SECTION EC
ENGINE CONTROL SYSTEM

CONTENTS

MRA8DE

PRECAUTION

PRECAUTIONS

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

INFOID:0000000011538616

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. Information necessary to service the system safely is included in the SR and SB section of this Service Manual.

WARNING:

- **To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.**
- **Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SR section.**
- **Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.**

PRECAUTIONS WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

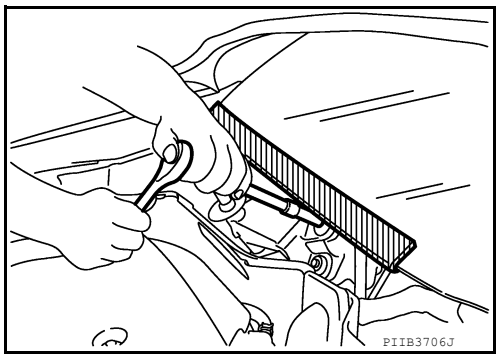
WARNING:

- **When working near the Airbag Diagnosis Sensor Unit or other Airbag System sensors with the Ignition ON or engine running, DO NOT use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.**
- **When using air or electric power tools or hammers, always switch the Ignition OFF, disconnect the battery and wait at least three minutes before performing any service.**

Precaution for Procedure without Cowl Top Cover

INFOID:0000000011538617

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



On Board Diagnostic (OBD) System of Engine and CVT

INFOID:0000000011538618

The ECM has an on board diagnostic system. It will light up the malfunction indicator lamp (MIL) to warn the driver of a malfunction causing emission deterioration.

CAUTION:

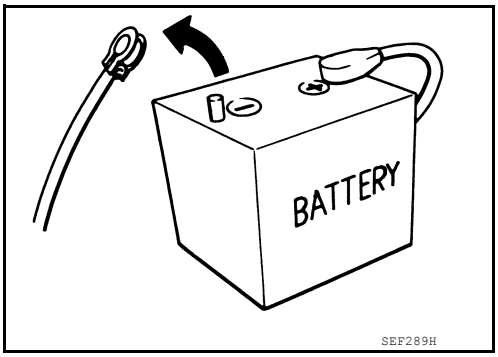
- **Be sure to turn the ignition switch OFF and disconnect the negative battery cable before any repair or inspection work. The open/short circuit of related switches, sensors, solenoid valves, etc. will cause the MIL to light up.**
- **Be sure to connect and lock the connectors securely after work. A loose (unlocked) connector will cause the MIL to light up 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-9, "Harness Connector".**
- **Be sure to route and secure the harnesses properly after work. The interference of the harness with a bracket, etc. may cause the MIL to light up due to the short circuit.**

- **Be sure to connect rubber tubes properly after work. A misconnected or disconnected rubber tube may cause the MIL to light up due to the malfunction of the EVAP system or fuel injection system, etc.**
- **Be sure to erase the unnecessary malfunction information (repairs completed) from the ECM and TCM (Transmission control module) before returning the vehicle to the customer.**

General Precautions

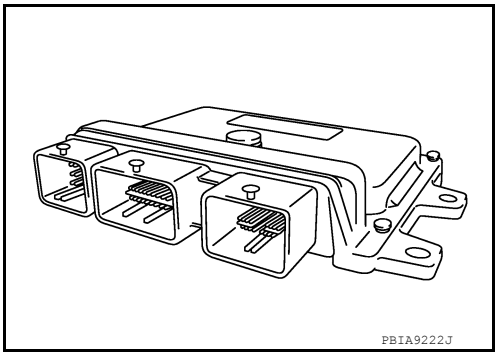
INFOID:0000000011538619

- **Always use a 12 volt battery as power source.**
- **Do not 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.**

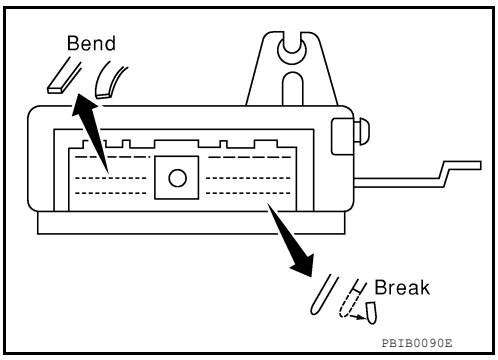


- **Do not disassemble ECM.**
- **If a battery cable is disconnected, the memory will return to the ECM value.**
  The ECM will now start to self-control at its initial value. Engine operation can vary slightly when the terminal is disconnected. However, this is not an indication of a malfunction. Do not replace parts because of a slight variation.
- **If the battery is disconnected, the following emission-related diagnostic information will be lost within 24 hours.**

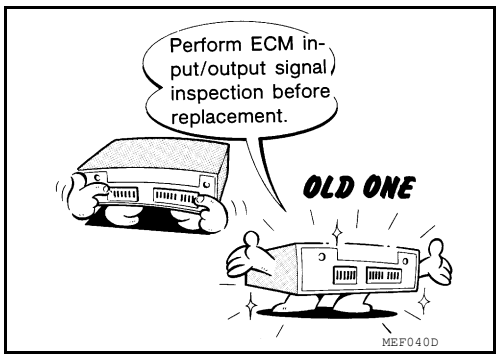
- **Diagnostic trouble codes**
- **1st trip diagnostic trouble codes**
- **Freeze frame data**
- **1st trip freeze frame data**
- **System readiness test (SRT) codes**
- **Test values**



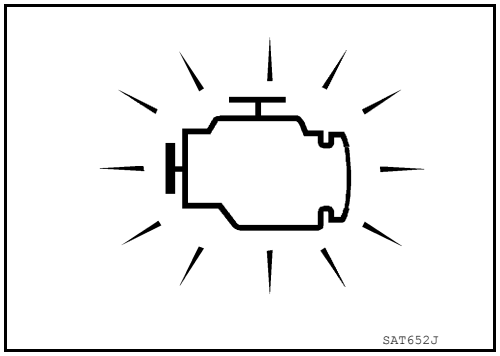
- **When connecting or disconnecting pin connectors into or from ECM, take care not to damage pin terminals (bend or break).**
  Make sure that there are not any bends or breaks on ECM pin terminal, when connecting pin connectors.
- **Securely connect ECM harness connectors.**
  A poor connection can cause an extremely high (surge) voltage to develop in coil and condenser, thus resulting in damage to ICs.
- **Keep engine control system harness at least 10 cm (4 in) away from adjacent harness, to prevent engine control system malfunctions due to receiving external noise, degraded operation of ICs, etc.**
- **Keep engine control system parts and harness dry.**



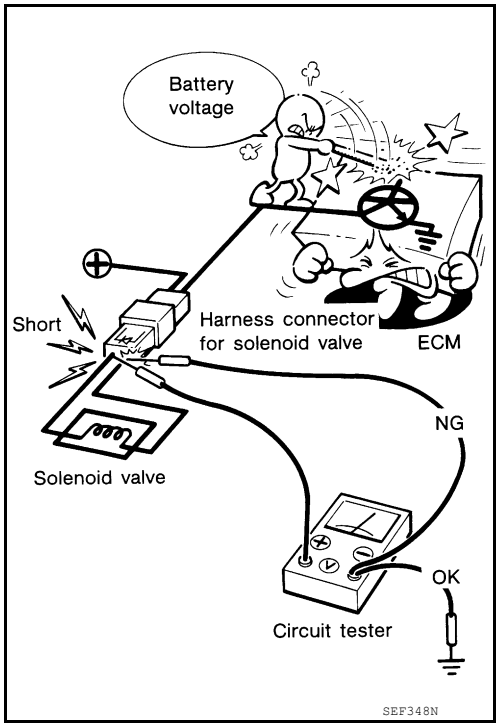
- **Before replacing ECM, perform ECM Terminals and Reference Value inspection and make sure ECM functions properly. Refer to EC-77, "Reference Value".**
- **Handle mass air flow sensor carefully to avoid damage.**
- **Do not clean mass air flow sensor with any type of detergent.**
- **Do not disassemble electric throttle control actuator.**
- **Even a slight leak in the air intake system can cause serious incidents.**
- **Do not 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.

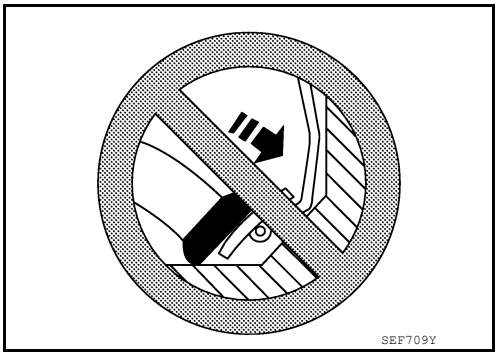


- **When measuring ECM signals with a circuit tester, never allow the two tester probes to contact.**
  Accidental contact of probes will cause a short circuit and damage the ECM power transistor.

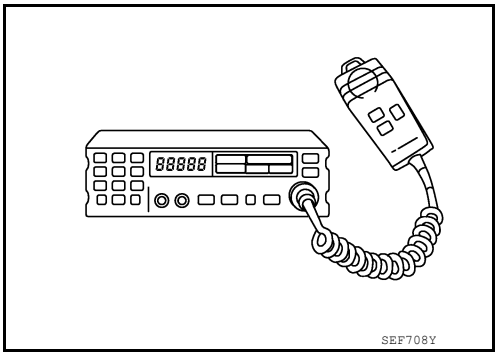


- **Do not operate fuel pump when there is no fuel in lines.**
- **Tighten fuel hose clamps to the specified torque.**

- **Do not depress accelerator pedal when starting.**
- **Immediately after starting, do not rev up engine unnecessarily.**
- **Do not 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.**
  Do not 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.**



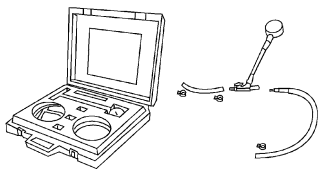
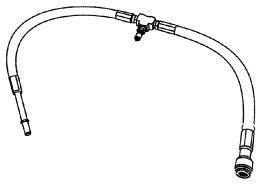
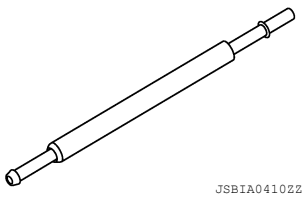
PREPARATION

PREPARATION

Special Service Tools

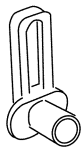
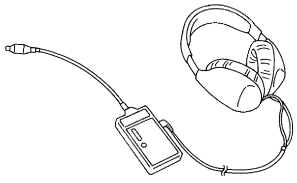
INFOID:0000000011538620

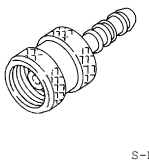
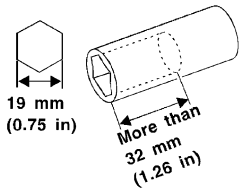
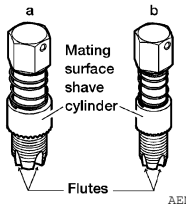
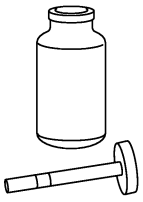
NOTE:
The actual shapes of TechMate tools may differ from those of special service tools illustrated here.

Tool number (TechMate No.) Tool name	Description
(J-44321) Fuel pressure gauge kit  LEC642	Checks fuel pressure
(J-44321-6) Fuel pressure adapter  LBIA0376E	Connects fuel pressure gauge to quick connector type fuel lines
KV10120000 Fuel tube adapter  JSBIA0410ZZ	Measures fuel pressure

Commercial Service Tools

INFOID:0000000011538621

Tool name (TechMate No.)	Description
(J-45488) Quick connector release  PBIC0198E	Removes fuel tube quick connectors in engine room
Leak detector i.e.: (J-41416)  S-NT703	Locates the EVAP leak

Tool name (TechMate No.)	Description
EVAP service port adapter i.e.: (J-41413-OBD)  S-NT704	Applies positive pressure through EVAP service port
Fuel filler cap adapter i.e.: (MLR-8382)  S-NT815	Checks fuel tank vacuum relief valve opening pressure
Socket wrench  S-NT705	Removes and installs engine coolant temperature sensor
Oxygen sensor thread cleaner i.e.: (J-43897-18) (J-43897-12)  AEM488	Reconditions the exhaust system threads before installing a new oxygen sensor. Use with anti-seize lubricant shown below. **a: 18 mm diameter with pitch 1.5 mm for Zirconia Oxygen Sensor** **b: 12 mm diameter with pitch 1.25 mm for Titania Oxygen Sensor**
Anti-seize lubricant i.e.: (Permatex™ 133AR or equivalent meeting MIL specification MIL-A-907)  S-NT779	Lubricates oxygen sensor thread cleaning tool when reconditioning exhaust system threads.

SYSTEM DESCRIPTION

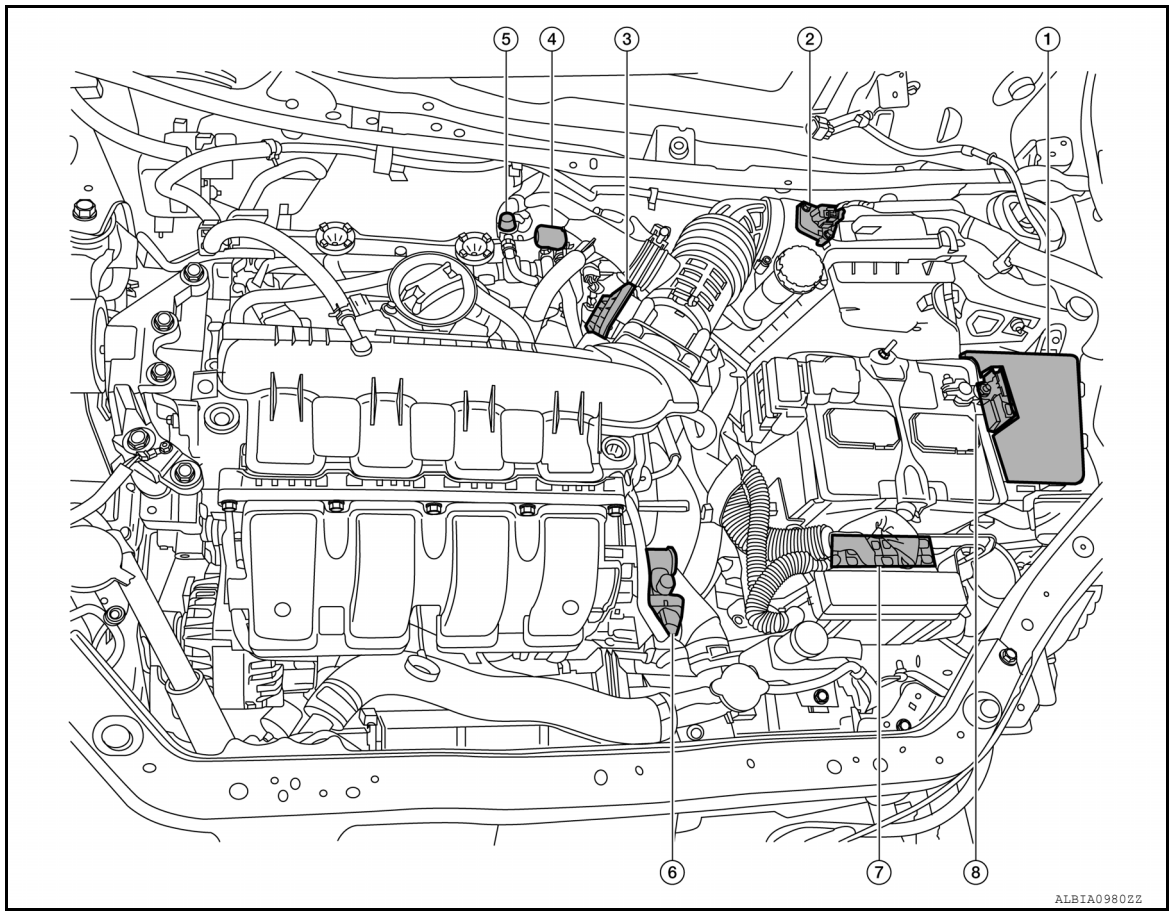
COMPONENT PARTS

ENGINE CONTROL SYSTEM

ENGINE CONTROL SYSTEM : Component Parts Location

INFOID:0000000011538622

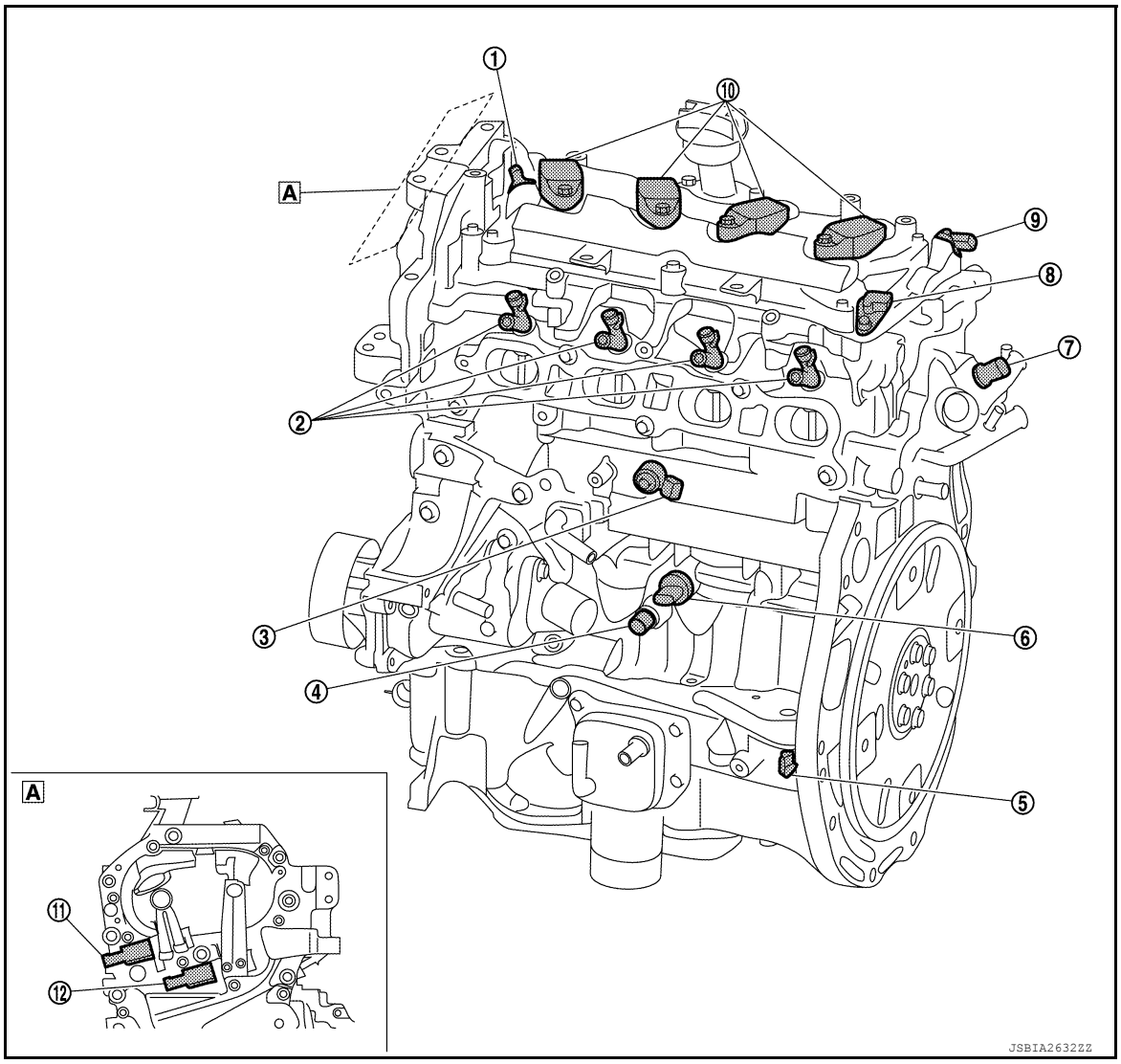
ENGINE ROOM COMPARTMENT



No.	Component	Function
①	IPDM E/R	IPDM E/R control the internal relays and the actuators. When CAN communication with ECM is impossible, IPDM E/R performs fail-safe control. With Intelligent Key System • PCS-7, "RELAY CONTROL SYSTEM : System Description" • PCS-19, "Fail-safe" • PCS-8, "POWER CONSUMPTION CONTROL SYSTEM : System Description" Without Intelligent Key System • PCS-36, "RELAY CONTROL SYSTEM : System Description" • PCS-47, "Fail-Safe" • PCS-37, "POWER CONSUMPTION CONTROL SYSTEM : System Description"
②	Mass air flow sensor (with intake air temperature sensor)	EC-28, "Mass Air Flow Sensor (with Intake Air Temperature Sensor)"
③	Electric throttle control actuator (with built in throttle position sensor and throttle control motor)	EC-22, "Electric Throttle Control Actuator"

No.	Component	Function
④	EVAP canister purge volume control solenoid valve	EC-24, "EVAP Canister Purge Volume Control Solenoid Valve"
⑤	EVAP service port	EVAP service port is prepared in order to perform evaporative emission system leak check.
⑥	• Intake manifold tuning valve • Intake manifold runner control valve	• EC-28, "Intake Manifold Tuning Valve" • EC-27, "Intake Manifold Runner Control Valve"
⑦	ECM	EC-22, "ECM"
⑧	Battery current sensor (with battery temperature sensor)	EC-20, "Battery Current Sensor (with Battery Temperature Sensor)"

ENGINE COMPARTMENT

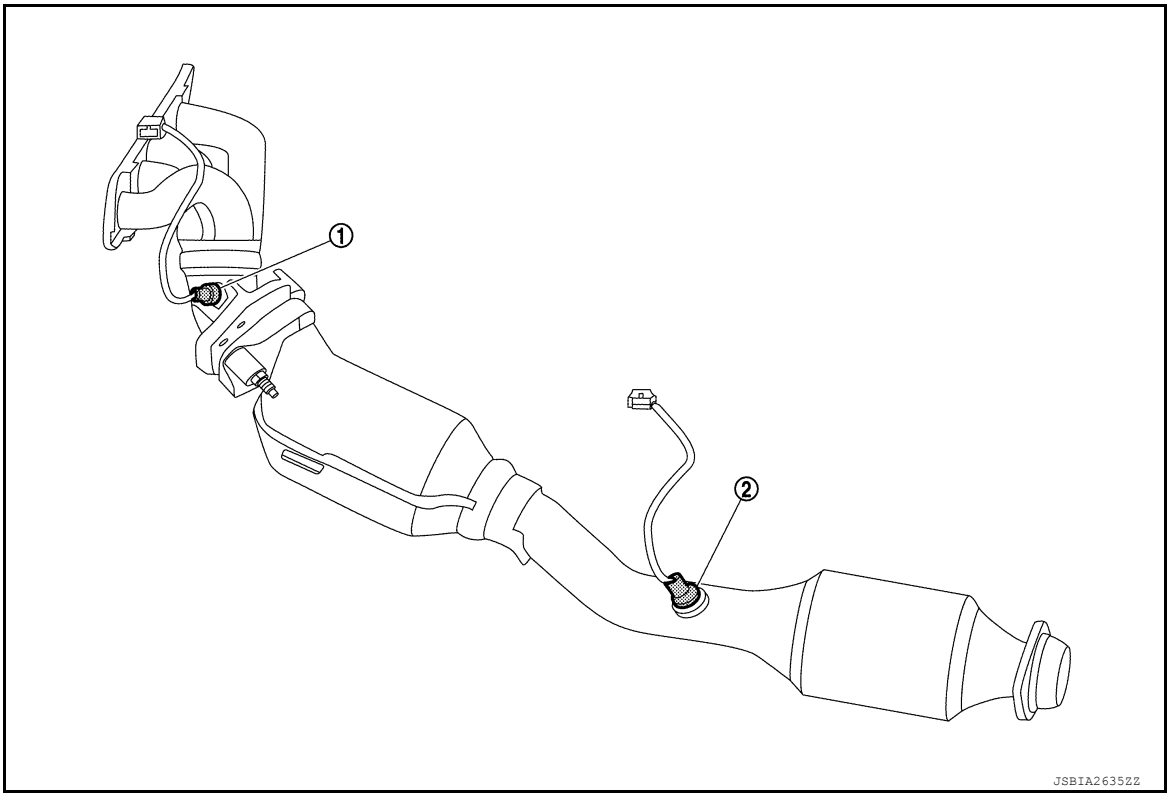


A Engine front side

No.	Component	Function
①	PCV valve	The positive crankcase ventilation (PCV) valve is provided to conduct crankcase blow-by gas to the intake manifold.
②	Fuel injector	EC-25, "Fuel Injector"
③	Knock sensor	EC-28, "Knock Sensor"

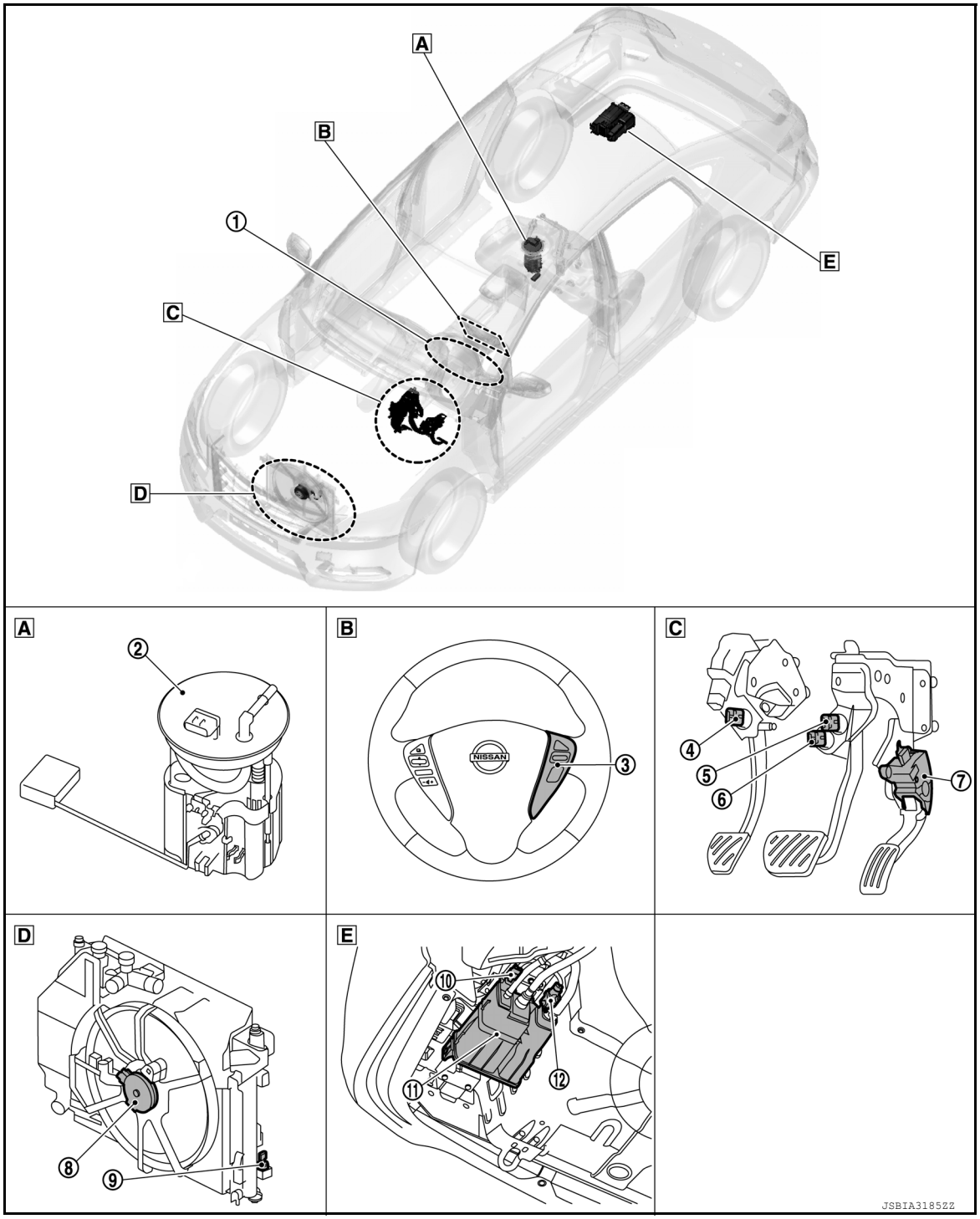
No.	Component	Function
④	Engine oil temperature sensor	EC-24, "Engine Oil Temperature Sensor"
⑤	Crankshaft position sensor (POS)	EC-21, "Crankshaft Position Sensor (POS)"
⑥	Engine oil pressure sensor	EC-23, "Engine Oil Pressure Sensor"
⑦	Engine coolant temperature sensor	EC-23, "Engine Coolant Temperature Sensor"
⑧	Camshaft position sensor (PHASE)	EC-21, "Camshaft Position Sensor (PHASE)"
⑨	Exhaust valve timing control position sensor	EC-25, "Exhaust Valve Timing Control Position Sensor"
⑩	Ignition coil (with power transistor)	EC-27, "Ignition Coil with Power Transistor"
⑪	Exhaust valve timing control solenoid valve	EC-25, "Exhaust Valve Timing Control Solenoid Valve"
⑫	Intake valve timing control solenoid valve	EC-27, "Intake Valve Timing Control Solenoid Valve"

EXHAUST COMPARTMENT



No.	Component	Function
①	Air fuel ratio (A/F) sensor 1	EC-19, "Air Fuel Ratio (A/F) Sensor 1"
②	Heated oxygen sensor 2	EC-26, "Heated Oxygen Sensor 2"

BODY COMPARTMENT



A Under the right side second seat
B On the steering wheel
C Periphery of pedals
D Radiator assembly
E Under the left side fuel tank

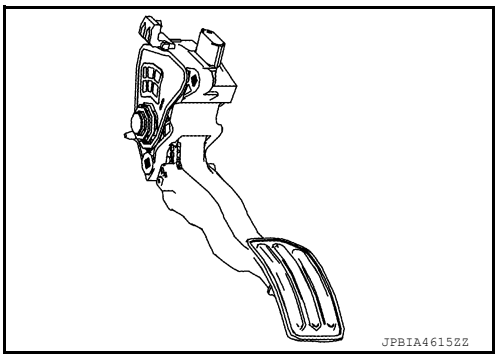
No.	Component	Function
①	Combination meter	MWI-6, "METER SYSTEM : Component Description"
②	Fuel level sensor unit, fuel filter and fuel pump assembly	EC-26, "Fuel Level Sensor Unit, Fuel Filter and Fuel Pump Assembly"
③	ASCD steering switch	EC-20, "ASCD Steering Switch"

No.	Component	Function
④	Clutch pedal position switch	EC-21, "Clutch Pedal Position Switch"
⑤	Stop lamp switch	EC-29, "Stop Lamp Switch & Brake Pedal Position Switch"
⑥	Brake pedal position switch	EC-29, "Stop Lamp Switch & Brake Pedal Position Switch"
⑦	Accelerator pedal position sensor	EC-19, "Accelerator Pedal Position Sensor"
⑧	Cooling fan motor	EC-21, "Cooling Fan"
⑨	Refrigerant pressure sensor	EC-29, "Refrigerant Pressure Sensor"
⑩	EVAP control system pressure sensor	EC-25, "EVAP Control System Pressure Sensor"
⑪	EVAP canister	EVAP canister stores the generated fuel vapors in the sealed fuel tank to activated charcoals of EVAP canister when the engine is not operating or when refueling to the tank.
⑫	EVAP canister vent control valve	EC-24, "EVAP Canister Vent Control Valve"

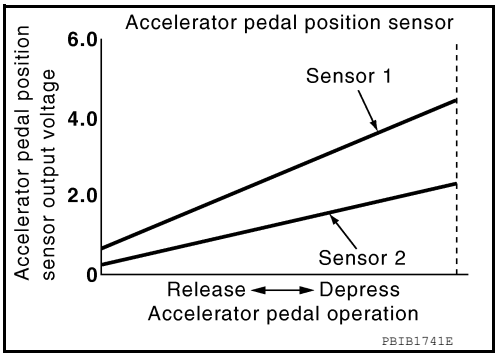
Accelerator Pedal Position Sensor

INFOID:0000000011538623

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 potentiometers which transform the accelerator pedal position into output voltage, and emit the voltage signal to the ECM. In addition, these sensors detect the opening and closing speed of the accelerator pedal and feed 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 the engine operation such as fuel cut.



Air Fuel Ratio (A/F) Sensor 1

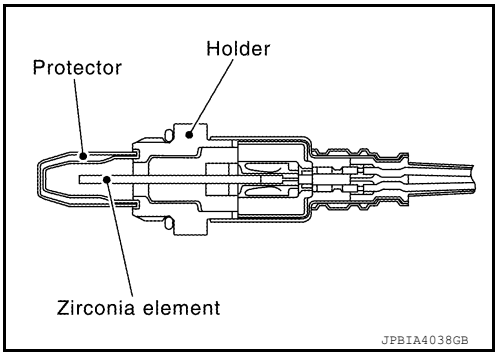
INFOID:0000000011538624

DESCRIPTION

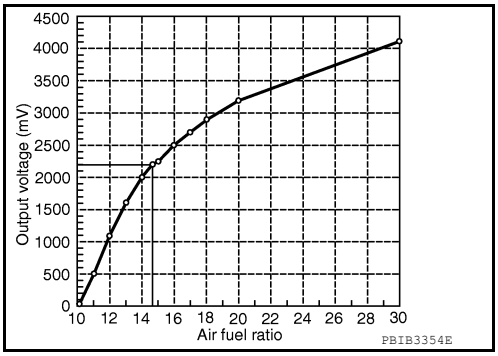
The sensor element of the A/F sensor 1 is composed an electrode layer, which transports ions. It has a heater in the element.

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 Steering Switch

INFOID:0000000011538625

ASCD steering switch has variant values of electrical resistance for each button. ECM reads voltage variation of switch, and determines which button is operated.

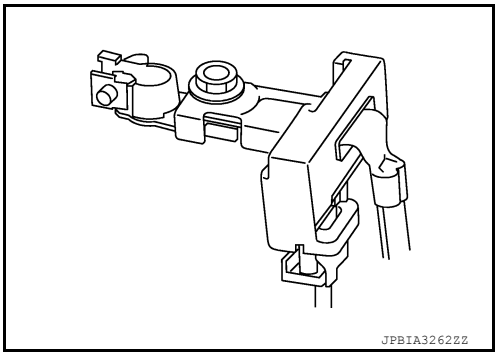
Battery Current Sensor (with Battery Temperature Sensor)

INFOID:0000000011538626

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, "System Description".



CAUTION:

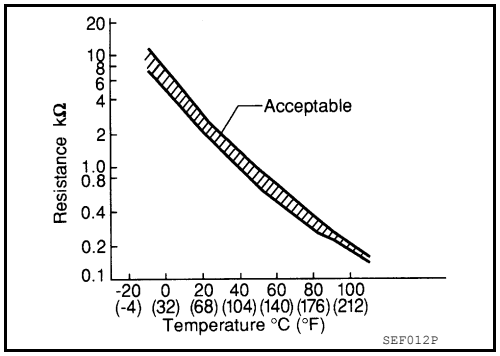
Never connect the electrical component or the ground wire directly to the battery terminal. The connection causes the malfunction of the power generation voltage variable control, and then the battery discharge may occur.

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>



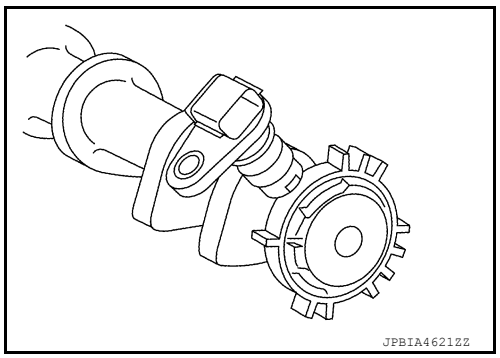
Temperature [°C (°F)]	Voltage* (V)	Resistance (kΩ)
25 (77)	3.333	1.9 - 2.1
90 (194)	0.969	0.222 - 0.258

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

Camshaft Position Sensor (PHASE)

INFOID:0000000011538627

The camshaft position sensor (PHASE) senses the retraction of intake camshaft 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.



Clutch Pedal Position Switch

INFOID:0000000011538628

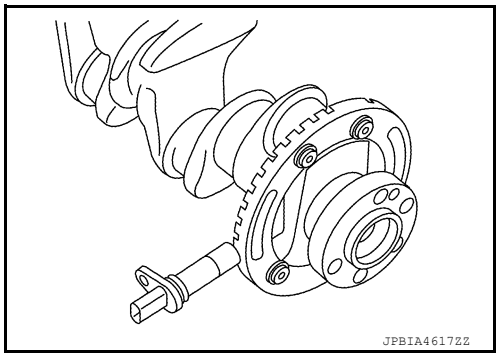
Stop lamp switch is installed to clutch pedal bracket. The switch detects the state of the clutch pedal and transmits an ON/OFF signal to ECM.

Clutch pedal	Clutch pedal position switch
Released	OFF
Depressed	ON

Crankshaft Position Sensor (POS)

INFOID:0000000011538629

The crankshaft position sensor (POS) is located on the oil pan 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.



Cooling Fan

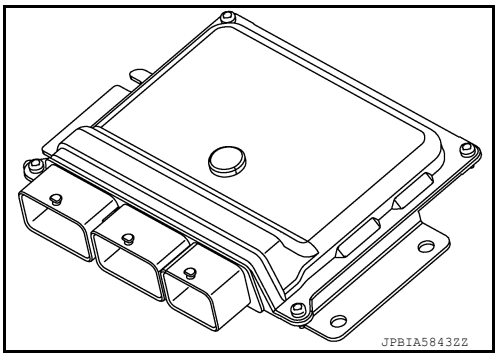
INFOID:0000000011538630

Cooling fan operates when the current flows in the cooling fan motor.
For control details, refer to EC-47, "COOLING FAN CONTROL : System Description".

ECM

INFOID:0000000011538631

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

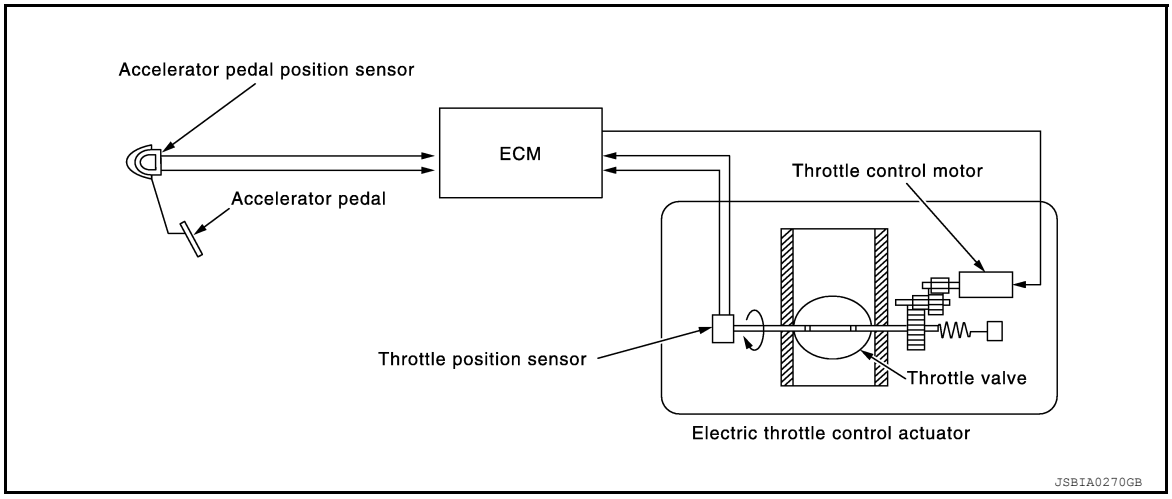


Electric Throttle Control Actuator

INFOID:0000000011538632

OUTLINE

Electric throttle control actuator consists of throttle body, throttle valve, throttle control motor and throttle position sensor.



THROTTLE CONTROL MOTOR RELAY

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.

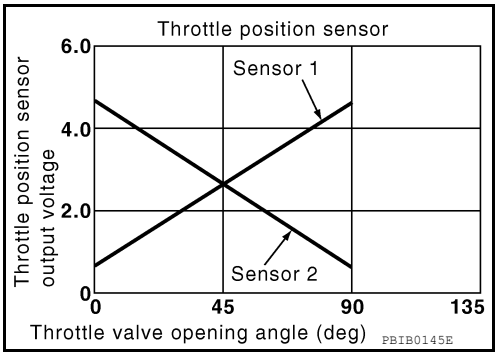
THROTTLE CONTROL MOTOR

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 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 POSITION SENSOR

The throttle position sensor responds to the throttle valve movement.

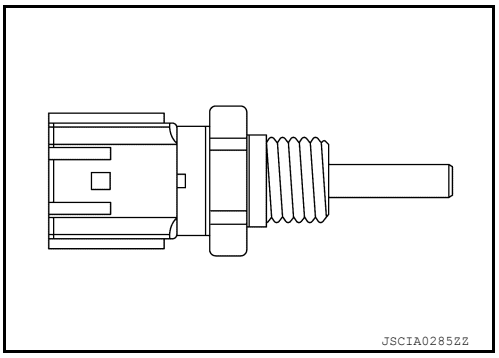
The throttle position sensor has two sensors. These sensors are a kind of potentiometers which transform the throttle valve position into output voltage, and emit the voltage signal to the ECM. In addition, these sensors detect the opening and closing speed of the throttle valve and feed the voltage signals to the ECM. The ECM judges the current opening angle of the throttle valve from these signals and the ECM controls the throttle control motor to make the throttle valve opening angle properly in response to driving condition.



Engine Coolant Temperature Sensor

INFOID:0000000011538633

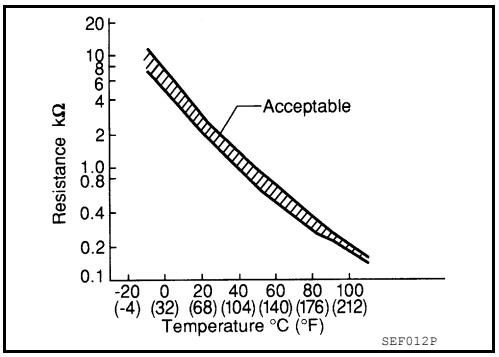
The engine coolant temperature sensor is used to detect the engine coolant temperature. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the engine coolant temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The electrical resistance of the thermistor decreases as temperature increases.



<Reference data>

Engine coolant temperature [°C (°F)]	Voltage* (V)	Resistance (kΩ)
–10 (14)	4.4	7.0 - 11.4
20 (68)	3.5	2.37 - 2.63
50 (122)	2.2	0.68 - 1.00
90 (194)	0.9	0.236 - 0.260

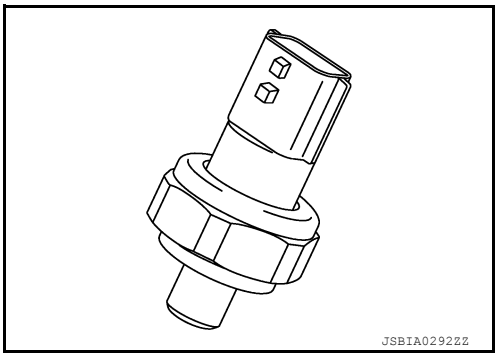
*: These data are reference values and are measured between ECM terminals.



Engine Oil Pressure Sensor

INFOID:0000000011538634

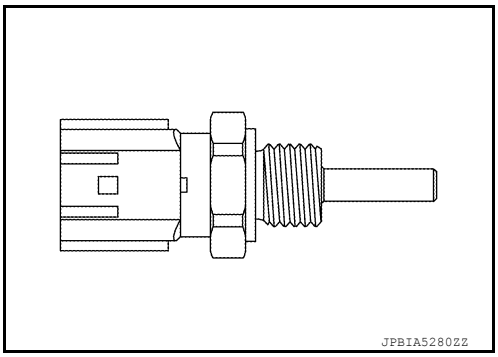
The engine oil pressure (EOP) sensor is detects engine oil pressure and transmits a voltage signal to the ECM.



Engine Oil Temperature Sensor

INFOID:0000000011538635

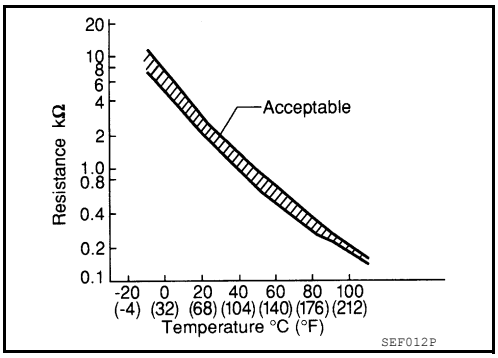
The engine oil temperature sensor is used to detect the engine oil temperature. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the engine oil temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The electrical resistance 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	2.37 - 2.63
50 (122)	2.2	0.68 - 1.00
90 (194)	0.9	0.236 - 0.260
110 (230)	0.6	0.143 - 0.153

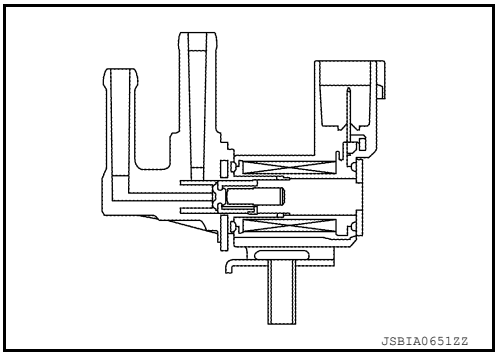
*: These data are reference values and are measured between ECM terminals.



EVAP Canister Purge Volume Control Solenoid Valve

INFOID:0000000011538636

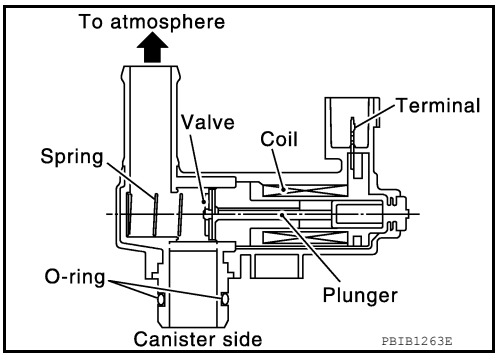
The EVAP canister purge volume control solenoid valve uses a ON/OFF duty to control the flow rate of fuel vapor from the EVAP canister. The EVAP canister purge volume control solenoid valve is moved by ON/OFF pulses from the ECM. The longer the ON pulse, the greater the amount of fuel vapor that will flow through the valve.



EVAP Canister Vent Control Valve

INFOID:0000000011538637

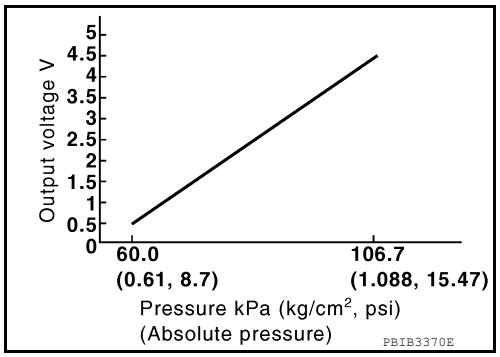
The EVAP canister vent control valve is located on the EVAP canister and is used to seal the canister vent.
This solenoid valve responds to signals from the ECM. When the ECM sends an ON signal, the coil in the solenoid valve is energized. A plunger will then move to seal the canister vent. The ability 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:0000000011538638

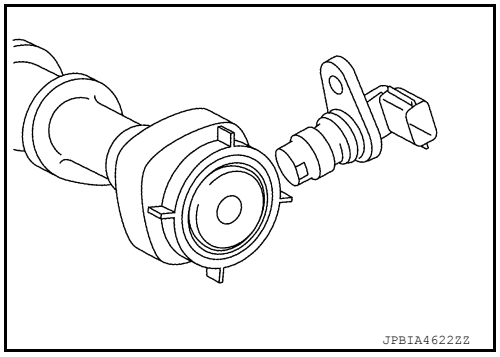
The EVAP control system pressure sensor detects pressure in the purge line. The sensor output voltage to the ECM increases as pressure increases.



Exhaust Valve Timing Control Position Sensor

INFOID:0000000011538639

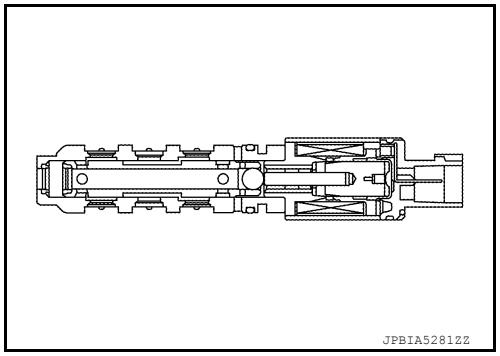
Exhaust valve timing control position sensor detects the protrusion of the signal plate installed to the exhaust camshaft front end.
This sensor signal is used for sensing a position of the exhaust camshaft.
The sensor consists of a permanent magnet and Hall IC.
When engine is running, the high and low 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.



Exhaust Valve Timing Control Solenoid Valve

INFOID:0000000011538640

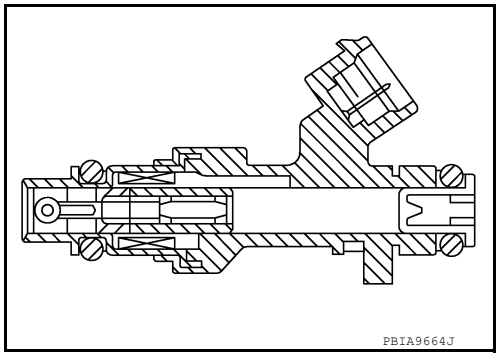
Exhaust valve timing control solenoid valve is activated by ON/OFF pulse duty (ratio) signals from the ECM.
The exhaust valve timing control solenoid valve changes the oil amount and direction of flow through exhaust valve timing control unit or stops oil flow.
The longer pulse width retards valve angle.
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:0000000011538641

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 Unit, Fuel Filter and Fuel Pump Assembly

INFOID:0000000011538642

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

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

The ECM activates the fuel pump for a few seconds after the ignition switch is turned ON to improve engine start ability. If the ECM receives a engine speed signal from the crankshaft position sensor (POS) and 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.

Heated Oxygen Sensor 2

INFOID:0000000011538643

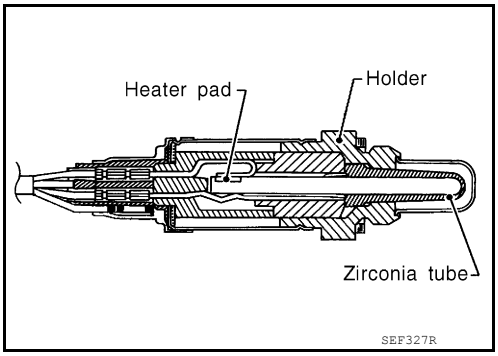
DESCRIPTION

The heated oxygen sensor 2, after three way catalyst (manifold), monitors the oxygen level in the exhaust gas.

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

Heated oxygen sensor 2 heater is integrated in the sensor.

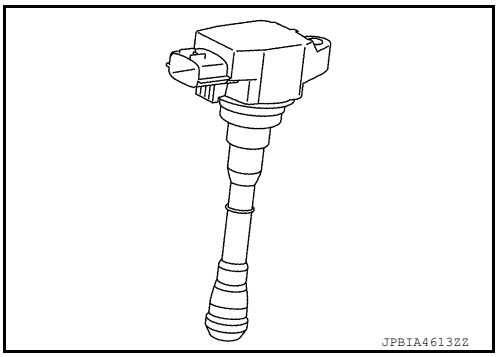
The ECM performs ON/OFF control of the heated oxygen sensor 2 heater corresponding to the engine speed, amount of intake air and engine coolant temperature.

Engine speed	Heated oxygen sensor 2 heater
Above 3,600 rpm	OFF
Below 3,600 rpm after the following conditions are met. • 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 with Power Transistor

INFOID:0000000011538644

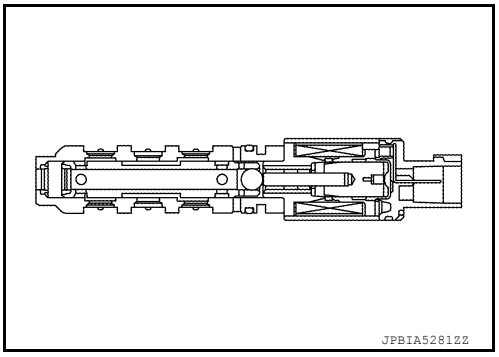
The ignition signal from the ECM is sent to and amplified by the power transistor. The power transistor turns ON and OFF the ignition coil primary circuit. This ON/OFF operation induces the proper high voltage in the coil secondary circuit.



Intake Valve Timing Control Solenoid Valve

INFOID:0000000011538645

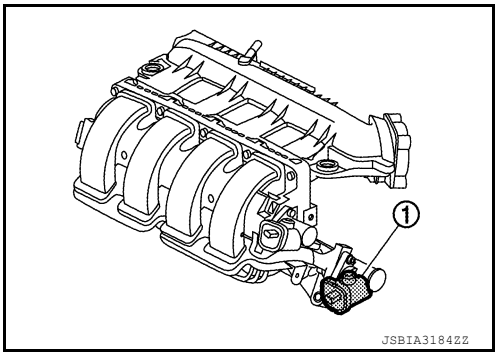
Intake valve timing control solenoid valve is activated by ON/OFF pulse duty (ratio) signals from the ECM.
The intake valve timing control solenoid valve changes the oil amount and direction of flow through intake valve timing control unit or stops oil flow.
The longer pulse width advances valve angle.
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.



Intake Manifold Runner Control Valve

INFOID:0000000011538646

Intake manifold runner control valve① is integrated to intake manifold.
Intake manifold runner control valve is mounted each port of the intake manifold and opened/closed by the intake manifold runner control valve motor.
ECM controls the intake manifold runner control valve motor, according to signals of engine speed, water temperature, etc. and stabilizes combustion by generating a strong tumble flow.



INTAKE MANIFOLD RUNNER CONTROL VALVE MOTOR

Intake manifold runner control valve motor is connected to the rear end of the valve shaft.
The motor opens or closes the valve by the output signal of the ECM.

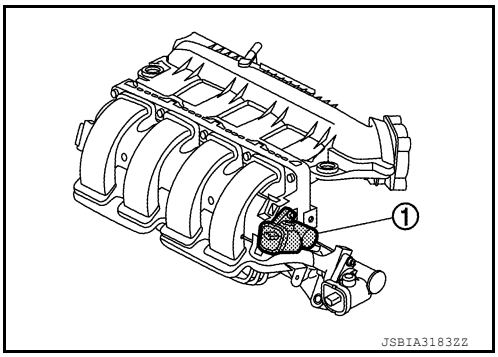
INTAKE MANIFOLD RUNNER CONTROL VALVE POSITION SENSOR

Intake manifold runner control valve position sensor is connected to the front end of the valve shaft.
The sensor consists of valiable resister. It senses the valve shaft movement and feeds the voltage signals to the ECM.

Intake Manifold Tuning Valve

INFOID:0000000011538647

Intake manifold tuning (IMT) valve ① is integrated to intake manifold.
Intake manifold tuning valve consists of valve and motor.
Intake manifold tuning valve is used to control the suction passage of the intake manifold tuning system.



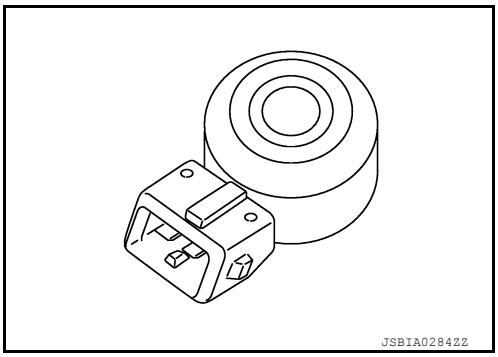
INTAKE MANIFOLD TUNING VALVE MOTOR

Intake manifold tuning valve motor is connected to the front end of the valve shaft.
The motor is operated by the ECM and it opens and closes the intake manifold tuning valve.

Knock Sensor

INFOID:0000000011538648

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.

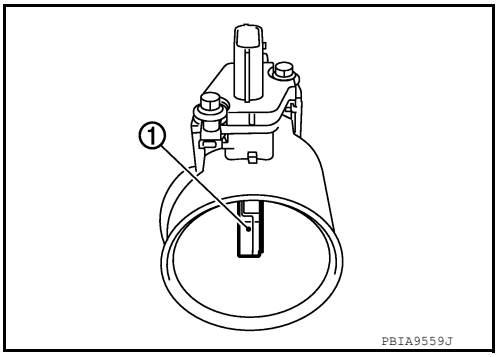


Mass Air Flow Sensor (with Intake Air Temperature Sensor)

INFOID:0000000011538649

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 heater in sensing element to a certain amount.
The temperature distribution around the heater changes according to the increase in intake air volume. The change is detected by a thermistor and the air volume data is sent to ECM by the MAF sensor.



INTAKE AIR TEMPERATURE SENSOR

The intake air temperature sensor is built-into 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.

<Reference data>

Intake air temperature [°C (°F)]	Voltage* (V)
25 (77)	1.9 – 2.1
80 (176)	3.2 – 3.4

*: These data are reference values on the diagnosis tool.

Park/Neutral Position Switch

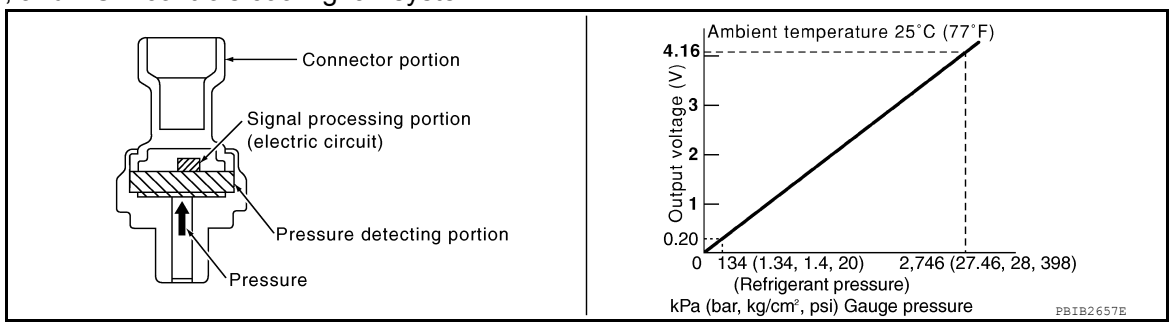
INFOID:0000000011538650

Park/Neutral Position Switch is installed to manual transaxle. The switch detects the neutral position and transmits a voltage signal.

Refrigerant Pressure Sensor

INFOID:0000000011538651

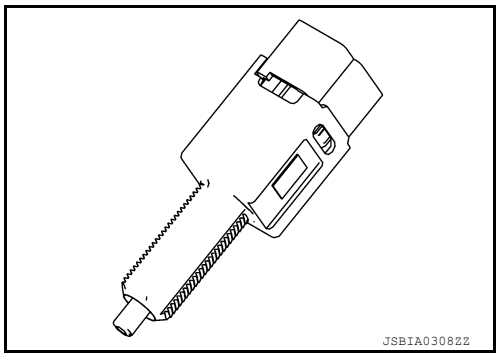
The refrigerant pressure sensor is installed at the condenser of the air conditioner system. The sensor uses an electrostatic volume pressure transducer to convert refrigerant pressure to voltage. The voltage signal is sent to ECM, and ECM controls cooling fan system.



Stop Lamp Switch & Brake Pedal Position Switch

INFOID:0000000011538652

Stop lamp switch and brake pedal position switch are installed to brake pedal bracket.
ECM detects the state of the brake pedal by those two types of input (ON/OFF signal).



Brake pedal	Brake pedal position switch	Stop lamp switch
Released	ON	OFF
Depressed	OFF	ON

Transmission Range Switch

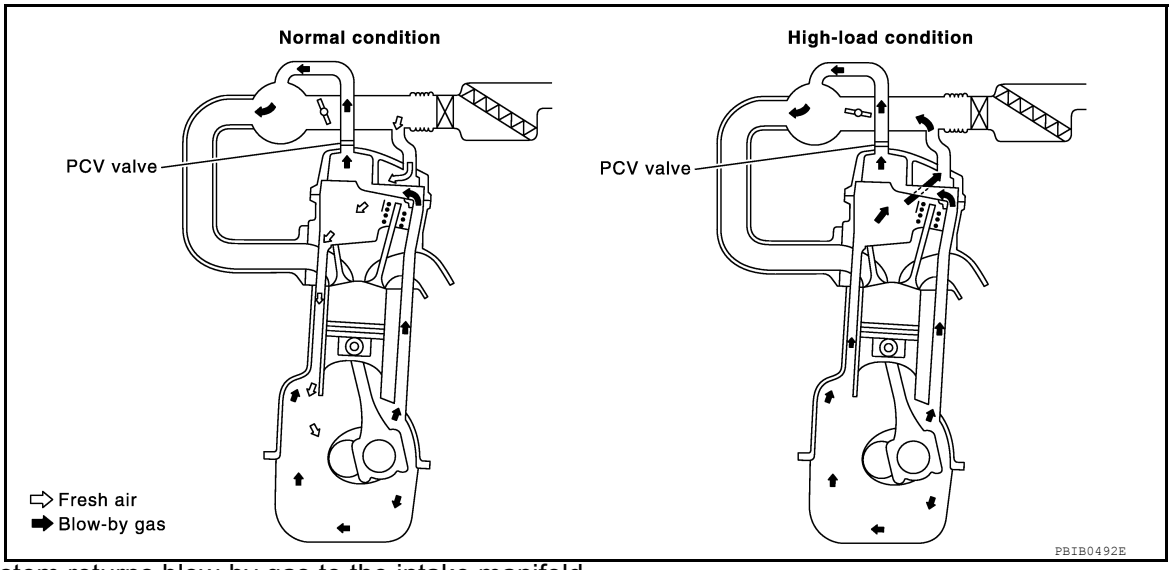
INFOID:0000000011538653

Transmittion Range Switch is installed to automatic transmission and CVT transaxle. The switch detects the state of the gear position (N range and P range) and transmits a voltage signal to ECM.

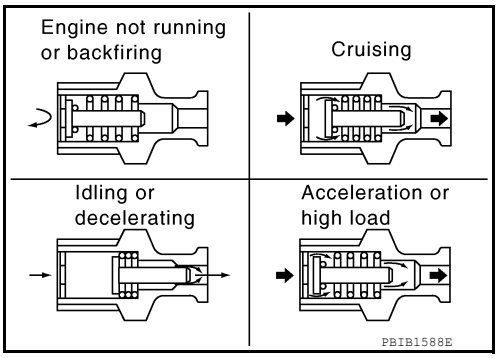
STRUCTURE AND OPERATION

Positive Crankcase Ventilation

INFOID:0000000011538654

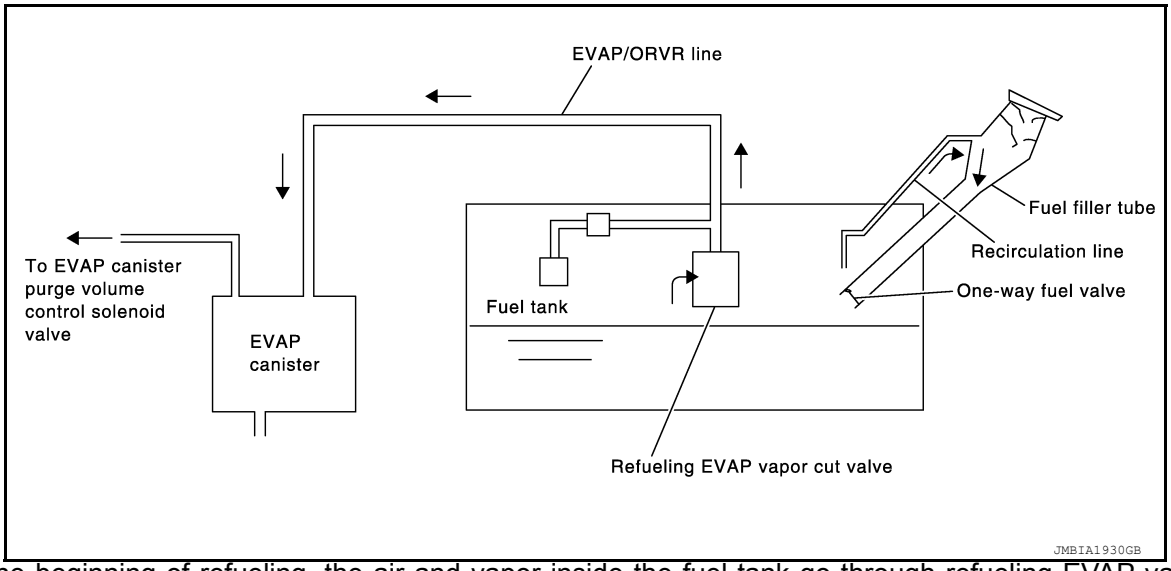


This system returns blow-by gas to the intake manifold.
The positive crankcase ventilation (PCV) valve is provided to conduct crankcase blow-by gas to the intake manifold.
During partial throttle operation of the engine, the intake manifold sucks the blow-by gas through the PCV valve.
Normally, the capacity of the valve is sufficient to handle any blow-by and a small amount of ventilating air.
The ventilating air is then drawn from the air inlet tubes into the crankcase. In this process the air passes through the hose connecting air inlet tubes to rocker cover.
Under full-throttle condition, the manifold vacuum is insufficient to draw the blow-by flow through the valve. The flow goes through the hose connection in the reverse direction.
On vehicles with an excessively high blow-by, the valve does not meet the requirement. This is because some of the flow will go through the hose connection to the air inlet tubes under all conditions.



On Board Refueling Vapor Recovery (ORVR)

INFOID:0000000011538655



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.**
- **Do not smoke while servicing fuel system. Keep open flames and sparks away from work area.**
- **Be sure to furnish the workshop with a CO_2 fire extinguisher.**

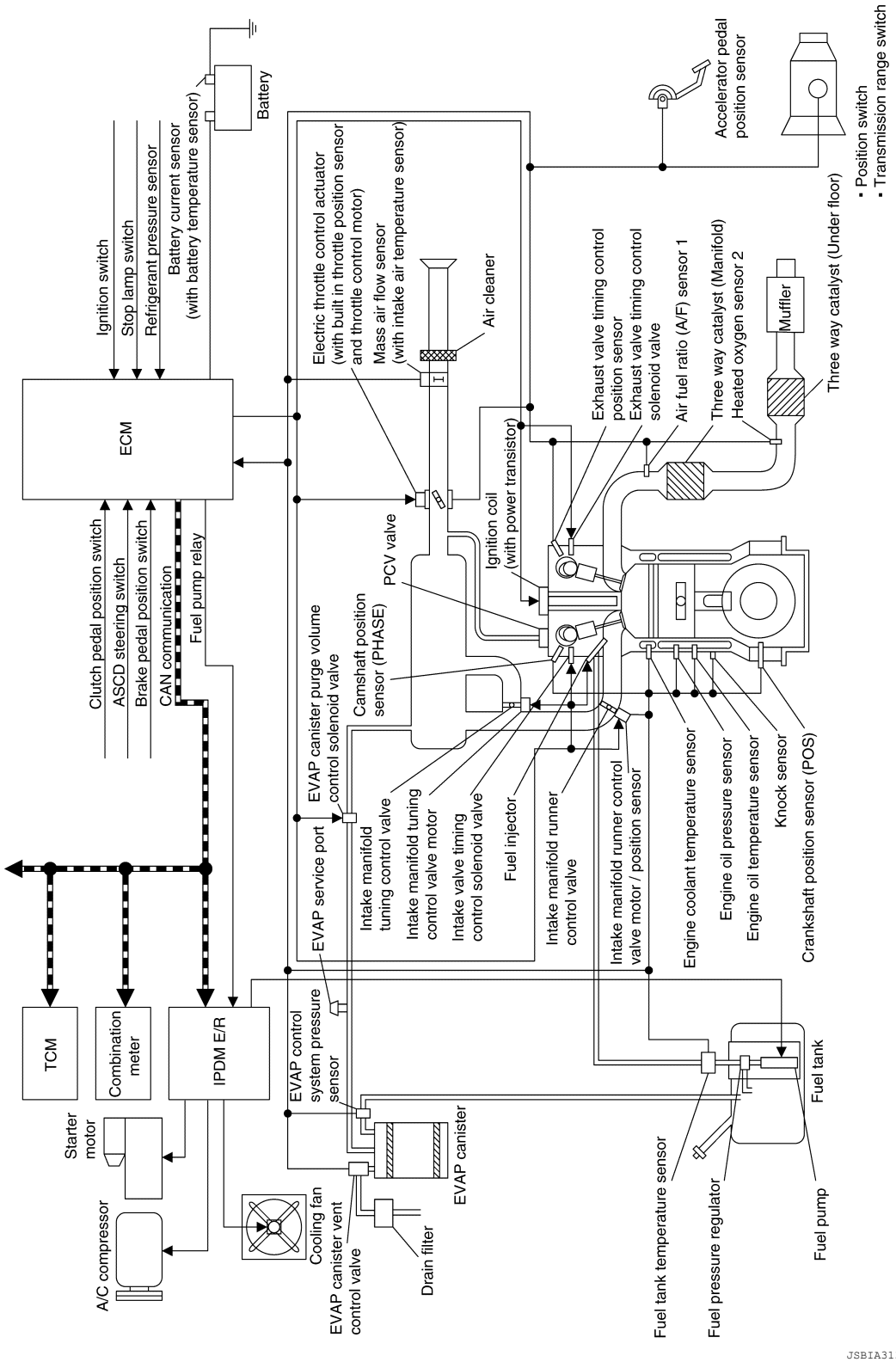
CAUTION:

- **Before removing fuel line parts, carry out the following procedures:**
  - **Put drained fuel in an explosion-proof container and put lid on securely.**
  - **Release fuel pressure from fuel line. Refer to EC-484, "Inspection".**
  - **Disconnect battery ground cable.**
- **Always replace O-ring when the fuel gauge retainer is removed.**
- **Do not kink or twist hose and tube when they are installed.**
- **Do not tighten hose and clamps excessively to avoid damaging hoses.**
- **After installation, run engine and check for fuel leaks at connection.**
- **Do not 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 Description

INFOID:0000000011538656

SYSTEM DIAGRAM



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NOTE:

- Position switch and clutch pedal position switch are not used in models with CVT.
- TCM and transmission range switch are not used in models with M/T.

SYSTEM DESCRIPTION

ECM controls the engine by various functions.

Function	Reference
Fuel injection control	EC-35, "MULTIPORT FUEL INJECTION SYSTEM : System Description"
Electric ignition control	EC-38, "ELECTRIC IGNITION SYSTEM : System Description"
Intake valve timing control	EC-39, "INTAKE VALVE TIMING CONTROL : System Description"
Exhaust valve timing control	EC-41, "EXHAUST VALVE TIMING CONTROL : System Description"
Intake manifold runner control	EC-43, "INTAKE MANIFOLD RUNNER CONTROL : System Description"
Intake manifold tuning control	EC-43, "INTAKE MANIFOLD TUNING SYSTEM : System Description"
Engine protection control (Low engine oil pressure)	EC-44, "ENGINE PROTECTION CONTROL AT LOW ENGINE OIL PRESSURE : System Description"
Fuel filler cap warning system	EC-45, "FUEL FILLER CAP WARNING SYSTEM : System Description"
Air conditioning cut control	EC-46, "AIR CONDITIONING CUT CONTROL : System Description"
Cooling fan control	EC-47, "COOLING FAN CONTROL : System Description"
Starter motor drive control	EC-49, "STARTER MOTOR DRIVE CONTROL : System Description"
Evaporative emission	EC-50, "EVAPORATIVE EMISSION SYSTEM : System Description"
Automatic speed control	EC-51, "AUTOMATIC SPEED CONTROL DEVICE (ASCD) : System Description"
ECO mode control	• DMS-6, "ECO MODE CONTROL : System Description" (M/T models) • DMS-26, "ECO MODE CONTROL : System Description" (CVT models)
SPORT mode control	• DMS-6, "ECO MODE CONTROL : System Description" (M/T models) • DMS-63, "SPORT MODE CONTROL : System Description" (CVT models)
CAN communication	EC-52, "CAN COMMUNICATION : System Description"

ENGINE CONTROL SYSTEM : Fail Safe

INFOID:0000000011908300

NON DTC RELATED ITEM

Detected items	Engine operating condition in fail-safe mode	Remarks	Reference page
Malfunction indicator circuit	Engine speed will not rise more than 2,500 rpm due to the fuel cut	When there is an open circuit on MIL circuit, the ECM cannot warn the driver by lighting up MIL when there is malfunction on engine control system. Therefore, when electrical controlled throttle and part of ECM related diagnoses are continuously detected as NG for 5 trips, ECM warns the driver that engine control system malfunctions and MIL circuit is open by means of operating fail safe function. The fail safe function also operates when above diagnoses except MIL circuit are detected and demands the driver to repair the malfunction.	EC-470, "Component Function Check"

DTC RELATED ITEM

Description

When a DTC is detected, ECM executes a mode (in the Fail-safe mode) applicable to the DTC. The fail-safe mode has the preset traveling control mode (accelerator angle variation and engine output limit) and device fix mode.

Fail safe mode		Vehicle behavior
Traveling control mode	Accelerator angle variation control	ECM controls the accelerator pedal depression speed to make it slower than actual speed. This causes a drop in accelerating performance and encourages the driver to repair malfunction. **NOTE:** ECM does not control the accelerator pedal releasing speed.
	Engine output control	ECM reduces the engine output, according to the rise in engine speed. This reduces the vehicle speed to encourage the driver to repair malfunction.
Device fix mode		• This mode fixes the IVT control solenoid valve and the EVT control solenoid valve in the reference position. • The intake manifold runner control valve motor is turned OFF (intake manifold runner control valve opens).

Fail Safe Pattern

Pattern	Fail safe mode	
A	Traveling control mode	Accelerator angle variation control
B		Engine output control
C	Device fix mode	

Fail Safe List

×:Applicable —: Not applicable

DTC No.	Detected items	Vehicle behavior			
		Pattern			Others
		A	B	C	
P0075	Intake valve timing control	—	—	×	ECM activates the IVT intermediate lock control solenoid valve to bring the cam sprocket into an intermediate lock condition.
P0078	Exhaust valve timing control	—	—	×	—
P0101 P0102 P0103	Mass air flow sensor circuit	×	×	×	—
P0122 P0123 P0222 P0223 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. So, the acceleration will be poor.
P0117 P0118	Engine coolant temperature sensor	×	×	—	—
P0171 P0172	Fuel injection system	×	—	—	—
P0197 P0198	Engine oil temperature sensor	—	—	—	Exhaust valve timing control does not function.
P0300 P0301 P0302 P0303 P0304	Misfire	×	—	—	—
P0500	Vehicle speed sensor	×	—	—	—

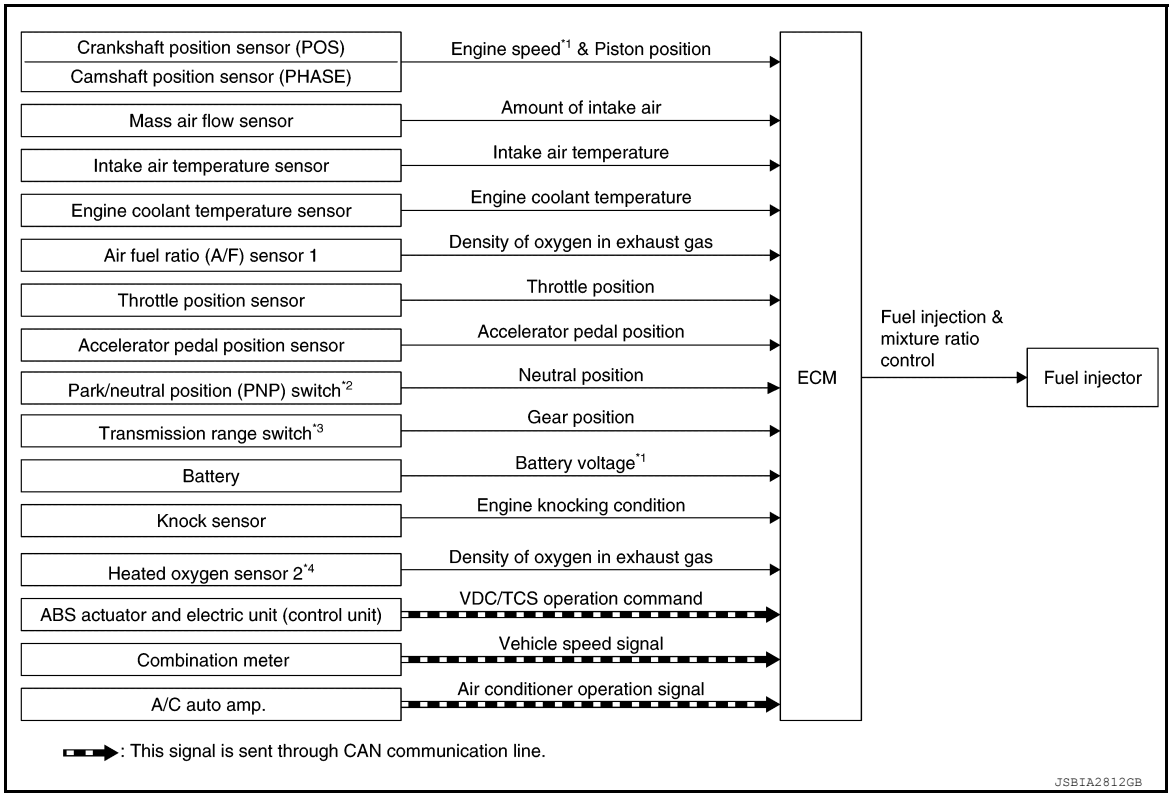
DTC No.	Detected items	Vehicle behavior			
		Pattern			Others
		A	B	C	
P0524	Engine oil pressure	—	—	—	• ECM illuminates oil pressure warning lamp on the combination meter. • Engine speed will not rise more than 4,000rpm due to the fuel cut. • Fail-safe is canceled when ignition switch OFF → ON.
P0603	ECM	—	—	—	—
		—	×	—	ASCD operation may be deactivated.
P0604	ECM	×	—	×	ASCD operation may be deactivated.
P0605 P060B	ECM	—	—	—	—
		×	—	×	ASCD operation may be deactivated.
P0606	ECM	—	—	—	ASCD operation may be deactivated.
		×	—	×	ASCD operation may be deactivated.
P0607	ECM	—	—	—	—
		—	×	—	—
P060A	ECM	×	—	×	—
		×	×	×	ASCD operation may be deactivated.
P0643	ECM	×	—	×	—
P1078	Exhaust valve timing control position sensor circuit	×	—	×	—
P1650 P1651	Starter relay	×	×	—	
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
P2100	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.
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.
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.
P2119	Electric throttle control actuator	×	×	—	—
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. So, the acceleration will be poor.

MULTIPORT FUEL INJECTION SYSTEM

MULTIPORT FUEL INJECTION SYSTEM : System Description

INFOID:0000000011538658

SYSTEM DIAGRAM



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

*2: M/T models

*3: CVT models

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

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.

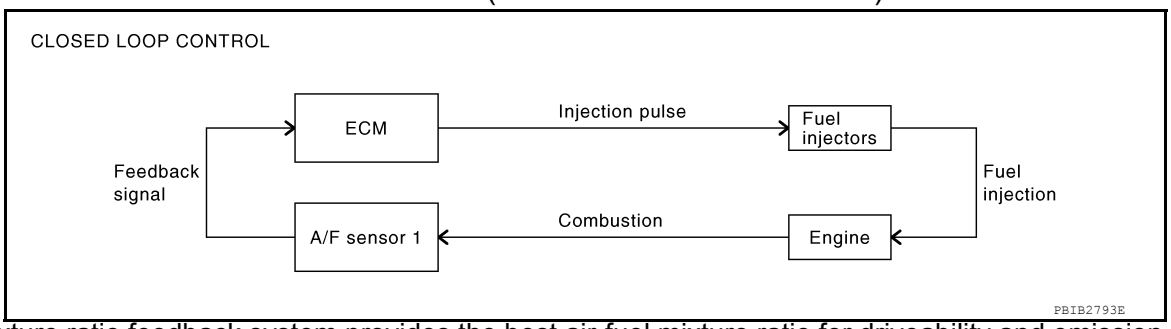
VARIOUS FUEL INJECTION INCREASE/DECREASE COMPENSATION

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 (CVT models)
- High-load, high-speed operation

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

MIXTURE RATIO FEEDBACK CONTROL (CLOSED LOOP CONTROL)



The mixture ratio feedback system provides the best air-fuel mixture ratio for driveability and emission control. The three way catalyst (manifold) can then 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-19, "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 (CVT models)
- When starting the engine

MIXTURE RATIO SELF-LEARNING CONTROL

The mixture ratio feedback control system monitors the mixture ratio signal transmitted from A/F sensor 1. This feedback signal is then sent to the ECM. The ECM controls the basic mixture ratio as close to the theoretical mixture ratio as possible. However, the basic mixture ratio is not necessarily controlled as originally designed. Both manufacturing differences (i.e., mass air flow sensor hot wire) and characteristic changes during operation (i.e., fuel injector clogging) directly affect mixture ratio.

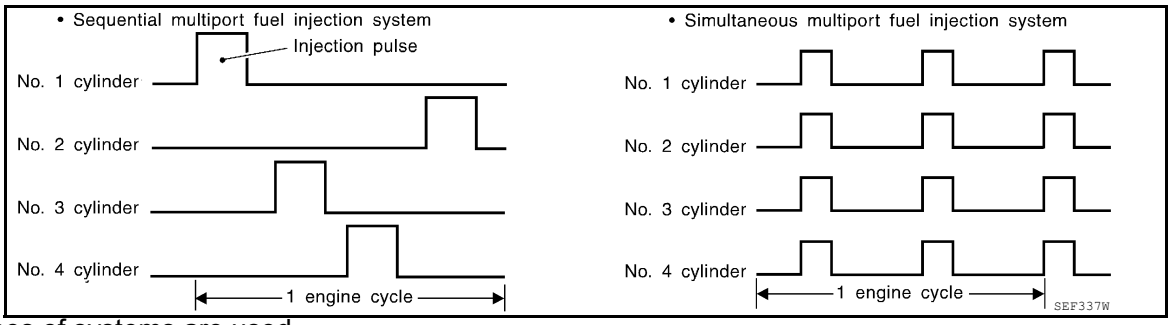
Accordingly, the difference between the basic and theoretical mixture ratios is monitored in this system. This is then computed in terms of “injection pulse duration” to automatically compensate for the difference between the two ratios.

“Fuel trim” refers to the feedback compensation value compared against the basic injection duration. Fuel trim includes short term fuel trim and long term fuel trim.

“Short term fuel trim” is the short-term fuel compensation used to maintain the mixture ratio at its theoretical value. The signal from A/F sensor 1 indicates whether the mixture ratio is RICH or LEAN compared to the theoretical value. The signal then triggers a reduction in fuel volume if the mixture ratio is rich, and an increase in fuel volume if it is lean.

“Long term fuel trim” is overall fuel compensation carried out long-term to compensate for continual deviation of the short term fuel trim from the central value. Such 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 four cylinders twice each engine cycle. In other words, pulse signals of the same width are simultaneously transmitted from the ECM.
  The four injectors will then receive the signals two times for each engine cycle.
  This system is used when the engine is being started and/or if the fail-safe system (CPU) is operating.

FUEL SHUT-OFF

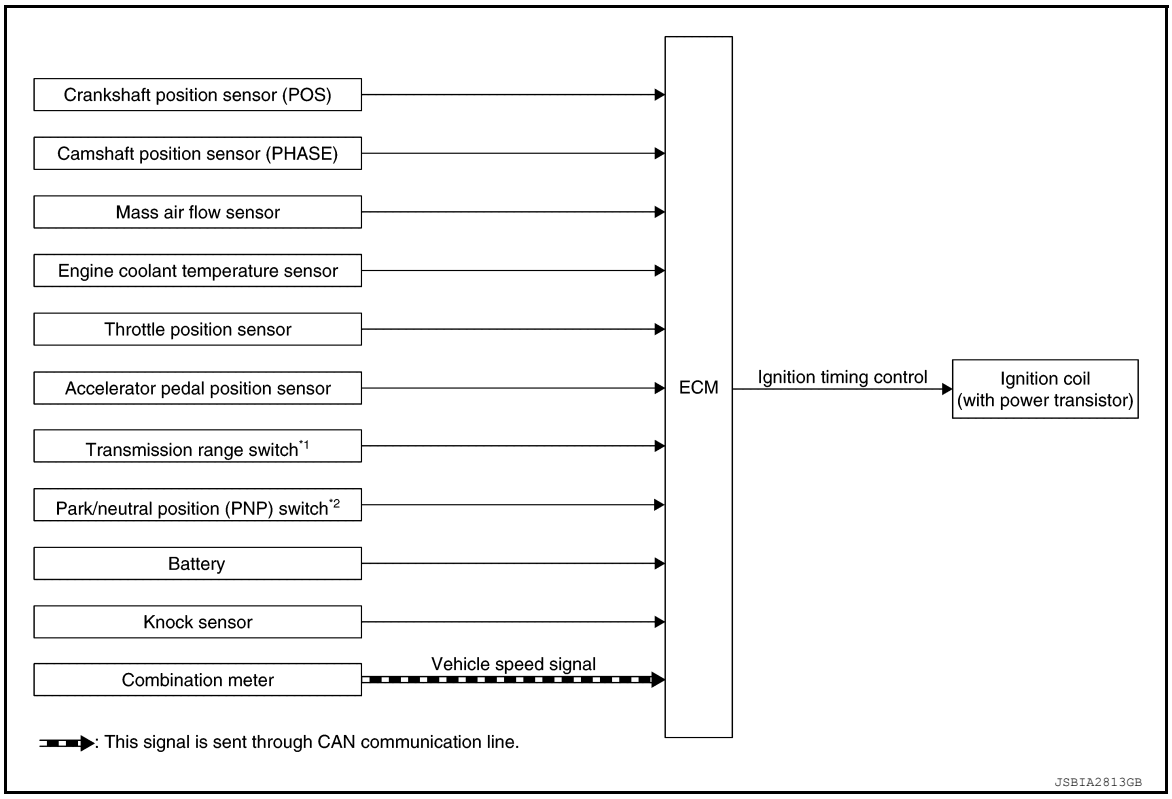
Fuel to each cylinder is cut off during deceleration, operation of the engine at excessively high speeds or operation of the vehicle at excessively high speeds.

ELECTRIC IGNITION SYSTEM

ELECTRIC IGNITION SYSTEM : System Description

INFOID:0000000011538659

SYSTEM DIAGRAM



*1: CVT models

*2: M/T models

INPUT/OUTPUT SIGNAL CHART

Sensor	Input Signal to ECM		ECM function	Actuator
Crankshaft position sensor (POS)	• Engine speed*3 • 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			
Transmission range switch*1	Gear position			
Park/neutral position (PNP) switch*2				
Battery	Battery voltage*3			
Knock sensor	Engine knocking condition			
Combination meter	CAN communication	Vehicle speed signal		

*1: CVT models

*2: M/T models

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

SYSTEM DESCRIPTION

Firing order: 1 - 3 - 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 (PHASE) signal. Computing this information, ignition signals are transmitted to the power transistor.

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

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

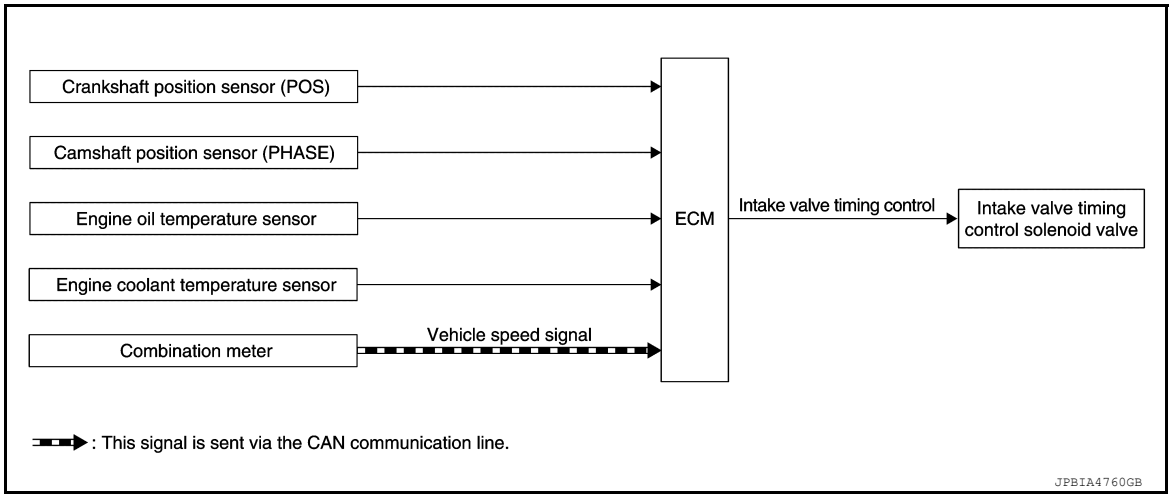
The knock sensor retard system is designed only for emergencies. The basic ignition timing is programmed within the anti-knocking zone, if recommended fuel is used under dry conditions. The retard system does not operate under normal driving conditions. If engine knocking occurs, the knock sensor monitors the condition. The signal is transmitted to the ECM. The ECM retards the ignition timing to eliminate the knocking condition.

