

ENGINE CONTROL SYSTEM

SECTION EC

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NFEC0001

NFEC0001S01

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RS

BT

HA

SC

EL

IDX

TROUBLE DIAGNOSIS — INDEX

Alphabetical & P No. Index for DTC (Cont'd)

Items (CONSULT-II screen terms)	DTC*1	Reference page
EVAP PURG FLOW/MON	P1447	EC-648
EVAP SYS PRES SEN	P0450	EC-466
EVAP SMALL LEAK	P0440	EC-437
EVAP SMALL LEAK	P1440	EC-626
FR O2 SE HEATER-B1	P0135	EC-258
FR O2 SE HEATER-B2	P0155	EC-258
FRONT O2 SENSOR-B1	P0130	EC-211
FRONT O2 SENSOR-B1	P0131	EC-221
FRONT O2 SENSOR-B1	P0132	EC-229
FRONT O2 SENSOR-B1	P0133	EC-237
FRONT O2 SENSOR-B1	P0134	EC-250
FRONT O2 SENSOR-B2	P0150	EC-211
FRONT O2 SENSOR-B2	P0151	EC-221
FRONT O2 SENSOR-B2	P0152	EC-229
FRONT O2 SENSOR-B2	P0153	EC-237
FRONT O2 SENSOR-B2	P0154	EC-250
FUEL LEVL SEN/CIRC	P0464	EC-497
FUEL LEVL SEN/CIRC	P1464	EC-669
FUEL LEVEL SENSOR	P0461	EC-495
FUEL LV SE (SLOSH)	P0460	EC-491
FUEL SYS-LEAN/BK1	P0171	EC-346
FUEL SYS-LEAN/BK2	P0174	EC-346
FUEL SYS-RICH/BK1	P0172	EC-354
FUEL SYS-RICH/BK2	P0175	EC-354
FUEL TEMP SEN/CIRC	P0180	EC-361
IACV/AAC VLV/CIRC	P0505	EC-505
IGN SIGNAL-PRIMARY	P1320	EC-584
KNOCK SEN/CIRC-B1	P0325*2	EC-392
L/PRES SOL/CIRC	P0745	AT-166
MAF SEN/CIRCUIT*3	P0100	EC-169
MULTI CYL MISFIRE	P0300	EC-384
NATS MALFUNCTION	P1610 - P1615*2	EL-324
NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.	P0000	—
O/R CLTCH SOL/CIRC	P1760	AT-191
P-N POS SW/CIRCUIT	P1706	EC-693
PNP SW/CIRC	P0705	AT-102

TROUBLE DIAGNOSIS — INDEX

Alphabetical & P No. Index for DTC (Cont'd)

Items (CONSULT-II screen terms)	DTC*1	Reference page	
PURG VOLUME CONT/V	P0443	EC-453	GI
PURG VOLUME CONT/V	P1444	EC-628	MA
REAR O2 SENSOR-B1	P0137	EC-265, 310	
REAR O2 SENSOR-B1	P0138	EC-275, 318	EM
REAR O2 SENSOR-B1	P0139	EC-285, 326	
REAR O2 SENSOR-B1	P0140	EC-295, 334	LC
REAR O2 SENSOR-B2	P0157	EC-265	
REAR O2 SENSOR-B2	P0158	EC-275	EC
REAR O2 SENSOR-B2	P0159	EC-285	
REAR O2 SENSOR-B2	P0160	EC-295	FE
RR O2 SE HEATER-B1	P0141	EC-303, 341	
RR O2 SE HEATER-B2	P0161	EC-303	CL
SFT SOL A/CIRC*3	P0750	AT-172	
SFT SOL B/CIRC*3	P0755	AT-177	MT
SWIRL CONT SOL/V	P1130	EC-530	
SWL CON VC SW/CIRC	P1165	EC-556	AT
TCC SOLENOID/CIRC	P0740	AT-151	
TCS CIRC	P1212*2	EC-564	AX
TCS C/U FUNCTN	P1211*2	EC-562	SU
THERMOSTAT FNCTN	P1126	EC-528	
TP SEN/CIRC A/T*3	P1705	AT-182	BR
TRTL POS SEN/CIRC*3	P0120	EC-193	
TW CATALYST SYS-B1	P0420	EC-427, 432	ST
TW CATALYST SYS-B2	P0430	EC-427, 432	
VC CUT/V BYPASS/V	P1491	EC-678	RS
VC/V BYPASS/V	P1490	EC-672	
VEH SPEED SEN/CIRC*4	P0500	EC-501	BT
VEH SPD SEN/CIR A/T*4	P0720	AT-114	
VENT CONTROL VALVE	P0446	EC-459	HA
VENT CONTROL VALVE	P1446	EC-640	
VENT CONTROL VALVE	P1448	EC-660	SC

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

*2: This DTC is displayed with CONSULT-II only.

*3: When the fail-safe operation occurs, the MIL illuminates.

*4: The MIL illuminates when both the "Revolution sensor signal" and the "Vehicle speed sensor signal" meet the fail-safe condition at the same time.

NOTE:

Regarding A33 models, "-B1" and "BK1" indicate right bank and "-B2" and "BK2" indicate left bank.

TROUBLE DIAGNOSIS — INDEX

Alphabetical & P No. Index for DTC (Cont'd)

P NO. INDEX FOR DTC

=NFEC0001S02

DTC*1	Items (CONSULT-II screen terms)	Reference page
—	Unable to access ECM	EC-131
P0000	NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.	—
P0100	MAF SEN/CIRCUIT*3	EC-169
P0105	ABSL PRES SEN/CIRC	EC-177
P0110	AIR TEMP SEN/CIRC	EC-183
P0115	COOLANT T SEN/CIRC*3	EC-188
P0120	THRTL POS SEN/CIRC*3	EC-193
P0125	*COOLANT T SEN/CIRC	EC-206
P0130	FRONT O2 SENSOR-B1	EC-211
P0131	FRONT O2 SENSOR-B1	EC-221
P0132	FRONT O2 SENSOR-B1	EC-229
P0133	FRONT O2 SENSOR-B1	EC-237
P0134	FRONT O2 SENSOR-B1	EC-250
P0135	FR O2 SE HEATER-B1	EC-258
P0137	REAR O2 SENSOR-B1	EC-265, 310
P0138	REAR O2 SENSOR-B1	EC-275, 318
P0139	REAR O2 SENSOR-B1	EC-285, 326
P0140	REAR O2 SENSOR-B1	EC-295, 334
P0141	RR O2 SE HEATER-B1	EC-303, 341
P0150	FRONT O2 SENSOR-B2	EC-211
P0151	FRONT O2 SENSOR-B2	EC-221
P0152	FRONT O2 SENSOR-B2	EC-229
P0153	FRONT O2 SENSOR-B2	EC-237
P0154	FRONT O2 SENSOR-B2	EC-250
P0155	FR O2 SE HEATER-B2	EC-258
P0157	REAR O2 SENSOR-B2	EC-265
P0158	REAR O2 SENSOR-B2	EC-275
P0159	REAR O2 SENSOR-B2	EC-285
P0160	REAR O2 SENSOR-B2	EC-295
P0161	RR O2 SE HEATER-B2	EC-303
P0171	FUEL SYS-LEAN/BK1	EC-346
P0172	FUEL SYS-RICH/BK1	EC-354
P0174	FUEL SYS-LEAN/BK2	EC-346
P0175	FUEL SYS-RICH/BK2	EC-354
P0180	FUEL TEMP SEN/CIRC	EC-361

TROUBLE DIAGNOSIS — INDEX

Alphabetical & P No. Index for DTC (Cont'd)

DTC*1	Items (CONSULT-II screen terms)	Reference page	
P0217	ENG OVER TEMP	EC-366	GI
P0300	MULTI CYL MISFIRE	EC-384	MA
P0301	CYL 1 MISFIRE	EC-384	
P0302	CYL 2 MISFIRE	EC-384	EM
P0303	CYL 3 MISFIRE	EC-384	
P0304	CYL 4 MISFIRE	EC-384	LC
P0305	CYL 5 MISFIRE	EC-384	
P0306	CYL 6 MISFIRE	EC-384	EC
P0325*2	KNOCK SEN/CIRC-B1	EC-392	
P0335	CPS/CIRCUIT (POS)	EC-397	FE
P0340	CAM PS/CIRC (PHS)	EC-405	
P0400	EGR SYSTEM	EC-411	CL
P0403	EGR VOL CONT/V CIR	EC-420	
P0420	TW CATALYST SYS-B1	EC-427, 432	MT
P0430	TW CATALYST SYS-B2	EC-427, 432	
P0440	EVAP SMALL LEAK	EC-437	AT
P0443	PURG VOLUME CONT/V	EC-453	
P0446	VENT CONTROL VALVE	EC-459	AX
P0450	EVAP SYS PRES SEN	EC-466	
P0455	EVAP GROSS LEAK	EC-478	SU
P0460	FUEL LV SE (SLOSH)	EC-491	
P0461	FUEL LEVEL SENSOR	EC-495	BR
P0464	FUEL LEVL SEN/CIRC	EC-497	
P0500	VEH SPEED SEN/CIRC*4	EC-501	ST
P0505	IACV/AAC VLV/CIRC	EC-505	RS
P0510	CLOSED TP SW/CIRC	EC-514	
P0600*2	A/T COMM LINE	EC-523	BT
P0605	ECM	EC-526	
P0705	PNP SW/CIRC	AT-102	HA
P0710	ATF TEMP SEN/CIRC	AT-108	
P0720	VEH SPD SEN/CIR A/T*4	AT-114	SC
P0725	ENGINE SPEED SIG	AT-119	
P0731	A/T 1ST GR FNCTN	AT-124	EL
P0732	A/T 2ND GR FNCTN	AT-130	
P0733	A/T 3RD GR FNCTN	AT-136	IDX
P0734	A/T 4TH GR FNCTN	AT-142	
P0740	TCC SOLENOID/CIRC	AT-151	

TROUBLE DIAGNOSIS — INDEX

Alphabetical & P No. Index for DTC (Cont'd)

DTC*1	Items (CONSULT-II screen terms)	Reference page
P0744	A/T TCC S/V FNCTN	AT-156
P0745	L/PRESS SOL/CIRC	AT-166
P0750	SFT SOL A/CIRC*3	AT-172
P0755	SFT SOL B/CIRC*3	AT-177
P1126	THERMOSTAT FNCTN	EC-528
P1130	SWIRL CONT SOL/V	EC-530
P1148	CLOSED LOOP-B1	EC-554
P1165	SWL CON VC SW/CIRC	EC-556
P1168	CLOSED LOOP-B2	EC-554
P1211*2	TCS C/U FUNCTN	EC-562
P1212*2	TCS CIRC	EC-564
P1217*2	ENG OVER TEMP	EC-567
P1320	IGN SIGNAL-PRIMARY	EC-584
P1335	CPS/CIRCUIT (REF)	EC-595
P1336	CPS/CIRC (POS) COG	EC-601
P1401	EGR TEMP SEN/CIRC	EC-609
P1402	EGR SYSTEM	EC-617
P1440	EVAP SMALL LEAK	EC-626
P1444	PURG VOLUME CONT/V	EC-628
P1446	VENT CONTROL VALVE	EC-640
P1447	EVAP PURG FLOW/MON	EC-648
P1448	VENT CONTROL VALVE	EC-660
P1464	FUEL LEVEL SEN/CIRC	EC-669
P1490	VC/V BYPASS/V	EC-672
P1491	VC CUT/V BYPASS/V	EC-678
P1605	A/T DIAG COMM LINE	EC-690
P1610 - P1615*2	NATS MALFUNCTION	EL-324
P1705	TP SEN/CIRC A/T*3	AT-182
P1706	P-N POS SW/CIRCUIT	EC-693
P1760	O/R CLTCH SOL/CIRC	AT-191

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

*2: This DTC is displayed with CONSULT-II only.

*3: When the fail-safe operation occurs, the MIL illuminates.

*4: The MIL illuminates when both the "Revolution sensor signal" and the "Vehicle speed sensor signal" meet the fail-safe condition at the same time.

NOTE:

Regarding A33 models, "-B1" and "BK1" indicate right bank and "-B2" and "BK2" indicate left bank.

PRECAUTIONS

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

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

NFEC0002

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER" used along with a seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. The SRS system composition which is available to NISSAN MODEL A33 is as follows (The composition varies according to optional equipment.):

- For a frontal collision
The Supplemental Restraint System consists of driver air bag module (located in the center of the steering wheel), front passenger air bag module (located on the instrument panel on passenger side), seat belt pre-tensioners, a diagnosis sensor unit, warning lamp, wiring harness and spiral cable.
- For a side collision
The Supplemental Restraint System consists of front side air bag module (located in the outer side of front seat), satellite sensor, diagnosis sensor unit (one of components of air bags for a frontal collision), wiring harness, warning lamp (one of components of air bags for a frontal collision).

Information necessary to service the system safely is included in the **RS 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 should be performed by an authorized NISSAN dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by intentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the RS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. Spiral cable and wiring harnesses covered with yellow insulation or tape either just before the harness connectors or for the complete harness are related to the SRS.

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

NFEC0003

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 terminal 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 EL-6, "HARNESS CONNECTOR (SLIDE-LOCKING TYPE)".
- 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 EGR 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.

PRECAUTIONS

Engine Fuel & Emission Control System

NFEC0004

BATTERY

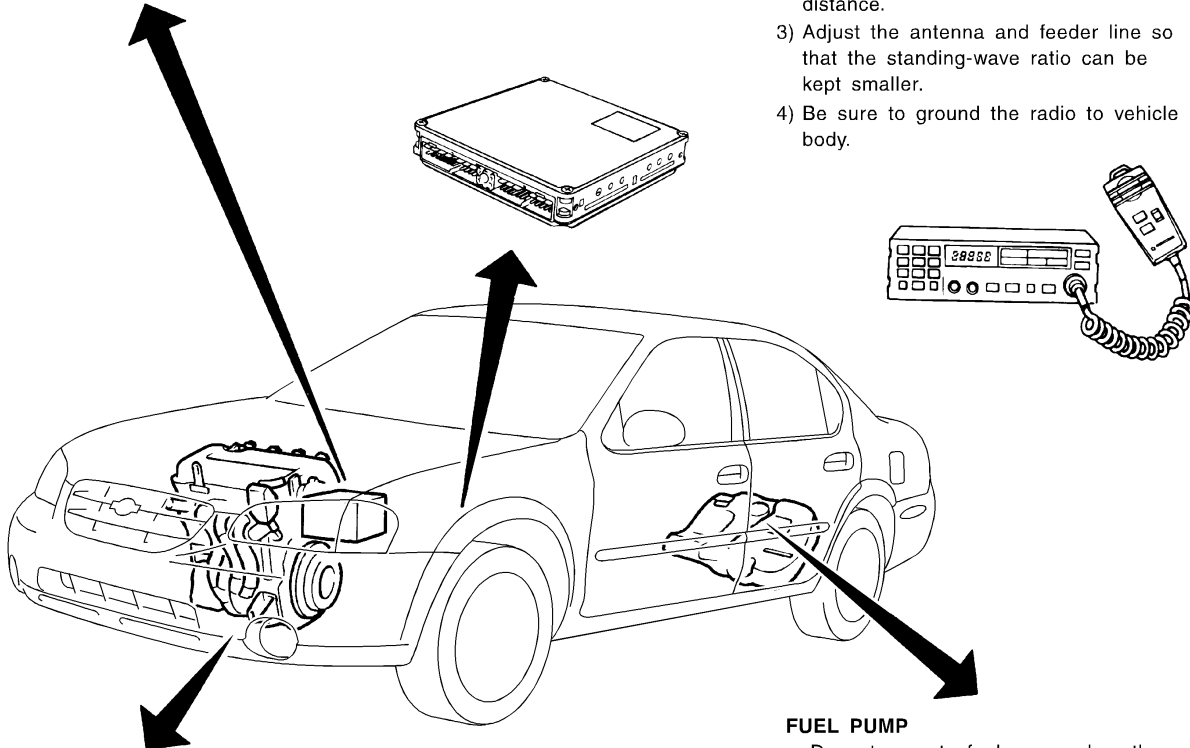
- Always use a 12 volt battery as power source.
- Do not attempt to disconnect battery cables while engine is running.

ECM

- Do not disassemble ECM.
- If a battery terminal 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 problem. Do not replace parts because of a slight variation.

WIRELESS EQUIPMENT

- 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 its installation location.
 - 1) Keep the antenna as far away as possible from the ECM.
 - 2) Keep the antenna feeder line more than 20 cm (7.9 in) away from the harness of electronic controls.
Do not let them run parallel for a long distance.
 - 3) Adjust the antenna and feeder line so that the standing-wave ratio can be kept smaller.
 - 4) Be sure to ground the radio to vehicle body.



ENGINE CONTROL PARTS HANDLING

- Handle mass air flow sensor carefully to avoid damage.
- Do not disassemble mass air flow sensor.
- Do not clean mass air flow sensor with any type of detergent.
- Do not disassemble IACV-AAC valve.
- Even a slight leak in the air intake system can cause serious problems.
- Do not shock or jar the camshaft position sensor or crankshaft position sensor.



WHEN STARTING

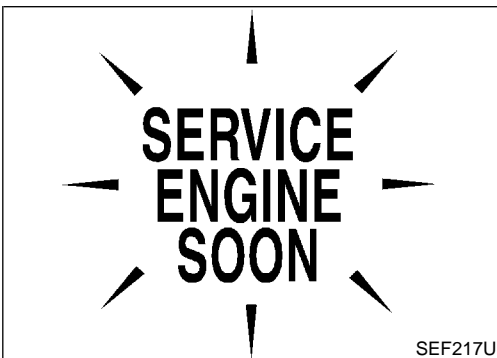
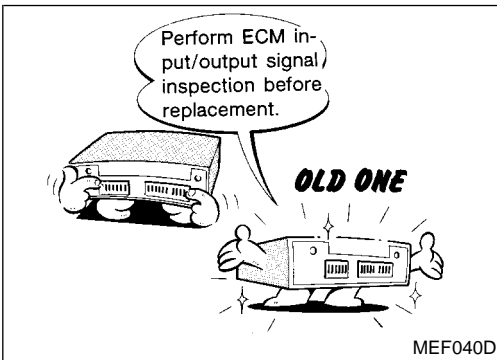
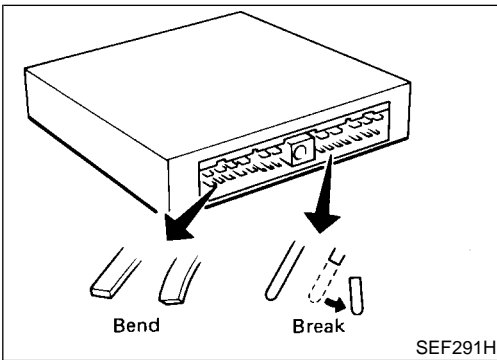
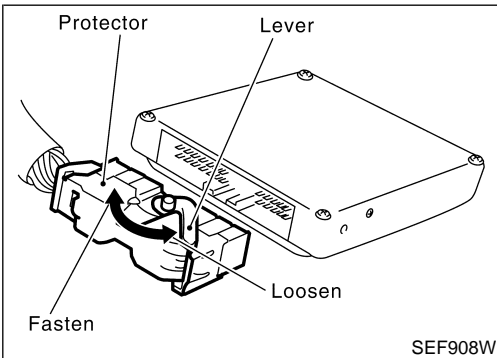
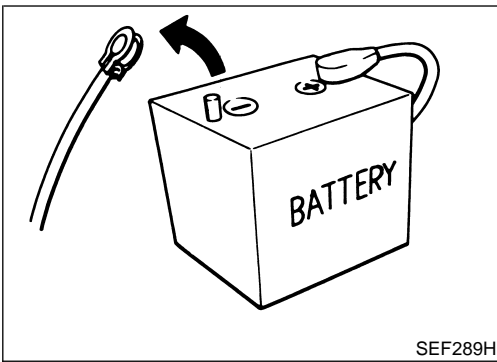
- Do not depress accelerator pedal when starting.
- Immediately after starting, do not rev up engine unnecessarily.
- Do not rev up engine just prior to shutdown.

FUEL PUMP

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

ECM HARNESS HANDLING

- 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 ECM harness at least 10 cm (3.9 in) away from adjacent harnesses to prevent an ECM system malfunction due to receiving external noise, degraded operation of ICs, etc.
- Keep ECM parts and harnesses dry.
- Before removing parts, turn off ignition switch and then disconnect battery ground cable.



Precautions

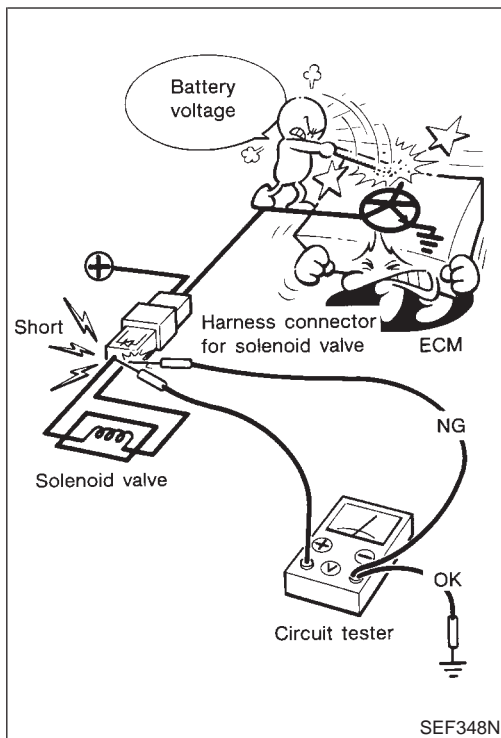
NFEC0005

- Before connecting or disconnecting the ECM harness connector, turn ignition switch OFF and disconnect negative battery terminal. Failure to do so may damage the ECM because battery voltage is applied to ECM even if ignition switch is turned off.
- When connecting ECM harness connector, fasten it securely with a lever as far as it will go as shown at left.
- 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.
- Before replacing ECM, perform "ECM Terminals and Reference Value" inspection and make sure ECM functions properly. Refer to EC-149.
- After performing each TROUBLE DIAGNOSIS, perform "DTC Confirmation Procedure" or "Overall Function Check". The DTC should not be displayed in the "DTC Confirmation Procedure" if the repair is completed. The "Overall Function Check" should be a good result if the repair is completed.

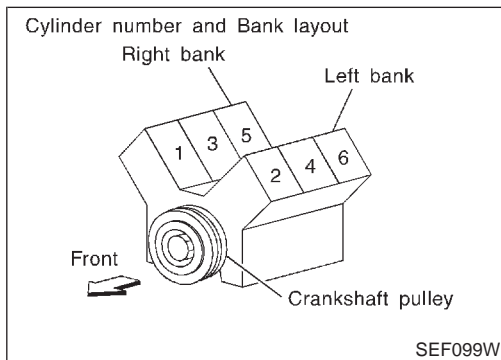
GI
MA
EM
LC
EC
FE
CL
MT
AT
AX
SU
BR
ST
RS
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SC
EL
IDX

PRECAUTIONS

Precautions (Cont'd)



- 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 use ECM ground terminals when measuring voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than the ECM terminals, such as the body ground.



- Regarding model A33, “-B1” indicates the right bank and “-B2” indicates the left bank as shown in the figure.

