#).)

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace malfunctioning component.

5. CHECK APP SENSOR

Refer to [EC-1991, "Component Inspection \(Accelerator Pedal Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 10.

NO >> GO TO 6.

6. REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly. Refer to [ACC-6, "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#).

>> INSPECTION END

7. 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	3	M160	150	Existed

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

P1550 BATTERY CURRENT SENSOR

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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 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	4	M160	138	Existed

2. 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 BATTERY CURRENT SENSOR

Refer to [EC-1945. "Component Inspection \(Battery Current Sensor\)".](#)

Is the inspection result normal?

YES >> GO TO 10.

NO >> Replace battery negative cable assembly.

10. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident".](#)

>> INSPECTION END

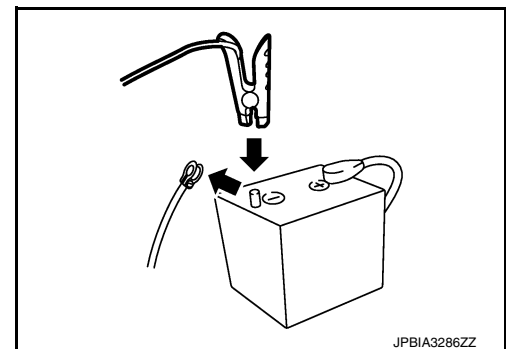
Component Inspection (Battery Current Sensor)

INFOID:0000000012357834

1. CHECK BATTERY CURRENT SENSOR

1. Turn ignition switch OFF.
2. Reconnect harness connectors disconnected.
3. Disconnect battery negative cable.
4. Install jumper cable between battery negative terminal and body ground.
5. Turn ignition switch ON.
6. Check the voltage between ECM harness connector terminals under the following conditions.

Connector	ECM		Voltage (V)
	+	-	
	Terminal	Terminal	
M160	138 (Battery current sensor signal)	150	Approx. 2.5



Before measuring the terminal voltage, confirm that the battery is fully charged. Refer to [PG-157. "How to Handle Battery".](#)

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace battery negative cable assembly.

P1551, P1552 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P1551, P1552 BATTERY CURRENT SENSOR

DTC Logic

INFOID:000000012357835

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1551	BAT CURRENT SENSOR (Battery current sensor circuit low input)	An excessively low voltage from the sensor is sent to ECM.	<ul style="list-style-type: none">• Harness or connectors (Battery current sensor circuit is shorted.) (Crankshaft position sensor circuit is open or shorted.) [Camshaft position sensor (bank 1) circuit is shorted.] (Accelerator pedal position sensor 2 circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.)• Battery current sensor• Crankshaft position sensor• Camshaft position sensor (bank 1)• Accelerator pedal position sensor 2• Refrigerant pressure sensor
P1552	Battery current sensor circuit high input (BAT CURRENT SENSOR)	An excessively high voltage from the sensor is sent to ECM.	

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 8 V or more 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 >> Proceed to [EC-1946. "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357836

1. 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 7.
NO >> GO TO 2.

2. CHECK BATTERY CURRENT SENSOR POWER SUPPLY CIRCUIT-II

1. Turn ignition switch ON.

P1551, P1552 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

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	1	M160	133	Existed

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Repair open circuit.

3.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
F111	76	CKP sensor	F2	1
	77	Camshaft position sensor (bank 1)	F84	1
M160	133	Battery current sensor	E21	1
	133	Refrigerant pressure sensor	E77	3
	131	APP sensor 2	M154	10

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 (bank 1) (Refer to [EC-1868. "Component Inspection \(Camshaft Position Sensor\)".](#))
- CKP sensor (Refer to [EC-1863. "Component Inspection \(Crankshaft Position Sensor\)".](#))
- Refrigerant pressure sensor (Refer to [EC-2016. "Diagnosis Procedure".](#))

Is the inspection result normal?

- YES >> GO TO 5.
NO >> Replace malfunctioning component.

5.CHECK APP SENSOR

Refer to [EC-1991. "Component Inspection \(Accelerator Pedal Position Sensor\)".](#)

Is the inspection result normal?

- YES >> GO TO 10.
NO >> GO TO 6.

6.REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly. Refer to [ACC-6. "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation".](#)

>> INSPECTION END

7.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.

P1551, P1552 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

Battery current sensor		ECM		Continuity
Connector	Terminal	Connector	Terminal	
E21	3	M160	150	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 connectors.

8. 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	4	M160	138	Existed

2. 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 BATTERY CURRENT SENSOR

Refer to [EC-1948. "Component Inspection \(Battery Current Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 10.

NO >> Replace battery negative cable assembly.

10. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

>> INSPECTION END

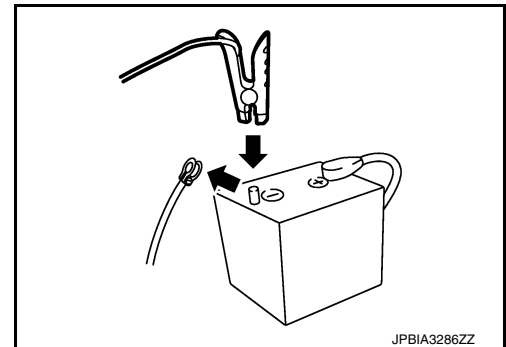
Component Inspection (Battery Current Sensor)

INFOID:000000012357837

1. CHECK BATTERY CURRENT SENSOR

1. Turn ignition switch OFF.
2. Reconnect harness connectors disconnected.
3. Disconnect battery negative cable.
4. Install jumper cable between battery negative terminal and body ground.
5. Turn ignition switch ON.
6. Check the voltage between ECM harness connector terminals under the following conditions.

Connector	ECM		Voltage (V)
	+	-	
	Terminal	Terminal	
M160	138 (Battery current sensor signal)	150	Approx. 2.5



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Before measuring the terminal voltage, confirm that the battery is fully charged. Refer to [PG-157. "How to Handle Battery"](#).

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace battery negative cable assembly.

P1553 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P1553 BATTERY CURRENT SENSOR

DTC Logic

INFOID:000000012357838

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1553	BAT CURRENT SENSOR (Battery current sensor performance)	The signal voltage transmitted from the sensor to ECM is higher than the amount of the maximum power generation.	<ul style="list-style-type: none"> • Harness or connectors (Battery current sensor circuit is shorted.) (Crankshaft position sensor circuit is open or shorted.) [Camshaft position sensor (bank 1) circuit is shorted.] (Accelerator pedal position sensor 2 circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.) • Battery current sensor • Crankshaft position sensor • Camshaft position sensor (bank 1) • Accelerator pedal position sensor 2 • Refrigerant pressure sensor

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 8 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

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

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1949, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357839

1. 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 7.
NO >> GO TO 2.

2. CHECK BATTERY CURRENT SENSOR POWER SUPPLY CIRCUIT-II

1. Turn ignition switch ON.
2. Disconnect ECM harness connector.

P1553 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

3. Check the continuity between battery current sensor harness connector and ECM harness connector.

Battery current sensor		ECM		Continuity
Connector	Terminal	Connector	Terminal	
E21	1	M160	133	Existed

Is the inspection result normal?

YES >> GO TO 31

NO >> Repair open circuit.

3. 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
F111	76	CKP sensor	F2	1
	77	Camshaft position sensor (bank 1)	F84	1
M160	133	Battery current sensor	E21	1
	133	Refrigerant pressure sensor	E77	3
	131	APP sensor 2	M154	10

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 (bank 1) (Refer to [EC-1868, "Component Inspection \(Camshaft Position Sensor\)"](#).)
- CKP sensor (Refer to [EC-1863, "Component Inspection \(Crankshaft Position Sensor\)"](#).)
- Refrigerant pressure sensor (Refer to [EC-2016, "Diagnosis Procedure"](#).)

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace malfunctioning component.

5. CHECK APP SENSOR

Refer to [EC-1991, "Component Inspection \(Accelerator Pedal Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 10.

NO >> GO TO 6.

6. REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly. Refer to [ACC-6, "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#).

>> INSPECTION END

7. 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	3	M160	150	Existed

P1553 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

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 connectors.

8.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	4	M160	138	Existed

2. 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 BATTERY CURRENT SENSOR

Refer to [EC-1951, "Component Inspection \(Battery Current Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 10.

NO >> Replace battery negative cable assembly.

10.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

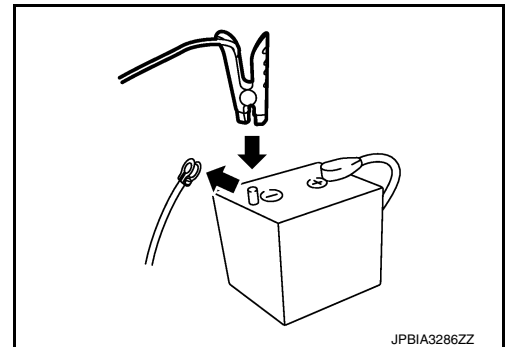
>> INSPECTION END

Component Inspection (Battery Current Sensor)

INFOID:0000000012357840

1.CHECK BATTERY CURRENT SENSOR

1. Turn ignition switch OFF.
2. Reconnect harness connectors disconnected.
3. Disconnect battery negative cable.
4. Install jumper cable between battery negative terminal and body ground.
5. Turn ignition switch ON.
6. Check the voltage between ECM harness connector terminals under the following conditions.



Connector	ECM		Voltage (V)
	+	-	
	Terminal	Terminal	
M160	138 (Battery current sensor signal)	150	Approx. 2.5

Before measuring the terminal voltage, confirm that the battery is fully charged. Refer to [PG-157, "How to Handle Battery"](#).

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace battery negative cable assembly.

P1554 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P1554 BATTERY CURRENT SENSOR

DTC Logic

INFOID:0000000012357841

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1554	BAT CURRENT SENSOR (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.	<ul style="list-style-type: none"> • Harness or connectors (Battery current sensor circuit is shorted.) (Crankshaft position sensor circuit is open or shorted.) [Camshaft position sensor (bank 1) circuit is shorted.] (Accelerator pedal position sensor 2 circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.) • Battery current sensor • Crankshaft position sensor • Camshaft position sensor (bank 1) • Accelerator pedal position sensor 2 • Refrigerant pressure sensor

DTC CONFIRMATION PROCEDURE

1. PERFORM COMPONENT FUNCTION CHECK

Perform Component Function Check. Refer to [EC-1952. "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 >> Proceed to [EC-1953. "Diagnosis Procedure"](#).

Component Function Check

INFOID:0000000012357842

1. PRECONDITIONING

TESTING CONDITION:

- Before performing the following procedure, confirm that battery voltage is 12.8 V or more 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

1. Start engine and let it idle.
2. Select "BAT CUR SEN" in "DATA MONITOR" mode with CONSULT.
3. Check "BAT CUR SEN" indication for 10 seconds.
"BAT CUR SEN" should be above 2,300 mV at least once.

WITHOUT CONSULT

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	
M160	138 (Battery current sensor signal)	150	Above 2.3 at least once

Is the inspection result normal?

P1554 BATTERY CURRENT SENSOR

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

- YES >> INSPECTION END
NO >> Proceed to [EC-1953, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012357843

1. 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 7.
NO >> GO TO 2.

2. CHECK BATTERY CURRENT SENSOR POWER SUPPLY CIRCUIT-II

1. Turn ignition switch ON.
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	1	M160	133	Existed

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Repair open circuit.

3. 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
F111	76	CKP sensor	F2	1
	77	Camshaft position sensor (bank 1)	F84	1
M160	133	Battery current sensor	E21	1
	133	Refrigerant pressure sensor	E77	3
	131	APP sensor 2	M154	10

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 (bank 1) (Refer to [EC-1868, "Component Inspection \(Camshaft Position Sensor\)"](#).)
- CKP sensor (Refer to [EC-1863, "Component Inspection \(Crankshaft Position Sensor\)"](#).)
- Refrigerant pressure sensor (Refer to [EC-2016, "Diagnosis Procedure"](#).)