INTAKE VALVE TIMING CONTROL

INTAKE VALVE TIMING CONTROL : System Description

INFOID:0000000011538660

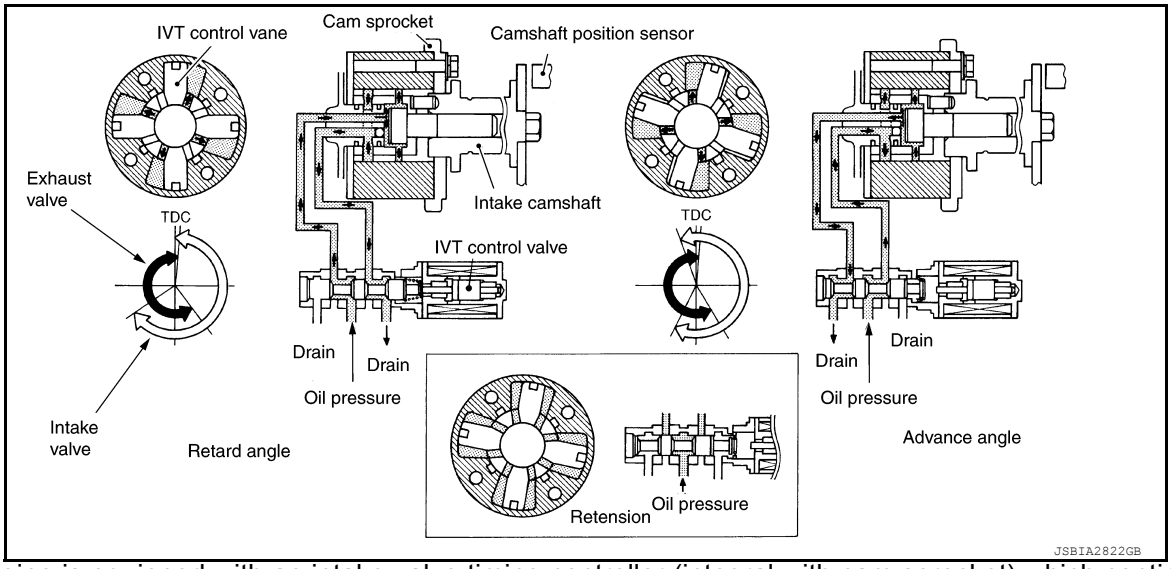
SYSTEM DIAGRAM



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	CAN communication	Vehicle speed signal		

SYSTEM DESCRIPTION



This engine is equipped with an intake valve timing controller (integral with cam sprocket) which continuously adjusts the phase of intake valve according to driving conditions, improves both low/mid range engine torque and high-speed range engine output, and brings about low emission and low fuel consumption.
The intake valve timing control system continuously controls cam phases in constant intake valve operating angle conditions and adjusts an operating oil pressure to the intake valve timing controller via the control solenoid valve.
ECM receives crankshaft position signal, camshaft position signal, engine speed signal, engine oil temperature signal, and engine coolant temperature signal. And the ECM outputs ON/OFF pulse duty signals to the intake valve timing control solenoid valve depending on driving status.

Intake Valve Timing Controller Operation List

Intake valve timing solenoid valve condition	Intake valve timing controller operation
Engine OFF	When starting the engine, the controller vane and sprocket are fixed in full retard position by the reaction force of return spring, improving the starting performance of the engine.
Active (Advance angle)	When the energization rate to the control solenoid valve is increased, the oil pressure from the oil pump is conveyed to the advance angle chamber of the controller. And retard angle chamber oil is drained. Accordingly, the controller vane rotates rightward and the phase of camshaft becomes advance angle. This condition brings about the greater overlap with the exhaust valve, enabling the exhaust gas cleaning by the internal EGR effect and the fuel consumption improvement by the reduction in pumping loss.
Neutral (Maintained)	When it is the target valve timing, the energization rate to the control solenoid valve is adjusted to the intermediate state. The solenoid valve is positioned at the neutral position and the oil path is interrupted to maintain the cam shaft phase.
Return (Retard angle)	When the energization rate to the control solenoid valve is decreased, the oil pressure from the oil pump is conveyed to the retard chamber of the controller. And advanced angle chamger oil is drained. Accordingly, the controller vane rotates leftward and the phase of camshaft becomes retard angle.

INTAKE VALVE TIMING CONTROL FEEDBACK CONTROL

Cam Position Detection

The camshaft position sensor mounted at the rear of the cylinder head detects a cam position, by using the groove on the plate located at the rear of the intake camshaft.

Feedback Control

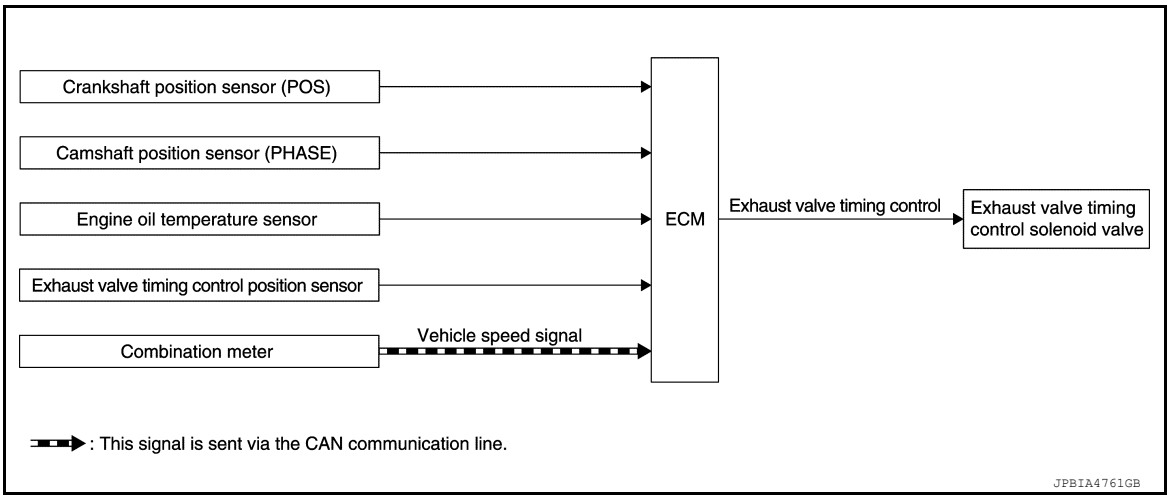
The camshaft position sensor feeds back an actual cam position signal to ECM. Based on the signal, ECM controls the intake valve timing control solenoid valve to satisfy the optimum target valve opening/closing timing according to a driving condition.

EXHAUST VALVE TIMING CONTROL

EXHAUST VALVE TIMING CONTROL : System Description

INFOID:0000000011538661

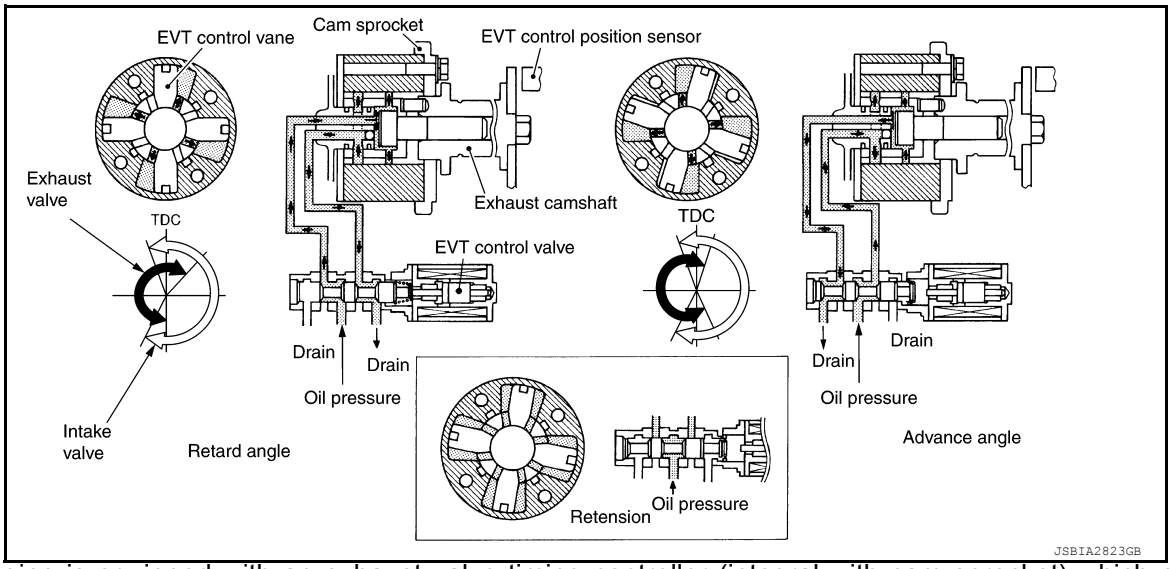
SYSTEM DIAGRAM



INPUT/OUTPUT SIGNAL CHART

Sensor	Input signal to ECM		ECM function	Actuator
Crankshaft position sensor (POS)	Engine speed and piston position		Exhaust valve timing control	Exhaust valve timing control solenoid valve
Camshaft position sensor (PHASE)				
Engine oil temperature sensor	Engine oil temperature			
Exhaust valve timing control position sensor	Exhaust valve timing signal			
Combination meter	CAN communication	Vehicle speed signal		

SYSTEM DESCRIPTION



This engine is equipped with an exhaust valve timing controller (integral with cam sprocket) which continuously adjusts the phase of intake valve according to driving conditions, improves both low/mid range engine torque and high-speed range engine output, and brings about low emission and low fuel consumption.
The exhaust valve timing control system continuously controls cam phases in constant exhaust valve operating angle conditions and adjusts an operating oil pressure to the exhaust valve timing controller via the control solenoid valve.
ECM receives exhaust valve timing control position signal, crankshaft position signal, engine speed signal, engine oil temperature signal, and engine coolant temperature signal. And the ECM outputs ON/OFF pulse duty signals to the exhaust valve timing control solenoid valve depending on driving status.

Exhaust Valve Timing Controller Operation List

Exhaust valve timing solenoid valve condition	Exhaust valve timing controller operation
Engine OFF	When starting the engine, the controller vane and sprocket are fixed in full retard position by the reaction force of return spring, improving the starting performance of the engine.
Active (Retard angle)	When the energization rate to the control solenoid valve is increased, the oil pressure from the oil pump is conveyed to the retard angle chamber of the controller. And advance angle chamber oil is drained. Accordingly, the controller vane rotates leftward and the phase of camshaft becomes retard angle. This condition brings about the greater overlap with the exhaust valve, enabling the exhaust gas cleaning by the internal EGR effect and the fuel consumption improvement by the reduction in pumping loss.
Neutral (Maintained)	When it is the target valve timing, the energization rate to the control solenoid valve is adjusted to the intermediate state. The solenoid valve is positioned at the neutral position and the oil path is interrupted to maintain the cam shaft phase.
Return (Advance angle)	When the energization rate to the control solenoid valve is decreased, the oil pressure from the oil pump is conveyed to the advance angle chamber of the controller. And retard angle chamber oil is drained. Accordingly, the controller vane rotates rightward and the phase of camshaft becomes advance angle.

EXHAUST VALVE TIMING CONTROL FEEDBACK CONTROL

Cam Position Detection

The exhaust valve control position sensor mounted at the rear of the cylinder head detects a cam position, by using the groove on the plate located at the rear of the intake camshaft.

Feedback Control

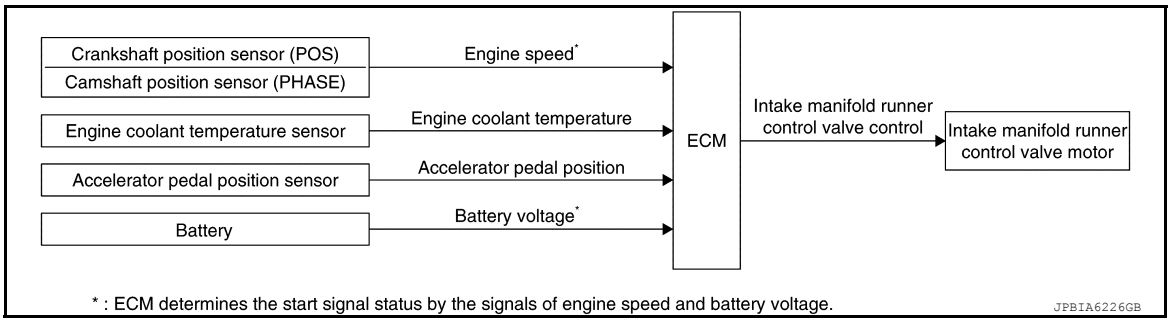
The exhaust valve control position sensor feeds back an actual cam position signal to ECM. Based on the signal, ECM controls the exhaust valve timing control solenoid valve to satisfy the optimum target valve opening/closing timing according to a driving condition.

INTAKE MANIFOLD RUNNER CONTROL

INTAKE MANIFOLD RUNNER CONTROL : System Description

INFOID:0000000011538662

SYSTEM DIAGRAM



SYSTEM DESCRIPTION

Intake manifold runner control valve has a valve portion in the intake passage of each cylinder.

While idling and during low engine coolant temperature, the intake manifold runner control valve closes. Thus the velocity of the air in the intake passage increases, promoting the vaporization of the fuel and producing a intake manifold runner in the combustion chamber.

Because of this operation, this system tends to increase the burning speed of the gas mixture, improve exhaust emission, and increase the stability in running conditions.

Also, except when idling and during low engine coolant temperature, this system opens the intake manifold runner control valve.

In this condition, this system tends to increase power by improving intake efficiency via reduction of intake flow resistance.

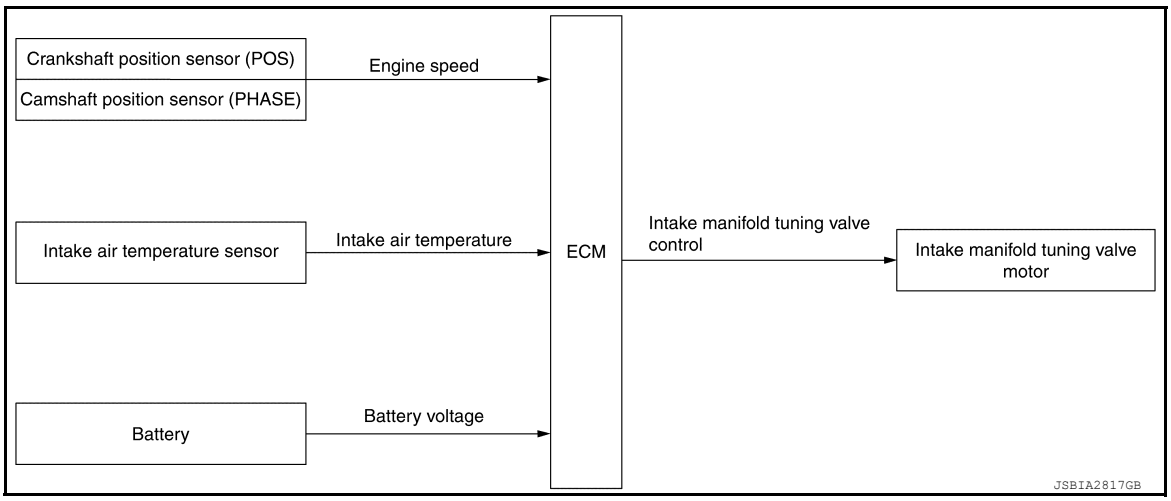
The intake manifold runner control valve is operated by the ECM.

INTAKE MANIFOLD TUNING SYSTEM

INTAKE MANIFOLD TUNING SYSTEM : System Description

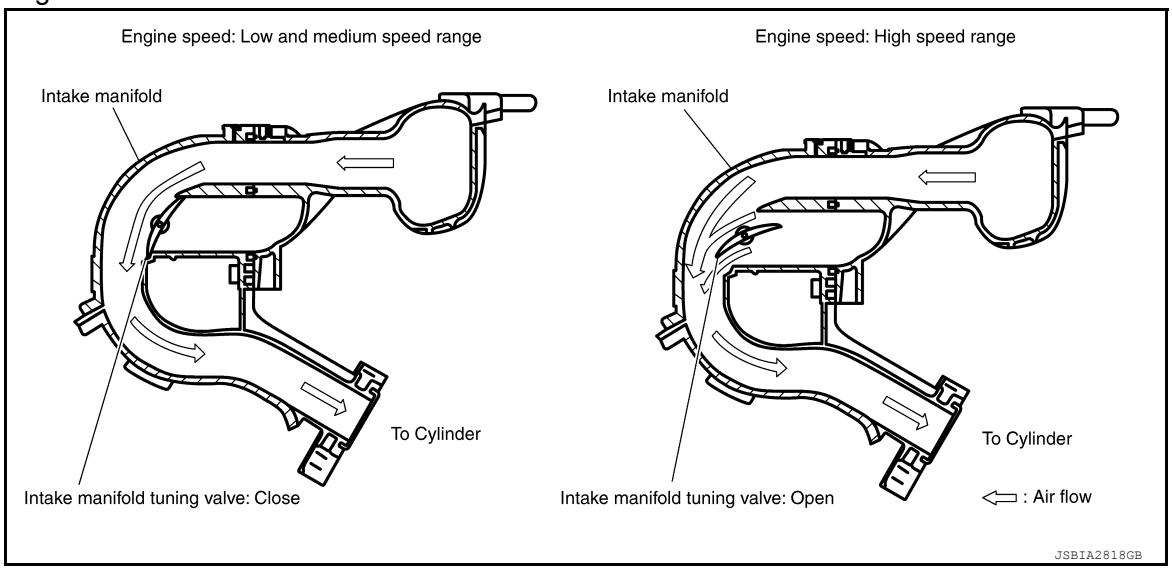
INFOID:0000000011538663

SYSTEM DIAGRAM



SYSTEM DESCRIPTION

This system switches the length of intake air path according to the low-to-medium speed range or high speed range. Torque is increased in the low-to-medium speed range and the engine output is improved in the high speed range.



Engine speed: Low and medium speed range

Since the intake manifold tuning (IMT) valve is closed when the engine speed is less than 5,250 rpm, the length of the effective intake air path is from the mouth of intake manifold collector to the intake valve. This long path brings the inertia effect of intake air, contributing to the improvement in intake air efficiency and the generation of high torque.

Engine speed: High speed range

When engine speed is 5,250 rpm or more, ECM turns ON the intake manifold tuning valve motor to open the intake manifold tuning valve. The length of the effective intake air path at this time is from the intake manifold tuning valve to the intake valve. This short path brings the inertia effect of intake air in the high speed range, contributing to the torque improvement while the engine is running at high speeds. (The highest engine output is improved.)

Intake Manifold Tuning Valve Operating Condition

ECM opens the intake manifold tuning valve when all of the following conditions are satisfied.

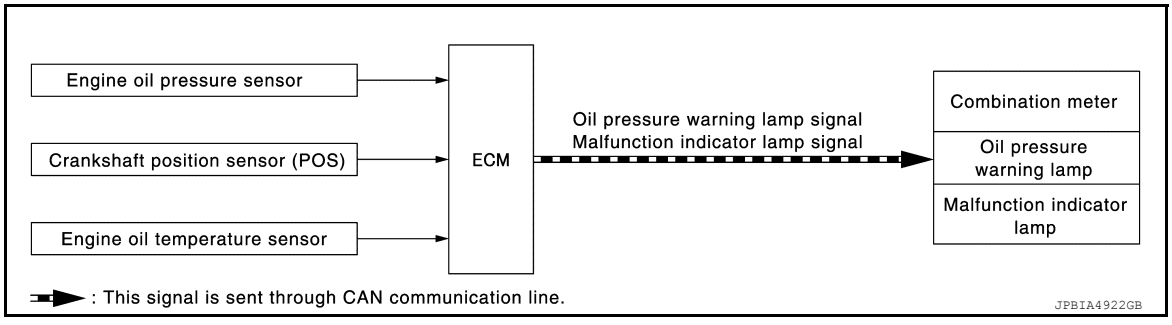
- Engine speed: 5,250 rpm or more
- Engine coolant temperature: -30°C (-22°F) or more
- Battery voltage: between 11 V and 16 V

ENGINE PROTECTION CONTROL AT LOW ENGINE OIL PRESSURE

ENGINE PROTECTION CONTROL AT LOW ENGINE OIL PRESSURE : System Description

INFOID:0000000011538664

SYSTEM DIAGRAM



INPUT/OUTPUT SIGNAL CHART

Sensor	Input signal to ECM	ECM function	Actuator
Engine oil pressure sensor	Engine oil pressure	Engine protection control • Oil pressure warning lamp signal • Fuel cut control	Combination meter • Oil pressure warning lamp
Crankshaft position sensor (POS)	Engine speed		
Engine oil temperature sensor	Engine oil temperature		

SYSTEM DESCRIPTION

- The engine protection control at low engine oil pressure warns the driver of a decrease in engine oil pressure by the oil pressure warning lamp a before the engine becomes damaged.
- When detecting a decrease in engine oil pressure at an engine speed less than 1,000 rpm, ECM transmits an oil pressure warning lamp signal to the combination meter.The combination meter turns ON the oil pressure warning lamp, according to the signal.

Decrease in engine oil pressure	Engine speed	Combination meter	Fuel cut
		Oil pressure warning lamp	
Detection	Less than 1,000 rpm	ON*	NO
	1,000 rpm or more	ON	YES

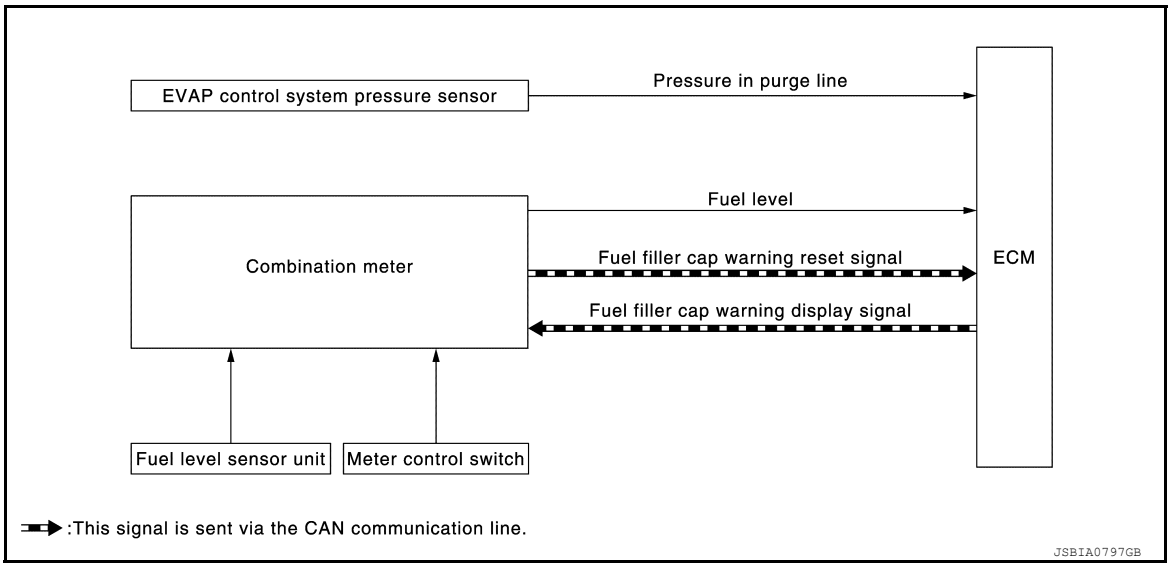
*: When detecting a normal engine oil pressure, ECM turns OFF the oil pressure warning lamp.

FUEL FILLER CAP WARNING SYSTEM

FUEL FILLER CAP WARNING SYSTEM : System Description

INFOID:0000000011538665

SYSTEM DIAGRAM



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 tunes OFF, according to any condition listed below:

- Reset operation is performed by operating the meter control switch on the combination meter. Refer to MWI-16, "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.

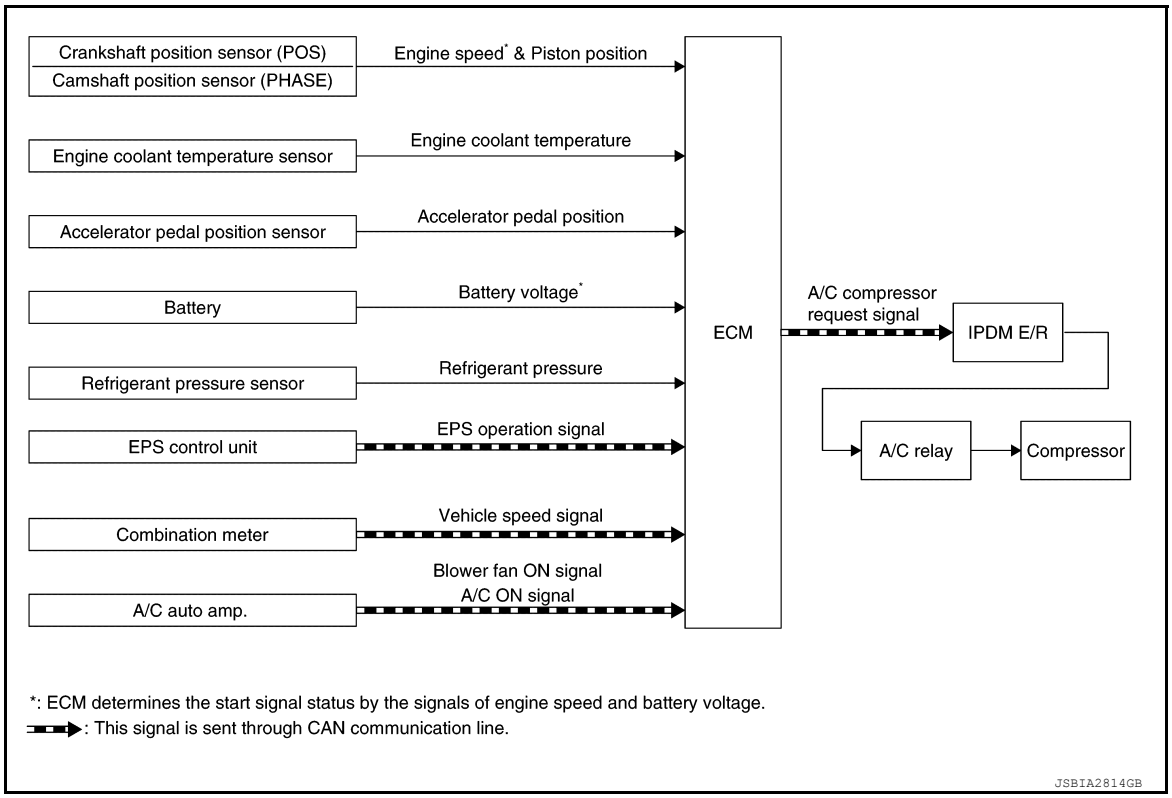
NOTE:
MIL turns ON if a malfunction is detected in leak diagnosis results again at the trip after the fuel filler cap warning display turns ON/OFF.

AIR CONDITIONING CUT CONTROL

AIR CONDITIONING CUT CONTROL : System Description

INFOID:0000000011538666

SYSTEM DIAGRAM



INPUT/OUTPUT SIGNAL CHART

Sensor	Input Signal to ECM		ECM function	Actuator
Crankshaft position sensor (POS)	Engine speed* Piston position		Air conditioner cut control	IPDM E/R ↓ Air conditioner relay ↓ Compressor
Camshaft position sensor (PHASE)				
Engine coolant temperature sensor	Engine coolant temperature			
Accelerator pedal position sensor	Accelerator pedal position			
Battery	Battery voltage*			
Refrigerant pressure sensor	Refrigerant pressure			
EPS control unit	CAN communication	EPS operation signal		
Combination meter	CAN communication	Vehicle speed signal		
A/C auto amp.	CAN communication	• A/C ON signal • Blower fan ON signal		

*: 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.

ALTERNATOR POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM

ALTERNATOR POWER GENERATION VOLTAGE VARIABLE CONTROL SYSTEM : System Description

INFOID:0000000011940794

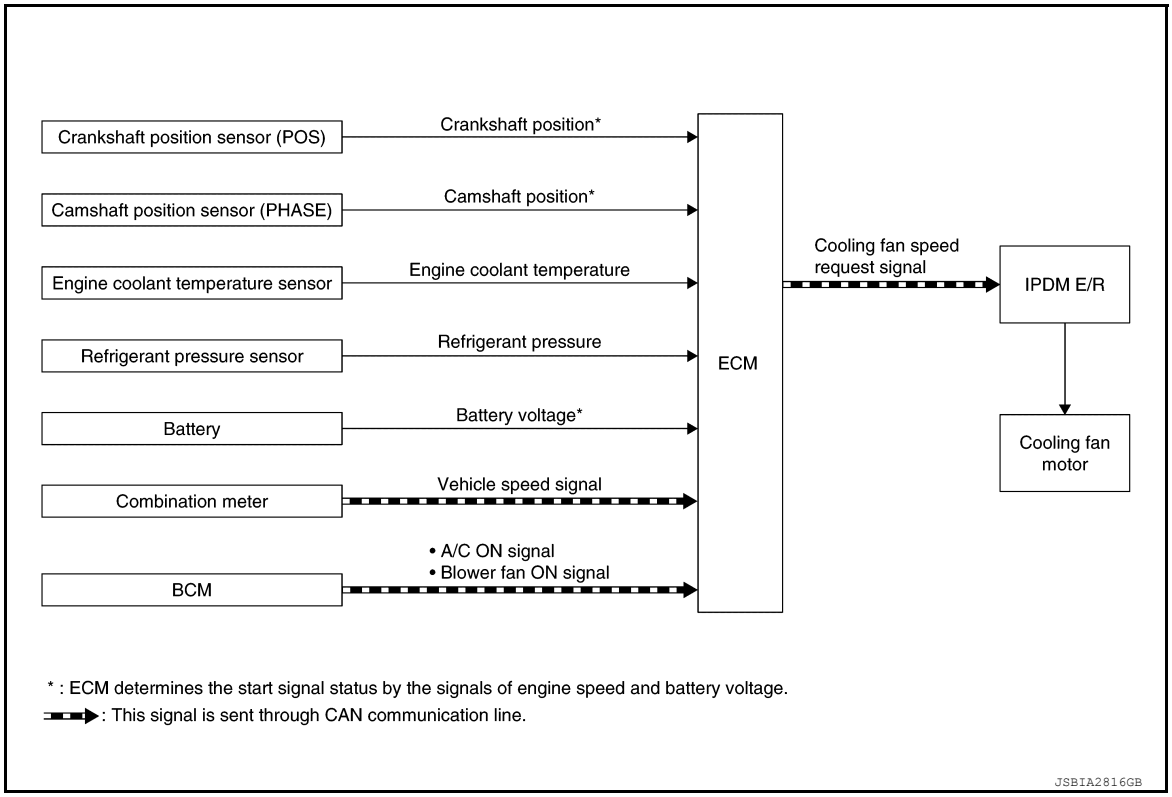
The alternator power generation voltage variable control system controls the amount of power generation, according to a battery loaded condition. ECM judges a battery condition, according to a signal received from the battery current sensor which detects a charge/discharge current. ECM then transmits 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, "System Description".

COOLING FAN CONTROL

COOLING FAN CONTROL : System Description

INFOID:0000000011538667

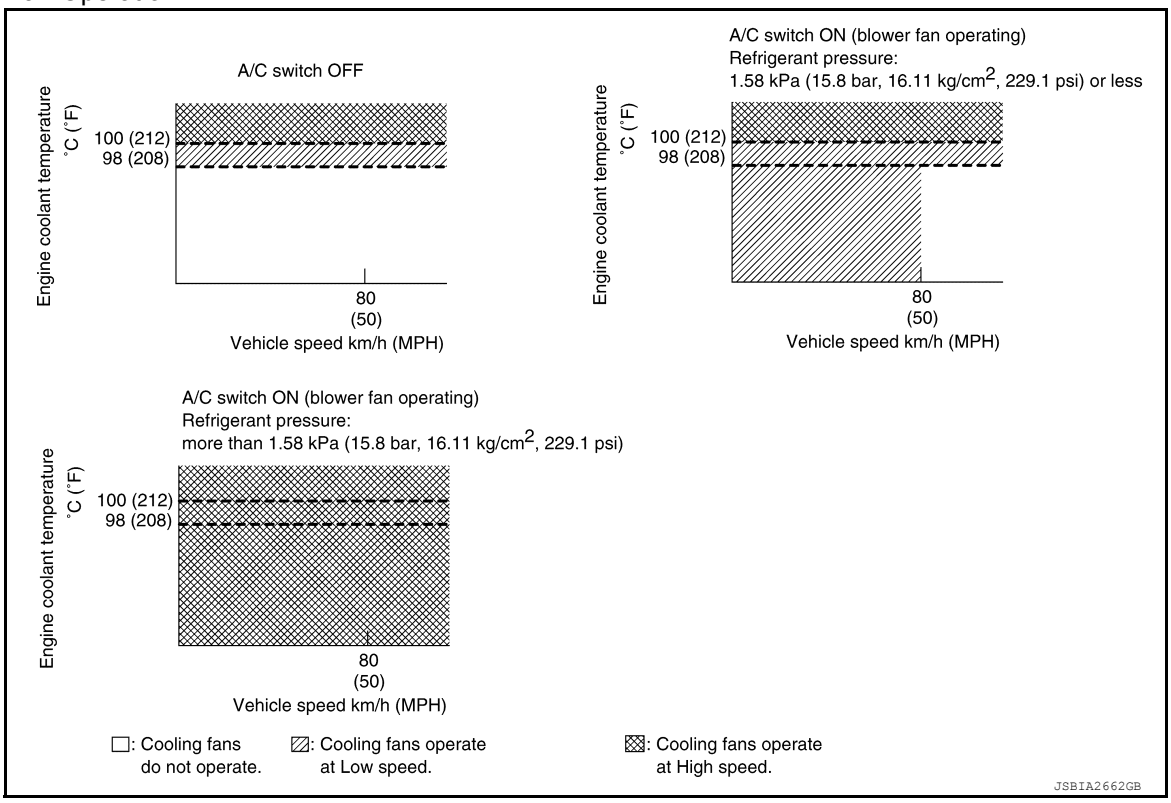
SYSTEM DIAGRAM



SYSTEM DESCRIPTION

ECM controls cooling fan speed corresponding to vehicle speed, engine coolant temperature, refrigerant pressure, air conditioner ON signal. Then control system has 3-step control [HIGH/LOW/OFF].

Cooling Fan Operation



Cooling Fan Relay Operation

When IPDM E/R recieves a cooling fan speed request signal, IPDM E/R controls the cooling fan ralay 1, 2 and 3.

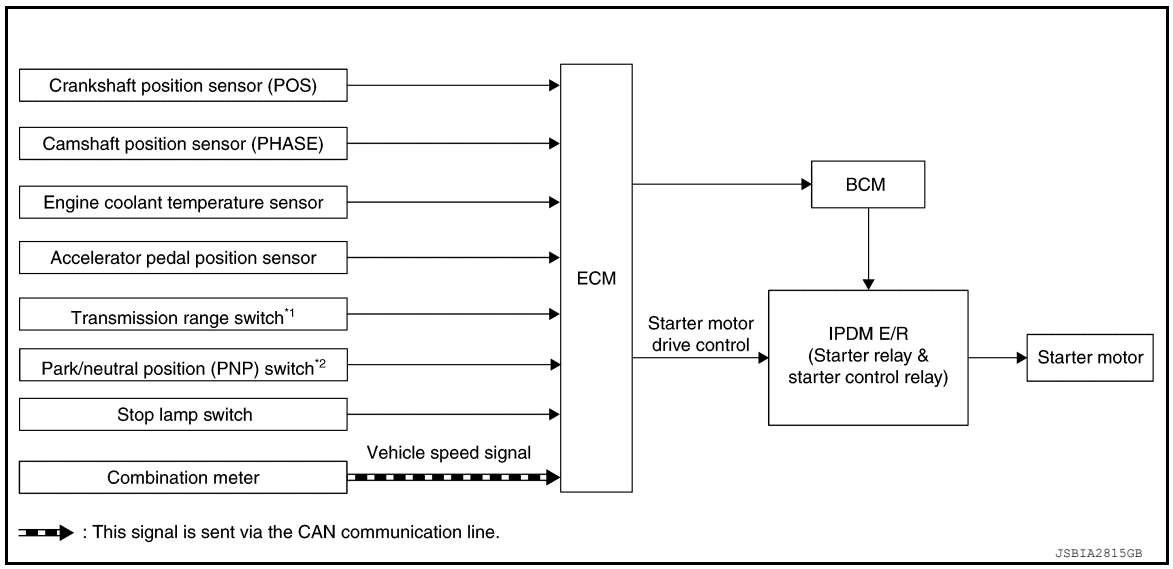
Cooling fan speed	Cooling fan relay		
	Cooling fan relay 1	Cooling fan relay 2	Cooling fan relay 3
OFF	OFF	OFF	OFF
LOW	ON	OFF	OFF
HIGH	ON	ON	ON

STARTER MOTOR DRIVE CONTROL

STARTER MOTOR DRIVE CONTROL : System Description

INFOID:0000000011538668

SYSTEN DIAGRAM



*1: CVT models

*2: M/T models

INPUT/OUTPUT SIGNAL CHART

Sensor	Input signal to ECM		ECM function	Actuator
Crankshaft position sensor (POS)	• Engine speed • Piston position		Starter motor drive control	• BCM • IPDM E/R (Starter relay & starter control relay)
Camshaft position sensor (PHASE)				
Engine coolant temperature sensor	Engine coolant temperature			
Accelerator pedal position sensor	Accelerator pedal position			
Transmission range switch (CVT)	Gear position			
Park/ Neutral position switch (M/T)	Gear position			
Stop lamp switch	Brake pedal position			
Combination meter	CAN communication	Vehicle speed signal		

SYSTEM DESCRIPTION

When rapid deceleration occurs during engine runs or idle speed decreases due to heavy load conditions, ECM detects a decrease in idle speed and restarts the engine to secure reliability in handleability by transmitting a cranking request signal to IPDM E/R for activating the starter motor under the following conditions:

- Selector lever: Other than P and N (CVT models)
- Shifter lever: Other than neutral position (M/T models)
- Idle switch: ON (Accelerator pedal not depressed)
- Brake switch: ON (Brake pedal depressed)

ECM transmits a control signal to IPDM E/R via BCM by CAN communication.

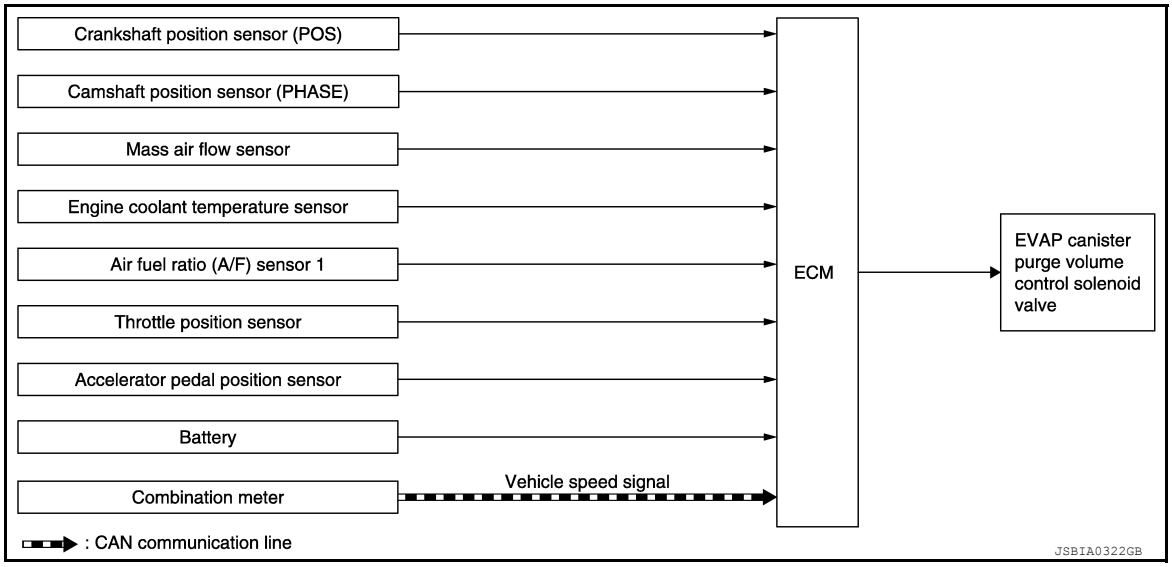
IPDM E/R detects an operating state of the starter motor relay and the starter motor control relay and transmits a feed back signal to ECM via CAN Communication.

EVAPORATIVE EMISSION SYSTEM

EVAPORATIVE EMISSION SYSTEM : System Description

INFOID:0000000011538669

SYSTEM DIAGRAM

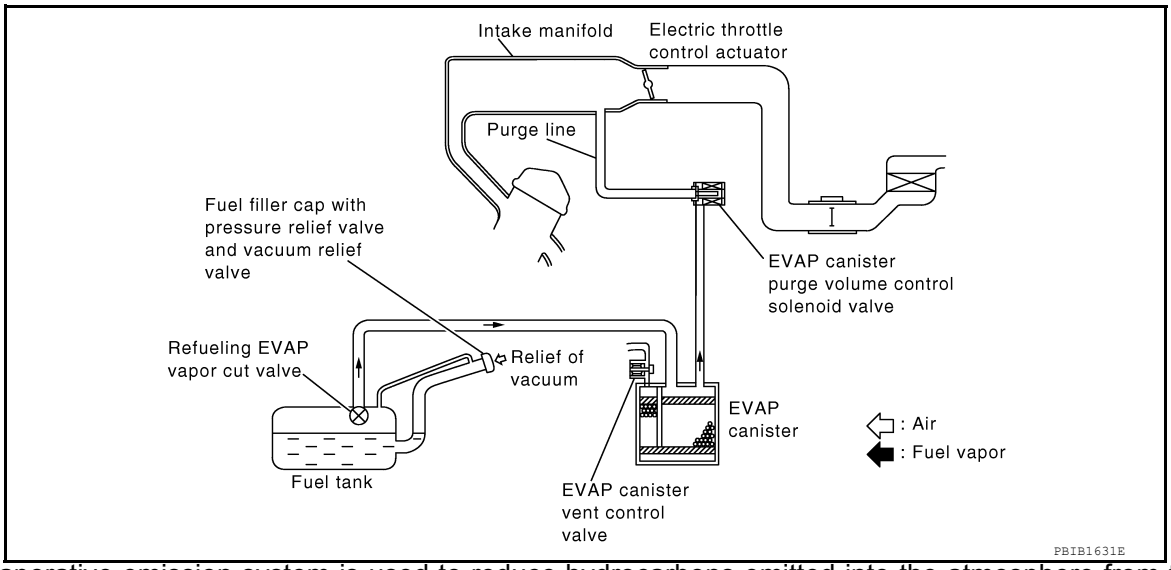


INPUT/OUTPUT SIGNAL CHART

Sensor	Input signal to ECM		ECM function	Actuator
Crankshaft position sensor (POS)	Engine speed*		EVAP canister purge flow control	EVAP canister purge volume control solenoid valve
Camshaft position sensor (PHASE)				
Mass air flow sensor	Amount of intake air			
Engine coolant temperature sensor	Engine coolant temperature			
Air fuel ratio (A/F) sensor 1	Density of oxygen in exhaust gas (Mixture ratio feedback signal)			
Throttle position sensor	Throttle position			
Accelerator pedal position sensor	Accelerator pedal position			
Battery	Battery voltage*			
Combination meter	CAN communication	Vehicle speed signal		

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

SYSTEM DESCRIPTION



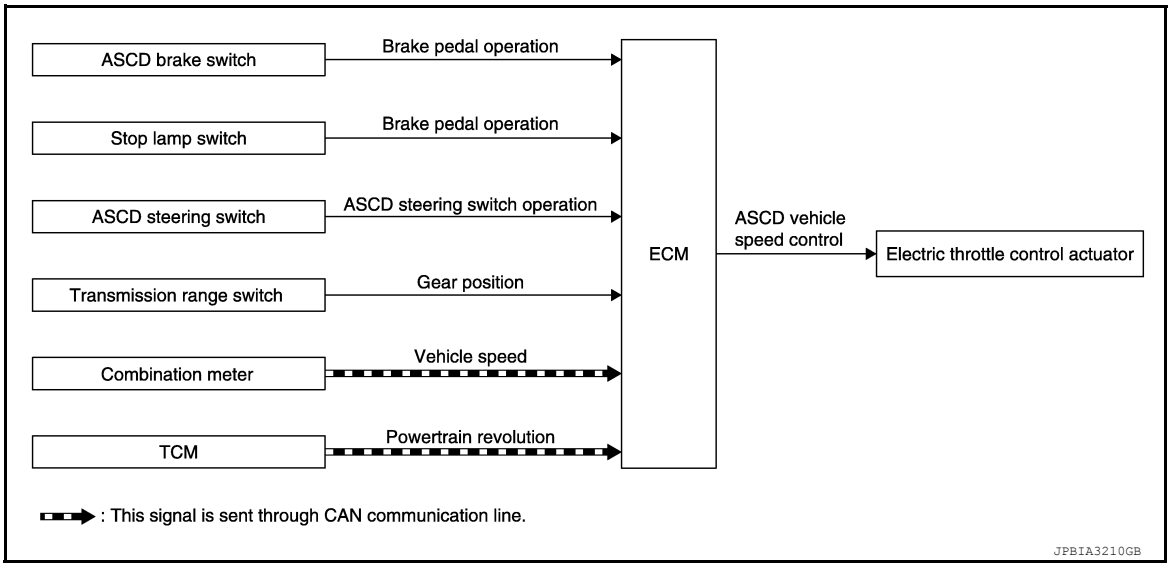
The evaporative emission system is used to reduce hydrocarbons emitted into the atmosphere from the fuel system. This reduction of hydrocarbons is accomplished by activated charcoals in the EVAP canister.
The fuel vapor in the sealed fuel tank is led into the EVAP canister which contains activated carbon 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.

AUTOMATIC SPEED CONTROL DEVICE (ASCD)

AUTOMATIC SPEED CONTROL DEVICE (ASCD) : System Description

INFOID:0000000011538670

SYSTEM DIAGRAM



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.

The ASCD operation status is indicated on the combination meter. If any malfunction occurs in ASCD system, ECM automatically deactivates the ASCD control.

NOTE:

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

SET OPERATION

Press MAIN switch. (CRUISE is indicated on the combination meter.)

When vehicle speed reaches a desired speed between approximately 40 km/h (25 MPH) and 144 km/h (89 MPH), press SET/COAST switch.

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 keep 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 changed to 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 indicators.

- 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.

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.

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 keep 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
- Selector lever is in other than 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:0000000011538671

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.

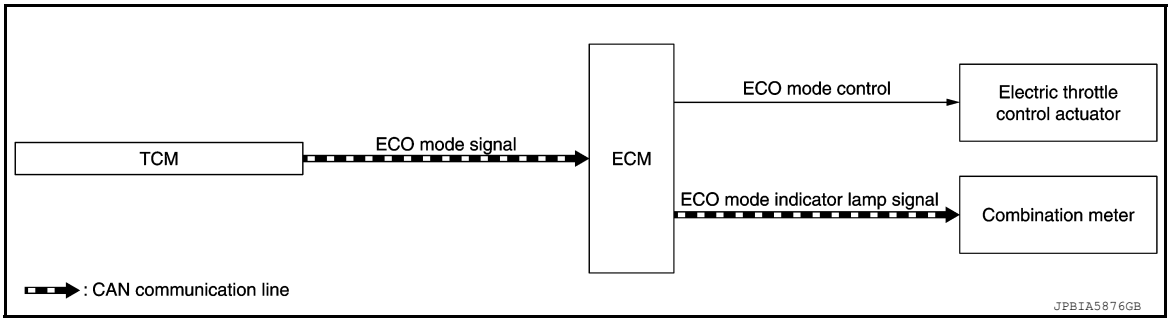
Refer to LAN-30, "CAN COMMUNICATION SYSTEM : CAN Communication Signal Chart", about CAN communication for detail.

ECO MODE CONTROL

ECO MODE CONTROL : System Description

INFOID:0000000011538672

SYSTEM DIAGRAM



SYSTEM DESCRIPTION

- ECM receives an ECO mode signal from combination meter via CAN communication and improves the fuel economy by controlling the throttle movement to less than usual. Therefore, driving characteristic is controlled (reducing energy consumption by decreasing needless acceleration and deceleration), so that driving that improved operational fuel efficiency is assisted.
- ECM receives an ECO mode signal from TCM via CAN communication and improves the fuel economy by controlling the throttle movement to less than usual.
- ECM transmits an ECO mode indicator lamp signal to the combination meter via CAN communication.

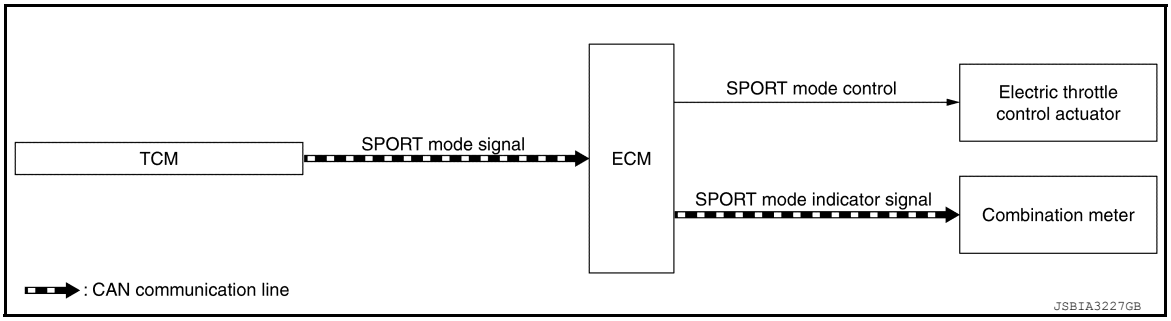
NOTE:
For the details of the ECO mode, refer to DMS-26, "ECO MODE CONTROL : System Description" (CVT models) or DMS-6, "ECO MODE CONTROL : System Description" (M/T models).

SPORT MODE CONTROL

SPORT MODE CONTROL : System Description

INFOID:0000000011538673

SYSTEM DIAGRAM



SYSTEM DESCRIPTION

- SPORT mode that keeps high engine revolution and provides direct feel and acceleration performance suitable for driving on winding road.
- ECM receives an SPORT mode signal from TCM via CAN communication and improves drivability by controlling the throttle movement.
- ECM transmits an SPORT mode indicator lamp signal to the combination meter via CAN communication.

NOTE:
For the details of the SPORT mode, refer to DMS-63, "SPORT MODE CONTROL : System Description" (CVT models) or DMS-43, "SPORT MODE CONTROL : System Description" (M/T models).

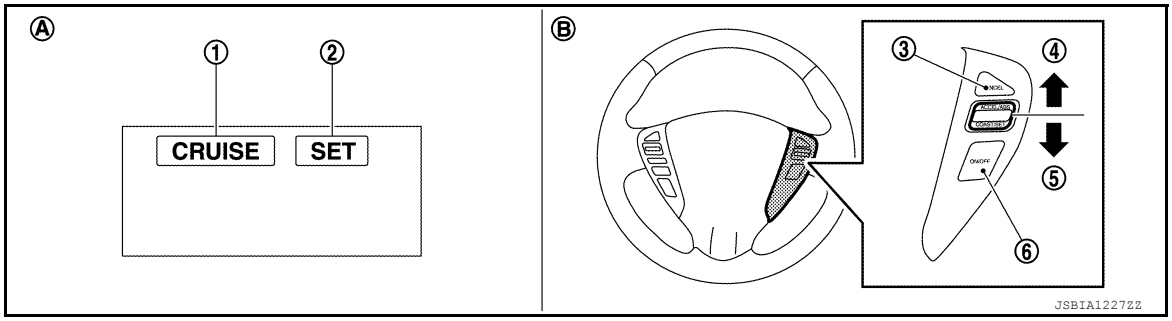
OPERATION

AUTOMATIC SPEED CONTROL DEVICE (ASCD)

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

INFOID:0000000011538674

SWITCHES AND INDICATORS



① CRUISE indicator
② SET indicator*
③ CANCEL switch
④ ACCEL/RES switch
⑤ COAST/SET switch
⑥ ASCD MAIN switch
Ⓐ On the combination meter
Ⓑ On the steering wheel

*: Not applicable

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 (90 MPH)

SWITCH OPERATION

Item	Function
CANCEL switch	Cancels the cruise control driving.
ACCEL/RES switch	• Resumes the set speed. • Increases speed incrementally during cruise control driving.
COAST/SET switch	• Sets desired cruise speed. • Decreases speed incrementally during cruise control driving.
ASCD MAIN switch	Master switch to activate the ASCD system.

Refer to EC-51, "AUTOMATIC SPEED CONTROL DEVICE (ASCD) : System Description" for ASCD operating instructions.

ON BOARD DIAGNOSTIC (OBD) SYSTEM

Diagnosis Description

INFOID:0000000011538675

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:0000000011538676

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 GI-48, "Description".

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

DIAGNOSIS SYSTEM (ECM)
DIAGNOSIS DESCRIPTION
DIAGNOSIS DESCRIPTION : 1st Trip Detection Logic and Two Trip Detection Logic

INFOID:0000000011538677

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 – P0304 is being detected	×	—	—	—	—	—	×	—
Misfire (Possible three way catalyst damage) — DTC: P0300 – P0304 is being detected	—	—	×	—	—	×	—	—
One trip detection diagnoses (Refer to EC-94, "DTC Index".)	—	×	—	—	×	—	—	—
Except above	—	—	—	×	—	×	×	—

DIAGNOSIS DESCRIPTION : DTC and Freeze Frame Data

INFOID:0000000011538678

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-94, "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-127, "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.

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 – P0304 Fuel Injection System Function — DTC: P0171, P0172
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:0000000011538679

RELATIONSHIP BETWEEN MIL, 1ST TRIP DTC, DTC, AND DETECTABLE ITEMS

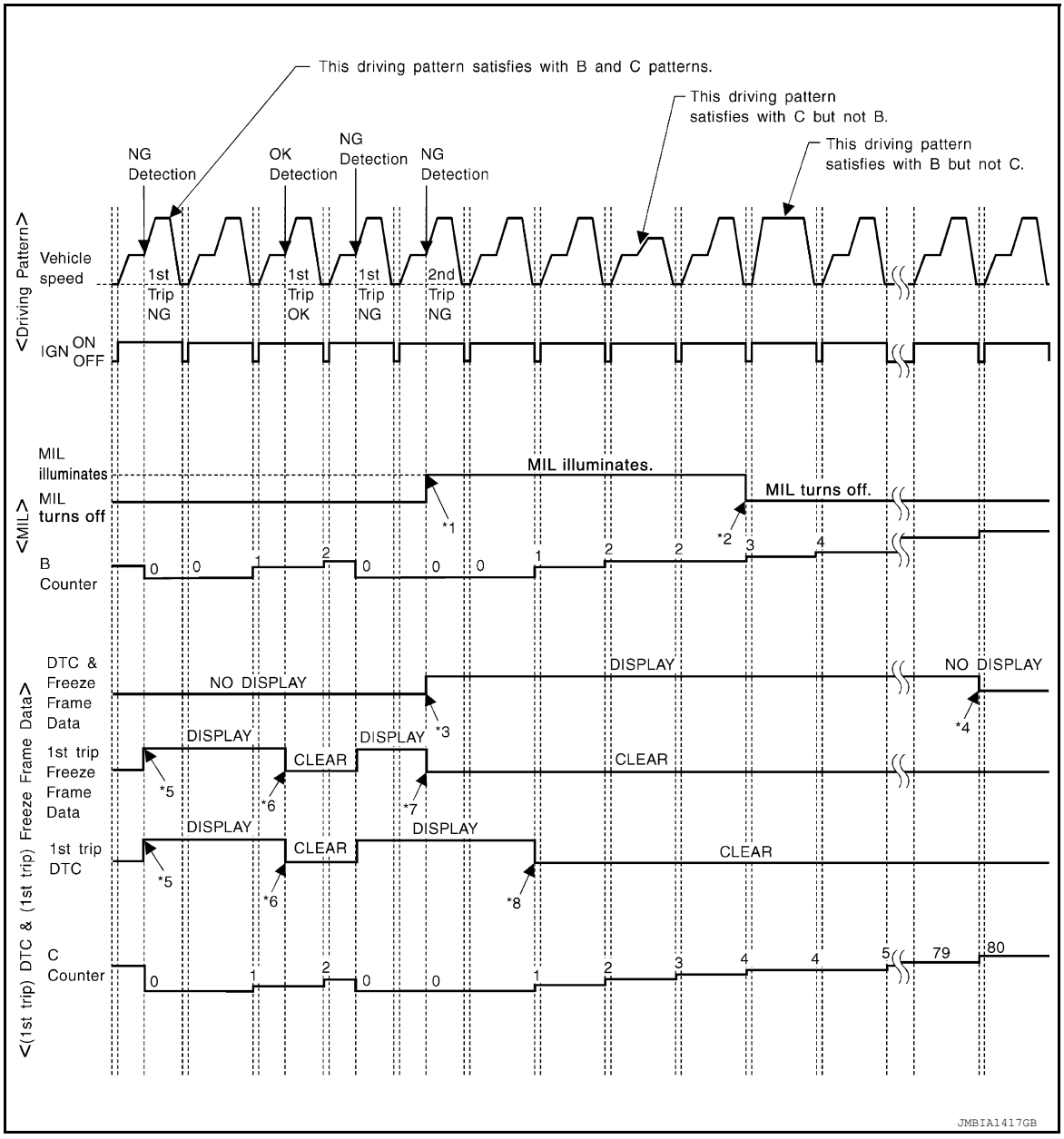
- When a malfunction is detected for the first time, the 1st trip DTC and the 1st trip freeze frame data are stored in the ECM memory.
- When the same malfunction is detected in two consecutive trips, the DTC and the freeze frame data are stored in the ECM memory, and the MIL will come on.
- The MIL 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-60, "DIAGNOSIS DESCRIPTION : Driving Pattern".

Driving Pattern C

Refer to EC-60, "DIAGNOSIS DESCRIPTION : Driving Pattern".

Example:

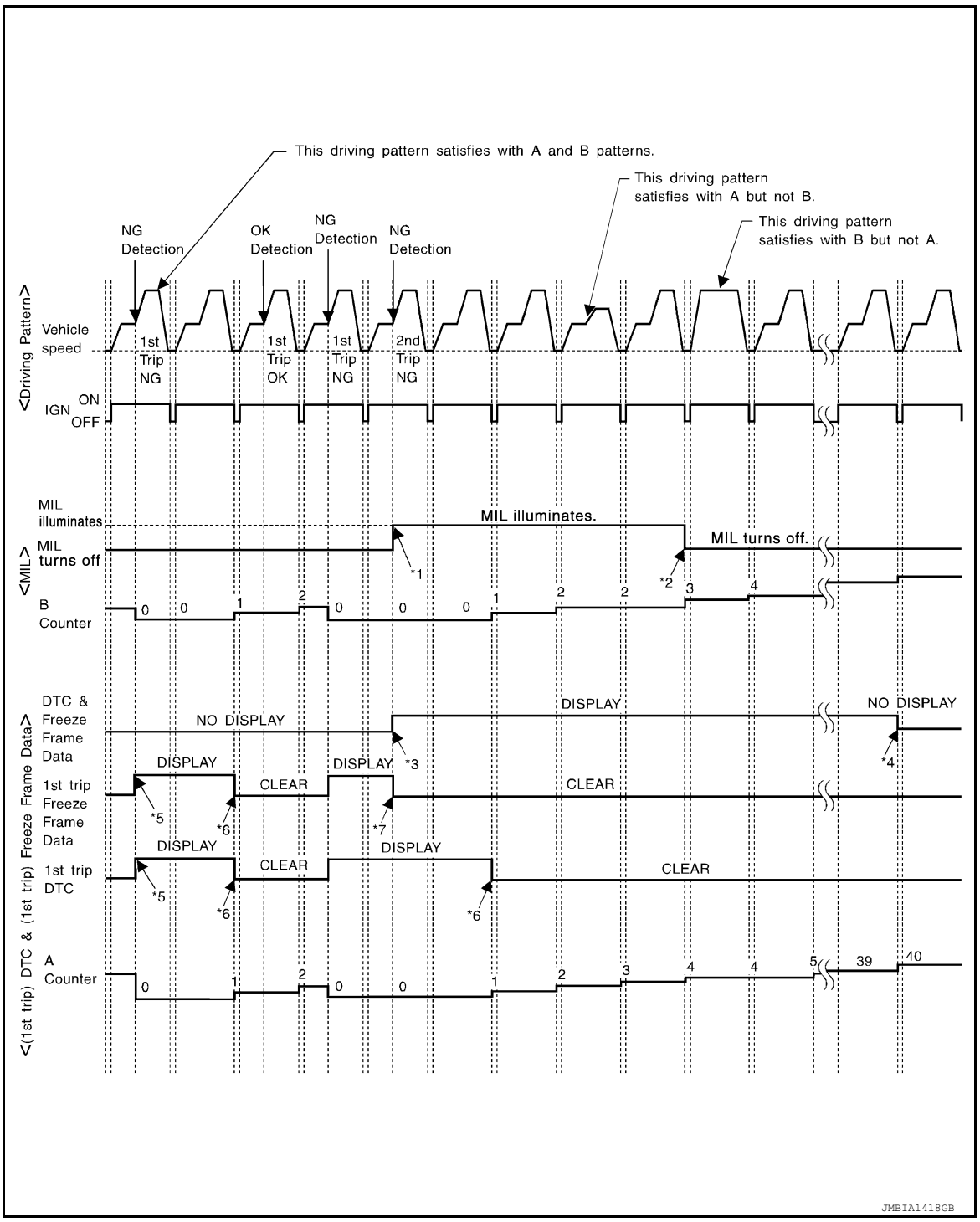
If the stored freeze frame data is as per the following:

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”



*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-60, "DIAGNOSIS DESCRIPTION : Driving Pattern".

Driving Pattern B
Refer to EC-60, "DIAGNOSIS DESCRIPTION : Driving Pattern".

DIAGNOSIS DESCRIPTION : Driving Pattern

INFOID:0000000011538680

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 (36°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
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:0000000011538681

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 alsoreturned to the customer untested even though the SRT indicates “CMPLT” for all test items. Therefore, it isimportant to check SRT (“CMPLT”), DTC (No DTCs) and permanent DTC (NO permanent DTCs) before theinspection.

SRT SET TIMING

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

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

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

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

—: Self-diagnosis is not carried out.

When all SRT related self-diagnoses show OK results in a single cycle (Ignition OFF-ON-OFF), the SRT will indicate “CMPLT”. → Case 1 above

When all SRT related self-diagnoses show OK results through several different cycles, the SRT will indicate “CMPLT” at the time the respective self-diagnoses have at least one OK result. → Case 2 above

If one or more SRT related self-diagnoses show NG results in 2 consecutive cycles, the SRT will also indicate “CMPLT”. → Case 3 above

The table above shows that the minimum number of cycles for setting SRT as “INCMP” is the number one (1) for each self-diagnosis (Case 1 & 2) or the number two (2) for one of self-diagnoses (Case 3). However, in preparation for the state emissions inspection, it is unnecessary for each self-diagnosis to be executed twice (Case 3) for the following reasons:

- The SRT will indicate “CMPLT” at the time the respective self-diagnoses have one (1) OK result.
- The emissions inspection requires “CMPLT” of the SRT only with OK self-diagnosis results.
- 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:0000000011538682

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 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.

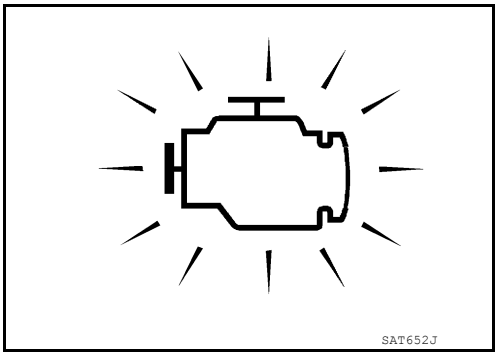
PERMANENT DTC SET TIMING

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:0000000011538683

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-470, "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:0000000011538684

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-139, "Work Procedure".
Throttle valve closed position learning	ECM can learn the throttle valve closed position. Refer to EC-140, "Work Procedure".
Idle air volume learning	ECM can learn the idle air volume. Refer to EC-141, "Work Procedure".
Mixture ratio self-learning value clear	Mixture ratio self-learning value can be erased. Refer to EC-143, "Work Procedure".

BULB 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-470, "Diagnosis Procedure".

SRT STATUS MODE

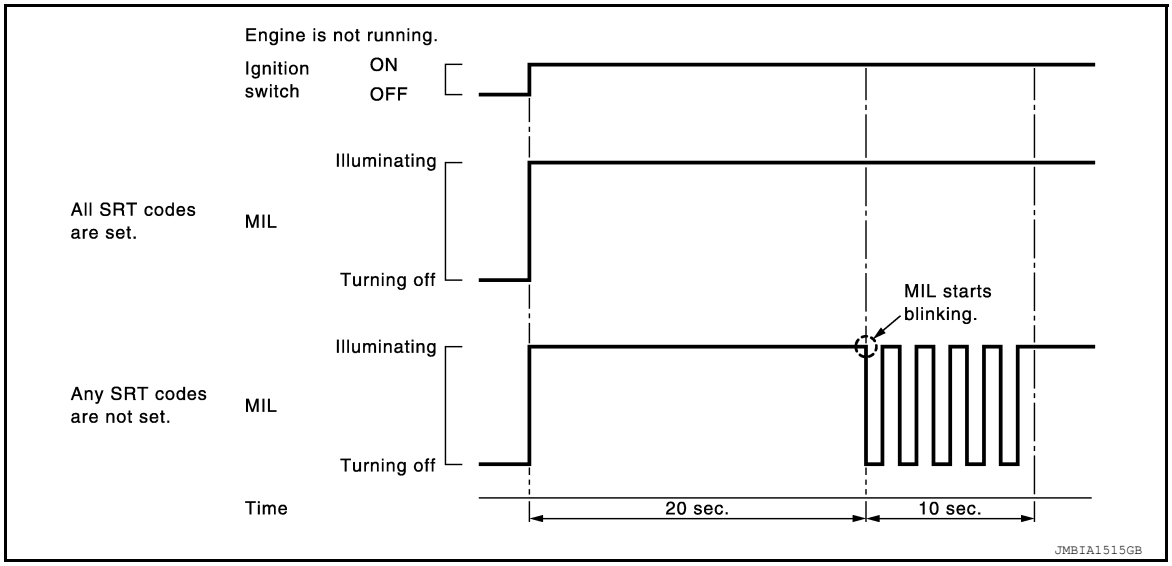
Description

This function allows to read if ECM has completed the self-diagnoses of major emission control systems and components. For SRT, refer to EC-61, "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-61, "DIAGNOSIS DESCRIPTION : System Readiness Test (SRT) Code".
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:

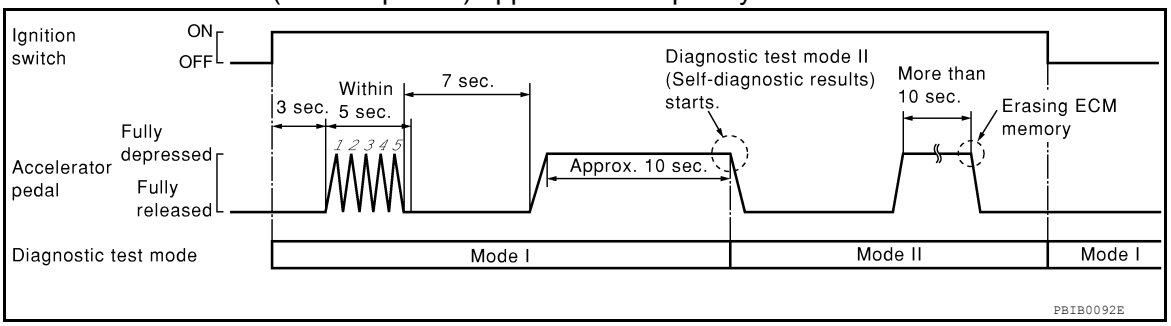
- It is better to count the time accurately with a clock.
- It is impossible to switch the diagnostic mode when an accelerator pedal position sensor circuit has a malfunction.
- After ignition switch is turned off, ECM is always released from the “self-diagnostic results” mode.

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:

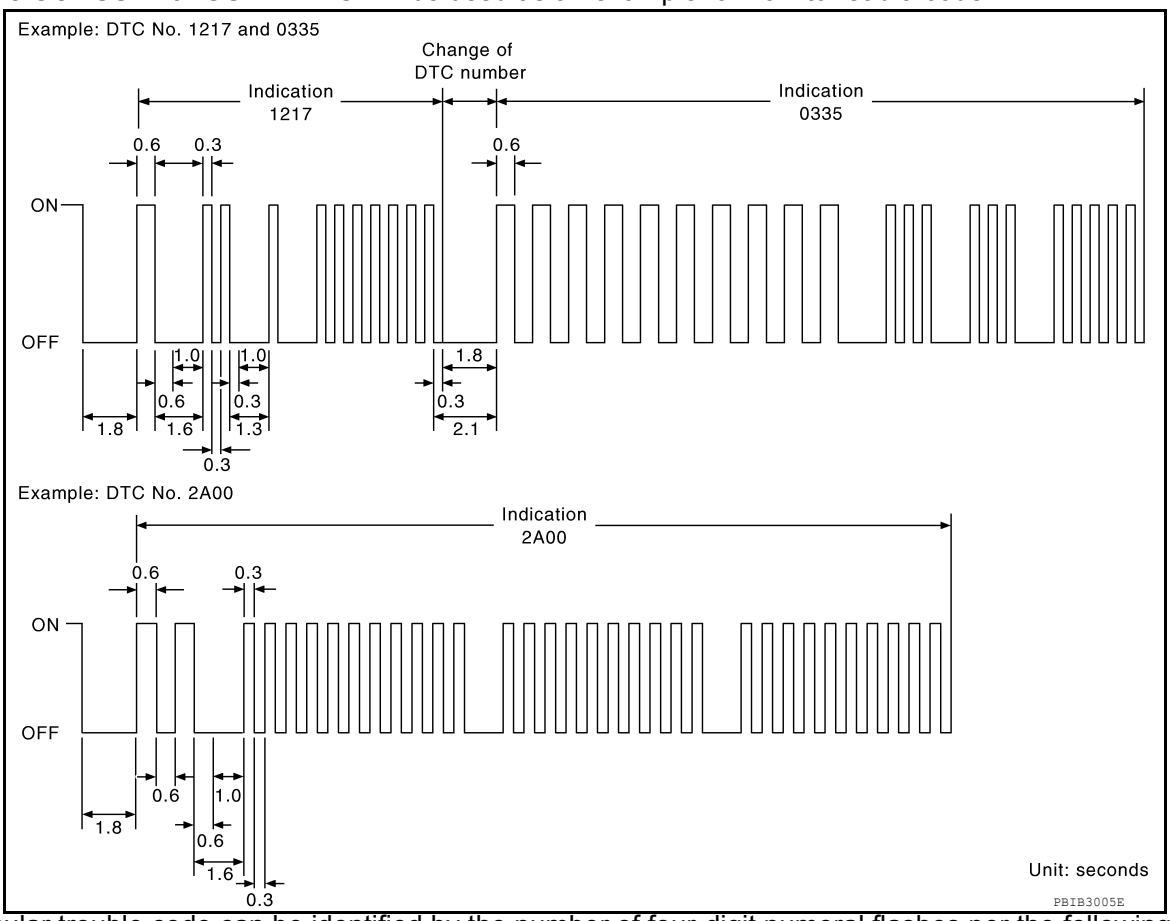
Wait until the same DTC (or 1st trip DTC) appears to completely confirm all DTCs.



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-94, "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:0000000011538685

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 use of this mode enables quick and accurate performance of Confirmation Procedure.

*: 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-94, "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 CVT related items (see EC-94, "DTC Index"), skip step 1.

1. Erase DTC in TCM. Refer to TM-106, "Description".
2. Select “ENGINE” using 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-94, "DTC Index".)
FUEL SYS-B1	• “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 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
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. • 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. • 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-B2	These items are displayed but are not applicable to this model.
L-FUEL TRM-B2 [%]	
S-FUEL TRM-B2 [%]	
INT MANI PRES [kPa]	
CONBUST CONDITION	

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

DATA MONITOR MODE

Monitored Item

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-77, "Reference Value".

×: Applicable

Monitored item	Unit	Monitor Item Selection		Description	Remarks
		ECU INPUT SIGNALS	MAIN SIGNALS		
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. • 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”.
A/F ALPHA-B1	%			The mean value of the air-fuel ratio feedback correction factor per cycle is indicated.	• When the engine is stopped, a certain value is indicated. • When engine is running specification range is indicated in “SPEC”. • This data also includes the data for the air-fuel ratio learning control.
COOLANT TEMP/S	°C or °F	×	×	The engine coolant temperature (determined by the signal voltage of the engine coolant temperature sensor) is displayed.	When the engine coolant temperature sensor circuit is open or shorted, ECM enters fail-safe mode. The engine coolant temperature determined by the ECM is displayed.
A/F SEN1 (B1)	V	×	×	The A/F signal computed from the input signal of the air fuel ratio (A/F) sensor 1 is displayed.	
HO2S2 (B1)	V	×	×	The signal voltage of the heated oxygen sensor 2 is displayed.	
HO2S2 MNTR (B1)	LEAN/RICH			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.	When the engine is stopped, a certain value is indicated.
VHCL SPEED SE	km/h or mph	×	×	The vehicle speed computed from the vehicle speed signal sent from combination meter is displayed.	
BATTERY VOLT	V			The power supply voltage of ECM is displayed.	
ACCEL SEN 1	V			The accelerator pedal position sensor signal voltage is displayed.	ACCEL SEN 2 signal is converted by ECM internally. Thus, it differs from ECM terminal voltage signal.
ACCEL SEN 2					
TP SEN 1-B1	V	×	×	The throttle position sensor signal voltage is displayed.	TP SEN 2-B1 signal is converted by ECM internally. Thus, it differs from ECM terminal voltage signal.
TP SEN 2-B1		×	×		

Monitored item	Unit	Monitor Item Selection		Description	Remarks
		ECU INPUT SIGNALS	MAIN SIGNALS		
FUEL T/TMP SE	°C or °F			• The fuel temperature (determined by the signal voltage of the fuel tank temperature sensor) is displayed.	
EVAP SYS PRES	V			• The signal voltage of EVAP control system pressure sensor is displayed.	
FUEL LEVEL SE	V	×		• The signal voltage of the fuel level sensor is displayed.	
START SIGNAL	ON/OFF			Indicates start signal status [ON/OFF] computed by the ECM according to the signals of engine speed and battery voltage.	After starting the engine, [OFF] is displayed regardless of the starter signal.
CLSD THL POS	ON/OFF	×	×	Indicates idle position [ON/OFF] computed by ECM according to the accelerator pedal position sensor signal.	
AIR COND SIG	ON/OFF	×	×	Indicates [ON/OFF] condition of the air conditioner switch as determined by the air conditioner signal.	
PW/ST SIGNAL	ON/OFF	×	×	Indicates [ON/OFF] condition of the power steering system (determined by the signal sent from EPS control unit) is indicated.	
LOAD SIGNAL	ON/OFF	×	×	• 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	×	×	Indicates [ON/OFF] condition from ignition switch signal.	
HEATER FAN SW	ON/OFF			Indicates [ON/OFF] condition from the heater fan switch signal.	
BRAKE SW	ON/OFF			Indicates [ON/OFF] condition from the stop lamp switch signal.	
INJ PULSE-B1	msec		×	Indicates the actual fuel injection pulse width compensated by ECM according to the input signals.	
IGN TIMING	BTDC		×	Indicates the ignition timing computed by ECM according to the input signals.	When the engine is stopped, a certain value is indicated.
CAL/LD VALUE	%			"Calculated load value" indicates the value of the current airflow divided by peak airflow.	
MASS AIR FLOW	g/s			Indicates the mass airflow computed by ECM according to the signal voltage of the mass airflow sensor.	
PURG VOL C/V	%			• 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			Indicates [°CA] of intake camshaft advance angle.	
EXH/V TIM B1	°CA			Indicates [°CA] of exhaust camshaft advance angle.	

Monitored item	Unit	Monitor Item Selection		Description	Remarks
		ECU INPUT SIGNALS	MAIN SIGNALS		
INT/V SOL (B1)	%			• The control value of the intake valve timing control solenoid valve (determined by ECM according to the input signals) is indicated. • The advance angle becomes larger as the value increases.	
SWRL CONT S/V	On/Off			• The control condition of the intake manifold runner control valve (determined by ECM according to the input signals) is indicated. - On: Closed - Off: Open	
VIAS S/V-1	On/Off				
AIR COND RLY	ON/OFF			The air conditioner relay control condition (determined by ECM according to the input signals) is indicated.	
FUEL PUMP RLY	ON/OFF			Indicates the fuel pump relay control condition determined by ECM according to the input signals.	
VENT CONT/V	On/Off			• The control condition of the EVAP canister vent control valve (determined by ECM according to the input signals) is indicated. - On: Closed - Off: Open	
THRTL RELAY	ON/OFF			Indicates the throttle control motor relay control condition determined by the ECM according to the input signals.	
COOLING FAN	Hi/Mid/Low/Off			Indicates the condition of the cooling fan (determined by ECM according to the input signals). • HI: High speed operation • MID: Middle speed operation • LOW: Low speed operation • Off: Stop	
HO2S2 HTR (B1)	ON/OFF			Indicates [ON/OFF] condition of heated oxygen sensor 2 heater determined by ECM according to the input signals.	
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	
I/P PULLY SPD	rpm			Indicates the engine speed computed from the input speed sensor signal.	
VEHICLE SPEED	km/h or mph			The vehicle speed computed from the vehicle speed signal sent from TCM is displayed.	
IDL A/V LEARN	YET/CMPLT			• Display 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.	

Monitored item	Unit	Monitor Item Selection		Description	Remarks
		ECU INPUT SIGNALS	MAIN SIGNALS		
TRVL AFTER MIL	km/h or mph			Distance traveled while MIL is activated.	
ENG OIL TEMP	°C or °F			The engine oil temperature (determined by the signal voltage of the engine oil temperature sensor) is displayed.	
A/F S1 HTR (B1)	%			• 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.	
VHCL SPEED SE	km/h or mph			The vehicle speed computed from the vehicle speed signal sent from combination meter is displayed.	
SET VHCL SPD	km/h or mph			The preset vehicle speed is displayed.	
MAIN SW	On/Off			Indicates [ON/OFF] condition from MAIN switch signal.	
CANCEL SW	On/Off			Indicates [ON/OFF] condition from CANCEL switch signal.	
RESUME/ACC SW	On/Off			Indicates [ON/OFF] condition from RESUME/ACCELERATE switch signal.	
SET SW	On/Off			Indicates [ON/OFF] condition from SET/COAST switch signal.	
BRAKE SW 1	On/Off			Indicates [ON/OFF] condition from ASCD brake switch signal.	
BRAKE SW 2	On/Off			Indicates [ON/OFF] condition from stop lamp switch signal.	
VHCL SPD CUT	Non/Cut			Indicates the vehicle cruise condition. • Non: Vehicle speed is maintained at the ASCD set speed. • Cut: Vehicle speed decreased to excessively low compared with ASCD set speed, and ASCD operation is cut off.	
LO SPEED CUT	Non/Cut			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.	
AT OD MONITOR	On/Off			Indicates [ON/OFF] condition of A/T O/D according to the input signal from the TCM.	
AT OD CANCEL	On/Off			Indicates [ON/OFF] condition of A/T O/D cancel request signal.	
CRUISE LAMP	On/Off			Indicates [ON/OFF] condition of CRUISE lamp determined by the ECM according to the input signals.	
SET LAMP	On/Off			Indicates [ON/OFF] condition of SET lamp determined by the ECM according to the input signals.	
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.	
BAT CUR SEN	mV			The signal voltage of battery current sensor is displayed.	

Monitored item	Unit	Monitor Item Selection		Description	Remarks
		ECU INPUT SIGNALS	MAIN SIGNALS		
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.	
TUMBLE POS SEN	V			• The intake manifold runner control valve position sensor signal voltage is displayed.	
P/N POSI SW	ON/OFF	×	×	Indicates [ON/OFF] condition from the park/neutral position (PNP) signal.	
INT/A TEMP SE	°C or °F	×	×	The intake air temperature (determined by the signal voltage of the intake air temperature sensor) is indicated.	
AC PRESS SEN	V			The signal voltage from the refrigerant pressure sensor is displayed.	
VTC DTY EX B1	%			• The control value of the exhaust valve timing control solenoid valve (determined by ECM according to the input signals) is indicated. • The advance angle becomes larger as the value increases.	
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.	
EVAP DIAG READY	ON/OFF			• Indicates the ready condition of EVAP leak diagnosis. ON: EVAP leak diagnosis has been ready condition. OFF: EVAP leak diagnosis has not been ready condition.	
BAT TEMP SEN	V			The signal voltage of battery temperature sensor is displayed.	
THRTL STK CNT B1	—			—	
A/F SEN1 DIAG1(B1)	INCMP/CMPLT			• Indicates DTC P015A or P015B self-diagnosis condition. - INCMP: Self-diagnosis is incomplete. - CMPLT: Self-diagnosis is complete.	
A/F SEN1 DIAG2 (B1)	INCMP/CMPLT			Indicates DTC P014C or P014D self-diagnosis condition. • INCMP: Self-diagnosis is incomplete. • CMPLT: Self-diagnosis is complete.	
A/F SEN1 DIAG3 (B1)	ABSNT/PRSNT			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.	
HO2 S2 DIAG1 (B1)	INCMP/CMPLT			• Indicates DTC P0139 self-diagnosis (delayed response) condition. - INCMP: Self-diagnosis is incomplete. - CMPLT: Self-diagnosis is complete.	

Monitored item	Unit	Monitor Item Selection		Description	Remarks
		ECU INPUT SIGNALS	MAIN SIGNALS		
HO2 S2 DIAG2 (B1)	INCMP/CMPLT			Indicates DTC P0139 self-diagnosis (slow response) condition. • INCMP: Self-diagnosis is incomplete. • CMPLT: Self-diagnosis is complete.	
EOP SENSOR	mV			The signal voltage of EOP sensor is displayed.	
SPORT MODE SWITCH	On/Off			Displays the reception status of the sport mode switch signal received through CAN communication.	
ECO MODE SWITCH	ON/OFF	×		Displays the reception status of the ECO mode switch signal received through CAN communication.	
A/F-S ATM-SPHRC 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 ATM-SPHRC CRCT UP B1	count			Displays the number of updates of the A/F sensor atmospheric correction factor.	
SYSTEM 1 DIAGNOSIS A B1	INCMP/CMPLT			• Indicates DTC P219A self-diagnosis condition. - INCMP: Self-diagnosis is incomplete. - CMPLT: Self-diagnosis is complete.	
SYSTEM 1 DIAGNOSIS B B1	ABSNT/PRSNT			• Indicates DTC P219A self-diagnosis condition. - ABSNT: Self-diagnosis standby - PRSNT: Under self-diagnosis	

WORK SUPPORT MODE

Work Item

Work item	Condition	Usage
IDLE AIR VOL LEARN	The idle air volume that keeps the engine within the specified range is memorized in ECM.	When learning the idle air volume
EVAP SYSTEM CLOSE	Close the EVAP canister vent control valve in order to make EVAP system close under the following conditions. • 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. **NOTE:** **When starting engine, CONSULT may display “BATTERY VOLTAGE IS LOW. CHARGE BATTERY”, even in when using a charged battery.**	When detecting EVAP vapor leak in the EVAP system
FUEL PRESSURE RELEASE	Crank a few times after engine stalls.	When releasing fuel pressure from fuel line
TARGET IDLE RPM ADJ*	Idle condition	When setting target idle speed
VIN REGISTRATION	• In this mode, VIN is registered in ECM.	When registering VIN in ECM

Work item	Condition	Usage
SELF-LEARNING CONT	The coefficient of self-learning control mixture ratio returns to the original coefficient.	When clearing mixture ratio self-learning value
TARGET IGN TIM ADJ*	Idle condition	When adjusting target ignition timing
CLSD THL POS LEARN	• Ignition 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	Judgement	Check item (Remedy)
FUEL INJECTION	• Engine: Return to the original trouble condition • Change the amount of fuel injection using CONSULT.	If trouble symptom disappears, see Check item.	• Harness and connectors • Fuel injector • Air fuel ratio (A/F) sensor 1
ENG COOLANT TEMP	• Engine: Return to the original trouble condition • Change the engine coolant temperature using CONSULT.	If trouble symptom disappears, see Check item.	• Harness and connectors • Engine coolant temperature sensor • Fuel injector
PURG VOL CONT/V	• 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.	• Harness and connectors • Solenoid valve
FUEL/T TEMP SEN	• Change the fuel tank temperature using CONSULT.		
COOLING FAN*	• Ignition switch: ON • Select LOW or HIGH on CONSULT screen.	Cooling fan operates at low speed or high speed.	• Harness and connectors • Cooling fan motor • Cooling fan relay • IPDM E/R
ALTERNATOR DUTY	• Ignition switch: ON • Change duty ratio using CONSULT.	Battery voltage changes.	• Harness and connectors • Alternator • IPDM E/R
FUEL PUMP RELAY	• 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.	• Harness and connectors • Fuel pump relay
VIAS S/V-1	• Ignition switch: ON (Engine stopped) • Turn Intake Manifold Tuning (IMT) Valve “ON” and “OFF” using CONSULT and listen to operating sound.	IMT valve motor makes an operating sound.	• Harness and connectors • IMT valve motor
TUMBLE CONTROL VALVE	• Ignition switch: ON • Turn intake manifold runner control valve “ON” and “OFF” using CONSULT and listen to operating sound.	Intake Manifold Runner control valve motor makes an operating sound.	• Harness and connectors • Intake Manifold Runner control valve motor

Test item	Condition	Judgement	Check item (Remedy)
IGNITION TIMING	• Engine: Return to the original trouble condition • Timing light: Set • Retard the ignition timing using CONSULT.	If trouble symptom disappears, see Check item.	Perform Idle Air Volume Learning.
POWER BALANCE	• Engine: After warming up, idle the engine. • A/C switch OFF • Selector lever: P or N (CVT models) • Shifter lever: Neutral (M/T models) • Cut off each fuel injector signal one at a time using CONSULT.	Engine runs rough or stops.	• Harness and connectors • Compression • Fuel injector • Power transistor • Spark plug • Ignition coil
VENT CONTROL/V	• Ignition switch: ON (Engine stopped) • Turn solenoid valve “ON” and “OFF” using CONSULT and listen to operating sound.	Solenoid valve makes an operating sound.	• Harness and connectors • Solenoid valve
INT V/T ASSIGN ANGLE	• Engine: Return to the original trouble condition • Change intake valve timing using CONSULT.	If trouble symptom disappears, see CHECK ITEM.	• Harness and connectors • Intake valve timing control solenoid valve
EXH V/T ASSIGN ANGLE	• Engine: Return to the original trouble condition • Change exhaust valve timing using CONSULT.	If trouble symptom disappears, see CHECK ITEM.	• Harness and connectors • Exhaust 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 mode	Test item	Corresponding DTC No.	Reference page
A/F SEN1	A/F SEN1 (B1) P1276	P0130	EC-211
EVAPORATIVE SYSTEM	PURG FLOW P0441	P0441	EC-289
	PURG VOL CN/V P1444	P0443	EC-294
HO2S2	HO2S2 (B1) P1146	P0138	EC-226
	HO2S2 (B1) P1147	P0137	EC-221
	HO2S2 (B1) P0139	P0139	EC-233

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:

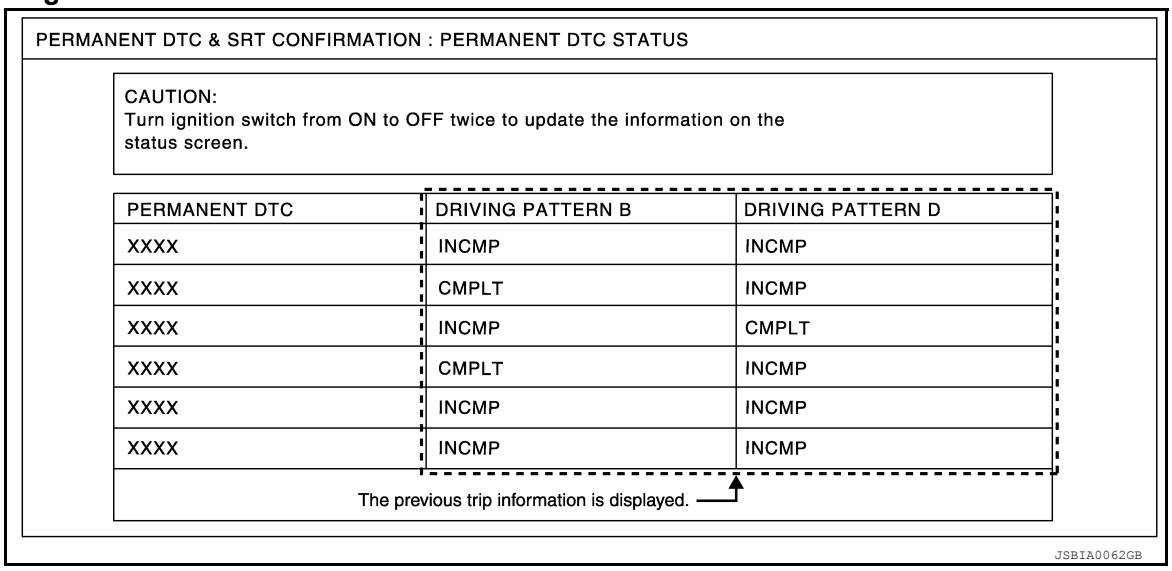
Since the "PERMANENT DTC STATUS" screen displays the previous trip information, repeat the following twice to update the information: "Ignition switch OFF", "Wait for more than 10 seconds" and "Ignition switch ON".

PERMANENT DTC & SRT CONFIRMATION : PERMANENT DTC STATUS

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:0000000011538686

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-66, "CONSULT Function".