Wiring Diagrams and Trouble Diagnosis

NFEC0006

When you read Wiring diagrams, refer to the following:

- GI-25, “HOW TO READ WIRING DIAGRAMS”
- EL-9, “POWER SUPPLY ROUTING” for power distribution circuit

When you perform trouble diagnosis, refer to the following:

- GI-36, “HOW TO FOLLOW TEST GROUP IN TROUBLE DIAGNOSIS”
- GI-25, “HOW TO PERFORM EFFICIENT DIAGNOSIS FOR AN ELECTRICAL INCIDENT”

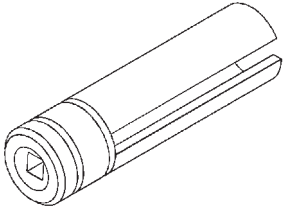
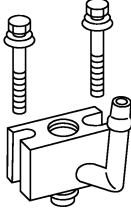
PREPARATION

Special Service Tools

Special Service Tools

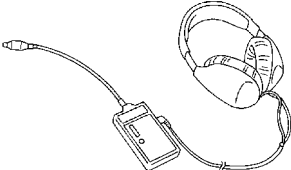
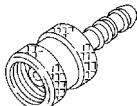
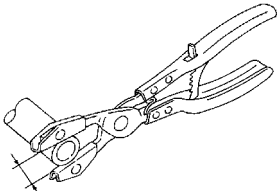
NFEC0007

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description		GI
KV10117100 (J36471-A) Front heated oxygen sensor wrench Rear heated oxygen sensor wrench		Loosening or tightening front and rear heated oxygen sensors with 22 mm (0.87 in) hexagon nut	MA
KV10117600 (J44321) Fuel pressure check adapter		Checking fuel pressure with pressure gauge	EM
	NT379		LC
			EC
			FE
			CL
			MT


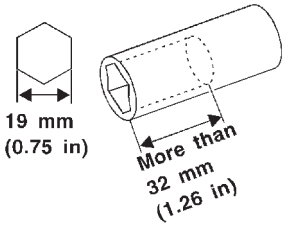
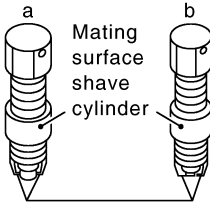
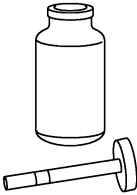
Commercial Service Tools

NFEC0008

Tool name (Kent-Moore No.)	Description		AT
Leak detector (J41416)		Locating the EVAP leak	AX
EVAP service port adapter (J41413-OBID)		Applying positive pressure through EVAP service port	SU
	NT703		BR
			ST
Hose clipper	 <p data-bbox="532 1797 789 1822">Approx. 20 mm (0.79 in)</p>	Clamping the EVAP purge hose between the fuel tank and EVAP canister applied to DTC P1440 [EVAP control system (small leak-positive pressure)]	RS
	NT704		BT
			HA
			SC
			EL
			IDX

PREPARATION

Commercial Service Tools (Cont'd)

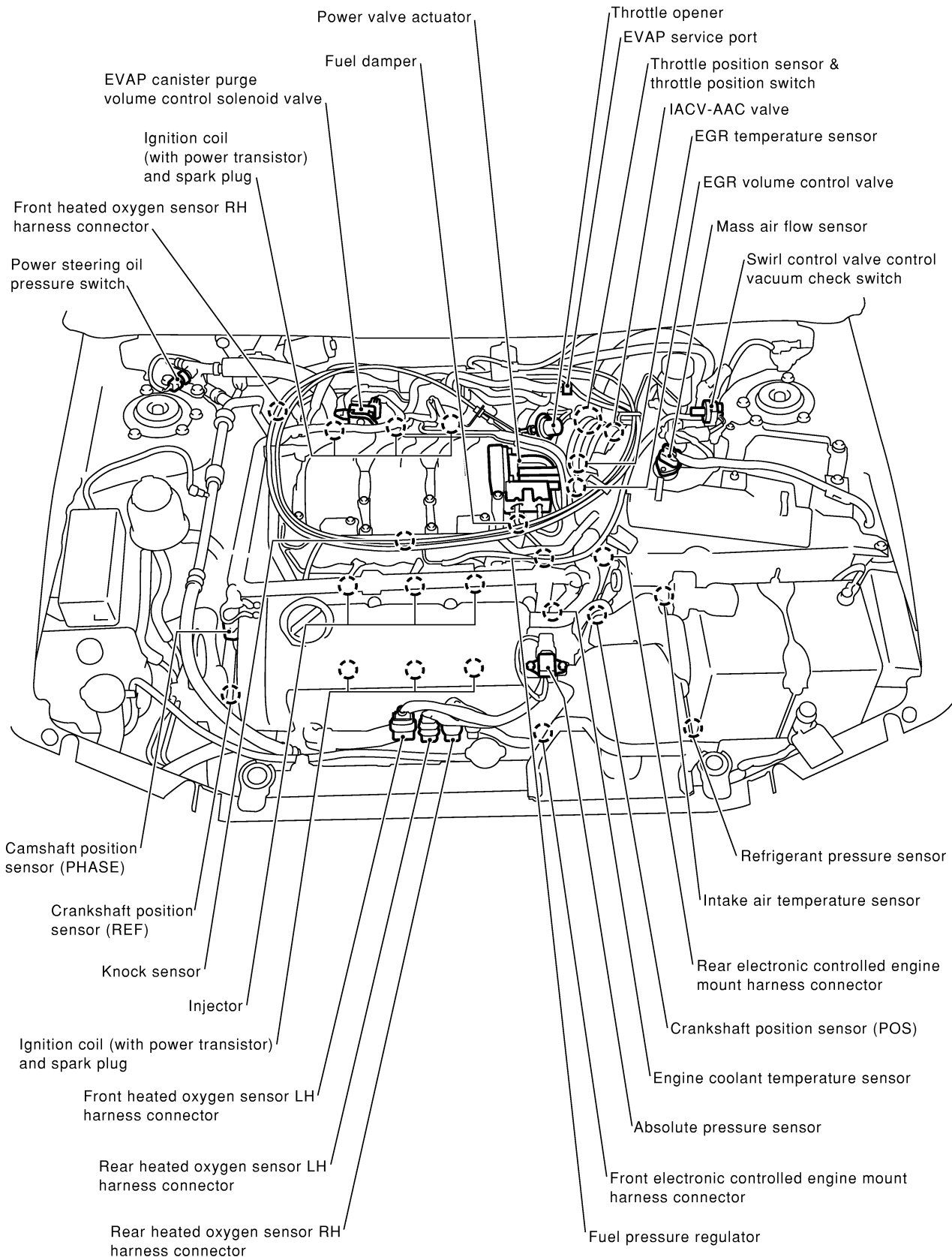
Tool name (Kent-Moore No.)	Description
Fuel filler cap adapter	<p data-bbox="951 233 1430 285">Checking fuel tank vacuum relief valve opening pressure</p>  <p data-bbox="415 478 475 499">NT653</p>
Socket wrench	<p data-bbox="951 514 1446 567">Removing and installing engine coolant temperature sensor</p>  <p data-bbox="415 760 475 781">NT705</p>
Oxygen sensor thread cleaner (J-43897-18) (J-43897-12)	<p data-bbox="951 798 1468 877">Reconditioning the exhaust system threads before installing a new oxygen sensor. Use with anti-seize lubricant shown below.</p> <p data-bbox="951 882 1430 934">a: J-43897-18 18 mm diameter with pitch 1.5 mm, for Zirconia Oxygen Sensor</p> <p data-bbox="951 938 1446 991">b: J-43897-12 12 mm diameter with pitch 1.25 mm, for Titania Oxygen Sensor</p>  <p data-bbox="415 1043 475 1064">NT778</p>
Anti-seize lubricant (Permatex™ 133AR or equivalent meeting MIL specification MIL-A-907)	<p data-bbox="951 1079 1425 1134">Lubricating oxygen sensor thread cleaning tool when reconditioning exhaust system threads.</p>  <p data-bbox="415 1327 475 1348">NT779</p>

ENGINE AND EMISSION CONTROL OVERALL SYSTEM

Engine Control Component Parts Location

Engine Control Component Parts Location

NFEC0009



GI

MA

EM

LC

EC

FE

CL

MT

AT

AX

SU

BR

ST

RS

BT

HA

SC

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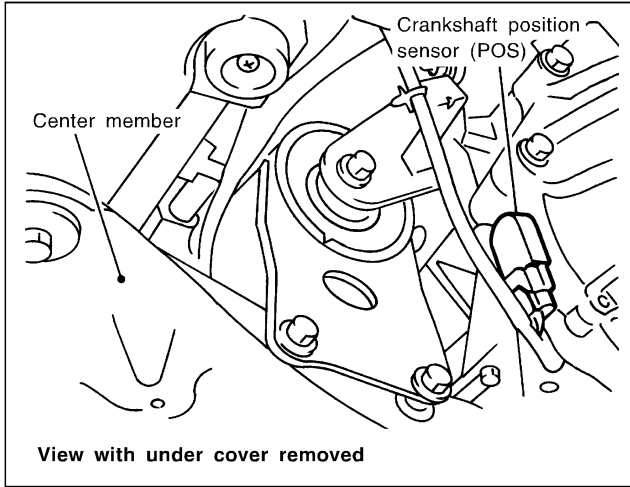
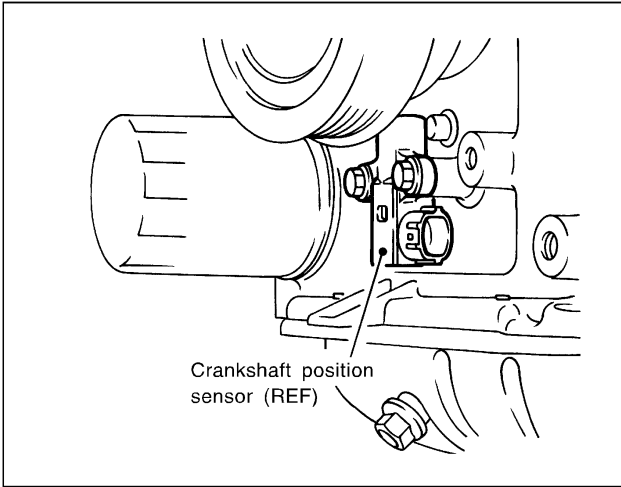
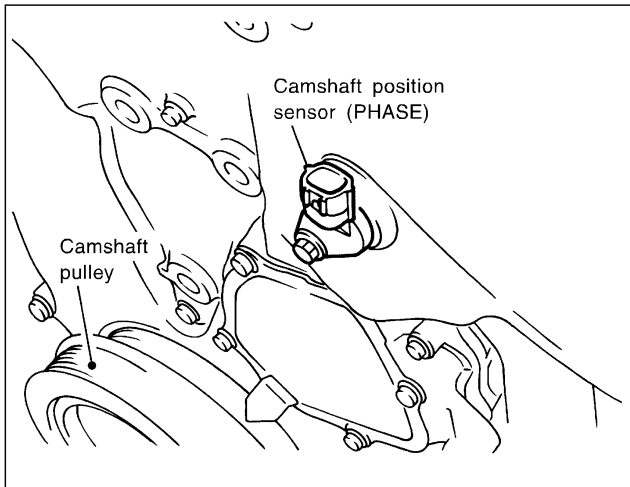
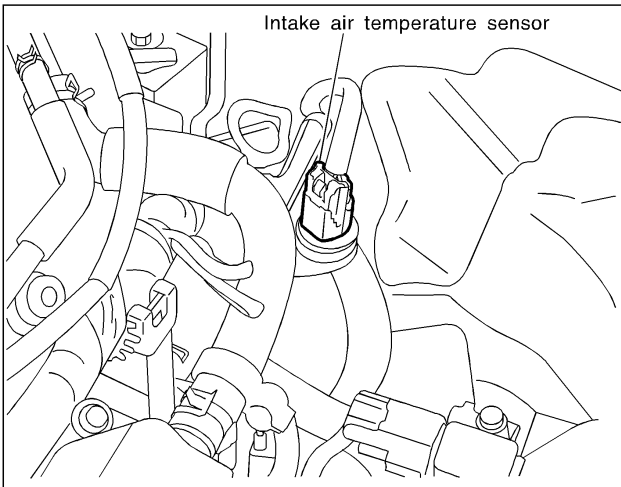
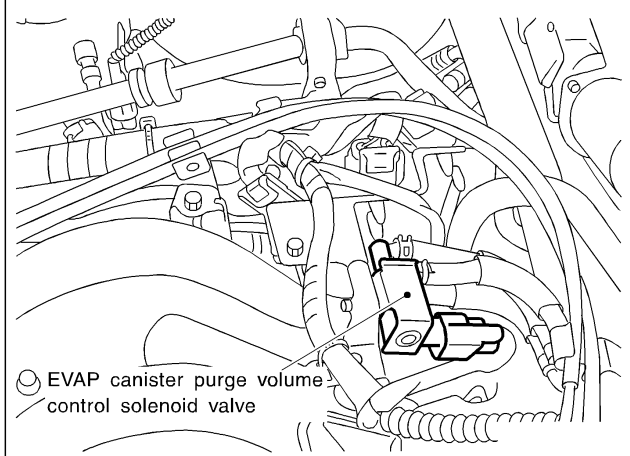
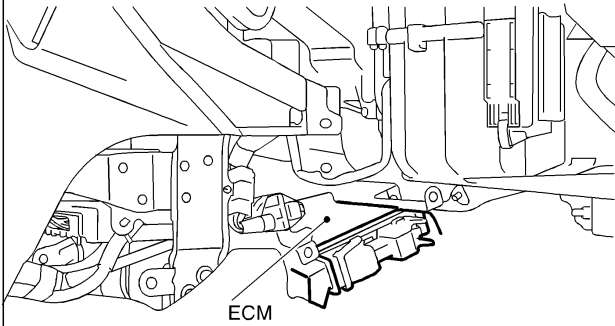
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SEF243XA

ENGINE AND EMISSION CONTROL OVERALL SYSTEM

Engine Control Component Parts Location (Cont'd)

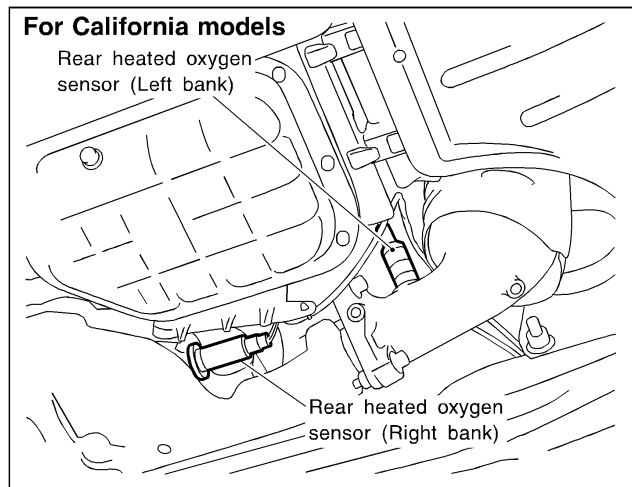
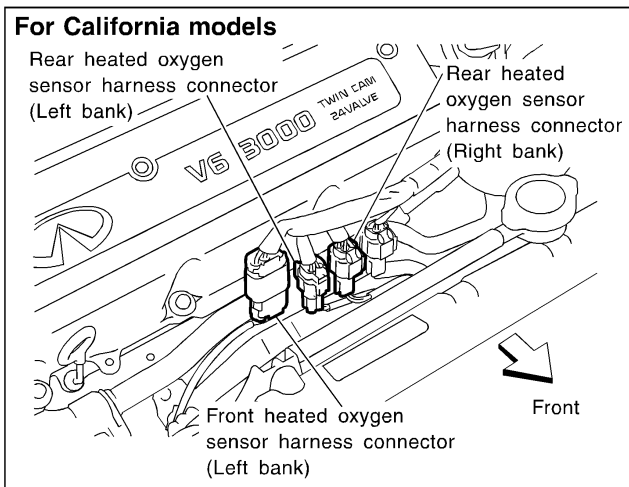
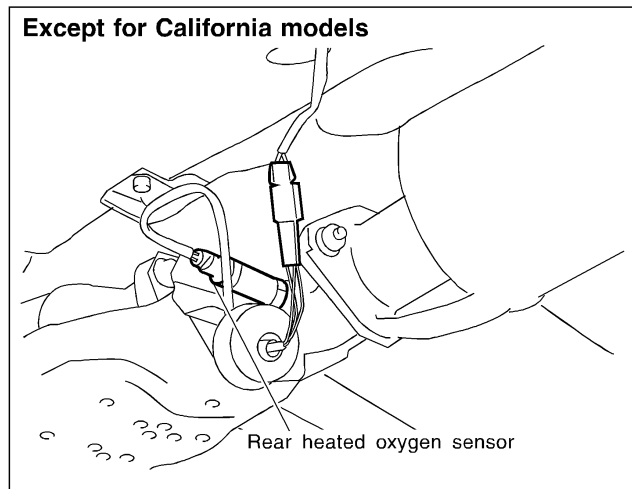
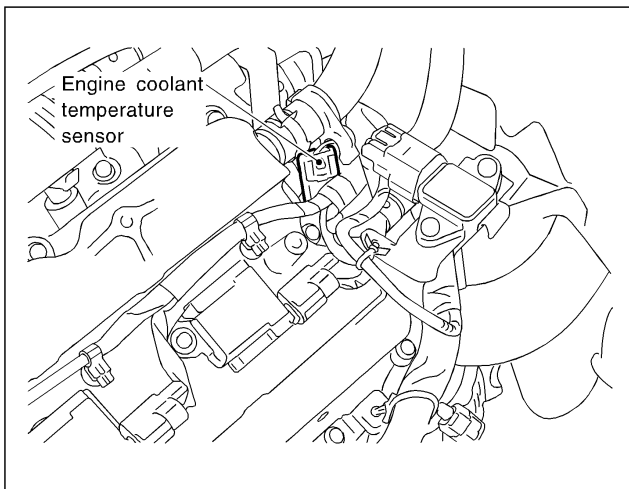
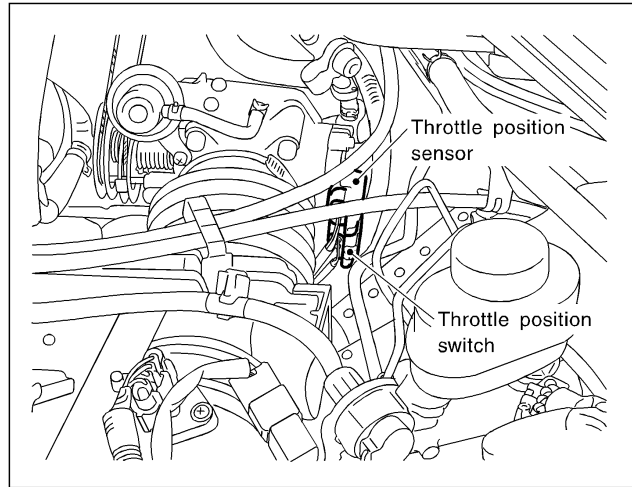
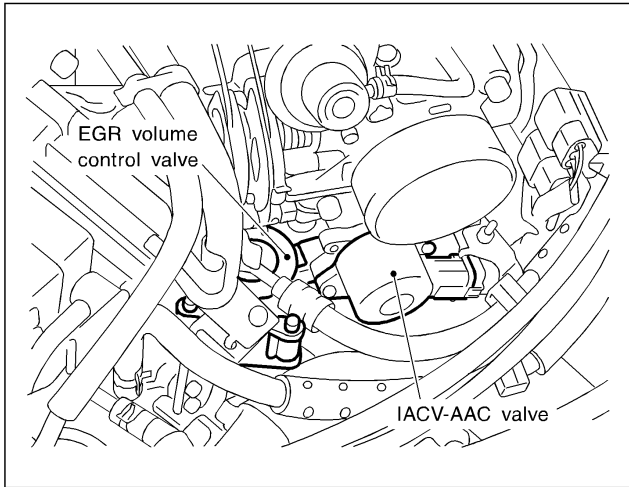
View with glove box removed



SEF244X

ENGINE AND EMISSION CONTROL OVERALL SYSTEM

Engine Control Component Parts Location (Cont'd)

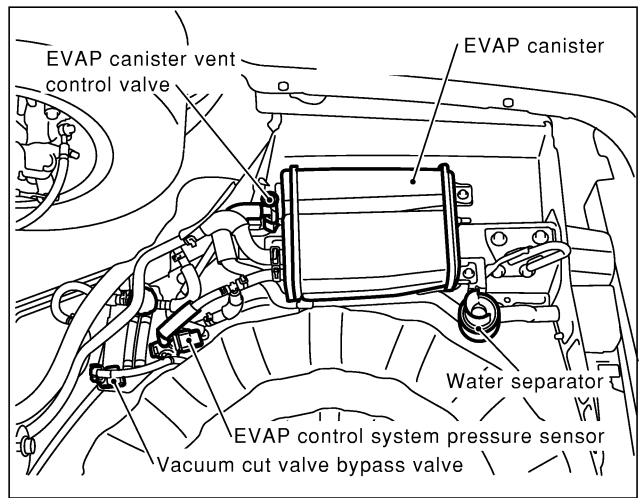
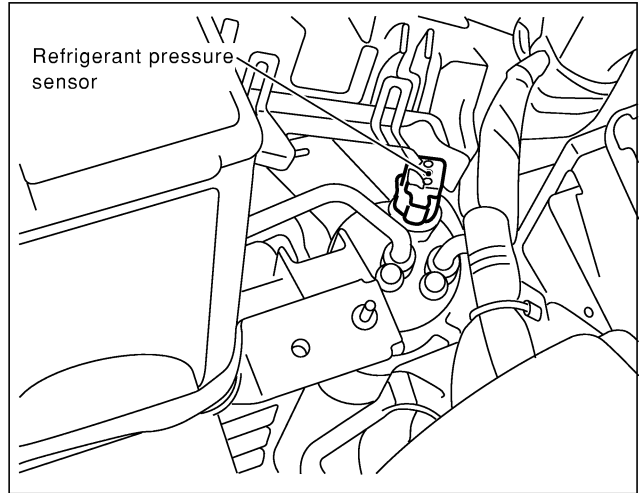
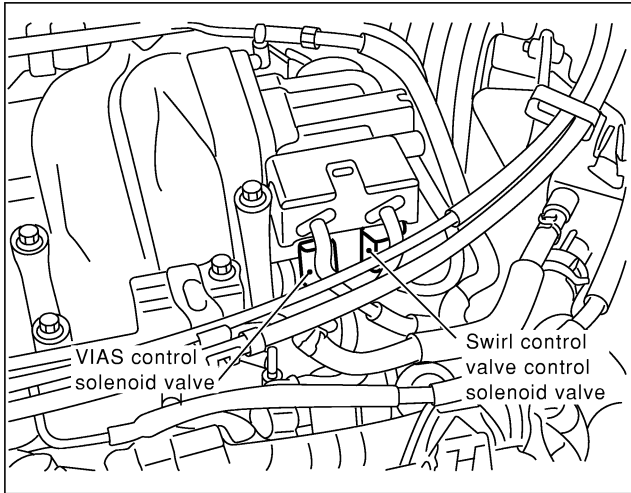


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ENGINE AND EMISSION CONTROL OVERALL SYSTEM

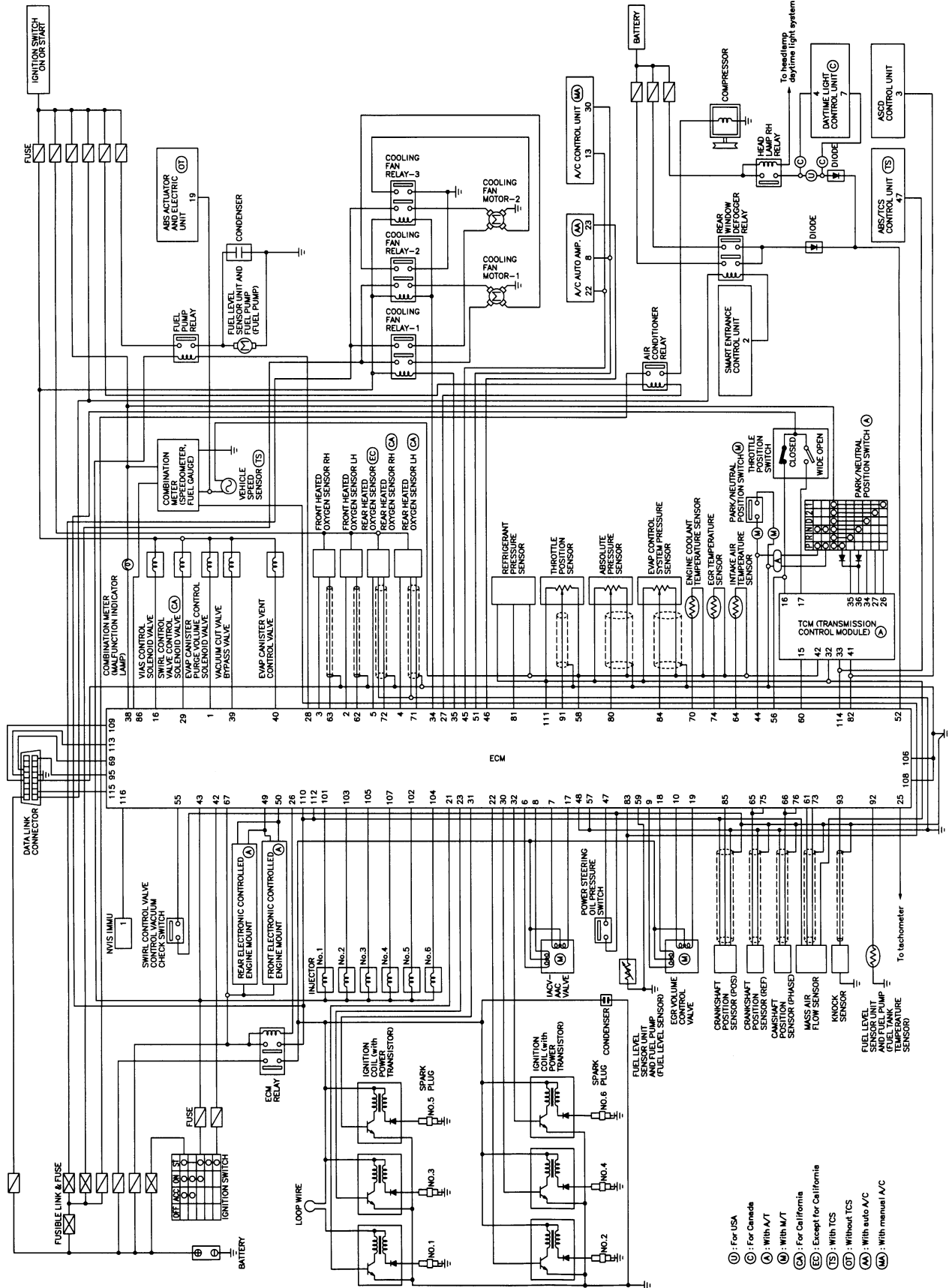
Engine Control Component Parts Location (Cont'd)