Is the inspection result normal?

- YES >> GO TO 5.
NO >> Replace malfunctioning component.

P1554 BATTERY CURRENT SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

5. CHECK APP SENSOR

Refer to [EC-1991, "Component Inspection \(Accelerator Pedal Position Sensor\)"](#).

Is the inspection result normal?

- YES >> GO TO 10.
- NO >> GO TO 6.

6. REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly. Refer to [ACC-6, "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#).

>> INSPECTION END

7. 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	3	M160	150	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 connectors.

8. 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	4	M160	138	Existed

2. 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 BATTERY CURRENT SENSOR

Refer to [EC-1954, "Component Inspection \(Battery Current Sensor\)"](#).

Is the inspection result normal?

- YES >> GO TO 10.
- NO >> Replace battery negative cable assembly.

10. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Battery Current Sensor)

INFOID:000000012357844

1. CHECK BATTERY CURRENT SENSOR

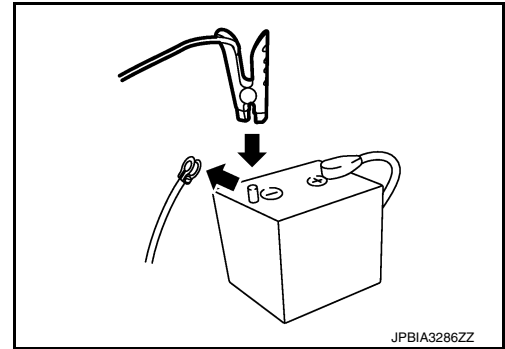
1. Turn ignition switch OFF.
2. Reconnect harness connectors disconnected.

P1554 BATTERY CURRENT SENSOR

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

3. Disconnect battery negative cable.
4. Install jumper cable between battery negative terminal and body ground.
5. Turn ignition switch ON.
6. Check the voltage between ECM harness connector terminals under the following conditions.



ECM			Voltage (V)
Connector	+	-	
		Terminal	Terminal
M160	138 (Battery current sensor signal)	150	Approx. 2.5

Before measuring the terminal voltage, confirm that the battery is fully charged. Refer to [PG-157, "How to Handle Battery"](#).

Is the inspection result normal?

- YES >> INSPECTION END
 NO >> Replace battery negative cable assembly.

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P1556, P1557 BATTERY TEMPERATURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P1556, P1557 BATTERY TEMPERATURE SENSOR

DTC Logic

INFOID:000000012357845

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1556	BAT TMP SEN/CIRC (Battery temperature sensor circuit low input)	Signal voltage from Battery temperature sensor remains 0.16V or less for 5 seconds or more.	<ul style="list-style-type: none"> • Harness or connectors [Battery current sensor (Battery temperature sensor) circuit is shorted.] (Crankshaft position sensor circuit is open or shorted.) [Camshaft position sensor (bank 1) circuit is shorted.] (Accelerator pedal position sensor 2 circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.) • Battery current sensor (Battery temperature sensor) • Crankshaft position sensor • Camshaft position sensor (bank 1) • Accelerator pedal position sensor 2 • Refrigerant pressure sensor
P1557	BAT TMP SEN/CIRC (Battery temperature sensor circuit high input)	Signal voltage from Battery temperature sensor remains 4.84V or more for 5 seconds or more.	

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 10 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

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

Is 1st trip DTC detected?

YES >> Proceed to [EC-1956, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357846

1. CHECK BATTERY TEMPERATURE SENSOR INPUT SIGNAL 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	2	Ground	Approx. 5

Is the inspection result normal?

YES >> GO TO 7.

NO >> GO TO 2.

P1556, P1557 BATTERY TEMPERATURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

2. CHECK BATTERY TEMPERATURE SENSOR INPUT SIGNAL CIRCUIT-II

1. Turn ignition switch ON.
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	M160	139	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair open circuit.

3. 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
F111	76	CKP sensor	F2	1
	77	Camshaft position sensor (bank 1)	F84	1
M160	133	Battery current sensor	E21	1
	133	Refrigerant pressure sensor	E77	3
	131	APP sensor 2	M154	10

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 (bank 1) (Refer to [EC-1868. "Component Inspection \(Camshaft Position Sensor\)".](#))
- CKP sensor (Refer to [EC-1863. "Component Inspection \(Crankshaft Position Sensor\)".](#))
- Battery current sensor (Refer to [EC-1954. "Component Inspection \(Battery Current Sensor\)".](#))
- Refrigerant pressure sensor (Refer to [EC-2016. "Diagnosis Procedure".](#))

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace malfunctioning component.

5. CHECK APP SENSOR

Refer to [EC-1991. "Component Inspection \(Accelerator Pedal Position Sensor\)".](#)

Is the inspection result normal?

YES >> GO TO 9.

NO >> GO TO 6.

6. REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly. Refer to [ACC-6. "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM: Removal and Installation".](#)

>> INSPECTION END

7. CHECK BATTERY TEMPERATURE 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.

P1556, P1557 BATTERY TEMPERATURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

Battery current sensor		ECM		Continuity
Connector	Terminal	Connector	Terminal	
E21	3	M160	150	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 connectors.

8. CHECK BATTERY TEMPERATURE SENSOR

Refer to [EC-1958, "Component Inspection \(Battery Temperature Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 9.

NO >> Replace battery negative cable assembly.

9. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Battery Temperature Sensor)

INFOID:000000012357847

1. CHECK BATTERY TEMPERATURE SENSOR

1. Turn ignition switch OFF.
2. Disconnect battery current sensor.
3. Check the resistance between battery current sensor connector terminals.

Battery current sensor		Resistance
+	-	
Terminal		
2	3	continuity with the resistance value 100 Ω or more

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace battery negative cable assembly.

P1564 ICC STEERING SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P1564 ICC STEERING SWITCH

DTC Logic

INFOID:000000012357848

DTC DETECTION LOGIC

NOTE:

If DTC P1564 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to [EC-1894, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1564	ASCD SW (ICC steering switch)	<ul style="list-style-type: none">An excessively high voltage signal from the ICC steering switch is sent to ECM.ECM detects that input signal from the ICC steering switch is out of the specified range.ECM detects that the ICC steering switch is stuck ON.	<ul style="list-style-type: none">Harness or connectors (The switch circuit is open or shorted.)ICC steering switchECM

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON and wait at least 10 seconds.
- Press MAIN switch for at least 10 seconds, then release it and wait at least 10 seconds.
- Press CANCEL switch for at least 10 seconds, then release it and wait at least 10 seconds.
- Press RESUME/ACCELERATE switch for at least 10 seconds, then release it and wait at least 10 seconds.
- Press SET/COAST switch for at least 10 seconds, then release it and wait at least 10 seconds.
- Press DISTANCE switch for at least 10 seconds, then release it and wait at least 10 seconds.
- Press LDP switch for at least 10 seconds, then release it and wait at least 10 seconds.
- Check DTC.

Is DTC detected?

- YES >> Proceed to [EC-1959, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357849

1. CHECK ICC STEERING SWITCH CIRCUIT

- Turn ignition switch ON.
- Check the voltage between ECM harness connector terminals under the following conditions.

P1564 ICC STEERING SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

ECM			Condition	Voltage (V)
Connector	+	-		
	Terminal	Terminal		
M160	128 (ICC steering switch signal)	130	MAIN switch: Pressed	Approx. 0
			DYNAMIC DRIVE ASSISTANCE switch: Pressed	Approx. 1.0
			CANCEL switch: Pressed	Approx. 1.9
			DISTANCE switch: Pressed	Approx. 2.6
			COAST/SET switch: Pressed	Approx. 3.2
			ACCELERATE/RESUME switch: Pressed	Approx. 3.7
			All ICC steering switches: Released	Approx. 4.2

Is the inspection result normal?

- YES >> GO TO 7.
 NO >> GO TO 2.

2. 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.
4. Check the continuity between combination switch and ECM harness connector.

Combination switch		ECM		Continuity
Connector	Terminal	Connector	Terminal	
M303	16	M160	130	Existed

5. 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.

- 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.

4. 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
Connector	Terminal	Connector	Terminal	
M303	13	M160	128	Existed

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.

- Combination switch (spiral cable)
- Harness for open and short between ECM and combination switch

P1564 ICC STEERING SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

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

6. CHECK ICC STEERING SWITCH

Refer to [EC-1961, "Component Inspection \(ICC Steering Switch\)"](#).

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace ICC steering switch. Refer to [ST-33, "Exploded View"](#).

7. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (ICC Steering Switch)

INFOID:0000000012357850

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
		DYNAMIC DRIVE ASSISTANCE switch: Pressed	Approx. 270
		CANCEL switch: Pressed	Approx. 620
		DISTANCE switch: Pressed	Approx. 1,100
		SET/COAST switch: Pressed	Approx. 1,810
		RESUME/ACCELERATE switch: Pressed	Approx. 3,000
		All ICC steering switches: Released	Approx. 5,420

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace ICC steering switch. Refer to [ST-33, "Exploded View"](#).

P1568 ICC FUNCTION

DTC Logic

INFOID:000000012357851

DTC DETECTION LOGIC

NOTE:

- If DTC P1568 is displayed with DTC UXXXX, perform the trouble diagnosis for DTC UXXXX.
- If DTC P1568 is displayed with DTC P0605, perform the trouble diagnosis for DTC P0605. Refer to [EC-1894, "DTC Logic"](#).
- If DTC P1568 is displayed with DTC P0607, perform the trouble diagnosis for DTC P0607. Refer to [EC-1896, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC Detecting Condition	Possible Cause
P1568	ICC COMMAND VALUE (ICC function)	ECM detects a difference between signals from ADAS control unit is out of specified range.	<ul style="list-style-type: none"> • Harness or connectors (The CAN communication line is open or shorted.) • ADAS control unit • 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 2 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 >> Proceed to [EC-1962, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357852

1. REPLACE ADAS CONTROL UNIT

1. Replace ADAS control unit. Refer to [DAS-163, "Removal and Installation"](#).
2. Check DTC of ADAS control unit. Refer to [DAS-20, "CONSULT Function \(ICC/ADAS\)"](#).

>> INSPECTION END

P1572 ICC BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P1572 ICC BRAKE SWITCH

DTC Logic

INFOID:000000012357853

DTC DETECTION LOGIC

NOTE:

- If DTC P1572 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to [EC-1894, "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 (Trouble diagnosis content)	DTC detecting condition		Possible cause
P1572	ASCD BRAKE SW (ICC brake switch)	A)	ON signals from the stop lamp switch and the ICC brake switch are sent to ECM at the same time.	<ul style="list-style-type: none"> • Harness or connectors (The stop lamp switch circuit is shorted.) • Harness or connectors (The ICC brake switch circuit is shorted.) • Stop lamp switch • ICC brake switch • ICC brake hold relay • Incorrect stop lamp switch installation • Incorrect ICC brake switch installation • 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

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 check that CRUISE indicator is displayed in combination meter.
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 >> Proceed to [EC-1964, "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:

P1572 ICC BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

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 5 seconds so as not to come off from the above-mentioned vehicle speed.

2. Check 1st trip DTC.

Is 1st trip DTC detected?

- YES >> Proceed to [EC-1964. "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357854

1.CHECK OVERALL FUNCTION-I

Ⓟ With CONSULT

1. Turn ignition switch ON.
2. Select "BRAKE SW1" in "DATA MONITOR" mode with CONSULT.
3. Check "BRAKE SW1" indication under the following conditions.