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-159, "Diagnosis Procedure".		
B/FUEL SCHDL	See EC-159, "Diagnosis Procedure".		
A/F ALPHA-B1	See EC-159, "Diagnosis Procedure".		
COOLANT TEMP/S	• Engine: After warming up		More than 70°C (158°F)
A/F SEN1 (B1)	• Engine: After warming up	Maintaining engine speed at 2,000 rpm	Fluctuates around 2.2 V
HO2S2 (B1)	• Revving engine from idle up to 3,000 rpm quickly after the following conditions are met. - 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)	• 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	0.5 - 1.0 V
		Accelerator pedal: Fully depressed	4.2 - 4.8 V
ACCEL SEN 2*1	• Ignition switch: ON (Engine stopped)	Accelerator pedal: Fully released	0.5 - 1.0 V
		Accelerator pedal: Fully depressed	4.2 - 4.8 V
TP SEN 1-B1	• Ignition switch: ON (Engine stopped) • Selector lever: D (CVT) • Shifter lever: 1st (M/T)	Accelerator pedal: Fully released	More than 0.36 V
		Accelerator pedal: Fully depressed	Less than 4.75 V
TP SEN 2-B1*1	• Ignition switch: ON (Engine stopped) • Selector lever: D • Shifter lever: 1st (M/T)	Accelerator pedal: Fully released	More than 0.36 V
		Accelerator pedal: Fully depressed	Less than 4.75 V
FUEL T/TMP SE	• Ignition switch: ON		Indicates fuel tank temperature
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

Monitor Item	Condition		Values/Status
START SIGNAL	• Ignition switch ON → START → ON (start switch is released)		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 (A/C 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	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
IGN TIMING	• Engine: After warming up • Selector lever: P or N • Air conditioner switch: OFF • No load	Idle	3° - 13° BTDC
		2,000 rpm	35° - 55° BTDC
CAL/LD VALUE	• Engine: After warming up • Selector lever: P or N • Air conditioner switch: OFF • No load	Idle	10% - 35%
		2,500 rpm	10% - 35%
MASS AIRFLOW	• Engine: After warming up • Selector lever: P or N • Air conditioner switch: OFF • No load	Idle	Approx. 2.9 g/s
		2,500 rpm	Approx. 5.5 g/s
PURG VOL C/V	• 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	0% - 90%
INT/V TIM(B1)	• Engine: After warming up • Selector lever: P or N • Air conditioner switch: OFF • No load	Idle	−5°– 5° CA
		2,000 rpm	Approx. 0° - 20° CA
EXH/V TIM B1	• Engine: After warming up • Selector lever: P or N • Air conditioner switch: OFF • No load	Idle	−5° - 5° CA
		2,000 rpm	Approx. 0° - 40° CA
INT/V SOL (B1)	• Engine: After warming up • Selector lever: P or N • Air conditioner switch: OFF • No load	Idle	0%– 2%
		2,000 rpm	Approx. 0%– 90%
SWRL CONT S/V	• Ignition switch: ON • Engine coolant temperature: Between 0°C (32°F) and 45°C (113°F)	Accelerator pedal: Fully released	On
		Accelerator pedal: Fully depressed	Off

Monitor Item	Condition		Values/Status
VIAS S/V-1	• Engine: After warming up • Selector lever: P or N • Air conditioner switch: OFF • No load	When revving engine up to 5,250 rpm quickly and release the accelerator pedal.	Off → On → Off
AIR COND RLY	• Engine: After warming up, idle the engine	Air conditioner switch: OFF	Off
		Air conditioner switch: ON (Compressor operates)	On
FUEL PUMP RLY	• For 1 second after turning ignition switch: ON • Engine running or cranking		On
	• Except above		Off
VENT CONT/V	• Ignition switch: ON		Off
THRTL RELAY	• Ignition switch: ON		On
COOLING FAN	• Engine: After warming up, idle the engine • Air conditioner switch: OFF	Engine coolant temperature is 97°C (207°F) or less	Off
		Engine coolant temperature between 98°C (208°F) and 99°C (210°F) or more	Low
		Engine coolant temperature between 100°C (212°F) or more	Hi
	• Engine: After warming up, idle the engine • Air conditioner switch: ON • Refrigerant pressure is less than 1,280 kPa (12.80 bar, 13.05 kg/cm^2, 185.6 psi)	Engine coolant temperature is 97°C (207°F) or less	Low
		Engine coolant temperature between 98°C (208°F) and 99°C (210°F) or more	Low
		Engine coolant temperature between 100°C (212°F) or more	Hi
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
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
TRVL AFTER MIL	• Ignition switch: ON	Vehicle has traveled after MIL has turned ON.	0 - 65,535 km (0 - 40,723 miles)
ENG OIL TEMP	• Engine: After warming up		More than 70°C (158°F)
A/F S1 HTR(B1)	• Engine: After warming up, idle the engine (More than 260 seconds after starting engine.)		4 - 100%
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

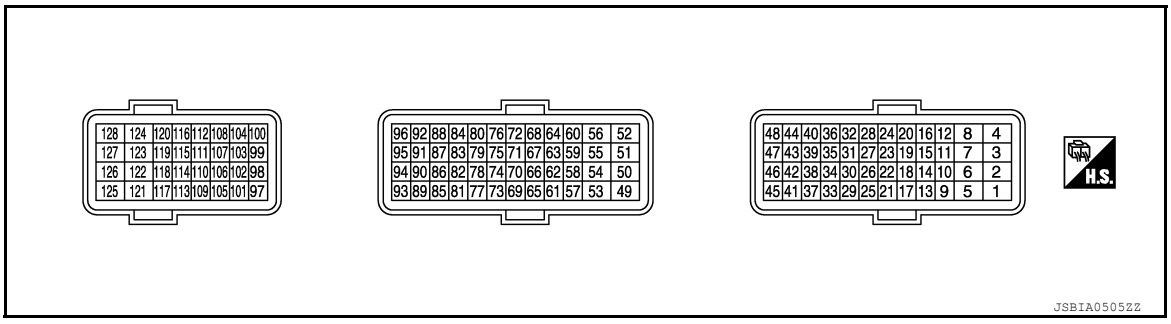
Monitor Item	Condition		Values/Status
CANCEL SW	• Ignition switch: ON	CANCEL switch: Pressed	On
		CANCEL switch: Released	Off
RESUME/ACC SW	• Ignition switch: ON	RESUME/ACCELERATE switch: Pressed	On
		RESUME/ACCELERATE switch: Released	Off
SET SW	• Ignition switch: ON	SET/COAST switch: Pressed	On
		SET/COAST switch: Released	Off
BRAKE SW1	• Ignition switch: ON	Brake pedal: Fully released	On
		Brake pedal: Slightly depressed	Off
BRAKE SW2	• Ignition switch: ON	Brake pedal: Fully released	Off
		Brake pedal: Slightly depressed	On
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	**NOTE:** The item is indicated, but not used.		—
ALT DUTY	• Engine speed: Idle		0 - 80%
BAT CUR SEN	• Engine speed: Idle • Battery: Fully charged[*2] • Selector lever: P or N (CVT) • Shifter lever: Neutral (M/T) • Air conditioner switch: OFF • No load		Approx. 2,600 - 3,500 mV
A/F ADJ-B1	• Engine: running		–0.450 - 0.330
TUMBLE POS SEN	• Ignition switch: ON • Engine coolant temperature: Between 0°C (32°F) and 45°C (113°F)	Accelerator pedal: Fully released	Less than 2.4 V
		Accelerator pedal: Fully depressed	More than 3.5 V
P/N POSI SW	• Ignition switch: ON	• Selector lever: P or N (CVT) • Shifter lever: Neutral (M/T)	On
		Selector lever: Except above	Off
INT/A TEMP SE	• Ignition switch: ON		Indicates intake air temperature
AC PRESS SEN	• Engine speed: Idle • Both A/C switch and blower fan switch: ON (Compressor operates)		1.0 - 4.0 V
VTC DTY EX B1	• Engine: After warming up • Selector lever: P or N • Air conditioner switch: OFF • No load	Idle	0 - 2%
		2,000 rpm	Approx. 0- 90%
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.
BAT TEMP SEN	• Engine: After warming up, idle the engine • Selector lever: P or N • Air conditioner switch: OFF • No load		Applox. 0.68 V

Monitor Item	Condition		Values/Status
THRTL STK CNT B1	**NOTE:** The item is indicated, but not used.		—
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 DIAG2 (B1)	DTC P014C and P014D self-diagnosis is incomplete.		INCMP
	DTC P014C and P014D 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
HO2 S2 DIAG1 (B1)	DTC P0139 self-diagnosis (delayed response) is incomplete.		INCMP
	DTC P0139 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
EOP SENSOR	• Engine: After warming up • Selector lever: P or N (CVT) • Shifter lever: Neutral (M/T) • Air conditioner switch: OFF • No load	Idle	Approx. 1,450 mV
		2,000 rpm	Approx. 2,850 mV
SPORT MODE SWITCH	ignition switch: ON	Press the sport mode switch	On
		Release the sport mode switch	Off
ECO MODE SWITCH	ignition switch: ON	Press the ECO mode switch	On
		Release the ECO mode switch	Off
A/F-S ATMSPHRC CRCT B1	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.
SYSTEM 1 DIAG-NOSIS A B1	DTC P219A self-diagnosis is incomplete.		INCMP
	DTC P219A self-diagnosis is complete.		CMPLT
SYSTEM 1 DIAG-NOSIS B B1	DTC P219A self-diagnosis is on standby.		ABSENT
	DTC P219A self-diagnosis is under diagnosis.		PRSENT

*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.

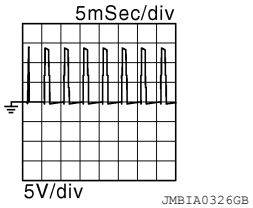
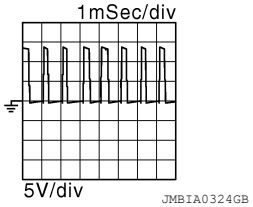
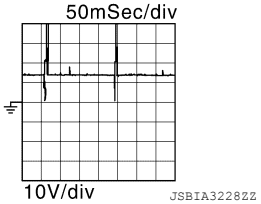
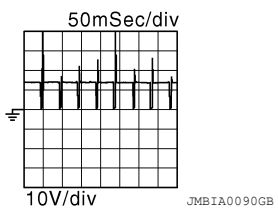
*2: Before measuring the voltage, confirm that the battery is fully charged. Refer to PG-65, "How to Handle Battery".

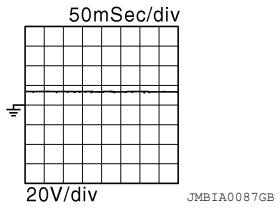
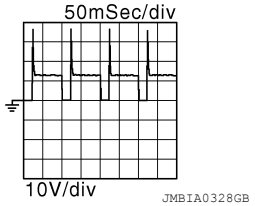
TERMINAL LAYOUT

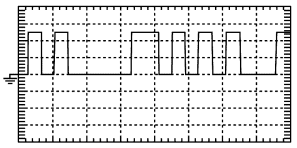
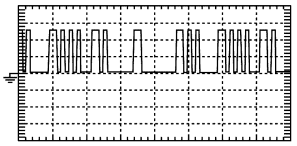


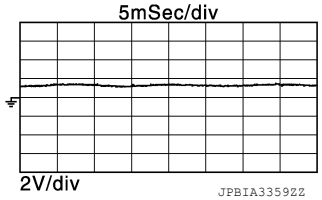
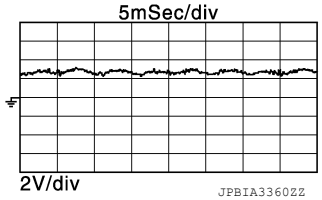
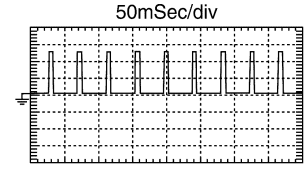
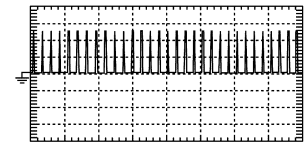
PHYSICAL VALUES

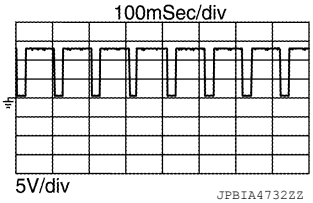
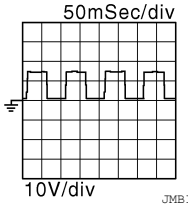
NOTE:
- ECM is located in the engine room left side near battery.
- Specification data are reference values and are measured between each terminal and ground.
- Pulse signal is measured by CONSULT.

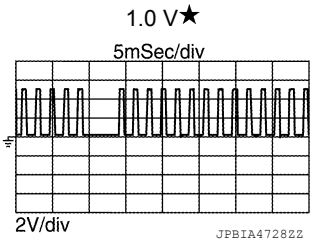
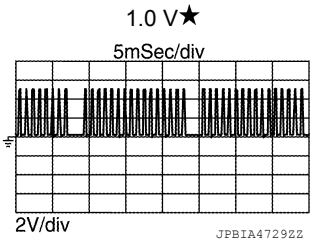
Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	−	Signal name	Input/ Output		
1 (P)	128 (B/Y)	Throttle control motor (Close)	Output	[Ignition switch: ON] • Engine stopped • Selector lever: D (CVT) • Shifter lever: 1st (M/T) • Accelerator pedal: Fully released	1.8 V★ 
2 (G)	128 (B/Y)	Throttle control motor power supply	Input	[Ignition switch: ON]	Battery voltage (11 - 14 V)
3 (W)	128 (B/Y)	Throttle control motor (Open)	Output	[Ignition switch: ON] • Engine stopped • Selector lever: D (CVT) • Shifter lever: 1st (M/T) • Accelerator pedal: Fully depressed	3.2 V★ 
4 (W)	8 (B)	Knock sensor	Input	[Engine is running] • Idle speed	2.5 V
5 (G)	128 (B/Y)	Intake manifold tuning valve motor (Close)	Output	[Ignition switch ON] • Engine coolant temperature: Normal operating condition • Accelerator pedal: Depressed → fully released	Battery voltage appears for about 1 second.
6 (R)	128 (B/Y)	Intake manifold tuning valve motor power supply	Input	[Ignition switch: ON]	Battery voltage (11 - 14 V)
7 (R)	128 (B/Y)	Intake manifold tuning valve motor (Open)	Output	[Ignition switch ON] • Engine coolant temperature: normal operating condition • Accelerator pedal: Fully released → depressed	Battery voltage appears for about 1 second.
8 (B)	—	Sensor ground (Knock sensor)	—	—	—
9 (BR) 10 (SB) 13 (O) 14 (V)	128 (B/Y)	Fuel injector No. 4 Fuel injector No. 3 Fuel injector No. 1 Fuel injector No. 2	Output	[Engine is running] • Warm-up condition • Idle speed **NOTE:** The pulse cycle changes depending on rpm at idle	Battery voltage (11 - 14 V)★ 
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	Battery voltage (11 - 14 V)★ 

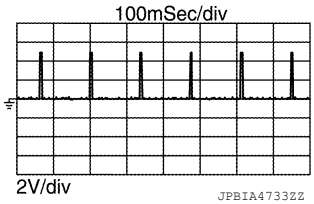
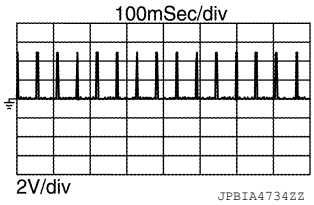
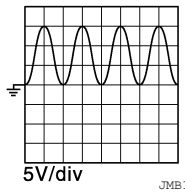
Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	−	Signal name	Input/ Output		
12 (B)	—	ECM ground	—	—	—
16 (B)	—	ECM ground	—	—	—
17 (L)	128 (B/Y)	EVAP canister purge volume control solenoid valve	Output	[Engine is running] • Idle speed • Accelerator pedal: Not depressed even slightly, after engine starting	Battery voltage (11 - 14 V)★ 
				[Engine is running] • Engine speed: About 2,000 rpm (More than 100 seconds after starting engine.)	10 V★ 
18 (GR)	128 (B/Y)	Fuel pump relay	Output	[Ignition switch: ON] • For 1 second after turning ignition switch ON [Engine is running]	0 - 1.0 V
				[Ignition switch: ON] • More than 1 second after turning ignition switch ON	Battery voltage (11 - 14 V)
21 (Y)	128 (B/Y)	Throttle control motor relay	Output	[Ignition switch: OFF]	Battery voltage (11 - 14 V)
				[Ignition switch: ON]	0 - 1.0 V
22 (W)	23 (BR)	Heated oxygen sensor 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
23 (BR)	—	Sensor ground (Heated oxygen sensor 2)	—	—	—
25 (Y)	26 (P)	Engine oil temperature sensor	Input	[Engine is running]	0 - 4.8 V Output voltage varies with engine oil temperature.
26 (P)	—	Sensor ground (Engine oil temperature sensor)	—	—	—
27 (LG)	—	Sensor ground (Engine coolant temperature sensor)	—	—	—
28 (V)	27 (LG)	Engine coolant temperature sensor	Input	[Engine is running]	0 - 4.8 V Output voltage varies with engine coolant temperature.

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	−	Signal name	Input/ Output		
30 (L)	—	Sensor ground [Camshaft position sensor (PHASE)]	—	—	—
31 (BR)	30 (L)	Camshaft position sensor (PHASE)	Input	[Engine is running] • Warm-up condition • Idle speed **NOTE:** The pulse cycle changes depending on rpm at idle	1.0 - 2.0★ 10mSec/div  2v/div JSBIA2670ZZ
				[Engine is running] • Engine speed is 2,000 rpm	1.0 - 2.0★ 10mSec/div  2v/div JSBIA2671ZZ
32 (GR)	—	Sensor power supply [Camshaft position sensor (PHASE)]	—	[Ignition switch: ON]	5.0 V
33 (GR)	34 (W)	Intake air temperature sensor	Input	[Engine is running]	0 - 4.8 V Output voltage varies with intake air temperature.
34 (W)	—	Sensor ground (Mass air flow sensor, intake air temperature sensor)	—	—	—
35 (G)	34 (W)	Mass air flow sensor	Input	[Ignition switch: ON] • Engine stopped	1.27 V
				[Engine is running] • Warm-up condition • Idle speed	1.3 – 1.6 V
				[Engine is running] • Warm-up condition • Engine is revving from idle to about 4,000 rpm	1.3 – 1.6 → 2.6 V (Check for linear voltage rise in response to engine being increased to about 4,000 rpm.)
36 (R)	—	Sensor power supply (Mass air flow sensor, intake air temperature sensor)	—	[Ignition switch: ON]	5.0 V
37 (B)	—	Shield	—	—	—
38 (W)	—	Sensor ground (Engine oil pressure sensor)	—	—	—

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	–	Signal name	Input/ Output		
39 (G)	38 (W)	Engine oil pressure sensor	Input	[Engine is running] • Warm-up condition • Idle speed	1.3 V★ 5mSec/div  2V/div JPBIA3359ZZ
				[Engine is running] • Warm-up condition • Engine speed is 2,000 rpm	2.7 V★ 5mSec/div  2V/div JPBIA3360ZZ
40 (R)	38 (W)	Sensor power supply (Engine oil pressure sensor)	—	[Ignition switch: ON]	5.0 V
41 (Y)	128 (B/Y)	A/F sensor 1	Input	Engine running] • Warm-up condition • Engine speed: 2,000 rpm	2.2 V (Output voltage varies with air-fuel ratio)
42 (W)	—	Sensor ground [Exhaust valve timing control position sensor]	—	—	—
43 (P)	42 (W)	Exhaust valve timing control position sensor	Input	[Engine is running] • Warm-up condition • Idle speed **NOTE:** The pulse cycle changes depending on rpm at idle	1.0★ 50mSec/div  2v/div JSBIA2672ZZ
				[Engine is running] • Engine speed is 2,500 rpm	1.0★ 50mSec/div  2v/div JSBIA2673ZZ
44 (R)	—	Sensor power supply [Exhaust valve timing control position sensor]	—	[Ignition switch: ON]	5 V
45 (BR)	128 (B/Y)	A/F sensor 1	Input	[Engine is running] • Engine speed is 2,000 rpm	2.2 V Output voltage varies with air fuel ratio.
49 (G)	128 (B/Y)	Intake manifold runner control valve motor (Close)	Output	[Ignition switch ON] • Engine coolant temperature: More than 60°C (140°F) • Accelerator pedal: Depressed → fully released	Battery voltage appears for about 1 second.

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	−	Signal name	Input/ Output		
50 (R)	128 (B/Y)	Intake manifold runner control valve motor power supply	Input	[Ignition switch: ON]	Battery voltage (11 - 14 V)
51 (R)	128 (B/Y)	Intake manifold runner control valve motor (Open)	Output	[Ignition switch ON] • Engine coolant temperature: More than 60°C (140°F) • Accelerator pedal: Fully released → depressed	Battery voltage appears for about 1 second.
52 (B)	—	ECM ground	—	—	—
53 (G)	128 (B/Y)	A/F sensor 1 heater	Input	[Engine is running] • Warm-up condition • Idle speed (More than 260 seconds after starting engine)	10 V★ 100mSec/div  5V/div JPBIA4732ZZ
54 (G)	128 (B/Y)	Heated oxygen sensor 2 heater	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	8 V★ 50mSec/div  10V/div JMBIA0325GB
				[Ignition switch: ON] • Engine stopped [Engine is running] • Engine speed: Above 3,600 rpm	Battery voltage (11 - 14 V)
61 (BG)	62 (BR)	Battery temperature sensor	Input	[Engine is running] • Battery temperature: 25°C (°F) • Idle speed	3.3 V
62 (BR)	—	Sensor ground (Battery current sensor, battery temperature sensor)	—	—	—
63 (G)	62 (BR)	Battery current sensor	Input	[Engine is running] • Battery: Fully charged* • Idle speed	2.6 - 3.5 V
64 (Y)	—	Sensor power supply (Battery current sensor)	—	[Ignition switch: ON]	5.0 V
70 (W)	—	Sensor ground [Crankshaft position sensor (POS)]	—	—	—

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	−	Signal name	Input/ Output		
71 (R)	70 (W)	Crankshaft position sensor (POS)	Input	[Engine is running] • Warm-up condition • Idle speed **NOTE:** The pulse cycle changes depending on rpm at idle	
				[Engine is running] • Engine speed: 2,000 rpm	
72 (G)	—	Sensor power supply [Crankshaft position sensor (POS)]	—	[Ignition switch: ON]	5.0 V
73 (GR)	—	Shield	—	—	—
77 (W)	78 (R)	Throttle position sensor 2	Input	[Ignition switch: ON] • Engine stopped • Selector lever: D (CVT), 1st (M/T) • Accelerator pedal: Fully released	Less than 4.75 V
				[Ignition switch: ON] • Engine stopped • Selector lever: D (CVT), 1st (M/T) • Accelerator pedal: Fully depressed	More than 0.36 V
78 (R)	—	Sensor ground (Throttle position sensor)	—	—	—
79 (G)	78 (R)	Throttle position sensor 1	Input	[Ignition switch: ON] • Engine stopped • Selector lever: D (CVT), 1st (M/T) • Accelerator pedal: Fully released	More than 0.36 V
				[Ignition switch: ON] • Engine stopped • Selector lever: D (CVT), 1st (M/T) • Accelerator pedal: Fully depressed	Less than 4.75 V
80 (B)	—	Sensor power supply (Throttle position sensor)	—	[Ignition switch: ON]	5.0 V
81 (Y)	128 (B/Y)	Power supply for ECM (Backup)	Input	[Ignition switch: OFF]	Battery voltage (11 - 14 V)
83 (LG)	92 (V)	Intake manifold runner control valve position sensor	Input	[Ignition switch ON] • Engine coolant temperature: Between 0°C (32°F) and 45°C (113°F) • Accelerator pedal: Fully released	Less than 2.4 V
				[Ignition switch ON] • Engine coolant temperature: Between 0°C (32°F) and 45°C (113°F) • Accelerator pedal: Slightly depressed	More than 3.5 V

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	−	Signal name	Input/ Output		
84 (W)	—	Sensor power supply (Intake manifold runner control valve position sensor)	—	[Ignition switch: ON]	More than 4.98 V
86 (R) 87 (LG) 90 (P) 91 (SB)	128 (B/Y)	Ignition signal No. 1 Ignition signal No. 2 Ignition signal No. 3 Ignition signal No. 4	Output	[Engine is running] • Warm-up condition • Idle speed **NOTE:** The pulse cycle changes depending on rpm at idle	0 - 0.1 V★ 
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	0 - 0.2 V★ 
89 (GR)	128 (B/Y)	ECM relay (Self shut-off)	Output	[Engine is running] [Ignition switch: OFF] • A few seconds after turning ignition switch OFF	0 - 1.0 V
				[Ignition switch: OFF] • More than a few seconds after turning ignition switch OFF	Battery voltage (11 - 14 V)
92 (LG)	—	Sensor ground (Intake manifold runner control valve position sensor)	—	—	—
93 (LG)	128 (B/Y)	Intake valve timing control solenoid valve	Output	[Engine is running] • Warm-up condition • Idle speed	0 V
				[Engine is running] • Warm-up condition • When revving engine up to 2,000 rpm quickly	11 – 14 V★ 
94 (G)	128 (B/Y)	Exhaust valve timing control solenoid valve	Output	[Engine is running] • Warm-up condition • Idle speed	0 V
				[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	Battery voltage (11 - 14 V)
97 (BR)	128 (GR)	EVAP canister vent control valve	Output	[Ignition switch: ON]	Battery voltage (11 - 14 V)
99 (P)	—	CAN communication line (CAN-L)	Input/ Output	—	—

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	−	Signal name	Input/ Output		
100 (L)	—	CAN communication line (CAN-H)	Input/ Output	—	—
101 (G)	128 (B/Y)	Starter relay cut off signal	Input/ Output	[Ignition switch: ON]	0 V
				[Engine is running] • Warm-up condition • Idle speed	Battery voltage (11 - 14 V)
103 (P)	124 (Y)	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
104 (L)	—	Sensor power supply (Refrigerant pressure sensor)	—	[Ignition switch: ON]	5.0 V
105 (V)	128 (B/Y)	Starter motor relay control signal	Output	[Engine is running] • Warm-up condition • Idle speed • Selector lever: D (CVT) • Shift lever: 1st (M/T) • Engine speed: Less than 1,500 rpm **NOTE:** To decrease engine speed, perform the DTC confirmation procedure B in P1650. Refer to EC-395, "DTC Logic".	0 V (While operating the starter motor)
				[Engine is running] • Warm-up condition • Idle speed	Battery voltage (11 - 14 V)
109 (O)	128 (B/Y)	Ignition switch	Input	[Ignition switch: OFF]	0 V
				[Ignition switch: ON]	Battery voltage (11 - 14 V)
110 (P)	111 (B)	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] • ACCEL/RES switch: Pressed	3 V
				[Ignition switch: ON] • COAST/SET switch: Pressed	2 V
111 (B)	—	Sensor ground (ASCD steering switch)	—	—	—
113 (G)	—	Sensor power supply (EVAP control system pressure sensor)	—	[Ignition switch: ON]	5.0 V
114 (P)	124 (SB)	EVAP control system pressure sensor	Input	[Ignition switch: ON]	0.5 - 4.6 V
115 (SB)	128 (B/Y)	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)

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	–	Signal name	Input/ Output		
116 (G)	128 (B/Y)	Brake pedal position switch	Input	[Ignition switch: OFF] • Brake pedal: Fully released	Battery voltage (11 - 14 V)
				[Ignition switch: OFF] • Brake pedal: Slightly depressed	0 V
117 (BR)	128 (B/Y)	• PNP signal (CVT) • Neutral switch (M/T)	Input	[Ignition switch: ON] • Selector lever: P or N (CVT) • Shifter lever: Neutral (M/T)	Battery voltage (11 - 14 V)
				[Ignition switch: ON] • Except above	0 V
118 (O)	—	Sensor power supply (Accelerator pedal position sensor 2)	—	[Ignition switch: ON]	5.0 V
119 (W)	120 (Y)	Accelerator pedal position sensor 2	Input	[Ignition switch: ON] • Engine stopped • Accelerator pedal: Fully released	0.3 – 0.6 V
				[Ignition switch: ON] • Engine stopped • Accelerator pedal: Fully depressed	1.95 – 2.4 V
120 (Y)	—	Sensor ground (Accelerator pedal position sensor 2)	—	—	—
121 (G)	128 (B/Y)	Power supply for ECM	Input	[Ignition switch: ON]	Battery voltage (11 - 14 V)
122 (V)	—	Sensor power supply (Accelerator pedal position sensor 1)	—	[Ignition switch: ON]	5.0 V
123 (B/Y)	—	ECM ground	—	—	—
124 (V)	—	Sensor ground (EVAP control system pressure sensor, refrigerant pressure sensor)	—	—	—
126 (R)	127 (GR)	Accelerator pedal position sensor 1	Input	[Ignition switch: ON] • Engine stopped • Accelerator pedal: Fully released	0.6 – 0.9 V
				[Ignition switch: ON] • Engine stopped • Accelerator pedal: Fully depressed	3.9 – 4.7 V
127 (GR)	—	Sensor ground (Accelerator pedal position sensor 1)	—	—	—
128 (B/Y)	—	ECM ground	—	—	—

★: Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)
*: Before measuring the terminal voltage, confirm that the battery is fully charged. Refer to PG-65, "How to Handle Battery".

Fail Safe

INFOID:0000000011538687

NON DTC RELATED ITEM

Detected items	Engine operating condition in fail-safe mode	Remarks	Reference page
Malfunction indicator circuit	Engine speed will not rise more than 2,500 rpm due to the fuel cut	When there is an open circuit on MIL circuit, the ECM cannot warn the driver by lighting up MIL when there is malfunction on engine control system. Therefore, when electrical controlled throttle and part of ECM related diagnoses are continuously detected as NG for 5 trips, ECM warns the driver that engine control system malfunctions and MIL circuit is open by means of operating fail safe function. The fail safe function also operates when above diagnoses except MIL circuit are detected and demands the driver to repair the malfunction.	EC-470, "Component Function Check"

DTC RELATED ITEM

Description

When a DTC is detected, ECM executes a mode (in the Fail-safe mode) applicable to the DTC. The fail-safe mode has the preset traveling control mode (accelerator angle variation and engine output limit) and device fix mode.

Fail safe mode		Vehicle behavior
Traveling control mode	Accelerator angle variation control	ECM controls the accelerator pedal depression speed to make it slower than actual speed. This causes a drop in accelerating performance and encourages the driver to repair malfunction. **NOTE:** ECM does not control the accelerator pedal releasing speed.
	Engine output control	ECM reduces the engine output, according to the rise in engine speed. This reduces the vehicle speed to encourage the driver to repair malfunction.
Device fix mode		• This mode fixes the IVT control solenoid valve and the EVT control solenoid valve in the reference position. • The intake manifold runner control valve motor is turned OFF (intake manifold runner control valve opens).

Fail Safe Pattern

Pattern	Fail safe mode	
A	Traveling control mode	Accelerator angle variation control
B		Engine output control
C	Device fix mode	

Fail Safe List

×:Applicable —: Not applicable

DTC No.	Detected items	Vehicle behavior			
		Pattern			Others
		A	B	C	
P0075	Intake valve timing control	—	—	×	ECM activates the IVT intermediate lock control solenoid valve to bring the cam sprocket into an intermediate lock condition.
P0078	Exhaust valve timing control	—	—	×	—
P0101 P0102 P0103	Mass air flow sensor circuit	×	×	×	—
P0122 P0123 P0222 P0223 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. So, the acceleration will be poor.

DTC No.	Detected items	Vehicle behavior			
		Pattern			Others
		A	B	C	
P0117 P0118	Engine coolant temperature sensor	×	×	—	—
P0171 P0172	Fuel injection system	×	—	—	—
P0197 P0198	Engine oil temperature sensor	—	—	—	Exhaust valve timing control does not function.
P0300 P0301 P0302 P0303 P0304	Misfire	×	—	—	—
P0500	Vehicle speed sensor	×	—	—	—
P0524	Engine oil pressure	—	—	—	• ECM illuminates oil pressure warning lamp on the combination meter. • Engine speed will not rise more than 4,000rpm due to the fuel cut. • Fail-safe is canceled when ignition switch OFF → ON.
P0603	ECM	—	—	—	—
		—	×	—	ASCD operation may be deactivated.
P0604	ECM	×	—	×	ASCD operation may be deactivated.
P0605 P060B	ECM	—	—	—	—
		×	—	×	ASCD operation may be deactivated.
P0606	ECM	—	—	—	ASCD operation may be deactivated.
		×	—	×	ASCD operation may be deactivated.
P0607	ECM	—	—	—	—
		—	×	—	—
P060A	ECM	×	—	×	—
		×	×	×	ASCD operation may be deactivated.
P0643	ECM	×	—	×	—
P1078	Exhaust valve timing control position sensor circuit	×	—	×	—
P1650 P1651	Starter relay	×	×	—	
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: When engine is idling — Driving condition: Normal Vehicle condition: When accelerating — Driving condition: Poor acceleration
P2100	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.
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.
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.

DTC No.	Detected items	Vehicle behavior			
		Pattern			Others
		A	B	C	
P2119	Electric throttle control actuator	×	×	—	—
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. So, the acceleration will be poor.

DTC Inspection Priority Chart

INFOID:0000000011538688

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

Priority	DTC	Detected items
1	U0101, U1001	CAN communication line
	P0101, P0102, P0103	Mass air flow sensor
	P0112, P0113	Intake air temperature sensor 1
	P0117, P0118	Engine coolant temperature sensor
	P0122, P0123, P0222, P0223, P1225, P2135	Throttle position sensor
	P0197, P0198	Engine oil temperature sensor
	P0327, P0328	Knock sensor
	P0335	Crankshaft position sensor (POS)
	P0340	Camshaft position sensor (PHASE)
	P0500	Vehicle speed sensor
	P0520	Engine oil pressure sensor
	P0603, P0604, P0605, P0606, P0607, P060A, P060B, P2610	ECM
	P0643	Sensor power supply
	P0705	Transmission range switch
	P0850	Park/neutral position (PNP) switch
	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

Priority	DTC	Detected items
2	P0011	Intake valve timing control
	P0014	Exhaust valve timing control
	P0030, P0031, P0032	Air fuel ratio (A/F) sensor 1 heater
	P0037, P0038	Heated oxygen sensor 2 heater
	P0075	Intake valve timing control solenoid valve
	P0078	Exhaust valve timing control solenoid valve
	P0130, P0131, P0132, P014C, P014D	Air fuel ratio (A/F) sensor 1
	P0137, P0138, P0139	Heated oxygen sensor 2
	P0444	EVAP canister purge volume control solenoid valve
	P0710	CVT related sensors, solenoid valves and switches
	P1078	Exhaust valve timing position sensor
	P1217	Engine over temperature (OVERHEAT)
	P1650, P1651, P1652	Starter motor relay
	P1715	CVT related sensors, solenoid valves and switches
	P1800	Intake manifold tuning valve
	P1805	Brake switch
	P2100, P2103	Throttle control motor relay
	P2101	Electric throttle control function
	P2118	Throttle control motor
3	P0171, P0172	Fuel injection system function
	P0201 - P0204	Injector
	P0234	Turbocharger system
	P0300 - P0304	Misfire
	P0420	Three way catalyst function
	P0506, P0507	Idle speed control system
	P0524	Engine oil pressure
	P1212	TCS communication line
	P2119	Electric throttle control actuator
	P219A	Air fuel ratio (A/F) sensor 1

DTC Index

INFOID:0000000011538689

×: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]	LOST COMM (TCM)	—	2	—	B	EC-169
U1001	1001[*5]	CAN COMM CIRCUIT	—	1 or 2	—	—	EC-170
P0000	**0000**	**NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.**	—	—	Flashing[*6]	—	—
P0011	0011	INT/V TIM CONT-B1	×	2	×	B	EC-171
P0014	0014	EXH/V TIM CONT-B1	—	2	×	B	EC-174
P0030	0030	A/F SEN1 HTR (B1)	—	2	×	B	EC-177
P0031	0031	A/F SEN1 HTR (B1)	—	2	×	B	EC-177

DTC[*1]		Items (CONSULT screen terms)	SRT code	Trip	MIL	Permanent DTC group[*4]	Reference page
CONSULT GST[*2]	ECM[*3]						
P0032	0032	A/F SEN1 HTR (B1)	—	2	×	B	EC-177
P0037	0037	HO2 HTR (B1)	—	2	×	B	EC-179
P0038	0038	HO2 HTR (B1)	—	2	×	B	EC-179
P0075	0075	INT/V TIM V/CIR-B1	—	2	×	B	EC-181
P0078	0078	EX V/T ACT/CIRC-B1	—	2	×	B	EC-184
P0101	0101	MAF SEN/CIRCUIT-B1	—	2	×	B	EC-187
P0102	0102	MAF SEN/CIRCUIT-B1	—	1	×	B	EC-187
P0103	0103	MAF SEN/CIRCUIT-B1	—	1	×	B	EC-187
P0111	0111	IAT SENSOR 1 B1	—	2	×	A	EC-193
P0112	0112	IAT SEN/CIRCUIT-B1	—	2	×	B	EC-195
P0113	0113	IAT SEN/CIRCUIT-B1	—	2	×	B	EC-195
P0116	0116	ECT SEN/CIRC	—	2	×	A	EC-197
P0117	0117	ECT SEN/CIRC	—	1	×	B	EC-199
P0118	0118	ECT SEN/CIRC	—	1	×	B	EC-199
P0122	0122	TP SEN 2/CIRC-B1	—	1	×	B	EC-201
P0123	0123	TP SEN 2/CIRC-B1	—	1	×	B	EC-201
P0125	0125	ECT SENSOR	—	2	×	B	EC-204
P0127	0127	IAT SENSOR-B1	—	2	×	B	EC-206
P0128	0128	THERMSTAT FNCTN	—	2	×	A	EC-208
P0130	0130	A/F SENSOR1 (B1)	—	2	×	A	EC-211
P0131	0131	A/F SENSOR1 (B1)	—	2	×	B	EC-215
P0132	0132	A/F SENSOR1 (B1)	—	2	×	B	EC-218
P0137	0137	HO2S2 (B1)	×	2	×	A	EC-221
P0138	0138	HO2S2 (B1)	×	2	×	A	EC-226
P0139	0139	HO2S2 (B1)	×	2	×	A	EC-233
P014C	014C	A/F SENSOR1 (B1)	×	2	×	A	EC-239
P014D	014D	A/F SENSOR1 (B1)	×	2	×	A	EC-239
P015A	015A	A/F SENSOR1 (B1)	×	2	×	A	EC-239
P015B	015B	A/F SENSOR1 (B1)	×	2	×	A	EC-239
P0171	0171	FUEL SYS-LEAN-B1	—	2	×	B	EC-247
P0172	0172	FUEL SYS-RICH-B1	—	2	×	B	EC-251
P0181	0181	FTT SENSOR	—	2	×	A and B	EC-255
P0182	0182	FTT SEN/CIRCUIT	—	2	×	B	EC-259
P0183	0183	FTT SEN/CIRCUIT	—	2	×	B	EC-259
P0196	0196	EOT SENSOR	—	2	×	A and B	EC-262
P0197	0197	EOT SEN/CIRC	—	2	×	B	EC-265
P0198	0198	EOT SEN/CIRC	—	2	×	B	EC-265
P0222	0222	TP SEN 1/CIRC-B1	—	1	×	B	EC-267
P0223	0223	TP SEN 1/CIRC-B1	—	1	×	B	EC-267
P0300	0300	MULTI CYL MISFIRE	—	1 or 2	— or ×	B	EC-270
P0301	0301	CYL 1 MISFIRE	—	1 or 2	— or ×	B	EC-270
P0302	0302	CYL 2 MISFIRE	—	1 or 2	— or ×	B	EC-270

DTC[*1]		Items (CONSULT screen terms)	SRT code	Trip	MIL	Permanent DTC group[*4]	Reference page
CONSULT GST[*2]	ECM[*3]						
P0303	0303	CYL 3 MISFIRE	—	1 or 2	— or ×	B	EC-270
P0304	0304	CYL 4 MISFIRE	—	1 or 2	— or ×	B	EC-270
P0327	0327	KNOCK SEN/CIRC-B1	—	2	—	—	EC-276
P0328	0328	KNOCK SEN/CIRC-B1	—	2	—	—	EC-276
P0335	0335	CKP SEN/CIRCUIT	—	2	×	B	EC-278
P0340	0340	CMP SEN/CIRC-B1	—	2	×	B	EC-281
P0420	0420	TW CATALYST SYS-B1	×	2	×	A	EC-284
P0441	0441	EVAP PURG FLOW/MON	×	2	×	A	EC-289
P0443	0443	PURG VOLUME CONT/V	—	2	×	A	EC-294
P0444	0444	PURG VOLUME CONT/V	—	2	×	B	EC-299
P0445	0445	PURG VOLUME CONT/V	—	2	×	B	EC-299
P0447	0447	VENT CONTROL VALVE	—	2	×	B	EC-302
P0448	0448	VENT CONTROL VALVE	—	2	×	B	EC-306
P0451	0451	EVAP SYS PRES SEN	—	2	×	A	EC-310
P0452	0452	EVAP SYS PRES SEN	—	2	×	B	EC-314
P0453	0453	EVAP SYS PRES SEN	—	2	×	B	EC-317
P0456	0456	EVAP VERY SML LEAK	×[*7]	2	×	A	EC-321
P0460	0460	FUEL LEV SEN SLOSH	—	2	×	A	EC-327
P0461	0461	FUEL LEVEL SENSOR	—	2	×	B	EC-328
P0462	0462	FUEL LEVL SEN/CIRC	—	2	×	B	EC-330
P0463	0463	FUEL LEVL SEN/CIRC	—	2	×	B	EC-330
P0500	0500	VEHICLE SPEED SEN A[*8]	—	2	×	B	EC-331 (CVT models) EC-332 (M/T models)
P0506	0506	ISC SYSTEM	—	2	×	B	EC-335
P0507	0507	ISC SYSTEM	—	2	×	B	EC-337
P050A	050A	COLD START CONTROL	—	2	×	A	EC-339
P050B[*9]	050B[*9]	COLD START CONTROL	—	2	×	A	EC-339
P050E	050E	COLD START CONTROL	—	2	×	A	EC-339
P0520	0520	EOP SENSOR/SWITCH	—	2	—	—	EC-341
P0524	0524	ENGINE OIL PRESSURE	—	1	—	—	EC-344
P0603	0603	ECM BACK UP/CIRCUIT[*10]	—	2	× or —	B	EC-347
P0604	0604	ECM	—	1	×	B	EC-348
P0605	0605	ECM	—	1 or 2	× or —	B	EC-349
P0606	0606	CONTROL MODULE	—	1	× or —	B	EC-350
P0607	0607	ECM	—	1 or 2	× or —	B	EC-351
P060A	060A	CONTROL MODULE	—	1 or 2	×	B	EC-352
P060B	060B	CONTROL MODULE	—	1	×	B	EC-353
P0643	0643	SENSOR POWER/CIRC	—	1	×	B	EC-354
P0850	0850	P-N POS SW/CIRCUIT	—	2	×	B	EC-356
P1078	1078	EXH TIM SEN/CIRC-B1	—	2	×	B	EC-360

DTC[*1]		Items (CONSULT screen terms)	SRT code	Trip	MIL	Permanent DTC group[*4]	Reference page
CONSULT GST[*2]	ECM[*3]						
P1148	1148	CLOSED LOOP-B1	—	1	×	A	EC-363
P1212	1212	TCS/CIRC	—	2	—	—	EC-364
P1217	1217	ENG OVER TEMP	—	1	×	B	EC-365
P1225	1225	CTP LEARNING-B1	—	2	—	—	EC-368
P1226	1226	CTP LEARNING-B1	—	2	—	—	EC-369
P1550	1550	BAT CURRENT SENSOR	—	2	—	—	EC-370
P1551	1551	BAT CURRENT SENSOR	—	2	—	—	EC-373
P1552	1552	BAT CURRENT SENSOR	—	2	—	—	EC-373
P1553	1553	BAT CURRENT SENSOR	—	2	—	—	EC-376
P1554	1554	BAT CURRENT SENSOR	—	2	—	—	EC-379
P1556	1556	BAT TMP SEN/CIRC	—	2	—	—	EC-382
P1557	1557	BAT TMP SEN/CIRC	—	2	—	—	EC-382
P1564	1564	ASCD SW	—	1	—	—	EC-384
P1572	1572	ASCD BRAKE SW	—	1	—	—	EC-387
P1574	1574	ASCD VHL SPD SEN	—	1	—	—	EC-393
P1610	1610	LOCK MODE	—	2	—	—	SEC-63 (With intelligent key system), SEC-177 (Without intelligent key system)
P1611	1611	ID DISCORD, IMMU-ECM	—	2	—	—	SEC-64
P1612	1612	CHAIN OF ECM-IMMU	—	2	—	—	SEC-65
P1650	1650	STR MTR RELAY 2	—	2	× or —	B	EC-395
P1651	1651	STR MTR RELAY	—	2	×	B	EC-398
P1652	1652	STR MTR SYS COMM	—	1	×	B	EC-400
P1715	1715	IN PULY SPEED	—	2	—	—	EC-402
P1800	1800	VIAS S/V-1	—	2	—	—	EC-404
P1805	1805	BRAKE SW/CIRCUIT	—	2	—	—	EC-406
P2004	2004	TUMBLE CONT/V	—	2	×	B	EC-409
P2014	2014	IN/MANIFOLD RUNNER POS SEN B1	—	2	×	B	EC-412
P2016	2016	IN/MANIFOLD RUNNER POS SEN B1	—	2	×	B	EC-412
P2017	2017	IN/MANIFOLD RUNNER POS SEN B1	—	2	×	B	EC-412
P2018	2018	IN/MANIFOLD RUNNER POS SEN B1	—	2	×	B	EC-412
P2096	2096	POST CAT FUEL TRIM SYS B1	—	2	×	A	EC-415
P2097	2097	POST CAT FUEL TRIM SYS B1	—	2	×	A	EC-415
P2100	2100	ETC MOT PWR-B1	—	1	×	B	EC-419
P2101	2101	ETC FNCTN/CIRC-B1	—	1	×	B	EC-421
P2103	2103	ETC MOT PWR	—	1	×	B	EC-419
P2118	2118	ETC MOT-B1	—	1	×	B	EC-424
P2119	2119	ETC ACTR-B1	—	1	×	B	EC-426

DTC[*1]		Items (CONSULT screen terms)	SRT code	Trip	MIL	Permanent DTC group[*4]	Reference page
CON-SULT GST[*2]	ECM[*3]						
P2122	2122	APP SEN 1/CIRC	—	1	×	B	EC-428
P2123	2123	APP SEN 1/CIRC	—	1	×	B	EC-428
P2127	2127	APP SEN 2/CIRC	—	1	×	B	EC-431
P2128	2128	APP SEN 2/CIRC	—	1	×	B	EC-431
P2135	2135	TP SENSOR-B1	—	1	×	B	EC-434
P2138	2138	APP SENSOR	—	1	×	B	EC-437
P219A	219A	AIR FUEL RATIO IMBARANCE B1	—	2	×	A	EC-440
P2610	2610	ECM/PCM INTERNAL ENG OFF TIMER	—	2	×	A and B	EC-445

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

*2: This number is prescribed by SAE J1979/ ISO 15031-5.

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

*4: Refer to EC-152, "Description".

*5: The trouble diagnosis for this DTC needs CONSULT.

*6: When the ECM is in the mode that displays SRT status, MIL may blink. For details, Refer to EC-63, "On Board Diagnosis Function".

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

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

*9: For CALIFORNIA

*10: This self-diagnosis is not for ECM power supply circuit, even though “ECM BACK UP/CIRCUIT” is displayed on CONSULT screen.

Test Value and Test Limit

INFOID:0000000011908296

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)

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

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

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

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
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
	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

Item	OBD-MID	Self-diagnostic test item	DTC	Test value and Test limit (GST display)		Description
				TID	Unit and Scaling ID	
MISFIRE	A1H	Multiple cylinder misfires	P0301	80H	24H	Misfiring counter at 1000 revolution of the first cylinder
			P0302	81H	24H	Misfiring counter at 1000 revolution of the second cylinder
			P0303	82H	24H	Misfiring counter at 1000 revolution of the third cylinder
			P0304	83H	24H	Misfiring counter at 1000 revolution of the fourth cylinder
			P0305	84H	24H	Misfiring counter at 1000 revolution of the fifth cylinder
			P0306	85H	24H	Misfiring counter at 1000 revolution of the sixth cylinder
			P0307	86H	24H	Misfiring counter at 1000 revolution of the seventh cylinder
			P0308	87H	24H	Misfiring counter at 1000 revolution of the eighth cylinder
			P0300	88H	24H	Misfiring counter at 1000 revolution of the multiple cylinders
			P0301	89H	24H	Misfiring counter at 200 revolution of the first cylinder
			P0302	8AH	24H	Misfiring counter at 200 revolution of the second cylinder
			P0303	8BH	24H	Misfiring counter at 200 revolution of the third cylinder
			P0304	8CH	24H	Misfiring counter at 200 revolution of the fourth cylinder
			P0305	8DH	24H	Misfiring counter at 200 revolution of the fifth cylinder
			P0306	8EH	24H	Misfiring counter at 200 revolution of the sixth cylinder
			P0307	8FH	24H	Misfiring counter at 200 revolution of the seventh cylinder
			P0308	90H	24H	Misfiring counter at 200 revolution of the eighth cylinder
			P0300	91H	24H	Misfiring counter at 1000 revolution of the single cylinder
			P0300	92H	24H	Misfiring counter at 200 revolution of the single cylinder
			P0300	93H	24H	Misfiring counter at 200 revolution of the multiple cylinders

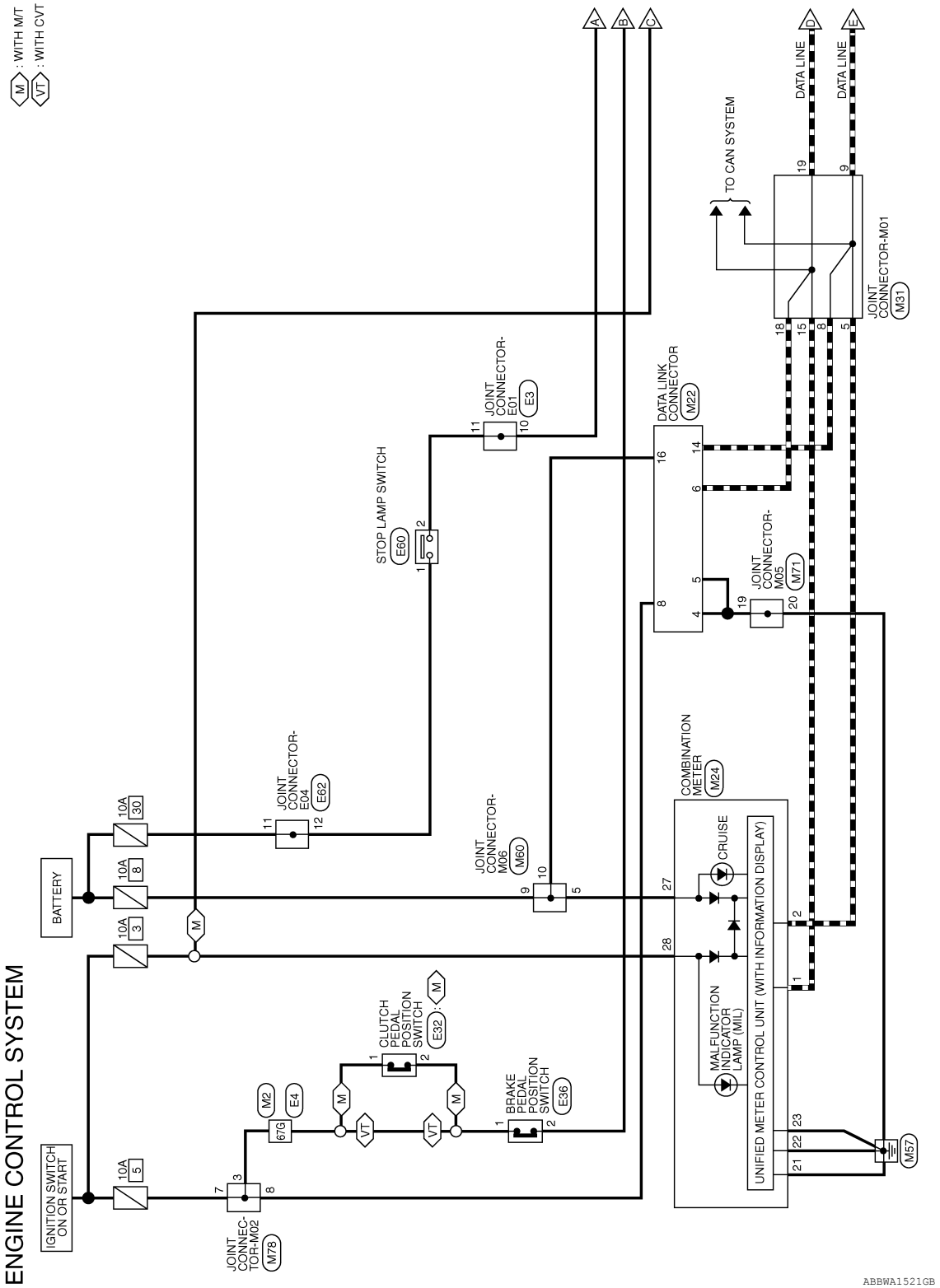
Item	OBD-MID	Self-diagnostic test item	DTC	Test value and Test limit (GST display)		Description
				TID	Unit and Scaling ID	
MISFIRE	A2H	No. 1 cylinder misfire	P0301	0BH	24H	EWMA (Exponential Weighted Moving Average) misfire counts for last 10 driving cycles
			P0301	0CH	24H	Misfire counts for last/current driving cycles
	A3H	No. 2 cylinder misfire	P0302	0BH	24H	EWMA (Exponential Weighted Moving Average) misfire counts for last 10 driving cycles
			P0302	0CH	24H	Misfire counts for last/current driving cycles
	A4H	No. 3 cylinder misfire	P0303	0BH	24H	EWMA (Exponential Weighted Moving Average) misfire counts for last 10 driving cycles
			P0303	0CH	24H	Misfire counts for last/current driving cycles
	A5H	No. 4 cylinder misfire	P0304	0BH	24H	EWMA (Exponential Weighted Moving Average) misfire counts for last 10 driving cycles
			P0304	0CH	24H	Misfire counts for last/current driving cycles
	A6H	No. 5 cylinder misfire	P0305	0BH	24H	EWMA (Exponential Weighted Moving Average) misfire counts for last 10 driving cycles
			P0305	0CH	24H	Misfire counts for last/current driving cycles
	A7H	No. 6 cylinder misfire	P0306	0BH	24H	EWMA (Exponential Weighted Moving Average) misfire counts for last 10 driving cycles
			P0306	0CH	24H	Misfire counts for last/current driving cycles
	A8H	No. 7 cylinder misfire	P0307	0BH	24H	EWMA (Exponential Weighted Moving Average) misfire counts for last 10 driving cycles
			P0307	0CH	24H	Misfire counts for last/current driving cycles
	A9H	No. 8 cylinder misfire	P0308	0BH	24H	EWMA (Exponential Weighted Moving Average) misfire counts for last 10 driving cycles
			P0308	0CH	24H	Misfire counts for last/current driving cycles

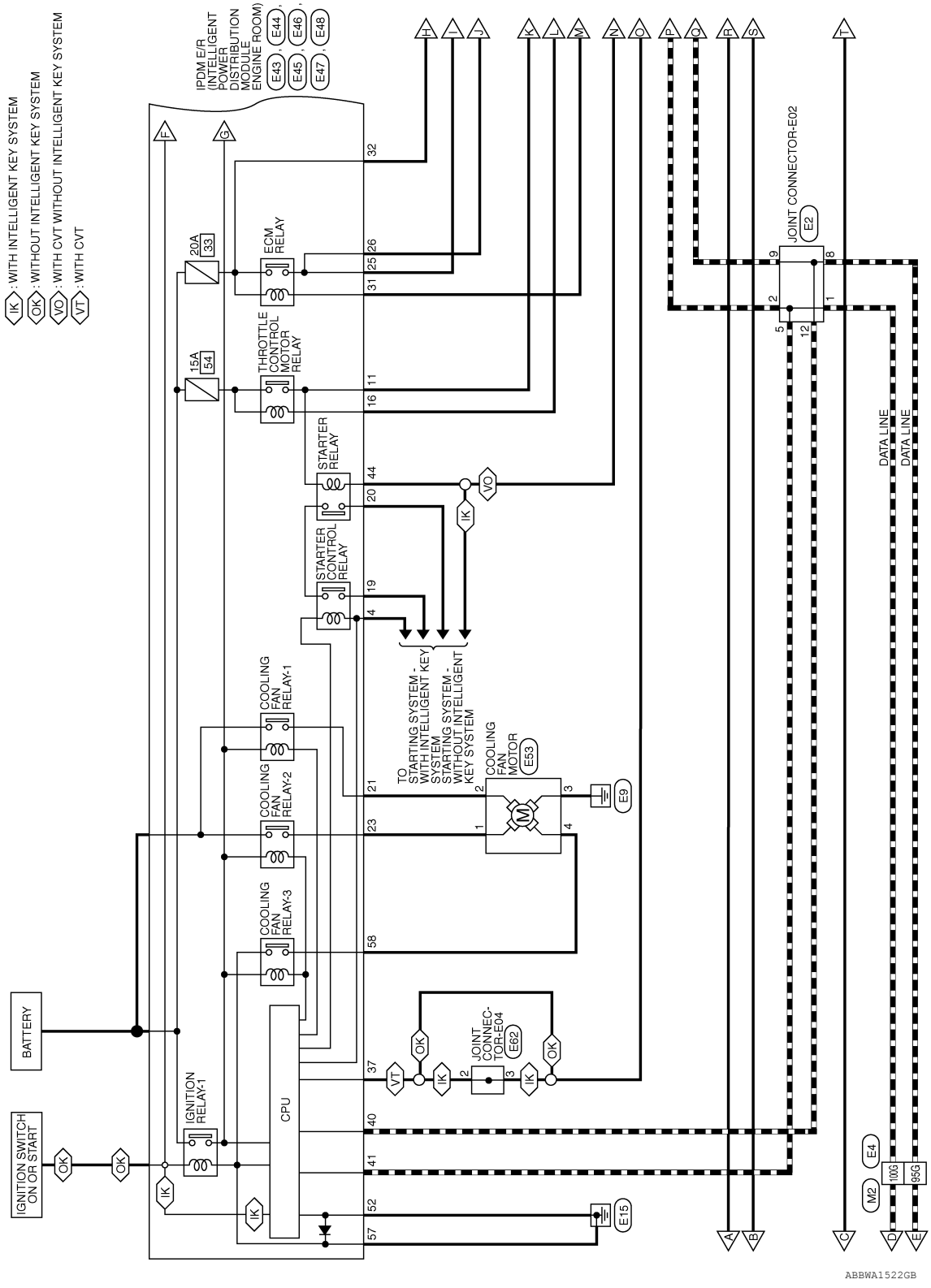
WIRING DIAGRAM

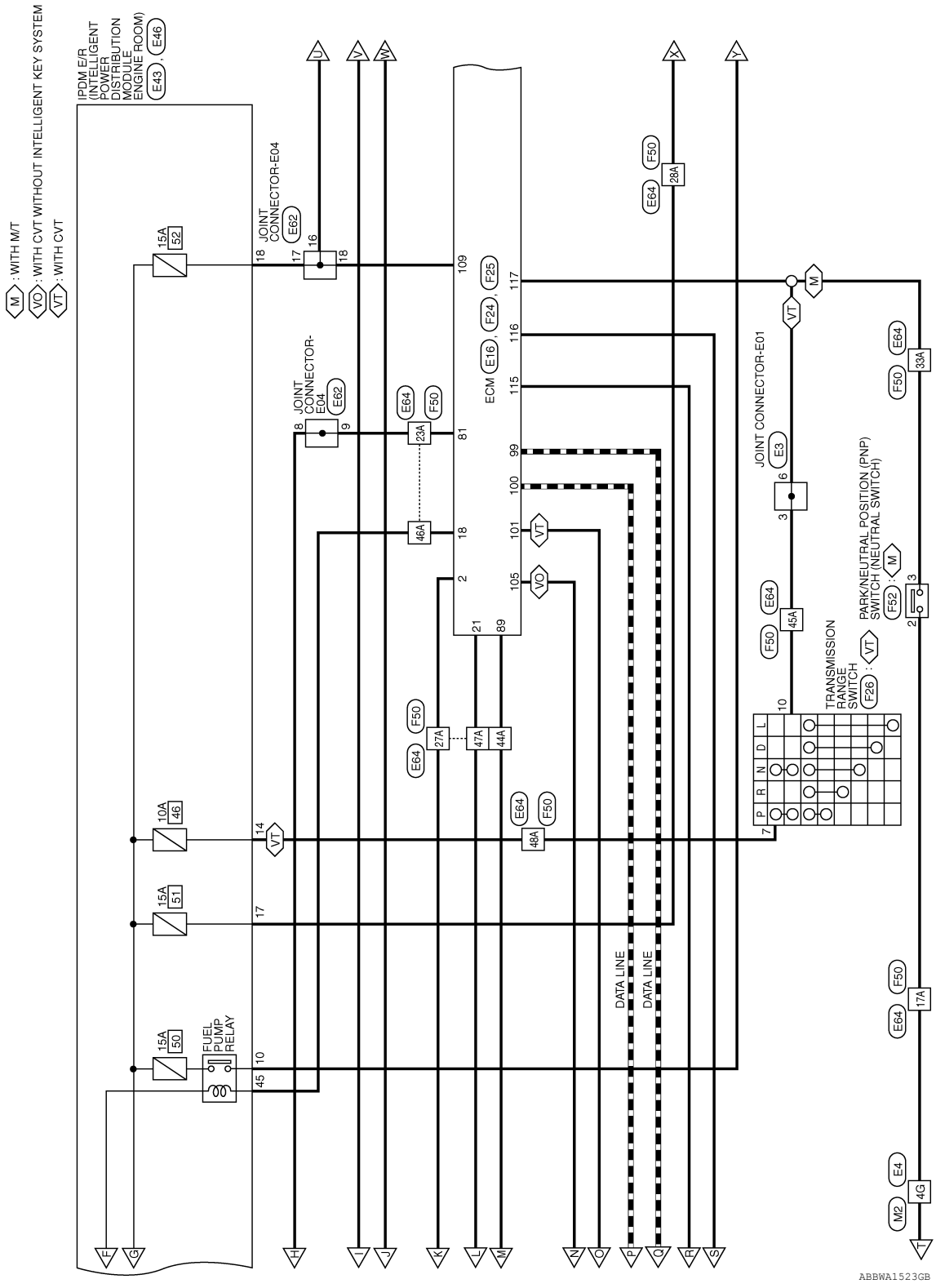
ENGINE CONTROL SYSTEM

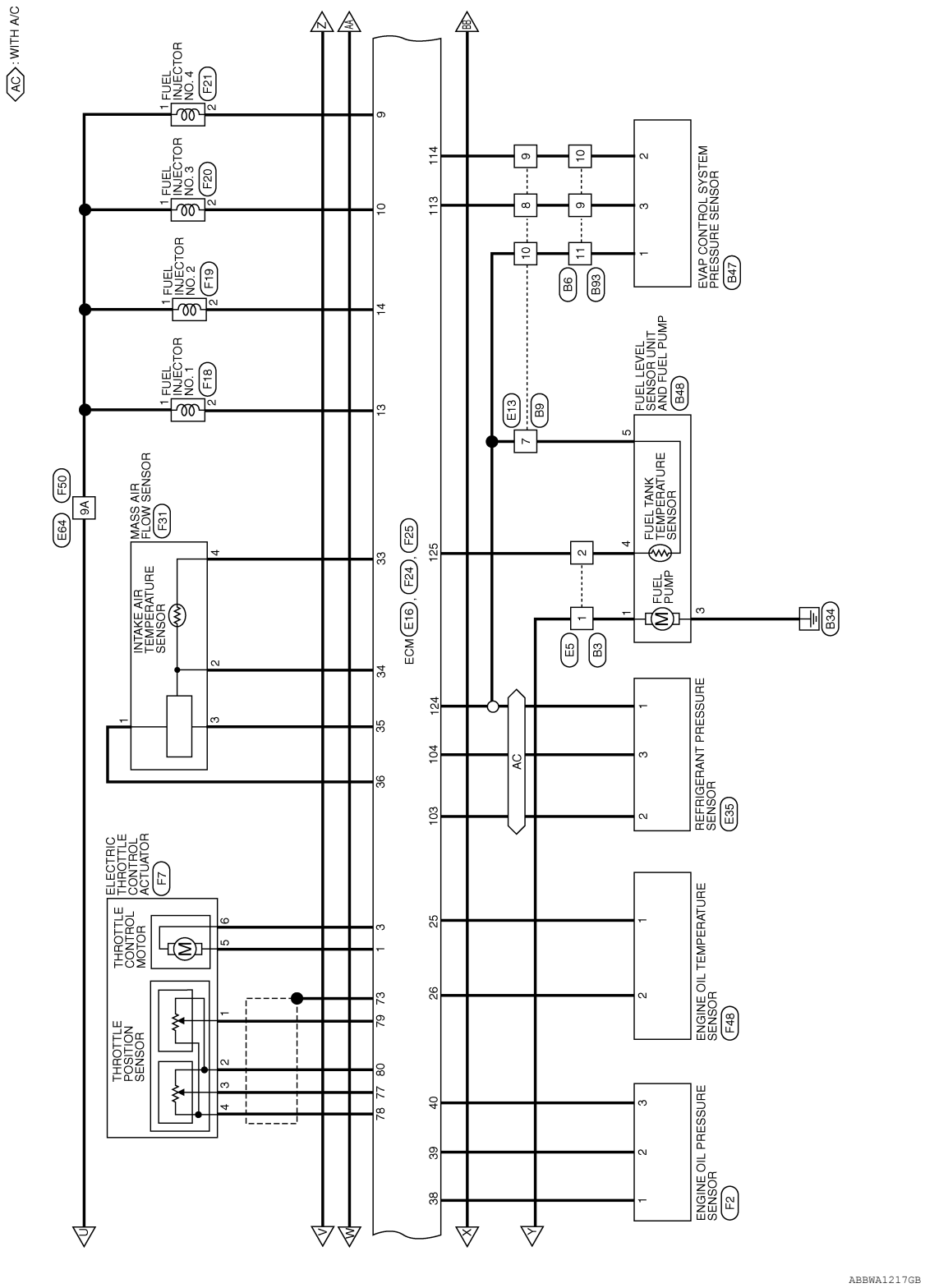
Wiring Diagram

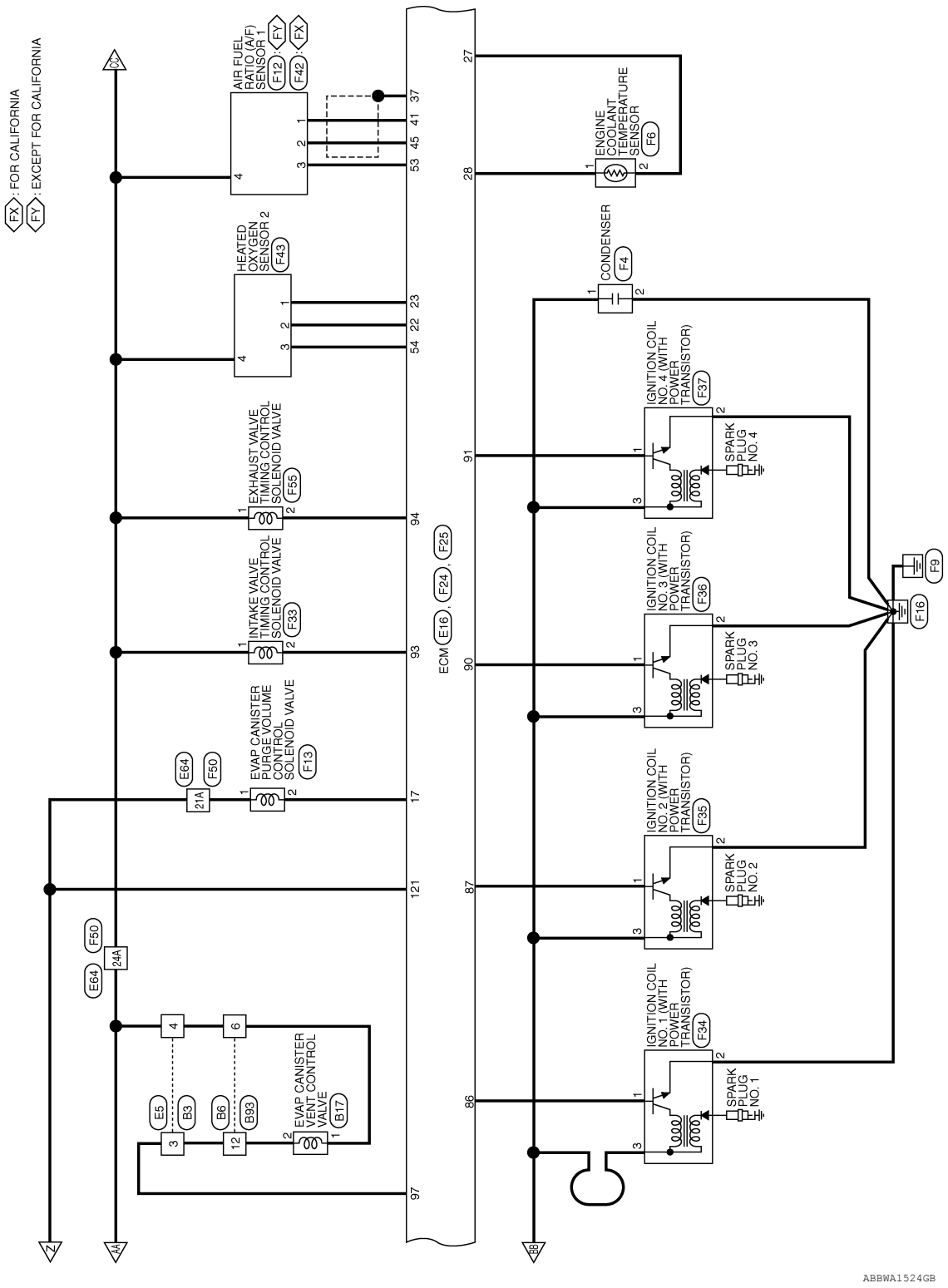
INFOID:0000000011538691

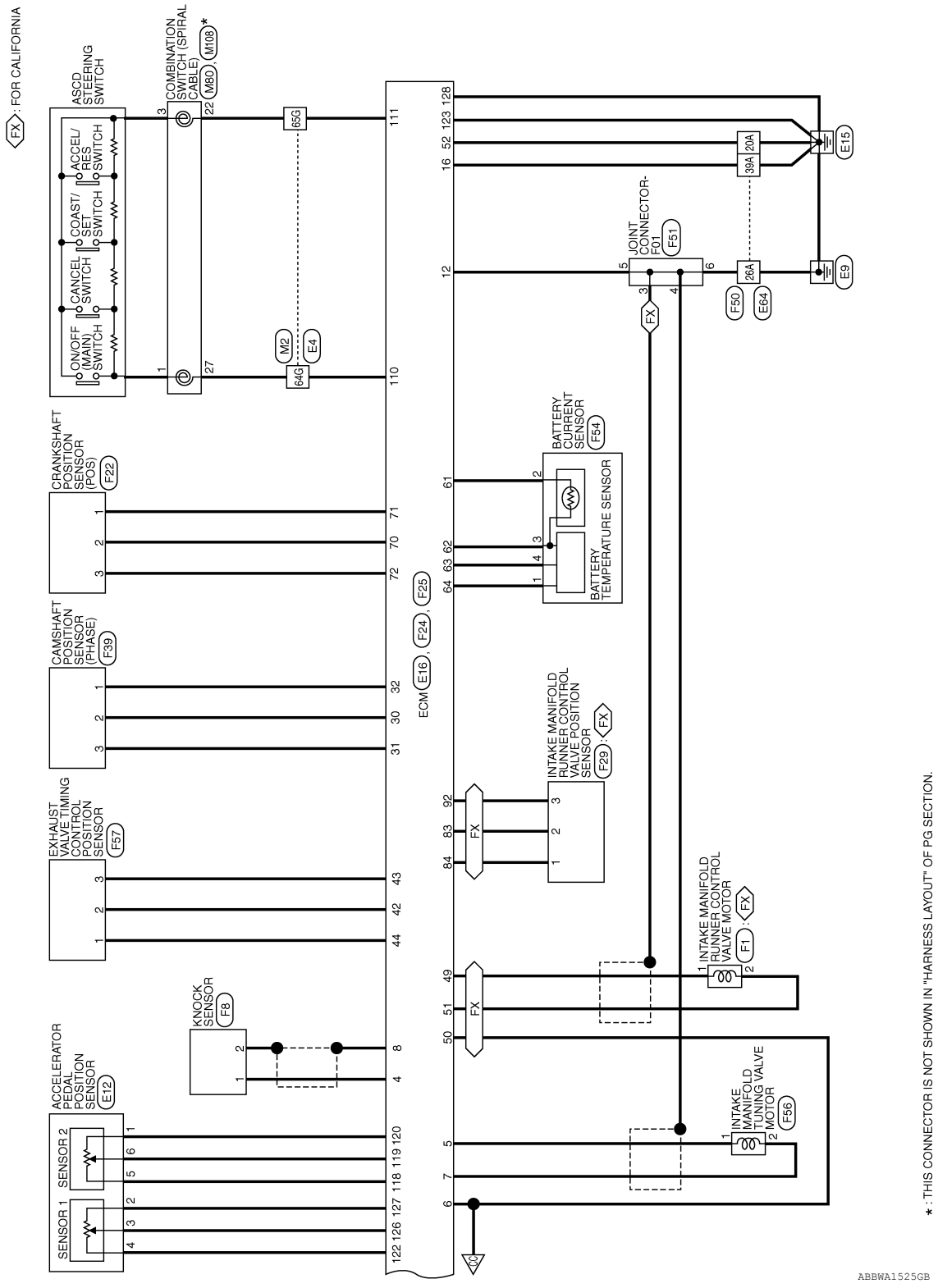



IK : WITH INTELLIGENT KEY SYSTEM
OK : WITHOUT INTELLIGENT KEY SYSTEM
VO : WITH CVT WITHOUT INTELLIGENT KEY SYSTEM
VT : WITH CVT
IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
E43, E44, E45, E46, E47, E48
20A 33
ECM RELAY
15A 54
THROTTLE CONTROL MOTOR RELAY
STARTER RELAY
STARTER CONTROL RELAY
COOLING FAN RELAY-1
COOLING FAN RELAY-2
COOLING FAN RELAY-3
IGNITION RELAY-1
CPU
BATTERY
IGNITION SWITCH ON OR START
TO STARTING SYSTEM - WITH INTELLIGENT KEY SYSTEM
STARTING SYSTEM - WITHOUT INTELLIGENT KEY SYSTEM
COOLING FAN MOTOR E53
JOINT CONNEC-TOR-E04 E62
JOINT CONNECTOR-E02 E2
DATA LINE
DATA LINE
E9
E15
E4
M2
ABBWA1522GB


M : WITH M/T
VO : WITH CVT WITHOUT INTELLIGENT KEY SYSTEM
VT : WITH CVT
IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) E43, E46
JOINT CONNECTOR-E04 E62
JOINT CONNECTOR-E04 E62
ECM E16, F24, F25
JOINT CONNECTOR-E01 E3
TRANSMISSION RANGE SWITCH F26
PARK/NEUTRAL POSITION (PNP) SWITCH (NEUTRAL SWITCH) F52
15A 52
10A 46
15A 51
15A 50
FUEL PUMP RELAY
DATA LINE
DATA LINE
ABBWA1523GB


AC : WITH A/C
FUEL INJECTOR NO. 4 F21
FUEL INJECTOR NO. 3 F20
FUEL INJECTOR NO. 2 F19
FUEL INJECTOR NO. 1 F18
MASS AIR FLOW SENSOR F31
INTAKE AIR TEMPERATURE SENSOR
ELECTRIC THROTTLE CONTROL ACTUATOR F7
THROTTLE CONTROL MOTOR
THROTTLE POSITION SENSOR
ECM E16, F24, F25
AC
EVAP CONTROL SYSTEM PRESSURE SENSOR B47
FUEL LEVEL SENSOR UNIT AND FUEL PUMP B48
FUEL TANK TEMPERATURE SENSOR
FUEL PUMP
REFRIGERANT PRESSURE SENSOR E35
ENGINE OIL TEMPERATURE SENSOR F48
ENGINE OIL PRESSURE SENSOR F2
E64 F50 9A
E13 B9
E5 B3
B6 B93
B34
ABBWA1217GB


FX : FOR CALIFORNIA
FY : EXCEPT FOR CALIFORNIA
AIR FUEL RATIO (A/F) SENSOR 1
F12 : FY
F42 : FX
HEATED OXYGEN SENSOR 2
F43
EXHAUST VALVE TIMING CONTROL SOLENOID VALVE
F55
INTAKE VALVE TIMING CONTROL SOLENOID VALVE
F33
EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE
F13
EVAP CANISTER VENT CONTROL VALVE
B17
ENGINE COOLANT TEMPERATURE SENSOR
F6
CONDENSER
F4
IGNITION COIL NO. 4 (WITH POWER TRANSISTOR)
F37
SPARK PLUG NO. 4
IGNITION COIL NO. 3 (WITH POWER TRANSISTOR)
F36
SPARK PLUG NO. 3
IGNITION COIL NO. 2 (WITH POWER TRANSISTOR)
F35
SPARK PLUG NO. 2
IGNITION COIL NO. 1 (WITH POWER TRANSISTOR)
F34
SPARK PLUG NO. 1
ECM E16, F24, F25
F9
F16
E64
F50
21A
24A
E5
B3
B6
B93
ABBWA1524GB


FX : FOR CALIFORNIA
ASCD STEERING SWITCH
ON/OFF (MAIN) SWITCH
CANCEL SWITCH
COAST/ SET SWITCH
ACCEL/ RES SWITCH
COMBINATION SWITCH (SPIRAL CABLE)
M108 *
M80
65G
64G
M2
E4
JOINT CONNECTOR-F01
F51
F50
E64
39A
20A
26A
E15
E9
CRANKSHAFT POSITION SENSOR (POS)
F22
CAMSHAFT POSITION SENSOR (PHASE)
F39
EXHAUST VALVE TIMING CONTROL POSITION SENSOR
F57
ACCELERATOR PEDAL POSITION SENSOR
E12
SENSOR 1
SENSOR 2
KNOCK SENSOR
F8
ECM
E16, F24, F25
BATTERY CURRENT SENSOR
F54
BATTERY TEMPERATURE SENSOR
INTAKE MANIFOLD RUNNER CONTROL VALVE POSITION SENSOR
F29
INTAKE MANIFOLD RUNNER CONTROL VALVE MOTOR
F1
INTAKE MANIFOLD TUNING VALVE MOTOR
F56
* : THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT" OF PG SECTION.
ABBWA1525GB

ENGINE CONTROL SYSTEM CONNECTORS

Connector No.	M2
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

1G	2G	3G	4G	5G
6G	7G	8G	9G	10G

11G	12G	13G	14G	15G	16G	17G	18G	19G	20G	21G
22G	23G	24G	25G	26G	27G	28G	29G	30G		

31G	32G	33G	34G	35G	36G	37G	38G	39G	40G	41G
42G	43G	44G	45G	46G	47G	48G	49G	50G		

51G	52G	53G	54G	55G	56G	57G	58G	59G	60G	61G
62G	63G	64G	65G	66G	67G	68G	69G	70G		

71G	72G	73G	74G	75G	76G	77G	78G	79G	80G	81G
82G	83G	84G	85G	86G	87G	88G	89G	90G		

91G	92G	93G	94G	95G
96G	97G	98G	99G	100G

Terminal No.	Color of Wire	Signal Name
4G	GR	–
64G	P	–
65G	B	–
67G	W	–
95G	P	–
100G	L	–

Connector No.	M22
Connector Name	DATA LINK CONNECTOR
Connector Color	WHITE

H.S.

9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8

Terminal No.	Color of Wire	Signal Name
4	B	–
5	B	–
6	L	–
8	LG	–
14	P	–
16	O	–

Connector No.	M24
Connector Name	COMBINATION METER
Connector Color	WHITE

H.S.

20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21

Terminal No.	Color of Wire	Signal Name
1	L	CAN-H
2	P	CAN-L
21	B	GND (ILL)
22	B	GND2 (POWER)
23	B	GND3 (CIRCUIT)
27	LG	BAT
28	GR	IGN

Connector No.	M31
Connector Name	JOINT CONNECTOR-M01
Connector Color	GRAY

H.S.

10	9	8	7	6	5	4	3	2	1
20	19	18	17	16	15	14	13	12	11

Terminal No.	Color of Wire	Signal Name
5	P	–
8	P	–
9	P	–
15	L	–
18	L	–
19	L	–

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Connector No.	M60
Connector Name	JOINT CONNECTOR-M06
Connector Color	BLUE

H.S.

10	9	8	7	6	5	4	3	2	1
20	19	18	17	16	15	14	13	12	11

Terminal No.	Color of Wire	Signal Name
5	LG	–
9	W	–
10	O	–

Connector No.	M71
Connector Name	JOINT CONNECTOR-M05
Connector Color	PINK

H.S.

10	9	8	7	6	5	4	3	2	1
20	19	18	17	16	15	14	13	12	11

Terminal No.	Color of Wire	Signal Name
19	B	–
20	B	–

Connector No.	M78
Connector Name	JOINT CONNECTOR-M02
Connector Color	PINK

H.S.

10	9	8	7	6	5	4	3	2	1
20	19	18	17	16	15	14	13	12	11

Terminal No.	Color of Wire	Signal Name
3	W	–
7	G	–
8	LG	–

Connector No.	M80
Connector Name	COMBINATION SWITCH (SPIRAL CABLE)
Connector Color	GRAY

H.S.

25	24	31	32
27	21	22	33

Terminal No.	Color of Wire	Signal Name
22	B	–
27	P	–

Connector No.	M108
Connector Name	COMBINATION SWITCH (SPIRAL CABLE)
Connector Color	WHITE

H.S.

3	2	1

Terminal No.	Color of Wire	Signal Name
1	R	–
3	B	–

Connector No.	E2
Connector Name	JOINT CONNECTOR-E02
Connector Color	BLUE

H.S.

12	11	10	9	8	7	6	5	4	3	2	1

Terminal No.	Color of Wire	Signal Name
1	L	–
2	L	–
5	L	–
8	P	–
9	P	–
12	P	–

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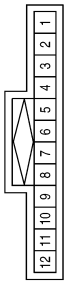
Connector No.	E3
Connector Name	JOINT CONNECTOR-E01
Connector Color	BLUE

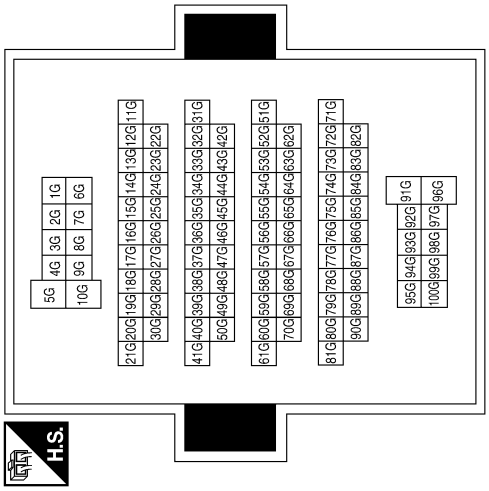
H.S.



Terminal No.	Color of Wire	Signal Name
3	BR	–
6	BR	–
10	SB	–
11	SB	–

Connector No.	E4
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.



Terminal No.	Color of Wire
4G	GR
64G	P
65G	B
67G	O
95G	P
100G	L

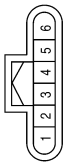
Connector No.	E5
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.

Terminal No.	Color of Wire	Signal Name
1	P	–
2	SB	–
3	BR	–
4	P	–

Connector No.	E12
Connector Name	ACCELERATOR PEDAL POSITION SENSOR
Connector Color	BLACK

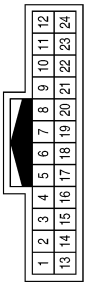
H.S.



Terminal No.	Color of Wire	Signal Name
1	Y	–
2	GR	–
3	R	–
4	V	–
5	O	–
6	W	–

Connector No.	E13
Connector Name	WIRE TO WIRE
Connector Color	WHITE

H.S.



Terminal No.	Color of Wire	Signal Name
7	V	–
8	G	–
9	P	–
10	V	–

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Connector No.	E16
Connector Name	ECM
Connector Color	GRAY

H.S.

128	124	120	116	112	108	104	100
127	123	119	115	111	107	103	99
126	122	118	114	110	106	102	98
125	121	117	113	109	105	101	97

Terminal No.	Color of Wire	Signal Name
97	BR	EVAP CANISTER VENT CONTROL VALVE
98	–	–
99	P	CAN-L
100	L	CAN-H

Terminal No.	Color of Wire	Signal Name
101	SB	STARTER RELAY CUT OFF SIGNAL
102	–	–
103	P	REFRIGERANT PRESSURE SENSOR
104	L	SENSOR POWER SUPPLY
105	V	STARTER MOTOR RELAY CONTROL SIGNAL
106	–	–
107	–	–
108	–	–
109	O	IGNITION SWITCH
110	P	ASCD STEERING SWITCH
111	B	SENSOR GROUND
112	–	–
113	G	SENSOR POWER SUPPLY
114	P	EVAP CONTROL SYSTEM PRESSURE SENSOR

Terminal No.	Color of Wire	Signal Name
115	SB	STOP LAMP SWITCH
116	G	BRAKE PEDAL POSITION SWITCH
117	BR	PNP SIGNAL
118	O	SENSOR POWER SUPPLY
119	W	ACCELERATOR PEDAL POSITION SENSOR 2
120	Y	SENSOR GROUND
121	G	POWER SUPPLY FOR ECM
122	V	SENSOR POWER SUPPLY
123	B/Y	ECM GROUND
124	V	SENSOR GROUND
125	SB	FUEL TANK TEMPERATURE SENSOR
126	R	ACCELERATOR PEDAL POSITION SENSOR 1
127	GR	SENSOR GROUND
128	B/Y	ECM GROUND

Connector No.	E32
Connector Name	CLUTCH PEDAL POSITION SWITCH
Connector Color	BROWN

H.S.

2	1

Terminal No.	Color of Wire	Signal Name
1	O	–
2	GR	–

Connector No.	E35
Connector Name	REFRIGERANT PRESSURE SENSOR
Connector Color	BLACK

H.S.

1	2	3

Terminal No.	Color of Wire	Signal Name
1	V	–
2	P	–
3	L	–

Connector No.	E36
Connector Name	BRAKE PEDAL POSITION SWITCH
Connector Color	BROWN

H.S.

2	1

Terminal No.	Color of Wire	Signal Name
1	O	– (WITH CVT)
1	GR	– (WITH M/T)
2	G	–

ABBIA2059GB

Connector No.	E43
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Color	WHITE

Terminal No.	Color of Wire	Signal Name
4	BR	NP SW
10	P	FUEL PUMP MOTOR
11	GR	ETC VB
14	LG	REVERSE LAMP IGN
16	SB	ETC RLY CONT
17	LG	IGN COIL
18	O	INJECTOR

Connector No.	E44
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Color	WHITE

Terminal No.	Color of Wire	Signal Name
19	R	STARTER MOTOR
20	P	F/L IGN SW
21	LG	MOTOR FAN 1
23	Y	MOTOR FAN 2

Connector No.	E45
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Color	BROWN

Terminal No.	Color of Wire	Signal Name
25	G	ECM VB
26	P	O2 SENS
31	O	ECM RLY CONT
32	Y	ECM BAT

Connector No.	E46
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Color	WHITE

Terminal No.	Color of Wire	Signal Name
37	SB	INHIBIT CUT
40	P	CAN-L
41	L	CAN-H
44	V	START CONT
45	Y	FUEL RLY CONT

Connector No.	E47
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Color	BROWN

Terminal No.	Color of Wire	Signal Name
52	B/Y	GND (SIGNAL)

Connector No.	E48
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Color	BLACK

Terminal No.	Color of Wire	Signal Name
57	B/Y	GND (POWER)
58	L	MOTOR FAN 3

ABBIA2060GB

Connector No.	E53
Connector Name	COOLING FAN MOTOR
Connector Color	GRAY

H.S.

Terminal No.	Color of Wire	Signal Name
1	Y	–
2	LG	–
3	B	–
4	L	–

Connector No.	E60
Connector Name	STOP LAMP SWITCH
Connector Color	WHITE

H.S.

Terminal No.	Color of Wire	Signal Name
1	W	–
2	SB	–

Connector No.	E62
Connector Name	JOINT CONNECTOR-E04
Connector Color	BLACK

H.S.

Terminal No.	Color of Wire	Signal Name
2	SB	–
3	SB	–
8	Y	–
9	Y	–
11	W	–
12	W	–
16	O	–
17	O	–
18	O	–

Connector No.	F1
Connector Name	INTAKE MANIFOLD RUNNER CONTROL VALVE MOTOR
Connector Color	BLACK

H.S.

Terminal No.	Color of Wire	Signal Name
1	G	–
2	R	–

Connector No.	E64
Connector Name	WIRE TO WIRE
Connector Color	BLACK

H.S.

Terminal No.	Color of Wire	Signal Name
9A	O	–
17A	GR	–
20A	B/Y	–
21A	G	–
23A	Y	–
24A	P	–
26A	B	–
27A	GR	–
28A	LG	–
33A	BR	–
39A	B	–
44A	O	–
45A	BR	–
46A	Y	–
47A	SB	–
48A	LG	–

ABBIA2789GB

Connector No.	F2
Connector Name	ENGINE OIL PRESSURE SENSOR
Connector Color	BLACK

H.S.

Terminal No.	Color of Wire	Signal Name
1	W	–
2	G	–
3	R	–

Connector No.	F4
Connector Name	CONDENSER
Connector Color	WHITE

H.S.

Terminal No.	Color of Wire	Signal Name
1	L	–
2	B	–

Connector No.	F6
Connector Name	ENGINE COOLANT TEMPERATURE SENSOR
Connector Color	GRAY

H.S.

Terminal No.	Color of Wire	Signal Name
1	V	–
2	LG	–

Connector No.	F7
Connector Name	ELECTRIC THROTTLE CONTROL ACTUATOR
Connector Color	BLACK

H.S.

Terminal No.	Color of Wire	Signal Name
1	G	–
2	B	–
3	W	–
4	R	–
5	P	–
6	W	–

Connector No.	F8
Connector Name	KNOCK SENSOR
Connector Color	GRAY

H.S.

Terminal No.	Color of Wire	Signal Name
1	W	–
2	B	–

Connector No.	F12
Connector Name	AIR FUEL RATIO (A/F) SENSOR 1 (EXCEPT FOR CALIFORNIA)
Connector Color	BROWN

H.S.

Terminal No.	Color of Wire	Signal Name
1	Y	–
2	BR	–
3	G	–
4	R	–

ABBIA2790GB

Connector No.	F13
Connector Name	EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE
Connector Color	BLUE

H.S.

Terminal No.	Color of Wire	Signal Name
1	G	–
2	L	–

Connector No.	F18
Connector Name	FUEL INJECTOR NO. 1
Connector Color	GRAY

H.S.