SEF849Y

Circuit Diagram

NFEC0010



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ENGINE AND EMISSION CONTROL OVERALL SYSTEM

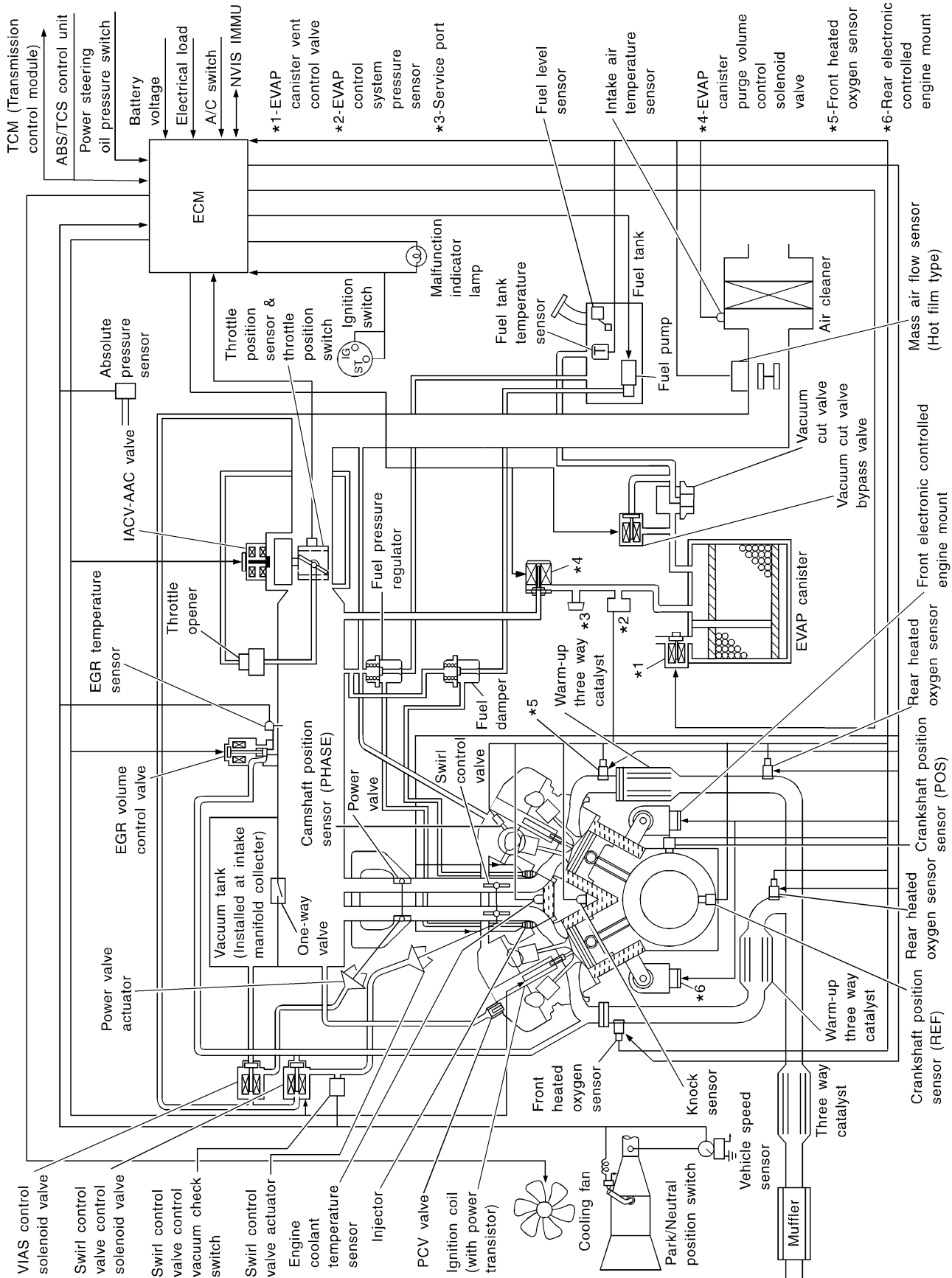
System Diagram

System Diagram

NFEC0011

NFEC0011S03

FOR CALIFORNIA MODELS



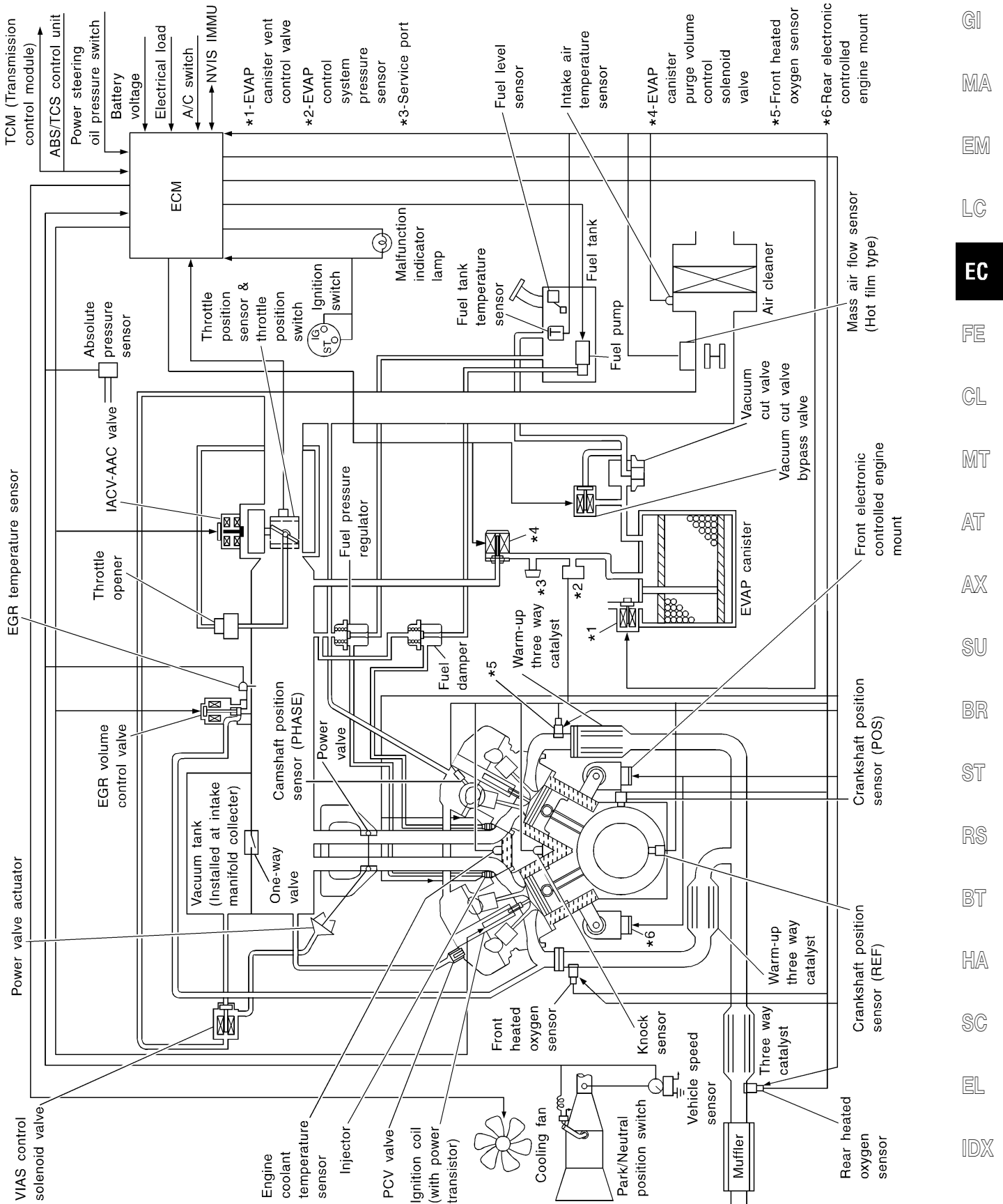
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ENGINE AND EMISSION CONTROL OVERALL SYSTEM

System Diagram (Cont'd)

EXCEPT FOR CALIFORNIA MODELS

NFEC0011S04



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ENGINE AND EMISSION CONTROL OVERALL SYSTEM

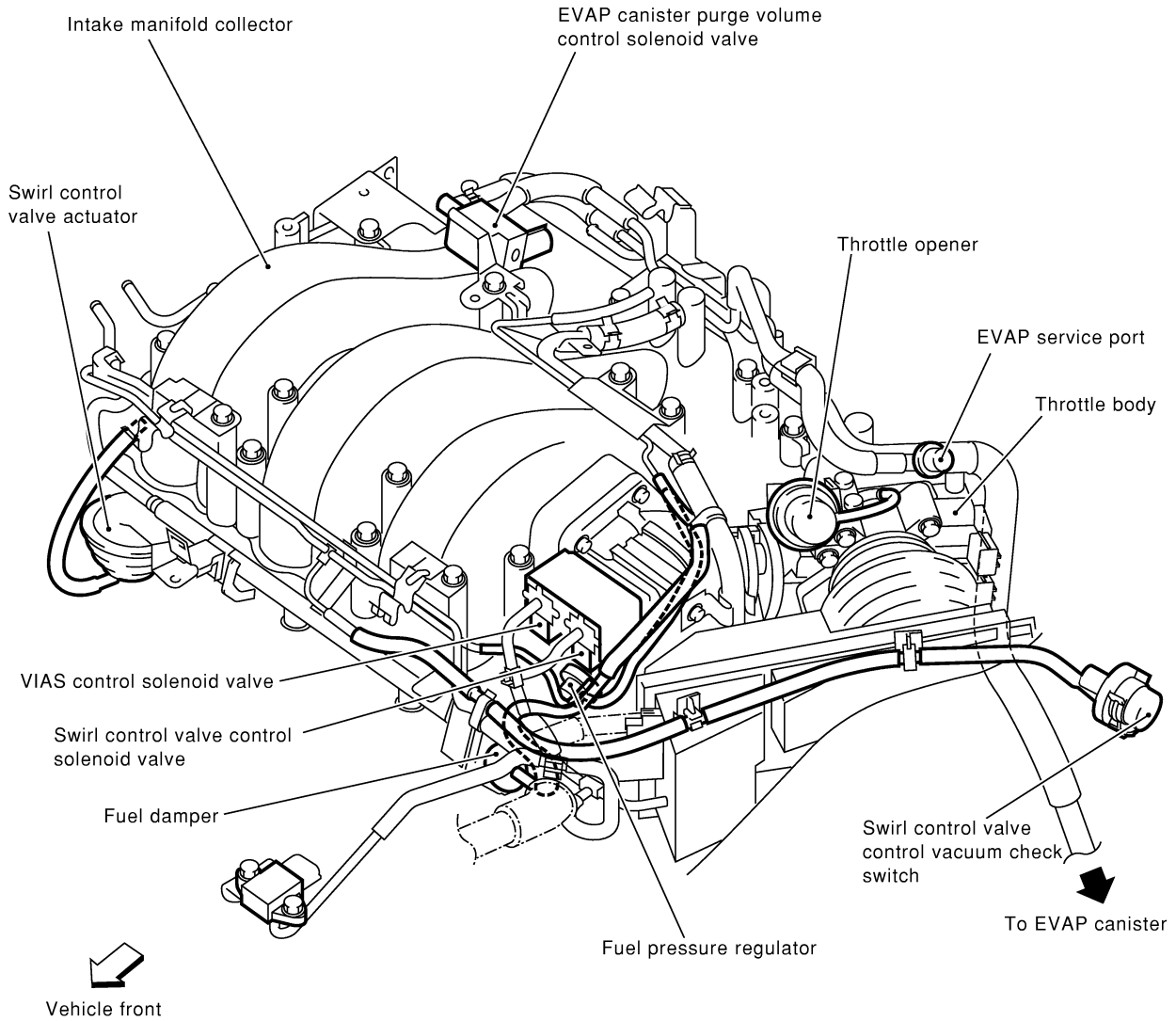
Vacuum Hose Drawing

Vacuum Hose Drawing

NFEC0012

NFEC0012S01

FOR CALIFORNIA MODELS



NOTE :

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

SEF249X

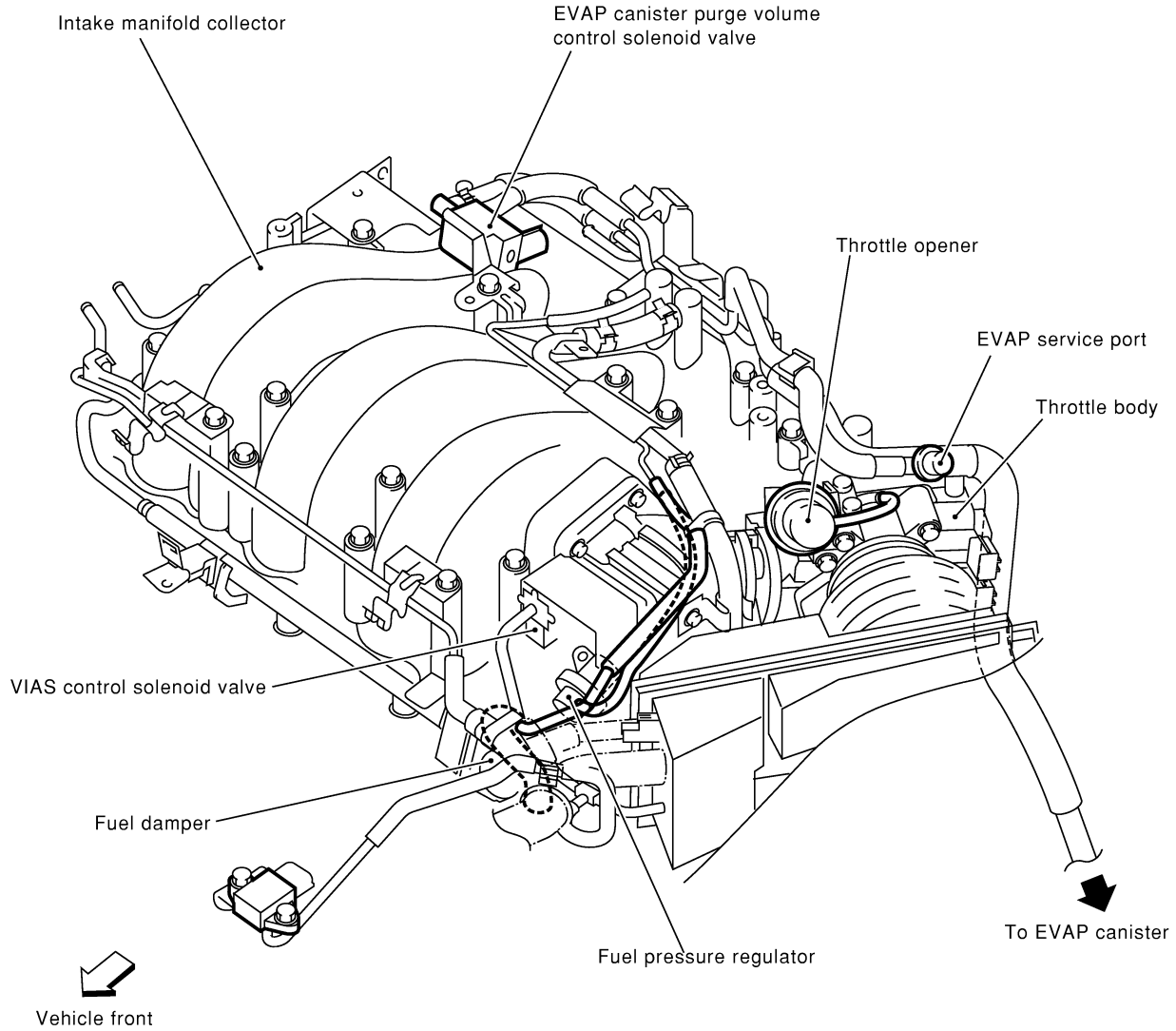
Refer to “System Diagram”, EC-26 for Vacuum Control System.

ENGINE AND EMISSION CONTROL OVERALL SYSTEM

Vacuum Hose Drawing (Cont'd)

EXCEPT FOR CALIFORNIA MODELS

NFEC0012S02



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

SEF250X

Refer to "System Diagram", EC-27 for Vacuum Control System.

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ENGINE AND EMISSION CONTROL OVERALL SYSTEM

System Chart

System Chart

NFEC0013

Input (Sensor)	ECM Function	Output (Actuator)
<ul style="list-style-type: none"> ● Camshaft position sensor (PHASE) ● Crankshaft position sensor (REF) ● Mass air flow sensor ● Engine coolant temperature sensor ● Front heated oxygen sensor ● Ignition switch ● Throttle position sensor ● Closed throttle position switch *3 ● Park/neutral position (PNP) switch ● Air conditioner switch ● Knock sensor ● EGR temperature sensor *1 ● Intake air temperature sensor ● Absolute pressure sensor ● EVAP control system pressure sensor *1 ● Battery voltage ● Power steering oil pressure switch ● Vehicle speed sensor ● Fuel tank temperature sensor *1 ● Crankshaft position sensor (POS) ● Rear heated oxygen sensor *2 ● TCM (Transmission control module) ● Refrigerant pressure sensor ● ABS/TCS control unit ● Electrical load ● Fuel level sensor*1 	Fuel injection & mixture ratio control	Injectors
	Electronic ignition system	Power transistor
	Idle air control system	IACV-AAC valve
	Fuel pump control	Fuel pump relay
	On board diagnostic system	MIL (On the instrument panel)
	EGR control	EGR volume control valve
	Swirl control valve control	Swirl control valve control solenoid valve
	Power valve control	VIAS control solenoid valve
	Front heated oxygen sensor heater control	Front heated oxygen sensor heater
	Rear heated oxygen sensor heater control	Rear heated oxygen sensor heater
	EVAP canister purge flow control	EVAP canister purge volume control solenoid valve
	Air conditioning cut control	Air conditioner relay
	Cooling fan control	Cooling fan relays
	ON BOARD DIAGNOSIS for EVAP system	<ul style="list-style-type: none"> ● EVAP canister vent control valve ● Vacuum cut valve bypass valve

*1: These sensors are not used to control the engine system. They are used only for the on board diagnosis.

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

*3: This switch will operate in place of the throttle position sensor to control EVAP parts if the sensor malfunctions.

ENGINE AND EMISSION BASIC CONTROL SYSTEM DESCRIPTION

Multiport Fuel Injection (MFI) System

Multiport Fuel Injection (MFI) System

DESCRIPTION

Input/Output Signal Chart

NFEC0014

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NFEC0014S01

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS)	Engine speed (POS signal)	Fuel injection & mixture ratio control	Injectors
Crankshaft position sensor (REF)	Engine speed (REF signal)		
Camshaft position sensor (PHASE)	Piston position		
Mass air flow sensor	Amount of intake air		
Engine coolant temperature sensor	Engine coolant temperature		
Front heated oxygen sensor	Density of oxygen in exhaust gas		
Throttle position sensor	Throttle position Throttle valve idle position		
Park/neutral position (PNP) switch	Gear position		
Vehicle speed sensor	Vehicle speed		
Ignition switch	Start signal		
Air conditioner switch	Air conditioner operation		
Knock sensor	Engine knocking condition		
Battery	Battery voltage		
Absolute pressure sensor	Ambient air barometric pressure		
Power steering oil pressure switch	Power steering operation		
Rear heated oxygen sensor*	Density of oxygen in exhaust gas		
ABS/TCS control unit	TCS operation command		

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*: Under normal conditions, this sensor is not for engine control operation.

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Basic Multiport Fuel Injection System

NFEC0014S02

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 both the crankshaft position sensor and the mass air flow sensor.

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Various Fuel Injection Increase/Decrease Compensation

NFEC0014S03

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

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<Fuel increase>

- During warm-up
- When starting the engine
- During acceleration
- Hot-engine operation
- When selector lever is changed from "N" to "D"
- High-load, high-speed operation

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<Fuel decrease>

- During deceleration
- During high engine speed operation

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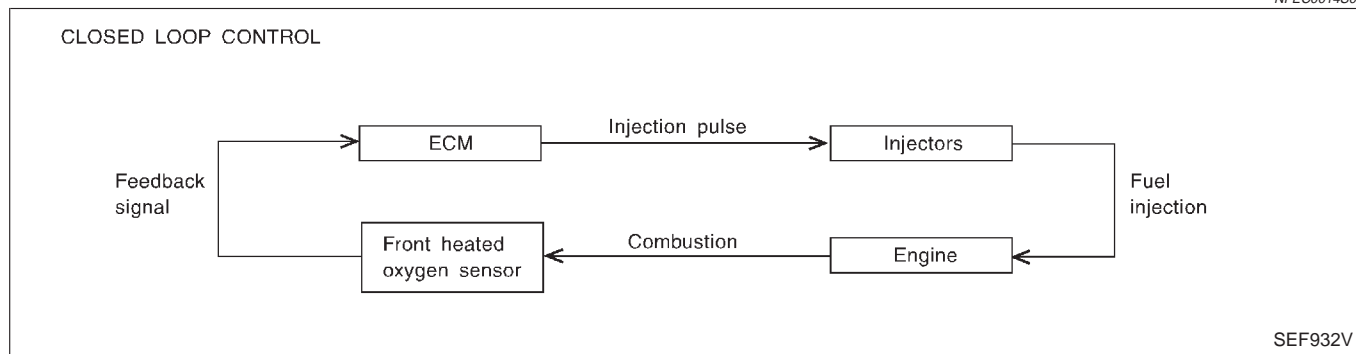
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ENGINE AND EMISSION BASIC CONTROL SYSTEM DESCRIPTION

Multiport Fuel Injection (MFI) System (Cont'd)

Mixture Ratio Feedback Control (Closed loop control)

NFEC0014S04



The mixture ratio feedback system provides the best air-fuel mixture ratio for driveability and emission control. The warm-up three way catalyst can then better reduce CO, HC and NO_x emissions. This system uses a front heated oxygen sensor in the exhaust manifold to monitor if the engine operation is rich or lean. The ECM adjusts the injection pulse width according to the sensor voltage signal. For more information about the front heated oxygen sensor, refer to EC-211. 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.

Rear heated oxygen sensor is located downstream of the warm-up three way catalyst. Even if the switching characteristics of the front heated oxygen sensor shift, the air-fuel ratio is controlled to stoichiometric by the signal from the rear heated oxygen sensor.

Open Loop Control

NFEC0014S05

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 front heated oxygen sensor or its circuit
- Insufficient activation of front heated oxygen sensor at low engine coolant temperature
- High engine coolant temperature
- During warm-up
- After shifting from "N" to "D"
- When starting the engine

Mixture Ratio Self-learning Control

NFEC0014S06

The mixture ratio feedback control system monitors the mixture ratio signal transmitted from the front heated oxygen sensor. 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., 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 the front heated oxygen sensor 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.