Monitor item	Condition		Indication
BRAKE SW1 (ICC brake switch)	Brake pedal	Slightly depressed	OFF
	Brake pedal	Fully released	ON

ⓧ Without CONSULT

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			
E80	147 (ICC brake switch signal)	175	Brake pedal	Slightly depressed	Approx. 0
			Brake pedal	Fully released	Battery voltage

Is the inspection result normal?

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

2.CHECK OVERALL FUNCTION-II

Ⓟ With CONSULT

Select "BRAKE SW2" and check indication under the following conditions.

Monitor item	Condition		Indication
BRAKE SW2 (Stop lamp switch)	Brake pedal	Slightly depressed	ON
		Fully released	OFF

ⓧ Without CONSULT

Check the voltage between ECM harness connector terminals as per the following.

P1572 ICC BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

ECM			Condition	Voltage (V)	
Connector	+	-			
	Terminal	Terminal			
E80	158 (Stop lamp switch signal)	175	Brake pedal	Slightly depressed	Battery voltage
			Fully released	Approx. 0	

Is the inspection result normal?

YES >> GO TO 14.

NO >> GO TO 8.

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		
E68	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	
E68	2	E80	147	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 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-1967, "Component Inspection \(ICC Brake Switch\)"](#).

Is the inspection result normal?

P1572 ICC BRAKE SWITCH

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

YES >> GO TO 14.

NO >> Replace ICC brake switch. Refer to [BR-21, "Exploded View"](#).

8. 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		
E115	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		
E64	3	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. 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.

10. 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	
E115	2	E80	158	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	
E64	5	E80	158	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.

- Fuse block (J/B) connector E103
- Harness for open or short between ECM and stop lamp switch
- Harness for open or short between ECM and ICC brake hold relay

P1572 ICC BRAKE SWITCH

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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

12.CHECK STOP LAMP SWITCH

Refer to [EC-1967, "Component Inspection \(Stop Lamp Switch\)"](#).

Is the inspection result normal?

YES >> GO TO 13.

NO >> Replace stop lamp switch. Refer to [BR-21, "Exploded View"](#).

13.CHECK ICC BRAKE HOLD RELAY

Refer to [EC-1968, "Component Inspection \(ICC Brake Hold Relay\)"](#).

Is the inspection result normal?

YES >> GO TO 14.

NO >> Replace ICC brake hold relay.

14.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (ICC Brake Switch)

INFOID:0000000012357855

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-22, "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 (Stop Lamp Switch)

INFOID:0000000012357856

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

P1572 ICC BRAKE SWITCH

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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-22, "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. Refer to [BR-21, "Exploded View"](#).

Component Inspection (ICC Brake Hold Relay)

INFOID:000000012357857

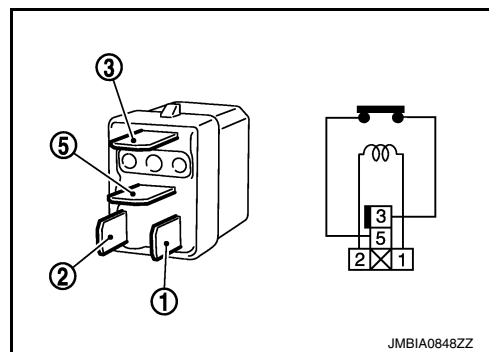
1. CHECK ICC BRAKE HOLD RELAY

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 ICC VEHICLE SPEED SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P1574 ICC VEHICLE SPEED SENSOR

Description

INFOID:0000000012357858

The ECM receives two vehicle speed signals by the CAN communication line. One is sent from “combination meter”, and the other is from TCM (Transmission control module). The ECM uses these signals for ICC control. Refer to [CCS-12, "System Description"](#) for ICC functions.

DTC Logic

INFOID:0000000012357859

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-1877, "DTC Logic"](#).
- If DTC P1574 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to [EC-1894, "DTC Logic"](#).
- If DTC P1574 is displayed with DTC P0607, first perform the trouble diagnosis for DTC P0607. Refer to [EC-1896, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1574	ASCD VHL SPD SEN (ICC vehicle speed sensor)	ECM detects a difference between two vehicle speed signals is out of the specified range.	<ul style="list-style-type: none">• Harness or connectors (The CAN communication line is open or shorted.)• Combination meter• ABS actuator and electric unit (control unit)• Wheel sensor• TCM• ECM

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 >> Proceed to [EC-1969, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357860

1. CHECK DTC WITH TCM

Check DTC with TCM. Refer to [TM-61, "CONSULT Function"](#).

Is the inspection result normal?

- YES >> GO TO 2.

P1574 ICC VEHICLE SPEED SENSOR

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

NO >> Perform Diagnosis Procedure corresponding to the DTC indicated.

2.CHECK DTC WITH “ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)”

Refer to [BRC-38. "CONSULT Function"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Perform Diagnosis Procedure corresponding to the DTC indicated.

3.CHECK DTC WITH “COMBINATION METER”

Check combination meter function.

Refer to [MWI-32. "CONSULT Function"](#).

>> INSPECTION END

P1606 VVEL CONTROL MODULE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P1606 VVEL CONTROL MODULE

DTC Logic

INFOID:000000012357861

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1606	VVEL CONTROL MODULE (VVEL control module)	<ul style="list-style-type: none">VVEL control module calculation function is malfunctioning.VVEL EEPROM system is malfunctioning.	<ul style="list-style-type: none">VVEL control module

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is 10 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON and wait at least 1 second.
- Check DTC.

Is DTC detected?

- YES >> Proceed to [EC-1971, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357862

1. PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON.
- Erase DTC.
- Perform DTC Confirmation Procedure.
See [EC-1971, "DTC Logic"](#).

Is the DTC P1606 displayed again?

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

2. REPLACE VVEL CONTROL MODULE

- Replace VVEL control module.
- Perform additional service when replacing VVEL control module. Refer to [EC-1722, "Description"](#).

>> INSPECTION END

P1607 VVEL CONTROL MODULE

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P1607 VVEL CONTROL MODULE

DTC Logic

INFOID:000000012357863

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1607	VVEL CONTROL MODULE (VVEL control module circuit)	<ul style="list-style-type: none">The internal circuit of the VVEL control module is malfunctioning.	<ul style="list-style-type: none">VVEL control module

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is 10 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

- Start engine and let it idle for at least 1 second.
- Check DTC.

Is DTC detected?

YES >> Proceed to [EC-1972, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357864

1. PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON.
- Erase DTC.
- Perform DTC Confirmation Procedure.
See [EC-1972, "DTC Logic"](#).

Is the DTC P1607 displayed again?

YES >> GO TO 2.

NO >> INSPECTION END

2. REPLACE VVEL CONTROL MODULE

- Replace VVEL control module.
- Perform additional service when replacing VVEL control module. Refer to [EC-1722, "Description"](#).

>> INSPECTION END

P1608 VVEL SENSOR POWER SUPPLY

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P1608 VVEL SENSOR POWER SUPPLY

DTC Logic

INFOID:000000012357865

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1608	VVEL SENSOR POWER/CIRC (VVEL sensor power supply circuit)	VVEL control module detects a voltage of power source for sensor is excessively low or high.	<ul style="list-style-type: none"> Harness or connectors (VVEL control shaft position sensor power supply circuit is open or shorted.) VVEL control shaft position sensor VVEL control module

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON.
- Turn ignition switch OFF and wait at least 10 seconds.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is 10 V or more at idle.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON and wait at least 1 second.
- Check DTC.

Is DTC detected?

- YES >> Proceed to [EC-1973, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357866

1. CHECK VVEL CONTROL SHAFT POSITION SENSOR POWER SUPPLY CIRCUIT-I

- Disconnect VVEL control shaft position sensor harness connector.
- Turn ignition switch ON.
- Check the voltage between VVEL control shaft position sensor harness connector and ground.

VVEL control shaft position sensor			Ground	Voltage
Bank	Connector	Terminal		
1	F72	3	Ground	Approx. 5 V
		6		
2	F70	3		
		6		

Is the inspection result normal?

- YES >> GO TO 6.
 NO >> GO TO 2.

2. CHECK VVEL CONTROL SHAFT POSITION SENSOR POWER SUPPLY CIRCUIT-II

- Turn ignition switch OFF.
- Disconnect VVEL control module harness connector.
- Check the continuity between VVEL control shaft position sensor harness connector and VVEL control module harness connector.

P1608 VVEL SENSOR POWER SUPPLY

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

VVEL control shaft position sensor			VVEL control module		Continuity
Bank	Connector	Terminal	Connector	Terminal	
1	F72	3	E15	7	Existed
		6		20	
2	F70	3		9	
		6		22	

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 for open or short between VVEL control shaft position sensor and VVEL control module
- Loose or poor connection for each connector and harness

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

4. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace.

5. REPLACE VVEL CONTROL MODULE

1. Replace VVEL control module.
2. Perform additional service when replacing VVEL control module. Refer to [EC-1722, "Description"](#).

>> INSPECTION END

6. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 7.

NO >> Repair or replace.

7. REPLACE VVEL ACTUATOR SUB ASSEMBLY

Replace VVEL actuator sub assembly. Refer to [EM-254, "Exploded View"](#).

>> INSPECTION END

P1715 INPUT SPEED SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P1715 INPUT SPEED SENSOR

Description

INFOID:000000012357867

ECM receives input speed sensor signal from TCM by the CAN communication line. ECM uses this signal for engine control.

DTC Logic

INFOID:000000012357868

DTC DETECTION LOGIC

NOTE:

- If DTC P1715 is displayed with DTC UXXXX, perform the trouble diagnosis for DTC UXXXX.
- If DTC P1715 is displayed with DTC P0335, perform the trouble diagnosis for DTC P0335. Refer to [EC-1861, "DTC Logic"](#).
- If DTC P1715 is displayed with DTC P0340, perform the trouble diagnosis for DTC P0340. Refer to [EC-1865, "DTC Logic"](#).
- If DTC P1715 is displayed with DTC P0605, perform the trouble diagnosis for DTC P0605. Refer to [EC-1894, "DTC Logic"](#).
- If DTC P1715 is displayed with DTC P0607, perform the trouble diagnosis for DTC P0607. Refer to [EC-1896, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1715	IN PULY SPEED [Input speed sensor (TCM output)]	Input speed sensor signal is different from the theoretical value calculated by ECM from output speed sensor signal and engine rpm signal.	<ul style="list-style-type: none">• Harness or connectors (The CAN communication line is open or shorted) (Input speed sensor circuit is open or shorted)• TCM

Diagnosis Procedure

INFOID:000000012357869

1.CHECK DTC WITH TCM

Check DTC with TCM. Refer to [TM-61, "CONSULT Function"](#).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Perform Diagnosis Procedure corresponding to DTC indicated.

2.REPLACE TCM

Replace TCM.

>> INSPECTION END

P1805 BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P1805 BRAKE SWITCH

DTC Logic

INFOID:000000012357870

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1805	BRAKE SW/CIRCUIT (Brake switch)	A brake switch signal is not sent to ECM for extremely long time while the vehicle is being driven.	<ul style="list-style-type: none">• Harness or connectors (Stop lamp switch circuit is open or shorted.)• 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 >> Proceed to [EC-1976. "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357871

1. CHECK STOP LAMP SWITCH CIRCUIT

1. Turn ignition switch OFF.
2. Check for stop lamp illumination under the following conditions.

Condition		Stop lamp
Brake pedal	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.

- 10 A fuse (No. 7)
- Harness for open or short between stop lamp switch and battery
- Loose or poor connection for each connector and harness

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

P1805 BRAKE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

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	M160	158	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 for open or short between ECM and stop lamp switch
- Loose or poor connection for each connector and harness

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

6. CHECK STOP LAMP SWITCH

Refer to [EC-1977, "Component Inspection \(Stop Lamp Switch\)"](#).

Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace stop lamp switch. Refer to [BR-21, "Exploded View"](#).

7. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Stop Lamp Switch)

INFOID:0000000012357872

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-22, "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?