Terminal No.	Color of Wire	Signal Name
1	Y	–
2	O	–

Connector No.	F19
Connector Name	FUEL INJECTOR NO. 2
Connector Color	GRAY

H.S.

Terminal No.	Color of Wire	Signal Name
1	Y	–
2	V	–

Connector No.	F20
Connector Name	FUEL INJECTOR NO. 3
Connector Color	GRAY

H.S.

Terminal No.	Color of Wire	Signal Name
1	Y	–
2	SB	–

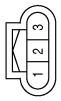
Connector No.	F21
Connector Name	FUEL INJECTOR NO. 4
Connector Color	GRAY

H.S.

Terminal No.	Color of Wire	Signal Name
1	Y	–
2	BR	–

Connector No.	F22
Connector Name	CRANKSHAFT POSITION SENSOR (POS)
Connector Color	BLACK

H.S.



Terminal No.	Color of Wire	Signal Name
1	R	–
2	W	–
3	G	–

ABBIA2063GB

Terminal No.	Color of Wire	Signal Name
30	L	SENSOR GROUND
31	BR	CAMSHAFT POSITION SENSOR (PHASE)
32	GR	SENSOR POWER SUPPLY
33	GR	INTAKE AIR TEMPERATURE SENSOR
34	W	SENSOR GROUND
35	G	MASS AIR FLOW SENSOR
36	R	SENSOR POWER SUPPLY
37	B	SHIELD
38	W	SENSOR GROUND
39	G	ENGINE OIL PRESSURE SENSOR
40	R	SENSOR POWER SUPPLY
41	Y	A/F SENSOR 1
42	W	SENSOR GROUND
43	P	EXHAUST VALVE TIMING CONTROL POSITION SENSOR
44	R	SENSOR POWER SUPPLY
45	BR	A/F SENSOR 1
46	–	–
47	–	–
48	–	–

Terminal No.	Color of Wire	Signal Name
11	–	–
12	B	ECM GROUND
13	O	FUEL INJECTOR NO. 1
14	V	FUEL INJECTOR NO. 2
15	–	–
16	B	ECM GROUND
17	L	EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE
18	GR	FUEL PUMP RELAY
19	–	–
20	–	–
21	Y	THROTTLE CONTROL MOTOR RELAY
22	W	HEATED OXYGEN SENSOR 2
23	BR	SENSOR GROUND
24	–	–
25	Y	ENGINE OIL TEMPERATURE SENSOR
26	P	SENSOR GROUND
27	LG	SENSOR GROUND
28	V	ENGINE COOLANT TEMPERATURE SENSOR
29	–	–

Connector No.	F24
Connector Name	ECM
Connector Color	BLACK

H.S.

48	44	40	36	32	28	24	20	16	12	8	4
47	43	39	35	31	27	23	19	15	11	7	3
46	42	38	34	30	26	22	18	14	10	6	2
45	41	37	33	29	25	21	17	13	9	5	1

Terminal No.	Color of Wire	Signal Name
1	P	THROTTLE CONTROL MOTOR (CLOSE)
2	G	THROTTLE CONTROL MOTOR POWER SUPPLY
3	W	THROTTLE CONTROL MOTOR (OPEN)
4	W	KNOCK SENSOR
5	G	INTAKE MANIFOLD TUNING VALVE MOTOR (CLOSE)
6	R	INTAKE MANIFOLD TUNING VALVE MOTOR POWER SUPPLY
7	R	INTAKE MANIFOLD TUNING VALVE MOTOR (OPEN)
8	B	SENSOR GROUND
9	BR	FUEL INJECTOR NO. 4
10	SB	FUEL INJECTOR NO. 3

ABBIA2064GB

Connector No.	F25
Connector Name	ECM
Connector Color	BROWN

H.S.

96	92	88	84	80	76	72	68	64	60	56	52
95	91	87	83	79	75	71	67	63	59	55	51
94	90	86	82	78	74	70	66	62	58	54	50
93	89	85	81	77	73	69	65	61	57	53	49

Terminal No.	Color of Wire	Signal Name
49	G	INTAKE MANIFOLD RUNNER CONTROL VALVE MOTOR (CLOSE)
50	R	INTAKE MANIFOLD RUNNER CONTROL VALVE MOTOR POWER SUPPLY
51	R	INTAKE MANIFOLD RUNNER CONTROL VALVE MOTOR (OPEN)
52	B	ECM GROUND
53	G	A/F SENSOR 1 HEATER
54	G	HEATED OXYGEN SENSOR 2 HEATER
55	–	–
56	–	–
57	–	–
58	–	–
59	–	–
60	–	–
61	O	BATTERY TEMPERATURE SENSOR
62	BR	SENSOR GROUND
63	G	BATTERY CURRENT SENSOR
64	Y	SENSOR POWER SUPPLY
65	–	–
66	–	–
67	–	–
68	–	–
69	–	–
70	W	SENSOR GROUND
71	R	CRANKSHAFT POSITION SENSOR (POS)
72	G	SENSOR POWER SUPPLY
73	GR	SHIELD
74	–	–
75	–	–
76	–	–
77	W	THROTTLE POSITION SENSOR 2
78	R	SENSOR GROUND
79	G	THROTTLE POSITION SENSOR 1
80	B	SENSOR POWER SUPPLY
81	Y	POWER SUPPLY FOR ECM (BACKUP)
82	–	–
83	LG	INTAKE MANIFOLD RUNNER CONTROL VALVE POSITION SENSOR
84	W	SENSOR POWER SUPPLY
85	–	–
86	R	IGNITION SIGNAL NO. 1
87	LG	IGNITION SIGNAL NO. 2
88	–	–
89	GR	ECM RELAY (SELF SHUT-OFF)
90	P	IGNITION SIGNAL NO. 3
91	SB	IGNITION SIGNAL NO. 4
92	V	SENSOR GROUND
93	LG	INTAKE VALVE TIMING CONTROL SOLENOID VALVE
94	G	EXHAUST VALVE TIMING CONTROL SOLENOID VALVE
95	–	–
96	–	–

ABBIA2065GB

Connector No.	F26
Connector Name	TRANSMISSION RANGE SWITCH
Connector Color	BLACK

H.S.

Terminal No.	Color of Wire	Signal Name
7	GR	–
10	BR	–

Connector No.	F29
Connector Name	INTAKE MANIFOLD RUNNER CONTROL VALVE POSITION SENSOR
Connector Color	BLACK

H.S.

Terminal No.	Color of Wire	Signal Name
1	W	–
2	LG	–
3	V	–

Connector No.	F31
Connector Name	MASS AIR FLOW SENSOR
Connector Color	GRAY

H.S.

Terminal No.	Color of Wire	Signal Name
1	R	–
2	W	–
3	G	–
4	GR	–

Connector No.	F33
Connector Name	INTAKE VALVE TIMING CONTROL SOLENOID VALVE
Connector Color	GRAY

H.S.

Terminal No.	Color of Wire	Signal Name
1	R	–
2	LG	–

Connector No.	F34
Connector Name	IGNITION COIL NO. 1 (WITH POWER TRANSISTOR)
Connector Color	GRAY

H.S.

Terminal No.	Color of Wire	Signal Name
1	R	–
2	B	–
3	L	–

Connector No.	F35
Connector Name	IGNITION COIL NO. 2 (WITH POWER TRANSISTOR)
Connector Color	GRAY

H.S.

Terminal No.	Color of Wire	Signal Name
1	LG	–
2	B	–
3	R	–

ABBIA2791GB

Connector No.	F36
Connector Name	IGNITION COIL NO. 3 (WITH POWER TRANSISTOR)
Connector Color	GRAY

H.S.

Terminal No.	Color of Wire	Signal Name
1	P	–
2	B	–
3	Y	–

Connector No.	F37
Connector Name	IGNITION COIL NO. 4 (WITH POWER TRANSISTOR)
Connector Color	GRAY

H.S.

Terminal No.	Color of Wire	Signal Name
1	SB	–
2	B	–
3	P	–

Connector No.	F39
Connector Name	CAMSHAFT POSITION SENSOR (PHASE)
Connector Color	BLACK

H.S.

Terminal No.	Color of Wire	Signal Name
1	GR	–
2	L	–
3	BR	–

Connector No.	F42
Connector Name	AIR FUEL RATIO (A/F) SENSOR 1 (FOR CALIFORNIA)
Connector Color	GRAY

H.S.

Terminal No.	Color of Wire	Signal Name
1	Y	–
2	BR	–
3	G	–
4	R	–

Connector No.	F43
Connector Name	HEATED OXYGEN SENSOR 2
Connector Color	GRAY

H.S.

Terminal No.	Color of Wire	Signal Name
1	BR	–
2	W	–
3	G	–
4	R	–

Connector No.	F48
Connector Name	ENGINE OIL TEMPERATURE SENSOR
Connector Color	GRAY

H.S.

Terminal No.	Color of Wire	Signal Name
1	Y	–
2	P	–

ABBIA2792GB

Connector No.	F50
Connector Name	WIRE TO WIRE
Connector Color	BLACK

H.S.

Terminal No.	Color of Wire	Signal Name
9A	Y	–
17A	SB	–
20A	B	–
21A	G	–
23A	Y	–
24A	R	–
26A	B	–
27A	G	–
28A	L	–
33A	BR	–
39A	B	–
44A	GR	–
45A	BR	–
46A	GR	–
47A	Y	–
48A	GR	–

Connector No.	F51
Connector Name	JOINT CONNECTOR-F01
Connector Color	BLACK

H.S.

Terminal No.	Color of Wire	Signal Name
3	B	–
4	B	–
5	B	–
6	B	–

Connector No.	F52
Connector Name	PARK/NEUTRAL POSITION (PNP) SWITCH
Connector Color	GREEN

H.S.

Terminal No.	Color of Wire	Signal Name
2	SB	–
3	BR	–

Connector No.	F54
Connector Name	BATTERY CURRENT SENSOR
Connector Color	GRAY

H.S.

Terminal No.	Color of Wire	Signal Name
1	Y	–
2	O	–
3	BR	–
4	G	–

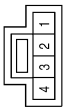
Connector No.	F55
Connector Name	EXHAUST VALVE TIMING CONTROL SOLENOID VALVE
Connector Color	GRAY

H.S.

Terminal No.	Color of Wire	Signal Name
1	R	–
2	G	–

ABBIA2793GB

Connector No.	B3
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
1	G	–
2	P	–
3	L	–
4	R	–

Connector No.	F57
Connector Name	EXHAUST VALVE TIMING CONTROL POSITION SENSOR
Connector Color	BLACK

Terminal No.	Color of Wire	Signal Name
1	R	–
2	W	–
3	P	–

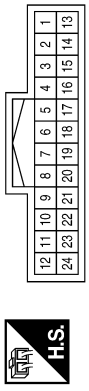
Connector No.	F56
Connector Name	INTAKE MANIFOLD TUNING VALVE MOTOR
Connector Color	BLACK

Terminal No.	Color of Wire	Signal Name
1	G	–
2	R	–

Connector No.	B17
Connector Name	EVAP CANISTER VENT CONTROL VALVE
Connector Color	BLACK

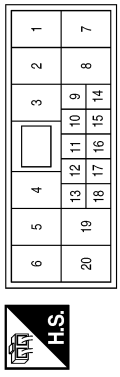
Terminal No.	Color of Wire	Signal Name
1	V	–
2	SB	–

Connector No.	B9
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
7	L	–
8	L	–
9	P	–
10	Y	–

Connector No.	B6
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
6	R	–
9	L	–
10	P	–
11	Y	–
12	L	–

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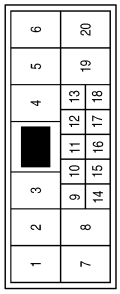
Connector No.	B93
Connector Name	WIRE TO WIRE
Connector Color	WHITE

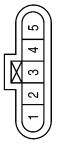
H.S.



Terminal No.	Color of Wire	Signal Name
6	V	–
9	Y	–
10	P	–
11	BR	–
12	SB	–

Connector No.	B48		
Connector Name	FUEL LEVEL SENSOR UNIT AND FUEL PUMP		
Connector Color	GRAY		

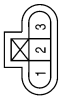
H.S.



Terminal No.	Color of Wire	Signal Name
1	G	–
3	B	–
4	P	–
5	L	–

Connector No.	B47		
Connector Name	EVAP CONTROL SYSTEM PRESSURE SENSOR		
Connector Color	GRAY		

H.S.



Terminal No.	Color of Wire	Signal Name
1	BR	–
2	P	–
3	Y	–

ABBIA1454GB

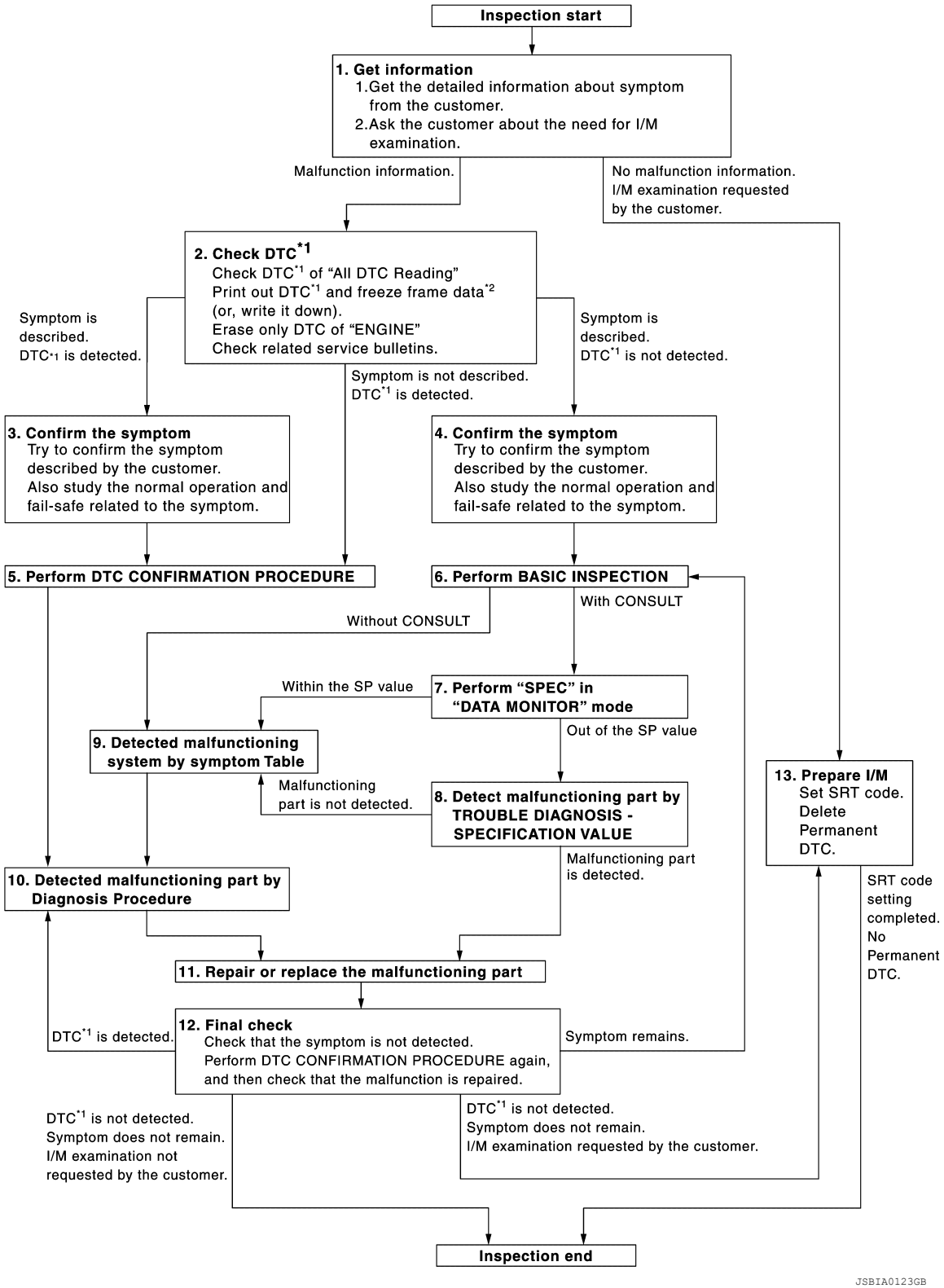
BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Work Flow

INFOID:0000000011538692

OVERALL SEQUENCE



*1: Include 1st trip DTC.

*2: Include 1st trip freeze frame data.

DETAILED FLOW

1.GET INFORMATION FOR SYMPTOM

Get the detailed information from the customer about the symptom (the condition and the environment when the incident/malfunction occurred) using the “Diagnostic Work Sheet”. (Refer to EC-130, "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 using CONSULT or GST.)
- Erase DTC.
  - With CONSULT: “How to Erase DTC and 1st Trip DTC” in EC-66, "CONSULT Function".
  - Without CONSULT: “How to Erase Self-diagnostic Results” in EC-63, "On Board Diagnosis Function".
- Study the relationship between the cause detected by DTC and the symptom described by the customer. (Symptom Table is useful. Refer to EC-476, "Symptom Table".)

3. Check related service bulletins for information.

Is any symptom described and is any DTC 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-481, "Description" and EC-90, "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-481, "Description" and EC-90, "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-93, "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 EC-94, "DTC Index".

6.PERFORM BASIC INSPECTION

Perform EC-132, "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”, “B/FUEL SCHDL” and “A/F ALPHA-B1” are within the SP value using CONSULT in “SPEC” of “DATA MONITOR” mode. Refer to EC-158, "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-159, "Diagnosis Procedure".

Is malfunctioning part detected?

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

9.DETECT MALFUNCTIONING SYSTEM BY SYMPTOM TABLE

Detect malfunctioning system according to EC-476, "Symptom Table" based on the confirmed symptom in step 4, and determine the trouble diagnosis order based on possible causes and symptom.

>> 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 Circuit Inspection in GI-42, "Circuit Inspection".

Is malfunctioning part detected?

YES >> GO TO 11.
NO >> Monitor input data from related sensors or check the voltage of related ECM terminals using CONSULT. Refer to EC-77, "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 the following.
   With CONSULT: “How to Erase DTC and 1st Trip DTC” in EC-66, "CONSULT Function".
   Without CONSULT: “How to Erase Self-diagnostic Results” in EC-63, "On Board Diagnosis Function".

>> 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-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 Erase DTC and 1st Trip DTC” in EC-66, "CONSULT Function", Without CONSULT: Refer to “How to Erase Self-diagnostic Results” in EC-63, "On Board Diagnosis Function"). If the completion of SRT is needed, drive vehicle under the specific driving pattern. Refer to EC-147, "SRT Set Driving Pattern".
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-146, "Description".
2. Erase permanent DTCs. Refer to EC-152, "Description".

>> INSPECTION END

Diagnostic Work Sheet

INFOID:0000000011538693

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 a incident. 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 MIL to come on steady or blink and DTC to be detected. Examples:
Vehicle ran out of fuel, which caused the engine to misfire.

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

MTBL0017

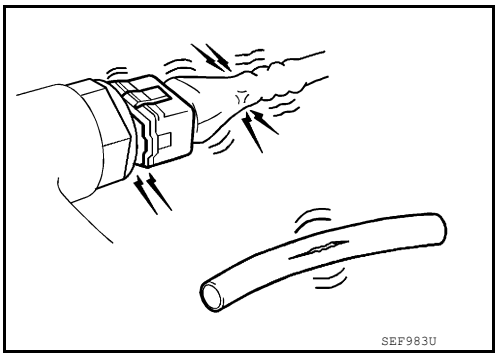
BASIC INSPECTION

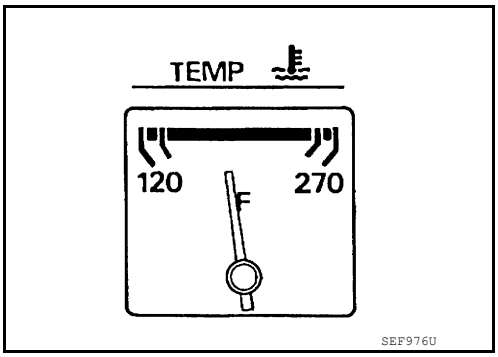
Work Procedure

INFOID:0000000011538694

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.

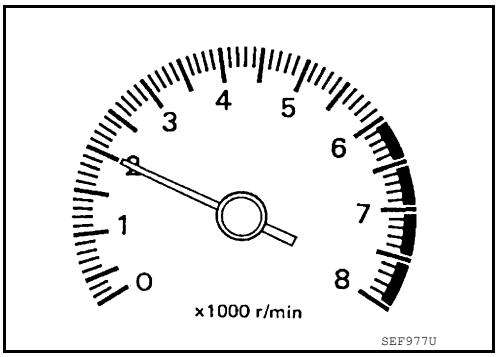




5. Run engine at about 2,000 rpm for about 2 minutes under no load.
6. Make sure that no DTC is displayed with CONSULT or GST.

Is any DTC detected?

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



2.REPAIR OR REPLACE

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

>> GO TO 3.

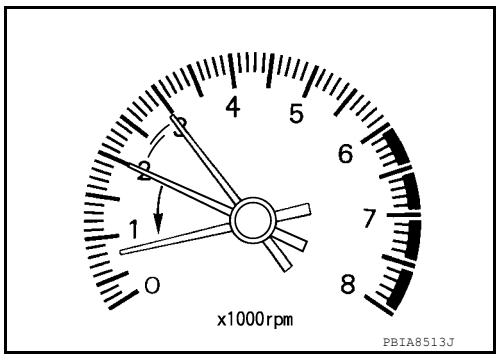
3.CHECK TARGET IDLE SPEED

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

2. Rev engine (2,000 to 3,000 rpm) two or three times under no load, then run engine at idle speed for about 1 minute.
3. Check idle speed.
   For procedure, refer to EC-482, "Inspection".
   For specification, refer to EC-489, "Idle Speed".

Is the inspection result normal?

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



4. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

1. Stop engine.
2. Perform EC-139, "Work Procedure".

>> GO TO 5.

5. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Perform EC-140, "Work Procedure".

>> GO TO 6.

6. PERFORM IDLE AIR VOLUME LEARNING

Perform EC-141, "Work Procedure".

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 TARGET IDLE SPEED AGAIN

1. Start engine and warm it up to normal operating temperature.
2. Check idle speed.
   For procedure, refer to EC-482, "Inspection".
   For specification, refer to EC-489, "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-281, "DTC Logic".
- Check crankshaft position sensor (POS) and circuit. Refer to EC-278, "DTC Logic".

Is the inspection result normal?

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

9. CHECK ECM FUNCTION

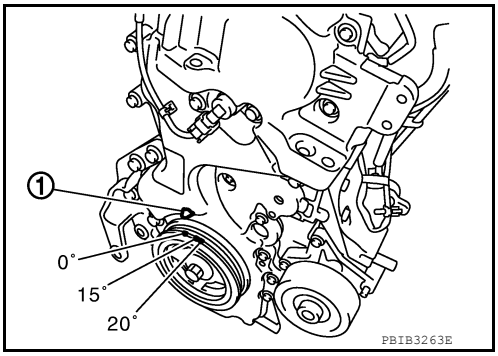
1. Substitute another known-good ECM to check ECM function. (ECM may be the cause of an incident, but this is a rare case.)
2. Perform initialization of NATS system and registration of all NATS ignition key IDs. Refer to SEC-61, "ECM : Work Procedure" for the one with INTELLIGENT KEY SYSTEM, or SEC-173, "ECM : Work Procedure" for the one without INTELLIGENT KEY SYSTEM.

>> GO TO 4.

10. CHECK IGNITION TIMING

1. Run engine at idle.

2. Check ignition timing with a timing light.
For procedure, refer to EC-483, "Inspection"
For specification, refer to EC-489, "Ignition Timing".



1 : Timing indicator

Is the inspection result normal?

YES >> INSPECTION END.
NO >> GO TO 11.

11. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

1. Stop engine.
2. Perform EC-139, "Work Procedure".

>> GO TO 12.

12. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Perform EC-140, "Work Procedure".

>> GO TO 13.

13. PERFORM IDLE AIR VOLUME LEARNING

Perform EC-141, "Work Procedure".

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 TARGET IDLE SPEED AGAIN

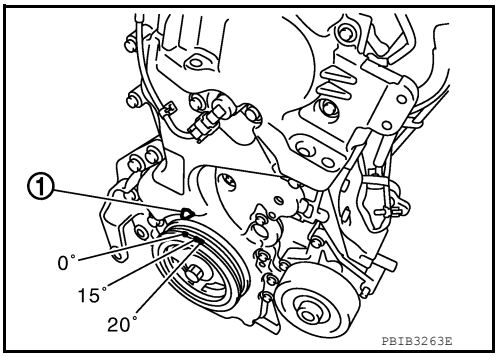
1. Start engine and warm it up to normal operating temperature.
2. Check idle speed.
For procedure, refer to EC-482, "Inspection".
For specification, refer to EC-489, "Idle Speed".

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-483, "Inspection".
For specification, refer to EC-489, "Ignition Timing".



1 : Timing indicator

Is the inspection result normal?

YES >> INSPECTION END.
NO >> GO TO 16.

16. CHECK TIMING CHAIN INSTALLATION

Check timing chain installation. Refer to EM-58, "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 (PHASE) and circuit. Refer to EC-281, "DTC Logic".
- Check crankshaft position sensor (POS) and circuit. Refer to EC-278, "DTC Logic".

Is the inspection result normal?

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

18. CHECK ECM FUNCTION

1. Substitute another known-good ECM to check ECM function. (ECM may be the cause of an incident, but this is a rare case.)
2. Perform initialization of NATS system and registration of all NATS ignition key IDs. Refer to SEC-61, "ECM : Work Procedure" for the one with INTELLIGENT KEY SYSTEM, or SEC-173, "ECM : Work Procedure" for the one without INTELLIGENT KEY SYSTEM.

>> GO TO 4.

ADDITIONAL SERVICE WHEN REPLACING ECM

Description

INFOID:0000000011538695

When replacing ECM, the following procedure must be performed. (For details, refer to EC-136, "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:0000000011538696

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 - ×××××.
- 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-488, "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

Replace ECM. Refer to EC-488, "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-61, "ECM : Work Procedure" (With Intelligent Key System) or SEC-173, "ECM : Work Procedure" (Without Intelligent Key System).

>> 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-138, "Work Procedure".

>> GO TO 10.

10. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

Perform Accelerator Pedal Released Position Learning. Refer to EC-139, "Work Procedure".

>> GO TO 11.

11. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Perform Throttle Valve Closed Position Learning. Refer to EC-140, "Work Procedure".

>> GO TO 12.

12. PERFORM IDLE AIR VOLUME LEARNING

Perform Idle Air Volume Learning. Refer to EC-141, "Work Procedure".

>> END

VIN REGISTRATION

Description

INFOID:0000000011538697

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

Work Procedure

INFOID:0000000011538698

1.CHECK VIN

Check the VIN of the vehicle and note it. Refer to GI-23, "Identification Number".

>> 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 of “ENGINE” using CONSULT.
3. Follow the instruction of CONSULT display.

>> END

ACCELERATOR PEDAL RELEASED POSITION LEARNING

Description

INFOID:0000000011538699

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 harness connector of accelerator pedal position sensor or ECM is disconnected.

Work Procedure

INFOID:0000000011538700

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

Description

INFOID:0000000011538701

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.

Work Procedure

INFOID:0000000011538702

1.START

With CONSULT

1. Turn ignition switch ON.
2. Select “CLSD THL POS LEARN” in “WORK SUPPORT” mode of “ENGINE” using CONSULT.
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:0000000011538703

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

Work Procedure

INFOID:0000000011538704

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 11.6 V (At idle)
- Engine coolant temperature: 70 - 100°C (158 - 212°F)
- Selector lever: P or N (CVT), Neutral (M/T)
- Electric load switch: OFF
  (Air conditioner, headlamp, rear window defogger)
  On vehicles equipped with daytime running light systems, set lighting switch to the 1st position to light only small lamps.
- Steering wheel: Neutral (Straight-ahead position)
- Vehicle speed: Stopped
- Transmission: Warmed-up

- CVT models
- With CONSULT: Drive vehicle until “ATF TENP SEN” in “DATA MONITOR” mode of “CVT” system indicates less than 0.9 V.
- Without CONSULT: Drive vehicle for 10 minutes.

- M/T models
- Drive vehicle for 10 minutes.

Do you have CONSULT?

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

2.IDLE AIR VOLUME LEARNING

With CONSULT
1. Perform Accelerator Pedal Released Position Learning. Refer to EC-139, "Work Procedure".
2. Perform Throttle Valve Closed Position Learning. Refer to EC-140, "Work Procedure".
3. Start engine and warm it up to normal operating temperature.
4. Select “IDLE AIR VOL LEARN” in “WORK SUPPORT” mode of “ENGINE”.
5. Touch “START” and wait 20 seconds.

Is “CMPLT” displayed on CONSULT screen?

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

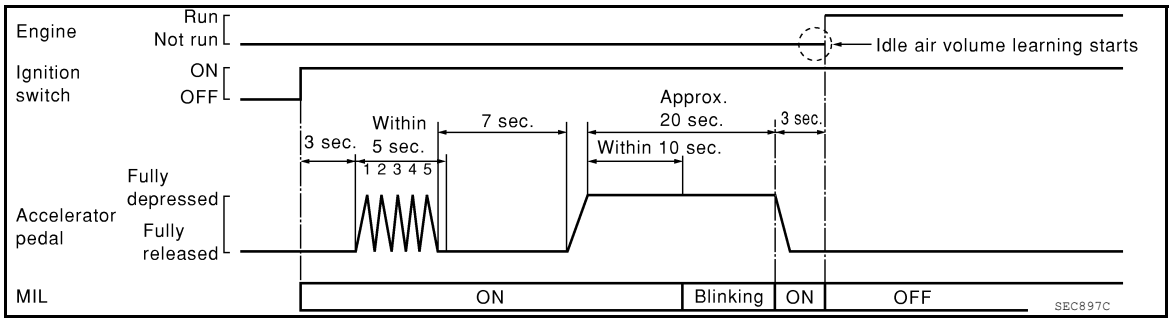
3.IDLE AIR VOLUME LEARNING

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-139, "Work Procedure".
2. Perform Throttle Valve Closed Position Learning. Refer to EC-140, "Work Procedure".
3. Start engine and warm it up to normal operating temperature.
4. Turn ignition switch OFF and wait at least 10 seconds.
5. Confirm that accelerator pedal is fully released, turn ignition switch ON and wait 3 seconds.
6. Repeat the following procedure quickly five times within 5 seconds.

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

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



>> GO TO 4

4. CHECK IDLE SPEED AND IGNITION TIMING

Rev up the engine two or three times and make sure that idle speed and ignition timing are within the specifications. For specification, refer to EC-489, "Idle Speed" and EC-489, "Ignition Timing".

Is the inspection result normal?

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

5. DETECT MALFUNCTIONING PART

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

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-158, "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 all over again:
- Engine stalls.
- Erroneous idle.

>> INSPECTION END

MIXTURE RATIO SELF-LEARNING VALUE CLEAR

Description

INFOID:0000000011538705

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

Work Procedure

INFOID:0000000011538706

1.START

With CONSULT
1. Start engine and warm it up to normal operating temperature.
2. Select “SELF-LEARNING CONT” in “WORK SUPPORT” mode of “ENGINE” using 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 harness connector.
4. Restart engine and let it idle for at least 5 seconds.
5. Stop engine and reconnect mass air flow sensor 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

FUEL PRESSURE

Work Procedure

INFOID:0000000011538707

FUEL PRESSURE RELEASE

1.FUEL PRESSURE RELEASE

With CONSULT
1. Turn ignition switch ON.
2. Perform “FUEL PRESSURE RELEASE” in “WORK SUPPORT” mode of “ENGINE” using 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 located in IPDM E/R.
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.

>> END

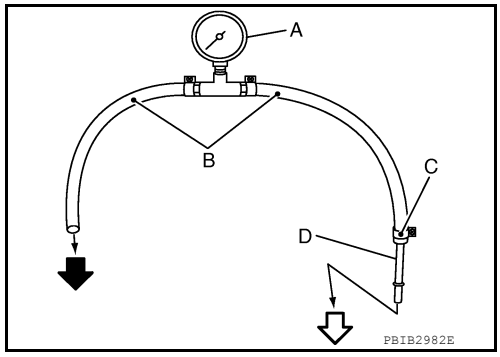
FUEL PRESSURE CHECK

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 sealability 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.FUEL PRESSURE CHECK

1. Release fuel pressure to zero.
2. Prepare fuel hose for fuel pressure check (B) and fuel tube adapter [SST: KV1011840] (D), then connect fuel pressure gauge (A).



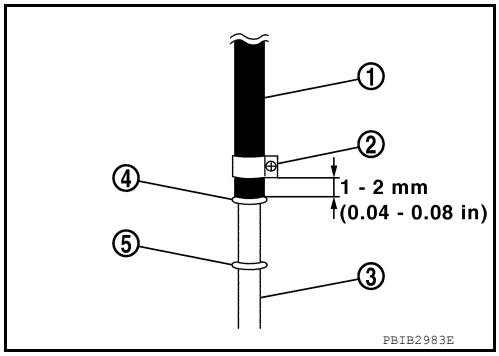
⇦ : To quick connector
⬅ : To fuel tube
C : Clamp

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. Remove fuel hose.

CAUTION:
Do not twist or kink fuel hose because it is plastic hose.

4. Connect fuel hose for fuel pressure check ① to fuel tube ③ with clamp ② as shown in the figure.



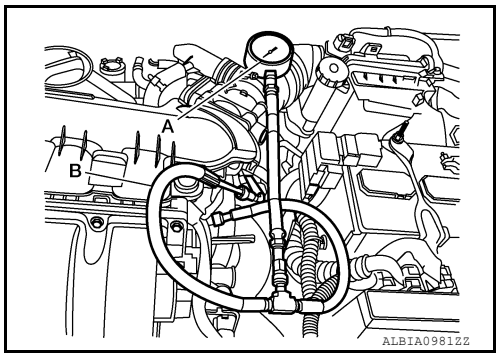
5: No. 2 spool

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 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.**

Tightening torque: **1 - 1.5 N·m (0.1 - 0.15 kg-m, 9 - 13 in-lb)**

- **Install hose clamp to the position within 1 - 2 mm (0.04 - 0.08 in).**
- **Make sure that clamp screw does not contact adjacent parts.**

5. Connect fuel tube adapter to quick connector.



A :Fuel pressure gauge
B :Fuel hose for fuel pressure check

After connecting fuel hose for fuel pressure check, pull the hose with a force of approximately 98 N (10 kg, 22 lb) to confirm high pressure fuel pump does not come off.

6. Turn ignition switch ON and check for fuel leakage.
7. Start engine and check for fuel leakage.
8. 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 350 kPa (3.5 bar, 3.57 kg/cm^2, 51 psi)

Is the inspection result normal?

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

2.CHECK FUEL HOSES

Check the following.
- Fuel hoses for clogging
- Fuel filter for clogging
- Fuel pump
- Fuel pressure regulator for clogging

Is the inspection result normal?

YES >> Replace fuel pressure regulator.
NO >> Repair or replace error-detected parts.

HOW TO SET SRT CODE

Description

INFOID:0000000011538708

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

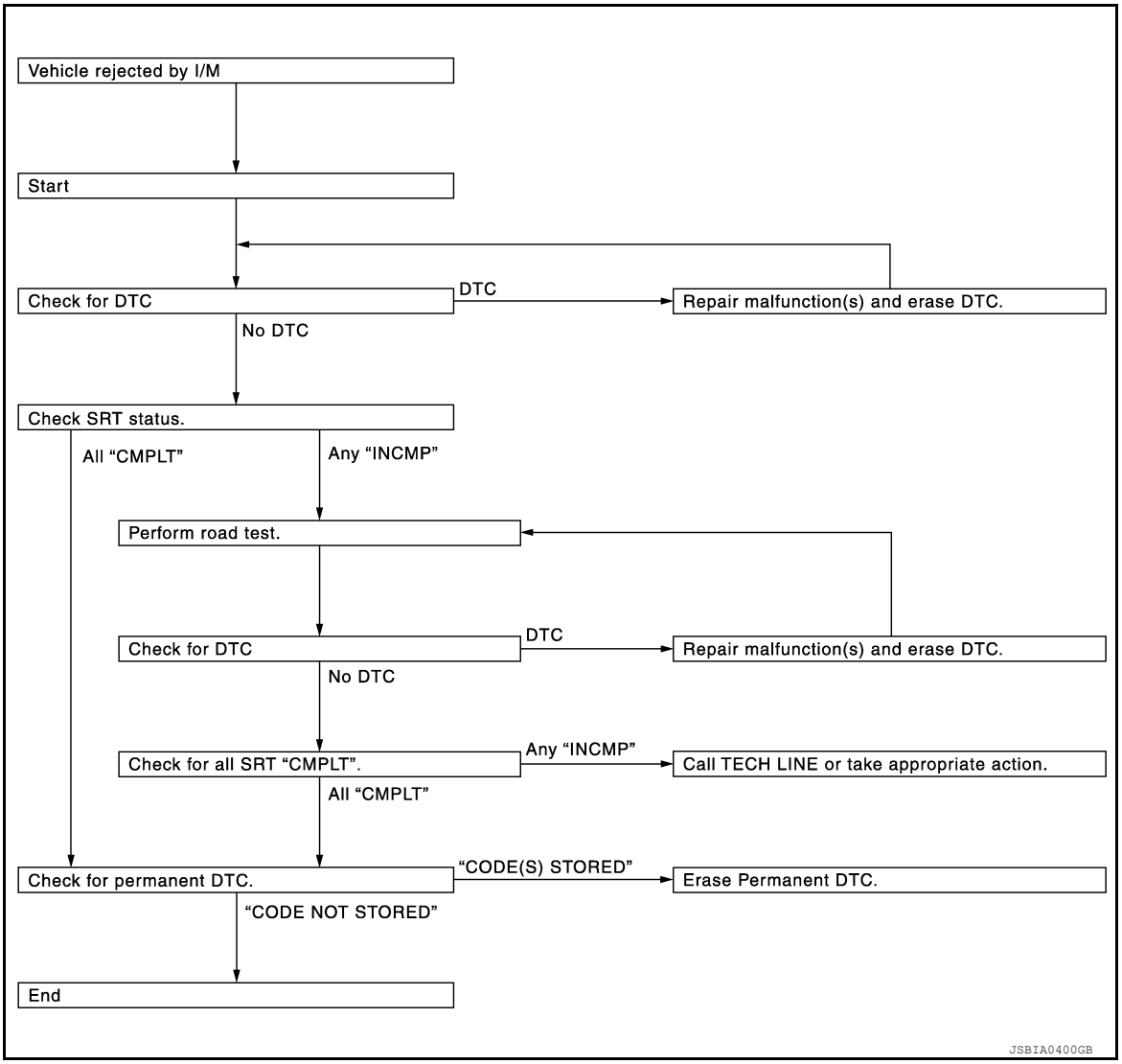
The table below shows required self-diagnostic items to set the SRT to “CMPLT”.

SRT item*1 (CONSULT indication)	Performance Priority*2	Required self-diagnostic items to set the SRT to “CMPLT”	Corresponding DTC No.
CATALYST	1	Three way catalyst function	P0420
EVAP SYSTEM	1	EVAP control system purge flow monitoring	P0441
	1	EVAP control system	P0456
HO2S	1	Air fuel ratio (A/F) sensor 1	P0130
		Air fuel ratio (A/F) sensor 1	P014C, P014D
		Heated oxygen sensor 2	P0137
		Heated oxygen sensor 2	P0138
		Heated oxygen sensor 2	P0139
EGR/VVT SYSTEM	2	Intake value timing control function	P0011

*1: Though displayed on the CONSULT screen, “HO2S HTR” is not SRT item.
*2: If completion of several SRTs is required, perform driving patterns (DTC confirmation procedure), one by one based on the priority for models with CONSULT.

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.

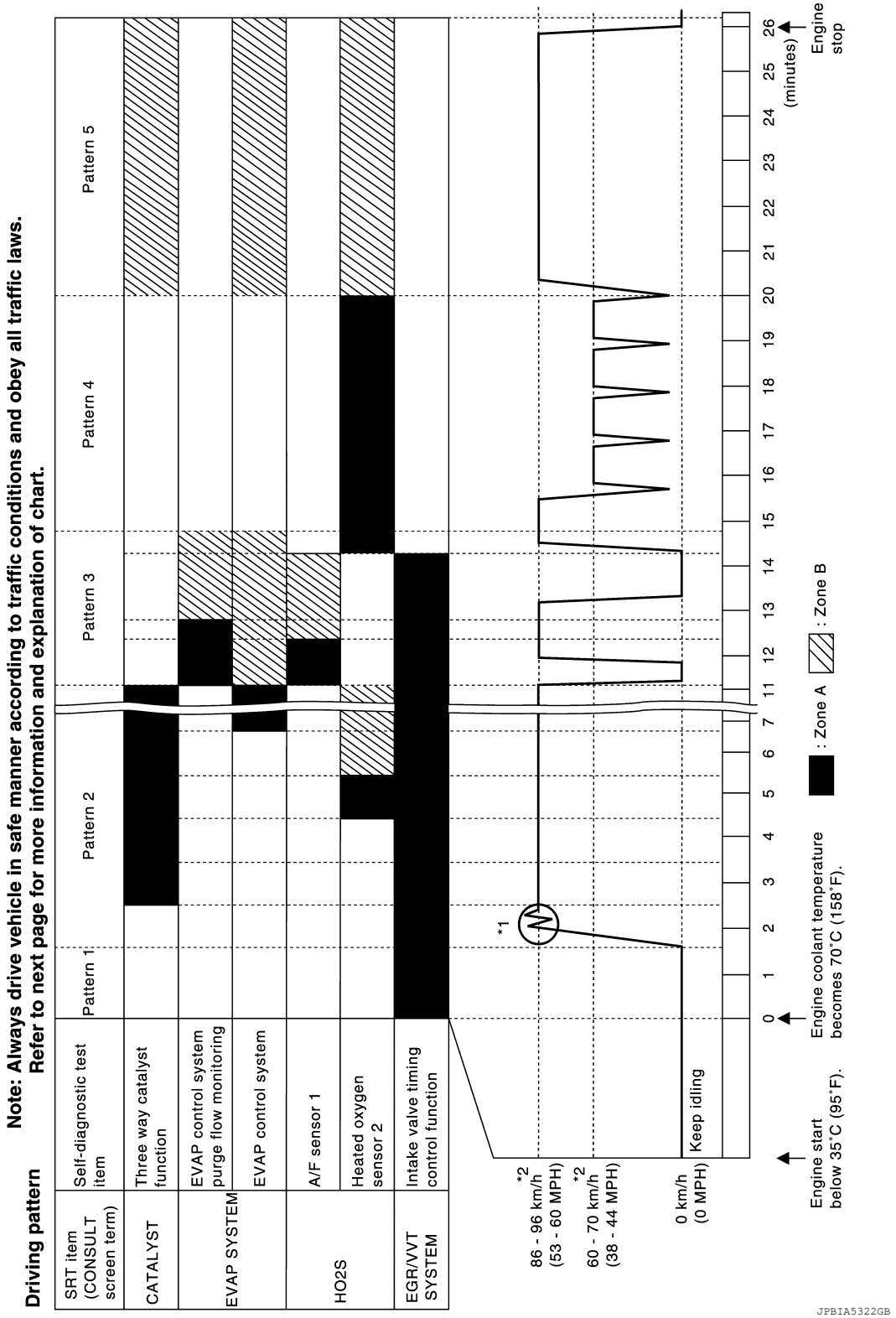


SRT Set Driving Pattern

INFOID:0000000011538709

CAUTION:

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



NOTE:

*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.
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.
- "EGR/VVT SYSTEM" written in the figure is not applicable to the vehicle.

Work Procedure

INFOID:0000000011538710

1.CHECK DTC

Check DTC.

Is any DTC detected?

YES >> Repair malfunction(s) and erase DTC. Refer to EC-94, "DTC Index".
NO >> GO TO 2.

2.CHECK SRT STATUS

With CONSULT
Select “SRT STATUS” in “DTC & SRT CONFIRMATION” using CONSULT.
Without CONSULT
Perform “SRT status” mode with EC-63, "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” using 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-146, "Description".
3. Check DTC.

Is any DTC detected?

YES >> Repair malfunction(s) and erase DTC. Refer to EC-94, "DTC Index".
NO >> GO TO 9.

4.PERFORM ROAD TEST

- Check the “Performance Priority” in the “SRT ITEM” table. Refer to EC-146, "Description".
- Perform the most efficient SRT set driving pattern to set the SRT properly. Refer to EC-147, "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

>> GO TO 6.

6.PATTERN 2

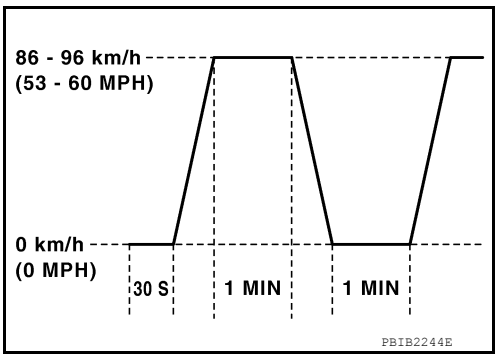
1. Drive the vehicle. And depress the accelerator pedal until vehicle speed is 90 km/h (56 MPH), then release the accelerator pedal and keep it released for more than 10 seconds.
2. Depress the accelerator pedal until vehicle speed is 90 km/h (56 MPH) again

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

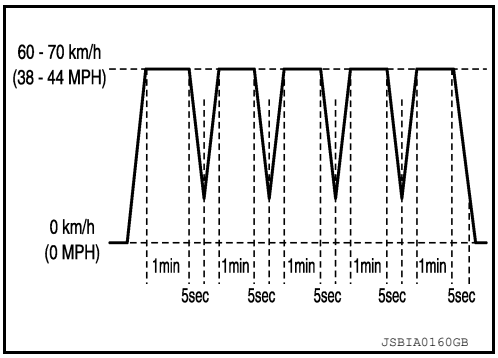
• Operate vehicle following the driving pattern shown in the figure.
• Release the accelerator pedal during deceleration of vehicle speed from 90 km/h (56 MPH) to 0 km/h (0 MPH).



>> 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.CHECK SRT STATUS

With CONSULT
Select “SRT STATUS” in “DTC & SRT CONFIRMATION” using CONSULT.
WITHOUT CONSULT
Perform “SRT status” mode with EC-63, "On Board Diagnosis Function".
With GST
Select Service $01 with GST.

Is SRT(s) set?

YES >> END

NO >> Perform this procedure again.

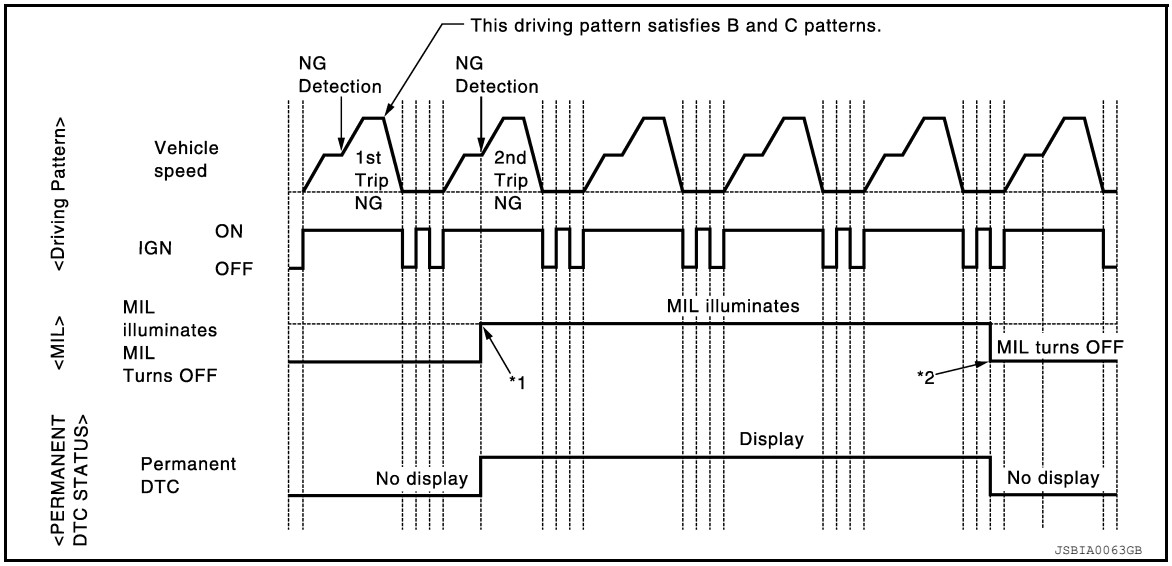
HOW TO ERASE PERMANENT DTC

Description

INFOID:0000000011538711

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 raw.



*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

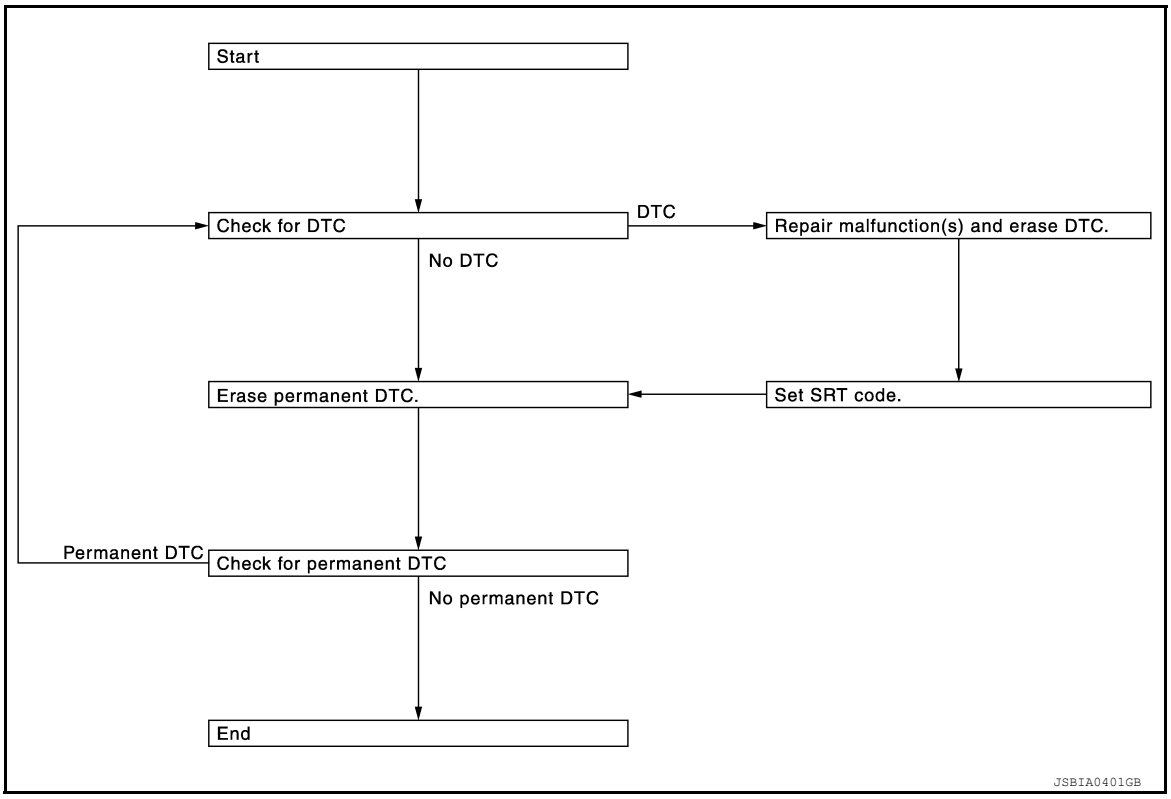
Group*	Perform "DTC CONFIRMATION PROCEDURE" for applicable DTCs.	Driving pattern		Reference
		B	D	
A	×	—	—	EC-153
B	—	×	×	EC-155

*: For group, refer to EC-94, "DTC Index".

PERMANENT DTC ITEM

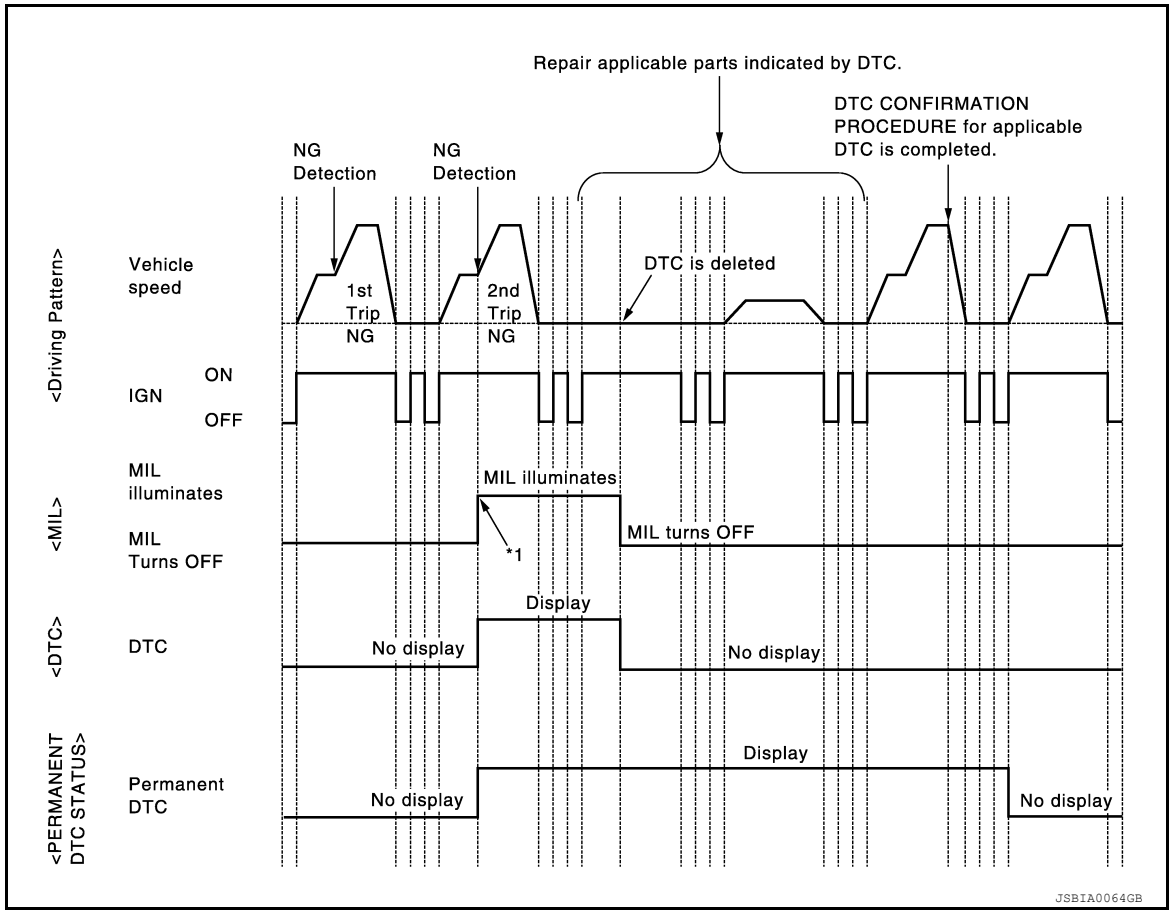
For permanent DTC items, MIL turns ON. Refer to EC-94, "DTC Index".

PERMANENT DTC SERVICE PROCEDURE



Work Procedure (Group A)

INFOID:0000000011538712



*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-63, "On Board Diagnosis Function", EC-66, "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-94, "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.

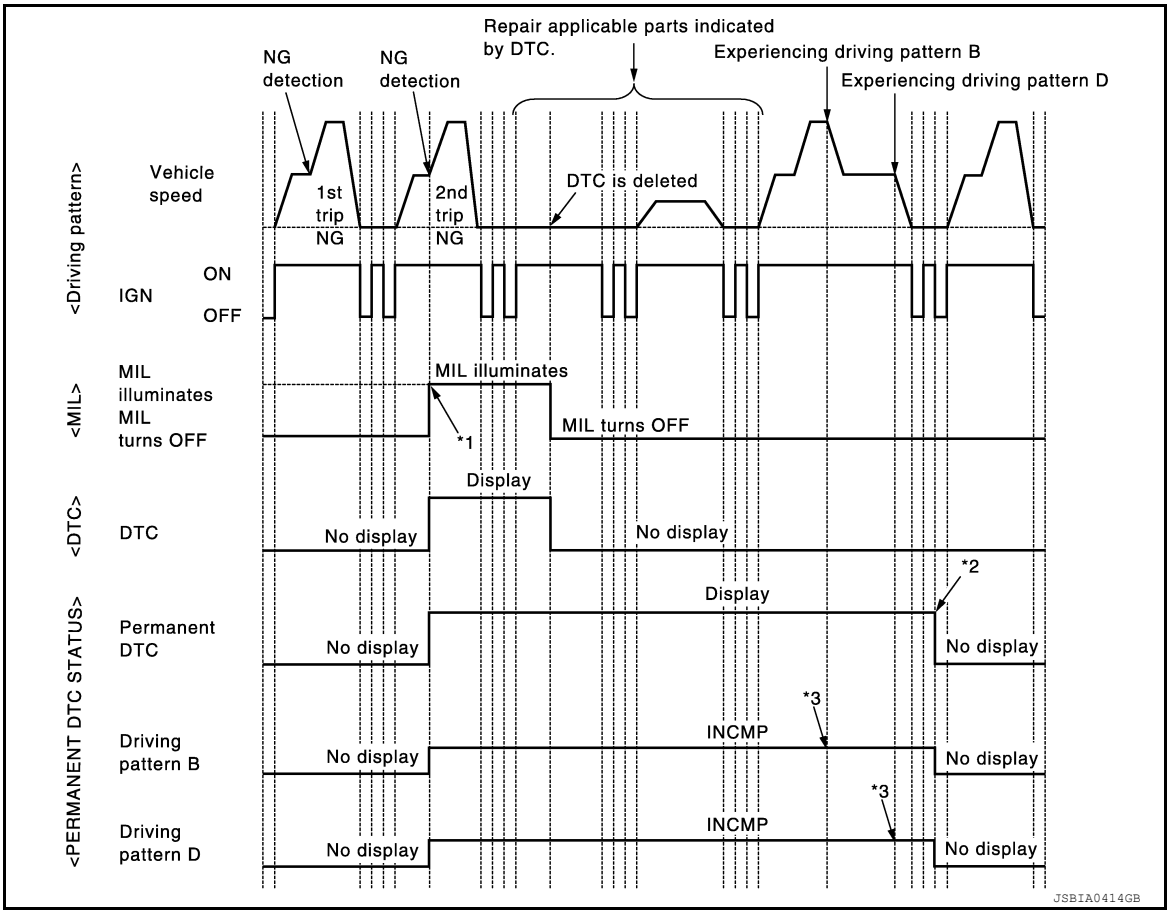
Is any permanent DTC detected?

YES >> GO TO 1.

NO >> END

Work Procedure (Group B)

INFOID:0000000011538713



*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-63, "On Board Diagnosis Function", EC-66, "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. 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-66, "CONSULT Function", EC-60, "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-60, "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.**

Drive the vehicle according to driving pattern D. Refer to EC-60, "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.

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

DTC/CIRCUIT DIAGNOSIS

TROUBLE DIAGNOSIS - SPECIFICATION VALUE

Description

INFOID:0000000011538714

The specification (SP) value indicates the tolerance of the value that is displayed in “SPEC” of “DATA MONITOR” mode of CONSULT during normal operation of the Engine Control System. When the value in “SPEC” of “DATA MONITOR” mode is within the SP value, the Engine Control System is confirmed OK. When the value in “SPEC” of “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 light 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 (The mean value of air-fuel ratio feedback correction factor per cycle)
- MAS A/F SE-B1 (The signal voltage of the mass air flow sensor)

Component Function Check

INFOID:0000000011538715

1.START

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

>> GO TO 2.

2.PERFORM “SPEC” OF “DATA MONITOR” MODE

With CONSULT
NOTE:
Perform “SPEC” in “DATA MONITOR” mode in maximum scale display.
1. Perform EC-132, "Work Procedure".
2. Select “B/FUEL SCHDL”, “A/F ALPHA-B1” and “MAS A/F SE-B1” in “SPEC” of “DATA MONITOR” mode of “ENGINE” using CONSULT.
3. Make sure that monitor items are within the SP value.

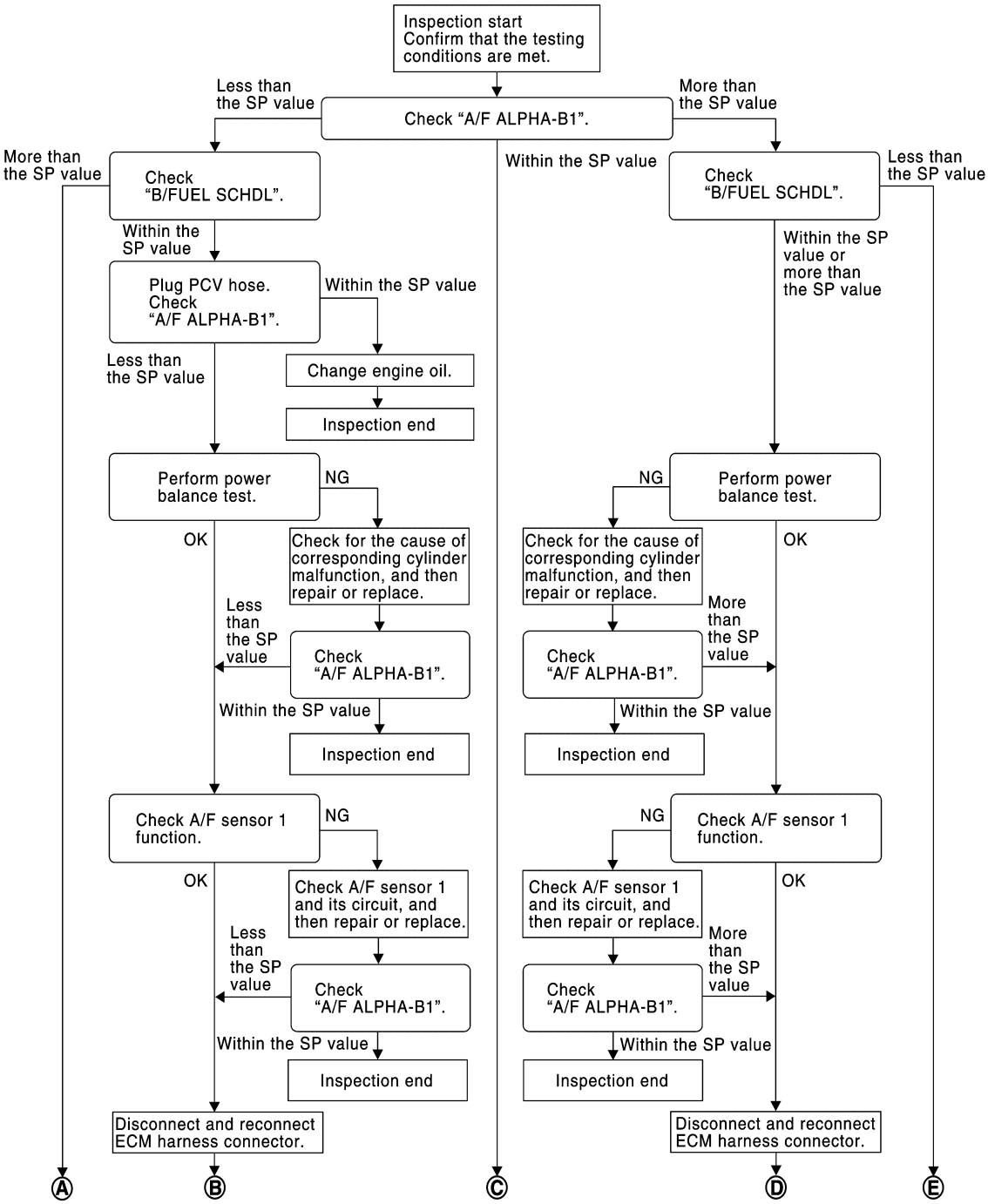
Is the inspection result normal?

YES >> END
NO >> Proceed to EC-159, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000011538716

OVERALL SEQUENCE



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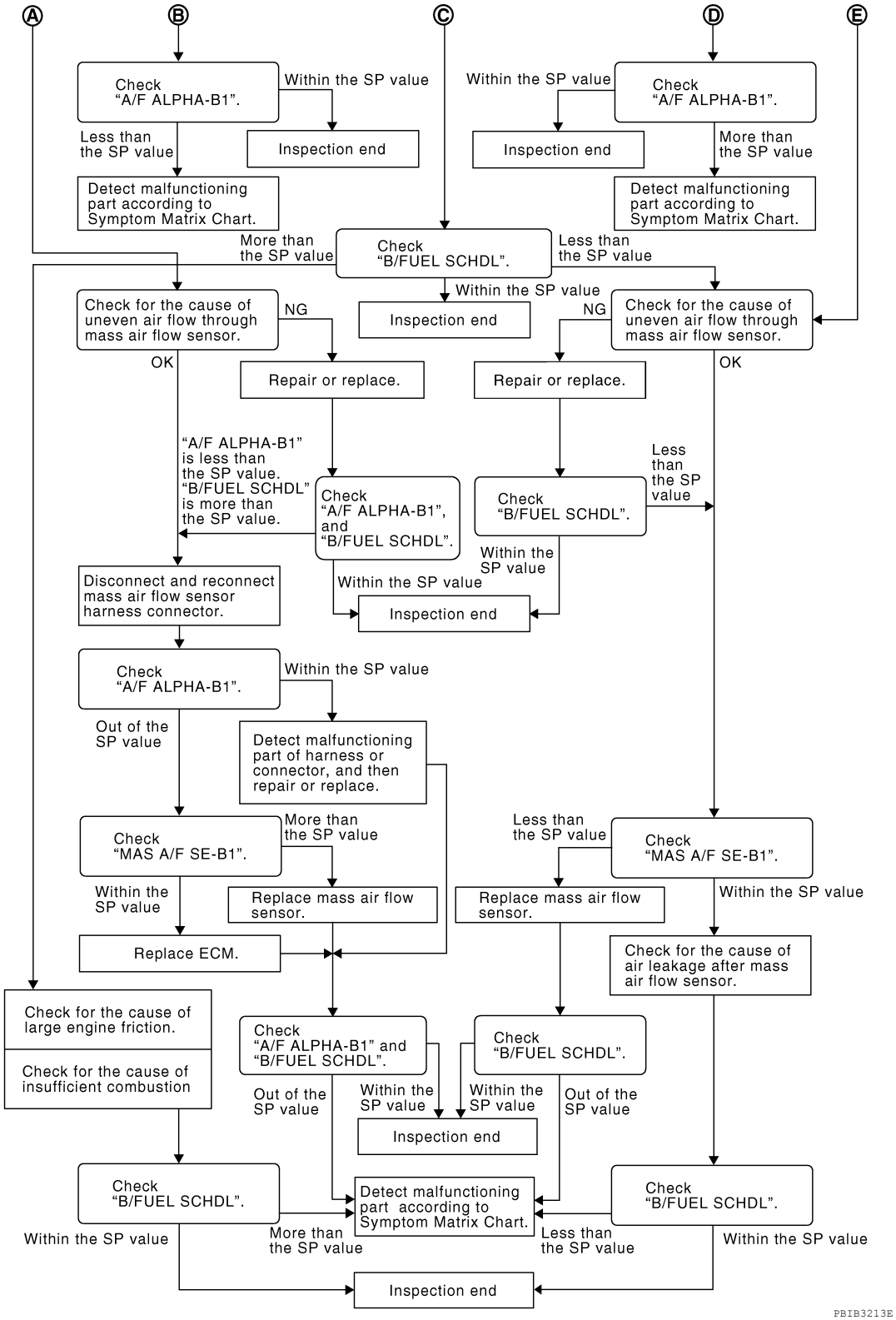


DETAILED PROCEDURE

1. CHECK "A/F ALPHA-B1"

With CONSULT

1. Start engine.
2. Confirm that the testing conditions are met. Refer to EC-158, "Component Function Check".
3. Select "A/F ALPHA-B1" in "SPEC" of "DATA MONITOR" mode, and make sure that the indication is within the SP value.

NOTE:
Check “A/F ALPHA-B1” for approximately 1 minute because it 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 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 16.

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 22.

4. CHECK “A/F ALPHA-B1”

1. Stop the engine.
2. Disconnect PCV hose, and then plug it.
3. Start engine.
4. Select “A/F ALPHA-B1” 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 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 condition.

>> **INSPECTION END**

6. 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 9.
NO >> GO TO 7.

7. DETECT MALFUNCTIONING PART

Check the following.
1. Ignition coil and its circuit (Refer to EC-459, "Component Function Check".)
2. Fuel injector and its circuit (Refer to EC-453, "Component Function Check".)
3. Intake air leakage
4. Low compression pressure (Refer to EM-23, "Inspection".)

Is the inspection result normal?

YES >> Replace fuel injector and then GO TO 8.
NO >> Repair or replace malfunctioning part and then GO TO 8.

8. CHECK “A/F ALPHA-B1”

1. Start engine.
2. Select “A/F ALPHA-B1” 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 >> GO TO 9.

9. CHECK A/F SENSOR 1 FUNCTION

Perform all DTC CONFIRMATION PROCEDURE related with A/F sensor 1.
- For DTC P0130, refer to EC-211, "DTC Logic".
- For DTC P0131, refer to EC-215, "DTC Logic".
- For DTC P0132, refer to EC-218, "DTC Logic".
- For DTC P014C and P014D, refer to EC-239, "DTC Logic".
- For DTC P2096 and P2097, refer to EC-415, "DTC Logic".

Is any DTC detected?

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

10. CHECK A/F SENSOR 1 CIRCUIT

Perform DIAGNOSTIC PROCEDURE according to corresponding DTC.

>> GO TO 11.

11. CHECK “A/F ALPHA-B1”

1. Start engine.
2. Select “A/F ALPHA-B1” 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 >> GO TO 12.

12. DISCONNECT AND RECONNECT ECM HARNESS CONNECTOR

1. Stop the engine.
2. Disconnect ECM harness connector.
3. Check pin terminal and connector for damage, and then reconnect it.

>> GO TO 13.

13. CHECK “A/F ALPHA-B1”

1. Start engine.
2. Select “A/F ALPHA-B1” 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 >> Detect malfunctioning part according to EC-476, "Symptom Table".

14. 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 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.
- 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 21.
NO >> Repair or replace malfunctioning part, and then GO TO 17.

17. CHECK “A/F ALPHA-B1”, AND “B/FUEL SCHDL”

Select “A/F ALPHA-B1” 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” is 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.
3. Check pin terminal and connector for damage and then reconnect it again.

>> GO TO 19.

19. CHECK “A/F ALPHA-B1”

1. Start engine.
2. Select “A/F ALPHA-B1” 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 >> Detect malfunctioning part of mass air flow sensor circuit and repair it. Refer to EC-187, "DTC Logic". Then GO TO 26.
NO >> GO TO 20.

20. CHECK “MAS A/F SE-B1”

Select “MAS A/F SE-B1” 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 21.
NO >> More than the SP value: Replace mass air flow sensor, and then GO TO 26.

21. REPLACE ECM

1. Replace ECM.
2. Perform EC-136, "Work Procedure".

>> 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 of air cleaner element
- Uneven dirt of air cleaner element
- Improper specification of 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 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 24.

24. CHECK “MAS A/F SE-B1”

Select “MAS A/F SE-B1” 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 25.
NO >> Less than the SP value: Replace mass air flow sensor, and then GO TO 27.

25. 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 of PCV valve
- Disconnection or cracks of EVAP purge hose, open stuck of EVAP canister purge volume control solenoid valve
- Malfunctioning seal of rocker cover gasket
- Disconnection, looseness, or cracks of hoses, such as vacuum hose, connecting to intake air system parts
- Malfunctioning seal of intake air system, etc.

>> GO TO 27.

26. CHECK “A/F ALPHA-B1” AND “B/FUEL SCHDL”

Select “A/F ALPHA-B1” 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-476, "Symptom Table".

27. 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-476, "Symptom Table".

POWER SUPPLY AND GROUND CIRCUIT

Diagnosis Procedure

INFOID:0000000011538717

1.CHECK FUSE

Check that the following fuse is not fusing.

Location	Fuse No.	Capacity
IPDM E/R	#33	20A
	#52	15A

Is the fuse fusing?

YES >> Replace the fuse after repairing the applicable circuit.
NO >> GO TO 2.

2.CHECK GROUND CONNECTION

1. Turn ignition switch OFF.
2. Check ground connection E9 and E15. Refer to GI-42, "Circuit Inspection".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace ground connection.

3.CHECK ECM GROUND CIRCUIT

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

+		–	Continuity
ECM			
Connector	Terminal		
F24	12	Ground	Existed
	16		
F25	52		
E16	123		
	128		

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4.CHECK ECM POWER SUPPLY (MAIN)-1

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

ECM			Voltage
Connector	+	–	
	Terminal		
E16	121	128	Battery voltage

Is the inspection result normal?

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

5.CHECK ECM POWER SUPPLY (MAIN)-2

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

2. Check the voltage between ECM harness connector terminals as per the following.

ECM			Condition	Voltage (Approx.)
Connector	+	–		
	Terminal			
E16	121	128	After turning ignition switch OFF, battery voltage will exist for a few seconds	Drop to 0 V

Is the inspection result normal?

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

6. CHECK ECM POWER SUPPLY (MAIN) CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connectors.
3. Disconnect IPDM E/R harness connector.
4. Check the continuity between ECM harness connector and IPDM E/R harness connector.

+		–		Continuity
ECM		IPDM E/R		
Connector	Terminal	Connector	Terminal	
E16	121	E45	25	Existed

5. Also check harness for short to ground.

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

7. CHECK ECM RELAY CONTROL SIGNAL

Check the voltage between ECM harness connector terminals as per the following.

+		–		Condition	Voltage (Approx.)
ECM					
Connector	Terminal	Connector	Terminal		
F25	89	E16	128	Ignition switch ON	0 V
				Turn ignition switch OFF and wait at least 10 seconds.	Battery voltage

Is the inspection result normal?

YES >> Check Intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> GO TO 8.

8. CHECK ECM RELAY CONTROL SIGNAL CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Disconnect IPDM E/R harness connector.
4. Check the continuity between ECM harness connector and IPDM E/R harness connector.

+		–		Continuity
ECM		IPDM E/R		
Connector	Terminal	Connector	Terminal	
F25	89	E45	31	Existed

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

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-60, "Removal and Installation" (with intelligent key), PCS-60, "Removal and Installation" (without intelligent key).
NO >> Repair or replace error-detected parts.

9. CHECK IGNITION SWITCH SIGNAL

1. Turn ignition switch ON.
2. Check the voltage between ECM harness connector terminals.

ECM			Condition	Voltage (Approx.)
Connector	+	–		
	Terminal			
E16	109	128	Ignition switch OFF	0 V
			Ignition switch ON	Battery voltage

Is the inspection result normal?

YES >> GO TO 11.
NO >> GO TO 10.

10. CHECK IGNITION SWITCH SIGNAL CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Disconnect IPDM E/R harness connector.
4. Check the continuity between ECM harness connector and IPDM E/R harness connector.

+		–		Continuity
ECM		IPDM E/R		
Connector	Terminal	Connector	Terminal	
E16	109	E43	18	Existed

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

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

11. CHECK ECM POWER SUPPLY (BACK-UP)

Check the voltage between ECM harness connector terminals.

+		–		Voltage (Approx.)
ECM				
Connector	Terminal	Connector	Terminal	
F25	81	E16	128	Battery voltage

Is the inspection result normal?

YES >> Check Intermittent Incident. Refer to GI-40, "Intermittent Incident".
NO >> GO TO 12.

12. CHECK ECM POWER SUPPLY (BACK-UP) CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Disconnect IPDM E/R harness connector.
4. Check the continuity between ECM harness connector and IPDM E/R harness connector.

+		–		Continuity
ECM		IPDM E/R		
Connector	Terminal	Connector	Terminal	
F25	81	E45	32	Existed

5. Also check harness for short to ground.

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

U0101 CAN COMM CIRCUIT

Description

INFOID:0000000011538718

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:0000000011538719

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (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.	CAN communication line between TCM and ECM

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-169, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538720

Perform the trouble diagnosis for CAN communication system. Refer to LAN-16, "Trouble Diagnosis Flow Chart".

U1001 CAN COMM CIRCUIT

Description

INFOID:0000000011538721

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:0000000011538722

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
U1001	CAN COMM CIRCUIT (CAN communication circuit)	When ECM is not transmitting or receiving CAN communication signal other than OBD (emission related diagnosis) for 2 seconds or more.	Harness or connectors (CAN communication line is open or shorted)

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

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

Is 1st trip DTC detected?

YES >> Proceed to EC-170, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538723

Perform the trouble diagnosis for CAN communication system. Refer to LAN-16, "Trouble Diagnosis Flow Chart".

P0011 IVT CONTROL

DTC Logic

INFOID:0000000011538724

DTC DETECTION LOGIC

NOTE:
If DTC P0011 is displayed with DTC P0075, first perform the trouble diagnosis for EC-181, "DTC Logic".

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0011	INT/V TIM CONT-B1 (″A″ Camshaft position - timing over-advanced or system performance bank 1)	There is a gap between angle of target and phase-control angle degree.	• 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

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

1. Turn ignition 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

With CONSULT

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

ENG SPEED	1,200 - 2,000 rpm
COOLANT TEMP/S	More than 60°C (140°F)
Selector lever	P or N position

4. Stop vehicle with engine running and 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-172, "Diagnosis Procedure".
NO >> GO TO 3.

3.PERFORM DTC CONFIRMATION PROCEDURE-2

With CONSULT

1. Maintain the following conditions for at least 20 consecutive seconds.

ENG SPEED	1,200 - 3,175 rpm (A constant rotation is maintained.)
COOLANT TEMP/S	More than 60°C (140°F)
Selector lever	D 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.

2. Check 1st trip DTC.

With GST
Follow the procedure “With CONSULT” above.

Is 1st trip DTC detected?

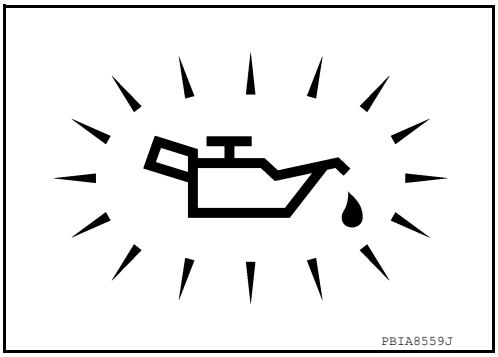
YES >> Proceed to EC-172, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538725

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 >> Check the engine oil level. Refer to LU-7, "Inspection".
NO >> GO TO 2.

2.CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE

Check the intake valve timing control solenoid valve. Refer to EC-173, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Replace intake valve timing control solenoid valve. Refer to EM-48, "Exploded View".

3.CHECK CRANKSHAFT POSITION SENSOR (POS)

Check the crankshaft position sensor (POS). Refer to EC-280, "Component Inspection [CKP Sensor (POS)]".

Is the inspection result normal?

YES >> GO TO 4.
NO >> Replace crankshaft position sensor (POS). Refer to EM-33, "Exploded View".

4.CHECK CAMSHAFT POSITION SENSOR (PHASE)

Check the camshaft position sensor (PHASE). Refer to EC-283, "Component Inspection [CMP Sensor (PHASE)]".

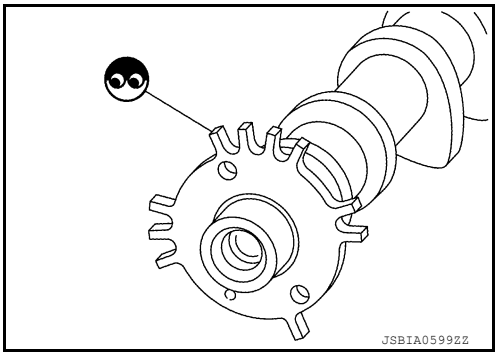
Is the inspection result normal?

YES >> GO TO 5.
NO >> Replace camshaft position sensor (PHASE). Refer to EM-60, "Exploded View".

5.CHECK CAMSHAFT (INT)

Check the following.

- Accumulation of debris to the signal plate of camshaft rear end
- Chipping signal plate of camshaft rear end



Is the inspection result normal?

YES >> GO TO 6.
NO >> Remove debris and clean the signal plate of camshaft rear end or replace camshaft. Refer to EM-60, "Removal and Installation".

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-49, "Removal and Installation".
NO >> GO TO 7.

7. CHECK LUBRICATION CIRCUIT

Refer to LU-7, "Inspection", “INSPECTION AFTER INSTALLATION”.

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Clean lubrication line.

Component Inspection

INFOID:0000000011538726

1. CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE-1

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.

Intake valve timing control solenoid valve		Resistance
+	–	
Terminal		
1	2	6.7 - 7.7 Ω [at 20°C (68°F)]
1	Ground	∞ Ω (Continuity should not exist)
2		

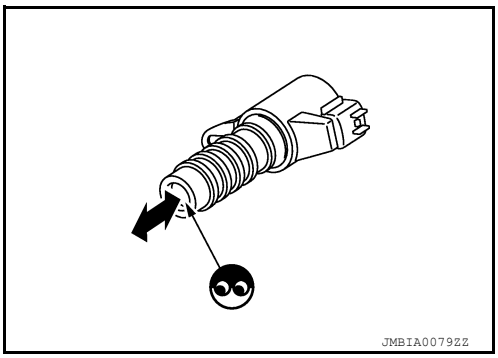
Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace intake valve timing control solenoid valve. Refer to EM-48, "Exploded View".

2. CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE-2

1. Remove intake valve timing control solenoid valve. Refer to EM-48, "Exploded View".
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 intake valve timing control solenoid valve. Refer to EM-48, "Exploded View".

P0014 EVT CONTROL

DTC Logic

INFOID:0000000011538727

DTC DETECTION LOGIC

NOTE:

- **If DTC P0014 is displayed with DTC P0078, first perform trouble diagnosis for DTC P0078. Refer to EC-184, "DTC Logic".**
- **If DTC P0014 is displayed with P1078, first perform trouble diagnosis for P1078. Refer to EC-360, "DTC Logic".**

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0014	EXH/V TIM CONT-B1 (″B″ Camshaft position - timing over-advanced or system performance bank 1)	There is a gap between angle of target and phase-control angle degree.	• Crankshaft position sensor (POS) • Camshaft position sensor (PHASE) • Exhaust valve timing control position sensor • Exhaust 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 exhaust valve timing control

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-1

With CONSULT

1. Turn ignition switch ON and select “DATA MONITOR” mode of “ENGINE” using 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	1,200 - 2,000 rpm (A constant rotation is maintained.)
COOLANT 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.

With GST

Follow the procedure “With CONSULT” above.

Is 1st trip DTC detected?

YES >> Proceed to EC-175, "Diagnosis Procedure"
NO >> GO TO 3.

3.PERFORM DTC CONFIRMATION PROCEDURE-2

With CONSULT

1. Select “DATA MONITOR” mode of “ENGINE” using CONSULT.
2. Maintain the following conditions for at least 20 consecutive seconds.

ENG SPEED	1,700 - 2,950 rpm (A constant rotation is maintained.)
COOLANT TEMP/S	More than 70°C (158°F)
Selector lever	D 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?

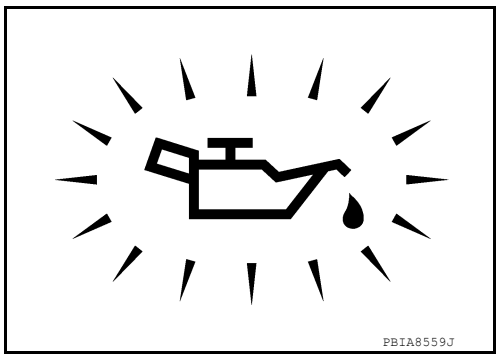
YES >> Proceed to EC-175, "Diagnosis Procedure"
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538728

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 >> Check the engine oil level. Refer to LU-7, "Inspection".
NO >> GO TO 2.

2.CHECK EXHAUST VALVE TIMING CONTROL SOLENOID VALVE

Check the exhaust valve timing control solenoid valve. Refer to EC-173, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Replace exhaust valve timing control solenoid valve. Refer to EM-48, "Exploded View".

3.CHECK CRANKSHAFT POSITION SENSOR (POS)

Check the crankshaft position sensor (POS). Refer to EC-280, "Component Inspection [CKP Sensor (POS)]".

Is the inspection result normal?

YES >> GO TO 4.
NO >> Replace crankshaft position sensor (POS). Refer to EM-33, "Exploded View".

4.CHECK EXHAUST VALVE TIMING CONTROL POSITION SENSOR

Check the exhaust valve timing control position sensor. Refer to EC-283, "Component Inspection [CMP Sensor (PHASE)]".

Is the inspection result normal?

YES >> GO TO 5.
NO >> Replace exhaust valve timing control position sensor. Refer to EM-60, "Exploded View".

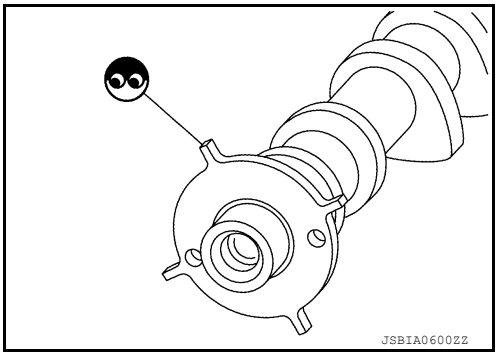
5.CHECK CAMSHAFT (EXH)

Check the following.

- Accumulation of debris to the signal plate of camshaft rear end
- Chipping signal plate of camshaft rear end

Is the inspection result normal?

YES >> GO TO 6.
NO >> Remove debris and clean the signal plate of camshaft rear end or replace camshaft. Refer to EM-60, "Removal and Installation".



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-49, "Removal and Installation".
NO >> GO TO 7.

7. CHECK LUBRICATION CIRCUIT

Refer to LU-7, "Inspection".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Clean lubrication line.

Component Inspection

INFOID:0000000011538729

1. CHECK EXHAUST VALVE TIMING CONTROL SOLENOID VALVE-1

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.

Exhaust valve timing control solenoid valve		Resistance
+	–	
Terminal		
1	2	7.0 - 7.8 Ω [at 20°C (68°F)]
1	Ground	∞ Ω (Continuity should not exist)
2		

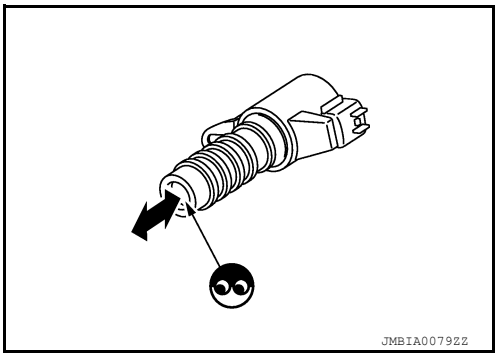
Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace exhaust valve timing control solenoid valve. Refer to EM-48, "Exploded View".

2. CHECK EXHAUST VALVE TIMING CONTROL SOLENOID VALVE-2

1. Remove exhaust valve timing control solenoid valve. Refer to EM-48, "Exploded View".
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 exhaust valve timing control solenoid valve. Refer to EM-48, "Exploded View".

P0030, P0031, P0032 A/F SENSOR 1 HEATER

DTC Logic

INFOID:0000000011538730

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0030	A/F SEN1 HTR (B1) [Air fuel ratio (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 .)	• Harness or connectors (A/F sensor 1 heater circuit is open or shorted.) • A/F sensor 1 heater
P0031	A/F SEN 1 HTR (B1) (Air fuel ratio (A/F) sensor 1 heater 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.)	
P0032	A/F SEN 1 HTR (B1) (Air fuel ratio (A/F) sensor 1 heater 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.)	• Harness or connectors (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 more than between 11 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 >> Proceed to EC-177, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538731

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.

+		–	Voltage
A/F sensor 1			
Connector	Terminal		
F12*1 F42*2	4	Ground	Battery voltage

*1: Except California
*2: For California

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace error-detected parts.

2.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.

+		–		Continuity
A/F sensor 1		ECM		
Connector	Terminal	Connector	Terminal	
F12*1 F42*2	3	F25	53	Existed

*1: Except California
*2: For California

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 A/F SENSOR 1 HEATER

Check the A/F sensor 1 heater. Refer to EC-178, "Component Inspection (A/F Sensor 1 Heater)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace malfunctioning air fuel ratio (A/F) sensor 1. Refer to EM-30, "Exploded View".

Component Inspection (A/F Sensor 1 Heater)

INFOID:0000000011538732

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 per the following.

+	–	Resistance
A/F sensor 1		
Terminal		
3	4	1.8 - 2.44 Ω [at 20°C (68°F)]
	1	∞ Ω (Continuity should not exist)
	2	
4	1	
	2	

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace air fuel ratio (A/F) sensor 1. Refer to EM-30, "Exploded View".

P0037, P0038 HO2S2 HEATER

DTC Logic

INFOID:0000000011538733

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0037	HO2 HTR (B1) (HO2S heater control circuit low bank 1 sensor 2)	The current amperage in the heated oxygen sensor 2 heater circuit is out of the normal range. (An excessively low voltage signal is sent to ECM through the heated oxygen sensor 2 heater.)	• Harness or connectors (Heated oxygen sensor 2 heater circuit is open or shorted.) • Heated oxygen sensor 2 heater
P0038	HO2 HTR (B1) (HO2S heater control circuit high bank 1 sensor 2)	The current amperage in the heated oxygen sensor 2 heater circuit is out of the normal range. (An excessively high voltage signal is sent to ECM through the heated oxygen sensor 2 heater.)	• Harness or connectors (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 more than 11 V at idle.

>> GO TO 2.

2.PERFORM DTC CONFIRMATION PROCEDURE

With CONSULT

1. Turn ignition switch ON and select “DATA MONITOR” mode of “ENGINE” using CONSULT.
2. Start engine and warm it up to 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. Check 1st trip DTC.

With GST

Follow the procedure “With CONSULT” above.

Is 1st trip DTC detected?

YES >> Proceed to EC-179, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538734

1.CHECK HO2S2 POWER SUPPLY CIRCUIT

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

+		–	Voltage
HO2S2			
Connector	Terminal		
F43	4	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace error-detected parts.

2.CHECK HO2S2 OUTPUT SIGNAL CIRCUIT

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

+		–		Continuity
HO2S2		ECM		
Connector	Terminal	Connector	Terminal	
F43	3	F25	54	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 error-detected parts.