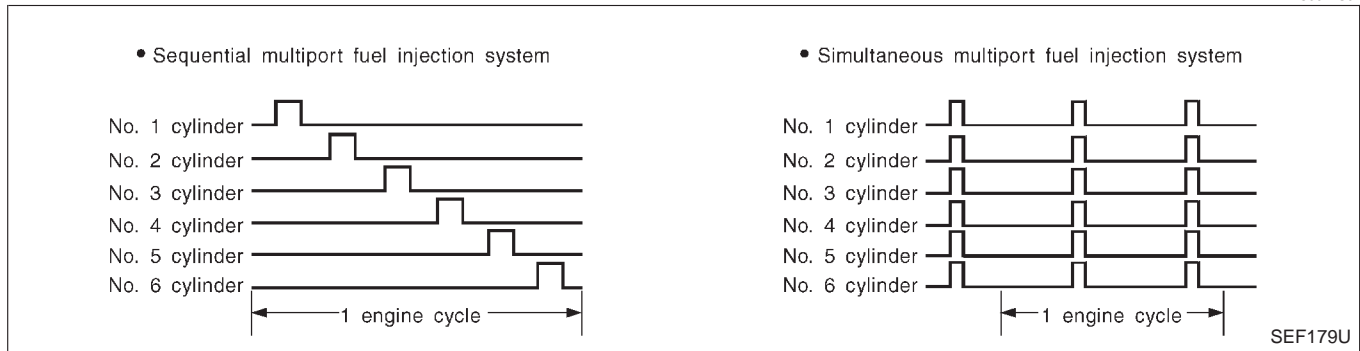
"Long term fuel trim" is overall fuel compensation carried out long-term to compensate for continual deviation of the short term fuel trim from the central value. Such deviation will occur due to individual engine differences, wear over time and changes in the usage environment.

ENGINE AND EMISSION BASIC CONTROL SYSTEM DESCRIPTION

Multiport Fuel Injection (MFI) System (Cont'd)

Fuel Injection Timing

NFEC0014S07



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Two types of systems are used.

Sequential Multiport Fuel Injection System

NFEC0014S0701

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

NFEC0014S0702

Fuel is injected simultaneously into all six cylinders twice each engine cycle. In other words, pulse signals of the same width are simultaneously transmitted from the ECM.

The six injectors will then receive the signals two times for each engine cycle.

This system is used when the engine is being started and/or if the fail-safe system (CPU) is operating.

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Fuel Shut-off

NFEC0014S08

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

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Electronic Ignition (EI) System

DESCRIPTION

Input/Output Signal Chart

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NFEC0015

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS)	Engine speed (POS signal)	Ignition timing control	Power transistor
Crankshaft position sensor (REF)	Engine speed (REF signal)		
Camshaft position sensor (PHASE)	Piston position		
Mass air flow sensor	Amount of intake air		
Engine coolant temperature sensor	Engine coolant temperature		
Throttle position sensor	Throttle position Throttle valve idle position		
Vehicle speed sensor	Vehicle speed		
Ignition switch	Start signal		
Knock sensor	Engine knocking		
Park/neutral position (PNP) switch	Gear position		
Battery	Battery voltage		

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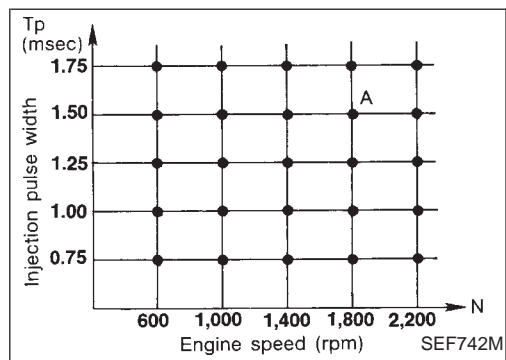
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ENGINE AND EMISSION BASIC CONTROL SYSTEM DESCRIPTION

Electronic Ignition (EI) System (Cont'd)

System Description

NFEC0015S02



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. This data forms the map shown.

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

e.g., N: 1,800 rpm, Tp: 1.50 msec

A °BTDC

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.

Air Conditioning Cut Control

DESCRIPTION

Input/Output Signal Chart

NFEC0016

NFEC0016S01

Sensor	Input Signal to ECM	ECM function	Actuator
Air conditioner switch	Air conditioner "ON" signal	Air conditioner cut control	Air conditioner relay
Throttle position sensor	Throttle valve opening angle		
Crankshaft position sensor (POS)	Engine speed (POS signal)		
Crankshaft position sensor (REF)	Engine speed (REF signal)		
Engine coolant temperature sensor	Engine coolant temperature		
Ignition switch	Start signal		
Vehicle speed sensor	Vehicle speed		
Refrigerant pressure sensor	Refrigerant pressure		
Power steering oil pressure switch	Power steering operation		

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.

NFEC0016S02

ENGINE AND EMISSION BASIC CONTROL SYSTEM DESCRIPTION

Air Conditioning Cut Control (Cont'd)

- 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.

Fuel Cut Control (at no load & high engine speed)

DESCRIPTION

Input/Output Signal Chart

NFEC0017

NFEC0017S01

Sensor	Input Signal to ECM	ECM function	Actuator
Vehicle speed sensor	Vehicle speed	Fuel cut control	Injectors
Park/neutral position (PNP) switch	Neutral position		
Throttle position sensor	Throttle position		
Engine coolant temperature sensor	Engine coolant temperature		
Crankshaft position sensor (POS)	Engine speed (POS signal)		
Crankshaft position sensor (REF)	Engine speed (REF signal)		

If the engine speed is above 1,800 rpm with no load (for example, in neutral and engine speed over 1,800 rpm) fuel will be cut off after some time. The exact time when the fuel is cut off varies based on engine speed. Fuel cut will operate until the engine speed reaches 1,500 rpm, then fuel cut is cancelled.

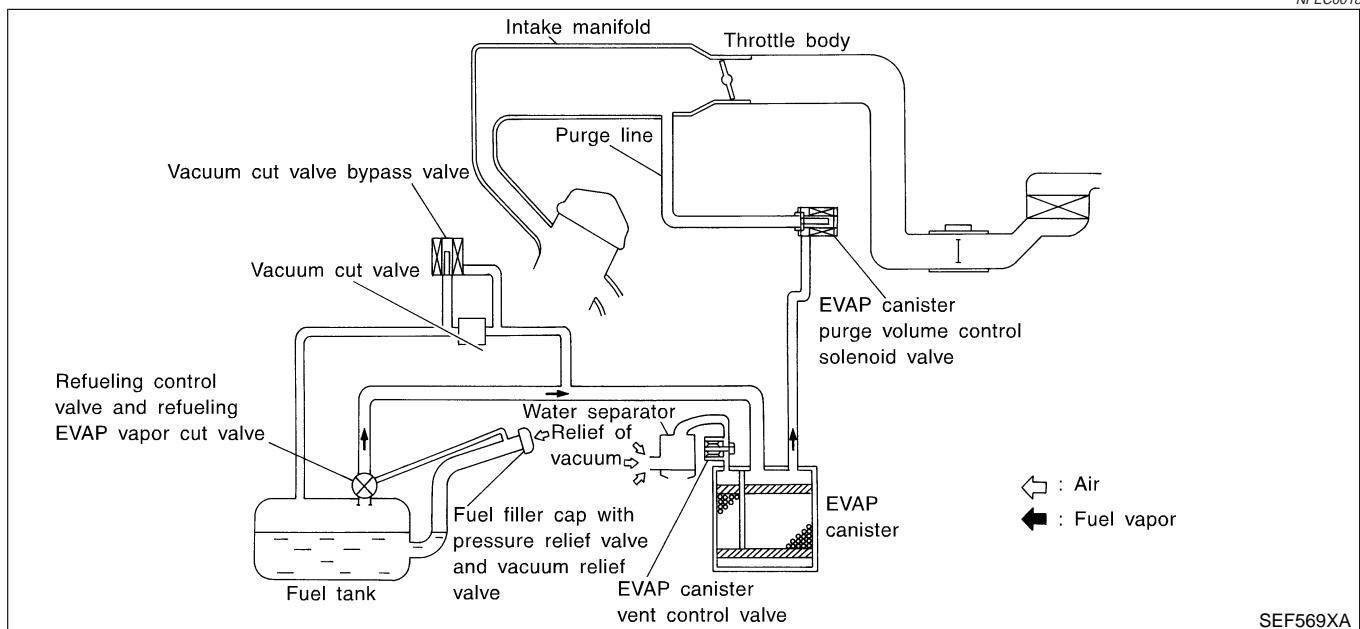
NOTE:

This function is different from deceleration control listed under "Multiport Fuel Injection (MFI) System", EC-31.

Evaporative Emission System

DESCRIPTION

NFEC0018



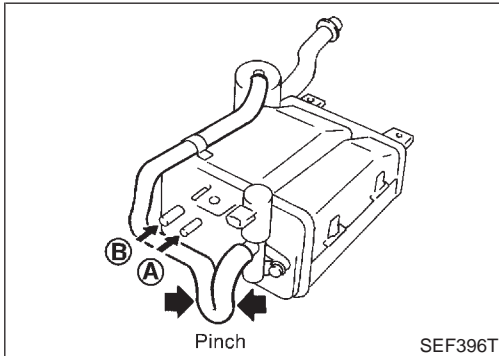
The evaporative emission system is used to reduce hydrocarbons emitted into the atmosphere from the fuel system. This reduction of hydrocarbons is accomplished by activated charcoals in the EVAP canister. The fuel vapor in the sealed fuel tank is led into the EVAP canister which contains activated carbon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

ENGINE AND EMISSION BASIC CONTROL SYSTEM DESCRIPTION

Evaporative Emission System (Cont'd)

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.



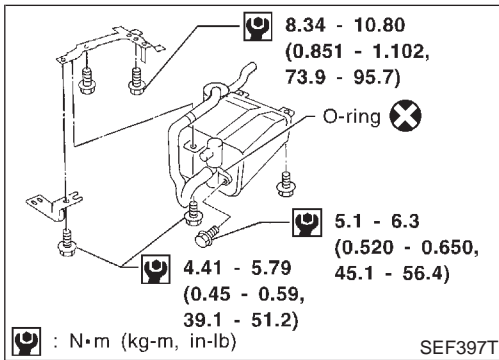
INSPECTION EVAP Canister

Check EVAP canister as follows:

1. Pinch the fresh air hose.
2. Blow air into port **A** and check that it flows freely out of port **B**.

NFEC0019

NFEC0019S01

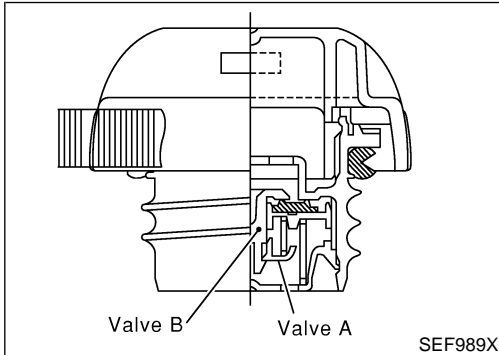


Tightening Torque

Tighten EVAP canister as shown in the figure.

Make sure new O-ring is installed properly between EVAP canister and EVAP canister vent control valve.

NFEC0019S02



Fuel Tank Vacuum Relief Valve (Built into fuel filler cap)

NFEC0019S03

1. Wipe clean valve housing.
2. Check valve opening pressure and vacuum.

Pressure:

15.3 - 20.0 kPa (0.156 - 0.204 kg/cm², 2.22 - 2.90 psi)

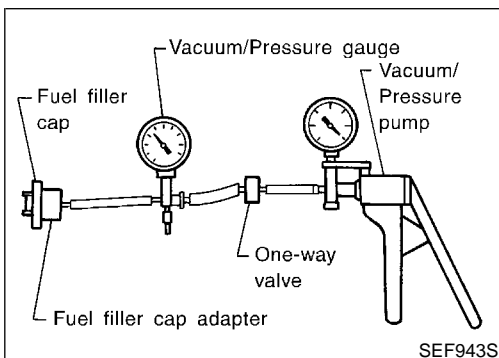
Vacuum:

-6.0 to -3.3 kPa (-0.061 to -0.034 kg/cm², -0.87 to -0.48 psi)

3. If out of specification, replace fuel filler cap as an assembly.

CAUTION:

Use only a genuine fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may come on.



Vacuum Cut Valve and Vacuum Cut Valve Bypass Valve NFEC0019S04

Refer to EC-678.

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Evaporative Emission (EVAP) Canister Purge Volume Control Solenoid Valve NFEC0019S05

Refer to EC-453.

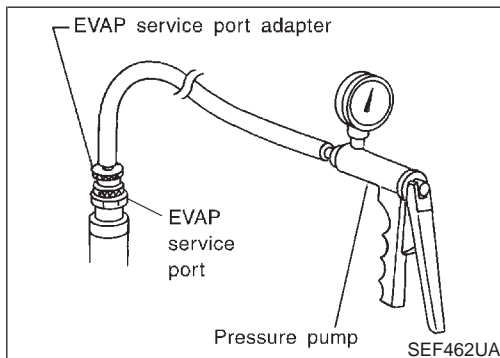
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Fuel Tank Temperature Sensor NFEC0019S06

Refer to EC-361.

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Evap Service Port NFEC0019S07

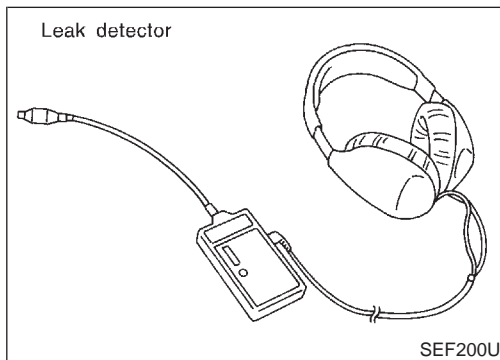
Positive pressure is delivered to the EVAP system through the EVAP service port. If fuel vapor leakage in the EVAP system occurs, use a leak detector to locate the leak.

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How to Detect Fuel Vapor Leakage NFEC0019S08

CAUTION:

- Never use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm², 0.6 psi) of pressure in EVAP system.

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NOTE:

- Do not start engine.
- Improper installation of EVAP service port adapter to the EVAP service port may cause a leak.

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With CONSULT-II NFEC0019S0801

- 1) Attach the EVAP service port adapter securely to the EVAP service port.
- 2) Also attach the pressure pump and hose to the EVAP service port adapter.
- 3) Turn ignition switch "ON".
- 4) Select the "EVAP SYSTEM CLOSE" of "WORK SUPPORT MODE" with CONSULT-II.
- 5) Touch "START". A bar graph (Pressure indicating display) will appear on the screen.
- 6) Apply positive pressure to the EVAP system until the pressure indicator reaches the middle of the bar graph.
- 7) Remove EVAP service port adapter and hose with pressure pump.
- 8) Locate the leak using a leak detector. Refer to "EVAPORATIVE EMISSION LINE DRAWING", EC-39.

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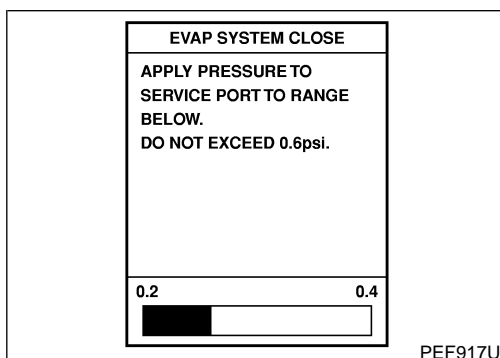
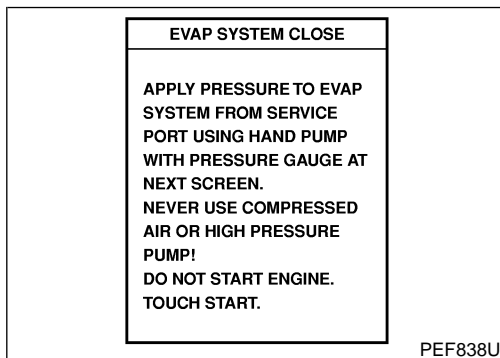
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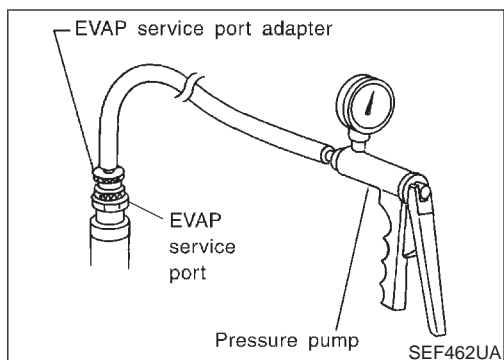
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ENGINE AND EMISSION BASIC CONTROL SYSTEM DESCRIPTION

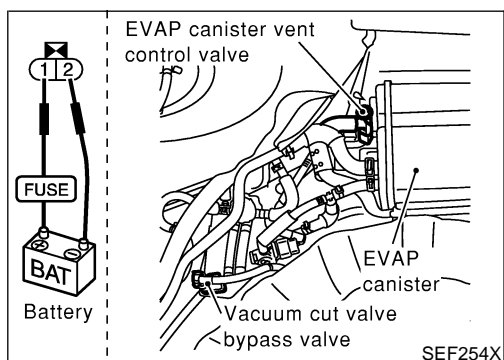
Evaporative Emission System (Cont'd)



⊗ Without CONSULT-II

NFEC0019S0802

- 1) Attach the EVAP service port adapter securely to the EVAP service port.
- 2) Also attach the pressure pump with pressure gauge to the EVAP service port adapter.
- 3) Apply battery voltage to between the terminals of both EVAP canister vent control valve and vacuum cut valve bypass valve to make a closed EVAP system.
- 4) To locate the leak, deliver positive pressure to the EVAP system until pressure gauge points reach 1.38 to 2.76 kPa (0.014 to 0.028 kg/cm², 0.2 to 0.4 psi).
- 5) Remove EVAP service port adapter and hose with pressure pump.
- 6) Locate the leak using a leak detector. Refer to "EVAPORATIVE EMISSION LINE DRAWING", EC-39.



ENGINE AND EMISSION BASIC CONTROL SYSTEM DESCRIPTION

Evaporative Emission System (Cont'd)

EVAPORATIVE EMISSION LINE DRAWING For California Models

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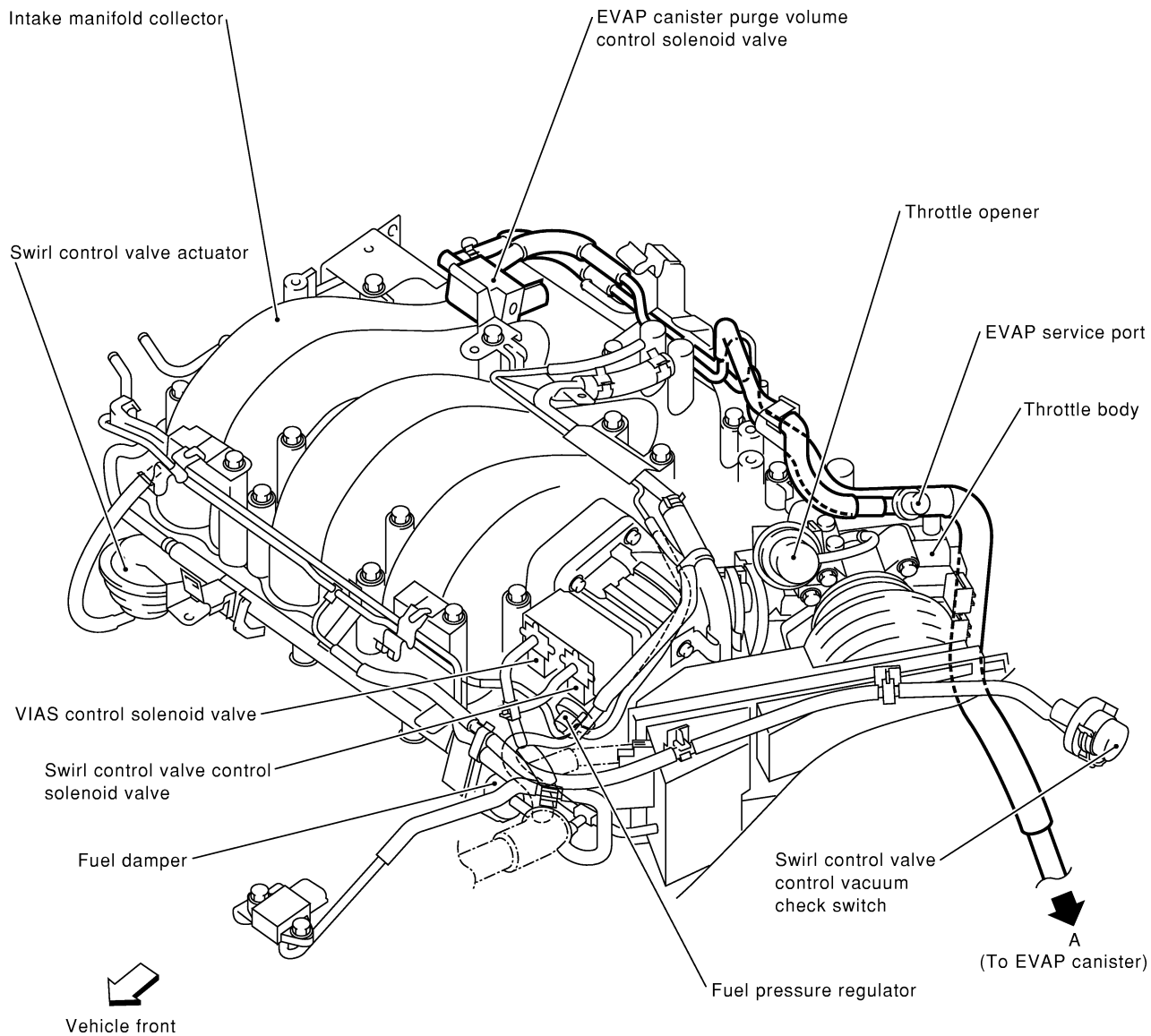
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NOTE :

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

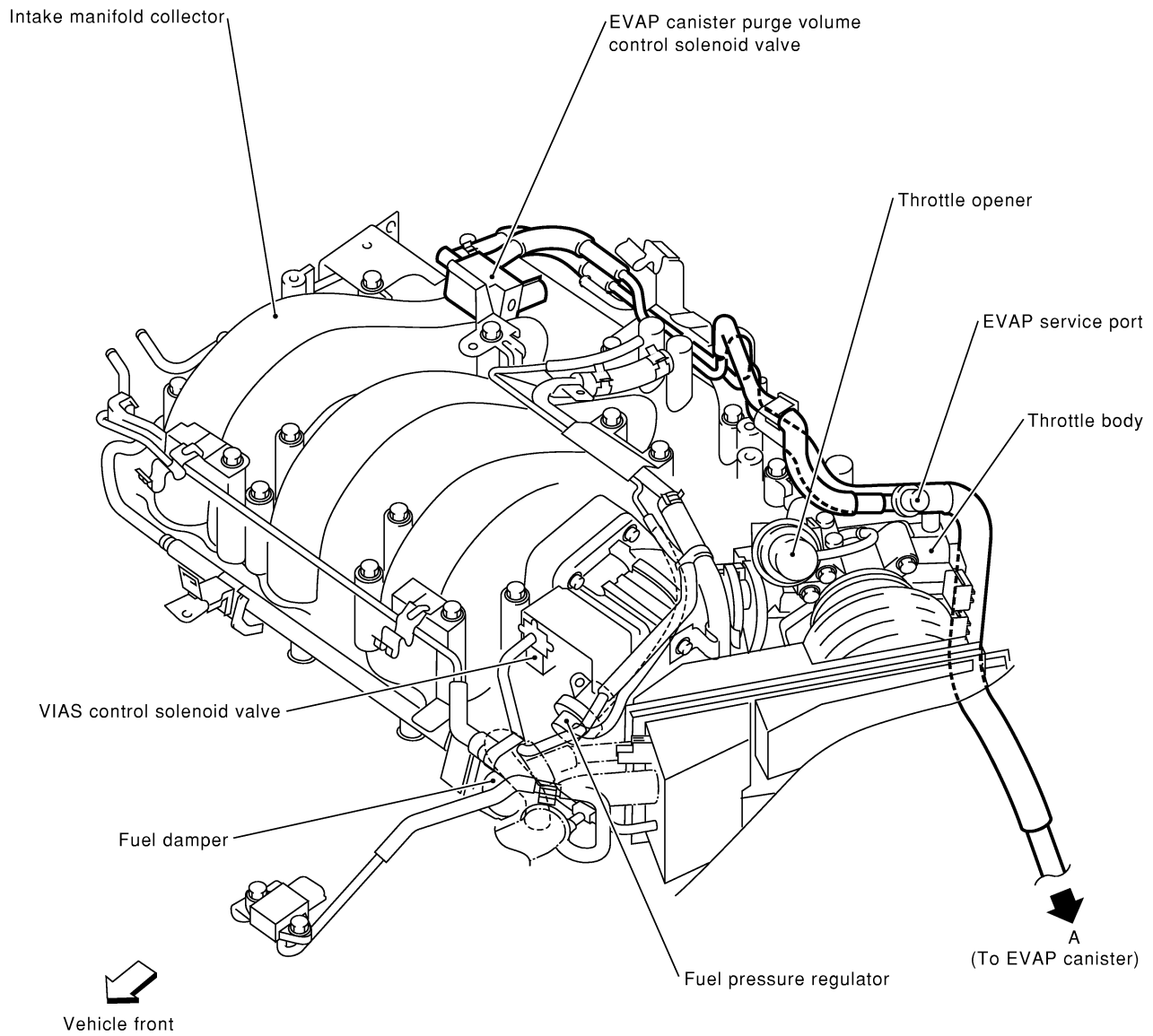
SEF251XA

ENGINE AND EMISSION BASIC CONTROL SYSTEM DESCRIPTION

Evaporative Emission System (Cont'd)