P1805 BRAKE SWITCH

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

YES >> INSPECTION END

NO >> Replace stop lamp switch. Refer to [BR-21, "Exploded View"](#).

P2100, P2103 THROTTLE CONTROL MOTOR RELAY

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P2100, P2103 THROTTLE CONTROL MOTOR RELAY

DTC Logic

INFOID:0000000012357873

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P2100	ETC MOT PWR-B1 [Throttle control motor relay circuit open (bank 1)]	ECM detects that the voltage of power source for throttle control motor is ex- cessively low.	<ul style="list-style-type: none"> • Harness or connectors (Throttle control motor relay circuit is open) • Throttle control motor relay
P2103	ETC MOT PWR (Throttle control motor relay circuit short)	ECM detects that the throttle control motor relay is stuck ON.	<ul style="list-style-type: none"> • Harness or connectors (Throttle control motor relay circuit is shorted) • Throttle control motor relay

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 8 V or more at idle.

Which DTC is detected?

P2100 >> GO TO 2.

P2103 >> GO TO 3.

2. PERFORM DTC CONFIRMATION PROCEDURE FOR DTC 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 >> Proceed to [EC-1979, "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 >> Proceed to [EC-1979, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000012357874

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	71	M160	123	Existed

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

Is the inspection result normal?

YES >> GO TO 3.

P2100, P2103 THROTTLE CONTROL MOTOR RELAY

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

NO >> GO TO 2.

2. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between ECM and IPDM E/R
- Loose or poor connection for each connector and harness

>> 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	
P2100	E5	7	M160	173	Existed
P2103					

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 for open or short between ECM and IPDM E/R
- Loose or poor connection for each connector and harness

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

5. CHECK FUSE

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

2. Check if 15 A fuse is blown.

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace 15 A fuse.

6. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to [PCS-34, "Removal and Installation"](#).

NO >> Repair or replace harness or connectors.

P2122, P2123 APP SENSOR

DTC Logic

INFOID:000000012357875

DTC DETECTION LOGIC

NOTE:

If DTC P2122 or P2123 is displayed with DTC P0643, perform the trouble diagnosis for DTC P0643. Refer to [EC-1899, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P2122	APP SEN 1/CIRC (Accelerator pedal position sensor 1 circuit low input)	An excessively low voltage from the APP sensor 1 is sent to ECM.	<ul style="list-style-type: none"> • Harness or connectors (APP sensor 1 circuit is open or shorted.) • Accelerator pedal position sensor (APP sensor 1)
P2123	APP SEN 1/CIRC (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

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 8 V or more 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 >> Proceed to [EC-1981, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357876

1. 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		
M154	4	Ground	Approx. 5

Is the inspection result normal?

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

2. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between ECM and APP sensor
- Loose or poor connection for each connector and harness

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

P2122, P2123 APP SENSOR

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

3. 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	
M154	5	M160	140	Existed

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 for open or short between ECM and APP sensor
- Loose or poor connection for each connector and harness

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

5. 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	
M154	8	M160	136	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.

- Loose or poor connection for each connector and harness
- Harness for open or short between ECM and APP sensor

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

7. CHECK APP SENSOR

Refer to [EC-1983, "Component Inspection \(Accelerator Pedal Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 9.

NO >> GO TO 8.

8. REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly.

Refer to [ACC-6, "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#).

>> INSPECTION END

9. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

P2122, P2123 APP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

>> INSPECTION END

Component Inspection (Accelerator Pedal Position Sensor)

INFOID:0000000012357877

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 under the following conditions.

ECM			Condition	Voltage (V)
Connector	+	-		
	Terminal	Terminal		
M160	136 (APP sensor 1)	140	Fully released	0.45 - 1.0
			Fully depressed	4.4 - 4.8
	126 (APP sensor 2)	129	Fully released	0.22 - 0.5
			Fully depressed	2.1 - 2.5

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

2. REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly.

Refer to [ACC-6, "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#).

>> INSPECTION END

P2127, P2128 APP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P2127, P2128 APP SENSOR

DTC Logic

INFOID:000000012357878

DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P2127	APP SEN 2/CIRC (Accelerator pedal position sensor 2 circuit low input)	An excessively low voltage from the APP sensor 2 is sent to ECM.	<ul style="list-style-type: none">• Harness or connectors (Accelerator pedal position sensor 2 circuit is shorted.) (Battery current sensor circuit is shorted.) (Crankshaft position sensor circuit is open or shorted.) [Camshaft position sensor (bank 1) circuit is shorted.] (Refrigerant pressure sensor circuit is shorted.)• Accelerator pedal position sensor 2• Battery current sensor• Crankshaft position sensor• Camshaft position sensor (bank 1)• Refrigerant pressure sensor
P2128	APP SEN 2/CIRC (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

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 8 V or more 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 >> Proceed to [EC-1984. "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357879

1. CHECK ACCELERATOR PEDAL POSITION 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		
M154	10	Ground	Approx. 5 V

Is the inspection result normal?

- YES >> GO TO 6.
NO >> GO TO 2.

2. 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.

P2127, P2128 APP SENSOR

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

APP sensor		ECM		Continuity
Connector	Terminal	Connector	Terminal	
M154	10	M160	131	Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 3.

3. DETECT MALFUNCTIONING PART

Check the following.

- Loose or poor connection for each connector and harness
- Harness for open or short between ECM and APP sensor

>> 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
F111	76	CKP sensor	F2	1
	77	Camshaft position sensor (bank 1)	F84	1
M160	133	Battery current sensor	E21	1
	133	Refrigerant pressure sensor	E77	3
	131	APP sensor 2	M154	10

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.

- CKP sensor (Refer to [EC-1863, "Component Inspection \(Crankshaft Position Sensor\)"](#).)
- Camshaft position sensor (bank 1) (Refer to [EC-1868, "Component Inspection \(Camshaft Position Sensor\)"](#).)
- Battery current sensor (Refer to [EC-1945, "Component Inspection \(Battery Current Sensor\)"](#).)
- Refrigerant pressure sensor (Refer to [EC-2016, "Diagnosis Procedure"](#).)

Is the inspection result normal?

YES >> GO TO 12.

NO >> Replace malfunctioning component.

6. 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	
M154	11	M160	129	Existed

4. 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.

- Loose or poor connection for each connector and harness
- Harness for open or short between ECM and APP sensor

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

8. 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	
M154	12	M160	126	Existed

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

Is the inspection result normal?

YES >> GO TO 10.

NO >> GO TO 9.

9. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between ECM and APP sensor
- Loose or poor connection for each connector and harness

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

10. CHECK APP SENSOR

Refer to [EC-1991, "Component Inspection \(Accelerator Pedal Position Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 12.

NO >> GO TO 11.

11. REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly.

Refer to [ACC-6, "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#).

>> INSPECTION END

12. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Accelerator Pedal Position Sensor)

INFOID:0000000012357880

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 under the following conditions.

P2127, P2128 APP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

ECM			Condition	Voltage (V)
Connector	+	-		
	Terminal	Terminal		
M160	136 (APP sensor 1)	140	Fully released	0.45 - 1.0
			Fully depressed	4.4 - 4.8
	126 (APP sensor 2)	129	Fully released	0.22 - 0.5
			Fully depressed	2.1 - 2.5

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

2. REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly.

Refer to [ACC-6. "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#).

>> INSPECTION END

A

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P2138 APP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

P2138 APP SENSOR

DTC Logic

INFOID:000000012357881

DTC DETECTION LOGIC

NOTE:

If DTC P2138 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643. Refer to [EC-1899, "DTC Logic"](#).

DTC No.	Trouble diagnosis name (Trouble diagnosis content)	DTC detecting condition	Possible cause
P2138	APP SENSOR (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.	<ul style="list-style-type: none">• Harness or connectors (APP sensor 1 or 2 circuit is open or shorted.) (Battery current sensor circuit is shorted.) (Crankshaft position sensor circuit is open or shorted.) [Camshaft position sensor (bank 1) circuit is shorted.] (Refrigerant pressure sensor circuit is shorted.)• Accelerator pedal position sensor (APP sensor 1 or 2)• Battery current sensor• Crankshaft position sensor• Camshaft position sensor (bank 1)• Refrigerant pressure sensor

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

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 8 V or more 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 >> Proceed to [EC-1988, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000012357882

1. 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		
M154	4	Ground	Approx. 5

Is the inspection result normal?

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

2. DETECT MALFUNCTIONING PART

Check the following.

- Loose or poor connection for each connector and harness

P2138 APP SENSOR

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

- Harness for open or short between ECM and APP sensor

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

3. 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		
M154	10	Ground	Approx. 5

Is the inspection result normal?

- YES >> GO TO 8.
NO >> GO TO 4.

4. 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	
M154	10	M160	131	Existed

Is the inspection result normal?

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

5. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between ECM and accelerator pedal position sensor
- Loose or poor connection for each connector and harness

>> 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
F111	76	CKP sensor	F2	1
	77	Camshaft position sensor (bank 1)	F84	1
M160	133	Battery current sensor	E21	1
	133	Refrigerant pressure sensor	E77	3
	137	APP sensor 1	M154	4
	131	APP sensor 2	M154	10

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.

- CKP sensor (Refer to [EC-1863, "Component Inspection \(Crankshaft Position Sensor\)"](#).)

P2138 APP SENSOR

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

- Camshaft position sensor (bank 1) (Refer to [EC-1868. "Component Inspection \(Camshaft Position Sensor\)".](#))
- Battery current sensor (Refer to [EC-1945. "Component Inspection \(Battery Current Sensor\)".](#))
- Refrigerant pressure sensor (Refer to [EC-2016. "Diagnosis Procedure".](#))

Is the inspection result normal?

YES >> GO TO 14.

NO >> Replace malfunctioning component.

8. 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	
M154	5	M160	140	Existed
	11		129	

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

Is the inspection result normal?

YES >> GO TO 10.

NO >> GO TO 9.

9. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between ECM and accelerator pedal position sensor
- Loose or poor connection for each connector and harness

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

10. 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	
M154	8	M160	136	Existed
	12		126	

2. 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 for open or short between ECM and accelerator pedal position sensor
- Loose or poor connection for each connector and harness

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

12. CHECK APP SENSOR

Refer to [EC-1991. "Component Inspection \(Accelerator Pedal Position Sensor\)".](#)

Is the inspection result normal?

YES >> GO TO 14.

NO >> GO TO 13.

13.REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly.

Refer to [ACC-6, "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#).

>> INSPECTION END

14.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Accelerator Pedal Position Sensor)

INFOID:000000012357883

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 under the following conditions.

Connector	ECM		Condition	Voltage (V)
	+	-		
	Terminal	Terminal		
M160	136 (APP sensor 1)	140	Fully released	0.45 - 1.0
			Fully depressed	4.4 - 4.8
	126 (APP sensor 2)	129	Fully released	0.22 - 0.5
			Fully depressed	2.1 - 2.5

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

2.REPLACE ACCELERATOR PEDAL ASSEMBLY

Replace accelerator pedal assembly.

Refer to [ACC-6, "MODELS WITH DISTANCE CONTROL ASSIST SYSTEM : Removal and Installation"](#).

>> INSPECTION END

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COOLING FAN

Description

INFOID:000000012357884

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:000000012357885

1. CHECK COOLING FAN FUNCTION

Ⓟ WITH CONSULT

1. Turn ignition switch ON.
2. Perform "FAN DUTY CONTROL" in "ACTIVE TEST" mode with CONSULT.
3. Check that cooling fan speed varies according to the percentage.

ⓧ WITHOUT CONSULT

1. Perform IPDM E/R auto active test and check cooling fan motors operation, refer to [PCS-11, "Diagnosis Description"](#).
2. Check that cooling fan operates.

Is the inspection result normal?