3.CHECK HEATED OXYGEN SENSOR 2 HEATER

Check the heated oxygen sensor 2 heater. Refer to EC-180, "Component Inspection (HO2S Heater)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace heated oxygen sensor 2. Refer to EX-5, "Exploded View".

Component Inspection (HO2S Heater)

INFOID:0000000011538735

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 per the following.

+	–	Resistance
Heated oxygen sensor 2		
Terminal		
3	4	5.4 – 7.3 Ω [at 25°C (77°F)]
1	2	∞ Ω (Continuity should not exist)
	3	
	4	
2	1	
	3	
	4	

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace heated oxygen sensor 2. Refer to EX-5, "Exploded View".

P0075 IVT CONTROL SOLENOID VALVE

DTC Logic

INFOID:0000000011538736

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0075	INT/V TIM V/CIR-B1 (Intake valve control solenoid circuit bank 1)	An improper voltage is sent to the ECM through intake valve timing control solenoid valve.	• Harness or connectors (Intake valve timing control solenoid valve circuit is open or shorted.) • Intake valve timing control solenoid 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.

>> 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-181, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538737

1.CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE POWER SUPPLY

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.

+		–	Voltage
IVT control solenoid valve			
Connector	Terminal		
F33	1	Ground	Battery voltage

Is the inspection result normal?

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

2.CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R harness connector.
3. Check the continuity between IVT control solenoid valve harness connector and IPDM E/R harness connector.

+		+		
IVT control solenoid valve		IPDM E/R		Continuity
Connector	Terminal	Connector	Terminal	
F33	1	E45	26	Existed

4. Also check harness for short to ground.

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

3.CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE GROUND CIRCUIT

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.

+		+		
IVT control solenoid valve		ECM		Continuity
Connector	Terminal	Connector	Terminal	
F33	2	F25	93	Existed

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

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4.CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE

Check the intake valve timing control solenoid valve. Refer to EC-182, "Component Inspection (IVT Control Solenoid Valve)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace intake valve timing control solenoid valve. Refer to EM-48, "Exploded View".

Component Inspection (IVT Control Solenoid Valve)

INFOID:0000000011538738

1.CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE-1

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.

Intake valve timing control solenoid valve		Resistance
+	–	
Terminal		
1	2	6.7 - 7.7 Ω [at 20°C (68°F)]
1	Ground	∞ Ω (Continuity should not exist)
2		

Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace intake valve timing control solenoid valve. Refer to EM-48, "Exploded View".

2.CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE-2

1. Remove intake valve timing control solenoid valve. Refer to EM-48, "Exploded View".

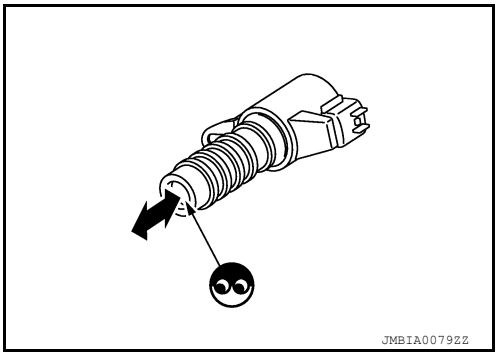
2. Provide 12 V DC between intake valve timing control solenoid valve terminals 1 and 2, and then interrupt it. Make sure that the plunger moves as shown in the figure.

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 intake valve timing control solenoid valve. Refer to EM-48, "Exploded View".

P0078 EVT CONTROL SOLENOID VALVE

DTC Logic

INFOID:0000000011538739

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0078	EX V/T ACT/CIRC-B1 (Exhaust valve control solenoid circuit bank 1)	An improper voltage is sent to the ECM through exhaust valve timing control solenoid valve.	• Harness or connectors (Exhaust valve timing control solenoid valve circuit is open or shorted.) • Exhaust valve timing control solenoid 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.

>> GO TO2.

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-184, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538740

1.CHECK EXHAUST VALVE TIMING CONTROL SOLENOID VALVE POWER SUPPLY

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 exhaust valve timing control solenoid valve harness connector and ground.

+		–	Voltage
EVT control solenoid valve			
Connector	Terminal		
F55	1	Ground	Battery voltage

Is the inspection result normal?

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

2.CHECK EXHAUST VALVE TIMING CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R harness connector.
3. Check the continuity between EVT control solenoid valve harness connector and IPDM E/R harness connector.

+		+		
EVT control solenoid valve		IPDM E/R		Continuity
Connector	Terminal	Connector	Terminal	
F55	1	E45	26	Existed

4. Also check harness for short to ground.

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

3.CHECK EXHAUST VALVE TIMING CONTROL SOLENOID VALVE GROUND CIRCUIT

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.

+		+		
EVT control solenoid valve		ECM		Continuity
Connector	Terminal	Connector	Terminal	
F55	2	F25	94	Existed

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

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4.CHECK EXHAUST VALVE TIMING CONTROL SOLENOID VALVE

Check the exhaust valve timing control solenoid valve. Refer to EC-182, "Component Inspection (IVT Control Solenoid Valve)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace exhaust valve timing control solenoid valve. Refer to EM-48, "Exploded View".

Component Inspection (EVT Control Solenoid Valve)

INFOID:0000000011538741

1.CHECK EXHAUST VALVE TIMING CONTROL SOLENOID VALVE-1

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.

Exhaust valve timing control solenoid valve		Resistance
+	–	
Terminal		
1	2	7.0 - 7.8 Ω [at 20°C (68°F)]
1	Ground	∞ Ω (Continuity should not exist)
2		

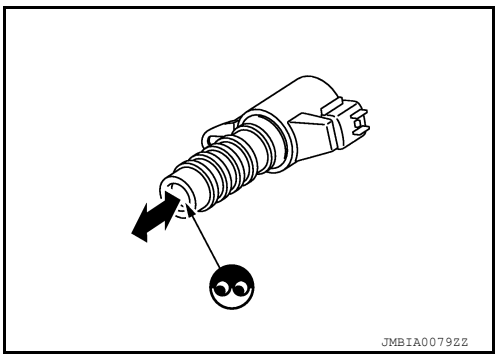
Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace exhaust valve timing control solenoid valve. Refer to EM-48, "Exploded View".

2.CHECK EXHAUST VALVE TIMING CONTROL SOLENOID VALVE-2

1. Remove exhaust valve timing control solenoid valve. Refer to EM-48, "Exploded View".

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 exhaust valve timing control solenoid valve. Refer to EM-48, "Exploded View".

P0101, P0102, P0103 MAF SENSOR

DTC Logic

INFOID:0000000011538742

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0101	MAF SEN/CIRCUIT-B1 (Mass or volume air flow “A” circuit range/performance)	An excessively high voltage from the mass air flow sensor is sent to ECM.	• Harness or connectors (Mass air flow sensor circuit is open or shorted.) • Mass air flow sensor • Sensor power supply 2 circuit
P0102	MAF SEN/CIRCUIT-B1 (Mass or volume air flow “A” circuit low input)	An excessively low voltage from the mass air flow sensor is sent to ECM.	• Harness or connectors (Mass air flow sensor circuit is open or shorted.) • Intake air leaks • Mass air flow sensor • Sensor power supply 2 circuit
P0103	MAF SEN/CIRCUIT-B1 (Mass or volume air flow “A” circuit high input)	An excessively high voltage from the mass air flow sensor is sent to ECM.	• Harness or connectors (Mass air flow sensor circuit is open or shorted.) • Mass air flow sensor • Sensor power supply 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.

Which DTC is detected?

P0102 >> GO TO 2.
P0101 or P0103>>GO TO 3.

2.PERFORM DTC CONFIRMATION PROCEDURE FOR DTC P0102

1. Start engine and wait at least 5 seconds.
2. Check DTC.

Is DTC detected?

YES >> Proceed to EC-188, "Diagnosis Procedure".
NO >> INSPECTION END

3.PERFORM DTC CONFIRMATION PROCEDURE FOR DTC P0101 AND P0103-1

1. Turn ignition switch ON and wait at least 5 seconds.
2. Check DTC.

Is DTC detected?

YES >> Proceed to EC-188, "Diagnosis Procedure".
NO >> GO TO 4.

4.PERFORM DTC CONFIRMATION PROCEDURE FOR DTC P0101 AND P0103-2

1. Start engine and wait at least 5 seconds.
2. Check DTC.

Is DTC detected?

YES >> Proceed to EC-188, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538743

1.INSPECTION START

Confirm the detected DTC.

Which DTC is detected?

P0102 >> GO TO 2.
P0101 and P0103>>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 or replace error-detected parts.

3.CHECK MASS AIR FLOW (MAF) SENSOR POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect MAF sensor harness connector.
3. Turn ignition switch ON.
4. Check the voltage between MAF sensor harness connector and ground.

+		−	Voltage (Approx.)
MAF sensor			
Connector	Terminal		
F31	1	Ground	5 V

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 7.

4.CHECK MAF SENSOR GROUND CIRCUIT

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

+		−		Continuity
MAF sensor		ECM		
Connector	Terminal	Connector	Terminal	
F31	2	F24	34	Existed

4. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair or replace error-detected parts.

5.CHECK MAF SENSOR INPUT SIGNAL CIRCUIT

1. Check the continuity between MAF sensor harness connector and ECM harness connector.

+		−		Continuity
MAF sensor		ECM		
Connector	Terminal	Connector	Terminal	
F31	3	F24	35	Existed

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 MAF SENSOR

Check the MAF sensor. Refer to EC-189, "Component Inspection (MAF Sensor)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace MAF sensor (with intake air temperature sensor). Refer to EM-25, "Exploded View".

7.CHECK MAF SENSOR POWER CIRCUIT

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

+		–		Continuity
MAF sensor		ECM		
Connector	Terminal	Connector	Terminal	
F31	1	F24	36	Existed

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

Is the inspection result normal?

YES >> GO TO 8.
NO >> Repair or replace error-detected parts.

8.CHECK SENSOR POWER SUPPLY 2 CIRCUIT

Check sensor power supply 2 circuit. Refer to EC-447, "Diagnosis Procedure".

Is inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

Component Inspection (MAF Sensor)

INFOID:0000000011538744

1.CHECK MASS AIR FLOW SENSOR-1

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 of “ENGINE”.
5. Select “MAS A/F SE-B1” and check indication.

Monitor item	Condition	Value
MAS A/F SE-B1	Ignition switch ON (Engine stopped.)	Approx. 1.3 V
	Idle (Engine is warmed-up to normal operating temperature.)	1.3 - 1.6 V
	2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.8 - 2.2 V
	Idle to about 4,000 rpm	1.3 - 1.6 V to Approx. 2.5 V*

*: 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 and ground.

ECM			Condition	Voltage
Connector	+	–		
	Terminal			
F24	35	34	Ignition switch ON (Engine stopped.)	Approx. 1.3 V
			Idle (Engine is warmed-up to normal operating temperature.)	1.3 - 1.6 V
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.8 - 2.2 V
			Idle to about 4,000 rpm	1.3 - 1.6 V to Approx. 2.5 V*

*: 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-2

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 of “ENGINE”.
4. Select “MAS A/F SE-B1” and check indication.

Monitor item	Condition	Value
MAS A/F SE-B1	Ignition switch ON (Engine stopped.)	Approx. 1.3 V
	Idle (Engine is warmed-up to normal operating temperature.)	1.3 - 1.6 V
	2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.8 - 2.2 V
	Idle to about 4,000 rpm	1.3 - 1.6 V to Approx. 2.5 V*

*: 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 and ground.

ECM			Condition	Voltage
Connector	+	–		
	Terminal			
F24	35	34	Ignition switch ON (Engine stopped.)	Approx. 1.3 V
			Idle (Engine is warmed-up to normal operating temperature.)	1.3 - 1.6 V
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.8 - 2.2 V
			Idle to about 4,000 rpm	1.3 - 1.6 V to Approx. 2.5 V*

*: 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-3

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 of “ENGINE”.
5. Select “MAS A/F SE-B1” and check indication.

Monitor item	Condition	Value
MAS A/F SE-B1	Ignition switch ON (Engine stopped.)	Approx. 1.3 V
	Idle (Engine is warmed-up to normal operating temperature.)	1.3 - 1.6 V
	2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.8 - 2.2 V
	Idle to about 4,000 rpm	1.3 - 1.6 V to Approx. 2.5 V*

*: 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 and ground.

ECM			Condition	Voltage
Connector	+	–		
	Terminal			
F24	35	34	Ignition switch ON (Engine stopped.)	Approx. 1.3 V
			Idle (Engine is warmed-up to normal operating temperature.)	1.3 - 1.6 V
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.8 - 2.2 V
			Idle to about 4,000 rpm	1.3 - 1.6 V to Approx. 2.5 V*

*: 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 mass air flow sensor. Refer to EM-25, "Exploded View".

P0111 IAT SENSOR

DTC Logic

INFOID:0000000011538745

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0111	IAT SENSOR 1 B1 (Intake air temperature sensor 1 circuit range/performance bank 1)	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.	• 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-194, "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-194, "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. 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).
2. Turn ignition switch OFF and leave the vehicle for 12 hours.
   CAUTION:
   Never turn ignition switch ON during this procedure.
   NOTE:
   The vehicle must be cooled with the hood open.
3. Start engine and let it idle for 5 minutes or more.
   CAUTION:
   Never turn ignition switch OFF during idling.
4. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-194, "Diagnosis Procedure".
NO >> INSPECTION END

Component Function Check

INFOID:0000000011538746

1.CHECK INTAKE AIR TEMPERATURE (IAT) SENSOR

1. Turn ignition switch OFF.
2. Disconnect mass air flow sensor harness connector and reconnect it again.
3. Turn ignition switch ON.
4. Select “DATA MONITOR” mode with CONSULT.
5. Check that “INT/A TEMP SEN” indicates as per following condition.

Monitor item	Condition		Value (Approx.)
INT/A TEMP SEN	Temperature [°C (°F)]	25 (77)	1.9 - 2.1 (V)

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Proceed to EC-194, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000011538747

1.CHECK INTAKE AIR TEMPERATURE (IAT) SENSOR

Check intake air temperature sensor. Refer toEC-194, "Component Inspection".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace mass air flow sensor (with intake air temperature sensor). Refer to EM-25, "Exploded View".

Component Inspection

INFOID:0000000011538748

1.CHECK INTAKE AIR TEMPERATURE SENSOR

1. Turn ignition switch OFF.
2. Disconnect mass air flow sensor harness connector and reconnect it again.
3. Turn ignition switch ON.
4. Select “DATA MONITOR” mode with CONSULT.
5. Check that the indicated value of “INT/A TEMP SEN” is almost the same as intake air temperature.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace mass air flow sensor (with intake air temperature sensor). Refer to EM-25, "Exploded View".

P0112, P0113 IAT SENSOR

DTC Logic

INFOID:0000000011538749

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0112	IAT SEN/CIRCUIT- B1 (Intake air temperature sensor 1 circuit low bank 1)	An excessively low voltage from the intake air temperature sensor is sent to ECM.	• Harness or connectors (Intake air temperature sensor circuit is open or shorted.) • Intake air temperature sensor
P0113	IAT SEN/CIRCUIT- B1 (Intake air temperature sensor 1 circuit high bank 1)	An excessively high voltage from the intake air temperature 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-195, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538750

1.CHECK INTAKE AIR TEMPERATURE SENSOR POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect mass air flow sensor (with intake air temperature sensor) harness connector.
3. Turn ignition switch ON.
4. Check the voltage between mass air flow sensor harness connector and ground.

+		–	Voltage (Approx.)
MAF sensor			
Connector	Terminal		
F31	4	Ground	5.0 V

Is the inspection result normal?

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

2.CHECK INTAKE AIR TEMPERATURE SENSOR POWER SUPPLY CIRCUIT

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.

+		–		Continuity
MAF sensor		ECM		
Connector	Terminal	Connector	Terminal	
F31	4	F24	33	Existed

4. Also check harness for short to ground.

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

3.CHECK INTAKE AIR TEMPERATURE SENSOR GROUND CIRCUIT

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.

+		–		Continuity
MAF sensor		ECM		
Connector	Terminal	Connector	Terminal	
F31	2	F24	34	Existed

4. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4.CHECK INTAKE AIR TEMPERATURE SENSOR

Check the intake air temperature sensor. Refer to EC-196, "Component Inspection (IAT Sensor)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace mass air flow sensor (with intake air temperature sensor). Refer to EM-25, "Exploded View".

Component Inspection (IAT Sensor)

INFOID:0000000011538751

1.CHECK INTAKE AIR TEMPERATURE SENSOR

1. Turn ignition switch OFF.
2. Disconnect mass air flow sensor harness connector and reconnect it again.
3. Turn ignition switch ON.
4. On CONSULT screen, select “ENGINE” >> “DATA MONITOR” >> “INT/A TEMP SEN”.
5. Check that the indicated value of “INT/A TEMP SEN” is almost the same as intake air temperature.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace mass air flow sensor (with intake air temperature sensor). Refer to EM-25, "Exploded View".

P0116 ECT SENSOR

DTC Logic

INFOID:0000000011538752

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0116	ECT SEN/CIRC (Engine coolant temperature sensor 1 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.	• 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-198, "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-198, "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. 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).
2. Turn ignition switch OFF and leave the vehicle for 12 hours.
   CAUTION:
   Never turn ignition switch ON during this procedure.
   NOTE:
   The vehicle must be cooled with the hood open.
3. Start engine and let it idle for 5 minutes or more.
   CAUTION:
   Never turn ignition switch OFF during idling.
4. Check 1st trip DTC.

Is 1st trip DTC detected?

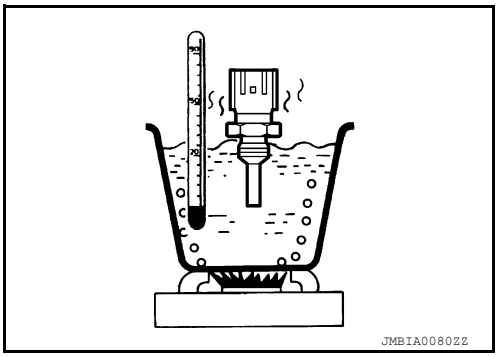
YES >> Proceed to EC-198, "Diagnosis Procedure".
NO >> INSPECTION END

Component Function Check

INFOID:0000000011538753

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-24, "Exploded View".
4. Check resistance between ECT sensor terminals by heating with hot water as shown in the figure.



ECT sensor		Condition		Resistance (kΩ)
+	–			
Terminal				
1	2	Temperature [°C (°F)]	20 (68)	2.37 – 2.63
			50 (122)	0.68 – 1.00
			90 (194)	0.236 – 0.260

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Proceed to EC-198, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000011538754

1.CHECK ENGINE COOLANT TEMPERATURE (ECT) SENSOR

Check ECT sensor. Refer to EC-198, "Component Inspection".

Is the inspection result normal?

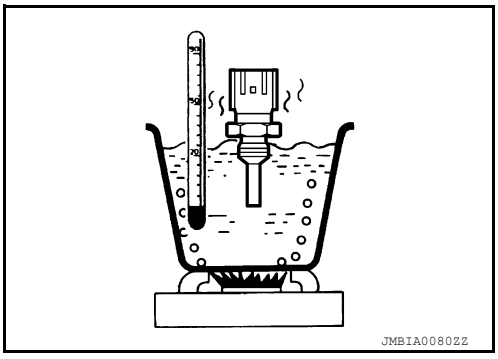
YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace ECT sensor. Refer to CO-24, "Exploded View".

Component Inspection

INFOID:0000000011538755

1.CHECK ENGINE COOLANT TEMPERATURE (ECT) SENSOR

1. Turn ignition switch OFF.
2. Disconnect ECT sensor harness connector.
3. Remove ECT sensor.
4. Check resistance between ECT sensor terminals by heating with hot water as shown in the figure.



ECT sensor		Condition		Resistance (kΩ)
+	–			
Terminal				
1	2	Temperature [°C (°F)]	20 (68)	2.37 - 2.63
			50 (122)	0.68 - 1.00
			90 (194)	0.236 - 0.260

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace engine coolant temperature sensor. Refer to CO-24, "Exploded View".

P0117, P0118 ECT SENSOR

DTC Logic

INFOID:0000000011538756

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0117	ECT SEN/CIRC (Engine coolant temperature sensor 1 circuit low)	An excessively low voltage from the engine coolant temperature sensor is sent to ECM.	• Harness or connectors (Engine coolant temperature sensor circuit is open or shorted.) • Engine coolant temperature sensor
P0118	ECT SEN/CIRC (Engine coolant temperature sensor 1 circuit high)	An excessively high voltage from the engine coolant temperature 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-199, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538757

1.CHECK ENGINE COOLANT TEMPERATURE SENSOR POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect engine coolant temperature (ECT) sensor harness connector.
3. Turn ignition switch ON.
4. Check the voltage between ECT sensor harness connector and ground.

+		–	Voltage (Approx.)
ECT sensor			
Connector	Terminal		
F6	1	Ground	5.0 V

Is the inspection result normal?

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

2.CHECK ENGINE COOLANT TEMPERATURE SENSOR POWER SUPPLY CIRCUIT

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

+		–		Continuity
ECT sensor		ECM		
Connector	Terminal	Connector	Terminal	
F6	1	F24	28	Existed

4. Also check harness for short to ground.

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

3.CHECK ENGINE COOLANT TEMPERATURE SENSOR GROUND CIRCUIT

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

+		–		Continuity
ECT sensor		ECM		
Connector	Terminal	Connector	Terminal	
F6	2	F24	27	Existed

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

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4.CHECK ENGINE COOLANT TEMPERATURE SENSOR

Check the engine coolant temperature sensor. Refer to EC-200, "Component Inspection (ECT Sensor)".

Is the inspection result normal?

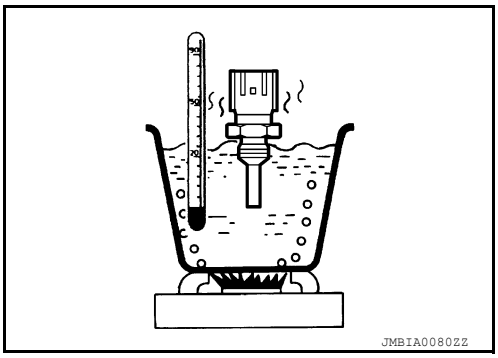
YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace engine coolant temperature sensor. Refer to CO-24, "Exploded View".

Component Inspection (ECT Sensor)

INFOID:0000000011538758

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.



ECT sensor		Condition		Resistance
+	–			
Terminal				
1	2	Temperature [°C (°F)]	20 (68)	2.37 - 2.63 kΩ
			50 (122)	0.68 - 1.00 kΩ
			90 (194)	0.236 - 0.260 kΩ

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace engine coolant temperature sensor. Refer to CO-24, "Exploded View".

P0122, P0123 TP SENSOR

DTC Logic

INFOID:0000000011538759

DTC DETECTION LOGIC

NOTE:
If DTC P0122 or P0123 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643. Refer to EC-354, "DTC Logic".

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0122	TP SEN 2/CIRC-B1 (Throttle/Pedal position sensor/switch “A” circuit low)	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	TP SEN 2/CIRC-B1 (Throttle/Pedal position sensor/switch “A” circuit high)	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 8 V at idle.

>> GO TO 2.

2.PERFORM DTC CONFIRMATION PROCEDURE

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

Is 1st trip DTC detected?

YES >> Proceed to EC-201, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538760

1.CHECK THROTTLE POSITION SENSOR 2 POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect electric throttle control actuator harness connector.
3. Turn ignition switch ON.
4. Check the voltage between electric throttle control actuator harness connector and ground.

+		−	Voltage (Approx.)
Electric throttle control actuator			
Connector	Terminal		
F7	2	Ground	5.0 V

Is the inspection result normal?

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

2.CHECK THROTTLE POSITION SENSOR 2 POWER SUPPLY CIRCUIT

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.

+		–		Continuity
Electric throttle control actuator		ECM		
Connector	Terminal	Connector	Terminal	
F7	2	F25	80	Existed

4. Also check harness for short to power.

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

3.CHECK THROTTLE POSITION SENSOR 2 GROUND CIRCUIT

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.

+		–		Continuity
Electric throttle control actuator		ECM		
Connector	Terminal	Connector	Terminal	
F7	4	F25	78	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4.CHECK THROTTLE POSITION SENSOR 2 INPUT SIGNAL CIRCUIT

1. Check the continuity between electric throttle control actuator harness connector and ECM harness connector.

+		–		Continuity
Electric throttle control actuator		ECM		
Connector	Terminal	Connector	Terminal	
F7	3	F25	77	Existed

2. 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 THROTTLE POSITION SENSOR

Check throttle position sensor. Refer to EC-203, "Component Inspection (TP Sensor)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace electric throttle control actuator. Refer to EM-27, "Removal and Installation".

Component Inspection (TP Sensor)

INFOID:0000000011538761

1.CHECK THROTTLE POSITION SENSOR

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Perform " Throttle Valve Closed Position Learning". Refer to EC-140, "Work Procedure".
4. Turn ignition switch ON.
5. Set selector lever to D (CVT) or 1st (M/T) position.
6. Check the voltage between ECM harness connector terminals as per the following conditions.

ECM			Condition		Voltage
Connector	+	−			
	Terminal				
F25	77	78	Accelerator pedal	Fully released	Less than 4.75 V
				Fully depressed	More than 0.36 V
	79			Fully released	More than 0.36 V
				Fully depressed	Less than 4.75 V

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace electric throttle control actuator. Refer to EM-27, "Removal and Installation".

P0125 ECT SENSOR

DTC Logic

INFOID:0000000011538762

DTC DETECTION LOGIC

NOTE:

- **If DTC P0125 is displayed with P0116, first perform the trouble diagnosis for DTC P0116. Refer to EC-197, "DTC Logic".**
- **If DTC P0125 is displayed with P0117 or P0118, first perform the trouble diagnosis for DTC P0117 or P0118. Refer to EC-199, "DTC Logic".**

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0125	ECT SENSOR (Insufficient coolant temperature for closed loop fuel control)	• Voltage sent to ECM from the sensor is not practical, even when some time has passed after starting the engine. • Engine coolant temperature is insufficient for closed loop fuel control.	• 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 of “ENGINE” using CONSULT.
3. Check that “COOLANT TEMP/S” is above 10°C (50°F).

With GST

Follow the procedure “With CONSULT” above.

Is it above 5°C (41°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.
2. Check 1st tip DTC.

If “COOLANT TEMP/S” indication increases to more than 10°C (50°F) within 65 minutes, stop engine because the test result will be OK.

CAUTION:

Be careful not to overheat engine.

With GST

Follow the procedure “With CONSULT” above.

Is 1st trip DTC detected?

YES >> Proceed to EC-204, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538763

1.CHECK ENGINE COOLANT TEMPERATURE SENSOR

Check the engine coolant temperature sensor. Refer to EC-198, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace engine coolant temperature sensor. Refer to CO-24, "Exploded View".

2. 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?

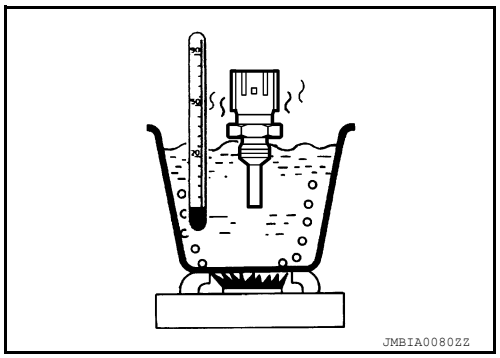
YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Repair or replace thermostat. Refer to CO-21, "Removal and Installation of Thermostat".

Component Inspection

INFOID:0000000011538764

1. CHECK ENGINE COOLANT TEMPERATURE (ECT) SENSOR

1. Turn ignition switch OFF.
2. Disconnect ECT sensor harness connector.
3. Remove ECT sensor.
4. Check resistance between ECT sensor terminals by heating with hot water as shown in the figure.



ECT sensor		Condition		Resistance (kΩ)
+	–			
Terminal				
1	2	Temperature [°C (°F)]	20 (68)	2.37 - 2.63
			50 (122)	0.68 - 1.00
			90 (194)	0.236 - 0.260

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace engine coolant temperature sensor. Refer to CO-24, "Exploded View".

P0127 IAT SENSOR

DTC Logic

INFOID:0000000011538765

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (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.	• Harness or connectors (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 of “ENGINE” using 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 of “ENGINE” using 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-206, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538766

1.CHECK INTAKE AIR TEMPERATURE SENSOR

Check the intake air temperature sensor. Refer to EC-207, "Component Inspection".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace mass air flow sensor (with intake air temperature sensor). Refer to EM-25, "Exploded View".

Component Inspection

INFOID:0000000011538767

1. CHECK INTAKE AIR TEMPERATURE SENSOR

1. Turn ignition switch OFF.
2. Disconnect mass air flow sensor harness connector and reconnect it again.
3. Turn ignition switch ON.
4. Select “DATA MONITOR” mode with CONSULT.
5. Check that the indicated value of “INT/A TEMP SEN” is almost the same as intake air temperature.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace mass air flow sensor (with intake air temperature sensor). Refer to EM-25, "Exploded View".

P0128 THERMOSTAT FUNCTION

DTC Logic

INFOID:0000000011538768

DTC DETECTION LOGIC

NOTE:

If DTC P0128 is displayed with DTC P0300, P0301, P0302, P0303 or P0304, first perform the trouble diagnosis for P0300, P0301, P0302, P0303 or P0304. Refer to EC-270, "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 leak in the seal or the thermostat being stuck open.

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0128	THERMSTAT FNCTN [Coolant thermostat (coolant temperature below thermostat regulating temperature)]	The engine coolant temperature does not reach to specified temperature even though the engine has run long enough.	• 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-1

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

1. Turn ignition 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-2

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:

COOLANT TEMP/S	−10°C – 58°C (14 – 136°F)

Is the condition satisfied?

YES >> GO TO 3.

NO >> 1. Satisfy the condition.
2. GO TO 3.

3.PERFORM DTC CONFIRMATION PROCEDURE-1

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 “COOLANT TEMP/S” and “FUEL T/TMP SE” becomes at least 26°C (47°F).

COOLANT TEMP/S	66°C (151°F) or less
FUEL T/TMP SE	Less than the value calculated by subtracting 26°C (47°F) from “COOLANT TEMP/S”.*

*: Example

COOLANT TEMP/S	FUEL T/TMP SE
70°C (158°F)	44°C (111°F) or less
65°C (149°F)	39°C (102°F) or less
60°C (140°F)	34°C (93°F) or less

- **STEP 2**

Drive the vehicle at 50 km/h (32 MPH) or more with the difference between “COOLANT TEMP/S” and “FUEL T/TMP SE” maintained at 26°C (47°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 “COOLANT 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-2

With CONSULT

1. Drive the vehicle until the following condition is satisfied.

COOLANT TEMP/S	67°C (153°F) or more

CAUTION:
Always drive vehicle at safe speed.

2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-209, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538769

1. CHECK ENGINE COOLANT TEMPERATURE SENSOR

Check the engine coolant temperature sensor. Refer to EC-209, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace engine coolant temperature sensor. Refer to CO-24, "Exploded View".

2. CHECK THERMOSTAT

Check the thermostat. Refer to CO-21, "Removal and Installation of Thermostat".

Is the inspection result normal?

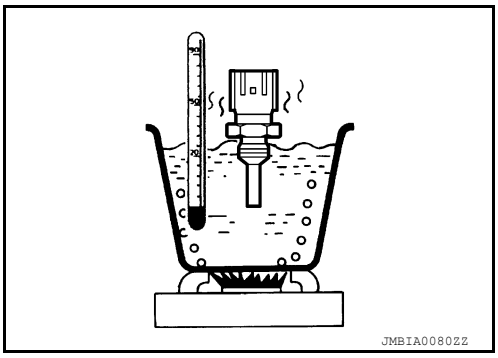
YES >> INSPECTION END
NO >> Replace thermostat.

Component Inspection

INFOID:0000000011538770

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.



Engine coolant temperature sensor		Condition		Resistance (kΩ)
+	–			
Terminal				
1	2	Temperature [°C (°F)]	20 (68)	2.37 - 2.63
			50 (122)	0.68 - 1.00
			90 (194)	0.236 - 0.260

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace engine coolant temperature sensor. Refer to CO-24, "Exploded View".

P0130 A/F SENSOR 1

DTC Logic

INFOID:0000000011538771

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 fluctuates according to fuel feedback control.

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition		Possible cause
P0130	A/F SENSOR1 (B1) (O2 sensor circuit bank 1 sensor 1)	A)	The A/F signal computed by ECM from the A/F sensor 1 signal is constantly in the range other than approx. 2.2 V.	• Harness or connectors (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.	

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

With CONSULT

1. Start engine and warm it up to normal operating temperature.
2. Let it idle for 2 minutes.
3. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-212, "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. Select “A/F SEN1 (B1)” in “DATA MONITOR” mode of “ENGINE” using CONSULT.
2. Check “A/F SEN1 (B1)” indication.

Does the indication fluctuates around 2.2 V?

YES >> GO TO 4.

NO >> Proceed to EC-212, "Diagnosis Procedure".

4.PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION B-1

1. Select “A/F SEN1 (B1) P1276” of “A/F SEN1” in “DTC WORK SUPPORT” mode of “ENGINE” using CONSULT.
2. Touch “START”.
3. When the following conditions are met, “TESTING” will be displayed on the CONSULT screen.

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 (CVT) 5th position (6MT)

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 >> 1. Check A/F sensor 1 function again.
2. GO TO 3.

5.PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION B-2

Release accelerator pedal fully.
NOTE:
Never apply brake during releasing the accelerator pedal.

Which does "TESTING" change to?

COMPLETED>>GO TO 6.
OUT OF CONDITION>>1.Retry DTC CONFIRMATION PROCEDURE.
2. GO TO 4.

6.PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION B-3

Touch "SELF-DIAG RESULT"

Which is displayed on CONSULT screen?

YES >> INSPECTION END
NO >> Proceed to EC-212, "Diagnosis Procedure".

7.PERFORM COMPONENT FUNCTION CHECK FOR MALFUNCTION B

Perform Component Function Check. Refer to EC-212, "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-212, "Diagnosis Procedure".

Component Function Check

INFOID:0000000011538772

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 the D position (CVT) or 5th position (M/T), 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 during releasing the accelerator pedal.
4. Repeat steps 2 to 3 for five times.
5. Stop the vehicle and turn ignition switch OFF.
6. Wait at least 10 seconds and restart engine.
7. Repeat steps 2 to 3 for five times.
8. Stop the vehicle.
9. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-212, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538773

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

1. Turn ignition switch OFF.

2. Disconnect A/F sensor 1 harness connector.
3. Turn ignition switch ON.
4. Check the voltage between A/F sensor 1 harness connector and ground.

+		–	Voltage
A/F sensor 1			
Connector	Terminal		
F12*1 F42*2	4	Ground	Battery voltage

*1: Except California
*2: For California

Is the inspection result normal?

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

2.CHECK AIR FUEL RATIO (A/F) 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.

+		–		Continuity
A/F sensor 1		IPDM E/R		
Connector	Terminal	Connector	Terminal	
F12*1 F42*2	4	E45	26	Existed

*1: Except California
*2: For California

4. Also check harness for short to ground.

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

3.CHECK A/F SENSOR 1 INPUT 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.

+		–		Continuity
A/F sensor 1		ECM		
Connector	Terminal	Connector	Terminal	
F12*1	1	F24	41	Existed
F42*2	2		45	

*1: Except California
*2: For California

4. Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

+		–	Continuity
A/F sensor 1			
Connector	Terminal		
F12*1	1	Ground	Not existed
F42*2	2		

*1: Except California
*2: For California

+		–	Continuity
ECM			
Connector	Terminal		
F24	41	Ground	Not existed
	45		

5. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4.CHECK INTERMITTENT INCIDENT

Check intermittent incident. Refer to GI-40, "Intermittent Incident".

Is the inspection result normal?

YES >> Replace air fuel ratio (A/F) sensor 1. Refer to EM-30, "Exploded View".
NO >> Repair or replace error-detected parts.

P0131 A/F SENSOR 1

DTC Logic

INFOID:0000000011538774

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.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0131	A/F SENSOR1 (B1) (O2 sensor circuit low voltage bank 1 sensor 1)	The A/F signal computed by ECM from the A/F sensor 1 signal is constantly approx. 0 V.	• Harness or connectors (A/F sensor 1 circuit is open or shorted.) • A/F 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 10.5 V 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)” in “DATA MONITOR” mode of “ENGINE” using CONSULT.
3. Check “A/F SEN1 (B1)” indication.

With GST

Follow the procedure “With CONSULT” above.

Is the indication constantly approx. 0 V?

YES >> Proceed to EC-216, "Diagnosis Procedure".
NO >> GO TO 3.

3.PERFORM DTC CONFIRMATION PROCEDURE

With CONSULT

1. Turn ignition switch OFF, wait at least 10 seconds and then restart engine.
2. 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.
3. 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 the cruising.**
- **If this procedure is not completed within 1 minute after restarting engine at step 1, return to step 1.**

4. Check 1st trip DTC.

With GST

Follow the procedure “With CONSULT” above.

Is 1st trip DTC detected?

YES >> Proceed to EC-216, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538775

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

1. Turn ignition switch OFF.
2. Disconnect A/F sensor 1 harness connector.
3. Turn ignition switch ON.
4. Check the voltage between A/F sensor 1 harness connector and ground.

+		–	Voltage
A/F sensor 1			
Connector	Terminal		
F12*1 F42*2	4	Ground	Battery voltage

*1: Except California
*2: For California

Is the inspection result normal?

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

2.CHECK AIR FUEL RATIO (A/F) 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.

+		–		Continuity
A/F sensor 1		IPDM E/R		
Connector	Terminal	Connector	Terminal	
F12*1 F42*2	4	E45	26	Existed

*1: Except California
*2: For California

4. Also check harness for short to ground.

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

3.CHECK A/F SENSOR 1 INPUT 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.

+		–		Continuity
A/F sensor 1		ECM		
Connector	Terminal	Connector	Terminal	
F12*1	1	F24	41	Existed
F42*2	2		45	

*1: Except California

*2: For California

4. Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

+		–	Continuity
A/F sensor 1			
Connector	Terminal		
F12*1	1	Ground	Not existed
F42*2	2		

*1: Except California
*2: For California

+		–	Continuity
ECM			
Connector	Terminal		
F24	41	Ground	Not existed
	45		

5. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4. CHECK INTERMITTENT INCIDENT

Check intermittent incident. Refer to GI-40, "Intermittent Incident".

Is the inspection result normal?

YES >> Replace air fuel ratio (A/F) sensor 1. Refer to EM-30, "Exploded View".
NO >> Repair or replace error-detected parts.

P0132 A/F SENSOR 1

DTC Logic

INFOID:0000000011538776

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.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0132	A/F SENSOR1 (B1) (O2 sensor circuit high voltage bank 1 sensor 1)	The A/F signal computed by ECM from the A/F sensor 1 signal is constantly approx. 5 V.	• Harness or connectors (A/F sensor 1 circuit is open or shorted.) • A/F 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 10.5 V 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)” in “DATA MONITOR” mode of “ENGINE” using CONSULT.
3. Check “A/F SEN1 (B1)” indication.

With GST

Follow the procedure “With CONSULT” above.

Is the indication constantly approx. 5 V?

YES >> Proceed to EC-219, "Diagnosis Procedure".
NO >> GO TO 3.

3.PERFORM DTC CONFIRMATION PROCEDURE

With CONSULT

1. Turn ignition switch OFF, wait at least 10 seconds and then restart engine.
2. 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.
3. 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 the cruising.**
- **If this procedure is not completed within 1 minute after restarting engine at step 1, return to step 1.**

4. Check 1st trip DTC.

With GST

Follow the procedure “With CONSULT” above.

Is 1st trip DTC is detected?

YES >> Proceed to EC-219, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538777

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

1. Turn ignition switch OFF.
2. Disconnect A/F sensor 1 harness connector.
3. Turn ignition switch ON.
4. Check the voltage between A/F sensor 1 harness connector and ground.

+		–	Voltage
A/F sensor 1			
Connector	Terminal		
F12*1 F42*2	4	Ground	Battery voltage

*1: Except California
*2: For California

Is the inspection result normal?

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

2.CHECK AIR FUEL RATIO (A/F) 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.

+		–		Continuity
A/F sensor 1		IPDM E/R		
Connector	Terminal	Connector	Terminal	
F12*1 F42*2	4	E45	26	Existed

*1: Except California
*2: For California

4. Also check harness for short to ground.

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

3.CHECK A/F SENSOR 1 INPUT 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.

+		–		Continuity
A/F sensor 1		ECM		
Connector	Terminal	Connector	Terminal	
F12*1	1	F24	41	Existed
F42*2	2		45	

*1: Except California

*2: For California

4. Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

+		–	Continuity
A/F sensor 1			
Connector	Terminal		
F12*1	1	Ground	Not existed
F42*2	2		

*1: Except California
*2: For California

+		–	Continuity
ECM			
Connector	Terminal		
F24	41	Ground	Not existed
	45		

5. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4. CHECK INTERMITTENT INCIDENT

Check intermittent incident. Refer to GI-40, "Intermittent Incident".

Is the inspection result normal?

YES >> Replace air fuel ratio (A/F) sensor 1. Refer to EM-30, "Exploded View".
NO >> Repair or replace error-detected parts.

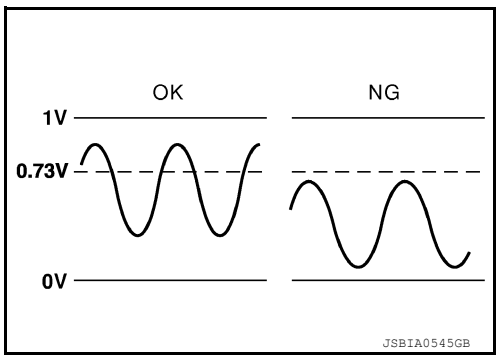
P0137 HO2S2

DTC Logic

INFOID:0000000011538778

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 the various driving condition such as fuel-cut.



DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0137	HO2S2 (B1) (O2 sensor circuit low voltage bank 1 sensor 2)	The maximum voltage from the heated oxygen sensor 2 is not reached to the specified voltage.	• Harness or connectors (Heated oxygen sensor 2 circuit is open or shorted) • Heated oxygen sensor 2 • Fuel pressure • Fuel injector • Intake air leaks

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 of "ENGINE" using CONSULT.
2. Start engine and warm it up to 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. Make sure that "COOLANT TEMP/S" indicates more than 70°C (158°F).
   If not, warm up engine and go to next step when "COOLANT TEMP/S" indication reaches 70°C (158°F).
7. Open engine hood.
8. Select "HO2S2 (B1) P1147" of "HO2S2" in "DTC WORK SUPPORT" mode of "ENGINE" using CONSULT.

9. Follow the instruction of CONSULT.
NOTE:
It will take at most 10 minutes until “COMPLETED” is displayed.
10. Touch “SELF-DIAG RESULT”.

Which is displayed on CONSULT screen?

OK >> INSPECTION END
NG >> Proceed to EC-223, "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-222, "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-223, "Diagnosis Procedure".

Component Function Check

INFOID:0000000011538779

1.PERFORM COMPONENT FUNCTION CHECK-1

Without CONSULT
1. Start engine and warm it up to 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 and ground as per the following condition.

ECM			Condition	Voltage
Connector	+	–		
	Terminal			
F24	22	23	Revving up to 4,000 rpm under no load at least 10 times	The voltage should be above 0.72 V at least once during this procedure.

Is the inspection result normal?

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

2.PERFORM COMPONENT FUNCTION CHECK-2

Check the voltage between ECM harness connector and ground as per the following condition.

ECM			Condition	Voltage
Connector	+	–		
	Terminal			
F24	22	23	Keeping engine speed at idle for 10 minutes	The voltage should be above 0.72 V at least once during this procedure.

Is the inspection result normal?

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

3.PERFORM COMPONENT FUNCTION CHECK-3

Check the voltage between ECM harness connector and ground as per the following condition.

ECM			Condition	Voltage
Connector	+	–		
	Terminal			
F24	22	23	Coasting from 80 km/h (50 MPH) in D position (CVT), 5th gear position (6MT)	The voltage should be above 0.72 V at least once during this procedure.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Proceed to EC-223, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000011538780

1. CLEAR THE MIXTURE RATIO SELF-LEARNING VALUE

1. Clear the mixture ratio self-learning value. Refer to EC-143, "Work Procedure".
2. Run engine for at least 10 minutes at idle speed.

Is the 1st trip DTC P0171 detected? Is it difficult to start engine?

YES >> Perform trouble diagnosis for DTC P0171. Refer to EC-247, "DTC Logic".
NO >> GO TO 2.

2. CHECK HO2S2 GROUND CIRCUIT

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.

+		–		Continuity
HO2S2		ECM		
Connector	Terminal	Connector	Terminal	
F43	1	F24	23	Existed

5. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace error-detected parts.

3. CHECK HO2S2 INPUT SIGNAL CIRCUIT

1. Check the continuity between HO2S2 harness connector and ECM harness connector.

+		–		Continuity
HO2S2		ECM		
Connector	Terminal	Connector	Terminal	
F43	2	F24	22	Existed

2. Check the continuity between HO2S2 harness connector and ground, or ECM harness connector and ground.

+		–	Continuity
HO2S2			
Connector	Terminal		
F43	2	Ground	Not existed

+		–	Continuity
ECM			
Connector	Terminal		
F24	22	Ground	Not existed

3. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4.CHECK HEATED OXYGEN SENSOR 2

Check the heated oxygen sensor 2. Refer to EC-224, "Component Inspection (HO2S2)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace heated oxygen sensor 2. Refer to EX-5, "Exploded View".

Component Inspection (HO2S2)

INFOID:0000000011538781

1.INSPECTION START

Do you have CONSULT?

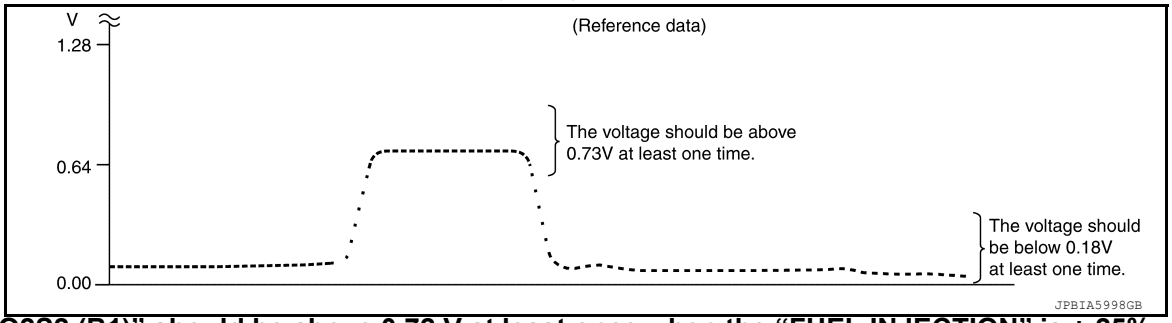
Do you have CONSULT?

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 of “ENGINE” using CONSULT.
2. Start engine and warm it up to 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 of “ENGINE” using CONSULT, and select “HO2S2 (B1)” as the monitor item with CONSULT.
7. Check “HO2S2 (B1)” at idle speed when adjusting “FUEL INJECTION” to ± 25%.



“HO2S2 (B1)” should be above 0.72 V at least once when the “FUEL INJECTION” is + 25%.
“HO2S2 (B1)” should be below 0.18 V at least once when the “FUEL INJECTION” is – 25%.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace heated oxygen sensor 2. Refer to EX-5, "Exploded View".

3.CHECK HEATED OXYGEN SENSOR 2-1

Without CONSULT

1. Start engine and warm it up to 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 and ground as per the following condition.

ECM			Condition	Voltage
Connector	+	–		
	Terminal			
F24	22	23	Revving up to 4,000 rpm under no load at least 10 times	The voltage should be above 0.72 V at least once during this procedure. The voltage should be below 0.18 V at least once during this procedure.

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 4.

4. CHECK HEATED OXYGEN SENSOR 2-2

Check the voltage between ECM harness connector and ground as per the following condition.

ECM			Condition	Voltage
Connector	+	–		
	Terminal			
F24	22	23	Keeping engine speed at idle for 10 minutes	The voltage should be above 0.72 V at least once during this procedure. The voltage should be below 0.18 V at least once during this procedure.

Is the inspection result normal?

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

5. CHECK HEATED OXYGEN SENSOR 2-3

Check the voltage between ECM harness connector and ground as per the following condition.

ECM			Condition	Voltage
Connector	+	–		
	Terminal			
F24	22	23	Coasting from 80 km/h (50 MPH) in D position (CVT), 5th position (6MT)	The voltage should be above 0.72 V at least once during this procedure. The voltage should be below 0.18 V at least once during this procedure.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace heated oxygen sensor 2. Refer to EX-5, "Exploded View".

P0138 HO2S2

DTC Logic

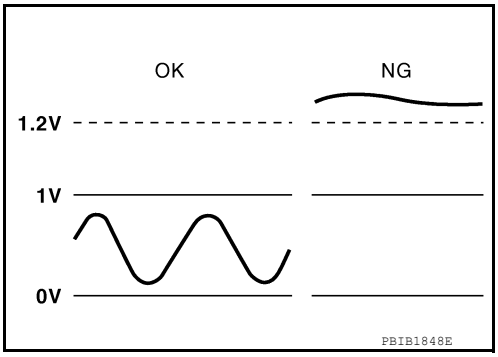
INFOID:0000000011538782

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.

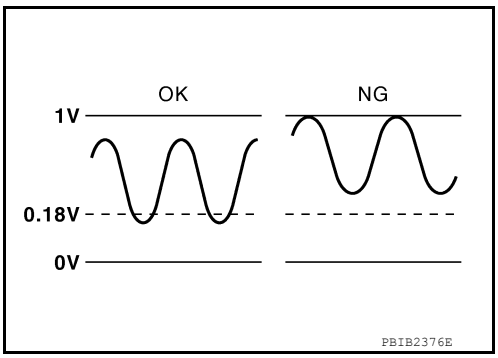
MALFUNCTION A

To judge the malfunctions of heated oxygen sensor 2, ECM monitors whether the voltage is unusually high during the various driving condition 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 the various driving condition such as fuel-cut.



DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition		Possible cause
P0138	HO2S2 (B1) (O2 sensor circuit high voltage bank 1 sensor 2)	A)	An excessively high voltage from the sensor is sent to ECM.	• 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.	• 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 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 2 minutes.
5. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-228, "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. Turn ignition switch ON and select "DATA MONITOR" mode of "ENGINE" using CONSULT.
2. Start engine and warm it up to 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. Make sure that "COOLANT TEMP/S" indication is more than 70°C (158°F).
   If not, warm up engine and go to next step when "COOLANT TEMP/S" indication reaches 70°C (158°F).
7. Open engine hood.
8. Select "HO2S2 (B1) P1146" of "HO2S2" in "DTC WORK SUPPORT" mode of "ENGINE" using CONSULT.
9. Follow the instruction of CONSULT.
   NOTE:
   It will take at most 10 minutes until "COMPLETED" is displayed.
10. Touch "SELF-DIAG RESULT".

Which is displayed on CONSULT

OK >> INSPECTION END
NG >> Proceed to EC-228, "Diagnosis Procedure".
CAN 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-227, "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-228, "Diagnosis Procedure".

Component Function Check

INFOID:0000000011538783

1.PERFORM COMPONENT FUNCTION CHECK-1

Without CONSULT
1. Start engine and warm it up to 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 and ground as per the following condition.

ECM			Condition	Voltage
Connector	+	–		
	Terminal			
F24	22	23	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.

Is the inspection result normal?

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

2.PERFORM COMPONENT FUNCTION CHECK-2

Check the voltage between ECM harness connector and ground as per the following condition.

ECM			Condition	Voltage
Connector	+	–		
	Terminal			
F24	22	23	Keeping engine speed at idle for 10 minutes	The voltage should be below 0.18 V at least once during this procedure.

Is the inspection result normal?

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

3.PERFORM COMPONENT FUNCTION CHECK-3

Check the voltage between ECM harness connector and ground as per the following condition.

ECM			Condition	Voltage
Connector	+	–		
	Terminal			
F24	22	23	Coasting from 80 km/h (50 MPH) in D position (CVT), 5th gear position (6MT)	The voltage should be below 0.18 V at least once during this procedure.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Proceed to EC-228, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000011538784

1.INSPECTION START

Confirm the detected malfunction (A or B). Refer to EC-226, "DTC Logic".

Which malfunction is detected?

A >> GO TO 2.
B >> GO TO 6.

2.CHECK HO2S2 CONNECTOR FOR WATER

1. Turn ignition switch OFF.
2. Disconnect heated oxygen sensor 2 harness connector.
3. Check connectors for water.

Water should not exist.

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace error-detected parts.

3.CHECK HO2S2 GROUND CIRCUIT

1. Disconnect ECM harness connector.

2. Check the continuity between HO2S2 harness connector and ECM harness connector.

+		–		Continuity
HO2S2		ECM		
Connector	Terminal	Connector	Terminal	
F43	1	F24	23	Existed

3. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4. CHECK HO2S2 INPUT SIGNAL CIRCUIT

1. Check the continuity between HO2S2 harness connector and ECM harness connector.

+		–		Continuity
HO2S2		ECM		
Connector	Terminal	Connector	Terminal	
F43	2	F24	22	Existed

2. Check the continuity between HO2S2 harness connector and ground, or ECM harness connector and ground.

+		–	Continuity
HO2S2			
Connector	Terminal		
F43	2	Ground	Not existed

+		–	Continuity
ECM			
Connector	Terminal		
F24	22	Ground	Not existed

3. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair or replace error-detected parts.

5. CHECK HEATED OXYGEN SENSOR 2

Check the heated oxygen sensor 2. Refer to EC-230, "Component Inspection (HO2S2)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace heated oxygen sensor 2. Refer to EX-5, "Exploded View".

6. CLEAR THE MIXTURE RATIO SELF-LEARNING VALUE

1. Clear the mixture ratio self-learning value. Refer to EC-143, "Work Procedure".
2. Run engine for at least 10 minutes at idle speed.

Is the 1st trip DTC P0172 detected? Is it difficult to start engine?

YES >> Perform trouble diagnosis for DTC P0172. Refer to EC-251, "DTC Logic".
NO >> GO TO 7.

7. CHECK HO2S2 GROUND CIRCUIT

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.

+		–		Continuity
HO2S2		ECM		
Connector	Terminal	Connector	Terminal	
F43	1	F24	23	Existed

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

Is the inspection result normal?

YES >> GO TO 8.
NO >> Repair or replace error-detected parts.

8.CHECK HO2S2 INPUT SIGNAL CIRCUIT

1. Check the continuity between HO2S2 harness connector and ECM harness connector.

+		–		Continuity
HO2S2		ECM		
Connector	Terminal	Connector	Terminal	
F43	2	F24	22	Existed

2. Check the continuity between HO2S2 harness connector and ground, or ECM harness connector and ground.

+		–	Continuity
HO2S2			
Connector	Terminal		
F43	2	Ground	Not existed

+		–	Continuity
ECM			
Connector	Terminal		
F24	22	Ground	Not 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 ground or short to power in harness or connectors.

9.CHECK HEATED OXYGEN SENSOR 2

Check the heated oxygen sensor 2. Refer to EC-230, "Component Inspection (HO2S2)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace heated oxygen sensor 2. Refer to EX-5, "Exploded View".

Component Inspection (HO2S2)

INFOID:0000000011538785

1.INSPECTION START

Do you have CONSULT?

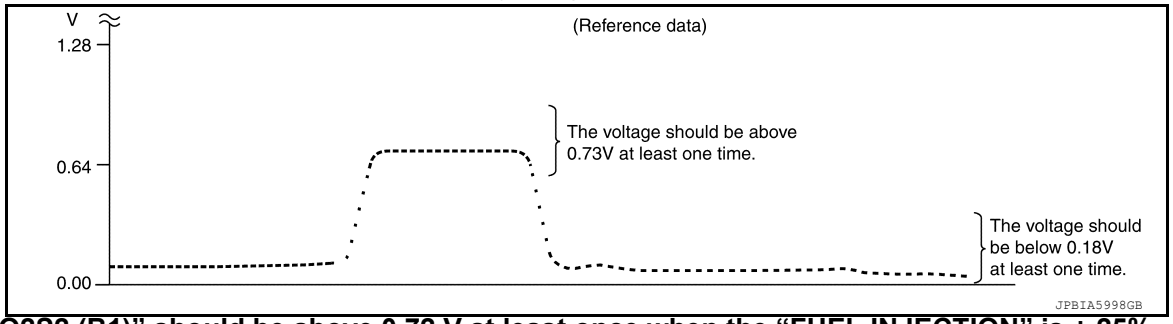
Do you have CONSULT?

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 of “ENGINE” using CONSULT.
2. Start engine and warm it up to 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 of “ENGINE” using CONSULT, and select “HO2S2 (B1)” as the monitor item with CONSULT.
7. Check “HO2S2 (B1)” at idle speed when adjusting “FUEL INJECTION” to ± 25%.



“HO2S2 (B1)” should be above 0.72 V at least once when the “FUEL INJECTION” is + 25%.
“HO2S2 (B1)” should be below 0.18 V at least once when the “FUEL INJECTION” is − 25%.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace heated oxygen sensor 2. Refer to EX-5, "Exploded View".

3. CHECK HEATED OXYGEN SENSOR 2-1

Without CONSULT

1. Start engine and warm it up to 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 and ground as per the following condition.

ECM			Condition	Voltage
Connector	+	−		
	Terminal			
F24	22	23	Revving up to 4,000 rpm under no load at least 10 times	The voltage should be above 0.72 V at least once during this procedure. The voltage should be below 0.18 V at least once during this procedure.

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 4.

4. CHECK HEATED OXYGEN SENSOR 2-2

Check the voltage between ECM harness connector and ground as per the following condition.

ECM			Condition	Voltage
Connector	+	−		
	Terminal			
F24	22	23	Keeping engine speed at idle for 10 minutes	The voltage should be above 0.72 V at least once during this procedure. The voltage should be below 0.18 V at least once during this procedure.

Is the inspection result normal?

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

5. CHECK HEATED OXYGEN SENSOR 2-3

Check the voltage between ECM harness connector and ground as per the following condition.

ECM			Condition	Voltage
Connector	+	–		
	Terminal			
F24	22	23	Coasting from 80 km/h (50 MPH) in D position (CVT), 5th position (6MT)	The voltage should be above 0.72 V at least once during this procedure. The voltage should be below 0.18 V at least once during this procedure.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace heated oxygen sensor 2. Refer to EX-5, "Exploded View".

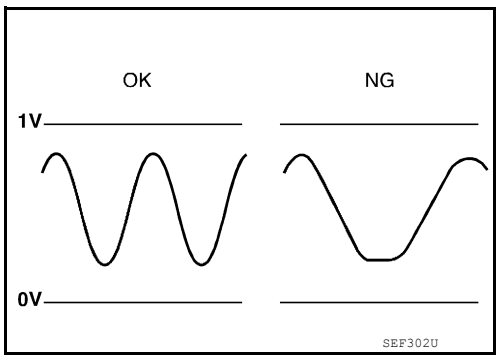
P0139 HO2S2

DTC Logic

INFOID:0000000011538786

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.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0139	HO2S2 (B1) (O2 sensor circuit slow response bank 1 sensor 2)	The switching time between rich and lean of a heated oxygen sensor 2 signal delays more than the specified time computed by ECM.	• Harness or connectors (The sensor circuit is open or shorted) • Heated oxygen sensor 2 • Fuel system • Intake air system

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. 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 of "ENGINE" using CONSULT.
8. Make sure that "COOLANT TEMP/S" indicates more than 70°C (158°F).
   If not, warm up engine and go to next step when "COOLANT TEMP/S" indication reaches to 70°C (158°F).
9. Open engine hood.

10. Select “HO2S2 (B1) P0139” in “DTC WORK SUPPORT” mode of “ENGINE” using CONSULT.
11. 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 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” detected?

YES >> Proceed to EC-235, "Diagnosis Procedure".
NO >> INSPECTION END

6.PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to EC-234, "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-235, "Diagnosis Procedure".

Component Function Check

INFOID:0000000011538787

1.PERFORM COMPONENT FUNCTION CHECK-1

Without CONSULT
1. Start engine and warm it up to 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 and ground as per the following condition.

ECM			Condition	Voltage
Connector	+	–		
	Terminal			
F24	22	23	Revving up to 4,000 rpm under no load at least 10 times	The voltage should be above 0.96 V at least once during this procedure.

Is the inspection result normal?

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

2.PERFORM COMPONENT FUNCTION CHECK-2

Check the voltage between ECM harness connector and ground as per the following condition.

ECM			Condition	Voltage
Connector	+	–		
	Terminal			
F24	22	23	Keeping engine speed at idle for 10 minutes	The voltage should be above 0.96 V at least once during this procedure.

Is the inspection result normal?

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

3.PERFORM COMPONENT FUNCTION CHECK-3

Check the voltage between ECM harness connector and ground as per the following condition.

ECM			Condition	Voltage
Connector	+	–		
	Terminal			
F24	22	23	Coasting from 80 km/h (50 MPH) in D position (CVT), 5th gear position (6MT)	The voltage should be above 0.96 V at least once during this procedure.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Proceed to EC-235, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000011538788

1.CLEAR THE MIXTURE RATIO SELF-LEARNING VALUE

1. Clear the mixture ratio self-learning value. Refer to EC-143, "Work Procedure".
2. Run engine for at least 10 minutes at idle speed.

Is the 1st trip DTC P0171 or P0172 detected? Is it difficult to start engine?

YES >> • Perform trouble diagnosis for DTC P0171. Refer to EC-247, "DTC Logic".
• Perform trouble diagnosis for DTC P0172. Refer to EC-251, "DTC Logic".
NO >> GO TO 2.

2.CHECK HO2S2 GROUND CIRCUIT

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.

+		–		Continuity
HO2S2		ECM		
Connector	Terminal	Connector	Terminal	
F43	1	F24	23	Existed

5. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace error-detected parts.

3.CHECK HO2S2 INPUT SIGNAL CIRCUIT

1. Check the continuity between HO2S2 harness connector and ECM harness connector.

+		–		Continuity
HO2S2		ECM		
Connector	Terminal	Connector	Terminal	
F43	2	F24	22	Existed

2. Check the continuity between HO2S2 harness connector and ground, or ECM harness connector and ground.

+		–	Continuity
HO2S2			
Connector	Terminal		
F43	2	Ground	Not existed

+		–	Continuity
ECM			
Connector	Terminal		
F24	22	Ground	Not existed

3. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4.CHECK HEATED OXYGEN SENSOR 2

Check the heated oxygen sensor 2. Refer to EC-236, "Component Inspection (HO2S2)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace heated oxygen sensor 2. Refer to EX-5, "Exploded View".

Component Inspection (HO2S2)

INFOID:0000000011538789

1.INSPECTION START

Do you have CONSULT?

Do you have CONSULT?

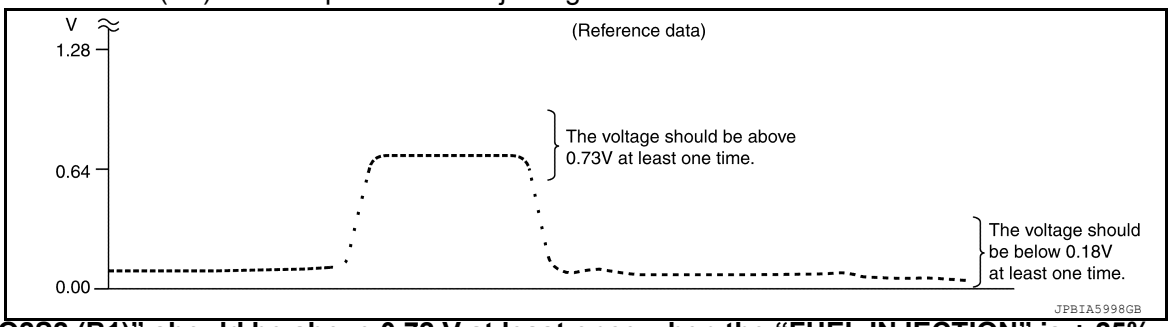
YES >> GO TO 2.
NO >> GO TO 3.

2.CHECK HEATED OXYGEN SENSOR 2

With CONSULT

1. Turn ignition switch ON and select “DATA MONITOR” mode of “ENGINE” using CONSULT.
2. Start engine and warm it up to 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 of “ENGINE” using CONSULT, and select “HO2S2 (B1)” as the monitor item with CONSULT.

7. Check “HO2S2 (B1)” at idle speed when adjusting “FUEL INJECTION” to ± 25%.



“HO2S2 (B1)” should be above 0.72 V at least once when the “FUEL INJECTION” is + 25%.
“HO2S2 (B1)” should be below 0.18 V at least once when the “FUEL INJECTION” is − 25%.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace heated oxygen sensor 2. Refer to EX-5, "Exploded View".

3. CHECK HEATED OXYGEN SENSOR 2-1

Without CONSULT

1. Start engine and warm it up to 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 and ground as per the following condition.

ECM			Condition	Voltage
Connector	+	−		
	Terminal			
F24	22	23	Revving up to 4,000 rpm under no load at least 10 times	The voltage should be above 0.72 V at least once during this procedure. The voltage should be below 0.18 V at least once during this procedure.

Is the inspection result normal?

YES >> INSPECTION END
NO >> GO TO 4.

4. CHECK HEATED OXYGEN SENSOR 2-2

Check the voltage between ECM harness connector and ground as per the following condition.

ECM			Condition	Voltage
Connector	+	−		
	Terminal			
F24	22	23	Keeping engine speed at idle for 10 minutes	The voltage should be above 0.72 V at least once during this procedure. The voltage should be below 0.18 V at least once during this procedure.

Is the inspection result normal?

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

5. CHECK HEATED OXYGEN SENSOR 2-3

Check the voltage between ECM harness connector and ground as per the following condition.

ECM			Condition	Voltage
Connector	+	–		
	Terminal			
F24	22	23	Coasting from 80 km/h (50 MPH) in D position (CVT), 5th position (6MT)	The voltage should be above 0.72 V at least once during this procedure. The voltage should be below 0.18 V at least once during this procedure.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace heated oxygen sensor 2. Refer to EX-5, "Exploded View".

P014C, P014D, P015A, P015B A/F SENSOR 1

DTC Logic

INFOID:0000000011538790

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.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P014C	A/F SENSOR1 (B1) (O2 sensor slow response - rich to lean bank 1 sensor 1)	The response time of a A/F sensor 1 signal delays more than the specified time computed by ECM.	• Harness or connectors (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
P014D	A/F SENSOR1 (B1) (O2 sensor slow response - lean to rich bank 1 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 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. 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. Increase the engine speed up to about 3,600 rpm and keep it for 10 seconds.
8. Fully release accelerator pedal and then let engine idle for about 1 minute.
9. On CONSULT screen, select “ENGINE” >> “DATA MONITOR” >> “A/F SEN1 DIAG3 (B1)”.
10. Check that the data monitor indicates “PRSNT”.

NOTE:

If “PRSNT” changed to “ABSNT”, refer to EC-212, "Component Function Check".

Is “PRSNT” 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 “PRSNT” displayed on CONSULT screen?

YES >> GO TO 4.
NO >> Proceed to EC-212, "Component Function Check".

4.PERFORM DTC CONFIRMATION PROCEDURE-3

With CONSULT

1. Wait for about 20 seconds at idle.
2. On CONSULT screen, select “ENGINE” >> “DATA MONITOR” >> “A/F SEN1 DIAG2 (B1)”.
3. Check that the data monitor indicates “CMPLT”.

NOTE:
If “CMPLT” changed to “INCMP”, refer to EC-212, "Component Function Check".

Is “CMPLT” displayed on CONSULT screen?

YES >> GO TO 5.
NO >> Refer to EC-212, "Component Function Check".

5.PERFORM SELF-DIAGNOSIS

With CONSULT

Check the “SELF-DIAG RESULT”.

Is any DTC detected?

YES >> Proceed to EC-241, "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 ±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 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 >> Proceed to EC-241, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538791

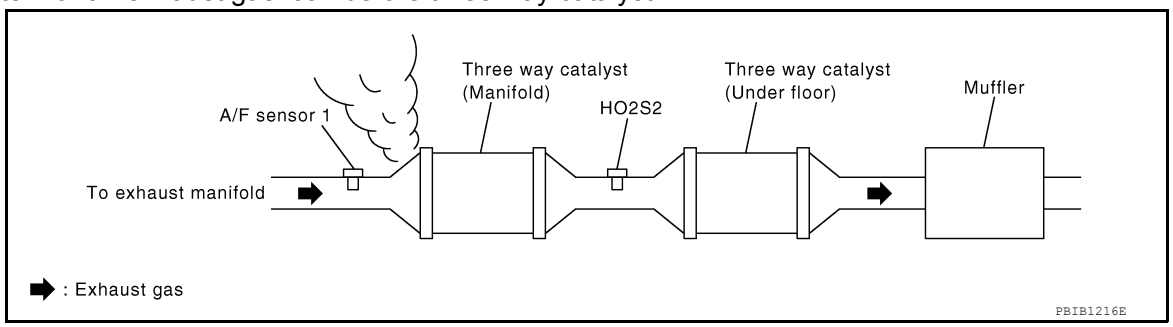
1.RETIGHTEN A/F SENSOR 1

Loosen and retighten the A/F sensor 1. Refer to EM-30, "Exploded View".

>> GO TO 2.

2.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 error-detected parts.
NO >> GO TO 3.

3.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 error-detected parts.
NO >> GO TO 4.

4.CLEAR THE MIXTURE RATIO SELF-LEARNING VALUE

1. Clear the mixture ratio self-learning value. Refer to EC-143, "Work Procedure".
2. Run engine for at least 10 minutes at idle speed.

Is the 1st trip DTC P0171 or P0172 detected? Is it difficult to start engine?

YES >> • Perform trouble diagnosis for DTC P0171. Refer to EC-247, "DTC Logic".
• Perform trouble diagnosis for DTC P0172. Refer to EC-251, "DTC Logic".
NO >> GO TO 5.

5.CHECK AIR FUEL RATIO (A/F) SENSOR 1 POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect A/F sensor 1 harness connector.
3. Turn ignition switch ON.
4. Check the voltage between A/F sensor 1 harness connector and ground.

+		–	Voltage
A/F sensor 1			
Connector	Terminal		
F12*1 F42*2	4	Ground	Battery voltage

*1: Except California
*2: For California

Is the inspection result normal?

YES >> GO TO 6.
NO >> GO TO 11.

6.CHECK A/F SENSOR 1 INPUT 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.

+		-		Continuity
A/F sensor 1		ECM		
Connector	Terminal	Connector	Terminal	
F12*1	1	F24	41	Existed
F42*2	2		45	

*1: Except California
*2: For California

4. Check the continuity between A/F sensor 1 harness connector and ground or ECM harness connector and ground.

+		–	Continuity
A/F sensor 1			
Connector	Terminal		
F12*1	1	Ground	Not existed
F42*2	2		

*1: Except California
*2: For California

+		–	Continuity
ECM			
Connector	Terminal		
F24	41	Ground	Not existed
	45		

5. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 7.
NO >> Repair or replace error-detected parts.

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

Check the air fuel ratio (A/F) sensor 1 heater. Refer to EC-243, "Component Inspection (A/F Sensor 1 Heater)".

Is the inspection result normal?

YES >> GO TO 8.
NO >> Replace air fuel ratio (A/F) sensor 1. Refer to EM-30, "Exploded View".

8.CHECK MASS AIR FLOW SENSOR

Check the mass air flow sensor. Refer to EC-243, "Component Inspection (MAF Sensor)".

Is the inspection result normal?

YES >> GO TO 9.
NO >> Replace mass air flow sensor. Refer to EM-25, "Exploded View".

9.CHECK PCV VALVE

Check the PCV valve. Refer to EC-487, "Inspection".

Is the inspection result normal?

YES >> GO TO 10.

NO >> Repair or replace PCV valve. Refer to EC-15, "ENGINE CONTROL SYSTEM : Component Parts Location".

10. CHECK INTERMITTENT INCIDENT

Check intermittent incident. Refer to GI-40, "Intermittent Incident".

Is the inspection result normal?

YES >> Replace air fuel ratio (A/F) sensor 1. Refer to EM-30, "Exploded View".
NO >> Repair or replace error-detected parts.

11. CHECK AIR FUEL RATIO (A/F) 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.

+		–		Continuity
A/F sensor 1		IPDM E/R		
Connector	Terminal	Connector	Terminal	
F12*1 F42*2	4	E45	26	Existed

*1: Except California
*2: For California

4. Also check harness for short to ground.

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

Component Inspection (A/F Sensor 1 Heater)

INFOID:0000000011538792

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 per the following.

+	–	Resistance
A/F sensor 1		
Terminal		
3	4	1.8 - 2.44 Ω [at 20°C (68°F)]
	1	∞ Ω (Continuity should not exist)
	2	
4	1	
	2	

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace air fuel ratio (A/F) sensor 1. Refer to EM-30, "Exploded View".

Component Inspection (MAF Sensor)

INFOID:0000000011538793

1. CHECK MASS AIR FLOW SENSOR-1

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 of “ENGINE”.

5. Select “MAS A/F SE-B1” and check indication.

Monitor item	Condition	Value
MAS A/F SE-B1	Ignition switch ON (Engine stopped.)	Approx. 1.3 V
	Idle (Engine is warmed-up to normal operating temperature.)	1.3 - 1.6 V
	2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.8 - 2.2 V
	Idle to about 4,000 rpm	1.3 - 1.6 V to Approx. 2.5 V*

*: 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 and ground.

ECM			Condition	Voltage
Connector	+	–		
	Terminal			
F24	35	34	Ignition switch ON (Engine stopped.)	Approx. 1.3 V
			Idle (Engine is warmed-up to normal operating temperature.)	1.3 - 1.6 V
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.8 - 2.2 V
			Idle to about 4,000 rpm	1.3 - 1.6 V to Approx. 2.5 V*

*: 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-2

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 of “ENGINE”.
4. Select “MAS A/F SE-B1” and check indication.

Monitor item	Condition	Value
MAS A/F SE-B1	Ignition switch ON (Engine stopped.)	Approx. 1.3 V
	Idle (Engine is warmed-up to normal operating temperature.)	1.3 - 1.6 V
	2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.8 - 2.2 V
	Idle to about 4,000 rpm	1.3 - 1.6 V to Approx. 2.5 V*

*: 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 and ground.

ECM			Condition	Voltage
Connector	+	–		
	Terminal			
F24	35	34	Ignition switch ON (Engine stopped.)	Approx. 1.3 V
			Idle (Engine is warmed-up to normal operating temperature.)	1.3 - 1.6 V
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.8 - 2.2 V
			Idle to about 4,000 rpm	1.3 - 1.6 V to Approx. 2.5 V*

*: 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-3

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 of “ENGINE”.
5. Select “MAS A/F SE-B1” and check indication.

Monitor item	Condition	Value
MAS A/F SE-B1	Ignition switch ON (Engine stopped.)	Approx. 1.3 V
	Idle (Engine is warmed-up to normal operating temperature.)	1.3 - 1.6 V
	2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.8 - 2.2 V
	Idle to about 4,000 rpm	1.3 - 1.6 V to Approx. 2.5 V*

*: 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 and ground.

ECM			Condition	Voltage
Connector	+	–		
	Terminal			
F24	35	34	Ignition switch ON (Engine stopped.)	Approx. 1.3 V
			Idle (Engine is warmed-up to normal operating temperature.)	1.3 - 1.6 V
			2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.8 - 2.2 V
			Idle to about 4,000 rpm	1.3 - 1.6 V to Approx. 2.5 V*

*: 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 mass air flow sensor. Refer to EM-25, "Exploded View".

P0171 FUEL INJECTION SYSTEM FUNCTION

DTC Logic

INFOID:0000000011538794

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 the A/F sensors 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 lights up 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.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0171	FUEL SYS-LEAN-B1 (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

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

1. Clear the mixture ratio self-learning value. Refer to EC-143, "Work Procedure".
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-248, "Diagnosis Procedure".
NO >> Check exhaust and intake air leak visually.

4.PERFORM DTC CONFIRMATION PROCEDURE-2

1. Start engine and let it idle for at least 5 minutes.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-248, "Diagnosis Procedure".
NO >> GO TO 5.

5.PERFORM DTC CONFIRMATION PROCEDURE-3

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?

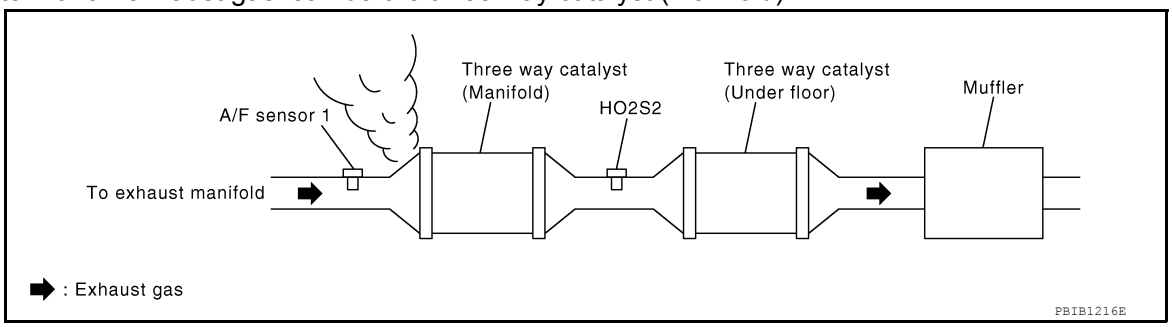
YES >> Proceed to EC-248, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538795

1.CHECK EXHAUST GAS LEAK

1. Start engine and run it at idle.
2. Listen for an exhaust gas leak before three way catalyst (manifold).



Is exhaust gas leak detected?

YES >> Repair or replace error-detected parts.
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.

Intake air leak detected?

YES >> Repair or replace error-detected parts.
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.

+		–		Continuity
A/F sensor 1		ECM		
Connector	Terminal	Connector	Terminal	
F12*1	1	F24	41	Existed
F42*2	2		45	

*1: Except California

*2: For California

5. Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

+		–	Continuity
A/F sensor 1			
Connector	Terminal		
F12*1	1	Ground	Not existed
F42*2	2		

*1: Except California
*2: For California

+		–	Continuity
ECM			
Connector	Terminal		
F24	41	Ground	Not existed
	45		

6. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4. CHECK FUEL PRESSURE

Check fuel pressure. Refer to EC-144, "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. Refer to EM-40, "Exploded View".

Is the inspection result normal?

YES >> Replace “fuel filter and fuel pump assembly”. Refer to FL-6, "Removal and Installation".
NO >> Repair or replace error-detected parts.

6. CHECK MASS AIR FLOW SENSOR

With CONSULT
1. Install all removed parts.
2. Check “MASS AIR FLOW” in “DATA MONITOR” mode of “ENGINE” using CONSULT.
3. For specification, refer to EC-489, "Mass Air Flow Sensor".

With GST
1. Install all removed parts.
2. Check mass air flow sensor signal in Service $01 with GST.
3. For specification, refer to EC-489, "Mass Air Flow Sensor".

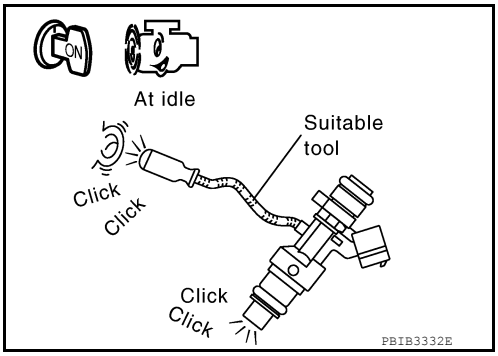
Is the measurement value within the specification?

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-187, "DTC Logic".

7. CHECK FUNCTION OF FUEL INJECTOR

With CONSULT
1. Start engine.
2. Perform “POWER BALANCE” in “ACTIVE TEST” mode of “ENGINE” using CONSULT.
3. Make sure that each circuit produces a momentary engine speed drop.

Without CONSULT
1. Let engine idle.
2. Listen to each fuel injector operating sound.



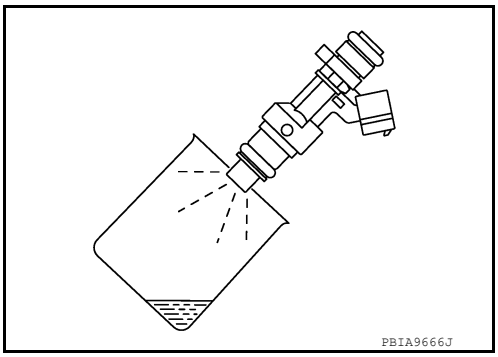
Clicking noise should be heard.

Is the inspection result normal?

YES >> GO TO 8.
NO >> Perform trouble diagnosis for “FUEL INJECTOR”. Refer to EC-453, "Component Function Check".

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-40, "Removal and Installation".
   Keep fuel hose and all fuel injectors connected to fuel tube.
5. Disconnect all ignition coil harness connectors.
6. Prepare pans or saucers under each fuel injector.
7. Crank engine for about 3 seconds.



Fuel should be sprayed evenly for each fuel injector.

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace fuel injectors from which fuel does not spray out. Always replace O-ring with new ones. Refer to EM-40, "Removal and Installation".

P0172 FUEL INJECTION SYSTEM FUNCTION

DTC Logic

INFOID:0000000011538796

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 the A/F sensors 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 lights up 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.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0172	FUEL SYS-RICH-B1 (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

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

1. Clear the mixture ratio self-learning value. Refer to EC-143, "Work Procedure".
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-252, "Diagnosis Procedure".
NO >> Check exhaust and intake air leak visually.

4.PERFORM DTC CONFIRMATION PROCEDURE-2

1. Start engine and let it idle for at least 5 minutes.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-252, "Diagnosis Procedure".
NO >> GO TO 5.

5.PERFORM DTC CONFIRMATION PROCEDURE-3

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?

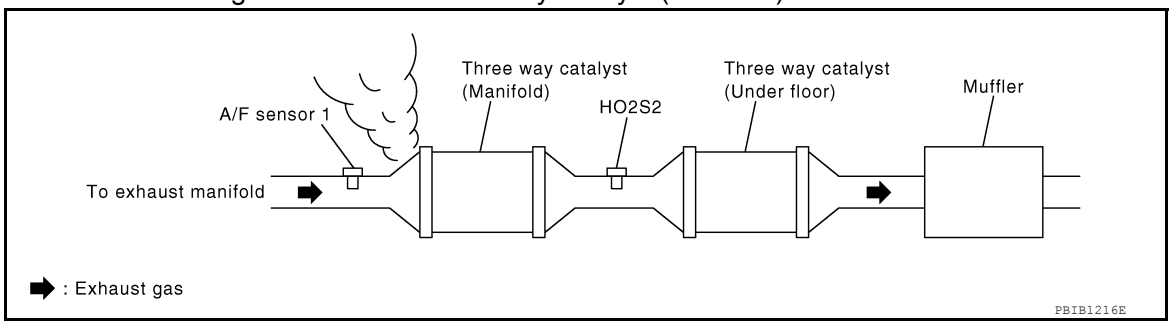
YES >> Proceed to EC-252, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538797

1.CHECK EXHAUST GAS LEAK

1. Start engine and run it at idle.
2. Listen for an exhaust gas leak before three way catalyst (manifold).



Is exhaust gas leak detected?

YES >> Repair or replace error-detected parts.
NO >> GO TO 2.

2.CHECK FOR INTAKE AIR LEAK

Listen for an intake air leak after the mass air flow sensor.

Intake air leak detected?

YES >> Repair or replace error-detected parts.
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.

+		–		Continuity
A/F sensor 1		ECM		
Connector	Terminal	Connector	Terminal	
F12*1	1	F24	41	Existed
F42*2	2		45	

*1: Except California
*2: For California

5. Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

+		–	Continuity
A/F sensor 1			
Connector	Terminal		
F12*1	1	Ground	Not existed
F42*2	2		

*1: Except California
*2: For California

+		–	Continuity
ECM			
Connector	Terminal		
F24	41	Ground	Not existed
	45		

6. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4. CHECK FUEL PRESSURE

Check fuel pressure. Refer to EC-144, "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. Refer to EM-40, "Exploded View".

Is the inspection result normal?

YES >> Replace “fuel filter and fuel pump assembly”. Refer to FL-6, "Removal and Installation".
NO >> Repair or replace error-detected parts.

6. CHECK MASS AIR FLOW SENSOR

With CONSULT
1. Install all removed parts.
2. Check “MASS AIR FLOW” in “DATA MONITOR” mode of “ENGINE” using CONSULT.
3. For specification, refer to EC-489, "Mass Air Flow Sensor".

With GST
1. Install all removed parts.
2. Check mass air flow sensor signal in Service $01 with GST.
3. For specification, refer to EC-489, "Mass Air Flow Sensor".

Is the measurement value within the specification?

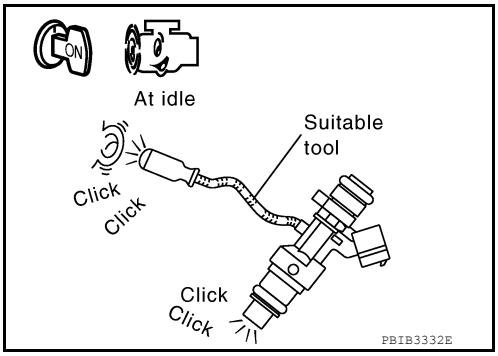
YES >> GO TO 7.
NO >> Check connectors for rusted terminals or loose connections in the mass air flow sensor circuit or grounds. Refer to EC-187, "DTC Logic".

7. CHECK FUNCTION OF FUEL INJECTOR

With CONSULT
1. Start engine.
2. Perform “POWER BALANCE” in “ACTIVE TEST” mode of “ENGINE” using CONSULT.
3. Make sure 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.

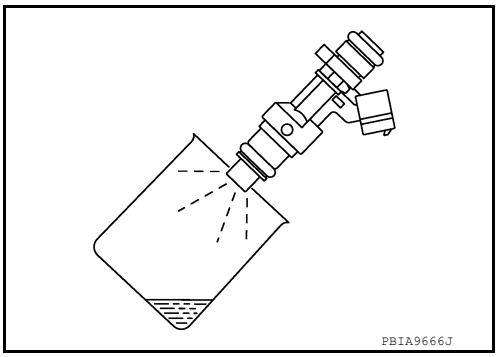
Is the inspection result normal?

YES >> GO TO 8.

NO >> Perform trouble diagnosis for “FUEL INJECTOR”. Refer to EC-453, "Component Function Check".

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-40, "Removal and Installation".
   Keep fuel hose and all fuel injectors connected to fuel tube.
5. Disconnect all ignition coil harness connectors.
6. Prepare pans or saucers under each fuel injector.
7. Crank engine for about 3 seconds.



Fuel should be sprayed evenly for each fuel injector.

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".

NO >> Replace fuel injectors from which fuel does not spray out. Always replace O-ring with new ones. Refer to EM-40, "Removal and Installation".

P0181 FTT SENSOR

DTC Logic

INFOID:0000000011538798

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition		Possible cause
P0181	FTT SENSOR (Fuel temperature sensor ″A″ 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.	• Harness or connectors (FTT sensor circuit is open or shorted) • FTT 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.	• Harness or connectors (High or low resistance in the FTT sensor circuit) • FTT 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-1

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-257, "Diagnosis Procedure".
NO >> GO TO 4.

4.CHECK ENGINE COOLANT TEMPERATURE

With CONSULT
1. Select “COOLANT TEMP/S” in “DATA MONITOR” of “ENGINE” using CONSULT.
2. Check “COOLANT TEMP/S” value.

With GST
Follow the procedure “With CONSULT” above.

“COOLANT TEMP/S” less than 60°C (140°F)?

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

5.PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION A-2

With CONSULT
1. Cool engine down until “COOLANT TEMP/S” is less than 60°C (140°F).

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-257, "Diagnosis Procedure".
NO >> GO TO 6.

6.PERFORM COMPONENT FUNCTION CHECK (FOR MALFUNCTION B)

Perform component function check. Refer to EC-256, "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-257, "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. 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).
2. Turn ignition switch OFF and leave the vehicle for 12 hours.
   CAUTION:
   Never turn ignition switch ON during this procedure.
   NOTE:
   The vehicle must be cooled with the hood open.
3. Start engine and let it idle for 5 minutes or more.
   CAUTION:
   Never turn ignition switch OFF during idling.
4. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-257, "Diagnosis Procedure".
NO >> INSPECTION END

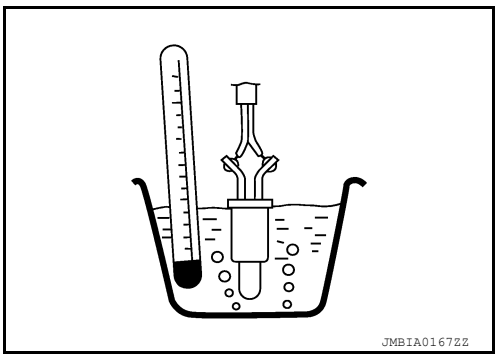
Component Function Check

INFOID:0000000011538799

1.CHECK FUEL TANK TEMPERATURE (FTT) 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, "Removal and Installation".

4. Check resistance between fuel level sensor unit and fuel pump terminals by heating with hot water as shown in the figure.



Fuel level sensor unit and fuel pump		Condition		Resistance (kΩ)
+	–			
Terminal				
4	5	Temperature [°C (°F)]	20 (68)	2.3 – 2.7
			50 (122)	0.79 – 0.90

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Proceed to EC-257, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000011538800

1.INSPECTION START

Confirm the detected malfunction (A or B). Refer to EC-255, "DTC Logic".

Which malfunction is detected?

A >> GO TO 2.
B >> GO TO 6.

2.CHECK DTC WITH COMBINATION METER

Check DTC with combination meter. Refer to MWI-17, "CONSULT Function (METER/M&A)".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Proceed to MWI-58, "Diagnosis Procedure".

3.CHECK FUEL TANK TEMPERATURE (FTT) SENSOR POWER

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.

+		–	Voltage (Approx.)
Fuel level sensor unit and fuel pump			
Connector	Terminal		
B48	4	Ground	5 V

Is the inspection result normal?

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

4.CHECK FUEL TANK TEMPERATURE (FTT) SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between fuel level sensor unit and fuel pump harness connector and ECM harness connector.