Except for California Models

NFEC0020S02



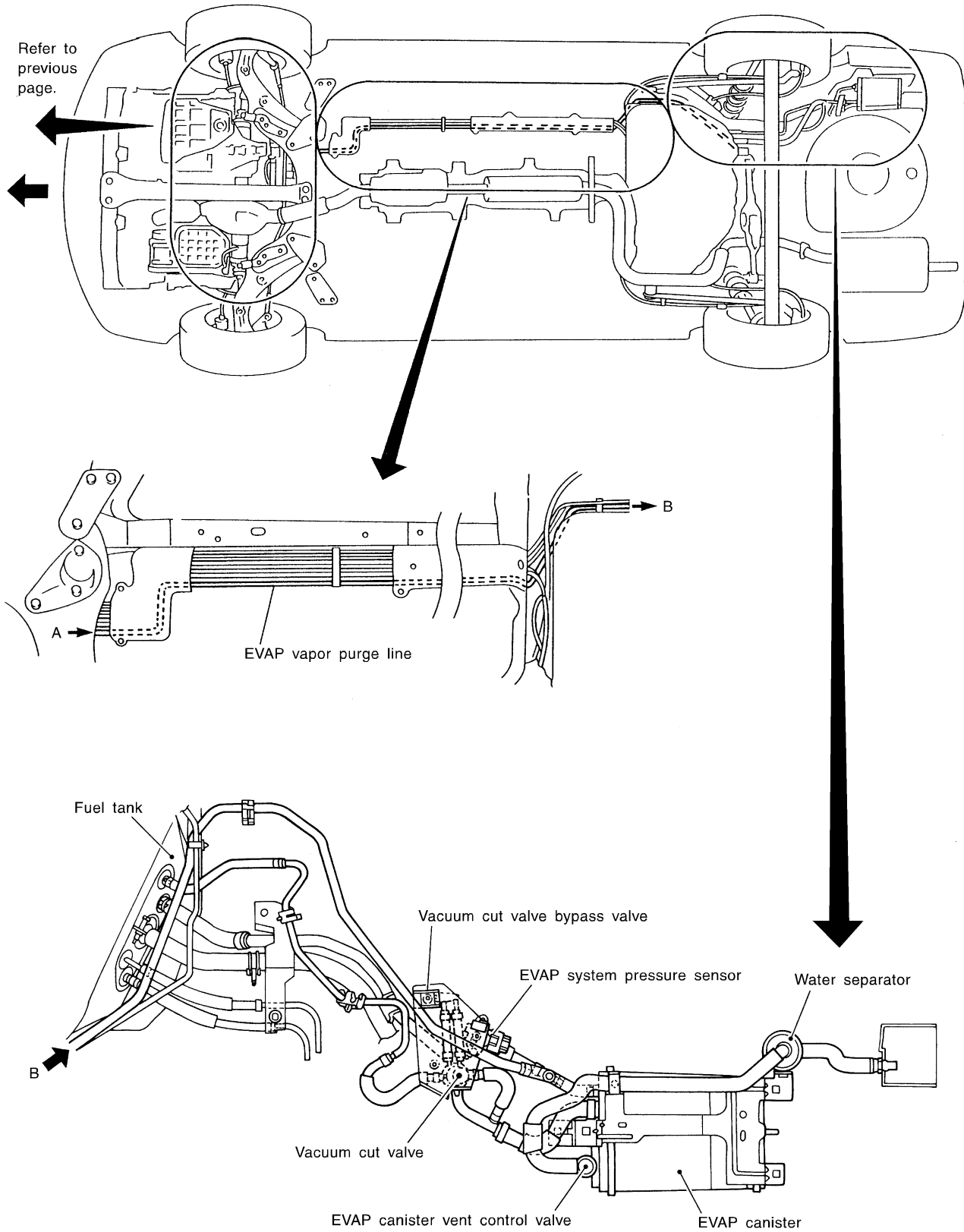
NOTE :

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

SEF252XA

ENGINE AND EMISSION BASIC CONTROL SYSTEM DESCRIPTION

Evaporative Emission System (Cont'd)



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ENGINE AND EMISSION BASIC CONTROL SYSTEM DESCRIPTION

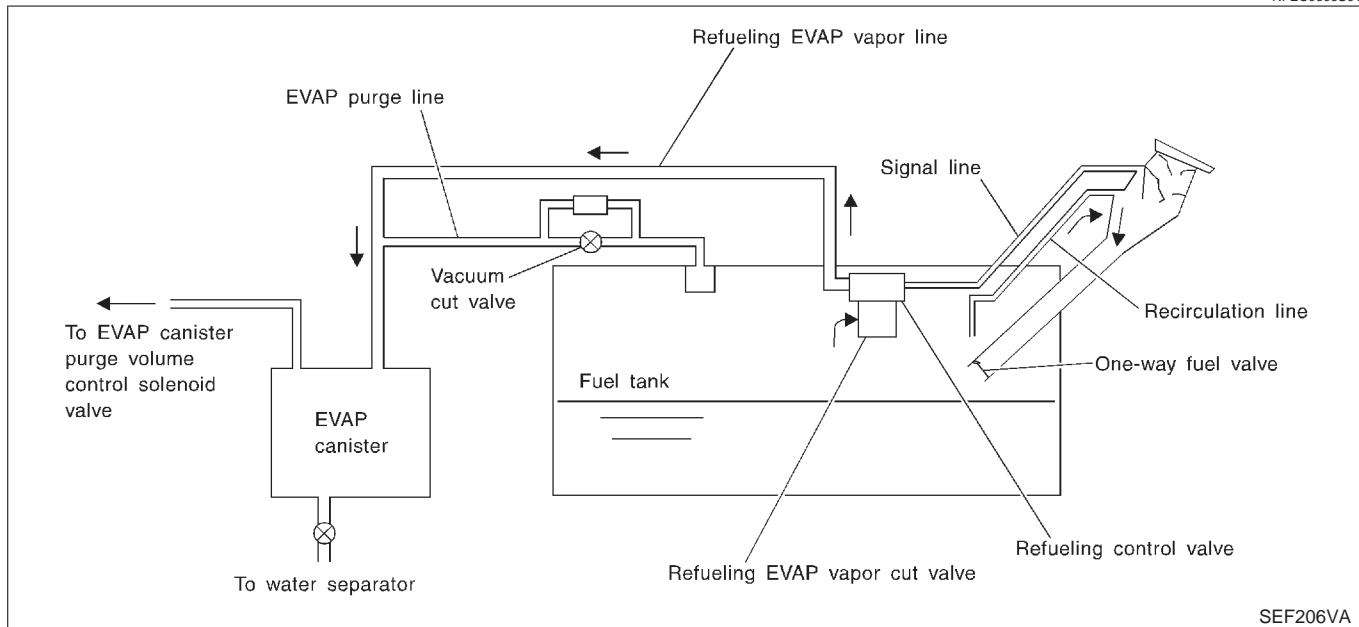
Evaporative Emission System (Cont'd)

ON BOARD REFUELING VAPOR RECOVERY (ORVR)

NFEC0606

System Description

NFEC0606S01



SEF206VA

From the beginning of refueling, the fuel tank pressure goes up. When the pressure reaches the setting value of the refueling control valve (RCV) opening pressure, the RCV is opened. After RCV opens, the air and vapor inside the fuel tank go through refueling EVAP vapor cut valve, RCV and refueling vapor 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.

The RCV is always closed during driving and the evaporative emission control system is operated the same as conventional system.

WARNING:

When conducting inspections below, be sure to observe the following:

- Put a "CAUTION: INFLAMMABLE" 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 CO₂ fire extinguisher.

CAUTION:

- Before removing fuel line parts, carry out the following procedures:
 - a) Put drained fuel in an explosion-proof container and put lid on securely.
 - b) Release fuel pressure from fuel line. Refer to "Fuel Pressure Release", EC-54.
 - c) 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.

ENGINE AND EMISSION BASIC CONTROL SYSTEM DESCRIPTION

Evaporative Emission System (Cont'd)

Diagnostic Procedure

Symptom: Fuel Odor from EVAP Canister Is Strong.

NFEC0606S02

NFEC0606S0201

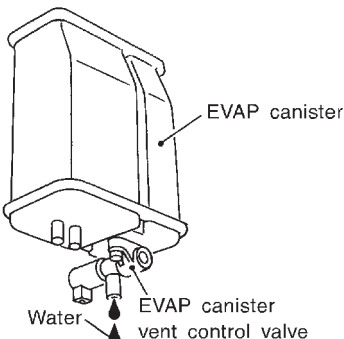
1	CHECK EVAP CANISTER	
1. Remove EVAP canister with EVAP canister vent control valve attached. 2. Weigh the EVAP canister with EVAP canister vent control valve attached. The weight should be less than 1.8 kg (4.0 lb).		
OK or NG		
OK	▶	GO TO 2.
NG	▶	GO TO 3.

GI

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2	CHECK IF EVAP CANISTER SATURATED WITH WATER	
Does water drain from the EVAP canister?		
		
SEF596U		
Yes or No		
Yes	▶	GO TO 3.
No (With CONSULT-II)	▶	GO TO 6.
No (Without CONSULT-II)	▶	GO TO 7.

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3	REPLACE EVAP CANISTER	
Replace EVAP canister with a new one.		
	▶	GO TO 4.

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ENGINE AND EMISSION BASIC CONTROL SYSTEM DESCRIPTION

Evaporative Emission System (Cont'd)

4	CHECK WATER SEPARATOR
<ol style="list-style-type: none"> 1. Check visually for insect nests in the water separator air inlet. 2. Check visually for cracks or flaws in the appearance. 3. Check visually for cracks or flaws in the hose. 4. Check that A and C are not clogged by blowing air into B with A, and then C plugged. <div style="text-align: center;"> <p>* (A) : Bottom hole (To atmosphere) (B) : Emergency tube (From EVAP canister) (C) : Inlet port (To member)</p> </div> <p style="text-align: right;">SEF829T</p> <ol style="list-style-type: none"> 5. In case of NG in items 2 - 4, replace the parts. <p>NOTE:</p> <ul style="list-style-type: none"> • Do not disassemble water separator. <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 5.
NG	▶ Replace water separator.

5	DETECT MALFUNCTIONING PART
Check the EVAP hose between EVAP canister and water separator for clogging or poor connection.	
▶	Repair or replace EVAP hose.

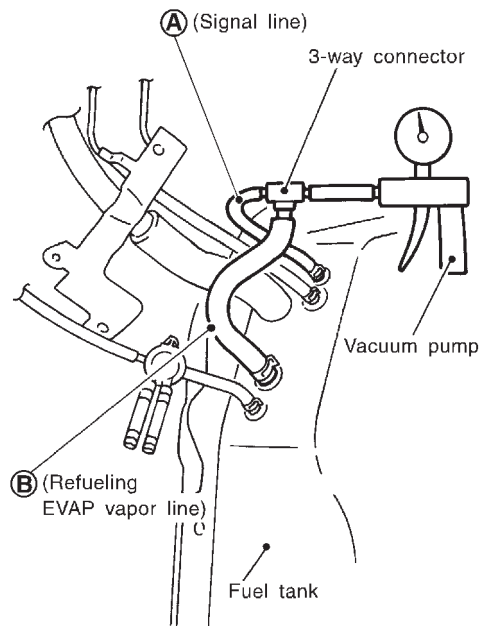
ENGINE AND EMISSION BASIC CONTROL SYSTEM DESCRIPTION

Evaporative Emission System (Cont'd)

6 CHECK REFUELING EVAP VAPOR CUT VALVE

Ⓟ With CONSULT-II

1. Remove fuel tank. Refer to FE-5, "FUEL SYSTEM."
2. Drain fuel from the tank as follows:
 - a. Remove fuel feed hose located on the fuel gauge retainer.
 - b. Connect a spare fuel hose, one side to fuel gauge retainer where the hose was removed and the other side to a fuel container.
 - c. Drain fuel using "FUEL PUMP RELAY" in "ACTIVE TEST" mode with CONSULT-II.
3. Check refueling EVAP vapor cut valve for being stuck to close as follows.
Blow air into the refueling EVAP vapor cut valve (from hose end B), and check that the air flows freely into the tank.
4. Check EVAP vapor cut valve for being stuck to open as follows.
 - a. Connect vacuum pump to hose ends A and B using a suitable 3-way connector.
 - b. Remove fuel gauge retainer with fuel gauge unit.
Always replace O-ring with new one.
 - c. Put fuel tank upside down.
 - d. Apply vacuum pressure to both hose ends A and B [-13.3 kPa (-100 mmHg , -3.94 inHg)] with fuel gauge retainer remaining open and check that the pressure is applicable.



SEF142W

OK or NG

OK	▶	GO TO 8.
NG	▶	Replace refueling EVAP vapor cut valve with fuel tank.

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ENGINE AND EMISSION BASIC CONTROL SYSTEM DESCRIPTION

Evaporative Emission System (Cont'd)

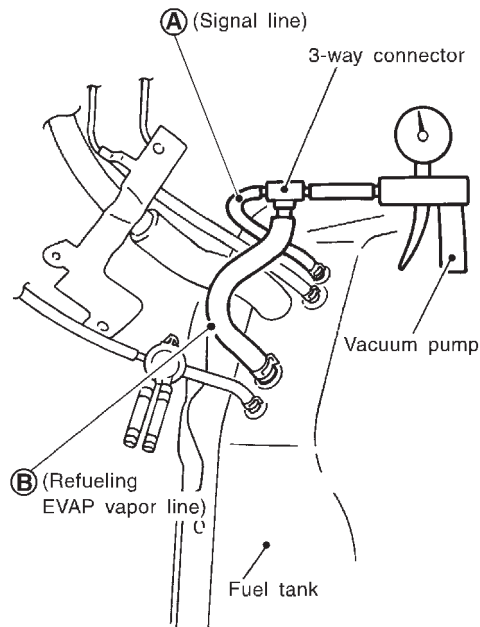
7 CHECK REFUELING EVAP VAPOR CUT VALVE

⊗ Without CONSULT-II

1. Remove fuel tank. Refer to FE-5, "FUEL SYSTEM".
2. Drain fuel from the tank as follows:
 - a. Remove fuel gauge retainer.
 - b. Drain fuel from the tank using a hand pump into a fuel container.
3. Check refueling EVAP vapor cut valve for being stuck to close as follows.
Blow air into the refueling EVAP vapor cut valve (from hose end B), and check that the air flows freely into the tank.
4. Check EVAP vapor cut valve for being stuck to open as follows:
 - a. Connect vacuum pump to hose ends A and B using a suitable 3-way connector.
 - b. Remove fuel gauge retainer with fuel gauge unit.

Always replace O-ring with new one.

 - c. Put fuel tank upside down.
 - d. Apply vacuum pressure to both hose ends A and B [-13.3 kPa (-100 mmHg, -3.94 inHg)] with fuel gauge retainer remaining open and check that the pressure is applicable.



SEF142W

OK or NG

OK	▶	GO TO 8.
NG	▶	Replace refueling EVAP vapor cut valve with fuel tank.

ENGINE AND EMISSION BASIC CONTROL SYSTEM DESCRIPTION

Evaporative Emission System (Cont'd)

8	CHECK REFUELING CONTROL VALVE	
<ol style="list-style-type: none"> 1. Remove fuel filler cap. 2. Check air continuity between hose ends A and B. Blow air into the hose end B. Air should flow freely into the fuel tank. 3. Blow air into hose end A and check there is no leakage. 4. Apply pressure to both hose ends A and B [20 kPa (150 mmHg, 5.91 inHg)] using a pressure pump and a suitable 3-way connector. Check that there is no leakage. 		
OK or NG		
OK	▶	INSPECTION END
NG	▶	Replace refueling control valve with fuel tank.

Symptom: Cannot Refuel/Fuel Odor From The Fuel Filler Opening Is Strong While Refueling.

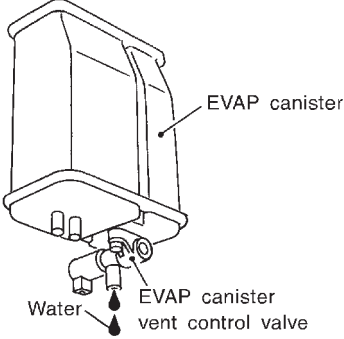
NFEC0606S0202

1	CHECK EVAP CANISTER	
<ol style="list-style-type: none"> 1. Remove EVAP canister with EVAP canister vent control valve attached. 2. Weigh the EVAP canister with EVAP canister vent control valve attached. The weight should be less than 1.8 kg (4.0 lb). 		
OK or NG		
OK	▶	GO TO 2.
NG	▶	GO TO 3.

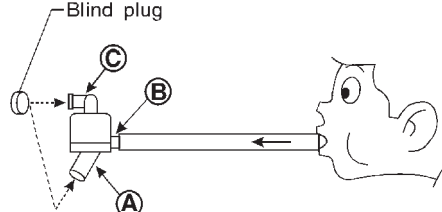
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ENGINE AND EMISSION BASIC CONTROL SYSTEM DESCRIPTION

Evaporative Emission System (Cont'd)

2	CHECK IF EVAP CANISTER SATURATED WITH WATER	
Does water drain from the EVAP canister?		
		
SEF596U		
Yes or No		
Yes	▶	GO TO 3.
No	▶	GO TO 6.

3	REPLACE EVAP CANISTER	
Replace EVAP canister with a new one.		
▶ GO TO 4.		

4	CHECK WATER SEPARATOR	
<ol style="list-style-type: none"> 1. Check visually for insect nests in the water separator air inlet. 2. Check visually for cracks or flaws in the appearance. 3. Check visually for cracks or flaws in the hose. 4. Check that A and C are not clogged by blowing air into B with A, and then C plugged. 		
		
<p>* (A) : Bottom hole (To atmosphere) (B) : Emergency tube (From EVAP canister) (C) : Inlet port (To member)</p>		
SEF829T		
5. In case of NG in items 2 - 4, replace the parts.		
NOTE:		
● Do not disassemble water separator.		
OK or NG		
OK	▶	GO TO 5.
NG	▶	Replace water separator.

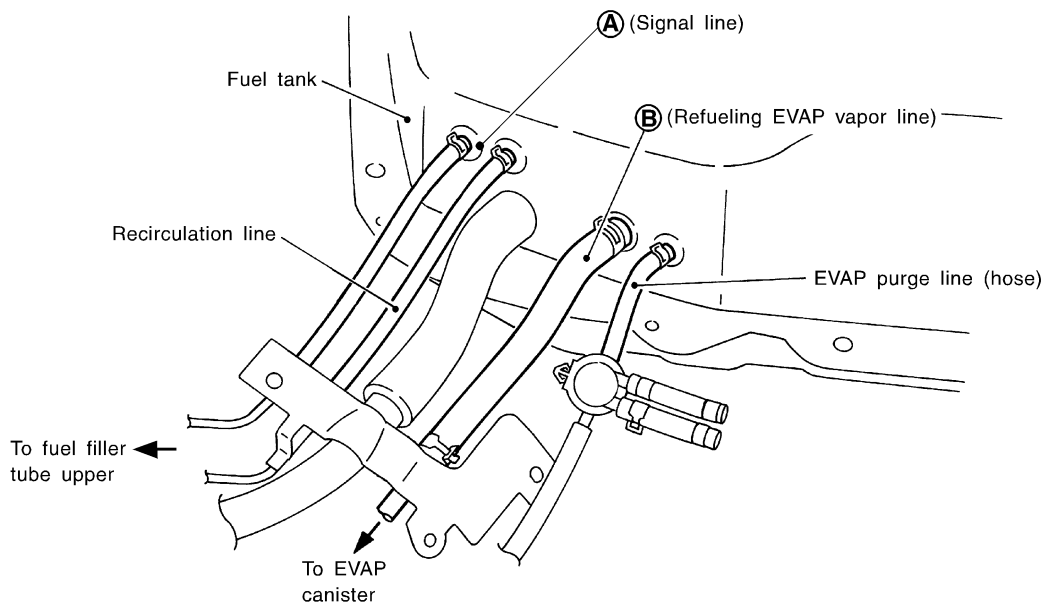
5	DETECT MALFUNCTIONING PART	
Check the EVAP hose between EVAP canister and water separator for clogging or poor connection.		
▶ Repair or replace EVAP hose.		

ENGINE AND EMISSION BASIC CONTROL SYSTEM DESCRIPTION

Evaporative Emission System (Cont'd)

6	CHECK VENT HOSES AND VENT TUBES
Check hoses and tubes between EVAP canister and refueling control valve for clogging, kink, looseness and improper connection.	
OK or NG	
OK	▶ GO TO 7.
NG	▶ Repair or replace hoses and tubes.

7	CHECK FILLER NECK TUBE
Check signal line and recirculation line for clogging, dents and cracks.	
OK or NG	
OK	▶ GO TO 8.
NG	▶ Replace filler neck tube.

8	CHECK REFUELING CONTROL VALVE
<ol style="list-style-type: none"> Remove fuel filler cap. Check air continuity between hose ends A and B. Blow air into the hose end B. Air should flow freely into the fuel tank. Blow air into hose end A and check there is no leakage. Apply pressure to both hose ends A and B [20 kPa (150 mmHg, 5.91 inHg)] using a pressure pump and a suitable 3-way connector. Check that there is no leakage. 	
	
OK or NG	
OK (With CONSULT-II)	▶ GO TO 9.
OK (Without CONSULT-II)	▶ GO TO 10.
NG	▶ Replace refueling control valve with fuel tank.

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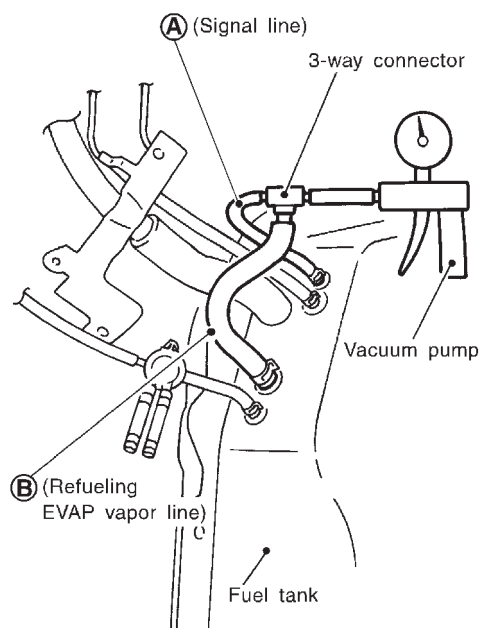
ENGINE AND EMISSION BASIC CONTROL SYSTEM DESCRIPTION

Evaporative Emission System (Cont'd)

9 CHECK REFUELING EVAP VAPOR CUT VALVE

Ⓟ With CONSULT-II

1. Remove fuel tank. Refer to FE-5, "FUEL SYSTEM".
2. Drain fuel from the tank as follows:
 - a. Remove fuel feed hose located on the fuel gauge retainer.
 - b. Connect a spare fuel hose, one side to fuel gauge retainer where the hose was removed and the other side to a fuel container.
 - c. Drain fuel using "FUEL PUMP RELAY" in "ACTIVE TEST" mode with CONSULT-II.
3. Check refueling EVAP vapor cut valve for being stuck to close as follows.
Blow air into the refueling EVAP vapor cut valve (from hose end B), and check that the air flows freely into the tank.
4. Check EVAP vapor cut valve for being stuck to open as follows:
 - a. Connect vacuum pump to hose ends A and B using a suitable 3-way connector.
 - b. Remove fuel gauge retainer with fuel gauge unit.
Always replace O-ring with new one.
 - c. Put fuel tank upside down.
 - d. Apply vacuum pressure to both hose ends A and B [-13.3 kPa (-100 mmHg, -3.94 inHg)] with fuel gauge retainer remaining open and check that the pressure is applicable.



SEF142W

OK or NG

OK



GO TO 11.

NG



Replace refueling EVAP vapor cut valve with fuel tank.