- YES >> INSPECTION END
 NO >> Proceed to [EC-1992, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012357886

1. CHECK COOLING FAN CONTROL MODULE POWER SUPPLY CIRCUIT-I

1. Turn ignition switch OFF.
2. Disconnect cooling fan control module harness connectors E37, E38.
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 (Cooling fan control module 1)	3	Ground	Battery voltage
E39 (Cooling fan control module 2)	3		

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

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

Cooling fan control module		Ground	Continuity
Connector	Terminal		
E37 (Cooling fan control module 1)	1	Ground	Existed
E39 (Cooling fan control module 2)	1		

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	11	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 (Cooling fan control module 1)	2	Existed
		E39 (Cooling fan control module 2)	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, E303.
3. Turn ignition switch ON.
4. Check the voltage between cooling fan control module terminals and ground.

Cooling fan control module		Ground	Voltage
Connector	Terminal		
E37 (Cooling fan control module 1)	4	Ground	Battery voltage
E39 (Cooling fan control module 2)	6		

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COOLING FAN

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

Is the inspection result normal?

- YES >> GO TO 6.
NO >> Replace malfunctioning cooling fan control module.

6. CHECK COOLING FAN MOTORS -1 AND -2

Refer to [EC-1995. "Component Inspection \(Cooling Fan Motor\)"](#).

Is the inspection result normal?

- YES >> GO TO 11.
NO >> Replace malfunctioning cooling fan motor. Refer to [CO-49. "Removal and Installation"](#).

7. CHECK COOLING FAN CONTROL MODULE POWER SUPPLY CIRCUIT-II

1. Turn ignition switch OFF.
2. Disconnect cooling fan relay-1 and cooling fan relay-2.
3. Check the voltage between cooling fan relay harness connector and ground.

Cooling fan relay		Ground	Voltage
Connector	Terminal		
E17 (Cooling fan relay-1)	3	Ground	Battery voltage
E19 (Cooling fan relay-2)	3		

4. Turn ignition switch ON.
5. Check the voltage between cooling fan relay harness connector and ground.

Cooling fan relay		Ground	Voltage
Connector	Terminal		
E17 (Cooling fan relay-1)	2	Ground	Battery voltage

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)
- 50 A fusible link (letter O)
- 50 A fusible link (letter R)
- IPDM E/R harness connector E7
- 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 (Cooling fan relay-1)	1	E6	42	Existed

4. Check the continuity between cooling fan relay harness connector and cooling fan control module harness connector.

COOLING FAN

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

Cooling fan relay		Cooling fan control module		Continuity
Connector	Terminal	Connector	Terminal	
E17 (Cooling fan relay-1)	5	E37 (Cooling fan control module-1)	3	Existed
E19 (Cooling fan relay-2)	5	E39 (Cooling fan control module-2)	3	Existed

5. Check the continuity between cooling fan relay-1 harness connector and cooling fan relay-2 harness connector.

Cooling fan relay				Continuity
Connector	Terminal	Connector	Terminal	
E17 (Cooling fan relay-1)	5	E19 (Cooling fan relay-2)	2	Existed

6. Check the continuity between cooling fan relay-2 harness connector and ground.

Cooling fan relay		Ground	Continuity
Connector	Terminal		
E17 (Cooling fan relay-1)	1	Ground	Existed

7. 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 RELAYS -1 AND -2

Refer to [EC-1996, "Component Inspection \(Cooling Fan Relay\)"](#).

Is the inspection result normal?

YES >> GO TO 11.

NO >> Replace malfunctioning cooling fan relay.

11. CHECK INTERMITTENT INCIDENT

Perform [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to [PCS-34, "Removal and Installation"](#).

NO >> Repair or replace harness connectors.

Component Inspection (Cooling Fan Motor)

INFOID:0000000012357887

1. CHECK COOLING FAN MOTOR

1. Turn ignition switch OFF.
2. Disconnect cooling fan control module harness connectors E301, E303.
3. Supply cooling fan control module harness connector terminals with battery voltage as per the following, and check operation.

Cooling fan control module				Operation
Motor	Connector	Terminal		
		(+)	(-)	
1	E301	4	5	Cooling fan operates.
2	E303	6	7	

Is the inspection result normal?

YES >> INSPECTION END

COOLING FAN

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

NO >> Replace malfunctioning cooling fan motor.

Component Inspection (Cooling Fan Relay)

INFOID:000000012357888

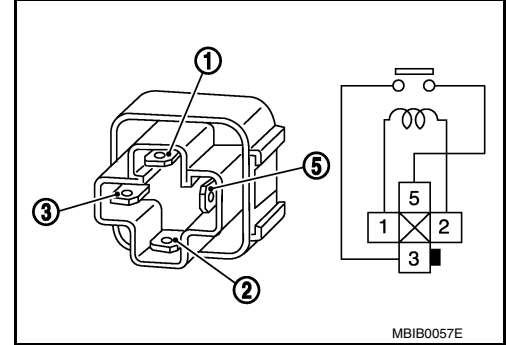
1. CHECK COOLING FAN RELAY

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

Is the inspection result normal?

- YES >> INSPECTION END
NO >> Replace cooling fan relay.



ELECTRICAL LOAD SIGNAL

Description

INFOID:000000012357889

The electrical load signal (Rear window defogger switch signal, headlamp switch signal, blower fan switch signal, etc.) is transferred via the CAN communication line.

Component Function Check

INFOID:000000012357890

1. CHECK REAR WINDOW DEFOGGER SWITCH FUNCTION

1. Turn ignition switch ON.
2. Select "DATA MONITOR" mode with CONSULT.
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 >> Proceed to [EC-1997, "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 >> Proceed to [EC-1997, "Diagnosis Procedure"](#).

3. CHECK BLOWER FAN CONTROL SWITCH FUNCTION

Select "HEATER FAN SW" and check indication under the following conditions.

Monitor item	Condition		Indication
HEATER FAN SW	Blower fan control switch	ON	ON
		OFF	OFF

Is the inspection result normal?

YES >> INSPECTION END

NO >> Proceed to [EC-1997, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012357891

1. INSPECTION START

Confirm the malfunctioning circuit (rear window defogger, headlamp or blower fan). Refer to [EC-1997, "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-20, "Work Flow"](#).

ELECTRICAL LOAD SIGNAL

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

>> INSPECTION END

3.CHECK HEADLAMP SYSTEM

Refer to [EXL-71, "Work Flow"](#).

>> INSPECTION END

4.CHECK BLOWER FAN CONTROL SYSTEM

Refer to [HAC-48, "Work Flow"](#).

>> INSPECTION END

FUEL INJECTOR

Component Function Check

INFOID:000000012357892

1.INSPECTION START

Turn ignition switch to START.

Are any cylinders ignited?

- YES >> GO TO 2.
- NO >> Proceed to [EC-1999, "Diagnosis Procedure"](#).

2.CHECK FUEL INJECTOR FUNCTION

Ⓜ WITH CONSULT

1. Start engine.
2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT.
3. Check that each circuit produces a momentary engine speed drop.

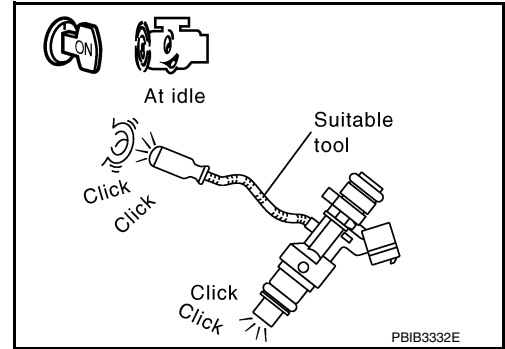
ⓧ WITHOUT CONSULT

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 >> Proceed to [EC-1999, "Diagnosis Procedure"](#).



Diagnosis Procedure

INFOID:000000012357893

1.CHECK FUEL INJECTOR POWER SUPPLY

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

+		-	Voltage		
ECM					
Connector	Terminal	Ground	Battery voltage		
F110	46				
	51				
M160	111				
	112				

Is the inspection result normal?

- YES >> GO TO 2.
- NO >> Perform the trouble diagnosis for power supply circuit.

2.CHECK FUEL INJECTOR CIRCUIT

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

FUEL INJECTOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

Cylinder	+		-		Continuity
	Fuel injector		ECM		
	Connector	Terminal	Connector	Terminal	
1	F131	1	F111	101	Existed
		2		108	
2	F132	1	F110	7	
		2		4	
3	F133	1	F110	6	
		2		3	
4	F134	1	F111	107	
		2		104	
5	F135	1	F110	2	
		2		9	
6	F136	1	F111	102	
		2		109	
7	F137	1	F111	106	
		2		103	
8	F138	1	F110	1	
		2		8	

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

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace error-detected parts.

3. CHECK ECM GROUND CIRCUIT

Check the continuity between ECM harness connector and ground.

+		-	Continuity
ECM			
Connector	Terminal		
F110	5	Ground	Existed
M160	114		
	115		

Is inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace error-detected parts.

4. CHECK FUEL INJECTOR

Refer to [EC-2000, "Component Inspection"](#).

Is the inspection result normal?

YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).

NO >> Replace malfunctioning fuel injector.

Component Inspection

INFOID:0000000012357894

1. CHECK FUEL INJECTOR

1. Turn ignition switch OFF.
2. Disconnect fuel injector harness connector.
3. Check the resistance between fuel injector terminals as per the following.

FUEL INJECTOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

+		-		Condition	Resistance
Injector					
Terminal					
1	2	Temperature	10 - 60°C (50 - 140°F)	1.44 - 1.73 Ω	

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace malfunctioning fuel injector.

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HIGH PRESSURE FUEL PUMP

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

HIGH PRESSURE FUEL PUMP

Component Function Check

INFOID:000000012357895

1. CHECK HIGH PRESSURE FUEL PUMP FUNCTION



④ WITH CONSULT

1. Start engine.
2. Check "FUEL PRES SEN V" in "DATA MONITOR" mode with CONSULT.

Monitor Item	Condition	Values/Status
FUEL PRES SEN V	Engine speed: Idle	820 – 1,220 mV
	Engine speed: Revving engine from idle to 4,000 rpm quickly	820 – 3,060 mV

⊗ WITHOUT CONSULT

1. Start engine.
2. Check the voltage between ECM harness connector and ground.

ECM				Condition	Voltage
+		-			
Connector	Terminal	Connector	Terminal		
F111	105	M160	175	[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Idle speed NOTE: The pulse cycle changes depending on rpm at idle	BATTERY VOLTAGE (11 - 14 V)★ 20mSec/div  10V/div JPBIA3340ZZ
				[Engine is running] <ul style="list-style-type: none"> • Warm-up condition • Engine speed: 2,000 rpm 	BATTERY VOLTAGE (11 - 14 V)★ 20mSec/div  10V/div JPBIA3341ZZ

Is the inspection result normal?

- YES >> INSPECTION END
 NO >> Proceed to [EC-2002. "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012357896

1. CHECK HIGH PRESSURE FUEL PUMP CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector and high pressure fuel pump harness connector.
3. Check the continuity between ECM harness connector and high pressure fuel pump harness connector.

+		-		Continuity
ECM		High pressure fuel pump		
Connector	Terminal	Connector	Terminal	
F111	110	F4	2	Existed
	105		1	Existed

HIGH PRESSURE FUEL PUMP

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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

Is inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace error-detected parts.

2.CHECK HIGH PRESSURE FUEL PUMP

Refer to [EC-2003, "Component Inspection"](#).

Is inspection result normal?

YES >> GO TO 3.

NO >> Replace high pressure fuel pump. Refer to [FL-7, "Removal and Installation"](#).

3.CHECK HIGH PRESSURE FUEL PUMP INSTALLATION CONDITION

1. Turn ignition switch OFF.

2. Check that the high pressure fuel pump is installed with no backlash and looseness.

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace error-detected parts.