+		-		Continuity
Fuel level sensor unit and fuel pump		ECM		
Connector	Terminal	Connector	Terminal	
B48	4	E16	125	Existed

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

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

5.CHECK FTT SENSOR GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between fuel level sensor unit and fuel pump harness connector and ECM harness connector.

+		-		Continuity
Fuel level sensor unit and fuel pump		ECM		
Connector	Terminal	Connector	Terminal	
B48	5	E16	124	Existed

4. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair or replace error-detected parts.

6.CHECK FUEL TANK TEMPERATURE (FTT) SENSOR

Check the FTT sensor. Refer to EC-258, "Component Inspection".

Is the inspection result normal?

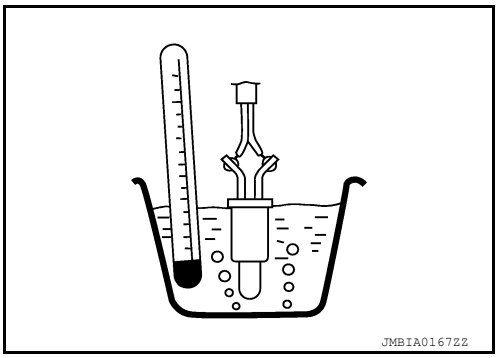
YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace fuel level sensor unit and fuel pump. Refer to FL-6, "Removal and Installation".

Component Inspection

INFOID:0000000011538801

1.CHECK FUEL TANK TEMPERATURE (FTT) 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, "Removal and Installation".
4. Check resistance between fuel level sensor unit and fuel pump terminals by heating with hot water as shown in the figure.



Fuel level sensor unit and fuel pump		Condition		Resistance (kΩ)
+	–			
Terminal				
4	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, "Removal and Installation".

P0182, P0183 FTT SENSOR

DTC Logic

INFOID:0000000011538802

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0182	FTT SEN/CIRCUIT (Fuel temperature sensor ″A″ circuit low)	An excessively low voltage from the sensor is sent to ECM.	• Harness or connectors (The FTT sensor circuit is open or shorted.) • Fuel tank temperature sensor • Combination meter
P0183	FTT SEN/CIRCUIT (Fuel temperature sensor ″A″ circuit high)	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-259, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538803

1.CHECK DTC WITH COMBINATION METER

Refer to MWI-17, "CONSULT Function (METER/M&A)".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Proceed to MWI-58, "Diagnosis Procedure".

2.CHECK FUEL TANK TEMPERATURE (FTT) SENSOR POWER SUPPLY

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.

+		−	Voltage (Approx.)
Fuel level sensor unit and fuel pump			
Connector	Terminal		
B48	4	Ground	5 V

Is the inspection result normal?

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

3.CHECK FUEL TANK TEMPERATURE (FTT) SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between fuel level sensor unit and fuel pump harness connector and ECM harness connector.

+		–		Continuity
Fuel level sensor unit and fuel pump		ECM		
Connector	Terminal	Connector	Terminal	
B48	4	E16	125	Existed

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

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

4.CHECK FUEL TANK TEMPERATURE (FTT) SENSOR GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM connector.
3. Check the continuity between fuel level sensor unit and fuel pump harness connector and ECM harness connector.

+		–		Continuity
Fuel level sensor unit and fuel pump		ECM		
Connector	Terminal	Connector	Terminal	
B48	5	E16	124	Existed

4. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair or replace error-detected parts.

5.CHECK FUEL TANK TEMPERATURE (FTT) SENSOR

Check the FTT sensor. Refer to EC-260, "Component Inspection".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace “fuel level sensor unit and fuel pump”. Refer to FL-6, "Removal and Installation".

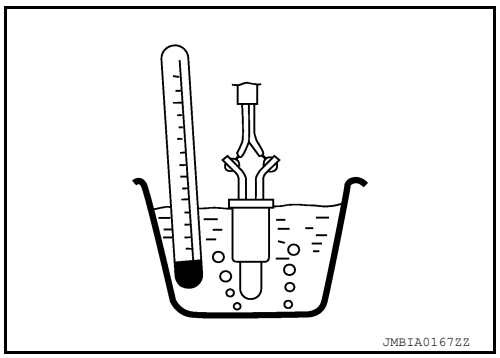
Component Inspection

INFOID:0000000011538804

1.CHECK FUEL TANK TEMPERATURE (FTT) 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, "Removal and Installation".

4. Check resistance between fuel level sensor unit and fuel pump terminals by heating with hot water as shown in the figure.



Fuel level sensor unit and fuel pump		Condition		Resistance (kΩ)
+	–			
Terminal				
4	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, "Removal and Installation".

P0196 EOT SENSOR

DTC Logic

INFOID:0000000011538805

DTC DETECTION LOGIC

NOTE:
If DTC P0196 is displayed with DTC P0197 or P0198, first perform the trouble diagnosis for DTC P0197 or P0198. Refer to EC-265, "DTC Logic".

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition		Possible cause
P0196	EOT SENSOR (Engine oil temperature sensor range/performance)	A)	Rationally incorrect voltage from the sensor is sent to ECM, compared with the voltage signals from EOT sensor and intake air temperature sensor.	• Harness or connectors (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, 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.	• Harness or connectors (High or low resistance in the EOT sensor circuit) • EOT sensor

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 FOR MALFUNCTION A-1

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-264, "Diagnosis Procedure".
NO >> GO TO 4.

4.PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION A-2

With CONSULT
1. Select “DATA MONITOR” mode of “ENGINE” using CONSULT.
2. Check that “COOLANT 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 “COOLANT TEMP/S” indicates more than 80°C (176°F). Then perform the following steps.
3. Turn ignition switch OFF and soak the vehicle in a cool place.
4. Turn ignition switch ON.
NOTE:
Do not turn ignition switch OFF until step 8.
5. Select “DATA MONITOR” mode of “ENGINE” using CONSULT.
6. Check the following.

COOLANT TEMP/S	Below 40°C (104°F)
INT/A TEMP SE	Below 40°C (104°F)
Difference between “COOLANT 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 >> Proceed to EC-264, "Diagnosis Procedure".
NO >> GO TO 5.

5.PERFORM COMPONENT FUNCTION CHECK (FOR MALFUNCTION B)

Perform component function check. Refer to EC-264, "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-264, "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. 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).
2. Turn ignition switch OFF and leave the vehicle for 12 hours.
CAUTION:
Never turn ignition switch ON during this procedure.
NOTE:
The vehicle must be cooled with the hood open.
3. Start engine and let it idle for 5 minutes or more.

CAUTION:
Never turn ignition switch OFF during idling.

4. Check 1st trip DTC.

Is 1st trip DTC detected?

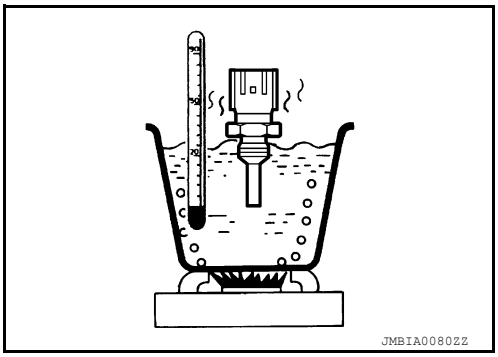
YES >> Proceed to EC-264, "Diagnosis Procedure".
NO >> INSPECTION END

Component Function Check

INFOID:0000000011538806

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-94, "Exploded View".
4. Check resistance between EOT sensor terminals by heating with hot water as shown in the figure.



EOT sensor		Condition		Resistance (kΩ)
+	–			
Terminal				
1	2	Temperature [°C (°F)]	20 (68)	2.37 – 2.63
			50 (122)	0.68 – 1.00
			90 (194)	0.236 – 0.260

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Proceed to EC-264, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000011538807

1.CHECK ENGINE OIL TEMPERATURE (EOT) SENSOR

Check EOT sensor. Refer to EC-264, "Component Inspection".

Is the inspection result normal?

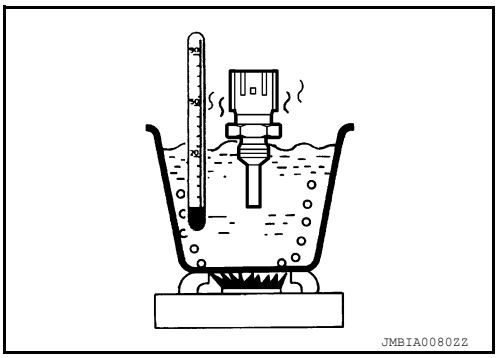
YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace EOT sensor. Refer to EM-94, "Exploded View".

Component Inspection

INFOID:0000000011538808

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.



Engine oil temperature sensor		Condition		Resistance (kΩ)
+	–			
Terminal				
1	2	Temperature [°C (°F)]	20 (68)	2.37 - 2.63
			50 (122)	0.68 - 1.00
			90 (194)	0.236 - 0.260

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace engine oil temperature sensor. Refer to EM-94, "Exploded View".

P0197, P0198 EOT SENSOR

DTC Logic

INFOID:0000000011538809

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0197	EOT SEN/CIRC (Engine oil temperature sensor circuit low)	An excessively low voltage from the engine oil temperature sensor is sent to ECM.	• Harness or connectors (EOT sensor circuit is open or shorted.) • Engine oil temperature sensor
P0198	EOT SEN/CIRC (Engine oil temperature sensor circuit high)	An excessively high voltage from the engine oil temperature 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-265, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538810

1.CHECK ENGINE OIL TEMPERATURE SENSOR POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect engine oil temperature (EOT) sensor harness connector.
3. Turn ignition switch ON.
4. Check the voltage between EOT sensor harness connector and ground.

+		−	Voltage (Approx.)
EOT sensor			
Connector	Terminal		
F48	1	Ground	5.0 V

Is the inspection result normal?

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

2.CHECK ENGINE OIL TEMPERATURE SENSOR POWER SUPPLY CIRCUIT

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

+		–		Continuity
EOT sensor		ECM		
Connector	Terminal	Connector	Terminal	
F48	1	F24	25	Existed

4. Also check harness for short to ground.

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

3.CHECK EOT SENSOR GROUND CIRCUIT

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

+		–		Continuity
EOT sensor		ECM		
Connector	Terminal	Connector	Terminal	
F48	2	F24	26	Existed

4. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4.CHECK ENGINE OIL TEMPERATURE SENSOR

Check the engine oil temperature sensor. Refer to EC-266, "Component Inspection (EOT Sensor)".

Is the inspection result normal?

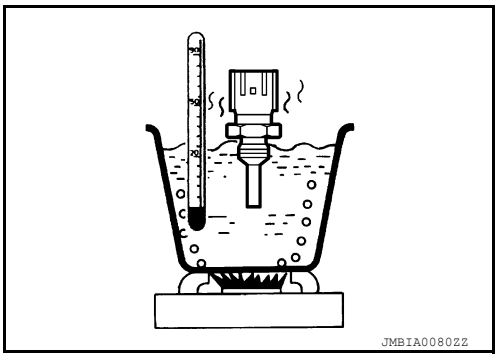
YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace engine oil temperature sensor. Refer to EM-94, "Exploded View".

Component Inspection (EOT Sensor)

INFOID:0000000011538811

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.



Engine oil temperature sensor		Condition		Resistance
+	–			
Terminal				
1	2	Temperature [°C (°F)]	20 (68)	2.37 - 2.63 kΩ
			50 (122)	0.68 - 1.00 kΩ
			90 (194)	0.236 - 0.260 kΩ

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace engine oil temperature sensor. Refer to EM-94, "Exploded View".

P0222, P0223 TP SENSOR

DTC Logic

INFOID:0000000011538812

DTC DETECTION LOGIC

NOTE:
If DTC P0222 or P0223 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643. Refer to EC-354, "DTC Logic".

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0222	TP SEN 1/CIRC-B1 (Throttle/Pedal position sensor/switch “B” circuit low)	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/Pedal position sensor/switch “B” circuit high)	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 8 V at idle.

>> GO TO 2.

2.PERFORM DTC CONFIRMATION PROCEDURE

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

Is 1st trip DTC detected?

YES >> Proceed to EC-267, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538813

1.CHECK THROTTLE POSITION SENSOR 1 POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect electric throttle control actuator harness connector.
3. Turn ignition switch ON.
4. Check the voltage between electric throttle control actuator harness connector and ground.

+		−	Voltage (Approx.)
Electric throttle control actuator			
Connector	Terminal		
F7	2	Ground	5.0 V

Is the inspection result normal?

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

2.CHECK THROTTLE POSITION SENSOR 1 POWER SUPPLY CIRCUIT

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.

+		–		Continuity
Electric throttle control actuator		ECM		
Connector	Terminal	Connector	Terminal	
F7	2	F25	80	Existed

4. Also check harness for short to power.

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

3.CHECK THROTTLE POSITION SENSOR 1 GROUND CIRCUIT

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.

+		–		Continuity
Electric throttle control actuator		ECM		
Connector	Terminal	Connector	Terminal	
F7	4	F25	78	Existed

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4.CHECK THROTTLE POSITION SENSOR 1 INPUT SIGNAL CIRCUIT

1. Check the continuity between electric throttle control actuator harness connector and ECM harness connector.

+		–		Continuity
Electric throttle control actuator		ECM		
Connector	Terminal	Connector	Terminal	
F7	1	F25	79	Existed

2. 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 THROTTLE POSITION SENSOR

Check throttle position sensor. Refer to EC-269, "Component Inspection (TP Sensor)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace electric throttle control actuator. Refer to EM-27, "Removal and Installation".

Component Inspection (TP Sensor)

INFOID:0000000011538814

1. CHECK THROTTLE POSITION SENSOR

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Perform " Throttle Valve Closed Position Learning". Refer to EC-140, "Work Procedure".
4. Turn ignition switch ON.
5. Set selector lever to D (CVT) or 1st (M/T) position.
6. Check the voltage between ECM harness connector terminals as per the following conditions.

ECM			Condition		Voltage
Connector	+	−			
	Terminal				
F25	77	78	Accelerator pedal	Fully released	Less than 4.75 V
				Fully depressed	More than 0.36 V
	79			Fully released	More than 0.36 V
				Fully depressed	Less than 4.75 V

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace electric throttle control actuator. Refer to EM-27, "Removal and Installation".

P0300, P0301, P0302, P0303, P0304 MISFIRE

DTC Logic

INFOID:0000000011538815

DTC DETECTION LOGIC

When a misfire occurs, engine speed will fluctuate. If the engine speed fluctuates enough to cause the crankshaft position (CKP) sensor (POS) signal to vary, ECM can determine that a misfire is occurring.

Sensor	Input signal to ECM	ECM function
Crankshaft position sensor (POS)	Engine speed	On board diagnosis of misfire

The misfire detection logic consists of the following two conditions.

1. One Trip Detection Logic (Three Way Catalyst Damage)
   On the 1st trip, when a misfire condition occurs that can damage the three way catalyst (TWC) due to overheating, the MIL will blink.
   When a misfire condition occurs, the ECM monitors the CKP sensor signal every 200 engine revolutions for a change.
   When the misfire condition decreases to a level that will not damage the TWC, the MIL will turn off.
   If another misfire condition occurs that can damage the TWC on a second trip, the MIL will blink.
   When the misfire condition decreases to a level that will not damage the TWC, the MIL will remain on.
   If another misfire condition occurs that can damage the TWC, the MIL will begin to blink again.
2. Two Trip Detection Logic (Exhaust quality deterioration)
   For misfire conditions that will not damage the TWC (but will affect vehicle emissions), the MIL will only 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 on any one cylinder or on multiple cylinders.

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0300	MULTI CYL MISFIRE (Random/Multiple cylinder misfire detected)	Multiple cylinder misfire.	• Improper spark plug • Insufficient compression • Incorrect fuel pressure • Fuel Injector circuit is open or shorted • Fuel injector • Intake air leak • Ignition signal circuit is open or shorted • Lack of fuel • Signal plate • A/F sensor 1 • Incorrect PCV hose connection
P0301	CYL 1 MISFIRE (Cylinder 1 misfire detected)	No. 1 cylinder misfires.	
P0302	CYL 2 MISFIRE (Cylinder 2 misfire detected)	No. 2 cylinder misfires.	
P0303	CYL 3 MISFIRE (Cylinder 3 misfire detected)	No. 3 cylinder misfires.	
P0304	CYL 4 MISFIRE (Cylinder 4 misfire detected)	No. 4 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-1

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Restart engine and let it idle for about 15 minutes.
4. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-271, "Diagnosis Procedure".
NO >> GO TO 3.

3.PERFORM DTC CONFIRMATION PROCEDURE-2

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Start engine and drive the vehicle as per the 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.
   The similar conditions to (1st trip) Freeze Frame Data means the vehicle operation 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)
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 time to driving 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

3. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-271, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538816

1.CHECK FOR INTAKE AIR LEAK AND PCV HOSE

1. Start engine and run it at idle speed.
2. Listen for the sound of the intake air leak.
3. Check PCV hose connection.

Is intake air leak detected?

YES >> Discover air leak location and repair.
NO >> GO TO 2.

2.CHECK FOR EXHAUST SYSTEM CLOGGING

Stop engine and visually check exhaust tube, three way catalyst and muffler for dents.

Is the inspection result normal?

YES-1 (With CONSULT)>>GO TO 3.
YES-2 (Without CONSULT)>>GO TO 4.
NO >> Repair or replace it.

3.PERFORM POWER BALANCE TEST

With CONSULT
1. Start engine.
2. Perform “POWER BALANCE” in “ACTIVE TEST” mode of “ENGINE” using CONSULT.
3. Make sure that each circuit produces a momentary engine speed drop.

Is the inspection result normal?

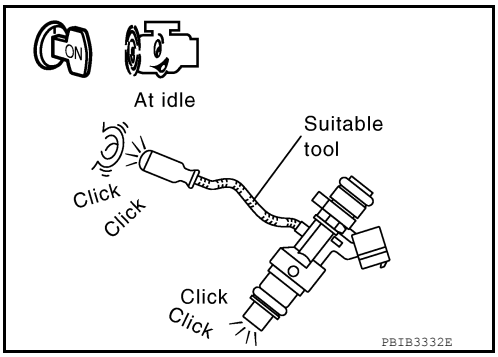
YES >> GO TO 9.

NO >> GO TO 4.

4. CHECK FUNCTION OF FUEL INJECTOR

1. Start engine and let engine idle.
2. Listen to each fuel injector operating sound.

Clicking noise should be heard.



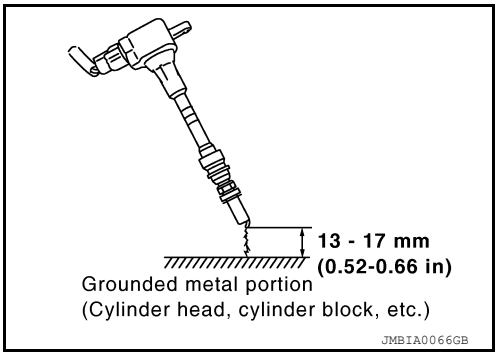
Is the inspection result normal?

YES >> GO TO 5.
NO >> Perform trouble diagnosis for FUEL INJECTOR. Refer to EC-453, "Diagnosis Procedure".

5. CHECK FUNCTION OF IGNITION COIL-1

CAUTION:
Do the following procedure in the place where ventilation is good without the combustible.

1. Turn ignition switch OFF.
2. Remove fuel pump fuse 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 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:

- **Do not approach to the spark plug and the ignition coil within 50 cm (19.7 in). Be careful not to get an electrical shock while checking, because the electrical discharge voltage becomes 20 kV or more.**
- **It might cause to damage the ignition coil if the gap of more than 17 mm (0.66 in) is taken.**

NOTE:
When the gap is less than 13 mm (0.52 in), the spark might be generated even if the coil is malfunctioning.

Is the inspection result normal?

YES >> GO TO 9.
NO >> GO TO 6.

6. CHECK FUNCTION OF IGNITION COIL-2

1. Turn ignition switch OFF.
2. Disconnect spark plug and connect a known-good spark plug.
3. Crank engine for about 3 seconds, and recheck whether spark is generated between the spark plug and the grounded metal portion.

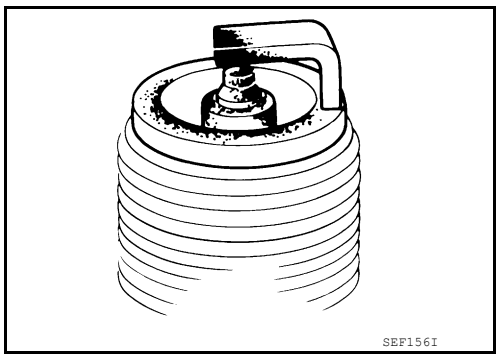
Spark should be generated.

Is the inspection result normal?

YES >> GO TO 7.
NO >> Check ignition coil, power transistor and their circuits. Refer to EC-459, "Diagnosis Procedure".

7.CHECK SPARK PLUG

Check the initial spark plug for fouling, etc. Refer to EM-12, "Removal and Installation".



Is the inspection result normal?

YES >> Replace spark plug(s) with standard type one(s). For spark plug type, refer to EM-118, "Spark Plug".
NO >> 1. Repair or clean spark plug.
2. GO TO 8.

8.CHECK FUNCTION OF IGNITION COIL-3

1. Reconnect the initial spark plugs. Refer to EM-12, "Removal and Installation".
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-118, "Spark Plug".

9.CHECK COMPRESSION PRESSURE

Check compression pressure. Refer to EM-23, "Inspection".

Is the inspection result normal?

YES >> GO TO 10.
NO >> Check pistons, piston rings, valves, valve seats and cylinder head gaskets. Refer to EM-112, "Description", EM-79, "Inspection" and EM-103, "Inspection".

10.CHECK FUEL PRESSURE

1. Install all removed parts.
2. Release fuel pressure to zero. Refer to EC-144, "Work Procedure".
3. Install fuel pressure gauge and check fuel pressure. Refer to EC-144, "Work Procedure".

Is the inspection result normal?

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

11.DETECT MALFUNCTIONING PART

Check fuel hoses and fuel tubes for clogging.

Is the inspection result normal?

YES >> Replace “fuel filter and fuel pump assembly”. Refer to FL-6, "Removal and Installation".
NO >> Repair or replace error-detected parts.

12.CHECK IGNITION TIMING

Check ignition timing. Refer to EC-483, "Inspection".

Is the inspection result normal?

YES >> GO TO 13.
NO >> Perform “BASIC INSPECTION”. Refer to EC-132, "Work Procedure".

13.CHECK A/F SENSOR 1 INPUT SIGNAL CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect 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.

+		–		Continuity
A/F sensor 1		ECM		
Connector	Terminal	Connector	Terminal	
F12*1	1	F24	41	Existed
F42*2	2		45	

*1: Except California
*2: For California

5. Check the continuity between A/F sensor 1 harness connector or ECM harness connector and ground.

+		–	Continuity
A/F sensor 1			
Connector	Terminal		
F12*1	1	Ground	Not existed
F42*2	2		

*1: Except California
*2: For California

+		–	Continuity
ECM			
Connector	Terminal		
F24	41	Ground	Not existed
	45		

6. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 14.
NO >> Repair or replace error-detected parts.

14. CHECK A/F SENSOR 1 HEATER

Check the A/F sensor 1 heater. Refer to EC-178, "Component Inspection (A/F Sensor 1 Heater)".

Is the inspection result normal?

YES >> GO TO 15.
NO >> Replace A/F sensor 1. Refer to EM-30, "Exploded View".

15. CHECK MASS AIR FLOW SENSOR

With CONSULT
Check “MASS AIRFLOW” in “DATA MONITOR” mode of “ENGINE” using CONSULT.

Specification : **EC-489, "Mass Air Flow Sensor"**

With GST
Check mass air flow sensor signal in Service $01 with GST.

Specification : **EC-489, "Mass Air Flow Sensor"**

Is the measurement value within the specification?

YES >> GO TO 16.
NO >> Check connectors for rusted terminals or loose connections in the mass air flow sensor circuit or ground. Refer to EC-187, "DTC Logic".

16. CHECK SYMPTOM TABLE

Check items on the rough idle symptom in EC-476, "Symptom Table".

Is the inspection result normal?

YES >> GO TO 17.
NO >> Repair or replace error-detected parts.

17. ERASE THE 1ST TRIP DTC

Some tests may cause a 1st trip DTC to be set.
Erase the 1st trip DTC from the ECM memory after performing the tests. Refer to EC-55, "Diagnosis Description".

>> GO TO 18.

18. CHECK INTERMITTENT INCIDENT

Perform GI-40, "Intermittent Incident".

>> INSPECTION END

P0327, P0328 KS

DTC Logic

INFOID:0000000011538817

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0327	KNOCK SEN/CIRC-B1 (Knock sensor 1 circuit low bank 1)	An excessively low voltage from the knock sensor is sent to ECM.	• Harness or connectors (Knock sensor circuit is open or shorted.) • Knock sensor
P0328	KNOCK SEN/CIRC-B1 (Knock sensor 1 circuit high bank 1)	An excessively high voltage from the knock 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 >> Proceed to EC-276, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538818

1.CHECK KNOCK SENSOR GROUND CIRCUIT

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

+		–		Continuity
Knock sensor		ECM		
Connector	Terminal	Connector	Terminal	
F8	2	F24	8	Existed

5. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace error-detected parts.

2.CHECK KNOCK SENSOR INPUT SIGNAL CIRCUIT

1. Check the continuity between knock sensor harness connector and ECM harness connector.

+		–		Continuity
Knock sensor		ECM		
Connector	Terminal	Connector	Terminal	
F8	1	F24	4	Existed

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

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 KNOCK SENSOR

Check knock sensor. Refer to EC-277, "Component Inspection (KS)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace knock sensor. Refer to EM-94, "Exploded View".

Component Inspection (KS)

INFOID:0000000011538819

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.

Knock sensor		Condition		Resistance (Approx.)
+	–			
Terminals				
1	2	Temperature °C (°F)	20 (68)	532 - 588 kΩ

CAUTION:
Do not use any knock sensors that have been dropped or physically damaged. Use only new ones.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace knock sensor. Refer to EM-94, "Exploded View".

P0335 CKP SENSOR (POS)

DTC Logic

INFOID:0000000011538820

DTC DETECTION LOGIC

NOTE:
If DTC P0340 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643. Refer to EC-354, "DTC Logic".

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0335	CKP SEN/CIRCUIT (Crankshaft position sensor “A” circuit)	• 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.	• Harness or connectors [Crankshaft position sensor (POS) circuit is open or shorted.] • Crankshaft position sensor (POS) • Signal plate

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

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 >> Proceed to EC-278, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538821

1.CHECK CRANKSHAFT POSITION (CKP) SENSOR (POS) POWER SUPPLY

1. Disconnect crankshaft position (CKP) sensor (POS) harness connector.
2. Turn ignition switch ON.
3. Check the voltage between CKP sensor (POS) harness connector and ground.

+		−	Voltage (Approx.)
CKP sensor (POS)			
Connector	Terminal		
F22	3	Ground	5.0 V

Is the inspection result normal?

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

2.CHECK CKP SENSOR (POS) POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF
2. Disconnect ECM harness connector.
3. Check the continuity between CKP sensor (POS) harness connector and ECM harness connector.

+		–		Continuity
CKP sensor (POS)		ECM		
Connector	Terminal	Connector	Terminal	
F22	3	F25	72	Existed

4. Also check harness for short to ground.

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

3.CHECK CKP SENSOR (POS) GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between CKP sensor (POS) harness connector and ECM harness connector.

+		–		Continuity
CKP sensor (POS)		ECM		
Connector	Terminal	Connector	Terminal	
F22	2	F25	70	Existed

4. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4.CHECK CKP SENSOR (POS) INPUT SIGNAL CIRCUIT

1. Check the continuity between CKP sensor (POS) harness connector and ECM harness connector.

+		–		Continuity
CKP sensor (POS)		ECM		
Connector	Terminal	Connector	Terminal	
F22	1	F25	71	Existed

2. 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 CRANKSHAFT POSITION SENSOR (POS)

Check the crankshaft position sensor (POS). Refer to EC-280, "Component Inspection [CKP Sensor (POS)]".

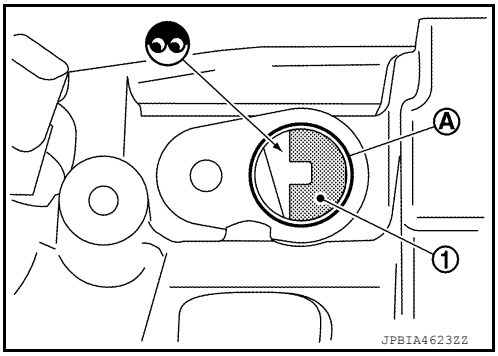
Is the inspection result normal?

YES >> GO TO 6.
NO >> Replace crankshaft position sensor (POS). Refer to EM-33, "Exploded View".

6.CHECK GEAR TOOTH

1. Remove crankshaft position sensor (POS). Refer to EM-33, "Exploded View".

2. Look into the mounting hole Ⓐ of the crankshaft position sensor (POS) to check that there is no missing gear tooth in the signal plate ①.



Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace the signal plate. Refer to EM-90, "Exploded View" (M/T) or EM-92, "Exploded View" (CVT).

Component Inspection [CKP Sensor (POS)]

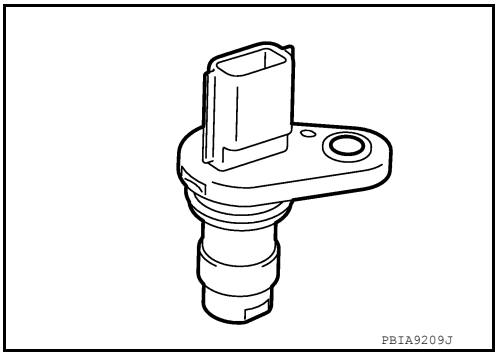
INFOID:0000000011538822

1. CHECK CRANKSHAFT POSITION SENSOR (POS)-1

1. Turn ignition switch OFF.
2. Loosen the fixing bolt of the sensor.
3. Disconnect crankshaft position sensor (POS) harness connector.
4. Remove the sensor.
5. Visually check the sensor for chipping.

Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace crankshaft position sensor (POS). Refer to EM-33, "Exploded View".



2. CHECK CRANKSHAFT POSITION SENSOR (POS)-2

Check the resistance between crankshaft position sensor (POS) terminals as per the following.

Crankshaft position sensor (POS)		Condition		Resistance
+	–			
Terminal (Polarity)				
1	2	Temperature °C (°F)	25 (77)	Except 0 or ∞ Ω
	3			
2	3			

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace crankshaft position sensor (POS). Refer to EM-33, "Exploded View".

P0340 CMP SENSOR (PHASE)

DTC Logic

INFOID:0000000011538823

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0340	CMP SEN/CIRC-B1 (Camshaft position sensor “A” circuit bank 1)	• 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.	• Harness or connectors (Camshaft position sensor circuit is open or shorted) • Camshaft position sensor • Camshaft (Intake) • Starter motor • Starting system circuit • Dead (Weak) battery • Sensor power supply 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 10.5 V with ignition switch ON.

>> GO TO 2.

2.PERFORM DTC CONFIRMATION PROCEDURE-1

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 >> Proceed to EC-281, "Diagnosis Procedure".
NO >> GO TO 3.

3.PERFORM DTC CONFIRMATION PROCEDURE-2

1. Maintaining engine speed at more than 800 rpm for at least 5 seconds.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-281, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538824

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-20, "Work Flow (With GR8-1200 NI)" or STR-24, "Work Flow (Without GR8-1200 NI)".

2.CHECK CAMSHAFT POSITION (CMP) SENSOR (PHASE) POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect camshaft position (CMP) sensor (PHASE) harness connector.
3. Turn ignition switch ON.
4. Check the voltage between CMP sensor (PHASE) harness connector and ground.

+		–	Voltage (Approx.)
CMP sensor (PHASE)			
Connector	Terminal		
F39	1	Ground	5.0 V

Is the inspection result normal?

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

3. CHECK SENSOR POWER SUPPLY 2 CIRCUIT

Check sensor power supply 2 circuit. Refer to EC-447, "Diagnosis Procedure".

Is inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

4. CHECK CMP SENSOR (PHASE) GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between CMP sensor (PHASE) harness connector and ECM harness connector.

+		–		Continuity
CMP sensor (PHASE)		ECM		
Connector	Terminal	Connector	Terminal	
F39	2	F24	30	Existed

4. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair or replace error-detected parts.

5. CHECK CMP SENSOR (PHASE) INPUT SIGNAL CIRCUIT

1. Disconnect ECM harness connector.
2. Check the continuity between CMP sensor (PHASE) harness connector and ECM harness connector.

+		–		Continuity
CMP sensor (PHASE)		ECM		
Connector	Terminal	Connector	Terminal	
F39	3	F24	31	Existed

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

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair or replace error-detected parts.

6. CHECK CAMSHAFT POSITION SENSOR (PHASE)

Check the camshaft position sensor (PHASE). Refer to EC-283, "Component Inspection [CMP Sensor (PHASE)]".

Is the inspection result normal?

YES >> GO TO 7.
NO >> Replace camshaft position sensor (PHASE). Refer to EM-60, "Exploded View".

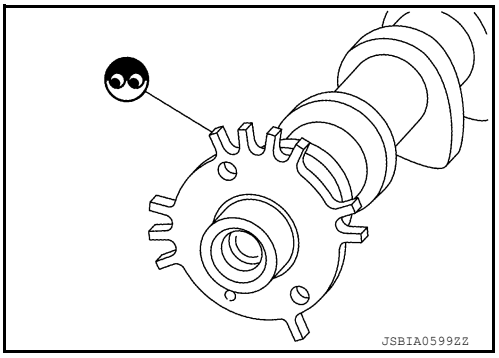
7. CHECK CAMSHAFT (INT)

Check the following.
- Accumulation of debris to the signal plate of camshaft rear end
- Chipping signal plate of camshaft rear end

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".

NO >> Remove debris and clean the signal plate of camshaft rear end or replace camshaft. Refer to EM-60, "Removal and Installation".



Component Inspection [CMP Sensor (PHASE)]

INFOID:0000000011538825

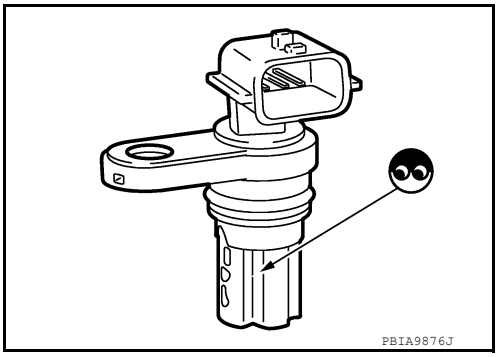
1. CHECK CAMSHAFT POSITION SENSOR (PHASE)-1

1. Turn ignition switch OFF.
2. Loosen the fixing bolt of the sensor.
3. Disconnect camshaft position sensor (PHASE) harness connector.
4. Remove the sensor.
5. Visually check the sensor for chipping.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace camshaft position sensor (PHASE). Refer to EM-60, "Exploded View".



2. CHECK CAMSHAFT POSITION SENSOR (PHASE)-2

Check the resistance camshaft position sensor (PHASE) terminals as per the following.

Camshaft position sensor (PHASE)		Condition		Resistance
+	–			
Terminals (Polarity)				
1	2	Temperature °C (°F)	25 (77)	Except 0 or ∞ Ω
	3			
2	3			

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace camshaft position sensor (PHASE). Refer to EM-60, "Exploded View".

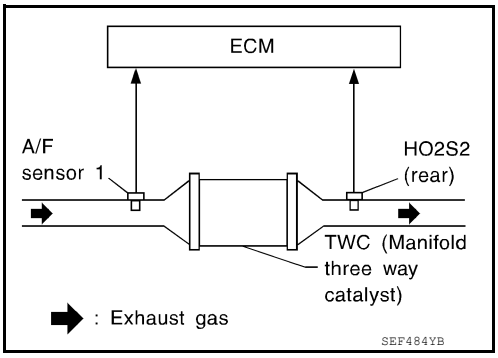
P0420 THREE WAY CATALYST FUNCTION

DTC Logic

INFOID:0000000011538826

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 air fuel ratio (A/F) sensor 1 and heated oxygen sensor 2 approaches a specified limit value, the three way catalyst (manifold) malfunction is diagnosed.



DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0420	TW CATALYST SYS-B1 (Catalyst system efficiency below threshold bank 1)	• Three way catalyst (manifold) does not operate properly. • Three way catalyst (manifold) does not have enough oxygen storage capacity.	• Three way catalyst (manifold) • Exhaust tube • Intake air leaks • Fuel injector • Fuel injector leaks • Spark plug • Improper ignition timing

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 6.

2.PERFORM DTC CONFIRMATION PROCEDURE-1

With CONSULT
TESTING CONDITION:
Do not hold engine speed for more than the specified minutes below.
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 of “ENGINE” using CONSULT.
8. Check that “COOLANT TEMP/S” indicates more than 70°C (158°F).
   If not, warm up engine and go to next step when “COOLANT TEMP/S” indication reaches to 70°C (158°F).
9. Open engine hood.
10. Select “DTC & SRT CONFIRMATION” then “SRT WORK SUPPORT” mode of “ENGINE” using CONSULT.

11. Rev engine up to 2,000 to 3,000 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 5.
INCMP >> GO TO 3.

3.PERFORM DTC CONFIRMATION PROCEDURE-2

1. Wait 5 seconds at idle.
2. Rev engine up to 2,000 to 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-3

Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-286, "Diagnosis Procedure".
NO >> INSPECTION END

6.PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to EC-285, "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-286, "Diagnosis Procedure".

Component Function Check

INFOID:0000000011538827

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. Restart 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 as per the following condition.

ECM			Condition	Voltage (V)
Connector	+	–		
	Terminal			
F24	22	23	Keeping engine speed at 2500 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

Is the inspection result normal?

YES >> INSPECTION END
NO >> Proceed to EC-286, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000011538828

1.CHECK EXHAUST SYSTEM

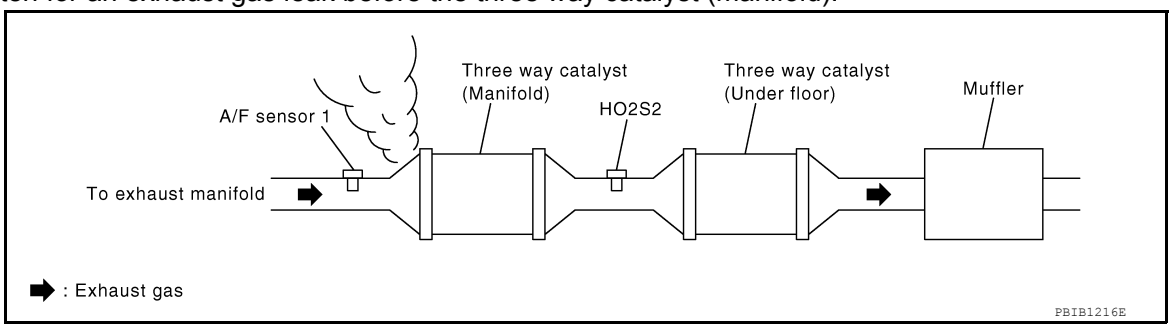
Visually check exhaust tubes and muffler for dent.

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace error-detected parts.

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 (manifold).



Is exhaust gas leak detected?

YES >> Repair or replace error-detected parts.
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 error-detected parts.
NO >> GO TO 4.

4.CHECK IGNITION TIMING AND IDLE SPEED

Check the following items.
- Ignition timing (Refer to EC-483, "Inspection".)
- Idle speed (Refer to EC-482, "Inspection".)

Is the inspection result normal?

YES >> GO TO 5.
NO >> Perform “BASIC INSPECTION”. Refer to EC-132, "Work Procedure".

5.CHECK FUEL INJECTOR

Check the fuel injector. Refer to EC-453, "Component Function Check".

Is the inspection result normal?

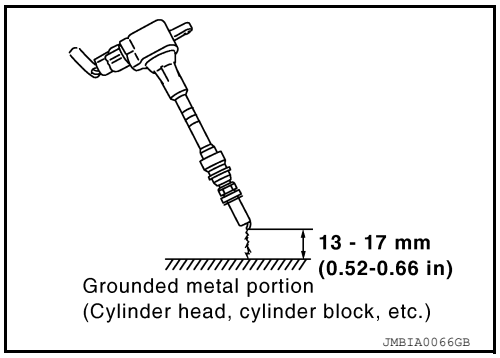
YES >> GO TO 6.
NO >> Perform EC-453, "Diagnosis Procedure".

6.CHECK FUNCTION OF IGNITION COIL-1

CAUTION:
Do the following procedure in the place where ventilation is good without the combustible.

1. Turn ignition switch OFF.
2. Remove fuel pump fuse 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 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:

- **Do not approach to the spark plug and the ignition coil within 50 cm (19.7 in). Be careful not to get an electrical shock while checking, because the electrical discharge voltage becomes 20 kV or more.**
- **It might cause to damage the ignition coil if the gap of more than 17 mm (0.66 in) is taken.**

NOTE:

When the gap is less than 13 mm (0.52 in), the 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-2

1. Turn ignition switch OFF.
2. Disconnect spark plug and connect a known-good spark plug.
3. Crank engine for about 3 seconds, and recheck whether spark is generated between the spark plug and the grounded metal portion.

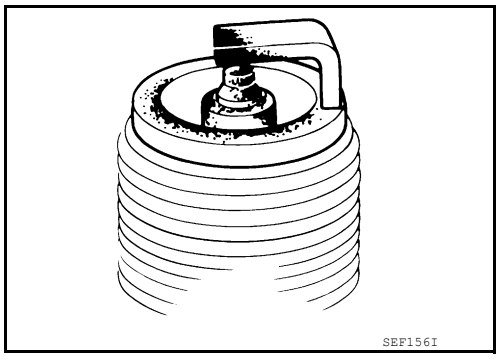
Spark should be generated.

Is the inspection result normal?

YES >> GO TO 8.
NO >> Check ignition coil, power transistor and their circuits. Refer to EC-459, "Diagnosis Procedure".

8. CHECK SPARK PLUG

Check the initial spark plug for fouling, etc. Refer to EM-13, "Inspection".



Is the inspection result normal?

YES >> Replace spark plug(s) with standard type one(s). For spark plug type, refer to EM-118, "Spark Plug".
NO >> 1. Repair or clean spark plug. Refer to EM-12, "Removal and Installation".
2. GO TO 9.

9. CHECK FUNCTION OF IGNITION COIL-3

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-118, "Spark Plug".

10. CHECK FUEL INJECTOR

1. Turn ignition switch OFF.
2. Remove fuel injector assembly. Refer to EM-40, "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.

Does fuel drip from fuel injector?

YES >> GO TO 11.
NO >> Replace the fuel injector(s) from which fuel is dripping. Refer to EM-40, "Removal and Installation".

11. CHECK INTERMITTENT INCIDENT

Check intermittent incident. Refer to GI-40, "Intermittent Incident".

Is the trouble fixed?

YES >> INSPECTION END
NO >> Replace three way catalyst assembly. Refer to EM-30, "Exploded View".

P0441 EVAP CONTROL SYSTEM

DTC Logic

INFOID:0000000011538829

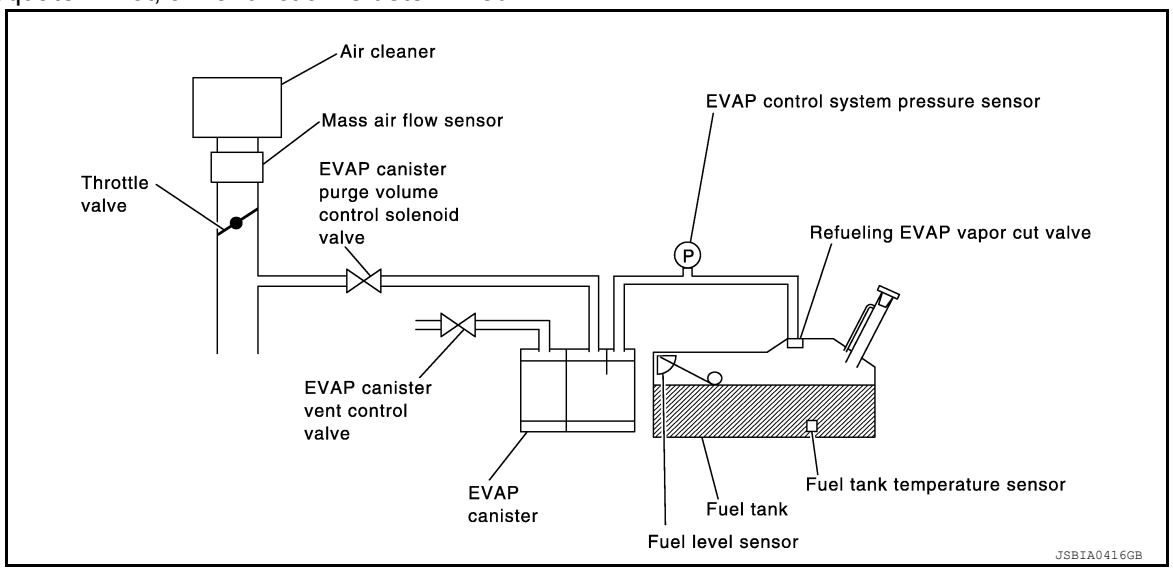
DTC DETECTION LOGIC

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.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0441	EVAP PURG FLOW/MON (Evaporative emission system incorrect purge flow)	EVAP control system does not operate properly, EVAP control system has a leak between intake manifold and EVAP control system pressure sensor.	• EVAP canister purge volume control solenoid valve stuck closed • 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.

2.PERFORM DTC CONFIRMATION PROCEDURE-1

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 of “ENGINE” using CONSULT.
7. Touch “START”.

Is “COMPLETED” displayed on CONSULT screen?

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

3.PERFORM DTC CONFIRMATION PROCEDURE-2

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 - 3,800 rpm
B/FUEL SCHDL	1.0 - 10.0 msec
COOLANT 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-3

Touch “SELF-DIAG RESULTS”.

Which is displayed on CONSULT screen?

OK >> INSPECTION END
NG >> Proceed to EC-291, "Diagnosis Procedure".

5.PERFORM COMPONENT FUNCTION CHECK

WITH GST
Perform component function check. Refer to EC-290, "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-291, "Diagnosis Procedure".

Component Function Check

INFOID:0000000011538830

1.PERFORM COMPONENT FUNCTION CHECK

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. Start engine and wait at least 70 seconds.
5. Set voltmeter probes to ECM harness connector terminals as per the following.

ECM		
Connector	+	–
	Terminal	
E16	114	124

*1: Except for California
*2: For California

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-291, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000011538831

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, "Removal and Installation".

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 of “ENGINE” using 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.

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-50, "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

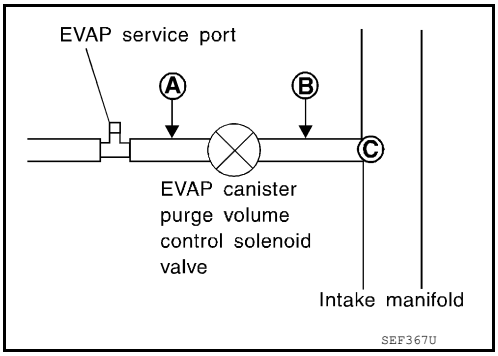
1. Turn ignition switch OFF.
2. Check EVAP purge line for improper connection or disconnection.
   Refer to EC-50, "EVAPORATIVE EMISSION SYSTEM : System Description".

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair EVAP purge line.

5. CHECK EVAP PURGE HOSE AND PURGE PORT

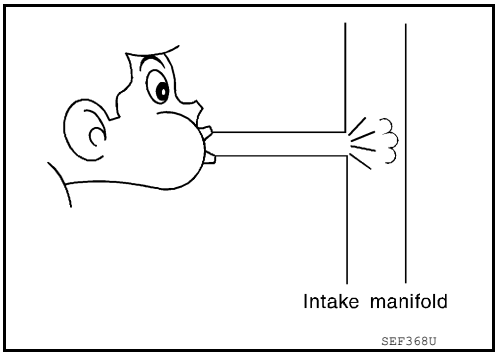
1. Disconnect purge hoses connected to EVAP service port Ⓐ and EVAP canister purge volume control solenoid valve Ⓑ.
2. Blow air into each hose and EVAP purge port Ⓒ.



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 of “ENGINE” using 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

Check the EVAP canister purge volume control solenoid valve. Refer to EC-297, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 8.
NO >> Replace EVAP canister purge volume control solenoid valve. Refer to EM-27, "Exploded View".

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, "Removal and Installation".

9.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR FUNCTION

Refer to EC-314, "DTC Logic" for DTC P0452, EC-317, "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, "Removal and Installation".

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

Check the EVAP canister vent control valve. Refer to EC-304, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 12.
NO >> Replace EVAP canister vent control valve. Refer to FL-15, "Removal and Installation".

12.CHECK EVAP PURGE LINE

Inspect EVAP purge line (pipe and rubber tube). Check for evidence of leaks.
Refer to EC-485, "Inspection".

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

Perform GI-40, "Intermittent Incident".

>> INSPECTION END

P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

DTC Logic

INFOID:0000000011538832

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition		Possible cause
P0443	PURG VOLUME CONT/V (Evaporative emission system purge control valve circuit)	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.	• 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 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. Select “DATA MONITOR” mode of “ENGINE” using CONSULT.
3. Check that the following condition are met.
   FUEL T/TMP SE: 0 - 35°C (32 - 95°F)
4. Start engine and wait at least 60 seconds.
5. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-295, "Diagnosis Procedure".
NO >> 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. Select “PURG VOL CN/V P1444” of “EVAPORATIVE SYSTEM” in “DTC WORK SUPPORT” mode of “ENGINE” using CONSULT.
5. Touch “START”.
6. 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.
7. Touch “SELF-DIAG RESULT”.

Which is displayed on CONSULT?

OK >> INSPECTION END
NG >> Proceed to EC-295, "Diagnosis Procedure".

4. PERFORM DTC CONFIRMATION PROCEDURE A

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

+		–	Voltage
ECM			
Connector	Terminal		
E16	125	Ground	3.1 - 4.0 V

3. Start engine and wait at least 60 seconds.
4. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-295, "Diagnosis Procedure".
NO >> GO TO 5.

5. 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. Start engine and let it idle for at least 20 seconds.
4. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-295, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538833

1. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE POWER SUPPLY

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.

+		–	Voltage
EVAP canister purge volume control solenoid valve			
Connector	Terminal		
F13	1	Ground	Battery voltage

Is the inspection result normal?

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

2. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R harness connector.
3. Check the continuity between EVAP canister purge volume control solenoid valve harness connector and IPDM E/R harness connector.

+		–		
EVAP canister purge volume control solenoid valve		IPDM E/R		Continuity
Connector	Terminal	Connector	Terminal	
F13	1	E45	25	Existed

4. Also check harness for short to ground.

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

3.CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE GROUND CIRCUIT

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	
F13	2	F24	17	Existed

4. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

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, "Removal and Installation".

5.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Check the EVAP control system pressure sensor. Refer to EC-297, "Component Inspection".

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, "Removal and Installation".

6.CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

With CONSULT

1. Turn ignition switch OFF.
2. Reconnect harness connectors disconnected.
3. Start engine.
4. Perform “PURG VOL CONT/V” in “ACTIVE TEST” mode of “ENGINE” using CONSULT. Check that engine speed varies according to the valve opening.

Is the inspection result normal?

YES >> GO TO 8.
NO >> GO TO 7.

7.CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Check the EVAP canister purge volume control solenoid valve. Refer to EC-297, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 8.
NO >> Replace EVAP canister purge volume control solenoid valve. Refer to EM-27, "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

Check the EVAP canister vent control valve. Refer to EC-304, "Component Inspection".

Is the inspection result normal?

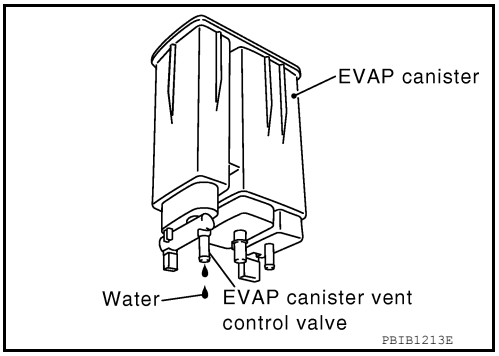
YES >> GO TO 10.
NO >> Replace EVAP canister vent control valve. Refer to FL-15, "Removal and Installation".

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.

Does water drain from the EVAP canister?

YES >> GO TO 11.
NO >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".



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 >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
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, "Removal and Installation".

Component Inspection

INFOID:0000000011538834

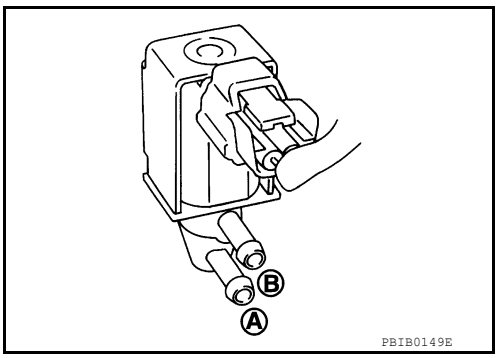
1.CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

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 engine.
5. Select “PURG VOL CONT/V” in “ACTIVE TEST” mode of “ENGINE” using 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 as per 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 as per 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-27, "Exploded View".

P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

DTC Logic

INFOID:0000000011538835

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0444	PURG VOLUME CONT/V (Evaporative emission system purge control valve circuit open)	An excessively low voltage signal is sent to ECM through the EVAP canister purge volume control solenoid valve.	• Harness or connectors (EVAP canister purge volume control solenoid valve circuit is open or shorted.) • EVAP canister purge volume control solenoid valve
P0445	PURG VOLUME CONT/V (Evaporative emission system purge control valve circuit shorted)	An excessively high voltage signal is sent to ECM through the valve	• Harness or connectors (EVAP canister purge volume control 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.

1. Turn ignition 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 >> Proceed to EC-299, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538836

1.CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE POWER SUPPLY

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.

+		–	Voltage
EVAP canister purge volume control solenoid valve			
Connector	Terminal		
F13	1	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 3.

NO >> GO TO 2.

2.CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R harness connector.
3. Check the continuity between EVAP canister purge volume control solenoid valve harness connector and IPDM E/R harness connector.

+		–		Continuity
EVAP canister purge volume control solenoid valve		IPDM E/R		
Connector	Terminal	Connector	Terminal	
F13	1	E45	25	Existed

4. Also check harness for short to ground.

Is the inspection result normal?

YES-1 (With CONSULT)>>GO TO 4.
YES-2 (Without CONSULT)>>GO TO 5.
NO >> Repair or replace error-detected parts.

3.CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE GROUND CIRCUIT

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.

+		–		Continuity
EVAP canister purge volume control solenoid valve		ECM		
Connector	Terminal	Connector	Terminal	
F13	2	F24	17	Existed

4. Also check harness for short to power.

Is the inspection result normal?

YES-1 (With CONSULT)>>GO TO 4.
YES-2 (Without CONSULT)>>GO TO 5.
NO >> Repair or replace error-detected parts.

4.CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION

With CONSULT
1. Reconnect all harness connectors disconnected.
2. Start engine.
3. Perform “PURG VOL CONT/V” in “ACTIVE TEST” mode of “ENGINE” using CONSULT.
4. Check that engine speed varies according to the valve opening.

Does engine speed vary according to the valve opening?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> GO TO 5.

5.CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Check the EVAP canister purge volume control solenoid valve. Refer to EC-301, "Component Inspection (EVAP Canister Purge Volume Control Solenoid Valve)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace EVAP canister purge volume control solenoid valve. Refer to EM-27, "Exploded View".

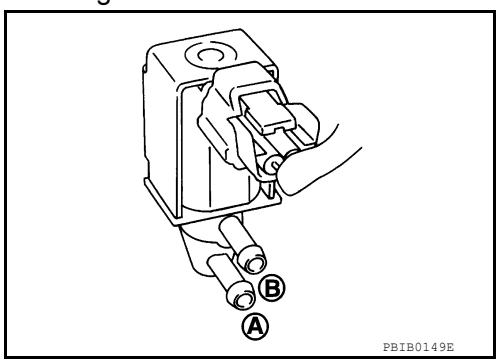
Component Inspection (EVAP Canister Purge Volume Control Solenoid Valve)

INFOID:0000000011538837

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 engine.
5. Select “PURG VOL CONT/V” in “ACTIVE TEST” mode of “ENGINE” using 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 as per 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 as per 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-27, "Exploded View".

P0447 EVAP CANISTER VENT CONTROL VALVE

DTC Logic

INFOID:0000000011538838

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0447	VENT CONTROL VALVE (Evaporative emission system vent control circuit open)	An improper voltage signal is sent to ECM through EVAP canister vent control valve.	• Harness or connectors (EVAP canister vent control 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 >> Proceed to EC-302, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538839

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 turn ON.
2. Select “VENT CONTROL/V” in “ACTIVE TEST” mode of “ENGINE” using 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

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.

+		–	Voltage
EVAP canister vent control valve			
Connector	Terminal		
B17	1	Ground	Battery voltage

Is the inspection result normal?

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

4. CHECK EVAP CANISTER VENT CONTROL VALVE POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R harness connector.
3. Check the continuity between EVAP canister vent control valve harness connector and IPDM E/R harness connector.

+		–		Continuity
EVAP canister vent control valve		IPDM E/R		
Connector	Terminal	Connector	Terminal	
B17	1	E45	26	Existed

4. Also check harness for short to ground.

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

5. CHECK EVAP CANISTER VENT CONTROL VALVE OUTPUT SIGNAL CIRCUIT

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.

+		–		Continuity
EVAP canister vent control valve		ECM		
Connector	Terminal	Connector	Terminal	
B17	2	E16	97	Existed

4. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair or replace error-detected parts.

6. 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 7.
NO >> Clean the rubber tube using an air blower.

7. CHECK EVAP CANISTER VENT CONTROL VALVE

Check the EVAP canister vent control valve. Refer to EC-304, "Component Inspection".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".

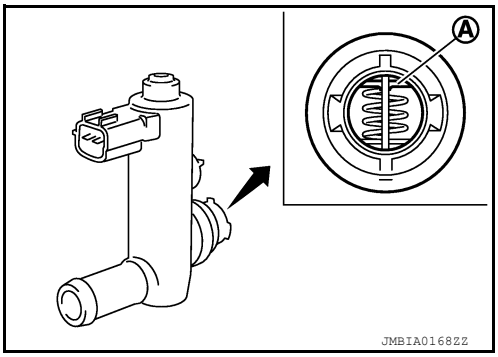
NO >> Replace EVAP canister vent control valve. Refer to FL-15, "Removal and Installation"

Component Inspection

INFOID:0000000011538840

1. CHECK EVAP CANISTER VENT CONTROL VALVE-1

1. Turn ignition switch OFF.
2. Remove EVAP canister vent control valve from EVAP canister.
3. Check portion Ⓐ of EVAP canister vent control valve for being rusted.



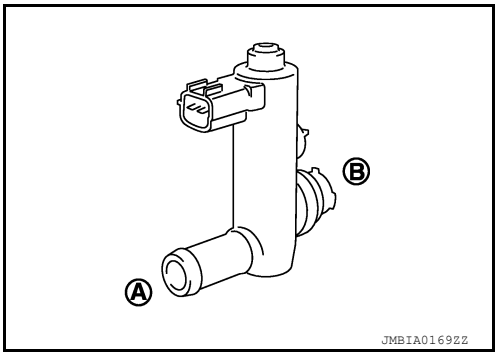
Is it rusted?

YES >> Replace EVAP canister vent control valve. Refer to FL-15, "Removal and Installation".
NO >> GO TO 2.

2. CHECK EVAP CANISTER VENT CONTROL VALVE-2

With CONSULT

1. Reconnect harness connectors disconnected.
2. Turn ignition switch ON.
3. Perform “VENT CONTROL/V” in “ACTIVE TEST” mode of “ENGINE” using CONSULT.
4. Check air passage continuity and operation delay time.
   Make sure new O-ring is installed properly.



Condition (VENT CONT/V)	Air passage continuity between Ⓐ and Ⓑ
ON	Not existed
OFF	Existed

Operation takes less than 1 second.

Without CONSULT

Check air passage continuity and operation delay time under the following conditions.
Make sure new O-ring is installed properly.

Condition	Air passage continuity between Ⓐ and Ⓑ
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?

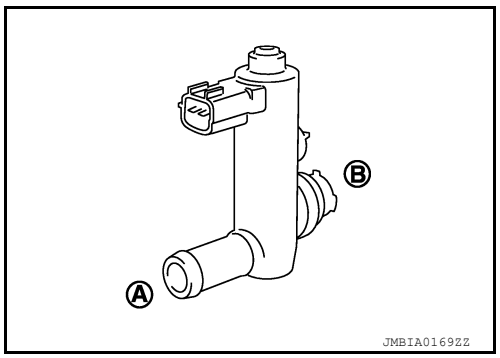
YES >> GO TO 3.
NO >> Replace EVAP canister vent control valve. Refer to FL-15, "Removal and Installation".

3. CHECK EVAP CANISTER VENT CONTROL VALVE-3

With CONSULT

1. Clean the air passage [portion Ⓐ to Ⓑ] of EVAP canister vent control valve using an air blower.
2. Perform “VENT CONTROL/V” in “ACTIVE TEST” mode of “ENGINE” using CONSULT.

3. Check air passage continuity and operation delay time.
Make sure new O-ring is installed properly.



Condition (VENT CONT/V)	Air passage continuity between Ⓐ and Ⓑ
ON	Not existed
OFF	Existed

Operation takes less than 1 second.

Without CONSULT

1. Clean the air passage [portionⒶ to Ⓑ] 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 new O-ring is installed properly.

Condition	Air passage continuity between Ⓐ and Ⓑ
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, "Removal and Installation".

P0448 EVAP CANISTER VENT CONTROL VALVE

DTC Logic

INFOID:0000000011538841

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0448	VENT CONTROL VALVE (Evaporative emission system vent control circuit shorted)	EVAP canister vent control valve remains closed under specified driving conditions.	• 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

With CONSULT

1. Turn ignition switch ON and wait at least 5 seconds.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Turn ignition switch ON and select “DATA MONITOR” mode of “ENGINE” using CONSULT.
4. Start engine and let it idle for at least 1 minute.
5. Repeat next procedures three times.

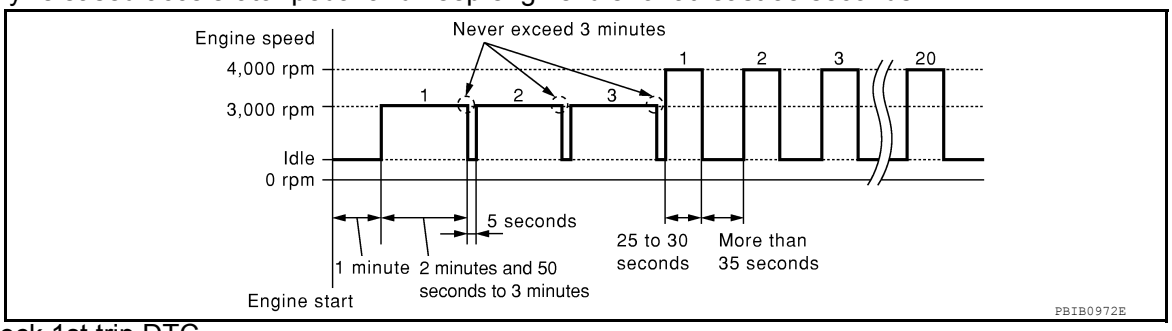
- Increase the engine speed up to 3,000 to 3,500 rpm and keep it for 2 minutes and 50 seconds to 3 minutes.

Never exceed 3 minutes.

- Fully released accelerator pedal and keep engine idle for about 5 seconds.

6. Repeat next procedure 20 times.

- Quickly increase the engine speed up to 4,000 to 4,500 rpm or more and keep it for 25 to 30 seconds.
- Fully released accelerator pedal and keep engine idle for at least 35 seconds.



7. Check 1st trip DTC.

With GST

Follow the procedure “With CONSULT” above.

Is 1st trip DTC detected?

YES >> Proceed to EC-307, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538842

1.CHECK RUBBER TUBE

1. Turn ignition switch OFF.
2. Disconnect rubber tube connected to EVAP canister vent control valve.
3. Check the rubber tube for clogging.

Is the inspection result normal?

YES >> GO TO 2.
NO >> Clean rubber tube using an air blower.

2.CHECK EVAP CANISTER VENT CONTROL VALVE

Check the EVAP canister vent control valve. Refer to EC-308, "Component Inspection".

Is the inspection result normal?

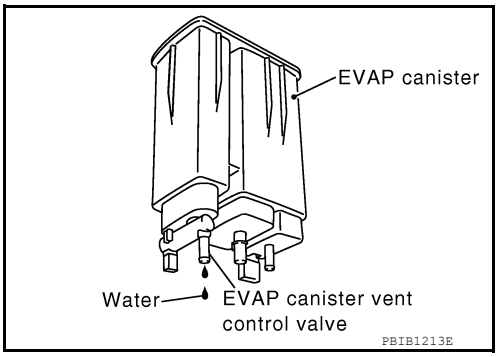
YES >> GO TO 3.
NO >> Replace EVAP canister vent control valve. Refer to FL-15, "Removal and Installation".

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.
2. Check if water will drain from the EVAP canister.

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, "Removal and Installation".

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, "Removal and Installation".

7.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Check the EVAP control system pressure sensor. Refer to EC-312, "Component Inspection".

Is the inspection result normal?

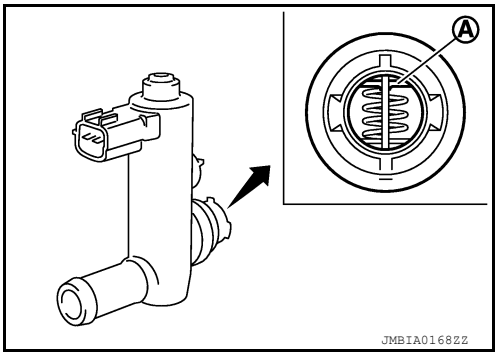
YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace EVAP control system pressure sensor. Refer to FL-15, "Removal and Installation".

Component Inspection

INFOID:0000000011538843

1. CHECK EVAP CANISTER VENT CONTROL VALVE-1

1. Turn ignition switch OFF.
2. Remove EVAP canister vent control valve from EVAP canister.
3. Check portion Ⓐ of EVAP canister vent control valve for being rusted.



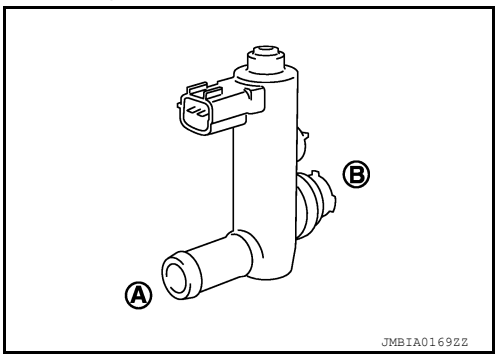
Is it rusted?

YES >> Replace EVAP canister vent control valve. Refer to FL-15, "Removal and Installation".
NO >> GO TO 2.

2. CHECK EVAP CANISTER VENT CONTROL VALVE-2

With CONSULT

1. Reconnect harness connectors disconnected.
2. Turn ignition switch ON.
3. Perform “VENT CONTROL/V” in “ACTIVE TEST” mode of “ENGINE” using CONSULT.
4. Check air passage continuity and operation delay time.
   Make sure new O-ring is installed properly.



Condition (VENT CONT/V)	Air passage continuity between Ⓐ and Ⓑ
ON	Not existed
OFF	Existed

Operation takes less than 1 second.

Without CONSULT

Check air passage continuity and operation delay time under the following conditions.
Make sure new O-ring is installed properly.

Condition	Air passage continuity between Ⓐ and Ⓑ
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?

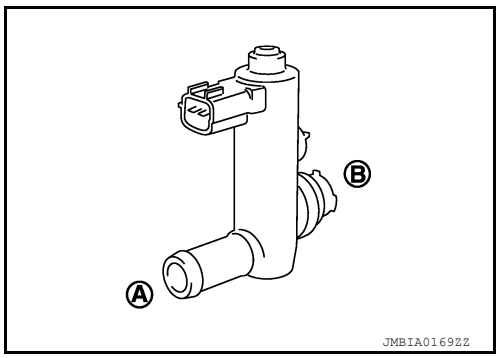
YES >> GO TO 3.
NO >> Replace EVAP canister vent control valve. Refer to FL-15, "Removal and Installation".

3. CHECK EVAP CANISTER VENT CONTROL VALVE-3

With CONSULT

1. Clean the air passage [portion Ⓐ to Ⓑ] of EVAP canister vent control valve using an air blower.
2. Perform “VENT CONTROL/V” in “ACTIVE TEST” mode of “ENGINE” using CONSULT.

3. Check air passage continuity and operation delay time.
Make sure new O-ring is installed properly.



Condition (VENT CONT/V)	Air passage continuity between Ⓐ and Ⓑ
ON	Not existed
OFF	Existed

Operation takes less than 1 second.

Without CONSULT

1. Clean the air passage [portionⒶ to Ⓑ] 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 new O-ring is installed properly.

Condition	Air passage continuity between Ⓐ and Ⓑ
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, "Removal and Installation".

P0451 EVAP CONTROL SYSTEM PRESSURE SENSOR

DTC Logic

INFOID:0000000011538844

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0451	EVAP SYS PRES SEN (Evaporative emission system pressure sensor/switch range/ performance)	ECM detects a sloshing signal from the EVAP control system pressure sensor	• Harness or connectors (EVAP control system pressure sensor circuit is shorted.) • EVAP control system 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-311, "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?

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-311, "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-311, "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-311, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538845

1.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR FOR WATER

1. Turn ignition switch OFF.
2. Disconnect EVAP control system pressure sensor harness connector.
3. Check sensor harness connector for water.

Water should not exist.

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace harness connector.

2.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR POWER SUPPLY

1. Turn ignition switch ON.
2. Check the voltage between EVAP control system pressure sensor harness connector and ground.

+		−	Voltage (Approx.)
EVAP control system pressure sensor			
Connector	Terminal		
B47	3	Ground	5 V

Is the inspection result normal?

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

3.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR POWER SUPPLY CIRCUIT

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.

+		–		Continuity
EVAP control system pressure sensor		ECM		
Connector	Terminal	Connector	Terminal	
B47	3	E16	113	Existed

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

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts

4.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR GROUND CIRCUIT

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.

+		–		Continuity
EVAP control system pressure sensor		ECM		
Connector	Terminal	Connector	Terminal	
B47	1	E16	124	Existed

4. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair or replace error-detected parts.

5.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR SIGNAL CIRCUIT

1. Check the continuity between EVAP control system pressure sensor harness connector and ECM harness connector.

+		–		Continuity
EVAP control system pressure sensor		ECM		
Connector	Terminal	Connector	Terminal	
B47	2	E16	114	Existed

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

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair or replace error-detected parts.

6.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Check the EVAP control system pressure sensor. Refer to EC-312, "Component Inspection".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace EVAP control system pressure sensor. Refer to FL-15, "Removal and Installation".

Component Inspection

INFOID:0000000011538846

1.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

1. Turn ignition switch OFF.
2. Remove EVAP control system pressure sensor with its harness connector connected from EVAP canister.
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 and ground under the following conditions.

ECM			Condition [Applied vacuum kPa (kg/cm^2, psi)]	Voltage
Connector	+	–		
	Terminal			
E16	114	124	Not applied	0.5 - 4.6 V
			-26.7 (-0.272, -3.87)	2.1 to 2.5 V lower than above value

CAUTION:

- **Always calibrate the vacuum pump gauge when using it.**
- **Do not apply below -93.3 kPa (-0.952 kg/cm^2, -13.53 psi) or pressure over 101.3 kPa (1.033 kg/cm^2, 14.69 psi).**

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace EVAP control system pressure sensor. Refer to FL-15, "Removal and Installation".

P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

DTC Logic

INFOID:0000000011538847

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0452	EVAP SYS PRES SEN (Evaporative emission system pressure sensor/switch low)	An excessively low voltage from the sensor is sent to ECM.	• Harness or connectors (EVAP control system pressure sensor circuit is shorted.) • EVAP control system 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. Select “DATA MONITOR” mode of “ENGINE” using CONSULT.
5. Make sure that “FUEL T/TMP SE” indication is more than 0°C (32°F).
6. Start engine and wait at least 20 seconds.
7. 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			Voltage
Connector	+	–	
	Terminal		
E16	114	124	Less than 4.2 V

3. Make sure that the voltage is less than 4.2 V.
4. Turn ignition switch OFF and wait at least 10 seconds.
5. Start engine and wait at least 20 seconds.
6. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-314, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538848

1.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR FOR WATER

1. Turn ignition switch OFF.
2. Disconnect EVAP control system pressure sensor harness connector.
3. Check sensor harness connector for water.

Water should not exist.

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace harness connector.

2.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR POWER SUPPLY

1. Turn ignition switch ON.
2. Check the voltage between EVAP control system pressure sensor harness connector and ground.

+		−	Voltage (Approx.)
EVAP control system pressure sensor			
Connector	Terminal		
B47	3	Ground	5 V

Is the inspection result normal?

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

3.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR POWER SUPPLY CIRCUIT

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.

+		−		Continuity
EVAP control system pressure sensor		ECM		
Connector	Terminal	Connector	Terminal	
B47	3	E16	113	Existed

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

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts

4.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR GROUND CIRCUIT

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.

+		−		Continuity
EVAP control system pressure sensor		ECM		
Connector	Terminal	Connector	Terminal	
B47	1	E16	124	Existed

4. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair or replace error-detected parts.

5.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR SIGNAL CIRCUIT

1. Check the continuity between EVAP control system pressure sensor harness connector and ECM harness connector.

+		–		Continuity
EVAP control system pressure sensor		ECM		
Connector	Terminal	Connector	Terminal	
B47	2	E16	114	Existed

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

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair or replace error-detected parts.

6. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Check the EVAP control system pressure sensor. Refer to EC-312, "Component Inspection".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace EVAP control system pressure sensor. Refer to FL-15, "Removal and Installation".

Component Inspection

INFOID:0000000011538849

1. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

1. Turn ignition switch OFF.
2. Remove EVAP control system pressure sensor with its harness connector connected from EVAP canister. **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 and ground under the following conditions.

ECM			Condition [Applied vacuum kPa (kg/cm^2, psi)]	Voltage
Connector	+	–		
	Terminal			
E16	114	124	Not applied	0.5 - 4.6 V
			-26.7 (-0.272, -3.87)	2.1 to 2.5 V lower than above value

CAUTION:

- **Always calibrate the vacuum pump gauge when using it.**
- **Do not apply below -93.3 kPa (-0.952 kg/cm^2, -13.53 psi) or pressure over 101.3 kPa (1.033 kg/cm^2, 14.69 psi).**

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace EVAP control system pressure sensor. Refer to FL-15, "Removal and Installation".

P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

DTC Logic

INFOID:0000000011538850

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0453	EVAP SYS PRES SEN (Evaporative emission system pressure sensor/switch high)	An excessively high voltage from the sensor is sent to ECM.	• Harness or connectors (EVAP control system pressure sensor circuit is shorted.) • EVAP control system 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. Select “DATA MONITOR” mode of “ENGINE” using CONSULT.
5. Make sure that “FUEL T/TMP SE” indication is more than 0°C (32°F).
6. Start engine and wait at least 20 seconds.
7. 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			Voltage
Connector	+	–	
	Terminal		
E16	114	124	Less than 4.2 V

3. Make sure that the voltage is less than 4.2 V.
4. Turn ignition switch OFF and wait at least 10 seconds.
5. Start engine and wait at least 20 seconds.
6. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-317, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538851

1.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR FOR WATER

1. Turn ignition switch OFF.
2. Disconnect EVAP control system pressure sensor harness connector.
3. Check sensor harness connector for water.

Water should not exist.

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace harness connector.

2.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR POWER SUPPLY

1. Turn ignition switch ON.
2. Check the voltage between EVAP control system pressure sensor harness connector and ground.

+		−	Voltage (Approx.)
EVAP control system pressure sensor			
Connector	Terminal		
B47	3	Ground	5 V

Is the inspection result normal?

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

3.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR POWER SUPPLY CIRCUIT

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.

+		−		Continuity
EVAP control system pressure sensor		ECM		
Connector	Terminal	Connector	Terminal	
B47	3	E16	113	Existed

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

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts

4.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR GROUND CIRCUIT

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.

+		−		Continuity
EVAP control system pressure sensor		ECM		
Connector	Terminal	Connector	Terminal	
B47	1	E16	124	Existed

4. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair or replace error-detected parts.

5.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR SIGNAL CIRCUIT

1. Check the continuity between EVAP control system pressure sensor harness connector and ECM harness connector.

+		–		Continuity
EVAP control system pressure sensor		ECM		
Connector	Terminal	Connector	Terminal	
B47	2	E16	114	Existed

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

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair or replace error-detected parts.

6.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 7.
NO >> Clean the rubber tube using an air blower, repair or replace rubber tube.

7.CHECK EVAP CANISTER VENT CONTROL VALVE

Refer to EC-304, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 8.
NO >> Replace EVAP canister vent control valve. Refer to FL-15, "Removal and Installation".

8.CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to EC-320, "Component Inspection".

Is the inspection result normal?

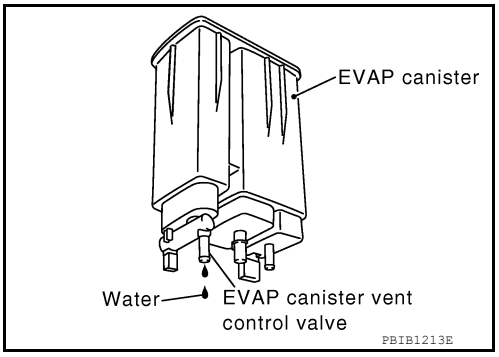
YES >> GO TO 9.
NO >> Replace EVAP control system pressure sensor. Refer to FL-15, "Removal and Installation".

9.CHECK IF EVAP CANISTER IS SATURATED WITH WATER

1. Remove EVAP canister with EVAP canister vent control valve and EVAP control system pressure sensor attached.
2. Check if water will drain from the EVAP canister.

Does water drain from EVAP canister?

YES >> GO TO 10.
NO >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".



10.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 1.9 kg (4.2 lb).

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> GO TO 11.

11.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, "Removal and Installation".

Component Inspection

INFOID:0000000011538852

1. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

1. Turn ignition switch OFF.
2. Remove EVAP control system pressure sensor with its harness connector connected from EVAP canister. **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 and ground under the following conditions.

ECM			Condition [Applied vacuum kPa (kg/cm^2, psi)]	Voltage
Connector	+	–		
	Terminal			
E16	114	124	Not applied	0.5 - 4.6 V
			-26.7 (-0.272, -3.87)	2.1 to 2.5 V lower than above value

CAUTION:

- **Always calibrate the vacuum pump gauge when using it.**
- **Do not apply below -93.3 kPa (-0.952 kg/cm^2, -13.53 psi) or pressure over 101.3 kPa (1.033 kg/cm^2, 14.69 psi).**

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace EVAP control system pressure sensor. Refer to FL-15, "Removal and Installation".

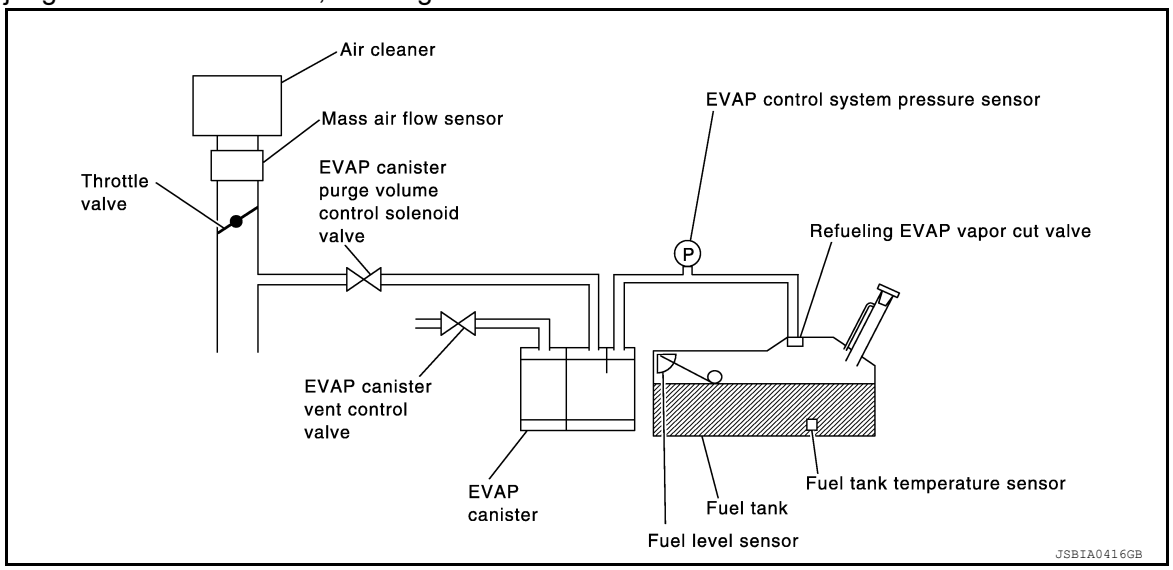
P0456 EVAP CONTROL SYSTEM

DTC Logic

INFOID:0000000011538853

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.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0456	EVAP VERY SML LEAK [Evaporative emission system leak detected (very small leak)]	• EVAP system has a leak. • EVAP system does not operate properly.	• 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

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-1

WITH CONSULT

1. Turn ignition switch ON and select “EVAP DIAG READY” in “DATA MONITOR” mode of “ENGINE” using 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 of “ENGINE” using 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-2

Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed toEC-322, "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-322, "Diagnosis Procedure".
NO >> INSPECTION END.

Diagnosis Procedure

INFOID:0000000011538854

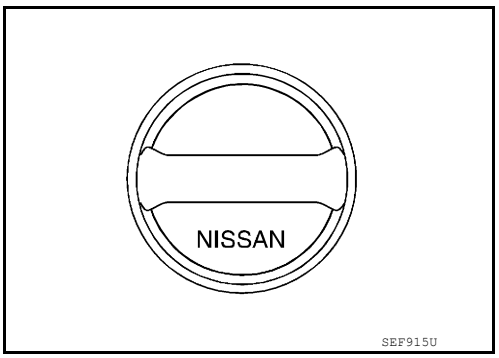
1.CHECK FUEL FILLER CAP DESIGN

1. Turn ignition switch OFF.

2. Check for genuine NISSAN fuel filler cap design.

Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace with genuine NISSAN fuel filler cap.



2.CHECK FUEL FILLER CAP INSTALLATION

Check that the cap is tightened properly by rotating the cap clockwise.

Is the inspection result normal?

YES >> GO TO 3.
NO >> Open fuel filler cap, then clean cap and fuel filler neck threads using air blower. Then retighten until reteaching 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-326, "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-485, "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-14, "Exploded View".
- EVAP canister vent control valve.
  Refer to FL-15, "Removal and Installation".

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, "Removal and Installation".

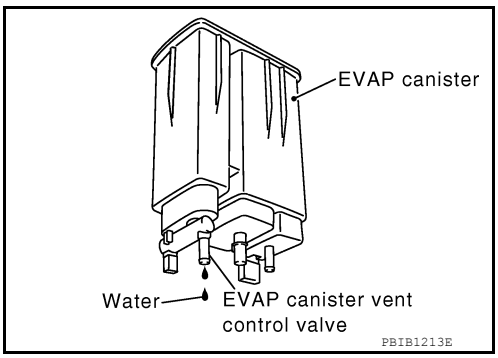
7.CHECK IF EVAP CANISTER SATURATED WITH WATER

1. Remove EVAP canister with EVAP canister vent control valve and EVAP control system pressure sensor attached.

2. Check if water will drain from the EVAP canister.

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, "Removal and Installation".

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, "Removal and Installation".

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 of “ENGINE” using CONSULT.
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.

Is the inspection result normal?

YES >> GO TO 13.
NO >> Repair or reconnect the hose.

13. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Check the EVAP canister purge volume control solenoid valve. Refer to EC-297, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 14.
NO >> Replace EVAP canister purge volume control solenoid valve. Refer to EM-27, "Exploded View".

14. CHECK FUEL TANK TEMPERATURE SENSOR

Check the fuel tank temperature sensor. Refer to EC-258, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 15.
NO >> Replace fuel level sensor unit. Refer to FL-6, "Removal and Installation".

15. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Check the EVAP control system pressure sensor. Refer to FL-15, "Removal and Installation".

Is the inspection result normal?

YES >> GO TO 16.
NO >> Replace EVAP control system pressure sensor. Refer to FL-15, "Removal and Installation".

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-50, "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, kink, looseness and improper connection. For location, refer to EC-50, "EVAPORATIVE EMISSION SYSTEM : System Description".

Is the inspection result normal?

YES >> GO TO 19.
NO >> Repair or replace hoses and tubes.

19. CHECK RECIRCULATION LINE

Check recirculation line between 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-10, "Exploded View".

20. CHECK REFUELING EVAP VAPOR CUT VALVE

Check the refueling EVAP vapor cut valve. Refer to FL-13, "Inspection".

Is the inspection result normal?

YES >> GO TO 21.
NO >> Replace refueling EVAP vapor cut valve with fuel tank. Refer to FL-10, "Removal and Installation".

21. CHECK FUEL LEVEL SENSOR

Check the fuel level sensor. Refer to MWI-59, "Component Inspection".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".

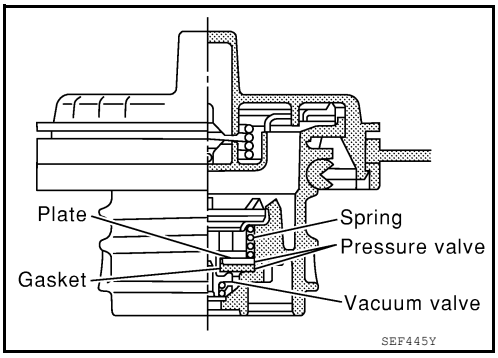
NO >> Replace fuel level sensor unit. Refer to FL-6, "Removal and Installation".

Component Inspection

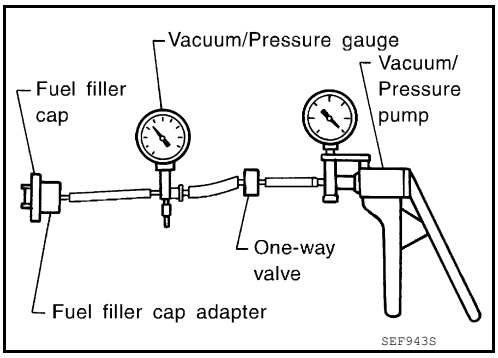
INFOID:0000000011538855

1. CHECK FUEL FILLER CAP

1. Turn ignition switch OFF.
2. Remove fuel filler cap.
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/cm^2, 2.22 - 2.90 psi)**

Vacuum: **–6.0 to –3.3 kPa (–0.061 to –0.034 kg/cm^2, –0.87 to –0.48 psi)**

Is the inspection result normal?

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

2. REPLACE FUEL FILLER CAP

Replace fuel filler cap.

CAUTION:

Use only a genuine fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may illuminate.

>> INSPECTION END

P0460 FUEL LEVEL SENSOR

DTC Logic

INFOID:0000000011538856

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-351, "DTC Logic".**

When the vehicle is parked, naturally the fuel level in the fuel tank is 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.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0460	FUEL LEV SEN SLOSH (Fuel Level Sensor ″A″ Circuit)	Even though the vehicle is parked, a signal being varied is sent from the fuel level sensor to ECM.	• Harness or connectors (The CAN communication line is open or shorted) • 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-327, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538857

1.CHECK COMBINATION METER FUNCTION

Refer to MWI-17, "CONSULT Function (METER/M&A)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Refer to MWI-58, "Diagnosis Procedure".

P0461 FUEL LEVEL SENSOR

DTC Logic

INFOID:0000000011538858

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-351, "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.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0461	FUEL LEVEL SENSOR (Fuel level sensor "A" circuit range/performance)	The output signal of the fuel level sensor does not change within the specified range even though the vehicle has been driven a long distance.	• Harness or connectors (The CAN communication line is open or shorted) • 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-328, "Component Function Check".
Use component function check to check the overall function of the fuel level sensor function. During this check, a 1st trip DTC might not be confirmed.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Proceed to EC-329, "Diagnosis Procedure".

Component Function Check

INFOID:0000000011538859

1.PRECONDITIONING

WARNING:
When performing following procedure, be sure to observe the handling of the fuel. Refer to EC-10, "General Precautions".
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-144, "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 of "ENGINE" using CONSULT.
7. Check "FUEL LEVEL SE" output voltage and note it.
8. Select "FUEL PUMP RELAY" in "ACTIVE TEST" mode of "ENGINE" using CONSULT.

9. Touch “ON” and drain fuel approximately 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal) and stop it.
10. Check “FUEL LEVEL SE” output voltage and note it.
11. Fill fuel into the fuel tank for 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal).
12. Check “FUEL LEVEL SE” output voltage and note it.
13. Confirm whether the voltage changes more than 0.03 V during step 7 to 10 and 10 to 12.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Proceed to EC-329, "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-144, "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 >> Proceed to EC-329, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000011538860

1. CHECK COMBINATION METER FUNCTION

Refer to MWI-17, "CONSULT Function (METER/M&A)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Refer to MWI-58, "Diagnosis Procedure".

P0462, P0463 FUEL LEVEL SENSOR

DTC Logic

INFOID:0000000011538861

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-351, "DTC Logic".**

This diagnosis indicates the former, to detect open or short circuit malfunction.

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0462	FUEL LEVL SEN/CIRC (Fuel level sensor ″A″ circuit low)	An excessively low voltage from the sensor is sent to ECM.	• 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
P0463	FUEL LEVL SEN/CIRC (Fuel level sensor ″A″ circuit high)	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 turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is between 11 V and 16 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 >> Proceed to EC-330, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538862

1.CHECK COMBINATION METER FUNCTION

Refer to MWI-17, "CONSULT Function (METER/M&A)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Proceed to MWI-58, "Component Function Check".

P0500 VSS

EXCEPT FOR M/T MODELS

EXCEPT FOR M/T MODELS : Description

INFOID:0000000011538863

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.

EXCEPT FOR M/T MODELS : DTC Logic

INFOID:0000000011538864

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-351, "DTC Logic".