ENGINE AND EMISSION BASIC CONTROL SYSTEM DESCRIPTION

Evaporative Emission System (Cont'd)

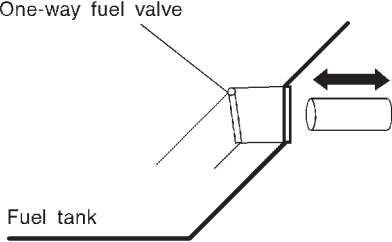
10	CHECK REFUELING EVAP VAPOR CUT VALVE	<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Remove fuel tank. Refer to FE-5, "FUEL SYSTEM". 2. Drain fuel from the tank as follows: <ol style="list-style-type: none"> a. Remove fuel gauge retainer. b. Drain fuel from the tank using a hand pump into a fuel container. 3. Check refueling EVAP vapor cut valve for being stuck to close as follows. Blow air into the refueling EVAP vapor cut valve (from hose end B), and check that the air flows freely into the tank. 4. Check EVAP vapor cut valve for being stuck to open as follows. <ol style="list-style-type: none"> a. Connect vacuum pump to hose ends A and B using a suitable 3-way connector. b. Remove fuel gauge retainer with fuel gauge unit. Always replace O-ring with new one. c. Put fuel tank upside down. d. Apply vacuum pressure to both hose ends A and B [-13.3 kPa (-100 mmHg, -3.94 inHg)] with fuel gauge retainer remaining open and check that the pressure is applicable. 	GI MA EM LC EC FE CL MT AT AX SU BR ST RS
		OK or NG	SEF142W
OK	▶	GO TO 11.	RS
NG	▶	Replace refueling EVAP vapor cut valve with fuel tank.	BT

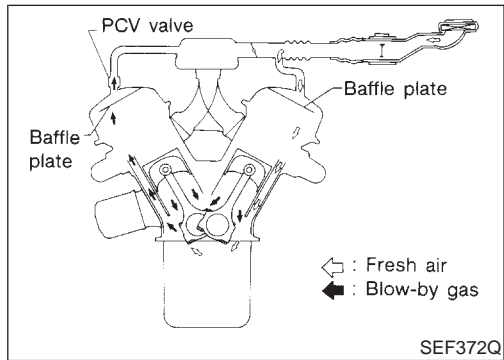
11	CHECK FUEL FILLER TUBE	<p>Check filler neck tube and hose connected to the fuel tank for clogging, dents and cracks.</p> <p style="text-align: center;">OK or NG</p>	HA SC EL
OK	▶	GO TO 12.	
NG	▶	Replace fuel filler tube.	

12	CHECK ONE-WAY FUEL VALVE-I	<p>Check one-way valve for clogging.</p> <p style="text-align: center;">OK or NG</p>	IDX
OK	▶	GO TO 13.	
NG	▶	Repair or replace one-way fuel valve with fuel tank.	

ENGINE AND EMISSION BASIC CONTROL SYSTEM DESCRIPTION

Evaporative Emission System (Cont'd)

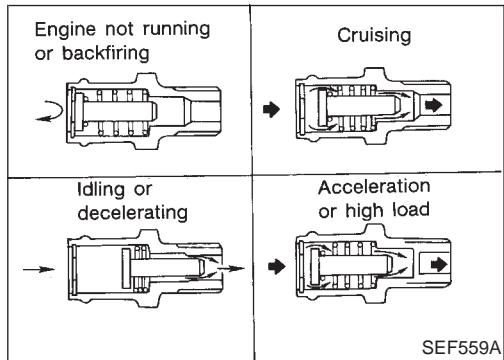
13	CHECK ONE-WAY FUEL VALVE-II
<p>1. Make sure that fuel is drained from the tank. 2. Remove fuel filler tube and hose. 3. Check one-way fuel valve for operation as follows. When a stick is inserted, the valve should open, when removing stick it should close.</p> <p style="text-align: center;">After removing filler tube</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SEF665U</p>	
Do not drop any material into the tank.	
OK or NG	
OK	▶ INSPECTION END
NG	▶ Replace fuel filler tube or replace one-way fuel valve with fuel tank.



Positive Crankcase Ventilation DESCRIPTION

NFEC0021

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.



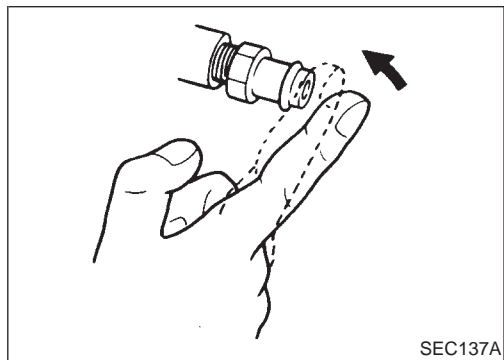
INSPECTION

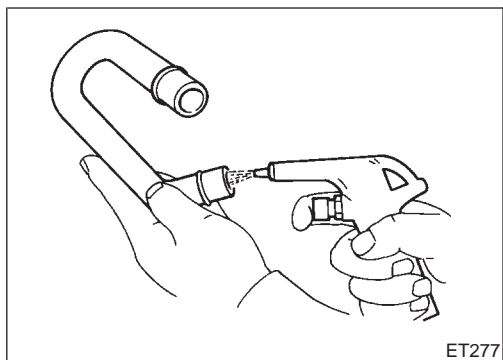
NFEC0022

PCV (Positive Crankcase Ventilation) Valve

NFEC0022S01

With engine running at idle, remove PCV valve ventilation hose from PCV valve; if the valve is working properly, a hissing noise will be heard as air passes through it and a strong vacuum should be felt immediately when a finger is placed over valve inlet.





PCV Valve Ventilation Hose

NFEC0022S02

1. Check hoses and hose connections for leaks.
2. Disconnect all hoses and clean with compressed air. If any hose cannot be freed of obstructions, replace.

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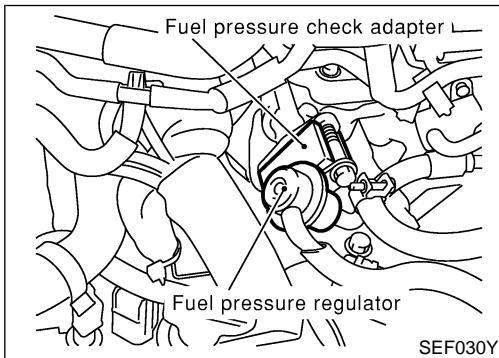
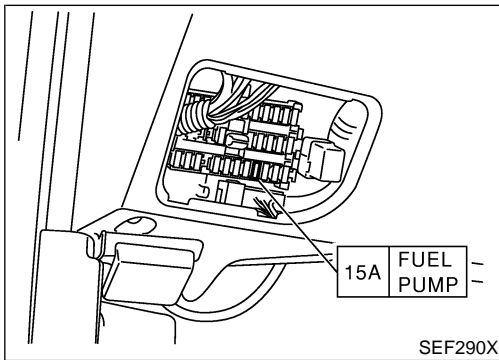
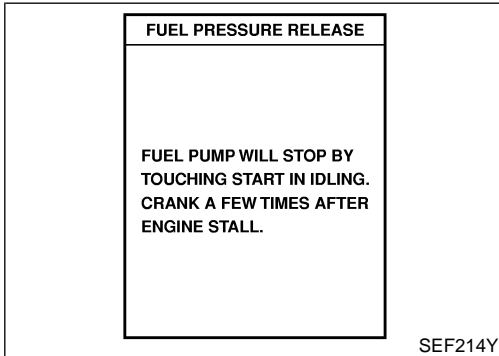
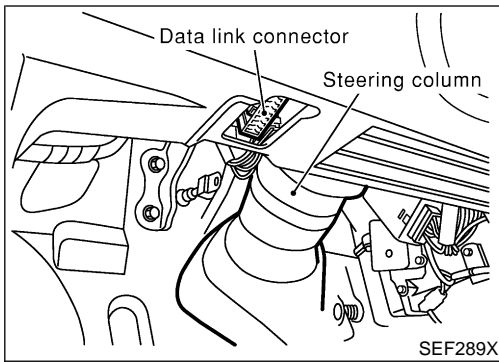
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BASIC SERVICE PROCEDURE

Fuel Pressure Release



Fuel Pressure Release

NFEC0023

Before disconnecting fuel line, release fuel pressure from fuel line to eliminate danger.

WITH CONSULT-II

NFEC0023S01

1. Turn ignition switch "ON".
2. Perform "FUEL PRESSURE RELEASE" in "WORK SUPPORT" mode with CONSULT-II.
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-II

NFEC0023S02

1. Remove fuel pump fuse located in fuse box.
2. Start engine.
3. After engine stalls, crank it two or three times to release all fuel pressure.
4. Turn ignition switch "OFF".
5. Reinstall fuel pump fuse after servicing fuel system.

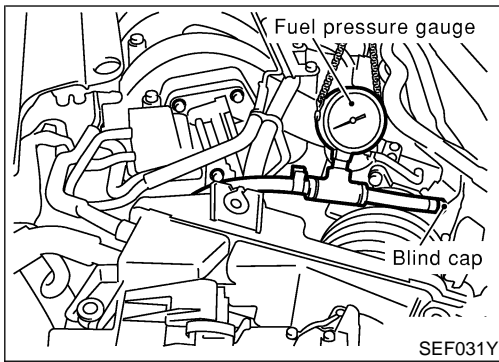
Fuel Pressure Check

NFEC0024

- **When reconnecting fuel line, always use new clamps.**
 - **Make sure that clamp screw does not contact adjacent parts.**
 - **Use a torque driver to tighten clamps.**
 - **Use Pressure Gauge to check fuel pressure.**
 - **Do not perform fuel pressure check with system operating. Fuel pressure gauge may indicate false readings.**
1. Release fuel pressure to zero.
 2. Disconnect fuel tube joint between fuel pressure regulator and injector tube and set fuel pressure check adapter (J44321).

BASIC SERVICE PROCEDURE

Fuel Pressure Check (Cont'd)



3. Install pressure gauge to the fuel pressure check adapter as shown in the figure.
4. Start engine and check for fuel leakage.
5. Read the indication of fuel pressure gauge.

At idling:

With vacuum hose connected

Approximately 235 kPa (2.4 kg/cm², 34 psi)

With vacuum hose disconnected

Approximately 294 kPa (3.0 kg/cm², 43 psi)

If results are unsatisfactory, perform Fuel Pressure Regulator Check.

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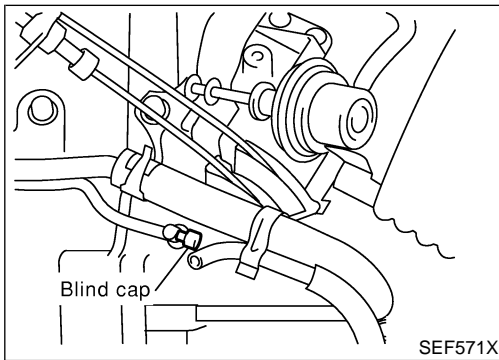
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Fuel Pressure Regulator Check

NFEC0025

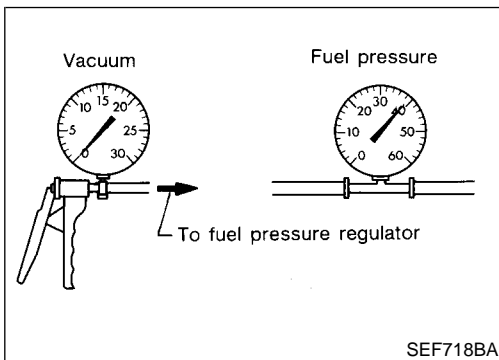
1. Stop engine and disconnect fuel pressure regulator vacuum hose from vacuum gallery.
2. Plug vacuum gallery with a blind cap.
3. Connect variable vacuum source to fuel pressure regulator.

AT

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4. Start engine and read indication of fuel pressure gauge as vacuum is changed.

Fuel pressure should decrease as vacuum increases. If results are unsatisfactory, replace fuel pressure regulator.

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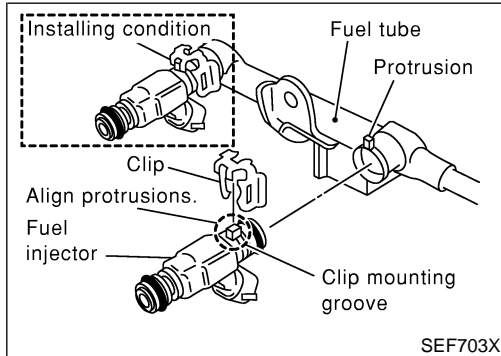
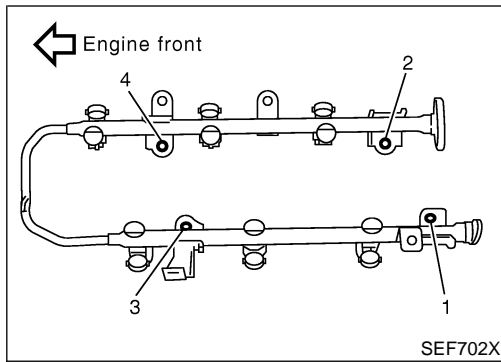
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BASIC SERVICE PROCEDURE

Injector

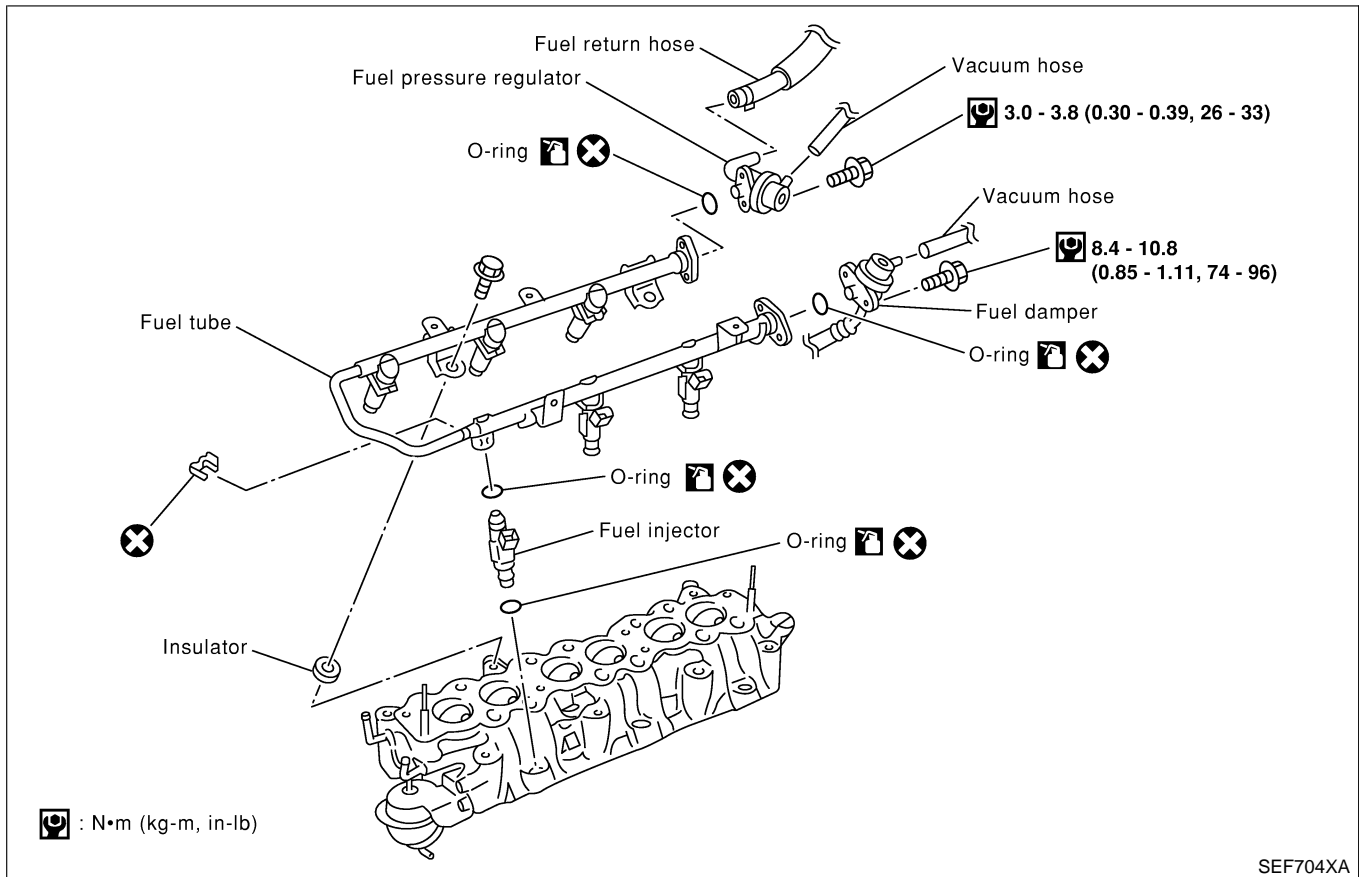


Injector

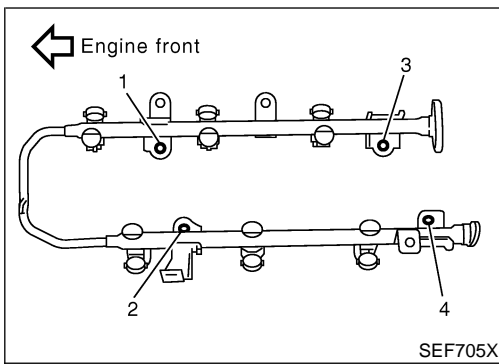
REMOVAL AND INSTALLATION

NFEC0026

1. Release fuel pressure to zero.
 2. Remove intake manifold collector. Refer to EM-20, "TIMING CHAIN".
 3. Remove fuel tube assemblies in numerical sequence as shown in the figure at left.
 4. Expand and remove clips securing fuel injectors.
 5. Extract fuel injectors straight from fuel tubes.
 6. Carefully install O-rings, including the one used with the pressure regulator.
 7. Position clips in grooves on fuel injectors.
- **Be careful not to damage injector nozzles during removal.**
 - **Do not bump or drop fuel injectors.**
 - **Lubricate O-rings with a smear of engine oil.**
 - **Be careful not to damage O-rings with service tools, finger nails or clips. Do not expand or twist O-rings.**
 - **Discard old clips; replace with new ones.**
 - **Make sure that protrusions of fuel injectors are aligned with cutouts of clips after installation.**



8. Align protrusions of fuel tubes with those of fuel injectors. Insert fuel injectors straight into fuel tubes.
9. After properly inserting fuel injectors, check to make sure that fuel tube protrusions are engaged with those of fuel injectors, and that flanges of fuel tubes are engaged with clips.



10. Tighten fuel tube assembly mounting nuts in numerical sequence (indicated in the figure at left) and in two stages.

: Tightening torque N-m (kg-m, ft-lb)

1st stage:

9.3 - 10.8 (1.0 - 1.1, 6.9 - 7.9)

2nd stage:

20.6 - 26.5 (2.1 - 2.7, 16 - 19)

11. Install all parts removed in reverse order of removal.

CAUTION:

After properly connecting fuel tube assembly to injector and fuel hose, check connection for fuel leakage.

How to Check Idle Speed and Ignition Timing

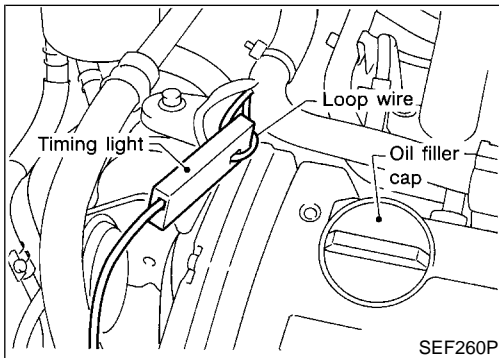
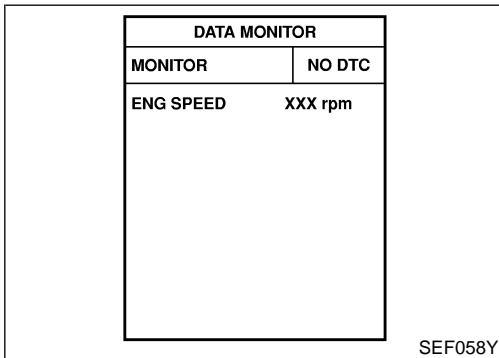
NFEC0607

NFEC0607S01

IDLE SPEED

- Using CONSULT-II

Check idle speed in "DATA MONITOR" mode with CONSULT-II.



IGNITION TIMING

NFEC0607S02

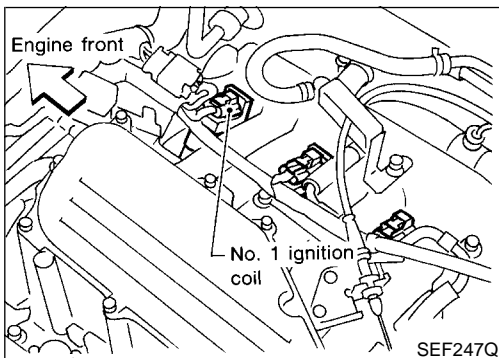
Any of following two methods may be used.

- Method A

- Attach timing light to loop wire as shown.
- Check ignition timing.

- Method B

- Remove No. 1 ignition coil.



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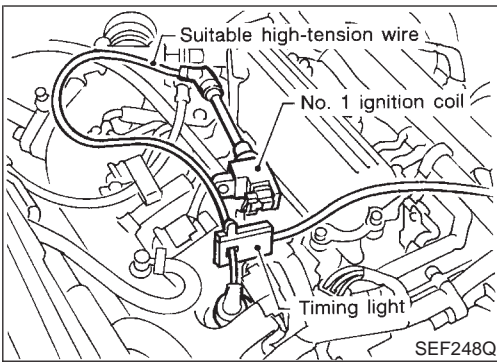
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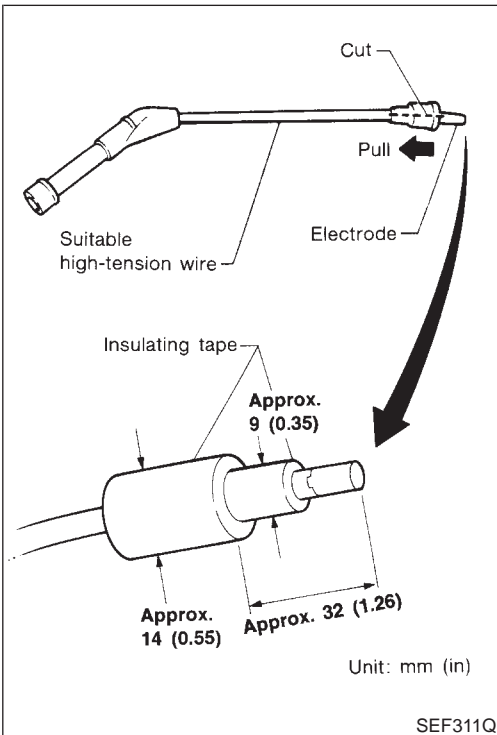
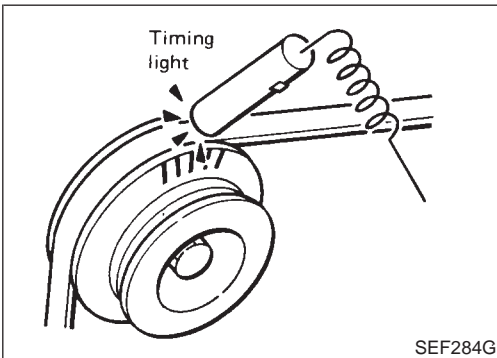
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BASIC SERVICE PROCEDURE

How to Check Idle Speed and Ignition Timing (Cont'd)



- b) Connect No. 1 ignition coil and No. 1 spark plug with suitable high-tension wire as shown, and attach timing light clamp to this wire.
- c) Check ignition timing.



Idle Speed/Ignition Timing/Idle Mixture Ratio Adjustment

PREPARATION

- 1) Make sure that the following parts are in good order.
 - Battery
 - Ignition system
 - Engine oil and coolant levels
 - Fuses
 - ECM harness connector
 - Vacuum hoses

NFEC0028

NFEC0028S01

BASIC SERVICE PROCEDURE

Idle Speed/Ignition Timing/Idle Mixture Ratio Adjustment (Cont'd)

- Air intake system
(Oil filler cap, oil level gauge, etc.)
 - Fuel pressure
 - Engine compression
 - EGR valve operation
 - Throttle valve
 - Evaporative emission system
- 2) On air conditioner equipped models, checks should be carried out while the air conditioner is "OFF".
 - 3) On automatic transmission equipped models, when checking idle rpm, ignition timing and mixture ratio, checks should be carried out while shift lever is in "N" position.
 - 4) When measuring "CO" percentage, insert probe more than 40 cm (15.7 in) into tail pipe.
 - 5) Turn off headlamps, heater blower, rear defogger.
 - 6) Keep front wheels pointed straight ahead.
 - 7) Make the check after the cooling fan has stopped.