4.CHECK CAMSHAFT

1. Remove camshaft. Refer to [EM-255, "Disassembly and Assembly"](#).

2. Check camshaft. Refer to [EM-263, "Inspection"](#).

Is inspection result normal?

YES >> INSPECTION END

NO >> Replace camshaft.

Component Inspection

INFOID:0000000012357897

1.CHECK HIGH PRESSURE FUEL PUMP SOLENOID

1. Turn ignition switch OFF.

2. Disconnect high pressure fuel pump harness connector.

3. Check the resistance between high pressure fuel pump connector terminals as per the following.

+		-		Condition	Resistance
High pressure fuel pump Terminal					
1	2	Temperature	20 – 30°C (68 – 86°F)	9 – 11 Ω	

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace high pressure fuel pump.

ICC BRAKE SWITCH

Component Function Check

INFOID:000000012357898

1. CHECK ICC BRAKE SWITCH FUNCTION

WITH CONSULT

1. Turn ignition switch ON.
2. Select "BRAKE SW1" in "DATA MONITOR" mode with CONSULT.
3. Check "BRAKE SW1" indication under the following conditions.

Monitor item	Condition		Indication
BRAKE SW1 (ICC brake switch)	Brake pedal	Slightly depressed	OFF
		Fully released	ON

WITHOUT CONSULT

1. Turn ignition switch ON.
2. Check the voltage between ECM harness connector terminals as per the following.

ECM			Condition	Voltage	
Connector	+	-			
	Terminal	Terminal			
M160	147 (ICC brake switch signal)	175	Brake pedal	Slightly depressed	Approx. 0 V
				Fully released	Battery voltage

Is the inspection result normal?

- YES >> INSPECTION END
 NO >> Proceed to [EC-2004. "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012357899

1. 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 3.
 NO >> GO TO 2.

2. DETECT MALFUNCTIONING PART

Check the following.

- 10 A fuse (No. 3)
- Harness for open or short between ICC brake switch and fuse
- Loose or poor connection for each connector and harness

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

3. CHECK ICC BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.

ICC BRAKE SWITCH

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

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	M160	147	Existed

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 for open or short between ECM and ICC brake switch
- Loose or poor connection for each connector and harness

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

5. CHECK ICC BRAKE SWITCH

Refer to [EC-1967, "Component Inspection \(ICC Brake Switch\)"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace ICC brake switch.

6. CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (ICC Brake Switch)

INFOID:0000000012357900

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-22, "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.

ICC BRAKE SWITCH

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

Component Inspection (ICC Brake Hold Relay)

INFOID:000000012357901

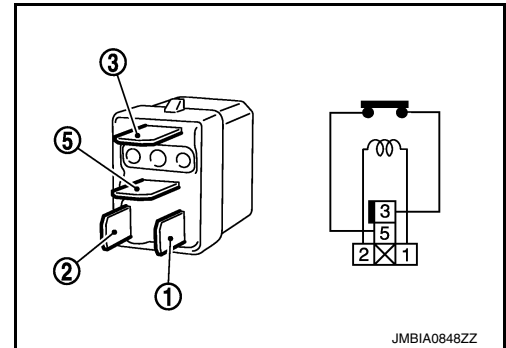
1. CHECK ICC BRAKE HOLD RELAY

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



IGNITION SIGNAL

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

IGNITION SIGNAL

Component Function Check

INFOID:000000012357902

1.INSPECTION START

Turn ignition switch OFF, and restart engine.

Does the engine start?

YES-1 >> With CONSULT: GO TO 2.

YES-2 >> Without CONSULT: GO TO 3.

NO >> Proceed to [EC-2007, "Diagnosis Procedure"](#).

2.CHECK IGNITION SIGNAL FUNCTION

WITH CONSULT

1. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT.

2. Check that each circuit produces a momentary engine speed drop.

Is the inspection result normal?

YES >> INSPECTION END

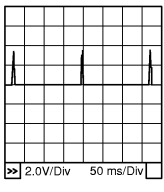
NO >> Proceed to [EC-2007, "Diagnosis Procedure"](#).

3.CHECK IGNITION SIGNAL FUNCTION

WITHOUT CONSULT

1. Let engine idle.

2. Read the voltage signal between ECM harness connector terminals under the following conditions with an oscilloscope.

Cylinder	ECM				Voltage signal
	+		-		
	Connector	Terminal	Connector	Terminal	
1	F110	12	M160	175	
2		13			
3		14			
4		15			
5		17			
6		18			
7		19			
8		20			

NOTE:

The pulse cycle changes depending on rpm at idle.

Is the inspection result normal?

YES >> INSPECTION END

NO >> Proceed to [EC-2007, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012357903

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 under the following conditions.

IGNITION SIGNAL

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

ECM			Voltage
Connector	+	-	
	Terminal	Terminal	
M160	171	175	Battery voltage
	172		

Is the inspection result normal?

YES >> GO TO 2.

NO >> Proceed to [EC-1746, "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		
F41	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	
E5	5	F41	1	Existed

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

Is the inspection result normal?

YES >> Proceed to [EC-1746, "Diagnosis Procedure"](#).

NO >> GO TO 4.

4.DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between IPDM E/R and condenser
- Loose or poor connection for each connector and harness

>> 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		
F41	2	Ground	Existed

3. Also check harness for short to power.

Is the inspection result normal?

IGNITION SIGNAL

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

- YES >> GO TO 6.
NO >> Repair open circuit or short to power in harness or connectors.

6.CHECK CONDENSER

Refer to [EC-2011. "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	F91	3	Ground	Battery voltage
2	F92	3		
3	F93	3		
4	F94	3		
5	F95	3		
6	F96	3		
7	F97	3		
8	F98	3		

Is the inspection result normal?

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

8.DETECT MALFUNCTIONING PART

Check the following.

- Harness connector F40 or E20
- Harness for open or short between ignition coil and harness connector F40

>> 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	F91	2	Ground	Existed
2	F92	2		
3	F93	2		
4	F94	2		
5	F95	2		
6	F96	2		
7	F97	2		
8	F98	2		

3. Also check harness for short to power.

Is the inspection result normal?

IGNITION SIGNAL

[VK56VD FOR MEXICO]

< DTC/CIRCUIT DIAGNOSIS >

- 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	F91	1	F110	12	Existed
2	F92	1		13	
3	F93	1		14	
4	F94	1		15	
5	F95	1		17	
6	F96	1		18	
7	F97	1		19	
8	F98	1		20	

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-2010, "Component Inspection \(Ignition Coil with Power Transistor\)"](#).

Is the inspection result normal?

- YES >> GO TO 12.
NO >> Replace malfunctioning ignition coil with power transistor. Refer to [EM-194, "Removal and Installation"](#).

12.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

>> INSPECTION END

Component Inspection (Ignition Coil with Power Transistor)

INFOID:000000012357904

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 [at 25°C (77°F)]
1 and 2	Except 0 or ∞ Ω
1 and 3	Except 0 Ω
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 with no combustible objects and good ventilation.

1. Turn ignition switch OFF.

IGNITION SIGNAL

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

2. Reconnect all harness connectors disconnected.
3. Remove fuel pump fuse in IPDM E/R to release fuel pressure.
NOTE:
 - For the fuse number, refer to [EC-1681, "Wiring Diagram"](#).
 - For the fuse arrangement, refer to [PG-120, "Fuse, Connector and Terminal Arrangement"](#).
 - Do not use CONSULT to release fuel pressure, or fuel pressure applies again during the following procedure.
4. Start engine.
5. After engine stalls, crank it 2 or 3 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 approximately 3 seconds, and check whether spark is generated between the spark plug and the grounded metal portion.

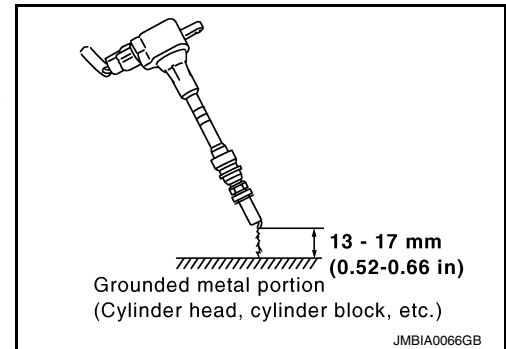
Spark should be generated.

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 >> INSPECTION END

NO >> Replace malfunctioning ignition coil with power transistor.

Component Inspection (Condenser)

INFOID:000000012357905

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
1 and 2	Above 1 MΩ [at 25°C (77°F)]

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace condenser.

LOW PRESSURE FUEL PUMP

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

LOW PRESSURE FUEL PUMP

Component Function Check

INFOID:000000012357906

1. CHECK FUEL PUMP FUNCTION

1. Turn ignition switch ON.
2. Pinch fuel feed hose with two fingers.

NOTE:

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-2012, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012357907

1. CHECK FPCM POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect FPCM harness connector.
3. Turn ignition switch ON.
4. Check the voltage between FPCM harness connector and ground.

+		-	Voltage
FPCM			
Connector	Terminal		
B221	10	Ground	Battery voltage

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Perform the trouble diagnosis for power supply circuit. Refer to [EC-1746, "Diagnosis Procedure"](#).

2. CHECK FPCM GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Check the continuity between FPCM harness connector and ground.

+		-	Continuity
FPCM			
Connector	Terminal		
B221	5	Ground	Existed

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Repair open circuit or short to power in harness or connectors.

3. CHECK FPCM INPUT AND OUTPUT CIRCUIT

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

+		-		Continuity
FPCM		ECM		
Connector	Terminal	Connector	Terminal	
B221	8	M160	125	Existed
	9		142	

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

Is the inspection result normal?

LOW PRESSURE FUEL PUMP

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

- YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4.CHECK FUEL PUMP CONTROL CIRCUIT

1. Disconnect fuel level sensor unit and fuel pump (main) harness connector.
2. Check the continuity between FPCM harness connector and fuel level sensor unit and fuel pump (main) harness connector.

+		-		Continuity
FPCM		Fuel level sensor unit and fuel pump (main)		
Connector	Terminal	Connector	Terminal	Existed
B221	6	B241	3	
	7		1	

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

Is the inspection result normal?

- YES >> GO TO 5.
NO >> Repair or replace error-detected parts.

5.CHECK LOW PRESSURE FUEL PUMP

Refer to [EC-2013, "Component Inspection \(Low Pressure Fuel Pump\)"](#).

Is the inspection result normal?

- YES >> GO TO 6.
NO >> Replace low pressure fuel pump. Refer to [FL-7, "Removal and Installation"](#).

6.CHECK FPCM

Refer to [EC-2014, "Component Inspection \(FPCM\)"](#).

Is the inspection result normal?

- YES >> Check intermittent incident. Refer to [GI-45, "Intermittent Incident"](#).
NO >> Replace FPCM. Refer to [PCS-34, "Removal and Installation"](#).

Component Inspection (Low Pressure Fuel Pump)

INFOID:0000000012357908

1.CHECK FUEL PRESSURE REGULATOR

1. Turn ignition switch OFF.
2. Check low fuel pressure. Refer to [EC-1731, "Work Procedure"](#).

Is inspection result normal?

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

2.CHECK LOW PRESSURE FUEL PUMP

1. Turn ignition switch OFF.
2. Disconnect fuel level sensor unit and fuel pump (main).
3. Check resistance between fuel level sensor unit and fuel pump (main) terminals as follows.

+		-		Condition	Resistance
Fuel level sensor unit and fuel pump (main)					
Terminals				Temperature: 25°C (77°F)	0.2 - 5.0 Ω
1		3			

Is the inspection result normal?

- YES >> INSPECTION END
NO >> Replace fuel level sensor unit and fuel pump (main).