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0500	VEHICLE SPEED SEN A (Vehicle speed sensor “A”)	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).	• Harness or connector (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.

>> 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 10 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-331, "EXCEPT FOR M/T MODELS : Diagnosis Procedure"

NO >> INSPECTION END

EXCEPT FOR M/T MODELS : Diagnosis Procedure

INFOID:0000000011538865

1.CHECK DTC WITH TCM

Check DTC with TCM. Refer to TM-109, "CONSULT Function".

Is the inspection result normal?

YES >> GO TO 2.

NO >> Perform trouble shooting relevant to DTC indicated. Refer to TM-127, "DTC Index".

2.CHECK DTC WITH ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

Check DTC with ABS actuator and electric unit (control unit). Refer to BRC-31, "CONSULT Function (ABS)".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Perform trouble shooting relevant to DTC indicated. Refer to BRC-43, "DTC Index".

3.CHECK DTC WITH COMBINATION METER

Check DTC with combination meter. Refer to MWI-17, "CONSULT Function (METER/M&A)".

Is the inspection result normal?

YES >> GO TO 4.
NO >> Perform trouble shooting relevant to DTC indicated. Refer to MWI-26, "DTC Index".

4.CHECK OUTPUT SPEED SENSOR

Check output speed sensor. Refer to TM-182, "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-70, "Diagnosis Procedure".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace or replace error-detected parts.

M/T MODELS

M/T MODELS : Description

INFOID:0000000011538866

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.

M/T MODELS : DTC Logic

INFOID:0000000011538867

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-351, "DTC Logic".**

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0500	VEHICLE SPEED SEN A (Vehicle speed sensor “A”)	The vehicle speed signal sent to ECM is almost 0 km/h (0 MPH) even when vehicle is being driven.	• Harness or connectors (CAN communication line is open or shorted) • Harness or connectors (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.
2. Read “VHCL SPEED SE” in “DATA MONITOR” mode of “ENGINE” using 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 >> Proceed to EC-334, "M/T MODELS : Diagnosis Procedure".

4.PERFORM DTC CONFIRMATION PROCEDURE

1. Select “DATA MONITOR” mode of “ENGINE” using 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	2,100 - 6,000 rpm
COOLANT TEMP/S	More than 70°C (158°F)
B/FUEL SCHDL	4.0 - 19.0 msec
Selector lever	Except Neutral position
PW/ST SIGNAL	OFF

4. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-334, "M/T MODELS : Diagnosis Procedure".
NO >> INSPECTION END

5.PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to EC-333, "M/T MODELS : 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-334, "M/T MODELS : Diagnosis Procedure".

M/T MODELS : Component Function Check

INFOID:0000000011538868

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-334, "M/T MODELS : Diagnosis Procedure".

M/T MODELS : Diagnosis Procedure

INFOID:0000000011538869

1.CHECK DTC WITH ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

Check DTC with ABS actuator and electric unit (control unit). Refer to BRC-31, "CONSULT Function (ABS)".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Perform trouble shooting relevant to DTC indicated. Refer to BRC-43, "DTC Index".

2.CHECK DTC WITH COMBINATION METER

Check DTC with combination meter. Refer to MWI-17, "CONSULT Function (METER/M&A)".

Is the inspection result normal?

YES >> INSPECTION END
NO >> Perform trouble shooting relevant to DTC indicated. Refer to MWI-26, "DTC Index".

P0506 ISC SYSTEM

Description

INFOID:0000000011538870

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:0000000011538871

DTC DETECTION LOGIC

NOTE:
If DTC P0506 is displayed with other DTC, first perform the trouble diagnosis for the other DTC.

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0506	ISC SYSTEM (Idle air control system RPM lower than expected)	The idle speed is less than the target idle speed by 100 rpm or more.	• Electric throttle control actuator • 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 target idle speed is out of the specified value, performEC-141, "Work Procedure", 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. Start engine and run it for at least 1 minute at idle speed.
4. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-335, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538872

1.CHECK INTAKE AIR LEAK

1. Start engine and let it idle.
2. Listen for an intake air leak after the mass air flow sensor.

Is intake air leak detected?

YES >> Discover air leak location and repair.

NO >> Replace ECM. Refer to EC-488, "Removal and Installation".

P0507 ISC SYSTEM

Description

INFOID:0000000011538873

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:0000000011538874

DTC DETECTION LOGIC

NOTE:
If DTC P0507 is displayed with other DTC, first perform the trouble diagnosis for the other DTC.

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0507	ISC SYSTEM (Idle air control system RPM higher than expected)	The idle speed is more than the target idle speed by 200 rpm or more.	• Electric throttle control actuator • 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 target idle speed is out of the specified value, perform EC-141, "Work Procedure", 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. Start engine and run it for at least 1 minute at idle speed.
4. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-337, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538875

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 error-detected parts.

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 >> Replace ECM. Refer to EC-488, "Removal and Installation".

P050A, P050B, P050E COLD START CONTROL

Description

INFOID:0000000011538876

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:0000000011538877

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.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P050A	COLD START CONTROL (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 CONTROL (Cold start ignition timing performance)	ECM does not control ignition timing properly when engine is started with pre-warming up condition.	
P050E	COLD START CONTROL (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-1

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 “COOLANT TEMP/S”.

With GST

Follow the procedure “With CONSULT” above.

Is the value of “COOLANT TEMP/S” between 15°C (59°F) and 36°C (97°F)?

YES >> GO TO 3.
NO-1 [If it is below 15°C (59°F)]>>Warm up the engine until the value of “COOLANT TEMP/S” reaches 15°C (59°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-2

With CONSULT

1. Set the select lever in N range.
2. Start the engine and warm up in idle with the value of “COOLANT TEMP/S” between 15°C (59°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 >> Proceed to EC-340, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538878

1.PERFORM IDLE AIR VOLUME LEARNING

Perform EC-141, "Work Procedure".

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. Refer to EC-247, "DTC Logic".

Is the inspection result normal?

YES >> GO TO 4.
NO >> Proceed to EC-248, "Diagnosis Procedure" for DTC P0171.

4.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC Confirmation Procedure.
   See EC-339, "DTC Logic".

Is the 1st trip DTC P050A, P050B or P050E displayed again?

YES >> Replace ECM. Refer to EC-488, "Removal and Installation".
NO >> INSPECTION END

P0520 EOP SENSOR

DTC Logic

INFOID:0000000011538879

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0520	EOP SENSOR/SWITCH (Engine oil pressure sensor/ switch circuit)	ECM detects the following status continuously for 5 seconds or more: • A voltage signal transmitted from the engine oil pressure sensor is lower than 0.3 V. • A voltage signal transmitted from the engine oil pressure sensor is higher than 5.02 V.	• Harness or connectors (EOP sensor circuit is open or shorted) • EOP sensor • Sensor power supply 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.CHECK ENGINE OIL LEVEL

1. Turn ignition switch OFF.
2. Check engine oil level. Refer to LU-7, "Inspection".

Is inspection result normal?

YES >> GO TO 3.
NO >> Check engine oil leak. Refer to LU-6, "Engine Lubrication System Schematic".

3.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-341, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538880

1.CHECK EOP SENSOR POWER SUPPLY CIRCUIT-1

1. Turn ignition switch OFF.
2. Disconnect EOP sensor harness connector.
3. Turn ignition switch ON.
4. Check the voltage between EOP sensor harness connector terminals.

EOP sensor			Voltage (Approx.)
Connector	+	–	
	Terminal		
F2	3	1	5.0 V

Is the inspection result normal?

YES >> GO TO 2.
NO >> GO TO 4.

2.CHECK EOP SENSOR SIGNAL CIRCUIT

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

+		–		Continuity
EOP sensor		ECM		
Connector	Terminal	Connector	Terminal	
F2	2	F24	39	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 error-detected parts.

3.CHECK EOP SENSOR

Check EOP sensor. Refer to EC-343, "Component Inspection (EOP Sensor)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace EOP sensor. Refer to EM-94, "Exploded View".

4.CHECK EOP SENSOR POWER SUPPLY CIRCUIT-2

Check the voltage between EOP sensor harness connector terminal and ground.

+		–	Voltage (Approx.)
EOP sensor			
Connector	Terminal		
F2	3	Ground	5.0 V

Is the inspection result normal?

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

5.CHECK SENSOR POWER SUPPLY 2 CIRCUIT

Check sensor power supply 2 circuit. Refer to EC-447, "Diagnosis Procedure".

Is inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

6.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	
F2	1	F24	38	Existed

Is the inspection result normal?

YES >> GO TO 7.
NO >> Repair or replace error-detected parts.

7.CHECK ECM GROUND CIRCUIT

Check the continuity between ECM harness connector and ground.

+		–	Continuity
ECM			
Connector	Terminal		
F24	12	Ground	Existed
	16		
F25	52		
E16	123		
	128		

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Repair or replace error-detected parts.

Component Inspection (EOP Sensor)

INFOID:0000000011538881

1.CHECK EOP SENSOR

1. Turn ignition switch OFF.
2. Disconnect EOP sensor harness connector.
3. Check the resistance between EOP sensor connector terminals.

EOP sensor		Resistance (kΩ)
+	–	
Terminal		
1	2	4 – 10
	3	2 – 8
2	1	4 – 10
	3	1 – 3
3	1	2 – 8
	2	1 – 3

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace EOP sensor. Refer to EM-94, "Exploded View".

P0524 ENGINE OIL PRESSURE

DTC Logic

INFOID:0000000011538882

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0524	ENGINE OIL PRESSURE (Engine oil pressure too low)	An EOP sensor signal voltage applied to ECM remains lower than the specified value continuously for 10 seconds or more when the engine speed is 1,000 rpm ore more.	• Decrease in engine oil pressure • Decrease in engine oil level • Engine oil condition • EOP sensor • Engine body

DTC CONFIRMATION PROCEDURE

CAUTION:

If "Diagnosis Procedure" is unfinished, be sure to perform Step 3 and 4.

1. PRECONDITIONING-1

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

1. Turn ignition 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, confirm that battery voltage is 11 V or more at idle.

>> GO TO 2.

2. PRECONDITIONING-2

Is "Diagnosis Procedure" of DTC P0524 finished?

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

3. CHECK ENGINE OIL LEVEL

Check engine oil level. Refer to LU-7, "Inspection".

Is the inspection result normal?

YES >> GO TO 4.
NO >> Proceed to EC-345, "Diagnosis Procedure".

4. CHECK ENGINE OIL PRESSURE

With CONSULT

1. Turn ignition switch ON.
2. Select "DATA MONITOR" mode of "ENGINE" using CONSULT.
3. Start the engine and check that "EOP SENSOR" changes, according to engine speeds.

Monitor item	Condition		Value (Approx.)
EOP SENSOR	• Engine oil temperature: 80°C (176°F) • Selector lever: P or N (CVT), Neutral (M/T) • Air conditioner switch: OFF • No load	Engine speed: Idle	1,450 mV or more
		Engine speed: 2,000 rpm	2,850 mV or more

Without CONSULT

Check engine oil pressure. Refer to LU-7, "Inspection".

Is the inspection result normal?

YES >> GO TO 5.

NO >> Proceed to EC-345, "Diagnosis Procedure".

5.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and warm it up to normal operating temperature.
2. Maintain the following conditions for about 10 consecutive seconds.

Selector lever	P or N (CVT), Neutral (M/T)
Engine coolant temperature	70°C (158°F) or more
Engine speed	1,000 rpm or more

NOTE:
With engine speed set around 4,000 rpm, the phenomenon can be reproduced more easily.

3. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-345, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538883

1.CHECK ENGINE OIL LEVEL

1. Turn ignition switch OFF.
2. Check engine oil level. Refer to LU-7, "Inspection".

Is the inspection result normal?

YES >> GO TO 2.
NO >> GO TO 4.

2.CHECK ENGINE OIL PRESSURE

With CONSULT
1. Turn ignition switch ON.
2. Select “DATA MONITOR” mode of “ENGINE” using CONSULT.
3. Start the engine and check that “EOP SENSOR” changes, according to engine speeds.

Monitor item	Condition		Value (Approx.)
EOP SENSOR	• Engine oil temperature: 80°C (176°F) • Selector lever: P or N (CVT), Neutral (M/T) • Air conditioner switch: OFF • No load	Engine speed: Idle	1,450 mV or more
		Engine speed: 2,000 rpm	2,850 mV or more

Without CONSULT
Check engine oil pressure. Refer to LU-7, "Inspection".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Check oil pump. Refer to LU-15, "Removal and Installation".

3.CHECK EOP SENSOR

Check EOP sensor. Refer to EC-343, "Component Inspection (EOP Sensor)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Repair or replace error-detected parts.

4.CHECK ENGINE OIL LEAKAGE

Check engine oil leakage. Refer to LU-7, "Inspection".

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair or replace error-detected parts.

5.CHECK CAUSE OF ENGINE OIL CONSUMPTION

Check the following item.

Step	Inspection item	Equipment	Standard	Reference
1	PCV valve	EC-487, "Inspection"		
2	Exhaust front tube	Visual	• No blocking • No abnormal sounds	—
3	Oil pump	LU-16, "Inspection"		
4	• Piston • Piston pin • Piston ring	• Piston to piston pin oil clearance • Piston ring side clearance • Piston ring end gap		EM-112, "Description"
5	Cylinder block	• Cylinder block top surface distortion • Piston to cylinder bore clearance		EM-103, "Inspection"

>> Repair or replace error-detected parts.

Component Inspection (EOP Sensor)

INFOID:0000000011538884

1.CHECK EOP SENSOR

1. Turn ignition switch OFF.
2. Disconnect EOP sensor harness connector.
3. Check the resistance between EOP sensor connector terminals.

EOP sensor		Resistance (kΩ)
+	–	
Terminal		
1	2	4 – 10
	3	2 – 8
2	1	4 – 10
	3	1 – 3
3	1	2 – 8
	2	1 – 3

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace EOP sensor. Refer to EM-94, "Exploded View".

P0603 ECM

DTC Logic

INFOID:0000000011538885

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0603	ECM BACK UP CIRCUIT [Internal control module keep alive memory (KAM) error]	• Malfunction in the internal back up RAM of ECM. • Malfunction in the internal EEP-ROM system of ECM.	• ECM power supply • ECM

DTC CONFIRMATION PROCEDURE

1.PRECONDITIONING

TESTING CONDITION:
Before performing the following procedure, confirm that battery voltage is 11 V or more with ignition switch ON.

>> GO TO 2.

2.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON and wait at least 1 second.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Repeat step 1 and 2 for 10 times.
4. Turn ignition switch ON.
5. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-347, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538886

1.CHECK ECM POWER SUPPLY AND GROUND CIRCUIT

Perform trouble diagnosis for ECM power supply and ground circuit. Refer to EC-165, "Diagnosis Procedure".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace error-detected parts.

2.CHECK INTERMITTENT INCIDENT

Check intermittent incident. Refer to GI-40, "Intermittent Incident".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace error-detected parts.

3.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC confirmation procedure. Refer to EC-347, "DTC Logic".

Is the 1st trip DTC P0603 displayed again?

YES >> Replace ECM. Refer to EC-488, "Removal and Installation".
NO >> INSPECTION END

P0604 ECM

DTC Logic

INFOID:0000000011538887

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0604	ECM [Internal control module random access memory (RAM) error]	Malfunction in the internal RAM of ECM.	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 11 V or more with ignition switch ON.

>> GO TO 2.

2.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON (engine stopped) and wait least 20 minutes.
   CAUTION:
   Never start engine during this procedure.
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-348, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538888

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC confirmation procedure. Refer to EC-348, "DTC Logic".

Is the 1st trip DTC P0604 displayed again?

YES >> Replace ECM. Refer to EC-488, "Removal and Installation".
NO >> INSPECTION END

P0605 ECM

DTC Logic

INFOID:0000000011538889

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0605	ECM [Internal control module read only memory (ROM) error]	Malfunction in the internal ROM of ECM.	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 11 V or more with ignition switch ON.

>> GO TO 2.

2.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON (engine stopped) and wait least 20 minutes.
   CAUTION:
   Never start engine during this procedure.
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-349, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538890

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC confirmation procedure. Refer to EC-349, "DTC Logic".

Is the 1st trip DTC P0605 displayed again?

YES >> Replace ECM. Refer to EC-488, "Removal and Installation".
NO >> INSPECTION END

P0606 ECM

DTC Logic

INFOID:0000000011538891

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0606	CONTROL MODULE (Control module processor)	Malfunction in ECM processor.	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 11 V or more with ignition switch ON.

>> GO TO 2.

2.PERFORM DTC CONFIRMATION PROCEDURE-1

1. Turn ignition switch ON (engine stopped) and wait at least 10 seconds.
   CAUTION:
   Never start engine during this procedure.
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-350, "Diagnosis Procedure".
NO >> GO TO 3.

3.PERFORM DTC CONFIRMATION PROCEDURE-2

1. Start engine.
2. Rev up the engine quickly to approximately 3,000 rpm under unloaded condition and completely release the accelerator pedal.
3. Let the engine idle and wait at least 10 seconds.
4. Turn ignition switch OFF and wait at least 10 seconds.
5. Turn ignition switch ON.
6. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-350, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538892

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC confirmation procedure for 3 times. Refer to EC-350, "DTC Logic".

Is the 1st trip DTC P0606 displayed again?

YES >> Replace ECM. Refer to EC-488, "Removal and Installation".
NO >> INSPECTION END

P0607 ECM

DTC Logic

INFOID:0000000011538893

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0607	ECM (Control module performance)	ECM internal communication system is malfunctioning.	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 11 V or more with ignition switch ON.

>> GO TO 2.

2.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON (engine stopped) and wait least 10 seconds.
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-351, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538894

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC confirmation procedure. Refer to EC-351, "DTC Logic".

Is the 1st trip DTC P0607 displayed again?

YES >> Replace ECM. Refer to EC-488, "Removal and Installation".
NO >> INSPECTION END

P060A ECM

DTC Logic

INFOID:0000000011538895

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P060A	CONTROL MODULE (Internal control module monitoring processor performance)	ECM internal monitoring processor is malfunctioning.	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 11 V or more with ignition switch ON.

>> GO TO 2.

2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and wait at least 10 seconds.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Repeat step 1 and 2 for 5 times.
4. Turn ignition switch ON.
5. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-352, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538896

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC confirmation procedure. Refer to EC-352, "DTC Logic".

Is the 1st trip DTC P060A displayed again?

YES >> Replace ECM. Refer to EC-488, "Removal and Installation".
NO >> INSPECTION END

P060B ECM

DTC Logic

INFOID:0000000011538897

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P060B	CONTROL MODULE (Internal control module A/D processing performance)	ECM internal analog/digital conversion processing system is malfunctioning.	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 11 V or more with ignition switch ON.

>> GO TO 2.

2.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON (engine stopped) and wait least 10 seconds.
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-353, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538898

1.PERFORM DTC CONFIRMATION PROCEDURE

1. Turn ignition switch ON.
2. Erase DTC.
3. Perform DTC confirmation procedure. Refer to EC-353, "DTC Logic".

Is the 1st trip DTC P060B displayed again?

YES >> Replace ECM. Refer to EC-488, "Removal and Installation".
NO >> INSPECTION END

P0643 SENSOR POWER SUPPLY

Description

INFOID:0000000011538899

ECM supplies a voltage of 5.0 V to some of the sensors systematically divided into 2 groups, respectively. Accordingly, when a short circuit develops in a sensor power source, a malfunction may occur simultaneously in the sensors belonging to the same group as the shorted-circuit sensor.

Sensor power supply 1
- Battery current sensor
- Crankshaft position (CKP) sensor (POS)
- Throttle position (TP) sensor
- Accelerator pedal position (APP) sensor 1

NOTE:
If sensor power supply 1 circuit is malfunctioning, DTC P0643 is displayed.

Sensor power supply 2
- Camshaft position (CMP) sensor (PHASE)
- Mass air flow (MAF) sensor
- Engine oil pressure (EOP) sensor
- Exhaust valve timing (EVT) control position sensor
- Accelerator pedal position (APP) sensor 2
- Intake manifold runner control valve position sensor

DTC Logic

INFOID:0000000011538900

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0643	SENSOR POWER/CIRC (Sensor reference voltage ″A″ circuit high)	ECM detects that the voltage of sensor power supply 1 is excessively low or high.	• Harness or connectors (Battery current sensor circuit is shorted.) (CKP sensor circuit is shorted.) (TP sensor circuit is shorted.) (Refrigerant pressure sensor circuit is shorted.) (APP sensor 1 circuit is shorted.) • Battery current sensor • CKP sensor • TP sensor • Refrigerant pressure sensor • APP 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 >> Refer to EC-355, "Diagnosis Procedure".

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538901

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.

+		−	Voltage (Approx.)
APP sensor			
Connector	Terminal		
E12	4	Ground	5.0 V

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 2.

2.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
F25	72	CKP sensor (POS)	F22	3
	64	Battery current sensor	F54	1
	80	Electric throttle control actuator	F7	2
E16	122	APP sensor 1	E12	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.

Sensor	Reference
Battery current sensor	EC-371, "Component Inspection (Battery Current Sensor)"
CKP sensor	EC-280, "Component Inspection [CKP Sensor (POS)]"
Refrigerant pressure sensor	EC-468, "Diagnosis Procedure"
TP sensor	EC-203, "Component Inspection (TP Sensor)"

Is the inspection result normal?

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

4.CHECK APP SENSOR

Check APP sensor. Refer to EC-429, "Component Inspection (APP Sensor)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace accelerator pedal assembly. Refer to ACC-3, "Removal and Installation".

P0850 PNP SWITCH

Description

INFOID:0000000011538902

For CVT models, transmission range switch is turn ON when the selector lever is P or N.
For M/T models, park/neutral position (PNP) range switch is ON when the selector lever is Neutral position.
ECM detects the position because the continuity of the line (the ON) exists.

DTC Logic

INFOID:0000000011538903

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P0850	P-N POS SW/CIRCUIT (Park/Neutral switch input circuit)	• For CVT models, the signal of transmission range switch is not changed in the process of engine starting and driving. • For M/T models, the signal of the park/neutral position (PNP) switch is not changed in the process of engine starting and driving.	• Harness or connectors [Transmission range switch circuit is open or shorted. (CVT models)] [Park/neutral position (PNP) switch circuit is open or shorted. (M/T models)] • Transmission range switch (CVT models) • Park/neutral position (PNP) switch (M/T models)

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 COMPONENT FUNCTION CHECK

Perform component function check. Refer to EC-357, "Component Function Check".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Proceed to EC-357, "Diagnosis Procedure".

3.PERFORM DTC CONFIRMATION PROCEDURE

With CONSULT

1. Select “DATA MONITOR” mode of “ENGINE” using CONSULT.
2. Start engine and warm it up to normal operating temperature.
3. Maintain the following conditions for at least 60 consecutive seconds.
   CAUTION:
   Always drive vehicle at a safe speed.

ENG SPEED	1,200 - 6,375 rpm (CVT) 1,600 - 6,375 rpm (M/T)
COOLANT TEMP/S	More than 70°C (158°F)
B/FUEL SCHDL	1.3 - 31.8 msec
VHCL SPEED SE	More than 64 km/h (40 mph)
Selector lever	Suitable position

4. Check 1st trip DTC.

With GST

Follow the procedure “With CONSULT” above.

Is 1st trip DTC detected?

YES >> Proceed to EC-357, "Diagnosis Procedure".
NO >> INSPECTION END

Component Function Check

INFOID:0000000011538904

1.CHECK PNP SIGNAL FUNCTION

With CONSULT
1. Turn ignition switch ON.
2. Select “P/N POSI SW” in “DATA MONITOR” mode of “ENGINE” using CONSULT. Then check the “P/N POSI SW” signal as per the following conditions.

Selector lever position	Indication
N or P position (CVT) Neutral position (M/T)	ON
Except above position	OFF

Is the inspection result normal?

YES >> GO TO 2.
NO >> Proceed to EC-357, "Diagnosis Procedure".

2.PERFORM COMPONENT FUNCTION CHECK

1. Turn ignition switch ON.
2. Check the voltage between ECM harness connector and ground as per the following conditions.

ECM			Condition		Voltage (Approx.)
Connector	+	–			
	Terminal				
E16	117	128	Selector lever	• P or N (CVT) • Neutral (M/T)	Battery voltage
				Except above	0 V

Is the inspection result normal?

YES >> INSPECTION END
NO >> Proceed to EC-357, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000011538905

1.INSPECTION START

Check which type of transmission the vehicle is equipped with.

Which type of transmission?

CVT models>>GO TO 2.
M/T models>>GO TO 6.

2.CHECK TRANSMISSION RANGE SWITCH POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect transmission range switch harness connector.
3. Turn ignition switch ON.
4. Check the voltage between transmission range switch harness connector and ground.

+		–	Voltage
Transmission range switch			
Connector	Terminal		
F26	7	Ground	Battery voltage

Is the inspection result normal?

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

3.CHECK TRANSMISSION RANGE SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R harness connector.
3. Check the continuity between transmission range switch harness connector and IPDM E/R harness connector.

+		–		Continuity
Transmission range switch		IPDM E/R		
Connector	Terminal	Connector	Terminal	
F26	7	E43	14	Existed

4. Also check harness for short to ground.

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

4.CHECK TRANSMISSION RANGE SWITCH SIGNAL CIRCUIT

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

+		–		Continuity
Transmission range switch		ECM		
Connector	Terminal	Connector	Terminal	
F26	10	E16	117	Existed

4. 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 TRANSMISSION RANGE SWITCH

Check the transmission range switch. Refer to TM-169, "Component Inspection".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace transaxle assembly. Refer to TM-289, "Removal and Installation".

6.CHECK PARK/NEUTRAL POSITION (PNP) SWITCH POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect PNP switch harness connector.
3. Turn ignition switch ON.
4. Check the voltage between PNP switch harness connector and ground.

+		–	Voltage
PNP switch			
Connector	Terminal		
F52	2	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 7.
NO >> Perform the trouble diagnosis for power supply circuit.

7. CHECK PNP SWITCH INPUT SIGNAL CIRCUIT

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

+		–		Continuity
PNP switch		ECM		
Connector	Terminal	Connector	Terminal	
F52	3	E16	117	Existed

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

Is the inspection result normal?

YES >> GO TO 8.
NO >> Repair or replace error-detected parts.

8. CHECK PNP SWITCH

Check the PNP switch. Refer to TM-17, "PARK/NEUTRAL POSITION (PNP) SWITCH : Component Inspection".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace PNP switch. Refer to TM-21, "Removal and Installation".

P1078 EVT CONTROL POSITION SENSOR

DTC Logic

INFOID:0000000011538906

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1078	EXH TIM SEN/CIRC-B1 (Exhaust valve timing control position sensor circuit bank 1)	An excessively high or low voltage from the sensor is sent to ECM.	• Harness or connectors (Exhaust valve timing control position sensor circuit is open or shorted) • Accumulation of debris to the signal pick-up portion of the camshaft • Exhaust valve timing control position sensor • Sensor power supply 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 10 seconds.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-360, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538907

1.CHECK EXHAUST VALVE TIMING (EVT) CONTROL POSITION SENSOR POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect exhaust valve timing (EVT) control position sensor harness connector.
3. Turn ignition switch ON.
4. Check the voltage between EVT control position sensor harness connector and ground.

+		−	Voltage (Approx.)
EVT control position sensor			
Connector	Terminal		
F57	1	Ground	5.0 V

Is the inspection result normal?

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

2.CHECK SENSOR POWER SUPPLY 2 CIRCUIT

Check sensor power supply 2 circuit. Refer to EC-447, "Diagnosis Procedure".

Is inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

3. CHECK EVT CONTROL POSITION SENSOR GROUND CIRCUIT

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.

+		–		Continuity
EVT control position sensor		ECM		
Connector	Terminal	Connector	Terminal	
F57	2	F24	42	Existed

4. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4. CHECK EVT CONTROL POSITION SENSOR INPUT SIGNAL CIRCUIT

1. Disconnect ECM harness connector.
2. Check the continuity between EVT control position sensor harness connector and ECM harness connector.

+		–		Continuity
EVT control position sensor		ECM		
Connector	Terminal	Connector	Terminal	
F57	3	F24	43	Existed

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 EVT CONTROL POSITION SENSOR

Check the EVT control position sensor. Refer to EC-361, "Component Inspection (EVT Control Position Sensor)".

Is the inspection result normal?

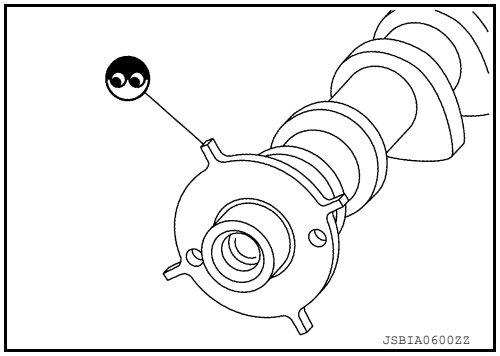
YES >> GO TO 6.
NO >> Replace EVT control position sensor. Refer to EM-60, "Exploded View".

6. CHECK CAMSHAFT (EXT)

Check the following.
- Accumulation of debris to the signal plate of camshaft rear end
- Chipping signal plate of camshaft rear end

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Remove debris and clean the signal plate of camshaft rear end or replace camshaft. Refer to EM-60, "Removal and Installation".



Component Inspection (EVT Control Position Sensor)

INFOID:0000000011538908

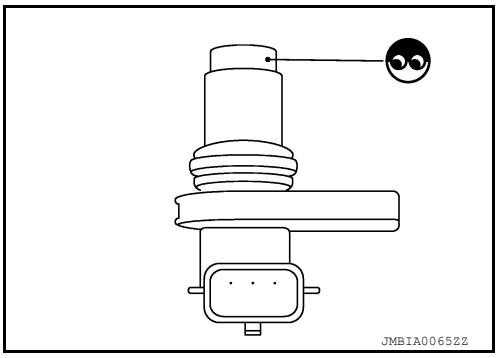
1. EXHAUST VALVE TIMING (EVT) CONTROL POSITION SENSOR-1

1. Turn ignition switch OFF.

2. Disconnect EVT control position sensor harness connector.
3. Loosen the fixing bolt of the sensor.
4. Remove EVT control position sensor.
5. Visually check the sensor for chipping.

Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace EVT control position sensor. Refer to EM-60, "Exploded View".



2. EVT CONTROL POSITION SENSOR-2

Check resistance EVT control position sensor terminals as shown below.

EVT control position sensor		Condition		Resistance
+	–			
Terminal				
1	2	Temperature °C (°F)	25 (77)	Except 0 or ∞ Ω
	3			
2	3			

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace EVT control position sensor. Refer to EM-60, "Exploded View".

P1148 CLOSED LOOP CONTROL

DTC Logic

INFOID:0000000011538909

DTC DETECTION LOGIC

NOTE:
DTC P1148 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.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1148	CLOSED LOOP-B1 (CLOSED LOOP-B1)	The closed loop control function does not operate even when vehicle is being driven in the specified condition.	• Harness or connectors (A/F sensor 1 circuit is open or shorted.) • A/F sensor 1 • A/F sensor 1 heater

Diagnosis Procedure

INFOID:0000000011538910

DTC P1148 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-94, "DTC Index".

P1212 TCS COMMUNICATION LINE

Description

INFOID:0000000011538913

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:0000000011538914

DTC DETECTION LOGIC

NOTE:
- **If DTC P1212 is displayed with DTC U1001, first perform the trouble diagnosis for DTC U1001. Refer to EC-170, "DTC Logic".**
- **If DTC P1212 is displayed with DTC P0607, first perform the trouble diagnosis for DTC P0607. Refer to EC-351, "DTC Logic".**

Freeze frame data is not stored in the ECM for this self-diagnosis.

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1212	TCS/CIRC (TCS/CIRC)	ECM can not receive the information from “ABS actuator and electric unit (control unit)” continuously.	• Harness or connectors (CAN communication line is open or shorted.) • ABS actuator and electric unit (control unit) • 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 10.5V 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-364, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538915

Perform the trouble diagnosis for TCS. Refer to BRC-52, "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-94, "DTC Index".
- Trouble diagnosis for DTC P0607 Refer to EC-351, "DTC Logic".

P1217 ENGINE OVER TEMPERATURE

DTC Logic

INFOID:0000000011538916

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-351, "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.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1217	ENG OVER TEMP (Engine over temperature)	• 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.	• Harness or connectors (Cooling fan circuit is open or shorted.) • IPDM E/R • Cooling fan motor • Radiator hose • Radiator • Radiator cap • Reservoir tank • Water pump • Thermostat

CAUTION:

When a malfunction is indicated, be sure to replace the coolant. Refer to CO-12, "Changing Engine Coolant". Also, replace the engine oil. Refer to LU-9, "Refilling".

1. **Fill radiator with coolant up to specified level with a filling speed of 2 liters per minute. Be sure to use coolant with the proper mixture ratio. Refer to MA-12, "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-365, "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-366, "Diagnosis Procedure".

Component Function Check

INFOID:0000000011538917

1.PERFORM COMPONENT FUNCTION CHECK-1

WARNING:

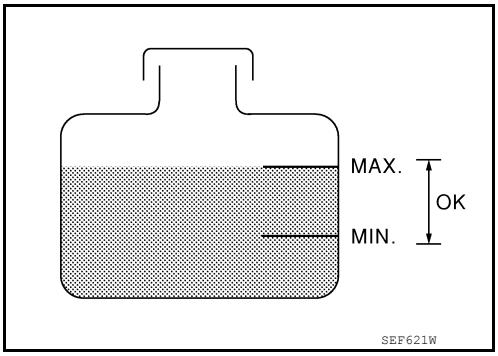
Never remove the radiator cap when the engine is hot. Serious burns could be caused by high pressure fluid escaping from the radiator.

Wrap a thick cloth around cap. Carefully remove the cap by turning it a quarter turn to allow built-up pressure to escape. Then turn the cap all the way off.

Check the coolant level in the reservoir tank and radiator.
Allow engine to cool before checking coolant level.

Is the coolant level in the reservoir tank and/or radiator below the proper range?

YES >> Proceed to EC-366, "Diagnosis Procedure".
NO >> GO TO 2.



2.PERFORM COMPONENT FUNCTION CHECK-2

Confirm whether customer filled the coolant or not.

Did customer fill the coolant?

YES >> Proceed to EC-366, "Diagnosis Procedure".
NO >> GO TO 3.

3.PERFORM COMPONENT FUNCTION CHECK-3

With CONSULT
1. Turn ignition switch ON.
2. Perform “COOLING FAN” in “ACTIVE TEST” mode of “ENGINE” using CONSULT.
3. Check that cooling fan speed varies according to the percentage.

Without CONSULT
1. Activate IPDM E/R auto active test and check cooling fan motors operation. Refer to PCS-9, "Diagnosis Description" (With Intelligent Key System) or PCS-38, "Diagnosis Description" (Without Intelligent Key System).
2. Check that cooling fan operates.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Proceed to EC-366, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000011538918

1.CHECK COOLING FAN OPERATION

With CONSULT
1. Turn ignition switch ON.
2. Perform “FAN DUTY CONTROL” in “ACTIVE TEST” mode of “ENGINE” using CONSULT.
3. Check that cooling fan speed varies according to the percentage.

Without CONSULT
1. Activate IPDM E/R auto active test and check cooling fan motors operation. Refer to PCS-9, "Diagnosis Description" (With Intelligent Key System) or PCS-38, "Diagnosis Description" (Without Intelligent Key System).
2. Check that cooling fan operates.

Is the inspection result normal?

YES >> GO TO 2.
NO >> Proceed to EC-466, "Diagnosis Procedure".

2.CHECK COOLING SYSTEM FOR LEAK-1

Check cooling system for leak. Refer to CO-11, "System Inspection".

Is leakage detected?

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

3.CHECK COOLING SYSTEM FOR LEAK-2

Check the following for leak.
- Hose (Refer to CO-11, "System Inspection".)
- Radiator (Refer to CO-16, "Inspection".)

• Water pump (Refer to CO-19, "Removal and Installation".)

>> Repair or replace malfunctioning part.

4. CHECK RADIATOR CAP

Check radiator cap. Refer to CO-11, "System Inspection".

Is the inspection result normal?

YES >> GO TO 5.
NO >> Replace radiator cap. Refer to CO-15, "Exploded View".

5. CHECK THERMOSTAT

Check thermostat. Refer to CO-23, "Inspection".

Is the inspection result normal?

YES >> GO TO 6.
NO >> Replace thermostat. Refer to CO-21, "Removal and Installation of Thermostat".

6. CHECK WATER CONTROL VALVE

Check water control valve. Refer to CO-25, "Removal and Installation".

Is the inspection result normal?

YES >> GO TO 7.
NO >> Replace water control valve. Refer to CO-25, "Removal and Installation".

7. CHECK ENGINE COOLANT TEMPERATURE SENSOR

Refer to EC-200, "Component Inspection (ECT Sensor)".

Is the inspection result normal?

YES >> GO TO 8.
NO >> Replace engine coolant temperature sensor. Refer to CO-24, "Exploded View".

8. OVERHEATING CAUSE ANALYSIS

If the cause cannot be isolated, check the CO-9, "Troubleshooting Chart".

>> INSPECTION END

P1225 TP SENSOR

DTC Logic

INFOID:0000000011538919

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1225	CTP LEARNING-B1 (Closed throttle position learning bank 1)	Closed throttle position learning value is excessively low.	Electric throttle control actuator (TP sensor 1 and 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 >> Proceed to EC-368, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

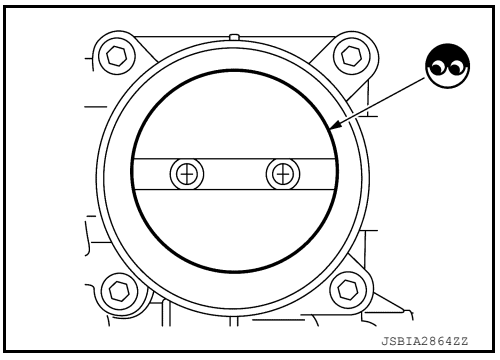
INFOID:0000000011538920

1.CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

1. Turn ignition switch OFF.
2. Remove the intake air duct. Refer to EM-25, "Exploded View".
3. Check if foreign matter is caught between the throttle valve and the housing.

Is the inspection result normal?

YES >> Replace electric throttle control actuator. Refer to EM-27, "Removal and Installation".
NO >> Remove the foreign matter and clean the electric throttle control actuator inside, then perform throttle valve closed position learning. Refer to EC-140, "Work Procedure".



P1226 TP SENSOR

DTC Logic

INFOID:0000000011538921

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1226	CTP LEARNING-B1 (CTP LEARNING-B1)	Closed throttle position learning is not performed successfully, repeatedly.	Electric throttle control actuator (TP sensor 1 and 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, 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?

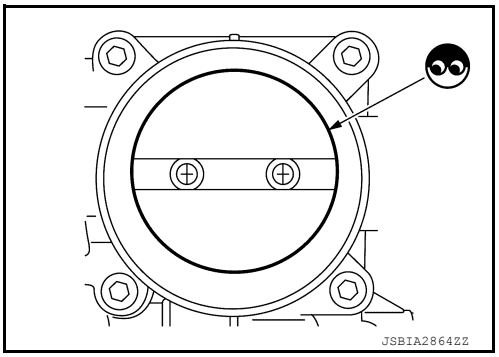
YES >> Proceed to EC-369, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538922

1.CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

1. Turn ignition switch OFF.
2. Remove the intake air duct. Refer to EM-25, "Exploded View".
3. Check if foreign matter is caught between the throttle valve and the housing.



Is the inspection result normal?

YES >> Replace electric throttle control actuator. Refer to EM-27, "Removal and Installation".
NO >> Remove the foreign matter and clean the electric throttle control actuator inside, then perform throttle valve closed position learning. Refer to EC-140, "Work Procedure".

P1550 BATTERY CURRENT SENSOR

DTC Logic

INFOID:0000000011538923

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1550	BAT CURRENT SENSOR (Battery current sensor)	The output voltage of the battery current sensor remains within the specified range while engine is running.	• Harness or connectors (Battery current sensor circuit is open or shorted.) • Battery current sensor • Camshaft position sensor • Camshaft (Intake) • Starter motor • Starting system circuit • Dead (Weak) battery • Sensor power supply 1 circuit

DTC CONFIRMATION PROCEDURE

1.PRECONDITIONING

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

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

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is more than 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 >> Proceed to EC-370, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538924

1.CHECK BATTERY CURRENT SENSOR POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect battery current sensor harness connector.
3. Turn ignition switch ON.
4. Check the voltage between battery current sensor harness connector and ground.

+		−	Voltage (Approx.)
Battery current sensor			
Connector	Terminal		
F54	1	Ground	5.0 V

Is the inspection result normal?

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

2.CHECK SENSOR POWER SUPPLY 2 CIRCUIT

Check sensor power supply 2 circuit. Refer to EC-447, "Diagnosis Procedure".

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

3.CHECK BATTERY CURRENT SENSOR GROUND CIRCUIT

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

+		–		Continuity
Battery current sensor		ECM		
Connector	Terminal	Connector	Terminal	
F54	3	F25	62	Existed

4. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4.CHECK BATTERY CURRENT SENSOR INPUT SIGNAL CIRCUIT

1. Check the continuity between battery current sensor harness connector and ECM harness connector.

+		–		Continuity
Battery current sensor		ECM		
Connector	Terminal	Connector	Terminal	
F54	4	F25	63	Existed

2. 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 BATTERY CURRENT SENSOR

Check the battery current sensor. Refer to EC-371, "Component Inspection (Battery Current Sensor)".

Is the inspection result normal?

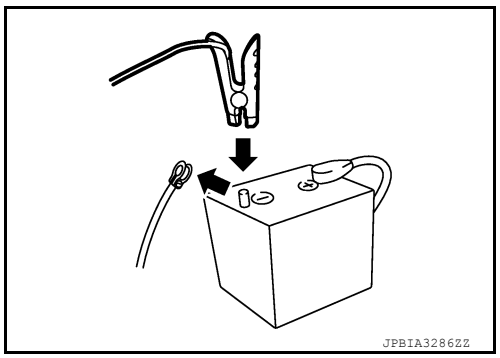
YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace battery current sensor. Refer to PG-77, "Removal and Installation".

Component Inspection (Battery Current Sensor)

INFOID:0000000011538925

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.

ECM			Voltage (Approx.)
Connector	+	-	
	Terminal		
F25	63	62	2.5 V

Before measuring the terminal voltage, confirm that the battery is fully charged. Refer to PG-65, "How to Handle Battery".

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace battery current sensor. Refer to PG-77, "Removal and Installation".

P1551, P1552 BATTERY CURRENT SENSOR

DTC Logic

INFOID:0000000011538926

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1551	BAT CURRENT SENSOR (Battery current sensor)	An excessively low voltage from the sensor is sent to ECM.	• Harness or connectors (Battery current sensor circuit is open or shorted.) • Battery current sensor • Camshaft position sensor • Camshaft (Intake) • Starter motor • Starting system circuit • Dead (Weak) battery • Sensor power supply 1 circuit
P1552	BAT CURRENT SENSOR (Battery current sensor)	An excessively high voltage from the sensor is sent to ECM.	

DTC CONFIRMATION PROCEDURE

1.PRECONDITIONING

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

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

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 >> Proceed to EC-373, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538927

1.CHECK BATTERY CURRENT SENSOR POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect battery current sensor harness connector.
3. Turn ignition switch ON.
4. Check the voltage between battery current sensor harness connector and ground.

+		–	Voltage (Approx.)
Battery current sensor			
Connector	Terminal		
F54	1	Ground	5.0 V

Is the inspection result normal?

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

2.CHECK SENSOR POWER SUPPLY 2 CIRCUIT

Check sensor power supply 2 circuit. Refer to EC-447, "Diagnosis Procedure".

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

3.CHECK BATTERY CURRENT SENSOR GROUND CIRCUIT

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

+		–		Continuity
Battery current sensor		ECM		
Connector	Terminal	Connector	Terminal	
F54	3	F25	62	Existed

4. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4.CHECK BATTERY CURRENT SENSOR INPUT SIGNAL CIRCUIT

1. Check the continuity between battery current sensor harness connector and ECM harness connector.

+		–		Continuity
Battery current sensor		ECM		
Connector	Terminal	Connector	Terminal	
F54	4	F25	63	Existed

2. 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 BATTERY CURRENT SENSOR

Check the battery current sensor. Refer to EC-374, "Component Inspection (Battery Current Sensor)".

Is the inspection result normal?

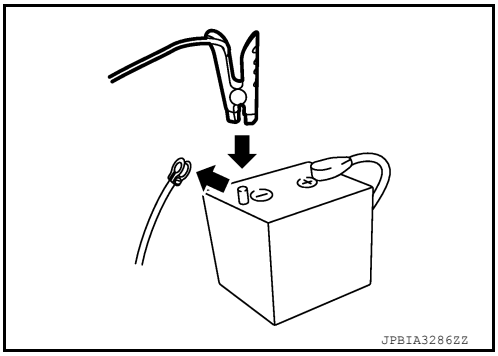
YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace battery current sensor. Refer to PG-77, "Removal and Installation".

Component Inspection (Battery Current Sensor)

INFOID:0000000011538928

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.

ECM			Voltage (Approx.)
Connector	+	-	
	Terminal		
F25	63	62	2.5 V

Before measuring the terminal voltage, confirm that the battery is fully charged. Refer to PG-65, "How to Handle Battery".

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace battery current sensor. Refer to PG-77, "Removal and Installation".

P1553 BATTERY CURRENT SENSOR

DTC Logic

INFOID:0000000011538929

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1553	BAT CURRENT SENSOR (Battery current sensor)	The signal voltage transmitted from the sensor to ECM is higher than the amount of the maximum power generation.	• Harness or connectors (Battery current sensor circuit is open or shorted.) • Battery current sensor • Camshaft position sensor • Camshaft (Intake) • Starter motor • Starting system circuit • Dead (Weak) battery • Sensor power supply 1 circuit

DTC CONFIRMATION PROCEDURE

1.PRECONDITIONING

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

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

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is more than 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 >> Proceed to EC-376, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538930

1.CHECK BATTERY CURRENT SENSOR POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect battery current sensor harness connector.
3. Turn ignition switch ON.
4. Check the voltage between battery current sensor harness connector and ground.

+		−	Voltage (Approx.)
Battery current sensor			
Connector	Terminal		
F54	1	Ground	5.0 V

Is the inspection result normal?

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

2.CHECK SENSOR POWER SUPPLY 2 CIRCUIT

Check sensor power supply 2 circuit. Refer to EC-447, "Diagnosis Procedure".

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

3.CHECK BATTERY CURRENT SENSOR GROUND CIRCUIT

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

+		–		Continuity
Battery current sensor		ECM		
Connector	Terminal	Connector	Terminal	
F54	3	F25	62	Existed

4. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4.CHECK BATTERY CURRENT SENSOR INPUT SIGNAL CIRCUIT

1. Check the continuity between battery current sensor harness connector and ECM harness connector.

+		–		Continuity
Battery current sensor		ECM		
Connector	Terminal	Connector	Terminal	
F54	4	F25	63	Existed

2. 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 BATTERY CURRENT SENSOR

Check the battery current sensor. Refer to EC-377, "Component Inspection (Battery Current Sensor)".

Is the inspection result normal?

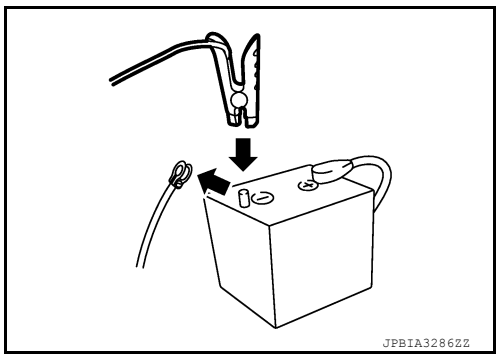
YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace battery current sensor. Refer to PG-77, "Removal and Installation".

Component Inspection (Battery Current Sensor)

INFOID:0000000011538931

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.

ECM			Voltage (Approx.)
Connector	+	-	
	Terminal		
F25	63	62	2.5 V

Before measuring the terminal voltage, confirm that the battery is fully charged. Refer to PG-65, "How to Handle Battery".

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace battery current sensor. Refer to PG-77, "Removal and Installation".

P1554 BATTERY CURRENT SENSOR

DTC Logic

INFOID:0000000011538932

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1554	BAT CURRENT SENSOR (Battery current sensor)	The output voltage of the battery current sensor is lower than the specified value while the battery voltage is high enough.	• Harness or connectors (Battery current sensor circuit is open or shorted.) • Battery current sensor • Camshaft position sensor • Camshaft (Intake) • Starter motor • Starting system circuit • Dead (Weak) battery • Sensor power supply 1 circuit

DTC CONFIRMATION PROCEDURE

1.PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to EC-379, "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-380, "Diagnosis Procedure".

Component Function Check

INFOID:0000000011538933

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 of “ENGINE” using CONSULT.
3. Check “BAT CUR SEN” indication for 10 seconds.

“BAT CUR SEN”	**: above 2,300 mv at least once**

Without CONSULT

1. Start engine and let it idle.
2. Check the voltage between ECM harness connectors.

ECM			Voltage
Connector	+	–	
	Terminal		
F25	63	62	Above 2.3 V at least once

Is the inspection result normal?

YES >> INSPECTION END
NO >> Proceed to EC-380, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000011538934

1.CHECK BATTERY CURRENT SENSOR POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect battery current sensor harness connector.
3. Turn ignition switch ON.
4. Check the voltage between battery current sensor harness connector and ground.

+		–	Voltage (Approx.)
Battery current sensor			
Connector	Terminal		
F54	1	Ground	5.0 V

Is the inspection result normal?

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

2.CHECK SENSOR POWER SUPPLY 2 CIRCUIT

Check sensor power supply 2 circuit. Refer to EC-447, "Diagnosis Procedure".

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

3.CHECK BATTERY CURRENT SENSOR GROUND CIRCUIT

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

+		–		Continuity
Battery current sensor		ECM		
Connector	Terminal	Connector	Terminal	
F54	3	F25	62	Existed

4. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4.CHECK BATTERY CURRENT SENSOR INPUT SIGNAL CIRCUIT

1. Check the continuity between battery current sensor harness connector and ECM harness connector.

+		–		Continuity
Battery current sensor		ECM		
Connector	Terminal	Connector	Terminal	
F54	4	F25	63	Existed

2. 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 BATTERY CURRENT SENSOR

Check the battery current sensor. Refer to EC-381, "Component Inspection (Battery Current Sensor)".

Is the inspection result normal?

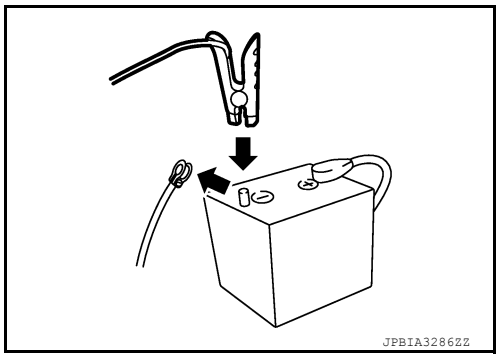
YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace battery current sensor. Refer to PG-77, "Removal and Installation".

Component Inspection (Battery Current Sensor)

INFOID:0000000011538935

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.

ECM			Voltage (Approx.)
Connector	+	-	
	Terminal		
F25	63	62	2.5 V

Before measuring the terminal voltage, confirm that the battery is fully charged. Refer to PG-65, "How to Handle Battery".

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace battery current sensor. Refer to PG-77, "Removal and Installation".

P1556, P1557 BATTERY TEMPERATURE SENSOR

DTC Logic

INFOID:0000000011538936

DTC DETECTION LOGIC

NOTE:
If DTC P1556 or P1557 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643. Refer to EC-354, "DTC Logic".

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1556	BAT TMP SEN/CIRC (BAT TMP SEN/CIRC)	Signal voltage from Battery temperature sensor remains 0.16V or less for 5 seconds or more.	• Harness or connectors [Battery current sensor (Battery temperature sensor) circuit is shorted.] • Battery current sensor (Battery temperature sensor)
P1557	BAT TMP SEN/CIRC (BAT TMP SEN/CIRC)	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-382, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538937

1.CHECK BATTERY TEMPERATURE SENSOR POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect battery current sensor harness connector.
3. Turn ignition switch ON.
4. Check the voltage between battery current sensor harness connector and ground.

+		−	Voltage (Approx.)
Battery current sensor			
Connector	Terminal		
F54	2	Ground	5 V

Is the inspection result normal?

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

2.CHECK BATTERY TEMPERATURE SENSOR POWER SUPPLY CIRCUIT

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

+		–		Continuity
Battery current sensor		ECM		
Connector	Terminal	Connector	Terminal	
F54	2	F25	61	Existed

4. Also check harness for short to ground.

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

3.CHECK BATTERY TEMPERATURE SENSOR GROUND CIRCUIT

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

+		–		Continuity
Battery current sensor		ECM		
Connector	Terminal	Connector	Terminal	
F54	3	F25	62	Existed

4. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4.CHECK BATTERY TEMPERATURE SENSOR

Check the battery temperature sensor. Refer to EC-383, "Component Inspection".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace battery negative cable assembly.

Component Inspection

INFOID:0000000011538938

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 Logic

INFOID:0000000011538939

DTC DETECTION LOGIC

NOTE:
If DTC P1564 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to EC-349, "DTC Logic".

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1564	ASCD SW (ASCD SW)	• 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.	• Harness or connectors (ASCD steering 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.
2. Wait at least 10 seconds.
3. Press MAIN 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 ACCEL/RES switch for at least 10 seconds, then release it and wait at least 10 seconds.
6. Press COAST/SET switch for at least 10 seconds, then release it and wait at least 10 seconds.
7. Check DTC.

Is DTC detected?

YES >> Proceed to EC-384, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538940

1.CHECK ASCD STEERING SWITCH CIRCUIT

With CONSULT

1. Turn ignition switch ON.
2. Select “CANCEL SW”, “RESUME/ACC SW” and “SET SW” in “DATA MONITOR” mode of “ENGINE” using CONSULT.
3. Check each item indication as per the following conditions.

Monitor item	Condition		Indication
MAIN SW	MAIN switch	Pressed	ON
		Released	OFF
CANCEL SW	CANCEL switch	Pressed	ON
		Released	OFF

Monitor item	Condition		Indication
RESUME/ACC SW	ACCEL/RES switch	Pressed	ON
		Released	OFF
SET SW	COAST/SET switch	Pressed	ON
		Released	OFF

Without CONSULT
1. Turn ignition switch ON.
2. Check the voltage between ECM harness connector terminals.

ECM			Condition	Voltage (Approx.)
Connector	+	-		
	Terminal			
E16	110	111	MAIN switch: Pressed	0 V
			CANCEL switch: Pressed	1 V
			COAST/SET switch: Pressed	2 V
			ACCEL/RES switch: Pressed	3 V
			All ASCD steering switches: Released	4 V

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> GO TO 2.

2.CHECK ASCD STEERING SWITCH GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Disconnect combination switch (spiral cable) harness connector.
4. Check the continuity between combination switch (spiral cable) and ECM harness connector.

+		–		Continuity
Combination switch (Spiral cable)		ECM		
Connector	Terminal	Connector	Terminal	
M80	22	E16	111	Existed

5. 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 ASCD STEERING SWITCH INPUT SIGNAL CIRCUIT

1. Check the continuity between ECM harness connector and combination switch.

+		–		Continuity
Combination switch (Spiral cable)		ECM		
Connector	Terminal	Connector	Terminal	
M80	27	E16	110	Existed

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

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4.CHECK ASCD STEERING SWITCH

Refer to EC-386, "Component Inspection".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace ASCD steering switch. Refer to EC-15, "ENGINE CONTROL SYSTEM : Component Parts Location".

Component Inspection

INFOID:0000000011538941

1.CHECK ASCD STEERING SWITCH

1. Disconnect combination switch (spiral cable) harness connector.
2. Check the resistance between combination switch harness connector terminals as per the following conditions.

Combination switch (Spiral cable)			Condition	Resistance (Approx.)
Connector	+	–		
	Terminals			
M108	1	3	MAIN switch: Pressed	0 Ω
			CANCEL switch: Pressed	250 Ω
			COAST/SET switch: Pressed	660 Ω
			ACCEL/RES switch: Pressed	1,480 Ω
			All ASCD steering switches: Released	4,000 Ω

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace ASCD steering switch. Refer to EC-15, "ENGINE CONTROL SYSTEM : Component Parts Location".

P1572 ASCD BRAKE SWITCH

DTC Logic

INFOID:0000000011538942

DTC DETECTION LOGIC

NOTE:

- **If DTC P1572 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to EC-349, "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 OFF. And even when malfunction A is detected in two consecutive trips, DTC is not stored in ECM memory.**

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition		Possible cause
P1572	ASCD BRAKE SW (ASCD BRAKE SW)	A)	When the vehicle speed is above 30 km/h (19 MPH), ON signals from the stop lamp switch and the brake pedal position switch are sent to the ECM at the same time.	• Harness or connectors (Stop lamp switch circuit is shorted.) (Brake pedal position switch circuit is shorted.) • Stop lamp switch • Brake pedal position switch • Stop lamp relay • Incorrect stop lamp switch installation • Incorrect brake pedal position switch installation • ECM
		B)	Brake pedal position switch signal is not sent to ECM for extremely long time while the vehicle is driving.	

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:

Procedure for malfunction B is not described here. It takes extremely long time to complete procedure for malfunction B. By performing procedure for malfunction A, the incident that causes malfunction B can be detected.

>> GO TO 2.

2.PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION A

1. Start engine.
2. Press MAIN switch and make sure that CRUISE indicator is displayed in combination meter.
3. Drive the vehicle for at least 5 consecutive seconds as per 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 DTC.

Is DTC detected?

YES >> Proceed to EC-393, "Diagnosis Procedure".
NO >> GO TO 3.

3.PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION B

1. Drive the vehicle for at least 5 consecutive seconds as per the following conditions.
   CAUTION:
   Always drive vehicle at a safe speed.
   NOTE:
   This procedure may be conducted with the drive wheels lifted in the shop or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle.

Vehicle speed	More than 30 km/h (19 mph)
Selector lever	Suitable position
Driving location	Depress the brake pedal for more than five seconds so as not to come off from the above-mentioned vehicle speed.

2. Check DTC.

Is DTC detected?

YES >> Proceed to EC-393, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538943

1.CHECK OVERALL FUNCTION-1

With CONSULT
1. Turn ignition switch ON.
2. Select “BRAKE SW1” in “DATA MONITOR” mode of “ENGINE” using CONSULT.
3. Check “BRAKE SW1” indication as per the following conditions.

Monitor item	Condition		Indication
BRAKE SW1	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 (Approx.)
Connector	+	–			
	Terminal				
E16	116	128	Brake pedal	Slightly depressed	0 V
				Fully released	Battery voltage

Is the inspection result normal?

YES >> GO TO 2.
NO >> MT models: GO TO 3.
>> CVT models: GO TO 4.

2.CHECK OVERALL FUNCTION-2

With CONSULT
Select “BRAKE SW2” and check indication as per 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 conditions.

ECM			Condition		Voltage (Approx.)
Connector	+	–			
	Terminal				
E16	115	128	Brake pedal	Slightly depressed	Battery voltage
				Fully released	0 V

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> GO TO 7.

3. CHECK CLUTCH PEDAL POSITION SWITCH POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect clutch pedal position switch harness connector.
3. Turn ignition switch ON.
4. Check the voltage between clutch pedal position switch harness connector and ground.

+		–	Voltage
Clutch pedal position switch			
Connector	Terminal		
E32	1	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 4.
NO >> Perform the trouble diagnosis for power supply circuit.

4. CHECK BRAKE PEDAL POSITION SWITCH POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect brake pedal position switch harness connector.
3. Turn ignition switch ON.
4. Check the voltage between brake pedal position switch harness connector and ground.

+		–	Voltage
Brake pedal position switch			
Connector	Terminal		
E36	1	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 5.
NO >> Perform the trouble diagnosis for power supply circuit.

5. CHECK BRAKE PEDAL POSITION SWITCH INPUT SIGNAL CIRCUIT

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

+		–		Continuity
Brake pedal position switch		ECM		
Connector	Terminal	Connector	Terminal	
E36	2	E16	116	Existed

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

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair or replace error-detected parts.

6.CHECK BRAKE PEDAL POSITION SWITCH

Check the brake pedal position switch. Refer to EC-390, "Component Inspection (Brake Pedal Position Switch)"

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace brake pedal position switch. Refer to BR-21, "Exploded View".

7.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.

+		−	Voltage
Stop lamp switch			
Connector	Terminal		
E60	1	Ground	Battery voltage

Is the inspection result normal?

YES >> GO TO 8.
NO >> Perform the trouble diagnosis for power supply circuit.

8.CHECK STOP LAMP SWITCH GROUND CIRCUIT

1. Disconnect stop lamp relay harness connector.
2. Check the continuity between stop lamp switch harness connector and ECM harness connector.

+		−		Continuity
Stop lamp switch		ECM		
Connector	Terminal	Connector	Terminal	
E60	2	E16	115	Existed

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

Is the inspection result normal?

YES >> GO TO 9.
NO >> Repair or replace error-detected parts.

9.CHECK STOP LAMP SWITCH

Check the stop lamp switch. Refer to EC-391, "Component Inspection (Stop Lamp Switch)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace stop lamp switch. Refer to BR-21, "Exploded View".

Component Inspection (Brake Pedal Position Switch)

INFOID:0000000011538944

1.CHECK BRAKE PEDAL POSITION SWITCH-1

1. Turn ignition switch OFF.
2. Disconnect brake pedal position harness connector.
3. Check the continuity between brake pedal position switch terminals as per the following conditions.

Brake pedal position switch		Condition		Continuity
+	–			
Terminals				
1	2	Brake pedal	Fully released	Existed
			Slightly de-pressed	Not existed

Is the inspection result normal?

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

2.CHECK BRAKE PEDAL POSITION SWITCH-2

1. Adjust brake pedal position switch installation. Refer to BR-15, "Adjustment".
2. Check the continuity between brake pedal position switch terminals as per the following conditions.

Brake pedal position switch		Condition		Continuity
+	–			
Terminals				
1	2	Brake pedal	Fully released	Existed
			Slightly de-pressed	Not existed

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace brake pedal position switch. Refer to BR-21, "Exploded View".

Component Inspection (Stop Lamp Switch)

INFOID:0000000011538945

1.CHECK STOP LAMP SWITCH-1

1. Turn ignition switch OFF.
2. Disconnect stop lamp switch harness connector.
3. Check the continuity between stop lamp switch terminals as per the following conditions.

Stop lamp switch		Condition		Continuity
+	–			
Terminals				
1	2	Brake pedal	Fully released	Not existed
			Slightly de-pressed	Existed

Is the inspection result normal?

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

2.CHECK STOP LAMP SWITCH-2

1. Adjust stop lamp switch installation. Refer to BR-15, "Adjustment".
2. Check the continuity between stop lamp switch terminals as per the following conditions.

Stop lamp switch		Condition		Continuity
+	–			
Terminals				
1	2	Brake pedal	Fully released	Not existed
			Slightly de-pressed	Existed

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace stop lamp switch. Refer to BR-21, "Exploded View".

P1574 ASCD VEHICLE SPEED SENSOR

Description

INFOID:0000000011538946

The ECM receives two vehicle speed sensor 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 ASCD control. Refer to EC-51, "AUTOMATIC SPEED CONTROL DEVICE (ASCD) : System Description" for ASCD functions.

DTC Logic

INFOID:0000000011538947

DTC DETECTION LOGIC

NOTE:

- **If DTC P1574 is displayed with DTC U1001, first perform the trouble diagnosis for DTC U1001. Refer to EC-169, "DTC Logic".**
- **If DTC P1574 is displayed with DTC P0500, first perform the trouble diagnosis for DTC P0500. Refer to EC-331, "EXCEPT FOR M/T MODELS : DTC Logic".**
- **If DTC P1574 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to EC-349, "DTC Logic".**
- **If DTC P1574 is displayed with DTC P0607, first perform the trouble diagnosis for DTC P0607. Refer to EC-351, "DTC Logic".**

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1574	ASCD VHL SPD SEN (ASCD VHL SPD SEN)	ECM detects a difference between two vehicle speed signals is out of the specified range.	• Harness or connectors (CAN communication line is open or shorted.) • ABS actuator and electric unit (control unit) • 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.
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-393, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538948

1.CHECK DTC WITH TCM

Check DTC with TCM. Refer to TM-109, "CONSULT Function".

Is DTC detected?

NO >> GO TO 2.
YES >> 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-31, "CONSULT Function (ABS)".

Is DTC detected?

NO >> INSPECTION END
YES >> Perform trouble shooting relevant to DTC indicated.

P1650 STARTER MOTOR RELAY 2

Description

INFOID:0000000011538949

ECM controls ON/OFF state of the starter relay, according to the engine and vehicle condition. ECM transmits a control signal to IPDM E/R via BCM by CAN communication.
Under normal conditions, ECM controls and maintains the starter relay in OFF state during following condition:
- Engine is running.
- Selector lever is D position.

When detecting a decrease in engine speed due to rapid deceleration or heavy load condition, ECM controls and reactivates the starter relay.
IPDM E/R detects a control state of starter relay and starter control relay and transmits a feedback signal to ECM via CAN communication.

DTC Logic

INFOID:0000000011538950

DTC DETECTION LOGIC

NOTE:
- If DTC P1650 is displayed with DTC U1001, perform the trouble diagnosis for DTC U1001. Refer to EC-170, "DTC Logic".
- If DTC P1650 is displayed with DTC P0607, perform the trouble diagnosis for DTC P0607. Refer to EC-351, "Diagnosis Procedure".

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition		Possible cause
P1650	STR MTR RELAY 2 (Starter motor relay 2)	A	Starter relay is stuck ON.	• Harness and connectors (Between IPDM E/R harness connector and BCM harness connector is shorted to ground.) • IPDM E/R
		B	Starter relay power supply circuit is excessively high voltage.	• Harness and connectors (Between IPDM E/R harness connector and BCM harness is open or shorted to power.) (Between IPDM E/R harness connector and battery is open.) • IPDM E/R
		C	Starter relay circuit is excessively low voltage	• Harness and connectors (Starter relay circuit is open or shorted.) • IPDM E/R

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:
Before performing the following procedure, check that battery voltage is 12 V or more with ignition switch ON.

>> GO TO 2.

2.PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION A AND C

1. Turn ignition 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. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-396, "Diagnosis Procedure".

NO >> GO TO 3.

3.PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION B

With CONSULT

CAUTION:

Always drive at a safe speed.

1. Start the engine.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Turn ignition switch ON.
4. Start the engine and warm it up to normal operating temperature.
5. Turn ignition switch OFF.
6. Lift up drive wheels.
7. Turn ignition switch ON.
8. Select “POWER BALANCE” in “ACTIVE TEST” mode of “ENGINE” using CONSULT.
9. Restart the engine and let it idle at least 10 seconds.
10. Shift the selector lever to D position while depressing fully the brake pedal.
11. Select 1 - 4 cylinders in “POWER BALANCE” and cut the fuel of all cylinders.
12. Check 1st trip DTC.

Without CONSULT

CAUTION:

Always drive at a safe speed.

1. Start the engine.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Turn ignition switch ON.
4. Start the engine and warm it up to normal operating temperature.
5. Turn ignition switch OFF.
6. Lift up drive wheels.
7. Restart the engine and let it idle at least 10 seconds.
8. For CVT models: Shift the selector lever to D position while depressing fully the brake pedal.
   For M/T models: Fully release the clutch pedal.
9. Disconnect vacuum hoses from intake manifold.
10. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-396, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538951

1.CHECK SELF-DIAGNOSTIC RESULT IN BCM

With CONSULT

Check self-diagnostic result in BCM.

Are any DTC detected?

YES >> Check the DTC. Refer to PCS-20, "DTC Index" (with intelligent key), PCS-48, "DTC Index" (without intelligent key).
NO >> GO TO 2.

2.CHECK SELF-DIAGNOSTIC RESULT IN IPDM E/R

With CONSULT

Check self-diagnostic result in IPDM E/R.

Are any DTC detected?

YES >> Check the DTC. Refer to BCS-49, "DTC Index" (with intelligent key), BCS-113, "DTC Index" (without intelligent key).
NO >> GO TO 3.

3.CHECK STARTER RELAY POWER SUPPLY CIRCUIT

Check the starter motor relay power supply circuit. Refer to PCS-30, "Diagnosis Procedure" (with intelligent key), or PCS-59, "Diagnosis Procedure" (without intelligent key).

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4. CHECK STARTER RELAY CONTROL SIGNAL CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R harness connector.
3. Disconnect ECM harness connector.
4. Check the continuity between IPDM E/R harness connector and ECM harness connector.

+		–		Continuity
IPDM E/R		ECM		
Connector	Terminal	Connector	Terminal	
E46	44	E16	105	Existed

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

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair or replace error-detected parts.

5. CHECK INTERMITTENT INCIDENT

Check intermittent incident. Refer to GI-40, "Intermittent Incident".

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-31, "Removal and Installation".
NO >> Repair or replace error-detected parts.

P1651 STARTER MOTOR RELAY

Description

INFOID:0000000011538952

ECM controls ON/OFF state of the starter relay, according to the engine and vehicle condition. ECM transmits a control signal to IPDM E/R by CAN communication.
Under normal conditions, ECM controls and maintains the starter relay in OFF state during following condition:
- Engine is running.
- Selector lever is D position. (CVT models)
- Clutch pedal is fully released. (M/T models)

When detecting a decrease in engine speed due to rapid deceleration or heavy load condition, ECM controls and reactivates the starter relay.
IPDM E/R detects a control state of starter relay and starter control relay and transmits a feedback signal to ECM via CAN communication.

DTC Logic

INFOID:0000000011538953

DTC DETECTION LOGIC

NOTE:
- If DTC P1651 is displayed with DTC U1001, perform the trouble diagnosis for DTC U1001. Refer to EC-170, "DTC Logic".
- If DTC P1651 is displayed with DTC P0607, perform the trouble diagnosis for DTC P0607. Refer to EC-351, "DTC Logic".

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1651	STR MTR RELAY (Starter motor relay)	A correlated error is detected for 2 seconds or more between a control signal transmitted from ECM and a feedback signal transmitted from IPDM E/R via CAN communication line.	• Harness or connectors (Between ECM harness connector and IPDM E/R harness connector is shorted to power.) • IPDM E/R

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:
Before performing the following procedure, check that battery voltage is 12 V or more with ignition switch ON.

>> GO TO 2.

2.PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION

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-398, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538954

1.INSPECTION START

Check the starter motor operation.

Is the starter motor operated?

YES >> GO TO 3.

NO >> GO TO 2.

2.CHECK DTC WITH IPDM E/R

Check DTC with IPDM E/R. Refer to PCS-10, "CONSULT Function (IPDM E/R)" (with intelligent key), or PCS-39, "CONSULT Function (IPDM E/R)" (without intelligent key).

Is the inspection result normal?

YES >> GO TO 3.
NO >> Perform trouble diagnosis for DTC indicated. Refer to PCS-20, "DTC Index" (with intelligent key), or PCS-48, "DTC Index" (without intelligent key).

3.CHECK CRANKING REQUEST SIGNAL CIRCUIT-1

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Disconnect IPDM E/R harness connector.
4. Check the continuity between ECM harness connector and IPDM E/R harness connector.

+		–		Continuity
ECM		IPDM E/R		
Connector	Terminal	Connector	Terminal	
E16	101	E46	37	Existed

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

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4.CHECK INTERMITTENT INCIDENT

Check intermittent incident. Refer to GI-40, "Intermittent Incident".

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-31, "Removal and Installation".
NO >> Repair or replace error-detected parts.

P1652 STARTER MOTOR SYSTEM COMM

Description

INFOID:0000000011538955

ECM controls ON/OFF state of the starter relay, according to the engine and vehicle condition. ECM transmits a control signal to IPDM E/R via BCM by CAN communication.
Under normal conditions, ECM controls and maintains the starter relay in OFF state during following condition:
- Engine is running.
- Selector lever is D position. (CVT models)
- Clutch pedal is fully released. (M/T models)

When detecting a decrease in engine speed due to rapid deceleration or heavy load condition, ECM controls and reactivates the starter relay.
IPDM E/R detects a control state of starter relay and starter control relay and transmits a feedback signal to ECM via CAN communication.

DTC Logic

INFOID:0000000011538956

DTC DETECTION LOGIC

NOTE:
- If DTC P1652 is displayed with DTC U1001, perform the trouble diagnosis for DTC U1001. Refer to EC-170, "DTC Logic".
- If DTC P1652 is displayed with DTC P0607, perform the trouble diagnosis for DTC P0607. Refer to EC-351, "DTC Logic".
- If DTC P1652 is displayed with B209F or B20A0 of IPDM E/R, perform the trouble diagnosis for B209F or B20A0. Refer to SEC-118, "DTC Logic" or SEC-120, "DTC Logic".
- If DTC P1652 is displayed with B26F9 or B26FA of BCM, perform the trouble diagnosis for B26F9 or B26FA. Refer to SEC-112, "DTC Logic" or SEC-114, "DTC Logic".

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1652	STR MTR SYS COMM (Starter motor system communication)	ECM detects malfunction in starter motor drive circuit of the IPDM E/R.	IPDM E/R

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

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Start the engine and wait at least 5 minutes.
3. Repeat step 1 and 2 for 20 times.
4. Check DTC.

Is DTC detected?

YES >> Proceed to EC-400, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538957

1.CHECK SELF-DIAGNOSTIC RESULT IN BCM

With CONSULT
Check self-diagnostic result in BCM.

Are any DTC detected?

YES >> Check the DTC. Refer to BCS-49, "DTC Index" (with intelligent key), BCS-113, "DTC Index" (without intelligent key).
NO >> GO TO 2.

2.CHECK SELF-DIAGNOSTIC RESULT IN IPDM E/R

With CONSULT
Check self-diagnostic result in IPDM E/R.

Are any DTC detected?

YES >> Check the DTC. Refer to PCS-20, "DTC Index" (with intelligent key), PCS-48, "DTC Index" (without intelligent key).
NO >> GO TO 3.

3.PERFORM DTC CONFIRMATION PROCEDURE

1. Erase DTC.
2. Perform DTC confirmation procedure again. Refer to EC-400, "DTC Logic".
3. Check DTC.

Is the P1652 displayed again?

YES >> GO TO 4.
NO >> INSPECTION END

4.CHECK INTERMITTENT INCIDENT

Check intermittent incident. Refer to GI-40, "Intermittent Incident".

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-60, "Removal and Installation".
NG >> Repair or replace error-detected parts.

P1715 INPUT SPEED SENSOR

Description

INFOID:0000000011538958

ECM receives input speed sensor signal from TCM through CAN communication line. ECM uses this signal for engine control.

DTC Logic

INFOID:0000000011538959

DTC DETECTION LOGIC

NOTE:

- **If DTC P1715 is displayed with DTC UXXXX, first perform the trouble diagnosis for DTC UXXXX.**
- **If DTC P1715 is displayed with DTC P0335, first perform the trouble diagnosis for DTC P0335. Refer to EC-278, "DTC Logic".**
- **If DTC P1715 is displayed with DTC P0340, first perform the trouble diagnosis for DTC P0340. Refer to EC-281, "DTC Logic".**
- **If DTC P1715 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to EC-349, "DTC Logic".**
- **If DTC P1715 is displayed with DTC P0607, first perform the trouble diagnosis for DTC P0607. Refer to EC-351, "DTC Logic".**

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1715	IN PULY SPEED (IN PULY SPEED)	Input speed sensor signal is different from the theoretical value calculated by ECM from output speed sensor signal and engine rpm signal.	• Harness or connectors (The CAN communication line is open or shorted) • Harness or connectors (Input speed sensor circuit is open or shorted) • TCM

DTC CONFIRMATION PROCEDURE

1.PRECONDITIONING

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

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

>> GO TO 2.

2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and drive the vehicle at more than 50 km/h (31 MPH) for at least 5 seconds.
   CAUTION:
   Always drive vehicle at a safe speed.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-402, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538960

1.CHECK DTC WITH TCM

Check DTC with TCM. Refer to TM-109, "CONSULT Function".

Is the inspection result normal?

YES >> GO TO 2.
NO >> Perform trouble shooting relevant to DTC indicated.

2.REPLACE TCM

Replace TCM. Refer to TM-266, "Removal and Installation".

>> INSPECTION END

P1800 INTAKE MANIFOLD TUNING VALVE

DTC Logic

INFOID:0000000011538961

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1800	VIAS S/V-1 (Variable intake air system control solenoid valve-1)	An excessively low or high voltage signal is sent to ECM through the intake manifold tuning valve.	• Harness or connectors (The solenoid valve 1 circuit is open or shorted.) • Intake manifold tuning valve

DTC CONFIRMATION PROCEDURE

1.CONDITIONING

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

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

TESTING CONDITION:

Before performing the following procedure, confirm battery voltage is more than 11 V at idle.

>> GO TO 2.

2.PERFORM DTC CONFIRMATION PROCEDURE

1. Start engine and warm it up to the normal operating temperature. [more than 60°C (140°F)]
2. Let it idle for at least 10 seconds. (engine speed: less than 1,000 rpm)
3. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-404, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538962

1.CHECK INTAKE MANIFOLD TUNING VALVE MOTOR POWER SUPPLY

1. Turn ignition switch ON.
2. Check the voltage between ECM harness connector.

ECM				Voltage
+		-		
Connector	Terminal	Connector	Terminal	
F24	6	E16	128	Battery voltage

Is the inspection result normal?

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

2.CHECK INTAKE MANIFOLD TUNING VALVE MOTOR POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Disconnect IPDM E/R harness connector.
4. Check the continuity between ECM harness connector and IPDM E/R harness connector.

+		–		Continuity
ECM		IPDM E/R		
Connector	Terminal	Connector	Terminal	
F24	6	E45	26	Existed

5. Also check harness for short to ground.

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

3.CHECK INTAKE MANIFOLD TUNING VALVE MOTOR OUTPUT SIGNAL CIRCUIT

1. Disconnect intake manifold tuning valve motor harness connector.
2. Check the continuity between intake manifold tuning valve motor harness connector and ECM harness connector.

+		–		Continuity
Intake manifold tuning valve motor		ECM		
Connector	Terminal	Connector	Terminal	
F56	1	F24	5	Existed
			7	Not existed
	2		5	Not existed
			7	Existed

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

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4.CHECK INTAKE MANIFOLD TUNING VALVE MOTOR

Check the intake manifold tuning valve motor. Refer to EC-405, "Component Inspection (Intake Manifold Tuning Valve)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace intake manifold assembly. Refer to EM-27, "Removal and Installation".

Component Inspection (Intake Manifold Tuning Valve)

INFOID:0000000011538963

1.CHECK INTAKE MANIFOLD TUNING VALVE MOTOR

1. Turn ignition switch OFF.
2. Disconnect intake manifold tuning valve motor harness connector.
3. Check the resistance between intake manifold tuning valve motor terminals as per the following.

IMT valve motor		Resistance (Approx.)
+	–	
Terminals		
1	2	3 - 8 Ω [at 25°C (77°F)]

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace intake manifold. Refer to EM-27, "Removal and Installation".

P1805 BRAKE SWITCH

DTC Logic

INFOID:0000000011538964

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P1805	BRAKE SW/CIRCUIT (Brake switch circuit)	Stop lamp signal is not sent to ECM for extremely long time while the vehicle is driving.	• Harness or connectors (Stop lamp switch circuit is open or shorted.) • Stop lamp switch

DTC CONFIRMATION PROCEDURE

1.PERFORM DTC CONFIRMATION PROCEDURE

NOTE:
Since this DTC is difficult to be confirmed, check component function to judge the normality.

>> Proceed to EC-406, "Component Function Check".

Component Function Check

INFOID:0000000011538965

1.CHECK BRAKE SWITCH FUNCTION

With CONSULT
1. On the CONSULT screen, select “ENGINE” >> “DATA MONITOR” >> “BRAKE SW 2”.
2. Check “STOP LAMP SW” indication under the following conditions.

Monitor item	Condition		Indication
STOP LAMP SW	Brake pedal	Slightly depressed	ON
		Fully released	OFF

Without CONSULT
1. Turn ignition switch ON.
2. Check the voltage between ECM harness connector terminals under the following conditions.

ECM			Condition		Voltage (Approx.)
Connector	+	–			
	Terminal	Terminal			
E16	115	128	Brake pedal	Slightly depressed	Battery voltage
				Fully released	0 V

Is the inspection result normal?

YES >> INSPECTION END
NO >> Proceed to EC-406, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000011538966

1.CHECK STOP LAMP SWITCH OPERATION

1. Turn power 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 5.
NO >> GO TO 2.

2.CHECK STOP LAMP SWITCH POWER SUPPLY

1. Disconnect stop lamp switch harness connector.
2. Check the voltage between stop lamp switch harness connector and ground.

+		–	Voltage
Stop lamp switch			
Connector	Terminal		
E60	1	Ground	Battery voltage

3. Also check harness for short to ground.

Is the inspection result normal?

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

3.CHECK STOP LAMP SWITCH POWER SUPPLY CIRCUIT

1. Pull out #30 fuse.
2. Check that the fuse is not fusing.
3. Check the continuity between stop lamp switch harness connector and fuse terminal.

+		–	Continuity
Stop lamp switch			
Connector	Terminal		
E60	1	#30 fuse terminal	Existed

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

Is the inspection result normal?

YES >> Check power supply circuit for 12V battery power supply.
NO >> Repair or replace error-detected parts.

4.CHECK STOP LAMP SWITCH

Check stop lamp switch. Refer to EC-408, "Component Inspection (Stop Lamp Switch)".

Is the inspection result normal?

YES >> GO TO 5.
NO >> Replace stop lamp switch. Refer to BR-21, "Exploded View".

5.CHECK STOP LAMP SWITCH INPUT SIGNAL CIRCUIT

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.

+		–		Continuity
Stop lamp switch		ECM		
Connector	Terminal	Connector	Terminal	
E60	2	E16	115	Existed

4. Also check harness for short to ground.

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Repair or replace error-detected parts.

Component Inspection (Stop Lamp Switch)

INFOID:0000000011538967

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.

Stop lamp switch		Condition		Continuity
+	–			
Terminals				
1	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-15, "Adjustment".
2. Check the continuity between stop lamp switch terminals under the following conditions.

Stop lamp switch		Condition		Continuity
+	–			
Terminals				
1	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".

P2004 INTAKE MANIFOLD RUNNER CONTROL VALVE

DTC Logic

INFOID:0000000011538968

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P2004	TUMBLE CONT/V (Intake manifold runner control stuck open bank 1)	The target angle of intake manifold runner control valve controlled by ECM and the input signal from intake manifold runner control valve position sensor is not in the normal range.	• Harness or connectors (Intake manifold runner control valve motor circuit is open or shorted.) • Intake manifold runner control valve motor • Intake manifold runner control valve is stuck

DTC CONFIRMATION PROCEDURE

1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

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 −7°C (19°F)**

>> GO TO 2.

2.PERFORM DTC CONFIRMATION PROCEDURE

With CONSULT

1. Turn ignition switch ON.
2. Select “DATA MONITOR” mode with CONSULT.
3. Make sure that “COOLANT TEMP/S” indicates between −7°C (19°F) to 60°C (140°F).
   If not, cool engine down or warm engine up until “COOLANT TEMP/S” indicates between −7°C (19°F) to 60°C (140°F). Then go to the following steps.
4. Fully release accelerator pedal and wait at least 10 seconds.
5. Depress accelerator pedal and wait at least 10 seconds.
6. Check 1st trip DTC.

With GST

Following the procedure “With CONSULT” above.

Is 1st trip DTC detected?

YES >> Proceed to EC-409, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538969

1.CHECK INTAKE MANIFOLD RUNNER CONTROL VALVE MOTOR POWER SUPPLY

1. Turn ignition switch ON.
2. Check the voltage between ECM harness connector.

ECM				Voltage
+		-		
Connector	Terminal	Connector	Terminal	
F25	50	E16	128	Battery voltage

Is the inspection result normal?

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

2.CHECK INTAKE MANIFOLD RUNNER CONTROL VALVE MOTOR POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Disconnect IPDM E/R harness connector.
4. Check the continuity between ECM harness connector and IPDM E/R harness connector.

+		−		Continuity
ECM		IPDM E/R		
Connector	Terminal	Connector	Terminal	
F25	50	E45	26	Existed

5. Also check harness for short to ground.

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

3.CHECK INTAKE MANIFOLD RUNNER CONTROL VALVE MOTOR OUTPUT SIGNAL CIRCUIT

1. Disconnect intake manifold runner control valve motor harness connector.
2. Check the continuity between intake manifold runner control valve motor harness connector and ECM harness connector.

+		−		Continuity
Intake manifold runner control valve motor		ECM		
Connector	Terminal	Connector	Terminal	
F1	1	F25	49	Not existed
			51	Existed
	2		49	Existed
			51	Not existed

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

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4.CHECK INTAKE MANIFOLD RUNNER CONTROL VALVE MOTOR

Check the intake manifold runner control valve motor. Refer to EC-410, "Component Inspection".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace intake manifold assembly. Refer to EM-27, "Removal and Installation".

Component Inspection

INFOID:0000000011538970

1.CHECK INTAKE MANIFOLD RUNNER CONTROL VALVE

With CONSULT

1. Turn ignition switch ON.
2. Select “DATA MONITOR” mode with CONSULT.
3. Make sure that “COOLANT TEMP/S” indicates between −7°C (19°F) to 60°C (140°F).
   If not, cool engine down or warm engine up until “COOLANT TEMP/S” indicates between −7°C (19°F) to 60°C (140°F). Then go to the following steps.
4. Fully release accelerator pedal and make sure that “TUMBLE POS SEN” indicates between 2.8 V to 4.1 V.
5. Depress accelerator pedal and make sure that “TUMBLE POS SEN” indicates between 0.2 V to 1.4 V.
6. Check 1st trip DTC.

With GST

Following the procedure “With CONSULT” above.

Is 1st trip DTC detected?

YES >> Replace intake manifold assembly. Refer to EM-27, "Removal and Installation".
NO >> GO TO 2.

2. CHECK INTAKE MANIFOLD RUNNER CONTROL VALVE MOTOR

1. Turn ignition switch OFF.
2. Disconnect intake manifold runner control valve motor harness connector.
3. Check the resistance between intake manifold runner control valve motor terminals as per the following.

Intake manifold runner control valve motor		Resistance (Approx.)
+	–	
Terminals		
1	2	3 - 8 Ω [at 25°C (77°F)]

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace intake manifold assembly. Refer to EM-27, "Removal and Installation".

P2014, P2016, P2017, P2018 INTAKE MANIFOLD RUNNER CONTROL VALVE POSITION SENSOR

DTC Logic

INFOID:0000000011538971

DTC DETECTION LOGIC

NOTE:
If DTC P2014, P2016, P2017 or P2018 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643. Refer to EC-354, "DTC Logic".

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P2014	IN/MANIFOLD RUNNER POS SEN B1 (Intake manifold runner position sensor/ switch circuit bank 1)	An excessively low voltage from the sensor is sent to ECM.	• Harness or connectors (Intake manifold runner control position sensor circuit is shorted.) • Intake manifold runner control position sensor • Sensor power supply 2 circuit
P2016	IN/MANIFOLD RUNNER POS SEN B1 (Intake manifold runner position sensor/ switch circuit low bank 1)		
P2017	IN/MANIFOLD RUNNER POS SEN B1 (Intake manifold runner position sensor/ switch circuit high bank 1)	An excessively high voltage from the sensor is sent to ECM.	
P2018	IN/MANIFOLD RUNNER POS SEN B1 (Intake manifold runner position sensor/ switch circuit intermittent bank 1)		

DTC CONFIRMATION PROCEDURE

1.PRECONDITIONING

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

TESTING CONDITION:
Before performing the following procedure, confirm that battery voltage is more than 11 V at idle.

>> GO TO 2.

2.PERFORM DTC CONFIRMATION PROCEDURE

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

Is 1st trip DTC detected?

YES >> Proceed to EC-412, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538972

1.CHECK INTAKE MANIFOLD RUNNER CONTROL VALVE POSITION SENSOR POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect intake valve manifold runner control valve position sensor harness connector.
3. Turn ignition switch ON.
4. Check the voltage between intake valve manifold runner control valve position sensor harness connector.

Intake manifold runner control valve position sensor			Voltage (Approx.)
Connector	+	-	
	Terminal		
F29	1	3	5 V

Is the inspection result normal?

YES >> GO TO 6.
NO >> GO TO 2.

2.CHECK INTAKE MANIFOLD RUNNER CONTROL VALVE POSITION SENSOR POWER SUPPLY CIRCUIT

Check the voltage between intake valve manifold runner control valve position sensor harness connector and ground.

+		-	Voltage (Approx.)
Intake manifold runner control valve position sensor			
Connector	Terminal		
F29	1	Ground	5 V

Is the inspection result normal?

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

3.CHECK SENSOR POWER SUPPLY 2 CIRCUIT

Check sensor power supply 2 circuit. Refer to EC-447, "Diagnosis Procedure".

Is inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

4.CHECK ECM GROUND CIRCUIT

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

+		-	Continuity
ECM			
Connector	Terminal		
F24	12	Ground	Existed
	16		
F25	52		
E16	128		

4. Also check harness for short to power.

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Repair or replace error-detected parts.

5.CHECK INTAKE MANIFOLD RUNNER CONTROL VALVE POSITION SENSOR GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check the continuity between intake manifold runner control valve position sensor harness connector and ECM harness connector.

+		-		
Intake manifold runner control valve position sensor		ECM		Continuity
Connector	Terminal	Connector	Terminal	
F29	3	F25	92	Existed

4. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair or replace error-detected parts.

6. CHECK INTAKE MANIFOLD RUNNER CONTROL VALVE POSITION SENSOR INPUT SIGNAL CIRCUIT

1. Check the continuity between intake manifold runner control valve position sensor harness connector and ECM harness connector.

+		-		
Intake manifold runner control valve position sensor		ECM		Continuity
Connector	Terminal	Connector	Terminal	
F29	2	F25	83	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 INTERMITTENT INCIDENT

Perform GI-40, "Intermittent Incident".

Is the inspection result normal?

YES >> Replace intake manifold assembly. Refer to EM-27, "Removal and Installation".
NO >> Repair or replace error-detected parts.

P2096, P2097 A/F SENSOR 1

DTC Logic

INFOID:0000000011538973

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (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.	• A/F sensor 1 • A/F sensor 1 heater • Heated oxygen sensor 2 • 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.	