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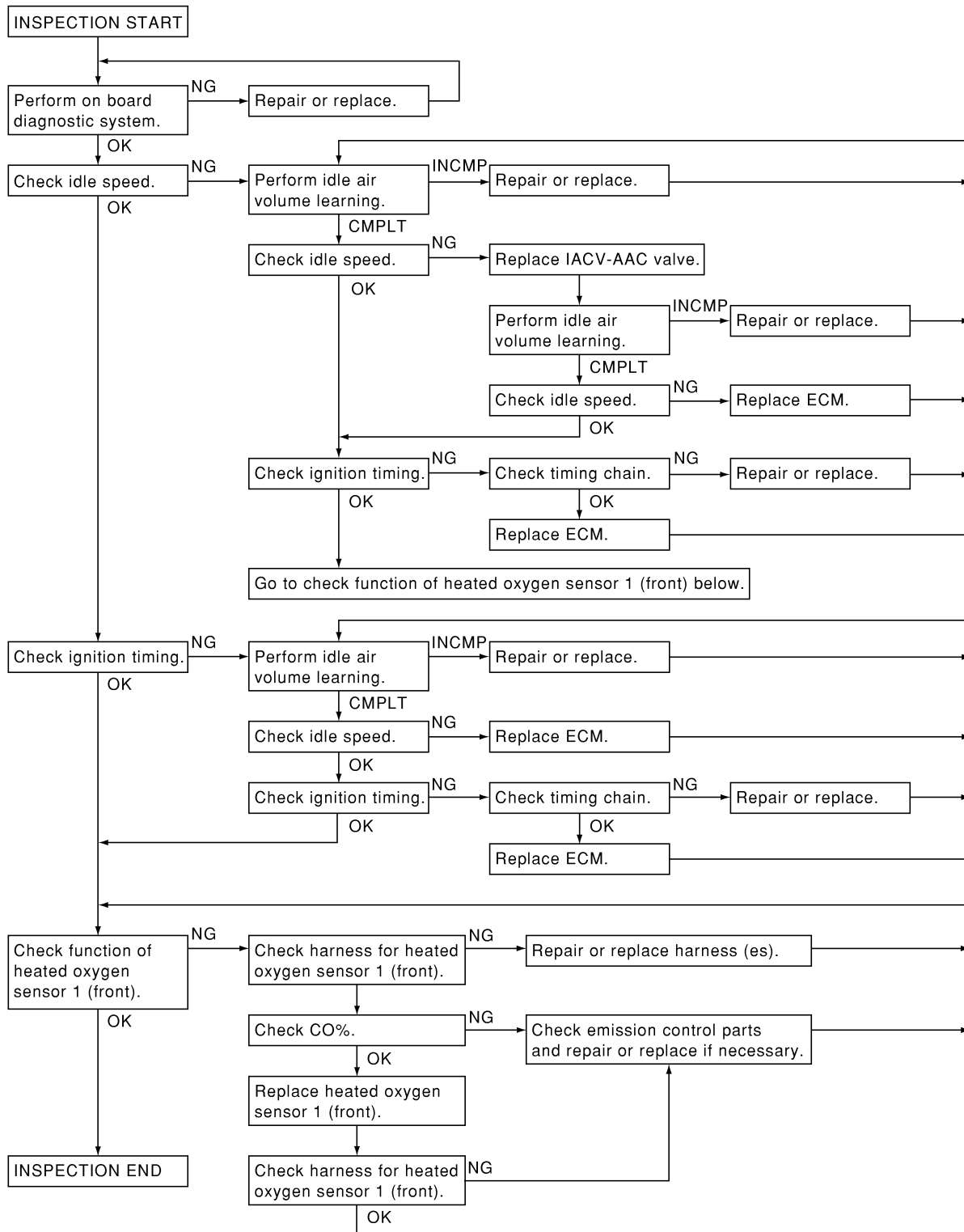
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BASIC SERVICE PROCEDURE

Idle Speed/Ignition Timing/Idle Mixture Ratio Adjustment (Cont'd)

Overall Inspection Sequence

NFEC0028S0101



NOTE:

If a vehicle contains a part which is operating outside of design specifications with no MIL illumination, the part shall not be replaced prior to emission testing unless it is determined that the part has been tampered with or abused in such a way that the diagnostic system cannot reasonably be expected to detect the resulting malfunction.

SEC141C

BASIC SERVICE PROCEDURE

Idle Speed/Ignition Timing/Idle Mixture Ratio Adjustment (Cont'd)

INSPECTION PROCEDURE

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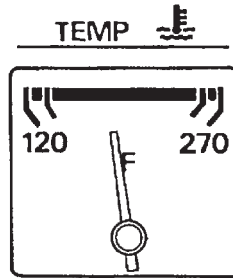
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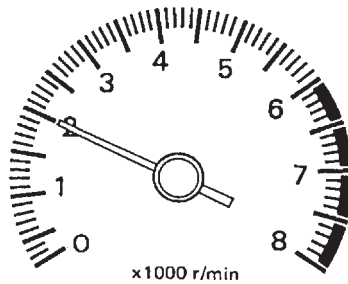
IDX

1 INSPECTION START

1. Visually check the following:
 - Air cleaner clogging
 - Hoses and ducts for leaks
 - EGR valve operation
 - Electrical connectors
 - Gasket
 - Throttle valve and throttle position sensor operation
2. Start engine and warm it up until engine coolant temperature indicator points to the middle of gauge. Ensure engine stays below 1,000 rpm.



3. Open engine hood and run engine at about 2,000 rpm for about 2 minutes under no-load.



4. Make sure that no DTC is displayed with CONSULT-II or GST.

OK or NG

OK	▶	GO TO 3.
NG	▶	GO TO 2.

2 REPAIR OR REPLACE

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

▶ GO TO 3.

BASIC SERVICE PROCEDURE

Idle Speed/Ignition Timing/Idle Mixture Ratio Adjustment (Cont'd)

3	CHECK TARGET IDLE SPEED	
<p><input type="checkbox"/> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Select "ENG SPEED" in "DATA MONITOR" mode with CONSULT-II. 3. Check idle speed. M/T: 625±50 rpm A/T: 700±50 rpm (in "P" or "N" position) 		
<p><input checked="" type="checkbox"/> Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Check idle speed. M/T: 625±50 rpm A/T: 700±50 rpm (in "P" or "N" position) <p style="text-align: right;">OK or NG</p>		
OK	▶	GO TO 12.
NG	▶	GO TO 4.

4	PERFORM IDLE AIR VOLUME LEARNING	
<p>Refer to "Idle Air Volume Learning", EC-72. Which is the result CMPLT or INCMP?</p> <p style="text-align: right;">CMPLT or INCMP</p>		
CMPLT	▶	GO TO 5.
INCMP	▶	<ol style="list-style-type: none"> 1. Follow the construction of "Idle Air Volume Learning". 2. GO TO 4.



5	CHECK TARGET IDLE SPEED AGAIN	
<p><input type="checkbox"/> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Select "ENG SPEED" in "DATA MONITOR" mode with CONSULT-II. 3. Check idle speed. M/T: 625±50 rpm A/T: 700±50 rpm (in "P" or "N" position) 		
<p><input checked="" type="checkbox"/> Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Check idle speed. M/T: 625±50 rpm A/T: 700±50 rpm (in "P" or "N" position) <p style="text-align: right;">OK or NG</p>		
OK	▶	GO TO 10.
NG	▶	GO TO 6.

6	REPLACE IACV-AAC VALVE	
<p>Replace IACV-AAC valve.</p>		
	▶	GO TO 7.

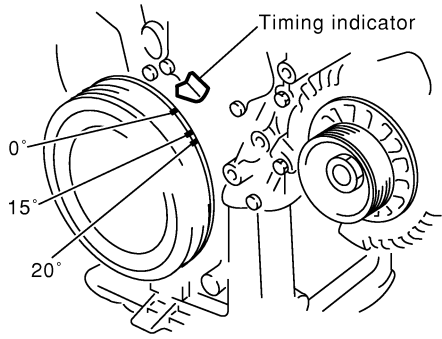
BASIC SERVICE PROCEDURE

Idle Speed/Ignition Timing/Idle Mixture Ratio Adjustment (Cont'd)

7	PERFORM IDLE AIR VOLUME LEARNING	
Refer to "Idle Air Volume Learning", EC-72. Which is the result CMPLT or INCMP?		
CMPLT or INCMP		
CMPLT	▶	GO TO 8.
INCMP	▶	1. Follow the construction of "Idle Air Volume Learning". 2. GO TO 4.

8	CHECK TARGET IDLE SPEED AGAIN	
<p> With CONSULT-II</p> <ol style="list-style-type: none"> Start engine and warm it up to normal operating temperature. Select "ENG SPEED" in "DATA MONITOR" mode with CONSULT-II. Check idle speed. M/T: 625±50 rpm A/T: 700±50 rpm (in "P" or "N" position) 		
<p> Without CONSULT-II</p> <ol style="list-style-type: none"> Start engine and warm it up to normal operating temperature. Check idle speed. M/T: 625±50 rpm A/T: 700±50 rpm (in "P" or "N" position) <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 10.
NG	▶	GO TO 9.

9	CHECK ECM FUNCTION	
<ol style="list-style-type: none"> Substitute another known-good ECM to check ECM function. (ECM may be the cause of a problem, but this is rarely the case.) Perform initialization of NVIS (NATS) system and registration of NVIS (NATS) ignition key IDs. Refer to "NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM — NATS)", EC-89. 		
	▶	GO TO 4.

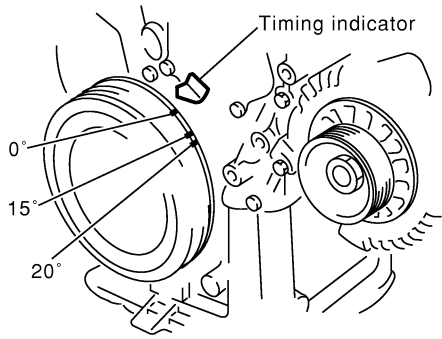
10	CHECK IGNITION TIMING	
<ol style="list-style-type: none"> Start engine and warm it up to normal operating temperature. Check ignition timing at idle using a timing light. 		
		
<p>M/T: 15°±5° BTDC A/T: 15°±5° BTDC (in "P" or "N" position)</p> <p style="text-align: right;">SEF572X</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 18.
NG	▶	GO TO 11.

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BASIC SERVICE PROCEDURE

Idle Speed/Ignition Timing/Idle Mixture Ratio Adjustment (Cont'd)

11	CHECK TIMING CHAIN INSTALLATION	
Check timing chain installation. Refer to EM-31, "Installation".		
OK or NG		
OK	▶	GO TO 9.
NG	▶	1. Repair the timing chain installation. 2. GO TO 4.

12	CHECK IGNITION TIMING	
1. Start engine and let it idle. 2. Check ignition timing at idle using a timing light.		
		
<p>M/T: 15°±5° BTDC A/T: 15°±5° BTDC (in "P" or "N" position)</p>		
SEF572X		
OK or NG		
OK	▶	GO TO 18.
NG	▶	GO TO 13.

13	PERFORM IDLE AIR VOLUME LEARNING	
Refer to "Idle Air Volume Learning", EC-72. Which is the result CMPLT or INCMP?		
CMPLT or INCMP		
CMPLT	▶	GO TO 14.
INCMP	▶	1. Follow the construction of "Idle Air volume Learning". 2. GO TO 13.

14	CHECK TARGET IDLE SPEED AGAIN	
<p>Ⓟ With CONSULT-II</p> <p>1. Start engine and warm it up to normal operating temperature. 2. Select "ENG SPEED" in "DATA MONITOR" mode with CONSULT-II. 3. Check idle speed.</p> <p>M/T: 625±50 rpm A/T: 700±50 rpm (in "P" or "N" position)</p>		
<p>ⓧ Without CONSULT-II</p> <p>1. Start engine and warm it up to normal operating temperature. 2. Check idle speed.</p> <p>M/T: 625±50 rpm A/T: 700±50 rpm (in "P" or "N" position)</p>		
OK or NG		
OK	▶	GO TO 16.
NG	▶	GO TO 15.

BASIC SERVICE PROCEDURE

Idle Speed/Ignition Timing/Idle Mixture Ratio Adjustment (Cont'd)

15	CHECK ECM FUNCTION
<p>1. Substitute another known-good ECM to check ECM function. (ECM may be the cause of a problem, but this is rarely the case.)</p> <p>2. Perform initialization of NVIS (NATS) system and registration of NVIS (NATS) ignition key IDs. Refer to "NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM — NATS)", EC-89.</p>	
	▶ GO TO 13.

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16	CHECK IGNITION TIMING AGAIN
<p>Check ignition timing again. Refer to Test No. 12.</p> <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 18.
NG	▶ GO TO 17.

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17	CHECK TIMING CHAIN INSTALLATION
<p>Check timing chain installation. Refer to EM-31, "Installation".</p> <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 15.
NG	▶ 1. Repair the timing chain installation. 2. GO TO 13.

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18	ERASE UNNECESSARY DTC
<p>After this inspection, unnecessary DTC No. might be displayed. Erase the stored memory in ECM and TCM (Transmission control module). Refer to "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION", EC-87 and AT-38, "HOW TO ERASE DTC".</p>	
With CONSULT-II	▶ GO TO 19.
Without CONSULT-II	▶ GO TO 20.

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BASIC SERVICE PROCEDURE

Idle Speed/Ignition Timing/Idle Mixture Ratio Adjustment (Cont'd)

19	CHECK HEATED OXYGEN SENSOR 1 (FRONT) (BANK 2) SIGNAL										
<p> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Run engine at about 2,000 rpm for about 2 minutes under no-load. 2. See "HO2S1 MNTR (B2)" in "DATA MONITOR" mode. 3. Running engine at 2,000 rpm under no-load (engine is warmed up to normal operating temperature.), check that the monitor fluctuates between "LEAN" and "RICH" more than 5 times during 10 seconds. 											
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">DATA MONITOR</th> </tr> <tr> <th style="text-align: center;">MONITOR</th> <th style="text-align: center;">NO DTC</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">ENG SPEED</td> <td style="text-align: center;">XXX rpm</td> </tr> <tr> <td style="text-align: center;">HO2S1 MNTR (B1)</td> <td style="text-align: center;">LEAN</td> </tr> <tr> <td style="text-align: center;">HO2S1 MNTR (B2)</td> <td style="text-align: center;">RICH</td> </tr> </tbody> </table>		DATA MONITOR		MONITOR	NO DTC	ENG SPEED	XXX rpm	HO2S1 MNTR (B1)	LEAN	HO2S1 MNTR (B2)	RICH
DATA MONITOR											
MONITOR	NO DTC										
ENG SPEED	XXX rpm										
HO2S1 MNTR (B1)	LEAN										
HO2S1 MNTR (B2)	RICH										
<p>1 time: RICH → LEAN → RICH 2 times: RICH → LEAN → RICH → LEAN → RICH</p>											
SEF999Z											
OK or NG											
OK	▶	GO TO 23.									
NG (Monitor does not fluctuate.)	▶	GO TO 28.									
NG (Monitor fluctuates less than 5 times.)	▶	GO TO 21.									

20	CHECK HEATED OXYGEN SENSOR 1 (FRONT) (BANK 2) SIGNAL	
<p> Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Run engine at about 2,000 rpm for about 2 minutes under no-load. 2. Set voltmeter probe between ECM terminal 62 and ground. 3. Make sure that the voltage fluctuates between 0 - 0.3V and 0.6 - 1.0V more than 5 times during 10 seconds at 2,000 rpm. <p style="margin-left: 20px;">1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V 2 times: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V</p>		
OK or NG		
OK	▶	GO TO 23.
NG (Voltage does not fluctuate.)	▶	GO TO 28.
NG (Voltage fluctuates less than 5 times.)	▶	GO TO 21.

BASIC SERVICE PROCEDURE

Idle Speed/Ignition Timing/Idle Mixture Ratio Adjustment (Cont'd)


21	CHECK HEATED OXYGEN SENSOR 1 (FRONT) (BANK 2) SIGNAL	
<p><input checked="" type="checkbox"/> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Stop engine. 2. Replace heated oxygen sensor 1 (front) (bank 2). 3. Start engine and warm it up to normal operating temperature. 4. Run engine at approx. 2,000 rpm for approx. 2 minutes under no-load. 5. See "HO2S1 MNTR (B2)" in "DATA MONITOR" mode. 6. Running engine at 2,000 rpm under no-load (engine is warmed up to normal operating temperature.), check that the monitor fluctuates between "LEAN" and "RICH" more than 5 times during 10 seconds. 1 time: RICH → LEAN → RICH 2 times: RICH → LEAN → RICH → LEAN → RICH 		
<p><input type="checkbox"/> Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Stop engine. 2. Replace heated oxygen sensor 1 (front) (bank 2). 3. Start engine and warm it up to normal operating temperature. 4. Run engine at approx. 2,000 rpm for approx. 2 minutes under no-load. 5. Set voltmeter probe between ECM terminal 62 and ground. 6. Make sure that the voltage fluctuates between 0 - 0.3V and 0.6 - 1.0V more than 5 times during 10 seconds at 2,000 rpm. 1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V 2 times: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V <p style="text-align: center;">OK or NG</p>		
OK (With CONSULT-II) ▶		GO TO 23.
OK (Without CONSULT-II) ▶		GO TO 24.
NG ▶		GO TO 22.


22	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ol style="list-style-type: none"> 1. Check fuel pressure regulator. Refer to EC-55. 2. Check mass air flow sensor and its circuit. Refer to EC-169. 3. Check injector and its circuit. Refer to EC-705. Clean or replace if necessary. 4. Check engine coolant temperature sensor and its circuit. Refer to EC-206. 5. Check ECM function by substituting another known-good ECM. (ECM may be the cause of a problem, but this is rarely the case.) 		
▶		GO TO 3.

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BASIC SERVICE PROCEDURE

Idle Speed/Ignition Timing/Idle Mixture Ratio Adjustment (Cont'd)

23	CHECK HEATED OXYGEN SENSOR 1 (FRONT) (BANK 1) SIGNAL										
<p> With CONSULT-II</p> <p>1. See "HO2S1 MNTR (B1)" in "DATA MONITOR" mode.</p> <p>2. Maintaining engine at 2,000 rpm under no-load (engine is warmed up to normal operating temperature.), check that the monitor fluctuates between "LEAN" and "RICH" more than 5 times during 10 seconds.</p> <div style="display: flex; justify-content: space-around; align-items: flex-start;"> <table border="1" style="border-collapse: collapse; text-align: center;"> <thead> <tr> <th colspan="2">DATA MONITOR</th> </tr> <tr> <th>MONITOR</th> <th>NO DTC</th> </tr> </thead> <tbody> <tr> <td>ENG SPEED</td> <td>XXX rpm</td> </tr> <tr> <td>HO2S1 MNTR (B1)</td> <td>LEAN</td> </tr> <tr> <td>HO2S1 MNTR (B2)</td> <td>RICH</td> </tr> </tbody> </table> <div style="margin-left: 20px;"> <p>1 time: RICH → LEAN → RICH</p> <p>2 times: RICH → LEAN → RICH → LEAN → RICH</p> </div> </div> <p style="text-align: right; margin-top: 20px;">SEF999Z</p> <p style="text-align: center; margin-top: 10px;">OK or NG</p>		DATA MONITOR		MONITOR	NO DTC	ENG SPEED	XXX rpm	HO2S1 MNTR (B1)	LEAN	HO2S1 MNTR (B2)	RICH
DATA MONITOR											
MONITOR	NO DTC										
ENG SPEED	XXX rpm										
HO2S1 MNTR (B1)	LEAN										
HO2S1 MNTR (B2)	RICH										
OK	▶ INSPECTION END										
NG (Monitor does not fluctuate.)	▶ GO TO 27.										
NG (Monitor fluctuates less than 5 times.)	▶ GO TO 25.										

24	CHECK HEATED OXYGEN SENSOR 1 (FRONT) (BANK 1) SIGNAL
<p> Without CONSULT-II</p> <p>1. Set voltmeter probe between ECM terminal 63 and ground.</p> <p>2. Make sure that the voltage fluctuates between 0 - 0.3V and 0.6 - 1.0V more than 5 times during 10 seconds at 2,000 rpm.</p> <p>1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V</p> <p>2 times: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V</p> <p style="text-align: center; margin-top: 10px;">OK or NG</p>	
OK	▶ INSPECTION END
NG (Voltage does not fluctuate.)	▶ GO TO 27.
NG (Voltage fluctuates less than 5 times.)	▶ GO TO 25.

BASIC SERVICE PROCEDURE

Idle Speed/Ignition Timing/Idle Mixture Ratio Adjustment (Cont'd)

25	CHECK HEATED OXYGEN SENSOR 1 (FRONT) (BANK 1) SIGNAL	
<p>Ⓟ With CONSULT-II</p> <ol style="list-style-type: none"> 1. Stop engine. 2. Replace heated oxygen sensor 1 (front) (bank 1). 3. Start engine and warm it up to normal operating temperature. 4. Run engine at approx. 2,000 rpm for approx. 2 minutes under no-load. 5. See "HO2S1 MNTR (B1)" in "DATA MONITOR" mode. 6. Maintaining engine at 2,000 rpm under no-load (engine is warmed up to normal operating temperature.), check that the monitor fluctuates between "LEAN" and "RICH" more than 5 times during 10 seconds. 1 time: RICH → LEAN → RICH 2 times: RICH → LEAN → RICH → LEAN → RICH 		
<p>ⓧ Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Stop engine. 2. Replace heated oxygen sensor 1 (front) (bank 1). 3. Start engine and warm it up to normal operating temperature. 4. Run engine at approx. 2,000 rpm for approx. 2 minutes under no-load. 5. Set voltmeter probe between ECM terminal 63 and ground. 6. Make sure that the voltage fluctuates between 0 - 0.3V and 0.6 - 1.0V more than 5 times during 10 seconds at 2,000 rpm. 1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V 2 times: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V <p style="text-align: center;">OK or NG</p>		
OK		▶ INSPECTION END
NG		▶ GO TO 26.

26	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ul style="list-style-type: none"> ● Check fuel pressure regulator. Refer to EC-55. ● Check mass air flow sensor and its circuit. Refer to EC-169. ● Check injector and its circuit. Refer to EC-705. Clean or replace if necessary. ● Check engine coolant temperature sensor and its circuit. Refer to EC-206. ● Check ECM function by substituting another known-good ECM. (ECM may be the cause of a problem, but this is rarely the case.) 		
		▶ GO TO 3.

27	CHECK HEATED OXYGEN SENSOR 1 (FRONT) (BANK 1) HARNESS	
<ol style="list-style-type: none"> 1. Turn off engine and disconnect battery ground cable. 2. Disconnect ECM harness connector. 3. Disconnect heated oxygen sensor 1 (front) (bank 1) harness connector. 4. Check harness continuity between ECM terminal 63 and heated oxygen sensor 1 (front) (bank 1) harness connector terminal 1. Refer to Wiring Diagram, EC-214. Continuity should exist. <p style="text-align: center;">OK or NG</p>		
OK		▶ GO TO 30.
NG		▶ GO TO 29.

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BASIC SERVICE PROCEDURE

Idle Speed/Ignition Timing/Idle Mixture Ratio Adjustment (Cont'd)

28	CHECK HEATED OXYGEN SENSOR 1 (FRONT) (BANK 2) HARNESS	
<ol style="list-style-type: none"> 1. Turn off engine and disconnect battery ground cable. 2. Disconnect ECM harness connector. 3. Disconnect heated oxygen sensor 1 (front) (bank 2) harness connector. 4. Check harness continuity between ECM terminal 62 and heated oxygen sensor 1 (front) (bank 2) harness connector terminal 1. Refer to Wiring Diagram, EC-215. Continuity should exist. <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 30.
NG	▶	GO TO 29.

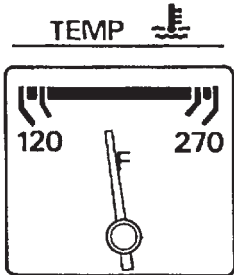

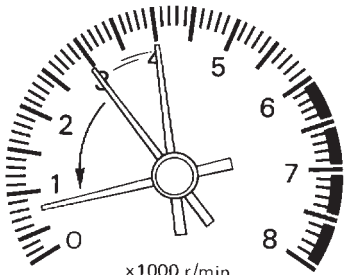
29	REPAIR OR REPLACE	
Repair or replace harness between ECM and heated oxygen sensor 1 (front).		
	▶	GO TO 3.