LOW PRESSURE FUEL PUMP

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

Component Inspection (FPCM)

INFOID:000000012357909

1. CHECK FUEL PUMP CONTROL MODULE (FPCM)

1. Check the voltage between FPCM terminals under the following conditions.

FPCM			Condition	Voltage
Connector	+	-		
	Terminal	Terminal		
B221	7	6	For 1 second after turning ignition switch ON	Approx. 10 V
			More than 1 second after turning ignition switch ON	Approx. 0 V
			Idle speed	Approx. 10 V

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace FPCM.

MALFUNCTION INDICATOR LAMP

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

MALFUNCTION INDICATOR LAMP

Component Function Check

INFOID:000000012357910

1.CHECK MIL FUNCTION

1. Turn ignition switch ON.
2. Check that MIL illuminates.

Is the inspection result normal?

- YES >> INSPECTION END
NO >> Proceed to [EC-2015, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012357911

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 COMBINATION METER

Refer to [MWI-32, "CONSULT Function"](#).

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Perform trouble diagnosis for DTC indicated.

3.CHECK INTERMITTENT INCIDENT

Refer to [GI-45, "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace combination meter. Refer to [MWI-95, "Removal and Installation"](#).
NO >> Repair or replace malfunctioning part.

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REFRIGERANT PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

REFRIGERANT PRESSURE SENSOR

Component Function Check

INFOID:000000012357912

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.

Connector	ECM		Voltage (V)
	+	-	
	Terminal	Terminal	
M160	144 (Refrigerant pressure sensor signal)	150	1.0 - 4.0

Is the inspection result normal?

- YES >> INSPECTION END
 NO >> Go to [EC-2016, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000012357913

1. 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 V

Is the inspection result normal?

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

2. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between ECM and refrigerant pressure sensor
- Loose or poor connection for each connector and harness

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

3. 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	M160	150	Existed

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.

REFRIGERANT PRESSURE SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[VK56VD FOR MEXICO]

4. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between ECM and refrigerant pressure sensor
- Loose or poor connection for each connector and harness

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

5. 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	M160	144	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.

- Harness for open or short between ECM and refrigerant pressure sensor
- Loose or poor connection for each connector and harness

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

7. CHECK INTERMITTENT INCIDENT

Refer to [GI-45. "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace refrigerant pressure sensor.
- NO >> Repair or replace malfunctioning part.

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ENGINE CONTROL SYSTEM SYMPTOMS

< SYMPTOM DIAGNOSIS >

[VK56VD FOR MEXICO]

SYMPTOM DIAGNOSIS

ENGINE CONTROL SYSTEM SYMPTOMS

Symptom Table

INFOID:000000012357914

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	Low pressure fuel pump circuit	1	1	2	3	2		2	2			3		2	EC-2012
	Fuel pressure regulator system	3	3	4	4	4	4	4	4	4		4			EC-1731
	Fuel injector circuit	1	1	2	3	2		2	2			2			EC-1999
	Evaporative emission system	3	3	4	4	4	4	4	4	4		4			EC-2026
	FRP sensor circuit	1	1	2	2	2		2	2			2			EC-1844
	High pressure fuel pump circuit			4		3									EC-2002
Air	Positive crankcase ventilation system	3	3	4	4	4	4	4	4	4		4	1		EC-2027
	Incorrect idle speed adjustment						1	1	1	1		1			EC-1716
	Electric throttle control actuator	1	1	2	3	3	2	2	2	2		2		2	EC-1932 EC-1938
Ignition	Incorrect ignition timing adjustment	3	3	1	1	1		1	1			1			EC-2007
	Ignition circuit	1	1	2	2	2		2	2			2			EC-2007
Main power supply and ground circuit		2	2	3	3	3		3	3		2	3			EC-1746
Mass air flow sensor circuit		1			2										EC-1785
Engine coolant temperature sensor circuit							3			3					EC-1796
Air fuel ratio (A/F) sensor 1 circuit			1	2	3	2	2	2	2	2	2	2	2	2	EC-1801 EC-1805 EC-1808 EC-1811
Throttle position sensor circuit															
Accelerator pedal position sensor circuit				3	2	1									EC-1981 EC-1984 EC-1988
Knock sensor circuit				2								3			EC-1859

ENGINE CONTROL SYSTEM SYMPTOMS

< SYMPTOM DIAGNOSIS >

[VK56VD FOR MEXICO]

	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		2						3			EC-1847
Engine oil pressure sensor			4		4	3	3	3			3			EC-1883
Crankshaft position sensor circuit	2	2												EC-1861
Camshaft position sensor circuit	3	2												EC-1865
Vehicle speed signal circuit		2	3		3						3			EC-1877
Power steering pressure sensor circuit		2					3	3						EC-1889
ECM	2	2	3	3	3	3	3	3	3	3	3			EC-1894 EC-1896
Intake valve timing control solenoid valve circuit		3	2		1	3	2	2	3		3			EC-1755 EC-1769
Exhaust valve timing control solenoid valve circuit		3	2		1	3	2	2	3		3			EC-1759 EC-1772
Exhaust valve timing control position sensor circuit	5	5	5	5	5		5	5			5			EC-1908
VVEL control module	3		4	4	3									EC-1971 EC-1972
VVEL actuator motor	3		4	4	3									EC-1915
VVEL actuator motor relay	3		4	4	3									EC-1918
VVEL control shaft position sensor	3		4	4	3									EC-1912
PNP signal circuit			3		3		3	3			3			EC-1901
Refrigerant pressure sensor circuit		2				3			3		4			EC-2016
Electrical load signal circuit							3							EC-1997
Air conditioner circuit	2	2	3	3	3	3	3	3	3		3		2	HAC-48
ABS actuator and electric unit (control unit)			4											BRC-63
Cooling fan control module	5	5	5	5	5		5	5	5	4	5			EC-1992
Manifold absolute pressure sensor circuit											3			EC-1791
Battery current sensor						4	5	5					3	EC-1943 EC-1946 EC-1949 EC-1952 EC-1956
Heated oxygen sensor 2			6		6		6	6			5			EC-1816 EC-1822 EC-1830

1 - 6: The numbers refer to the order of inspection.

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ENGINE CONTROL SYSTEM SYMPTOMS

< SYMPTOM DIAGNOSIS >

[VK56VD FOR MEXICO]

(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													FL-5
	Fuel piping			5	5	5		5	5			5			
	Vapor lock		5												—
	Valve deposit														—
	Poor fuel (Heavy weight gasoline, Low octane)	5		5	5	5		5	5			5			—
Air	Air duct														EM-193
	Air cleaner														EM-192
	Air leakage from air duct (Mass air flow sensor — electric throttle control actuator)	5	5	5		5		5	5			5			EM-193
	Electric throttle control actuator				5		5			5					EC-1938
	Air leakage from intake manifold/Collector/Gasket														EM-198
Cranking	Battery	1	1	1		1		1	1					1	PG-157
	Generator circuit														CHG-15
	Starter circuit	3										1			STR-13
	Signal plate	6													EM-272
	PNP signal	4													TM-111
Engine	Cylinder head	5	5	5	5	5		5	5			5			EM-278
	Cylinder head gasket										4		3		
	Cylinder block														
	Piston												4		
	Piston ring	6	6	6	6	6		6	6			6			EM-292
	Connecting rod														
	Bearing														
	Crankshaft														

ENGINE CONTROL SYSTEM SYMPTOMS

< SYMPTOM DIAGNOSIS >

[VK56VD FOR MEXICO]

		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														EM-252
	Camshaft														EM-263
	Intake valve timing control	5	5	5	5	5		5	5			5			EM-239
	Exhaust valve timing control														
	Intake valve												3		EM-278
	Exhaust valve														
Exhaust	Exhaust manifold/Tube/Muffler/Gasket	5	5	5	5	5		5	5			5			EM-233 EX-8
	Three way catalyst														
Lubrication	Oil pan/Oil strainer/Oil pump/Oil filter/Oil gallery/Oil cooler	5	5	5	5	5		5	5			5			EM-214 LU-39 LU-36 LU-38
	Oil level (Low)/Filthy oil														LU-33
Cooling	Radiator/Hose/Radiator filler cap														MA-36 MA-35
	Thermostat									5					CO-55
	Water pump	5	5	5	5	5		5	5		4	5			CO-52
	Water gallery														CO-55
	Cooling fan														CO-50
	Coolant level (Low)/Contaminated coolant									5					CO-39
IVIS (INFINITI Vehicle Immobilizer System — NATS)		1	1												SEC-50

1 - 6: The numbers refer to the order of inspection.

INFINITI DRIVE MODE SELECTOR

< SYMPTOM DIAGNOSIS >

[VK56VD FOR MEXICO]

INFINITI DRIVE MODE SELECTOR

Symptom Table

INFOID:000000012357915

SYSTEM — DRIVE MODE SELECTOR —

Malfunction	Check item		Probable malfunctioning part/ Action
ECO pedal reaction force is not generated when in ECO mode.	Only ECO pedal reaction force is not generated. [Intelligent pedal (distance control assist) operates normally.]	The central switch of the navigation system operates normally.	Perform self-diagnosis of the engine control system. Refer to EC-1663 , " DTC Index ".
		The central switch of the navigation system malfunctions.	Perform self-diagnosis of the navigation system. Refer to AV-119 , " Symptom Table " (BASE AUDIO WITHOUT NAVIGATION) or AV-395 , " Symptom Table " (BOSE AUDIO WITH NAVIGATION)
Intelligent pedal (distance control assist) reaction force is not generated as well.			Perform self-diagnosis of the ADAS control unit, ICC sensor, and Accelerator pedal actuator. <ul style="list-style-type: none"> • ADAS C/U: Refer to CCS-55, "DTC Index". • ICC SENSOR: Refer to CCS-60, "DTC Index". • ACCELERATOR PEDAL ACTUATOR: Refer to DAS-40, "DTC Index".
When in ECO mode, settings of ECO pedal reaction force cannot be changed or vehicle behavior does not agree to the settings.	Intelligent pedal (distance control assist) reaction force has a malfunction as well.		Perform self-diagnosis of the ADAS control unit, ICC sensor, and Accelerator pedal actuator. <ul style="list-style-type: none"> • ADAS C/U: Refer to CCS-55, "DTC Index". • ICC SENSOR: Refer to CCS-60, "DTC Index". • ACCELERATOR PEDAL ACTUATOR: Refer to DAS-40, "DTC Index".
	Intelligent pedal (distance control assist) reaction force is normal.	The central switch of the navigation system operates normally.	Perform self-diagnosis of the engine control system. Refer to EC-1663 , " DTC Index ".
The central switch of the navigation system malfunctions.		Perform self-diagnosis of the navigation system. Refer to AV-119 , " Symptom Table " (BASE AUDIO WITHOUT NAVIGATION) or AV-395 , " Symptom Table " (BOSE AUDIO WITH NAVIGATION)	

NORMAL OPERATING CONDITION

< SYMPTOM DIAGNOSIS >

[VK56VD FOR MEXICO]

NORMAL OPERATING CONDITION

Description

INFOID:000000012357916

FUEL CUT CONTROL (AT NO LOAD AND HIGH ENGINE SPEED)

If the engine speed is above 1,800 rpm under no load (for example, the selector lever position is neutral and engine speed is over 1,800 rpm) fuel will be cut off after some time. The exact time when the fuel is cut off varies based on engine speed.

Fuel cut will be operated until the engine speed reaches 1,500 rpm, then fuel cut will be cancelled.

NOTE:

This function is different from deceleration control listed under direct injection gasoline system, [EC-1599](#), "[DIRECT INJECTION GASOLINE SYSTEM : System Description](#)".

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PERIODIC MAINTENANCE

IDLE SPEED

Inspection

INFOID:0000000012357917

1. CHECK IDLE SPEED

Ⓟ With CONSULT

Check idle speed in "DATA MONITOR" mode with CONSULT.