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

TESTING CONDITION:
Before performing the following procedure, confirm that battery voltage is more than 11 at idle.

>> GO TO 2.

2.PERFORM DTC CONFIRMATION PROCEDURE

1. Clear the mixture ratio self-learning value. Refer to EC-143, "Work Procedure".
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 1 minute under no load.
4. Let engine idle for 1 minute.
5. Keep engine speed between 2,500 and 3,000 rpm for 20 minutes.
6. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-415, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538974

1.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 2.
NO >> Repair or replace harness connector.

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-30, "Exploded View", EX-5, "Exploded View".

>> GO TO 3.

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 malfunctioning parts.
NO >> GO TO 4.

4.CHECK FOR INTAKE AIR LEAK

1. Reconnect A/F sensor 1 harness connector.
2. Start engine and run it at idle.
3. Listen for an intake air leak after the mass air flow sensor.

Is intake air leak detected?

YES >> Repair or replace malfunctioning parts.
NO >> GO TO 5.

5.CLEAR THE MIXTURE RATIO SELF-LEARNING VALUE

1. Clear the mixture ratio self-learning value. Refer to EC-143, "Work Procedure".
2. Run engine for at least 10 minutes at idle speed.

Is the 1st trip DTC P0171 or P0172 detected? Is it difficult to start engine?

YES >> Perform trouble diagnosis for DTC P0171 or P0172. Refer to EC-247, "DTC Logic" or EC-251, "DTC Logic".
NO >> GO TO 6.

6.CHECK A/F SENSOR 1 POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect A/F sensor 1 harness connector.
3. Turn ignition switch ON.
4. Check the voltage between A/F sensor 1 harness connector and ground.

+		-	Voltage
A/F sensor 1			
Connector	Terminal		
F12*1 F42*2	4	Ground	Battery voltage

*1: Except California
*2: For California

Is the inspection result normal?

YES >> GO TO 8.
NO >> GO TO 7.

7.CHECK A/F 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.

+		–		Continuity
A/F sensor 1		IPDM E/R		
Connector	Terminal	Connector	Terminal	
F12*1 F42*2	4	E45	26	Existed

*1: Except California
*2: For California

4. Also check harness for short to ground.

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

8. CHECK A/F SENSOR 1 INPUT 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.

+		–		Continuity
A/F sensor 1		ECM		
Connector	Terminal	Connector	Terminal	
F12*1	1	F24	41	Existed
F42*2	2		45	

*1: Except California
*2: For California

4. Check the continuity between A/F sensor 1 harness connector and ground, or ECM harness connector and ground.

+		-	Continuity
A/F sensor 1			
Connector	Terminal		
F12*1	1	Ground	Not existed
F42*2	2		

*1: Except California
*2: For California

+		-	Continuity
ECM			
Connector	Terminal		
F24	41	Ground	Not existed
	45		

5. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 9.
NO >> Repair or replace error-detected parts.

9. CHECK A/F SENSOR 1 HEATER

Check the A/F sensor 1 heater. Refer to EC-178, "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-224, "Component Inspection (HO2S2)".

Is the inspection result normal?

YES >> GO TO 11.
NO >> Replace heated oxygen sensor 2. Refer to EX-5, "Exploded View".

11. CHECK INTERMITTENT INCIDENT

Perform GI-40, "Intermittent Incident".

Is the inspection result normal?

YES >> GO TO 12.
NO >> Repair or replace error-detected parts.

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

Replace air fuel ratio (A/F) sensor 1. Refer to EM-30, "Exploded View".

CAUTION:

- **Discard any 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 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 13.
NO >> GO TO 14.

13. CONFIRM A/F ADJUSTMENT DATA

With CONSULT
1. Turn ignition switch ON.
2. Select “A/F ADJ-B1” in “DATA MONITOR” mode of “ENGINE” using CONSULT.
3. Make sure that “0.000” is displayed on CONSULT screen.

Is “0.000” displayed?

YES >> INSPECTION END
NO >> GO TO 14.

14. CLEAR THE MIXTURE RATIO SELF-LEARNING VALUE

Clear the mixture ratio self-learning value. Refer to EC-143, "Work Procedure".

Do you have CONSULT?

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

15. CONFIRM A/F ADJUSTMENT DATA

With CONSULT
1. Turn ignition switch ON.
2. Select “A/F ADJ-B1” in “DATA MONITOR” mode of “ENGINE” using CONSULT.
3. Make sure that “0.000” is displayed on CONSULT screen.

>> INSPECTION END

P2100, P2103 THROTTLE CONTROL MOTOR RELAY

DTC Logic

INFOID:0000000011538975

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P2100	ETC MOT PWR-B1 (Throttle actuator “A” control motor circuit/ open)	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
P2103	ETC MOT PWR (Throttle actuator “A” control motor circuit high)	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.

Witch 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-419, "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-419, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538976

1.CHECK THROTTLE CONTROL MOTOR RELAY POWER SUPPLY

1. Turn ignition switch OFF.
2. Check the voltage between ECM harness connector and ground.

+		–		Voltage
ECM				
Connector	Terminal	Connector	Terminal	
F24	21	E16	128	Battery voltage

Is the inspection result normal?

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

2. CHECK THROTTLE CONTROL MOTOR RELAY POWER SUPPLY CIRCUIT

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.

+		–		Continuity
ECM		IPDM E/R		
Connector	Terminal	Connector	Terminal	
F24	21	E43	16	Existed

4. Also check harness for short to ground.

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

3. CHECK THROTTLE CONTROL MOTOR RELAY INPUT SIGNAL

Check the voltage between ECM harness connector and ground as per the following conditions.

ECM				Condition	Voltage (Approx.)
+		–			
Connector	Terminal	Connector	Terminal		
F24	2	E16	128	Ignition switch: OFF	0 V
				Ignition switch: ON	Battery voltage

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> GO TO 4.

4. CHECK THROTTLE CONTROL MOTOR RELAY INPUT SIGNAL CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Disconnect IPDM E/R harness connector.
4. Check the continuity between ECM harness connector and IPDM E/R harness connector.

+		–		Continuity
ECM		IPDM E/R		
Connector	Terminal	Connector	Terminal	
F24	2	E43	11	Existed

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

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Repair or replace error-detected parts.

P2101 ELECTRIC THROTTLE CONTROL FUNCTION

DTC Logic

INFOID:0000000011538977

DTC DETECTION LOGIC

NOTE:

- **If DTC P2101 is displayed with DTC P2100, first perform the trouble diagnosis for DTC P2100. Refer to EC-419, "DTC Logic".**
- **If DTC P2101 is displayed with DTC P2119, first perform the trouble diagnosis for DTC P2119. Refer to EC-426, "DTC Logic".**

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P2101	ETC FNCTN/CIRC-B1 (Throttle actuator “A” control motor circuit range/performance)	Electric throttle control function does not operate properly.	• Harness or connectors (Throttle control motor circuit is open or shorted) • Electric throttle control actuator

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 >> Proceed to EC-421, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538978

1.CHECK THROTTLE CONTROL MOTOR RELAY INPUT SIGNAL

Check the voltage between ECM harness connector terminals as per the following conditions.

ECM				Condition	Voltage (Approx.)
+		–			
Connector	Terminal	Connector	Terminal		
F24	2	E16	128	Ignition switch: OFF	0 V
				Ignition switch: ON	Battery voltage

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 2.

2.CHECK THROTTLE CONTROL MOTOR RELAY INPUT SIGNAL CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Disconnect IPDM E/R harness connector.
4. Check the continuity between ECM harness connector and IPDM E/R harness connector.

+		–		Continuity
ECM		IPDM E/R		
Connector	Terminal	Connector	Terminal	
F24	2	E43	11	Existed

5. 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 THROTTLE CONTROL MOTOR RELAY POWER SUPPLY CIRCUIT

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

+		–		Continuity
ECM		IPDM E/R		
Connector	Terminal	Connector	Terminal	
F24	21	E43	16	Existed

2. Also check harness for short to ground.

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

4.CHECK THROTTLE CONTROL MOTOR OUTPUT SIGNAL CIRCUIT

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.

+		–		Continuity
Electric throttle control actuator		ECM		
Connector	Terminal	Connector	Terminal	
F7	5	F24	3	Not existed
			1	Existed
	6		3	Existed
			1	Not existed

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

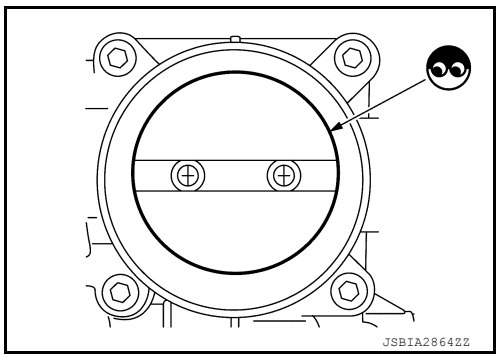
Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair or replace error-detected parts.

5.CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

1. Remove the intake air duct. Refer to EM-25, "Exploded View".

2. Check if foreign matter is caught between the throttle valve and the housing.



Is the inspection result normal?

YES >> GO TO 6.
NO >> Remove the foreign matter and clean the electric throttle control actuator inside, then perform throttle valve closed position learning. Refer to EC-140, "Work Procedure".

6. CHECK THROTTLE CONTROL MOTOR

Check the throttle control motor. Refer to EC-425, "Component Inspection (Throttle Control Motor)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace electric throttle control actuator. Refer to EM-27, "Removal and Installation".

Component Inspection (Throttle Control Motor)

INFOID:0000000011538979

1. CHECK THROTTLE CONTROL MOTOR

1. Turn ignition switch OFF.
2. Disconnect electric throttle control actuator harness connector.
3. Check the resistance between electric throttle control actuator terminals as per the following.

Electric throttle control actuator		Condition		Resistance (Approx.)
+	–			
Terminals				
5	6	Temperature °C (°F)	25 (77)	1 - 15 Ω

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace electric throttle control actuator. Refer to EM-27, "Removal and Installation".

P2118 THROTTLE CONTROL MOTOR

DTC Logic

INFOID:0000000011538980

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P2118	ETC MOT-B1 (Throttle actuator control motor current range/performance)	ECM detects short in both circuits between ECM and throttle control motor.	• Harness or connectors (Throttle control motor circuit is shorted.) • Electric throttle control actuator (Throttle control motor)

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-424, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538981

1.CHECK THROTTLE CONTROL MOTOR OUTPUT SIGNAL CIRCUIT

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.

+		–		Continuity
Electric throttle control actuator		ECM		
Connector	Terminal	Connector	Terminal	
F7	5	F24	3	Not existed
			1	Existed
	6		3	Existed
			1	Not existed

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

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace error-detected parts.

2.CHECK THROTTLE CONTROL MOTOR

Check the throttle control motor. Refer to EC-425, "Component Inspection (Throttle Control Motor)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace electric throttle control actuator. Refer to EM-27, "Removal and Installation".

Component Inspection (Throttle Control Motor)

INFOID:0000000011538982

1.CHECK THROTTLE CONTROL MOTOR

1. Turn ignition switch OFF.
2. Disconnect electric throttle control actuator harness connector.
3. Check the resistance between electric throttle control actuator terminals as per the following.

Electric throttle control actuator		Condition		Resistance (Approx.)
+	–			
Terminals				
5	6	Temperature °C (°F)	25 (77)	1 - 15 Ω

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace electric throttle control actuator. Refer to EM-27, "Removal and Installation".

P2119 ELECTRIC THROTTLE CONTROL ACTUATOR

DTC Logic

INFOID:0000000011538983

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)		DTC detecting condition	Possible cause
P2119	ETC ACTR-B1 (Throttle actuator control throttle body range/ performance)	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.	

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. Set selector lever to D (CVT) or 1st (M/T) position and wait at least 3 seconds.
3. Set selector lever to P (CVT) or Neutral (M/T) position.
4. Turn ignition switch OFF and wait at least 10 seconds.
5. Turn ignition switch ON and wait at least 1 second.
6. Set selector lever to D (CVT) or 1st (M/T) position and wait at least 3 seconds.
7. Set selector lever to P (CVT) or Neutral (M/T) position.
8. Turn ignition switch OFF, wait at least 10 seconds and then turn ON.
9. Check DTC.

Is DTC detected?

YES >> Proceed to EC-426, "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. Set selector lever to D (CVT) or 1st (M/T) position and wait at least 3 seconds.
3. Set selector lever to P (CVT) or Neutral (M/T) position.
4. Start engine and let it idle for 3 seconds.
5. Check DTC.

Is DTC detected?

YES >> Proceed to EC-426, "Diagnosis Procedure".
NO >> INSPECTION END

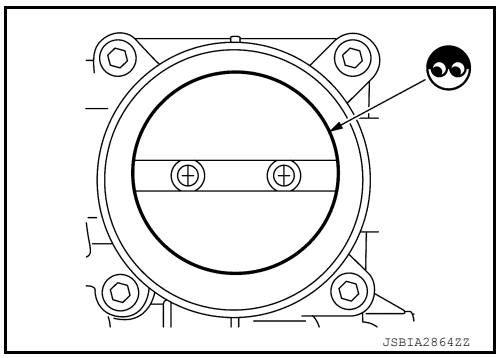
Diagnosis Procedure

INFOID:0000000011538984

1.CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

1. Remove the intake air duct. Refer to EM-25, "Exploded View".

2. Check if foreign matter is caught between the throttle valve and the housing.



Is the inspection result normal?

YES >> Replace electric throttle control actuator. Refer to EM-27, "Removal and Installation".

NO >> Remove the foreign matter and clean the electric throttle control actuator inside, then perform throttle valve closed position learning. Refer to EC-140, "Work Procedure".

P2122, P2123 APP SENSOR

DTC Logic

INFOID:0000000011538985

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-354, "DTC Logic".

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P2122	APP SEN 1/CIRC (Throttle/Pedal position sensor/switch “D” circuit low)	An excessively low voltage from the APP sensor 1 is sent to ECM.	• Harness or connectors (APP sensor 1 circuit is open or shorted.) • Accelerator pedal position sensor (APP sensor 1)
P2123	APP SEN 1/CIRC (Throttle/Pedal position sensor/switch “D” circuit high)	An excessively high voltage from the APP sensor 1 is sent to ECM.	

DTC CONFIRMATION PROCEDURE

1.PRECONDITIONING

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

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

TESTING CONDITION:
Before performing the following procedure, confirm that battery voltage is more than 8 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 >> Proceed to EC-428, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538986

1.CHECK APP SENSOR 1 POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect accelerator pedal position (APP) sensor harness connector.
3. Turn ignition switch ON.
4. Check the voltage between APP sensor harness connector and ground.

+		−	Voltage (Approx.)
APP sensor			
Connector	Terminal		
E12	4	Ground	5.0 V

Is the inspection result normal?

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

2.CHECK APP SENSOR 1 POWER SUPPLY CIRCUIT

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

+		–		Continuity
APP sensor		ECM		
Connector	Terminal	Connector	Terminal	
E12	4	E16	122	Existed

4. Also check harness for short to ground.

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

3.CHECK APP SENSOR 1 GROUND CIRCUIT

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

+		–		Continuity
APP sensor		ECM		
Connector	Terminal	Connector	Terminal	
E12	2	E16	127	Existed

4. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4.CHECK APP SENSOR 1 INPUT SIGNAL CIRCUIT

1. Check the continuity between APP sensor harness connector and ECM harness connector.

+		–		Continuity
APP sensor		ECM		
Connector	Terminal	Connector	Terminal	
E12	3	E16	126	Existed

2. 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 APP SENSOR

Check APP sensor. Refer to EC-429, "Component Inspection (APP Sensor)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace accelerator pedal assembly. Refer to ACC-3, "Removal and Installation".

Component Inspection (APP Sensor)

INFOID:0000000011538987

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 between ECM harness connector terminals as per the following condition.

ECM			Condition		Voltage
Connector	+	–			
	Terminal				
E16	126	127	Accelerator pedal	Fully released	0.6 - 0.9 V
				Fully depressed	3.9 - 4.7 V
	119	120		Fully released	0.3 - 0.6 V
				Fully depressed	1.95 - 2.4 V

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace accelerator pedal assembly. Refer to ACC-3, "Removal and Installation".

P2127, P2128 APP SENSOR

DTC Logic

INFOID:0000000011538988

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P2127	APP SEN 2/CIRC (Throttle/Pedal position sensor/switch “E” circuit low)	An excessively low voltage from the APP sensor 2 is sent to ECM.	• Harness or connectors (APP sensor 2 circuit is open or shorted.) • Accelerator pedal position sensor (APP sensor 2) • Sensor power supply 2 circuit
P2128	APP SEN 2/CIRC (Throttle/Pedal position sensor/switch “E” circuit high)	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 8 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 >> Proceed to EC-431, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538989

1.CHECK APP SENSOR 2 POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect accelerator pedal position (APP) sensor harness connector.
3. Turn ignition switch ON.
4. Check the voltage between APP sensor harness connector and ground.

+		−	Voltage (Approx.)
APP sensor			
Connector	Terminal		
E12	5	Ground	5.0 V

Is the inspection result normal?

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

2.CHECK SENSOR POWER SUPPLY 2 CIRCUIT

Check sensor power supply 2 circuit. Refer to EC-447, "Diagnosis Procedure".

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

3.CHECK APP SENSOR 2 GROUND CIRCUIT

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

+		–		Continuity
APP sensor		ECM		
Connector	Terminal	Connector	Terminal	
E12	1	E16	120	Existed

4. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4.CHECK APP SENSOR 2 INPUT SIGNAL CIRCUIT

1. Check the continuity between APP sensor harness connector and ECM harness connector.

+		–		Continuity
APP sensor		ECM		
Connector	Terminal	Connector	Terminal	
E12	6	E16	119	Existed

2. 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 APP SENSOR

Check APP sensor. Refer to EC-432, "Component Inspection (APP Sensor)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace accelerator pedal assembly. Refer to ACC-3, "Removal and Installation".

Component Inspection (APP Sensor)

INFOID:0000000011538990

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 between ECM harness connector terminals as per the following condition.

ECM			Condition		Voltage
Connector	+	–			
	Terminal				
E16	126	127	Accelerator pedal	Fully released	0.6 - 0.9 V
				Fully depressed	3.9 - 4.7 V
	119	120		Fully released	0.3 - 0.6 V
				Fully depressed	1.95 - 2.4 V

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace accelerator pedal assembly. Refer to ACC-3, "Removal and Installation".

P2135 TP SENSOR

DTC Logic

INFOID:0000000011538991

DTC DETECTION LOGIC

NOTE:
If DTC P2135 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643. Refer to EC-354, "DTC Logic".

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P2135	TP SENSOR-B1 (Throttle/Pedal position sensor/switch “A” / “B” voltage correlation)	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)

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 let it idle for 1 second.
2. Check DTC.

Is DTC detected?

YES >> Proceed to EC-434, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538992

1.CHECK THROTTLE POSITION SENSOR POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect electric throttle control actuator harness connector.
3. Turn ignition switch ON.
4. Check the voltage between electric throttle control actuator harness connector and ground.

+		−	Voltage (Approx.)
Electric throttle control actuator			
Connector	Terminal		
F7	2	Ground	5.0 V

Is the inspection result normal?

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

2.CHECK THROTTLE POSITION SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.

3. Check the continuity between electric throttle control actuator harness connector and ground.

+		–		Continuity
Electric throttle control actuator		ECM		
Connector	Terminal	Connector	Terminal	
F7	2	F25	80	Existed

4. Also check harness for short to ground.

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

3.CHECK THROTTLE POSITION SENSOR GROUND CIRCUIT

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.

+		–		Continuity
Electric throttle control actuator		ECM		
Connector	Terminal	Connector	Terminal	
F7	4	F25	78	Existed

4. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4.CHECK THROTTLE POSITION SENSOR INPUT SIGNAL CIRCUIT

1. Check the continuity between electric throttle control actuator harness connector and ECM harness connector.

+		–		Continuity
Electric throttle control actuator		ECM		
Connector	Terminal	Connector	Terminal	
F7	1	F25	79	Existed
	3		77	

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

Is the inspection result normal?

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

5.CHECK THROTTLE POSITION SENSOR

Check throttle position sensor. Refer to EC-435, "Component Inspection (TP Sensor)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace electric throttle control actuator. Refer to EM-27, "Removal and Installation".

Component Inspection (TP Sensor)

INFOID:0000000011538993

1.CHECK THROTTLE POSITION SENSOR

1. Turn ignition switch OFF.

2. Reconnect all harness connectors disconnected.
3. Perform " Throttle Valve Closed Position Learning". Refer to EC-140, "Work Procedure".
4. Turn ignition switch ON.
5. Set selector lever to D (CVT) or 1st (M/T) position.
6. Check the voltage between ECM harness connector terminals as per the following conditions.

ECM			Condition		Voltage
Connector	+	−			
	Terminal				
F25	77	78	Accelerator pedal	Fully released	Less than 4.75 V
				Fully depressed	More than 0.36 V
	79			Fully released	More than 0.36 V
				Fully depressed	Less than 4.75 V

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace electric throttle control actuator. Refer to EM-27, "Removal and Installation".

P2138 APP SENSOR

DTC Logic

INFOID:0000000011538994

DTC DETECTION LOGIC

NOTE:
If DTC P2138 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643. Refer to EC-354, "DTC Logic".

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P2138	APP SENSOR (Throttle/Pedal position sensor/switch “D” / “E” voltage correlation)	Rationally incorrect voltage is sent to ECM compared with the signals from APP sensor 1 and APP sensor 2.	• Harness or connector (APP sensor 1 or 2 circuit is open or shorted.) • Accelerator pedal position sensor (APP sensor 1 or 2) • Sensor power supply 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 8 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 >> Proceed to EC-437, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538995

1.CHECK APP SENSOR 1 POWER SUPPLY

1. Turn ignition switch OFF.
2. Disconnect accelerator pedal position (APP) sensor harness connector.
3. Turn ignition switch ON.
4. Check the voltage between APP sensor harness connector and ground.

+		−	Voltage (Approx.)
APP sensor			
Connector	Terminal		
E12	4	Ground	5.0 V

Is the inspection result normal?

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

2.CHECK APP SENSOR 1 POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.

2. Disconnect ECM harness connector.
3. Check the continuity between APP sensor harness connector and ECM harness connector.

+		–		Continuity
APP sensor		ECM		
Connector	Terminal	Connector	Terminal	
E12	4	E16	122	Existed

4. Also check harness for short to ground.

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

3.CHECK APP SENSOR 2 POWER SUPPLY

Check the voltage between APP sensor harness connector and ground.

+		–	Voltage (Approx.)
APP sensor			
Connector	Terminal		
E12	5	Ground	5.0 V

Is the inspection result normal?

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

4.CHECK SENSOR POWER SUPPLY 2 CIRCUIT

Check sensor power supply 2 circuit. Refer to EC-447, "Diagnosis Procedure".

Is inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

5.CHECK APP SENSOR GROUND CIRCUIT

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

+		–		Continuity
APP sensor		ECM		
Connector	Terminal	Connector	Terminal	
E12	1	E16	120	Existed
	2		127	

4. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 6.
NO >> Repair or replace error-detected parts.

6.CHECK APP SENSOR INPUT SIGNAL CIRCUIT

1. Check the continuity between APP sensor harness connector and ECM harness connector.

+		–		Continuity
APP sensor		ECM		
Connector	Terminal	Connector	Terminal	
E12	3	E16	126	Existed
	6		119	

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 APP SENSOR

Check APP sensor. Refer to EC-439, "Component Inspection (APP Sensor)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace accelerator pedal assembly. Refer to ACC-3, "Removal and Installation".

Component Inspection (APP Sensor)

INFOID:0000000011538996

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 between ECM harness connector terminals as per the following condition.

ECM			Condition		Voltage
Connector	+	–			
	Terminal				
E16	126	127	Accelerator pedal	Fully released	0.6 - 0.9 V
				Fully depressed	3.9 - 4.7 V
	119	120		Fully released	0.3 - 0.6 V
				Fully depressed	1.95 - 2.4 V

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace accelerator pedal assembly. Refer to ACC-3, "Removal and Installation".

P219A AIR FUEL RATIO

DTC Logic

INFOID:0000000011538911

DTC DETECTION LOGIC

NOTE:
If DTC P219A is displayed with other DTC, first perform the trouble diagnosis for the other DTC. Refer to EC-94, "DTC Index".

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P219A	AIR FUEL RATIO IM-BARANCE B1 (Air fuel ratio imbarance bank 1)	ECM detects a lean/rich air fuel ratio state in any cylinder for a specified length of time.	• 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

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-143, "Work Procedure".

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 “COOLANT TEMP/S” in “DATA MONITOR” mode of “ENGINE” using CONSULT.
3. Start engine.
4. Make sure that “COOLANT TEMP/S” indicates more than 80°C (176°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:

- **Always drive vehicle at a safe speed.**

ENG SPEED	1,000 – 2,400rpm
COOLANT TEMP/S	More than 65°C (149°F)
B/FUEL SCHDL	5 – 9 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-441, "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	1,000 – 1,250 rpm
Calculated load value	26 – 46 %
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-441, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538912

1.CHECK FOR INTAKE AIR LEAK

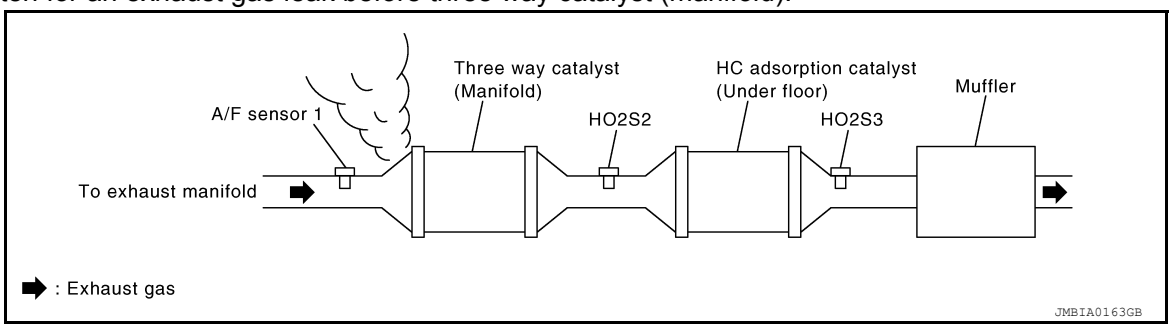
1. Stop engine and check the following for connection.
- Air duct
- Vacuum hoses
- PCV hose
- Intake air passage between air duct to intake manifold
2. Start engine and let it idle.
3. Listen for an intake air leak after the mass air flow sensor.

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace error-detected parts.

2.CHECK EXHAUST GAS LEAK

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-144, "Work Procedure".
2. Check fuel pressure. Refer to EC-144, "Work Procedure".

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 9.

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-489, "Mass Air Flow Sensor".

With GST
Check mass air flow sensor signal in Service $01 using GST.
For specification, refer to EC-489, "Mass Air Flow Sensor".

Is the inspection result normal?

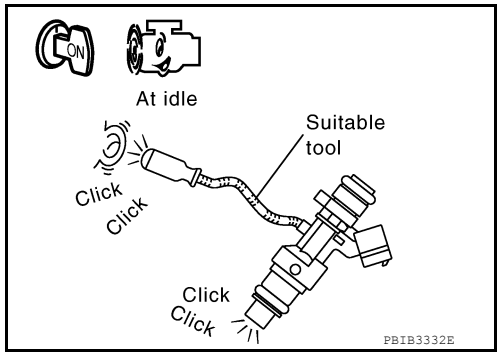
YES >> GO TO 5.
NO >> Check connectors for rusted terminals or loose connections in the mass air flow sensor circuit or grounds. Refer to EC-188, "Diagnosis Procedure".

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?

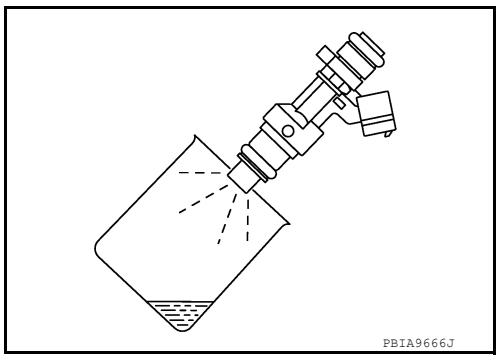
YES >> GO TO 6.
NO >> Perform trouble diagnosis for fuel injector, refer to EC-453, "Component Function Check".

6.CHECK FUNCTION OF FUEL INJECTOR-2

CAUTION:

Perform the following procedure in a place with no combustible objects and good ventilation.

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-40, "Removal and Installation".
   Keep fuel hose and all fuel injectors connected to fuel tube.
5. Disconnect all ignition coil harness connectors.
6. Prepare pans or saucers under each fuel injector.
7. Crank engine for approximately 3 seconds.



- **Fuel should be sprayed evenly for each fuel injector.**
- **Fuel must not drip from the tip of fuel injector.**

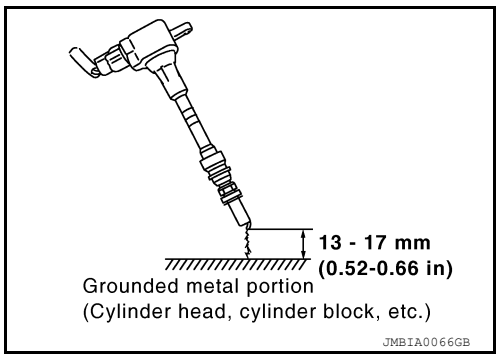
Is the inspection result normal?

YES >> GO TO 7.
NO >> Replace fuel injector. Refer to EM-40, "Removal and Installation".

7.CHECK FUNCTION OF IGNITION COIL-1

CAUTION:
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-45, "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 8.
NO >> GO TO 10.

8.CHECK COMPRESSION PRESSURE

Check compression pressure. Refer to EM-23, "Inspection".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Check pistons, piston rings, valves, valve seats and cylinder head gaskets.

9. 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, "Removal and Installation".
NO >> Repair or replace error-detected parts.

10. 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.

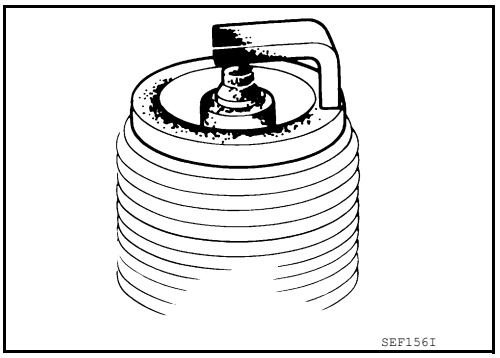
Spark should be generated.

Is the inspection result normal?

YES >> GO TO 11.
NO >> Check ignition coil, power transistor and their circuits. Refer to EC-459, "Component Function Check".

11. 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-12, "Removal and Installation".
2. GO TO 12.
NO >> Replace spark plug(s) with standard type one(s). For spark plug type, refer to EM-118, "Spark Plug".

12. 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-40, "Intermittent Incident".
NO >> Replace spark plug(s) with standard type one(s). For spark plug type, refer to EM-118, "Spark Plug".

P2610 ECM INTERNAL TIMER

Description

INFOID:0000000011538997

This ECM contains a timer and measures time between an ignition switch OFF and the next ignition switch ON. This enables the judging of the state of engine cooling at an engine start.

DTC Logic

INFOID:0000000011538998

DTC DETECTION LOGIC

DTC No.	CONSULT screen terms (Trouble diagnosis content)	DTC detecting condition	Possible cause
P2610	ECM/PCM INTERNAL ENG OFF TIMER (ECM/PCM internal engine off timer performance)	• ECM internal engine off timer is malfunctioning. • The time calculated by ECM based on a descent allowance of engine coolant temperatures during ignition switch OFF is extremely shorter than the time counted by the Engine internal OFF timer.	ECM

DTC CONFIRMATION PROCEDURE

1.INSPECTION START

It is necessary to erase permanent DTC?

YES >> GO TO 4.
NO >> GO TO 2.

2.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 12 V or more under ignition switch OFF condition.

>> GO TO 3.

3.PERFORM DTC CONFIRMATION PROCEDURE-I

1. Turn ignition switch ON and wait at least 190 seconds.
2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-446, "Diagnosis Procedure".
NO >> INSPECTION END

4.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 12 V or more under ignition switch OFF condition.**
- **Before performing the following procedure, check that fuel level is between 2/8 and 7/8.**

>> GO TO 5.

5.PERFORM DTC CONFIRMATION PROCEDURE-I

1. Turn ignition switch ON and wait at least 190 seconds.

2. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-446, "Diagnosis Procedure".
NO >> GO TO 6.

6. PERFORM DTC CONFIRMATION PROCEDURE-II

CAUTION:
To start this self-diagnosis, the conditions listed bellow are required to be satisfied. Perform the following steps to satisfy the conditions.
- **Engine coolant temperature decrease by 55°C (131°F) or more during the time between an ignition switch OFF (after engine warm-up) and the second ignition switch ON.**
- **A fuel temperature at the second ignition switch ON is −5°C (23°F) or more and less than 35°C (95°F).**
- **The temperature difference between engine coolant and fuel is 5°C (41°F) or more.**

NOTE:
This self-diagnosis is not performed if the distance traveled is extremely short.

1. Turn ignition switch ON.
2. Start engine and warm it up to normal operating temperature.
3. Turn ignition switch OFF and soak the vehicle for at least 12 hours.
   CAUTION:
   - **Never turn ON the ignition switch during soaking.**
   - **Never open the fuel filler cap and perform refueling during soaking.**
4. Turn ignition switch ON and wait at least 190 seconds.
5. Check 1st trip DTC.

Is 1st trip DTC detected?

YES >> Proceed to EC-446, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011538999

1. CHECK SELF-DIAGNOSTIC RESULT

check that DTCs related to the fuel system and the cooling system are not detected.

Is the inspection result normal?

YES >> Check the DTC. Refer to EC-66, "CONSULT Function".
NO >> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

1. Erase DTC.
2. Perform DTC Confirmation Procedure again. Refer to EC-445, "DTC Logic".

Is the 1st trip DTC P2610 displayed again?

YES >> Replace ECM. Refer to EC-488, "Removal and Installation".
NO >> INSPECTION END

SENSOR POWER SUPPLY 2 CIRCUIT

Description

INFOID:0000000011539000

ECM supplies a voltage of 5.0 V to some of the sensors systematically divided into 2 groups, respectively. Accordingly, when a short circuit develops in a sensor power source, a malfunction may occur simultaneously in the sensors belonging to the same group as the shorted-circuit sensor.

Sensor power supply 1
- Battery current sensor
- Crankshaft position (CKP) sensor (POS)
- Throttle position (TP) sensor
- Accelerator pedal position (APP) sensor 1

NOTE:
If sensor power supply 1 circuit is malfunctioning, DTC P0643 is displayed.

Sensor power supply 2
- Camshaft position (CMP) sensor (PHASE)
- Mass air flow (MAF) sensor
- Engine oil pressure (EOP) sensor
- Exhaust valve timing (EVT) control position sensor
- Accelerator pedal position (APP) sensor 2
- Intake manifold runner control valve position sensor

Diagnosis Procedure

INFOID:0000000011539001

1. CHECK ACCELERATOR PEDAL POSITION SENSOR 2 POWER SUPPLY CIRCUIT-1

1. Turn ignition switch OFF.
2. Disconnect accelerator pedal position (APP) sensor harness connector.
3. Turn ignition switch ON.
4. Check the voltage between APP sensor harness connector and ground.

+		−	Voltage (Approx.)
APP sensor			
Connector	Terminal		
E12	5	Ground	5.0 V

Is the inspection result normal?

YES >> GO TO 4.
NO >> GO TO 2.

2. CHECK ACCELERATOR PEDAL POSITION SENSOR 2 POWER SUPPLY CIRCUIT-2

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Turn ignition switch ON.
4. Check the continuity between APP sensor harness connector and ECM.

CVT models

+		−		Continuity
APP sensor		ECM		
Connector	Terminal	Connector	Terminal	
E12	5	E16	118	Existed

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace error-detected parts.

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
F24	32	CMP sensor (PHASE)	F39	1
	40	EOP sensor	F2	1
	44	EVT control position sensor	F57	1
F25	36	MAF sensor	F31	1

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4.CHECK COMPONENTS

Check the following.

Sensor	Reference
CMP sensor (PHASE)	EC-283, "Component Inspection [CMP Sensor (PHASE)]"
MAF sensor	EC-189, "Component Inspection (MAF Sensor)"
EOP sensor	EC-343, "Component Inspection (EOP Sensor)"
EVT control position sensor	EC-361, "Component Inspection (EVT Control Position Sensor)"

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair or replace malfunctioning component.

5.CHECK APP SENSOR

Check APP sensor. Refer to EC-432, "Component Inspection (APP Sensor)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace accelerator pedal assembly. Refer to ACC-3, "Removal and Installation".

BRAKE PEDAL POSITION SWITCH

Component Function Check

INFOID:0000000011539002

1.CHECK BRAKE PEDAL POSITION SWITCH FUNCTION

With CONSULT
1. Turn ignition switch ON.
2. Select “ENGINE” using CONSULT.
3. Select “BRAKE SW1” in “DATA MONITOR” mode.
4. Check “BRAKE SW1” indication under the following conditions.

Monitor item	Condition		Indication
BRAKE SW1	Brake pedal	Slightly depressed	OFF
		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 (Approx.)
Connector	+	–			
	Terminal	Terminal			
E16	116	127	Brake pedal	Slightly depressed	0 V
				Fully released	Battery voltage

Is the inspection result normal?

YES >> INSPECTION END
NO >> Proceed to EC-449, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000011539003

1.CHECK BRAKE PEDAL POSITION SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect brake pedal position switch harness connector.
3. Turn ignition switch ON.
4. Check the voltage between brake pedal position switch harness connector and ground.

+		–	Voltage
Brake pedal position switch			
Connector	Terminal		
E36	1	Ground	Battery voltage

Is the inspection result normal?

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

2.CHECK STOP LAMP SWITCH POWER SUPPLY CIRCUIT

1. Pull out #5 fuse.
2. Check that the fuse is not fusing.
3. Check the continuity between stop lamp switch harness connector and fuse terminal.

+		–	Continuity
Brake pedal position switch			
Connector	Terminal		
E36	1	#5 fuse terminal	Existed

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

Is the inspection result normal?

YES >> Check power supply circuit for 12V battery power supply.
NO >> Repair or replace error-detected parts.

3.CHECK BRAKE PEDAL POSITION SWITCH INPUT SIGNAL CIRCUIT

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

+		–		Continuity
Brake pedal position switch		ECM		
Connector	Terminal	Connector	Terminal	
E36	2	E16	116	Existed

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

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4.CHECK BRAKE PEDAL POSITION SWITCH

Check brake pedal position switch. Refer to EC-450, "Component Inspection (Brake Pedal Position Switch)"

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Replace brake pedal position switch. Refer to BR-21, "Exploded View".

Component Inspection (Brake Pedal Position Switch)

INFOID:0000000011539004

1.CHECK BRAKE PEDAL POSITION SWITCH-I

1. Turn ignition switch OFF.
2. Disconnect brake pedal position switch harness connector.
3. Check the continuity between brake pedal position switch terminals under the following conditions.

Brake pedal position switch		Condition		Continuity
+	–			
Terminals				
1	2	Brake pedal	Fully released	Existed
			Slightly depressed	Not existed

Is the inspection result normal?

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

2.CHECK BRAKE PEDAL POSITION SWITCH-II

1. Adjust brake pedal position switch installation. Refer to BR-15, "Adjustment".
2. Check the continuity between brake pedal position switch terminals under the following conditions.

Brake pedal position switch		Condition		Continuity
+	–			
Terminals				
1	2	Brake pedal	Fully released	Existed
			Slightly depressed	Not existed

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace brake pedal position switch. Refer to BR-21, "Exploded View".

ASCD INDICATOR

Component Function Check

INFOID:0000000011539005

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 38 km/h (24 MPH) and 160 km/h (100 MPH)	• ASCD: Operating	ON
		• ASCD: Not operating	OFF

Is the inspection result normal?

YES >> INSPECTION END
NO >> Proceed to EC-452, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000011539006

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

Check DTC with combination meter. Refer to MWI-26, "DTC Index".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace error-detected parts.

3.CHECK INTERMITTENT INCIDENT

Check intermittent incident. Refer to GI-40, "Intermittent Incident".

Is the inspection result normal?

YES >> Replace combination meter. Refer to MWI-77, "Removal and Installation".
NO >> Repair or replace error-detected parts.

FUEL INJECTOR

Component Function Check

INFOID:0000000011539007

1.INSPECTION START

Turn ignition switch to START.

Is any cylinder ignited?

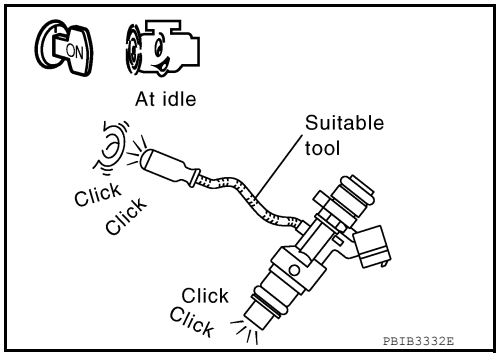
YES >> GO TO 2.
NO >> Proceed to EC-453, "Diagnosis Procedure".

2.CHECK FUEL INJECTOR FUNCTION

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 >> INSPECTION END
NO >> Proceed to EC-453, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000011539008

1.CHECK FUSE

1. Turn ignition switch OFF.
2. Pull out #52 fuse and check that the fuse is not fusing.

Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace the fuse after repairing the applicable circuit.

2.CHECK FUEL INJECTOR POWER SUPPLY

1. Insert the fuse which pulled out.
2. Disconnect fuel injector harness connector.
3. Turn ignition switch ON.
4. Check the voltage between fuel injector harness connector and ground.

+			–	Voltage
Fuel injector				
Cylinder	Connector	Terminal		
1	F18	1	Ground	Battery voltage
2	F19	1		
3	F20	1		
4	F21	1		

Is the inspection result normal?

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

3.CHECK FUEL INJECTOR POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R harness connector.
3. Check the continuity between fuel injector harness connector and IPDM E/R harness connector.

+			−		Continuity
Fuel injector			IPDM E/R		
Cylinder	Connector	Terminal	Connector	Terminal	
1	F18	1	E43	18	Existed
2	F19	1			
3	F20	1			
4	F21	1			

4. Also check harness for short to ground.

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Repair or replace error-detected parts.

4.CHECK FUEL INJECTOR CONTROL CIRCUIT

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

+			−		Continuity
Fuel injector			ECM		
Cylinder	Connector	Terminal	Connector	Terminal	
1	F18	2	F24	13	Existed
2	F19	2		14	
3	F20	2		10	
4	F21	2		9	

4. 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 FUEL INJECTOR

Check the fuel injector. Refer to EC-454, "Component Inspection (Fuel Injector)".

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident"
NO >> Replace malfunctioning fuel injector. Refer to EM-40, "Removal and Installation".

Component Inspection (Fuel Injector)

INFOID:0000000011539009

1.CHECK FUEL INJECTOR

1. Turn ignition switch OFF.
2. Disconnect fuel injector harness connector.
3. Check resistance between fuel injector terminals as per the following.

Fuel injector		Condition		Resistance
+	–			
Terminals				
1	2	Temperature °C (°F)	10 – 60 (50 – 140)	11.1 – 14.5 Ω

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace malfunctioning fuel injector. Refer to EM-40, "Removal and Installation"

FUEL PUMP

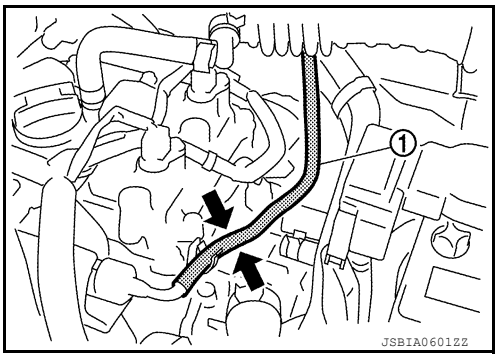
Component Function Check

INFOID:0000000011539010

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 >> Proceed to EC-456, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000011539011

1.CHECK FUEL PUMP POWER SUPPLY CIRCUIT-1

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				Voltage
+		–		
Connector	Terminal	Connector	Terminal	
F24	18	E16	128	Battery voltage

Is the inspection result normal?

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

2.CHECK FUEL PUMP POWER SUPPLY CIRCUIT-2

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

+		–		Continuity
IPDM E/R		ECM		
Connector	Terminal	Connector	Terminal	
E46	45	F24	18	Existed

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

Is the inspection result normal?

YES >> GO TO 8.
NO >> Repair or replace error-detected parts.

3.CHECK FUEL PUMP POWER SUPPLY CIRCUIT-3

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Disconnect fuel pump harness connector.
4. Turn ignition switch ON.
5. Check the voltage between fuel pump harness connector and ground.

+		–	Voltage
Fuel pump			
Connector	Terminal		
B48	1	Ground	Battery voltage should for exist 1 second after ignition switch is turn ON.

Is the inspection result normal?

YES >> GO TO 6.
NO >> GO TO 4.

4.CHECK FUSE

1. Turn ignition switch OFF.
2. Disconnect 15A fuse (No. 50) from IPDM E/R.
3. Check 15A fuse.

Is the inspection result normal?

YES >> GO TO 5.
NO >> Replace 15A fuse.

5.CHECK FUEL PUMP POWER SUPPLY CIRCUIT-4

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R harness connector.
3. Check the continuity between IPDM E/R harness connector and fuel pump harness connector.

+		–		Continuity
IPDM E/R		Fuel pump		
Connector	Terminal	Connector	Terminal	
E43	10	B48	1	Existed

4. 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 FUEL PUMP GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Check the continuity between fuel pump harness connector and ground.

+		–	Continuity
Fuel pump			
Connector	Terminal		
B48	3	Ground	Existed

3. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 7.
NO >> Repair or replace error-detected parts.

7.CHECK FUEL PUMP

Check fuel pump. Refer to EC-458, "Component Inspection (Fuel Pump)".

Is the inspection result normal?

YES >> GO TO 8.
NO >> Replace fuel filter and fuel pump. Refer to FL-6, "Removal and Installation".

8.CHECK INTERMITTENT INCIDENT

Check intermittent incident. Refer to GI-40, "Intermittent Incident".

Is the inspection result normal?

YES >> Replace IPDM E/R. Refer to PCS-31, "Removal and Installation" (With intelligent key) or PCS-60, "Removal and Installation" (Without intelligent key).
NO >> Repair or replace error-detected parts.

Component Inspection (Fuel Pump)

INFOID:0000000011539012

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 pump terminals as follows.

Fuel pump		Condition		Resistance
+	–			
Terminals				
1	3	Temperature °C (°F)	25 (77)	0.2 - 5.0 Ω

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace fuel filter and fuel pump. Refer to FL-6, "Removal and Installation".

IGNITION SIGNAL

Component Function Check

INFOID:0000000011539013

1.INSPECTION START

1. Turn ignition switch OFF.
2. Start engine.

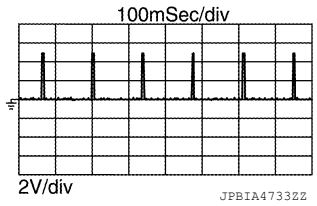
Does the engine start?

YES >> GO TO 2.
NO >> Proceed to EC-459, "Diagnosis Procedure".

2.IGNITION SIGNAL FUNCTION

With CONSULT
1. Perform “POWER BALANCE” in “ACTIVE TEST” mode of “ENGINE” using CONSULT.
2. Check that each circuit produces a momentary engine speed drop.

Without CONSULT
1. Let engine idle.
2. Check the voltage signal between ECM harness connector and ground with an oscilloscope.

ECM				Voltage signal
+		–		
Connector	Terminal	Connector	Terminal	
F25	86	E16	128	
	87			
	90			
	91			

NOTE:
The pulse cycle changes depending on rpm at idle.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Proceed to EC-459, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000011539014

1.CHECK FUSE

1. Turn ignition switch OFF.
2. Pull out #51 fuse and check that the fuse is not fusing.

Is the inspection result normal?

YES >> GO TO 2.
NO >> Replace the fuse after repairing the applicable circuit.

2.CHECK IGNITION COIL POWER SUPPLY

1. Insert the fuse which pulled out.
2. Disconnect ignition coil harness connector.
3. Turn ignition switch ON.
4. Check the voltage between ignition coil harness connector and ground.

+			–	Voltage
Ignition coil				
Cylinder	Connector	Terminal		
1	F34	3	Ground	Battery voltage
2	F35	3		
3	F36	3		
4	F37	3		

Is the inspection result normal?

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

3. CHECK IGNITION COIL POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R harness connector.
3. Check the continuity between IPDM E/R harness connector and ignition coil harness connector.

+		–			Continuity
IPDM E/R		Ignition coil			
Connector	Terminal	Cylinder	Connector	Terminal	
E43	17	1	F34	3	Existed
		2	F35	3	
		3	F36	3	
		4	F37	3	

4. Also check harness for short to ground.

Is the inspection result normal?

YES >> Check intermittent incident. Refer to GI-40, "Intermittent Incident".
NO >> Repair or replace error-detected parts.

4. CHECK IGNITION COIL GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Check the continuity between ignition coil harness connector and ground.

+			–	Continuity
Ignition coil				
Cylinder	Connector	Terminal		
1	F34	2	Ground	Existed
2	F35	2		
3	F36	2		
4	F37	2		

3. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 5.
NO >> Repair or replace error-detected parts.

5. CHECK IGNITION COIL OUTPUT SIGNAL CIRCUIT

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

+			–		Continuity
Ignition coil			ECM		
Cylinder	Connector	Terminal	Connector	Terminal	
1	F34	1	F25	86	Existed
2	F35	1		87	
3	F36	1		90	
4	F37	1		91	

3. 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 IGNITION COIL WITH POWER TRANSISTOR

Check ignition coil with power transistor. Refer to EC-462, "Component Inspection (Ignition Coil with Power Transistor)".

Is the inspection result normal?

YES >> GO TO 7.
NO >> Replace malfunctioning ignition coil with power transistor. Refer to EM-45, "Removal and Installation".

7. CHECK CONDENSER CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect condenser.
3. Disconnect IPDM E/R harness connector.
4. Check the continuity between IPDM E/R harness connector and condenser harness connector.

+		–		Continuity
IPDM E/R		Condenser		
Connector	Terminal	Connector	Terminal	
E43	17	F4	1	Existed

5. Also check harness for short to ground.

Is the inspection result normal?

YES >> GO TO 8.
NO >> Repair or replace error-detected parts.

8. CHECK CONDENSER GROUND CIRCUIT

1. Check the continuity between Condenser harness connector and ground.

+		–	Continuity
Condenser			
Connector	Terminal		
F4	2	Ground	Existed

2. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 9.
NO >> Repair or replace error-detected parts.

9. CHECK CONDENSER

Check condenser. Refer to EC-462, "Component Inspection (Condenser)".

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace condenser.

Component Inspection (Condenser)

INFOID:0000000011539015

1.CHECK CONDENSER

1. Turn ignition switch OFF.
2. Disconnect condenser harness connector.
3. Check resistance between condenser terminals as per the following.

Condenser		Condition		Resistance
+	–			
Terminal				
1	2	Temperature °C (°F)	25 (77)	Above 1 MΩ

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace Condenser.

Component Inspection (Ignition Coil with Power Transistor)

INFOID:0000000011539016

1.CHECK IGNITION COIL WITH POWER TRANSISTOR-1

1. Turn ignition switch OFF.
2. Disconnect ignition coil harness connector.
3. Check resistance between ignition coil terminals as per the following.

Ignition coil with power transistor		Condition		Resistance
+	–			
Terminal				
1	2	Temperature °C (°F)	25 (77)	Except 0 or ∞ Ω
	3			Except 0 Ω
2	3			

Is the inspection result normal?

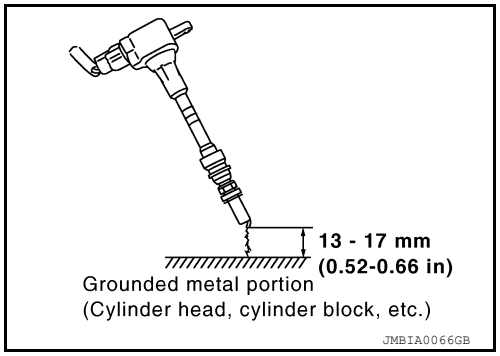
YES >> GO TO 2.
NO >> Replace malfunctioning ignition coil with power transistor. Refer to EM-45, "Removal and Installation".

2.CHECK IGNITION COIL WITH POWER TRANSISTOR-2

CAUTION:
Do the following procedure in the place where ventilation is good without the combustible.

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Remove fuel pump fuse 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.
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. Refer to EM-45, "Removal and Installation".
8. Remove ignition coil and spark plug of the cylinder to be checked. Refer to EM-45, "Removal and Installation".
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:

- **During the operation, always stay 0.5 cm (19.7 in) away from the spark plug and the ignition coil. Be careful not to get an electrical shock while checking, because the electrical discharge voltage becomes 20 kV or more.**
- **It might cause to damage the ignition coil if the gap of more than 17 mm (0.66 in) is taken.**

NOTE:

When the gap is less than 13 mm (0.52 in), the 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-45, "Removal and Installation".

ELECTRICAL LOAD SIGNAL

Description

INFOID:0000000011539017

The electrical load signal (Headlamp switch signal, rear window defogger switch signal, etc.) is transferred via the CAN communication line.

Component Function Check

INFOID:0000000011539018

1.CHECK REAR WINDOW DEFOGGER SWITCH FUNCTION

With CONSULT
1. Turn ignition switch ON.
2. Select “DATA MONITOR” mode of “ENGINE” using CONSULT.
3. Select “LOAD SIGNAL” and check indication as per 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-464, "Diagnosis Procedure".

2.CHECK LIGHTING SWITCH FUNCTION

With CONSULT
Check “LOAD SIGNAL” indication as per 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-464, "Diagnosis Procedure".

3.CHECK HEATER FAN CONTROL SWITCH FUNCTION

With CONSULT
Select “HEATER FAN SW” and check indication as per 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 >> Proceed to EC-464, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000011539019

1.INSPECTION START

Confirm the malfunctioning circuit (rear window defogger, headlamp or heater fan). Refer to EC-464, "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

Check the rear window defogger system. Refer to DEF-27, "Work Flow".

>> INSPECTION END

3.CHECK HEADLAMP SYSTEM

Check the headlamp system. Refer to EXL-85, "Work Flow".

>> INSPECTION END

4.CHECK HEATER FAN CONTROL SYSTEM

Check the heater fan control system. Refer to HA-15, "Workflow".

>> INSPECTION END

COOLING FAN

Component Function Check

INFOID:0000000011539020

1.CHECK COOLING FAN FUNCTION

With CONSULT
1. Turn ignition switch ON.
2. Perform “FAN” in “ACTIVE TEST” mode of “ENGINE” using CONSULT.
3. Check that cooling fan operates at low speed or high speed.

Without CONSULT
1. Activate IPDM E/R auto active test and check cooling fan motors operation. Refer to PCS-9, "Diagnosis Description" (with intelligent key), or PCS-38, "Diagnosis Description" (without intelligent key).
2. Check that cooling fan operates.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Proceed to EC-466, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000011539021

1.CHECK COOLING FAN MOTOR GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect cooling fan motor harness connector.
3. Check the continuity between cooling fan motor harness connector and ground.

+		–	Continuity
Cooling fan motor			
Connector	Terminal		
E53	3	Ground	Existed

4. Also check harness for short to ground.

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace error-detected parts.

2.CHECK COOLING FAN MOTOR CIRCUIT-1

1. Disconnect IPDM E/R harness connector.
2. Check the continuity between IPDM E/R harness connector and cooling fan motor harness connector.

+		–		Continuity
IPDM E/R		Cooling fan motor		
Connector	Terminal	Connector	Terminal	
E44	23	E53	1	Existed
	21		2	
E48	58		4	

3. Also check harness for short to ground.

Is the inspection result normal?

YES >> GO TO 3.
NO >> Repair or replace error-detected parts.

3.CHECK COOLING FAN MOTOR

Check cooling fan motor. Refer to EC-467, "Component Inspection (Cooling Fan Motor)".

Is the inspection result normal?

YES >> GO TO 4.
NO >> Replace cooling fan motor. Refer to CO-17, "Removal and Installation".

4.CHECK INTERMITTENT INCIDENT

Check intermittent incident. Refer to GI-40, "Intermittent Incident".

Is the inspection result normal?

YES >> Check IPDM E/R. Refer to PCS-10, "CONSULT Function (IPDM E/R)" (With intelligent key system) or PCS-39, "CONSULT Function (IPDM E/R)" (Without intelligent key system).
NO >> Repair or replace error-detected parts.

Component Inspection (Cooling Fan Motor)

INFOID:0000000011539022

1.CHECK COOLING FAN MOTOR

Supply cooling fan motor terminals with battery voltage and check operation.

Cooling fan motor		Condition	Operation
Terminal			
+	–		
1	4	12 V direct current supply between terminals 1 and 2	Cooling fan operates.
		No supply	Cooling fan not operates.
2	3	12 V direct current supply between terminals 1 and 2	Cooling fan operates.
		No supply	Cooling fan not operates.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace cooling fan motor. Refer to CO-17, "Removal and Installation".

REFRIGERANT PRESSURE SENSOR

Component Function Check

INFOID:0000000011539023

1.CHECK REFRIGERANT PRESSURE SENSOR OVERALL 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.

ECM			Voltage
Connector	+	–	
	Terminal		
E16	103	124	1.0 - 4.0 V

Is the inspection result normal?

YES >> INSPECTION END
NO >> Proceed to EC-468, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000011539024

1.CHECK REFRIGERANT PRESSURE SENSOR POWER SUPPLY

1. Turn ignition OFF.
2. Disconnect refrigerant pressure sensor harness connector.
3. Turn ignition switch ON.
4. Check the voltage between refrigerant pressure sensor harness connector and ground.

+		–	Voltage (Approx.)
Refrigerant pressure sensor			
Connector	Terminal		
E35	3	Ground	5.0 V

Is the inspection result normal?

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

2.CHECK REFRIGERANT PRESSURE SENSOR POWER SUPPLY CIRCUIT

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

+		–		Continuity
Refrigerant pressure sensor		ECM		
Connector	Terminal	Connector	Terminal	
E35	3	E16	104	Existed

4. Also check harness for short to ground.

Is the inspection result normal?

YES >> Perform the trouble diagnosis for power supply circuit.
NO >> Repair or replace error-detected parts.

3.CHECK REFRIGERANT PRESSURE SENSOR GROUND

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

+		–		Continuity
Refrigerant pressure sensor		ECM		
Connector	Terminal	Connector	Terminal	
E35	1	E16	124	Existed

4. Also check harness for short to power.

Is the inspection result normal?

YES >> GO TO 4.
NO >> Repair or replace error-detected parts.

4. CHECK REFRIGERANT PRESSURE SENSOR INPUT SIGNAL CIRCUIT

1. Check the continuity between ECM harness connector and refrigerant pressure sensor harness connector.

+		–		Continuity
Refrigerant pressure sensor		ECM		
Connector	Terminal	Connector	Terminal	
E35	2	E16	103	Existed

2. 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 INTERMITTENT INCIDENT.

Check intermittent incident. Refer to GI-40, "Intermittent Incident".

Is the inspection result normal?

YES >> Replace refrigerant pressure sensor. Refer to HAC-110, "Removal and Installation" (For automatic air conditioner), or HAC-191, "Removal and Installation" (For manual air conditioner).
NO >> Repair or replace error-detected parts.

MALFUNCTION INDICATOR LAMP

Component Function Check

INFOID:0000000011539025

1.CHECK MIL FUNCTION

1. Turn ignition switch ON.
2. Check that MIL lights up.

Is the inspection result normal?

YES >> INSPECTION END
NO >> Proceed to EC-470, "Diagnosis Procedure".

Diagnosis Procedure

INFOID:0000000011539026

1.CHECK DTC WITH ECM

Check that DTC UXXXX is not displayed.

Is the inspection result normal?

YES >> GO TO 2.
NO >> Perform trouble diagnosis for DTC UXXXX. Refer to EC-94, "DTC Index".

2.CHECK DTC WITH COMBINATION METER

Check DTC with combination meter. Refer to MWI-17, "CONSULT Function (METER/M&A)".

Is the inspection result normal?

YES >> GO TO 3.
NO >> Perform trouble diagnosis for DTC indicated. Refer to MWI-26, "DTC Index".

3.CHECK INTERMITTENT INCIDENT

Check intermittent incident. Refer to GI-40, "Intermittent Incident".

Is the inspection result normal?

YES >> Replace combination meter. Refer to MWI-77, "Removal and Installation".
NO >> Repair or replace error-detected parts.

ON BOARD REFUELING VAPOR RECOVERY (ORVR)

Component Function Check

INFOID:0000000011539027

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-471, "Diagnosis Procedure".
NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011539028

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.

A or B

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, "Removal and Installation".
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?

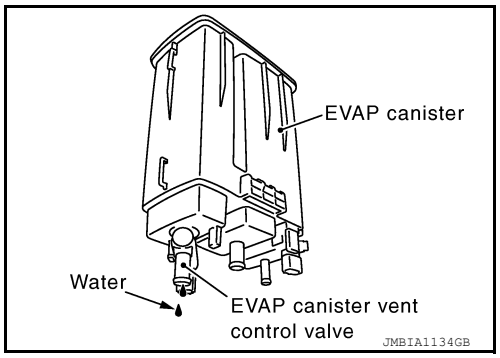
YES >> GO TO 3.
NO >> GO TO 4.

3.CHECK IF EVAP CANISTER IS SATURATED WITH WATER

Check if water will drain from EVAP canister

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, "Removal and Installation".

>> 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. Refer to FL-15, "Removal and Installation".

6.CHECK REFUELING EVAP VAPOR CUT VALVE

Check refueling EVAP vapor cut valve. Refer to EC-473, "Component Inspection".

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace refueling EVAP vapor cut valve with fuel tank. Refer to FL-10, "Removal and Installation".

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, "Removal and Installation".
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?

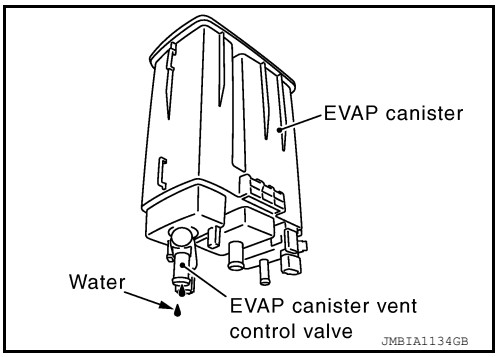
YES >> GO TO 8.
NO >> GO TO 9.

8. CHECK IF EVAP CANISTER IS SATURATED WITH WATER

Check if water will drain from EVAP canister.

Does water drain from the EVAP canister?

YES >> GO TO 6.
NO >> GO TO 11.



9. REPLACE EVAP CANISTER

Replace EVAP canister with a new one. Refer to FL-15, "Removal and Installation".

>> 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. Refer to FL-14, "Exploded View".

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

Check refueling EVAP vapor cut valve. Refer to EC-473, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 14.
NO >> Replace refueling EVAP vapor cut valve with fuel tank. Refer to FL-10, "Removal and Installation".

14. CHECK FUEL FILLER TUBE

Check filler neck tube and hose connected to the fuel tank for clogging, dents and cracks.

Is the inspection result normal?

YES >> GO TO 15.
NO >> Replace fuel filler tube. Refer to FL-10, "Exploded View".

15. CHECK ONE-WAY FUEL VALVE-1

Check one-way valve for clogging.

Is the inspection result normal?

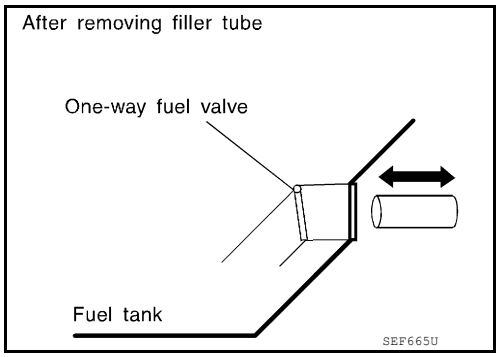
YES >> GO TO 16.
NO >> Repair or replace one-way fuel valve with fuel tank. Refer to FL-10, "Removal and Installation".

16. CHECK ONE-WAY FUEL VALVE-2

1. Check that fuel is drained from the tank.
2. Remove fuel filler tube and hose. Refer to FL-10, "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-10, "Removal and Installation".



Component Inspection

INFOID:0000000011539029

1. INSPECTION START

Will CONSULT be used?

Will CONSULT be used?

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-10, "Removal and Installation".
3. Drain fuel from the tank as per the following:

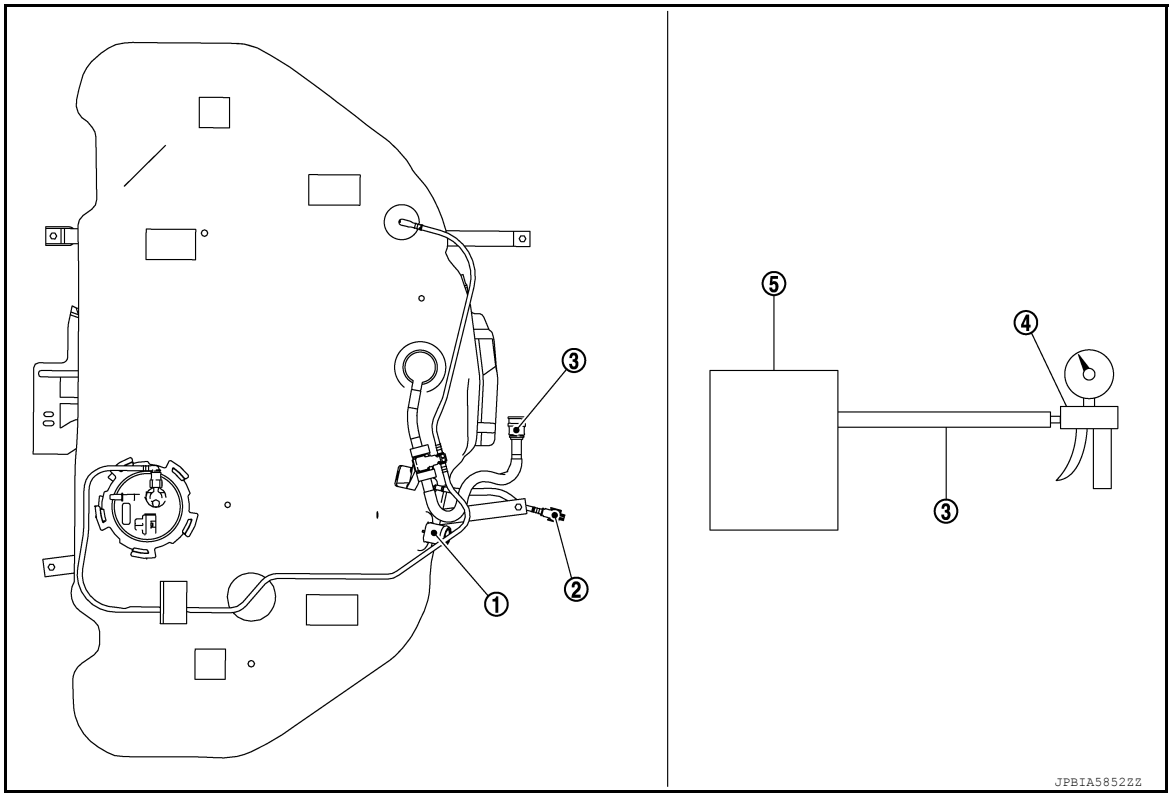
- Remove fuel feed hose located on the fuel gauge retainer.
- Connect a spare fuel hose, one side to fuel gauge retainer where the hose was removed and the other side to a fuel container.
- Drain fuel using “FUEL PUMP RELAY” in “ACTIVE TEST” mode with CONSULT.

4. Check refueling EVAP vapor cut valve for being stuck to close as 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.

Always replace O-ring with new one.

- Turn fuel tank upside down.
- Apply vacuum pressure to hose end [−13.3 kPa (−0.136 kg/cm^3, −1.93 psi)] with fuel gauge retainer remaining open and check that the pressure is applicable.



① Filler tube ② Recirculation line ③ EVAP/ORVR line
④ Vacuum/pressure handy pump ⑤ Fuel tank

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace refueling EVAP vapor cut valve with fuel tank. Refer to FL-10, "Removal and Installation".

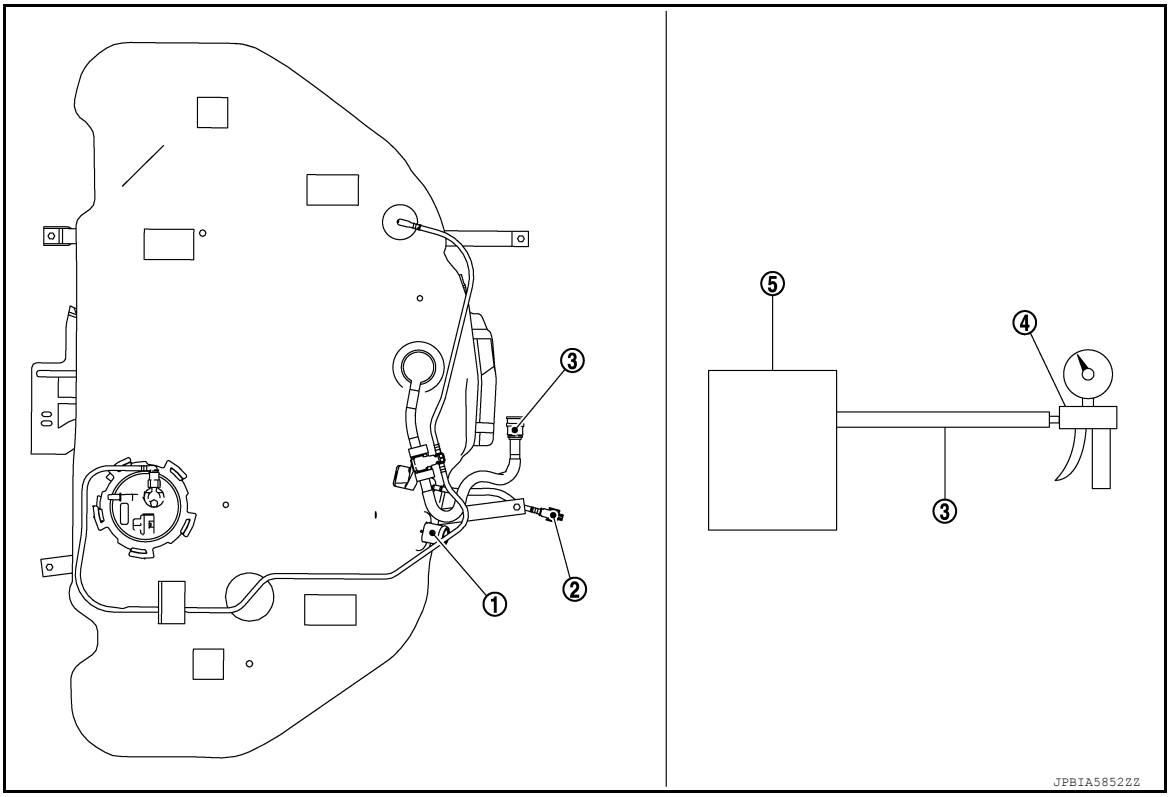
3. CHECK REFUELING EVAP VAPOR CUT VALVE

Without CONSULT

1. Turn ignition switch OFF.
2. Remove fuel tank. Refer to FL-10, "Removal and Installation".
3. Drain fuel from the tank as per the following:
- 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 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.

Always replace O-ring with new one.

- Turn fuel tank upside down.
- Apply vacuum pressure to hose end [−13.3 kPa (−0.136 kg/cm^3, −1.93 psi)] with fuel gauge retainer remaining open and check that the pressure is applicable.



① Filler tube ② Recirculation line ③ EVAP/ORVR line
④ Vacuum/pressure handy pump ⑤ Fuel tank

Is the inspection result normal?

YES >> INSPECTION END
NO >> Replace refueling EVAP vapor cut valve with fuel tank. Refer to FL-10, "Removal and Installation".

SYMPTOM DIAGNOSIS

ENGINE CONTROL SYSTEM

Symptom Table

INFOID:0000000011539030

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-456
	Fuel pressure regulator system	3	3	4	4	4	4	4	4	4		4			EC-144
	Fuel injector circuit	1	1	2	3	2		2	2			2			EC-453
	Evaporative emission system	3	3	4	4	4	4	4	4	4		4			EC-50
Air	Positive crankcase ventilation system	3	3	4	4	4	4	4	4	4		4	1		EC-30
	Incorrect idle speed adjustment						1	1	1	1		1			EC-482
	Electric throttle control actuator	1	1	2	3	3	2	2	2	2		2		2	EC-421, EC-424, EC-426
Ignition	Incorrect ignition timing adjustment	3	3	1	1	1		1	1			1			EC-483
	Ignition circuit	1	1	2	2	2		2	2			2			EC-459
Main power supply and ground circuit		2	2	3	3	3		3	3		2	3			EC-165
Mass air flow sensor circuit		1			2										EC-188
Engine coolant temperature sensor circuit							3			3					EC-199
Air fuel ratio (A/F) sensor 1 circuit			1	2	3	2		2	2			2			EC-211, EC-215, EC-218
Throttle position sensor circuit							2			2					EC-201, EC-267, EC-368, EC-434
Accelerator pedal position sensor circuit				3	2	1									EC-428, EC-431, EC-437
Knock sensor circuit				2								3			EC-276
Crankshaft position sensor (POS) circuit		2	2												EC-278
Camshaft position sensor (PHASE) circuit		3	2												EC-281

	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	
Vehicle speed signal circuit		2	3		3						3			EC-331 (CVT models), EC-332 (M/T models)
ECM	2	2	3	3	3	3	3	3	3	3	3			EC-347, EC-348, EC-349, EC-350, EC-351, EC-352, EC-353
Intake valve timing control solenoid valve circuit		3	2		1	3	2	2	3		3			EC-181
Exhaust valve timing control solenoid valve circuit		3	2		1	3	2	2	3		3			EC-184
Exhaust valve timing control position sensor circuit		3	2		1	3	2	2	3		3			EC-360
PNP signal circuit			3		3		3	3			3			EC-356
Refrigerant pressure sensor circuit		2				3			3		4			EC-468
Battery current sensor circuit						4	5	5					3	EC-370, EC-373, EC-376, EC-379
Starter relay circuit	3													EC-395, EC-398
Starter control relay circuit	3													EC-395, EC-398
Electrical load signal circuit							3							EC-464
Intake manifold runner control valve motor circuit					4	4								EC-409
Intake manifold runner control valve position sensor circuit					4	4								EC-412
Intake manifold tuning valve circuit					1									EC-404

	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	
Air conditioner circuit	2	2	3	3	3	3	3	3	3		3		2	HAC-51 (Auto A/C), HAC-156 (Manual air condition-ing)
ABS actuator and electric unit (control unit)			4											BRC-52

1 - 6: The numbers refer to the order of inspection.

(continued on next table)

SYSTEM — ENGINE MECHANICAL & OTHER

		SYMPTOM													Reference page
		HARD/NO START/RESTART (EXCP. HA)	ENGINE STALL	HESITATION/SURGING/FLAT SPOT	SPARK KNOCK/DETONATION	LACK OF POWER/POOR ACCELERATION	HIGH IDLE/LOW IDLE	ROUGH IDLE/HUNTING	IDLING VIBRATION	SLOW/NO RETURN TO IDLE	OVERHEATS/WATER TEMPERATURE HIGH	EXCESSIVE FUEL CONSUMPTION	EXCESSIVE OIL CONSUMPTION	BATTERY DEAD (UNDER CHARGE)	
Warranty symptom code		AA	AB	AC	AD	AE	AF	AG	AH	AJ	AK	AL	AM	HA	
Fuel	Fuel tank	5	5												FL-13
	Fuel piping			5	5	5		5	5			5			FL-5
	Vapor lock														—
	Valve deposit	5		5	5	5		5	5			5			—
	Poor fuel (Heavy weight gasoline, Low octane)														—

		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	
Air	Air duct		5	5		5		5	5			5			EM-26
	Air cleaner														EM-26
	Air leakage from air duct (Mass air flow sensor — electric throttle control actuator)	5			5		5			5					EM-26
	Electric throttle control actuator														EM-27
	Air leakage from intake manifold/ Collector/Gasket														
Cranking	Battery	1	1	1		1		1	1			1		1	PG-65
	Generator circuit														CHG-14
	Starter circuit	3													STR-20, STR-24
	Signal plate	6													EM-103
	PNP signal	4													TM-169 (CVT models), TM-17 (6MT models)
Engine	Cylinder head	5	5	5	5	5		5	5			5			EM-79
	Cylinder head gasket										4		3		
	Cylinder block	6	6	6	6	6		6	6			6	4		EM-103
	Piston														
	Piston ring														
	Connecting rod														
	Bearing														
	Crankshaft														
Valve mechanism	Timing chain	5	5	5	5	5		5	5			5			EM-58
	Camshaft														EM-64
	Intake valve timing control														EM-58
	Exhaust valve timing control														
	Intake valve												3		EM-79
	Exhaust valve														

		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		A A	AB	AC	AD	AE	AF	AG	AH	AJ	AK	AL	AM	HA	
Exhaust	Exhaust manifold/Tube/Muffler/ Gasket	5	5	5	5	5		5	5			5			EX-4, EX-7, EM-32
	Three way catalyst														
Lubrication	Oil pan/Oil strainer/Oil pump/Oil filter/Oil gallery/Oil cooler	5	5	5	5	5		5	5			5			LU-6, EM-35, EM-39, LU-11, LU-16, LU-14
	Oil level (Low)/Filthy oil														LU-7
Cooling	Radiator/Hose/Radiator filler cap	5	5	5	5	5		5	5		2	5			CO-16
	Thermostat									5					CO-23
	Water pump														CO-19
	Water gallery														CO-6
	Cooling fan														CO-17
	Coolant level (Low)/Contaminated coolant									5					CO-11
NATS (Nissan Anti-Theft System)		1	1												SEC-58 (With intelligent key system), SEC-170 (Without intelligent key system)

1 - 6: The numbers refer to the order of inspection.

NORMAL OPERATING CONDITION

Description

INFOID:0000000011539031

FUEL CUT CONTROL (AT NO LOAD AND HIGH ENGINE SPEED)

If the engine speed is above 2,500 rpm under no load (for example, the selector lever position is neutral and engine speed is over 2,500 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 2,000 rpm, then fuel cut will be cancelled.

NOTE:

This function is different from deceleration control listed under Multiport Fuel Injection System, EC-35, "MULTIPORT FUEL INJECTION SYSTEM : System Description".

PERIODIC MAINTENANCE

IDLE SPEED

Inspection

INFOID:0000000011539032

1.CHECK IDLE SPEED

With CONSULT
Check idle speed in “DATA MONITOR” mode of “ENGINE” using CONSULT.

Specification : **EC-489, "Idle Speed"**

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

Specification : **EC-489, "Idle Speed"**

>> INSPECTION END

IGNITION TIMING

Inspection

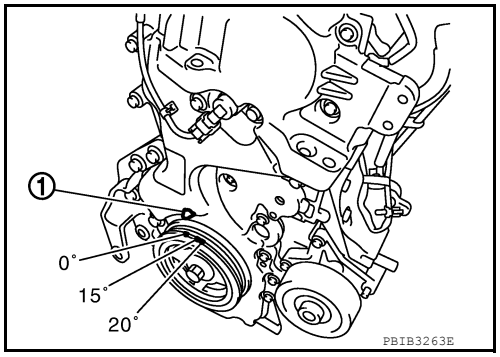
INFOID:0000000011539033

1.CHECK IGNITION TIMING

1. Attach timing light to the ignition coil No.1 harness.
2. Check ignition timing.

① : Timing indicator

Specification : EC-489, "Ignition Timing"



>> INSPECTION END

EVAPORATIVE EMISSION SYSTEM

Inspection

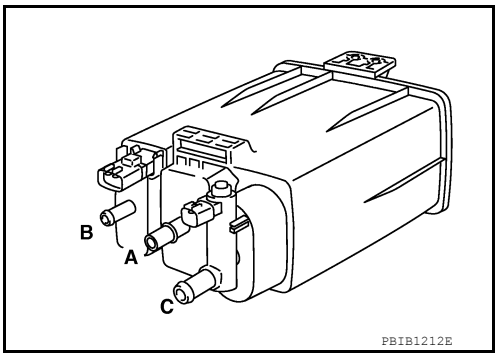
INFOID:0000000011539034

EVAP CANISTER

1.CHECK EVAP CANISTER

1. Block port (B).
2. Blow air into port (A) and check that it flows freely out of port (C).
3. Release blocked port (B).
4. Apply vacuum pressure to port (B) and check that vacuum pressure exists at the ports (A) and (C).
5. Block port (A) and (B).
6. Apply pressure to port (C) and check that there is no leakage.

>> INSPECTION END



EVAP LEAK CHECK

Inspection

INFOID:0000000011539035

CAUTION:

- **Do not use compressed air or a high pressure pump.**
- **Do not exceed 4.12 kPa (0.042 kg/cm^2, 0.6 psi) of pressure in EVAP system.**

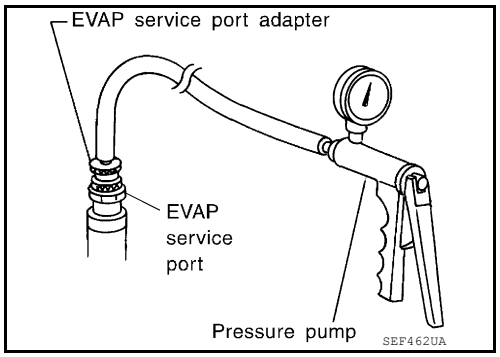
NOTE:

- Do not start engine.
- Improper installation of EVAP service port adapter [commercial service tool: (J-41413-OBD)] to the EVAP service port may cause a leak.

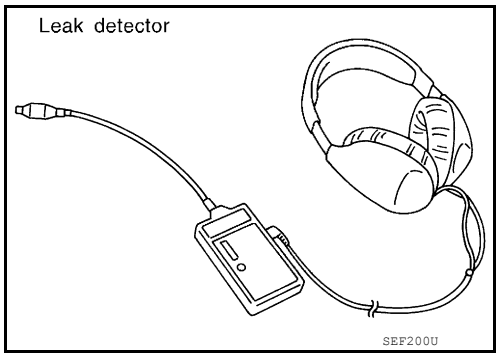
1. EVAP LEAK CHECK

With CONSULT

1. Install EVAP service port adapter [commercial service tool: (J-41413-OBD)] and pressure pump to EVAP service port.

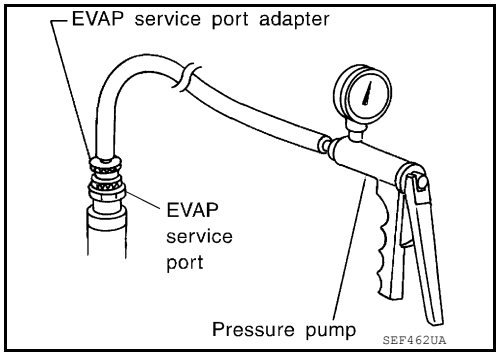


2. Turn ignition switch ON.
3. Select the “EVAP SYSTEM CLOSE” in “WORK SUPPORT” mode of “ENGINE” using CONSULT.
4. Touch “START”. A bar graph (Pressure indicating display) will appear on the screen.
5. Apply positive pressure to the EVAP system until the pressure indicator reaches the middle of the bar graph.
6. Remove EVAP service port adapter [commercial service tool: (J-41413-OBD)] and hose with pressure pump.
7. Locate the leak using a leak detector [commercial service tool: (J-41416)]. Refer to EC-50, "EVAPORATIVE EMISSION SYSTEM : System Description".

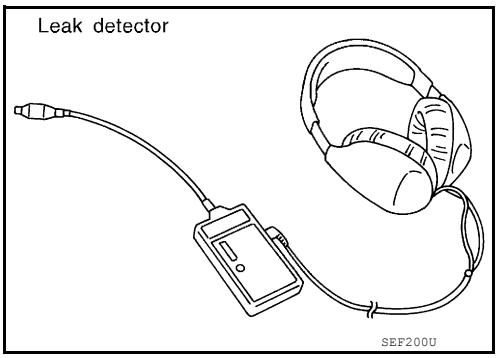


Without CONSULT

1. Install EVAP service port adapter [commercial service tool: (J-41413-OBD)] and pressure pump to EVAP service port.



2. Apply battery voltage between the terminals of EVAP canister vent control valve to make a closed EVAP system.
3. To locate the leak, deliver positive pressure to the EVAP system until pressure gauge points reach 1.38 to 2.76 kPa (0.014 to 0.028 kg/cm^2, 0.2 to 0.4 psi).
4. Remove EVAP service port adapter [commercial service tool: (J-41413-OBD)] and hose with pressure pump.
5. Locate the leak using a leak detector [commercial service tool: (J-41416)]. Refer to EC-50, "EVAPORATIVE EMISSION SYSTEM : System Description".



>> INSPECTION END

POSITIVE CRANKCASE VENTILATION

Inspection

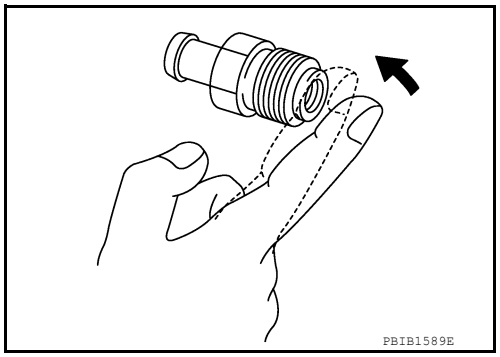
INFOID:0000000011539036

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. Refer to EC-15, "ENGINE CONTROL SYSTEM : Component Parts Location".

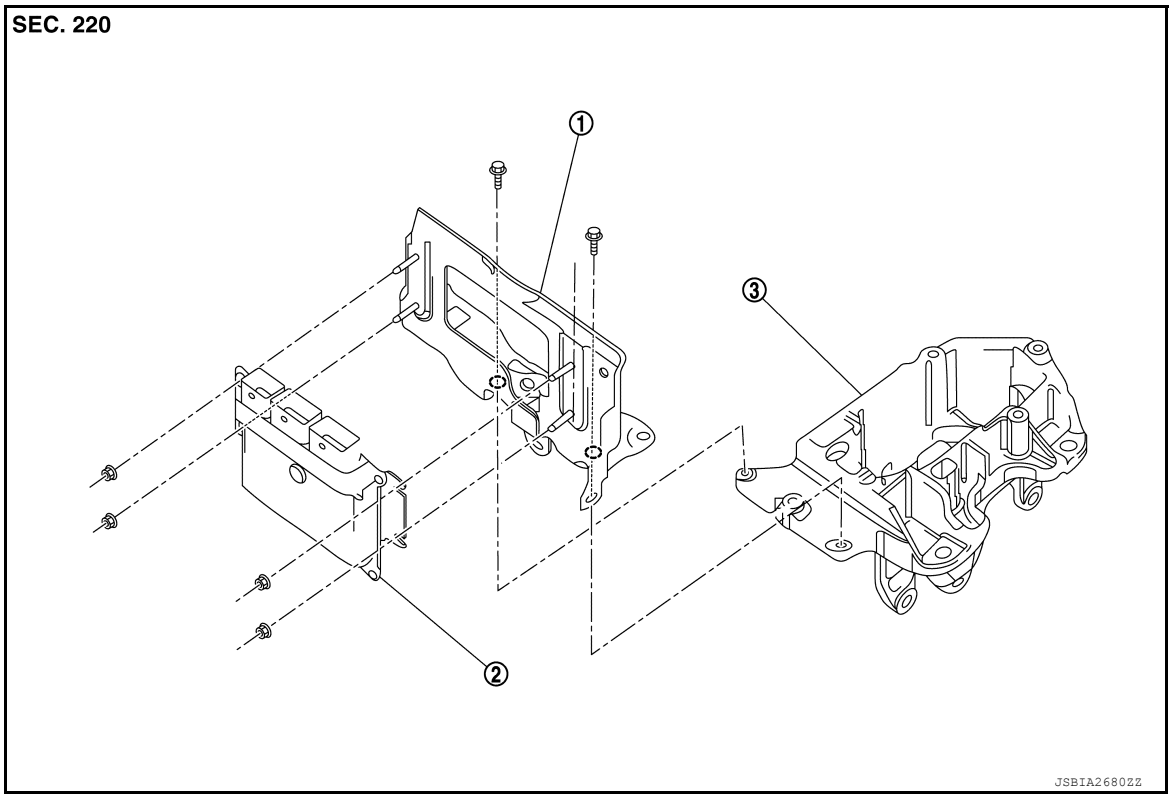


REMOVAL AND INSTALLATION

ECM

Exploded View

INFOID:0000000011539037



① ECM bracket ② ECM ③ Engine mounting insulator bracket

Removal and Installation

INFOID:0000000011539038

CAUTION:
Perform ADDITIONAL SERVICE WHEN REPLACING ECM. Refer to EC-136, "Work Procedure".

REMOVAL

1. Remove battery. Refer to PG-74, "Removal and Installation (Battery)".
2. Disconnect ECM harness connectors. Refer to PG-9, "Harness Connector".
3. Remove the fuse box bracket from the ECM bracket.
4. Remove the ECM bracket from the engine mounting LH, together with ECM.
5. Remove ECM mounting nuts, and then remove ECM.

INSTALLATION

Install in the reverse order of removal.

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

Idle Speed

INFOID:0000000011539039

Transmission	Condition	Specification (Approx.)
CVT	No load* (in P or N position)	700 rpm
M/T	No load* (in Neutral position)	700 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:0000000011539040

Transmission	Condition	Specification (Approx.)
CVT	No load* (in P or N position)	8° BTDC
M/T	No load* (in Neutral position)	8° 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:0000000011539041

Condition	Specification (Using CONSULT or GST)
At idle	10 – 35 %
At 2,500 rpm	10 – 35 %

Mass Air Flow Sensor

INFOID:0000000011539042

Condition	Specification (Using CONSULT)
At idle*	Approx. 2.9 g/sec
At 2,500 rpm*	Approx. 5.5 g/sec

*: Engine is warmed up to normal operating temperature and running under no load.