Ⓢ With GST

Check idle speed with Service \$01 of GST.

>> INSPECTION END

IGNITION TIMING

< PERIODIC MAINTENANCE >

[VK56VD FOR MEXICO]

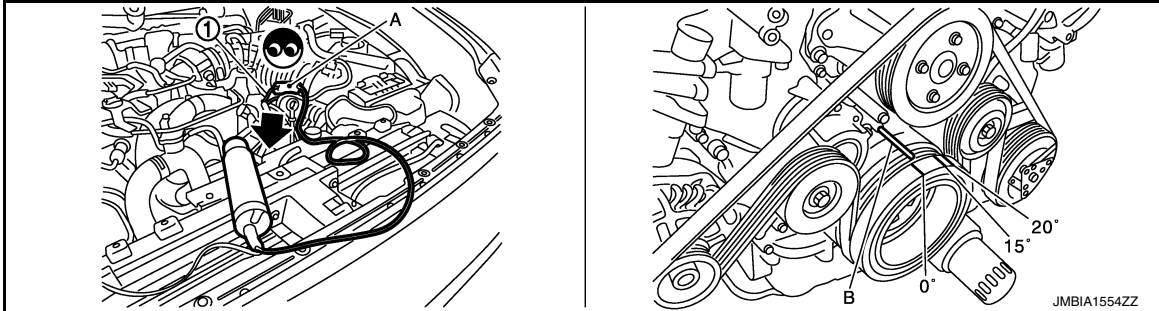
IGNITION TIMING

Inspection

INFOID:000000012357918

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

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EVAPORATIVE EMISSION SYSTEM

< PERIODIC MAINTENANCE >

[VK56VD FOR MEXICO]

EVAPORATIVE EMISSION SYSTEM

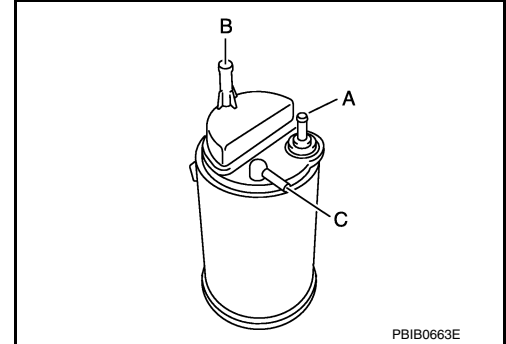
Inspection

INFOID:000000012357919

1. Visually inspect EVAP vapor lines for improper attachment and for cracks, damage, loose connections, chafing and deterioration.

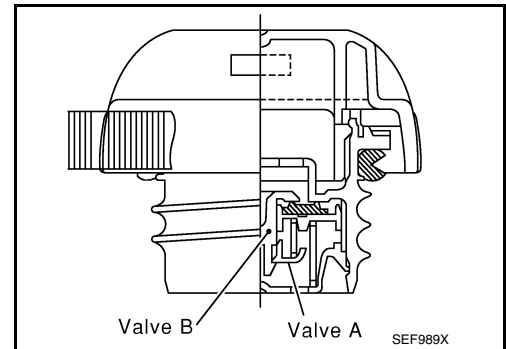
2. Check EVAP canister as follows:

- a. Block port (B). Orally blow air through port (A). Check that air flows freely through port (C).
- b. Block port (A). Orally blow air through port (B). Check that air flows freely through port (C).



3. Inspect fuel tank filler cap vacuum relief valve for clogging, sticking, etc.

- a. Wipe clean valve housing.

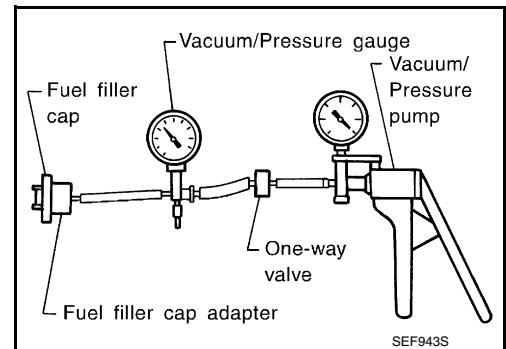


- b. Check valve opening pressure and vacuum.

Pressure: 15.3 - 20.0 kPa (0.153 - 0.200 bar, 0.156 - 0.204 kg/cm², 2.22 - 2.90 psi)

Vacuum: -6.0 to -3.3 kPa (-0.060 to -0.033 bar, -0.061 to -0.034 kg/cm², -0.87 to -0.48 psi)

- c. If out of specification, replace fuel filler cap as an assembly.

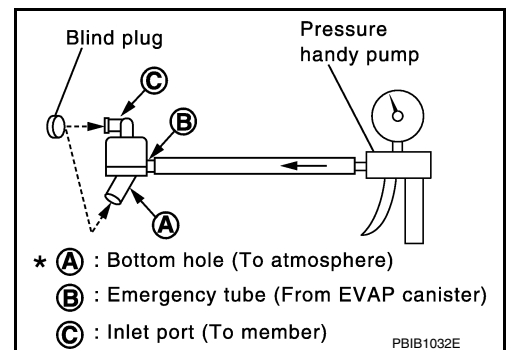


4. Check water separator as follows:

- a. Check visually for insect nests in the water separator air inlet.
- b. Check visually for cracks or flaws in the appearance.
- c. Check visually for cracks or flaws in the hose.
- d. Check that A and C are not clogged by blowing air into B with A, and then C plugged.
- e. In case of NG in items 2 - 4, replace the parts.

NOTE:

Do not disassemble water separator.



POSITIVE CRANKCASE VENTILATION

< PERIODIC MAINTENANCE >

[VK56VD FOR MEXICO]

POSITIVE CRANKCASE VENTILATION

Inspection

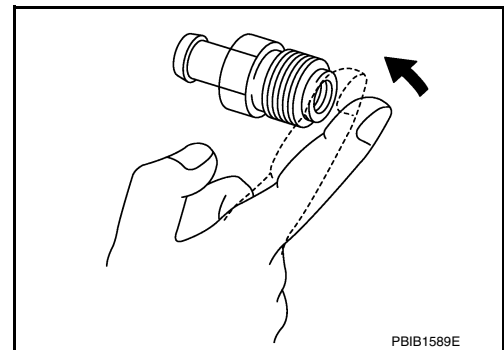
INFOID:000000012357920

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.



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REMOVAL AND INSTALLATION

ECM

Removal and Installation

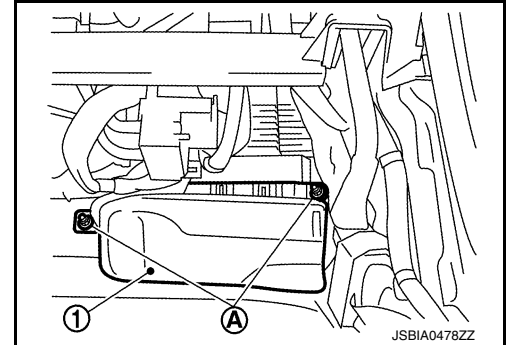
INFOID:000000012357921

CAUTION:

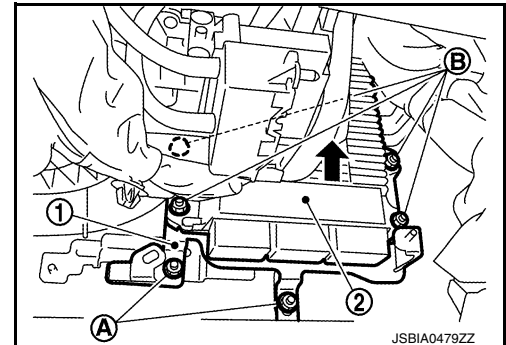
Perform **ADDITIONAL SERVICE WHEN REPLACING ECM**. Refer to [EC-1720, "Description"](#).

REMOVAL

1. Remove the instrument lower cover. Refer to [IP-13, "Removal and Installation"](#).
2. Remove the dash side finisher (LH). Refer to [INT-44, "DASH SIDE FINISHER : Removal and Installation"](#).
3. Remove the ECM cover bolts (A) and remove ECM cover (1).



4. Disconnect ECM harness connectors.
5. Remove ECM bracket bolt (A)
6. Slide the ECM bracket (1) upward and then remove ECM bracket with ECM.
7. Remove ECM bracket bolts (B) and separate ECM (2) and ECM bracket.



INSTALLATION

Install in the reverse order of removal.

VVEL CONTROL MODULE

< REMOVAL AND INSTALLATION >

[VK56VD FOR MEXICO]

VVEL CONTROL MODULE

Removal and Installation

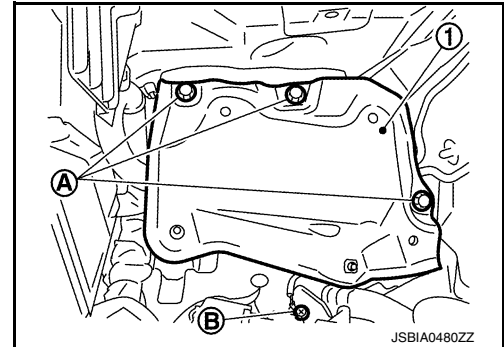
INFOID:000000012357922

CAUTION:

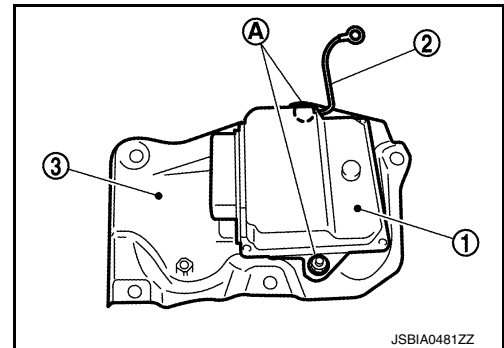
Perform **ADDITIONAL SERVICE WHEN REPLACING VVEL CONTROL MODULE**. Refer to [EC-1722](#), "[Description](#)".

REMOVAL

1. Remove hoodledge cover (RH) and cowl top cover (RH). Refer to [EXT-23](#), "[Removal and Installation](#)".
2. Remove the battery and battery tray. Refer to [PG-164](#), "[Removal and Installation](#)".
3. Remove VVEL control module bracket bolts (A).
4. Remove the ground harness fix bolt (B).
5. Remove VVEL control module bracket (1).



6. Disconnect VVEL control module harness connector.
7. Remove the fix bolts (A). And then separate VVEL control module (1), ground harness (2) and VVEL control module bracket (3).



INSTALLATION

Install in the reverse order of removal.

FUEL PUMP CONTROL MODULE (FPCM)

< REMOVAL AND INSTALLATION >

[VK56VD FOR MEXICO]

FUEL PUMP CONTROL MODULE (FPCM)

Removal and Installation

INFOID:000000012357923

REMOVAL

1. Remove the rear wheel house finisher (RH). Refer to [INT-63, "TRUNK SIDE FINISHER : Removal and Installation"](#).
2. Disconnect fuel pump control module (FPCM) connector.
3. Remove mounting bolts and then remove fuel pump control module (FPCM).

INSTALLATION

Install in the reverse order of removal.

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[VK56VD FOR MEXICO]

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

Idle Speed

INFOID:0000000012357924

Condition	Specification
No load* (in P or N position)	600 ± 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:0000000012357925

Condition	Specification
No load* (in P or N position)	11 ± 2°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:0000000012357926

Condition	Specification (Using CONSULT or GST)
At idle	5 – 35%
At 2,500 rpm	5 – 35%

Mass Air Flow Sensor

INFOID:0000000012357927

Supply voltage	Battery voltage (11 – 14 V)
Output voltage at idle	0.95 – 1.35 V*
Mass air flow (Using CONSULT or GST)	1.0 – 5.0 g/s at idle* 7.0 – 20.0 g/s at 2,500 rpm*

*: Engine is warmed up to normal operating temperature and running under no load.