30	PREPARATION FOR "CO" % CHECK																					
<p> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Reconnect ECM harness connector. 2. Turn ignition switch "ON". 3. Select "ENG COOLANT TEMP" in "ACTIVE TEST" mode. 4. Set "ENG COOLANT TEMP" to 5°C (41°F) by touching "DWN" and "Qd". 																						
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th colspan="2">ACTIVE TEST</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">ENG COOLANT TEMP</td> <td style="text-align: center;">XXX °C</td> </tr> <tr> <th colspan="2">MONITOR</th> </tr> <tr> <td style="text-align: center;">ENG SPEED</td> <td style="text-align: center;">XXX rpm</td> </tr> <tr> <td style="text-align: center;">INJ PULSE-B1</td> <td style="text-align: center;">XXX msec</td> </tr> <tr> <td style="text-align: center;">IGN TIMING</td> <td style="text-align: center;">XXX BTDC</td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table>			ACTIVE TEST		ENG COOLANT TEMP	XXX °C	MONITOR		ENG SPEED	XXX rpm	INJ PULSE-B1	XXX msec	IGN TIMING	XXX BTDC								
ACTIVE TEST																						
ENG COOLANT TEMP	XXX °C																					
MONITOR																						
ENG SPEED	XXX rpm																					
INJ PULSE-B1	XXX msec																					
IGN TIMING	XXX BTDC																					
SEF172Y																						

<p> Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Disconnect ECM harness connector. 2. Disconnect engine coolant temperature sensor harness connector. 3. Connect a resistor (4.4 kΩ) between terminals of engine coolant temperature sensor harness connector. 		
<p style="text-align: center;">Engine coolant temperature sensor harness connector</p> <p style="text-align: center;">4.4kΩ resistor</p>		
SEF982UA		
	▶	GO TO 31.

BASIC SERVICE PROCEDURE

Idle Speed/Ignition Timing/Idle Mixture Ratio Adjustment (Cont'd)

31	CHECK "CO" %
<p>1. Start engine and warm it up until engine coolant temperature indicator points to the middle of gauge.</p> <div style="text-align: center;">  <p>TEMP </p> </div> <p style="text-align: right;">SEF976U</p>	
<p>2. Rev engine (2,000 to 3,000 rpm) two or three times under no-load, then run engine at idle speed.</p> <div style="text-align: center;">  <p>x1000 r/min</p> <p style="text-align: right;">SEF978U</p> </div>	
<p>3. Check "CO" %.</p> <p style="margin-left: 20px;">Idle CO: 3 - 11%</p> <p>4. <input checked="" type="checkbox"/> Without CONSULT-II After checking CO%,</p> <p style="margin-left: 20px;">a. Disconnect the resistor from terminals of engine coolant temperature sensor.</p> <p style="margin-left: 20px;">b. Connect engine coolant temperature sensor harness connector to engine coolant temperature sensor.</p> <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 32.
NG	▶ GO TO 33.

GI
 MA
 EM
 LC
EC
 FE
 CL
 MT
 AT
 AX
 SU
 BR
 ST
 RS
 BT
 HA
 SC
 EL
 IDX

32	CHECK HEATED OXYGEN SENSOR 1 (FRONT) SIGNAL
<p><input checked="" type="checkbox"/> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Stop engine. 2. Replace heated oxygen sensor 1 (front). 3. Start engine and warm it up to normal operating temperature. 4. Run engine at approx. 2,000 rpm for approx. 2 minutes under no-load. 5. See "HO2S1 MNTR (B1)/(B2)" in "DATA MONITOR" mode. 6. Maintaining engine at 2,000 rpm under no-load (engine is warmed up to normal operating temperature.), check that the monitor fluctuates between "LEAN" and "RICH" more than 5 times during 10 seconds. <p style="margin-left: 20px;">1 time: RICH → LEAN → RICH</p> <p style="margin-left: 20px;">2 times: RICH → LEAN → RICH → LEAN → RICH</p>	
<p><input checked="" type="checkbox"/> Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Stop engine. 2. Replace heated oxygen sensor 1 (front). 3. Start engine and warm it up to normal operating temperature. 4. Run engine at approx. 2,000 rpm for approx. 2 minutes under no-load. 5. Set voltmeter probe between ECM terminal 63 or 62 and ground. 6. Make sure that voltage fluctuates between 0 - 0.3V and 0.6 - 1.0V more than 5 times during 10 seconds at 2,000 rpm. <p style="margin-left: 20px;">1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V</p> <p style="margin-left: 20px;">2 times: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V</p> <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 3.
NG	▶ GO TO 33.

BASIC SERVICE PROCEDURE

Idle Speed/Ignition Timing/Idle Mixture Ratio Adjustment (Cont'd)

33	DETECT MALFUNCTIONING PART
<p>Check the following.</p> <ul style="list-style-type: none"> ● Connect heated oxygen sensor 1 (front) harness connectors to heated oxygen sensors 1 (front). ● Check fuel pressure regulator. Refer to EC-55. ● Check mass air flow sensor and its circuit. Refer to EC-169. ● Check injector and its circuit. Refer to EC-705. Clean or replace if necessary. ● Check engine coolant temperature sensor and its circuit. Refer to EC-206. ● Check ECM function by substituting another known-good ECM. (ECM may be the cause of a problem, but this is rarely the case.) 	
▶ GO TO 3.	

SELECT WORK ITEM
TP SW/TP SEN IDLE POSI ADJ
FUEL PRESSURE RELEASE
IDLE AIR VOL LEARN
SELF-LEARNING CONT
EVAP SYSTEM CLOSE
TARGET ING TIM ADJ

SEF452Y

WORK SUPPORT
IDLE AIR VOL LEARN
MONITOR
ENG SPEED XXX rpm
START

SEF454Y

WORK SUPPORT
IDLE AIR VOL LEARN Cmplt
MONITOR
ENG SPEED XXX rpm
Result appears.
Cmplt: successful
INCMP: unsuccessful
START

SEF455Y

Idle Air Volume Learning

DESCRIPTION

NFEC0642

“Idle Air Volume Learning” is an operation to learn the idle air volume that keeps each engine within the specific range. It must be performed under any of the following conditions:

NFEC0642S01

- Each time IACV-AAC valve, throttle body or ECM is replaced.
- Idle speed or ignition timing is out of specification.

PRE-CONDITIONING

NFEC0642S02

Before performing “Idle Air Volume Learning”, make sure that all of the following conditions are satisfied.

Learning will be cancelled if any of the following conditions are missed for even a moment.

- Battery voltage: More than 12.9V (At idle)
- Engine coolant temperature: 70 - 99°C (158 - 210°F)
- PNP switch: ON
- Electric load switch: OFF
(Air conditioner, headlamp, rear window defogger)

On vehicles equipped with daytime light systems, set lighting switch to the 1st position to light only small lamps.

- Cooling fan motor: Not operating
- Steering wheel: Neutral (Straight-ahead position)
- Vehicle speed: Stopped
- Transmission: Warmed-up

For A/T models with CONSULT-II, drive vehicle until “FLUID TEMP SE” in “DATA MONITOR” mode of “A/T” system indicates less than 0.9V.

For A/T models without CONSULT-II and M/T models, drive vehicle for 10 minutes.

OPERATION PROCEDURE

NFEC0642S03

Ⓜ With CONSULT-II

NFEC0642S0301

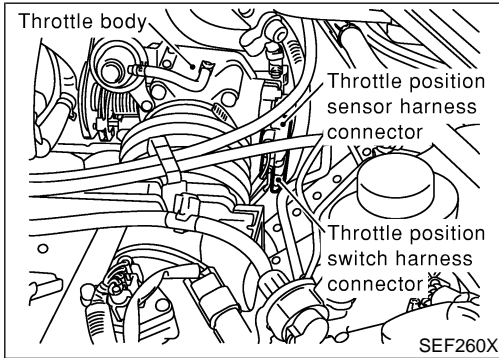
1. Turn ignition switch “ON” and wait at least 1 second.
2. Turn ignition switch “OFF” and wait at least 10 seconds.
3. Start engine and warm it up to normal operating temperature.
4. Check that all items listed under the topic “PRE-CONDITIONING” (previously mentioned) are in good order.
5. Turn ignition switch “OFF” and wait at least 10 seconds.
6. Start the engine and let it idle for at least 30 seconds.
7. Select “IDLE AIR VOL LEARN” in “WORK SUPPORT” mode.
8. Touch “START” and wait 20 seconds.
9. Make sure that “Cmplt” is displayed on CONSULT-II screen. If “INCMP” is displayed, “Idle Air Volume Learning” will not be carried out successfully. In this case, find the cause of the problem by referring to the NOTE below.

BASIC SERVICE PROCEDURE

Idle Air Volume Learning (Cont'd)

- Rev up the engine two or three times. Make sure that idle speed and ignition timing are within specifications.

ITEM	SPECIFICATION
Idle speed	M/T: 625±50 rpm A/T: 700±50 rpm (in "P" or "N" position)
Ignition timing	M/T: 15°±5° BTDC A/T: 15°±5° BTDC (in "P" or "N" position)



⊗ Without CONSULT-II

NFEC0642S0302

- Turn ignition switch "ON" and wait at least 1 second.
- Turn ignition switch "OFF" and wait at least 10 seconds.
- Start engine and warm it up to normal operating temperature.
- Check that all items listed under the topic "PRE-CONDITIONING" (previously mentioned) are in good order.
- Turn ignition switch "OFF" and wait at least 10 seconds.
- Start the engine and let it idle for at least 30 seconds.
- Disconnect throttle position sensor harness connector (brown), then reconnect it within 5 seconds.
- Wait 20 seconds.
- Make sure that idle speed is within specifications. If not, the result will be incomplete. In this case, find the cause of the problem by referring to the NOTE below.
- Rev up the engine two or three times. Make sure that idle speed and ignition timing are within specifications.

ITEM	SPECIFICATION
Idle speed	M/T: 625±50 rpm A/T: 700±50 rpm (in "P" or "N" position)
Ignition timing	M/T: 15°±5° BTDC A/T: 15°±5° BTDC (in "P" or "N" position)

NOTE:

If idle air volume learning cannot be performed successfully, proceed as follows:

- Check that throttle valve is fully closed.
- Check PCV valve operation.
- Check that downstream of throttle valve is free from air leakage.
- Adjust closed throttle position switch and reset memory. (Refer to Basic Inspection, EC-115.)
- When the above four items check out OK, engine component parts and their installation condition are questionable. Check and eliminate the cause of the problem. It is useful to perform "TROUBLE DIAGNOSIS — SPECIFICATION VALUE", EC-157.
- If any of the following conditions occur after the engine has started, eliminate the cause of the problem and perform "Idle air volume learning" all over again:
 - Engine stalls.
 - Erroneous idle.
 - Blown fuses related to the IACV-AAC valve system.

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

Introduction

Introduction

NFEC0029

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

Emission-related diagnostic information	SAE Mode
Diagnostic Trouble Code (DTC)	Mode 3 of SAE J1979
Freeze Frame data	Mode 2 of SAE J1979
System Readiness Test (SRT) code	Mode 1 of SAE J1979
1st Trip Diagnostic Trouble Code (1st Trip DTC)	Mode 7 of SAE J1979
1st Trip Freeze Frame data	
Test values and Test limits	Mode 6 of SAE J1979

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

X: Applicable —: Not applicable

	DTC	1st trip DTC	Freeze Frame data	1st trip Freeze Frame data	SRT code	Test value
CONSULT-II	X	X	X	X	X	—
GST	X	X*1	X	—	X	X

*1: 1st trip DTCs for self-diagnoses concerning SRT items cannot be shown on the GST display.

The malfunction indicator lamp (MIL) on the instrument panel lights up when the same malfunction is detected in two consecutive trips (Two trip detection logic), or when the ECM enters fail-safe mode. (Refer to EC-131.)

Two Trip Detection Logic

NFEC0030

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 light up 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 lights up. The MIL lights up 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 light up or blink the MIL, and store DTC and Freeze Frame data, even in the 1st trip, as shown below.

X: Applicable —: Not applicable

Items	MIL				DTC		1st trip DTC	
	1st trip		2nd trip		1st trip displaying	2nd trip displaying	1st trip displaying	2nd trip displaying
	Blinking	Lighting up	Blinking	Lighting up				
Coolant overtemperature enrichment protection — DTC: P0217	—	X	—	—	X	—	X	—
Misfire (Possible three way catalyst damage) — DTC: P0300 - P0306 is being detected	X	—	—	—	—	—	X	—
Misfire (Possible three way catalyst damage) — DTC: P0300 - P0306 is being detected	—	—	X	—	—	X	—	—
Closed loop control — DTC: P1148, P1168	—	X	—	—	X	—	X	—
Fail-safe items (Refer to EC-131.)	—	X	—	—	X*1	—	X*1	—
Except above	—	—	—	X	—	X	X	—

*1: Except “ECM”

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

Emission-related Diagnostic Information

Emission-related Diagnostic Information

NFEC0031

DTC AND 1ST TRIP DTC

NFEC0031S01

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 reoccur, the 1st trip DTC will not be displayed.

If a malfunction is detected during the 1st trip, the 1st trip DTC is stored 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 stored 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.

Procedures for clearing the DTC and the 1st trip DTC from the ECM memory are described in "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION", EC-87.

For malfunctions in which 1st trip DTCs are displayed, refer to EC-85. 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-II.

1st trip DTC is specified in Mode 7 of SAE J1979. 1st trip DTC detection occurs without lighting up the MIL and therefore does not warn the driver of a problem. However, 1st trip DTC detection will not prevent the vehicle from being tested, for example during Inspection/Maintenance (I/M) tests.

When a 1st trip DTC is detected, check, print out or write down and erase (1st trip) DTC and Freeze Frame data as specified in "Work Flow" procedure Step II, refer to EC-113. Then perform "DTC Confirmation Procedure" or "Overall Function Check" to try to duplicate the problem. If the malfunction is duplicated, the item requires repair.

How to Read DTC and 1st Trip DTC

NFEC0031S0101

DTC and 1st trip DTC can be read by the following methods.

☐ With CONSULT-II

🔧 With GST

CONSULT-II or GST (Generic Scan Tool) Examples: P0340, P1320, P0705, P0750, etc. These DTCs are prescribed by SAE J2012.

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

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

A sample of CONSULT-II display for DTC and 1st trip DTC is shown below. DTC or 1st trip DTC of a malfunction is displayed in SELF-DIAGNOSTIC RESULTS mode of CONSULT-II. Time data indicates how many times the vehicle was driven after the last detection of a DTC.

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

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

DTC display	SELF DIAG RESULTS		1st trip DTC display	SELF DIAG RESULTS	
	DTC RESULTS	TIME		DTC RESULTS	TIME
	MAF SEN/CIRCUIT [P0100]	0		MAF SEN/CIRCUIT [P0100]	1t

SEF992X

FREEZE FRAME DATA AND 1ST TRIP FREEZE FRAME DATA

NFEC0031S02

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 and absolute pressure 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.

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

Emission-related Diagnostic Information (Cont'd)

The data, stored together with the DTC data, are called freeze frame data and displayed on CONSULT-II or GST. The 1st trip freeze frame data can only be displayed on the CONSULT-II screen, not on the GST. For details, see EC-100.

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 - P0306 Fuel Injection System Function — DTC: P0171, P0172, P0174, P0175
2		Except the above items (Includes A/T related items)
3	1st trip freeze frame data	

For example, the EGR malfunction (Priority: 2) was detected and the freeze frame data was stored in the 2nd trip. After that when the misfire (Priority: 1) is detected in another trip, the freeze frame data will be updated from the EGR malfunction to the misfire. The 1st trip freeze frame data is updated each time a different malfunction is detected. There is no priority for 1st trip freeze frame data. However, once freeze frame data is stored in the ECM memory, 1st trip freeze data is no longer stored (because only one freeze frame data or 1st trip freeze frame data can be stored in the ECM). If freeze frame data is stored in the ECM memory and freeze frame data with the same priority occurs later, the first (original) freeze frame data remains unchanged in the ECM memory.

Both 1st trip freeze frame data and freeze frame data (along with the DTCs) are cleared when the ECM memory is erased. Procedures for clearing the ECM memory are described in "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION", EC-87.

SYSTEM READINESS TEST (SRT) CODE

NFEC0031S03

System Readiness Test (SRT) code is specified in Mode 1 of SAE J1979.

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

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

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

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

NOTE:

The SRT will also indicate "INCMP" if the self-diagnosis memory is erased for any reason or if the ECM memory power supply is interrupted for several hours.

If, during the state emissions inspection, the SRT indicates "CMPLT" for all test items, the inspector will continue with the emissions test. However, if the SRT indicates "INCMP" for one or more of the SRT items the vehicle is returned to the customer untested.

NOTE:

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

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

Emission-related Diagnostic Information (Cont'd)

SRT Item

=NFE0031S0310

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

SRT item (CONSULT-II indication)	Performance Priority*2	Required self-diagnostic items to set the SRT to "CMPLT"	Corresponding DTC No.	
CATALYST	3	Three way catalyst function	P0420, P0430	GI
EVAP SYSTEM	2	EVAP control system (small leak) (negative pressure)	P0440	MA
	—	EVAP control system (small leak) (positive pressure)	P1440*1	EM
	3	EVAP control system purge flow monitoring	P1447	LC
O2 SENSOR	3	Front heated oxygen sensor (circuit)	P0130, P0150	
		Front heated oxygen sensor (lean shift monitoring)	P0131, P0151	EC
		Front heated oxygen sensor (rich shift monitoring)	P0132, P0152	
		Front heated oxygen sensor (response monitoring)	P0133, P0153	FE
		Front heated oxygen sensor (high voltage)	P0134, P0154	
		Rear heated oxygen sensor (min. voltage monitoring)	P0137, P0157	CL
		Rear heated oxygen sensor (max. voltage monitoring)	P0138, P0158	
		Rear heated oxygen sensor (response monitoring)	P0139, P0159	MT
		Rear heated oxygen sensor (high voltage)	P0140, P0160	AT
O2 SEN HEATER	3	Front heated oxygen sensor heater	P0135, P0155	
		Rear heated oxygen sensor heater	P0141, P0161	AX
EGR SYSTEM	3	EGR function (close)	P0400	
	1	EGR function (open)	P1402	SU

*1: P1440 [EVAP control system (small leak) (positive pressure) diagnosis] is one type of SRT related diagnosis. This diagnosis, however, does not contribute to setting the SRT as "CMPLT", when no malfunction exists in the EVAP system. Therefore, P0440 must be used instead of P1440.

*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-II.

GI
MA
EM
LC
EC
FE
CL
MT
AT
AX
SU
BR
ST
RS
BT
HA
SC
EL
IDX

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

Emission-related Diagnostic Information (Cont'd)

SRT Set Timing

=NFEC0031S0311

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	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 showed OK results in a single cycle (Ignition OFF-ON-OFF), the SRT will indicate “CMPLT”. → Case 1 above

When all SRT related self-diagnoses showed 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 showed 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 one (1) for each self-diagnosis (Case 1 & 2) or two (2) for one of self-diagnoses (Case 3). However, in preparation for the state emissions inspection, it is unnecessary of each self-diagnosis to be executed twice (Case 3) for the following reasons:

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

NOTE:

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

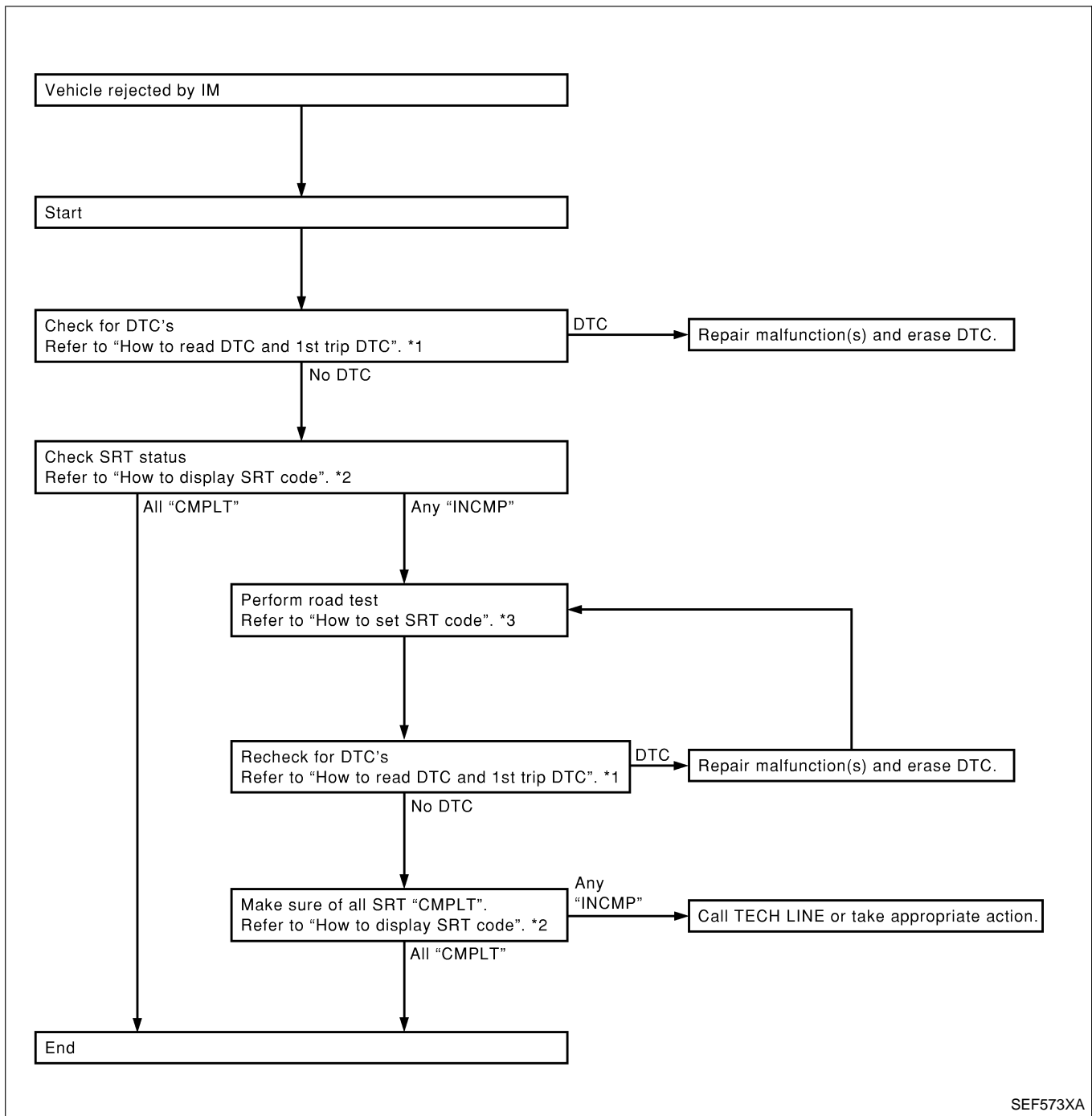
SRT Service Procedure

NFEC0031S0312

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

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

Emission-related Diagnostic Information (Cont'd)



*1 EC-75

*2 EC-79

*3 EC-80

How to Display SRT Code

With CONSULT-II

Selecting "SRT STATUS" in "DTC CONFIRMATION" mode with CONSULT-II.

For items whose SRT codes are set, a "CMPLT" is displayed on the CONSULT-II screen; for items whose SRT codes are not set, "INCMP" is displayed.

With GST

Selecting Mode 1 with GST (Generic Scan Tool)

A sample of CONSULT-II display for SRT code is shown below.

"INCMP" means the self-diagnosis is incomplete and SRT is not set. "CMPLT" means the self-diagnosis is complete and SRT is set.

GI
MA
EM
LC
EC
FE
CL
MT
AT
AX
SU
BR
ST
RS
BT
HA
SC
EL
IDX

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

Emission-related Diagnostic Information (Cont'd)

SRT STATUS	
CATALYST	CMPLT
EVAP SYSTEM	INCMP
O2 SEN HEATER	CMPLT
O2 SENSOR	CMPLT
EGR SYSTEM	INCMP

SEF216Y

How to Set SRT Code

To set all SRT codes, self-diagnosis for the items indicated above must be performed one or more times. Each diagnosis may require a long period of actual driving under various conditions. NFEC0031S0302

With CONSULT-II

Perform corresponding DTC Confirmation Procedure one by one based on "Performance Priority" in the table on EC-77.

Without CONSULT-II

The most efficient driving pattern in which SRT codes can be properly set is explained on the next page. The driving pattern should be performed one or more times to set all SRT codes.

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

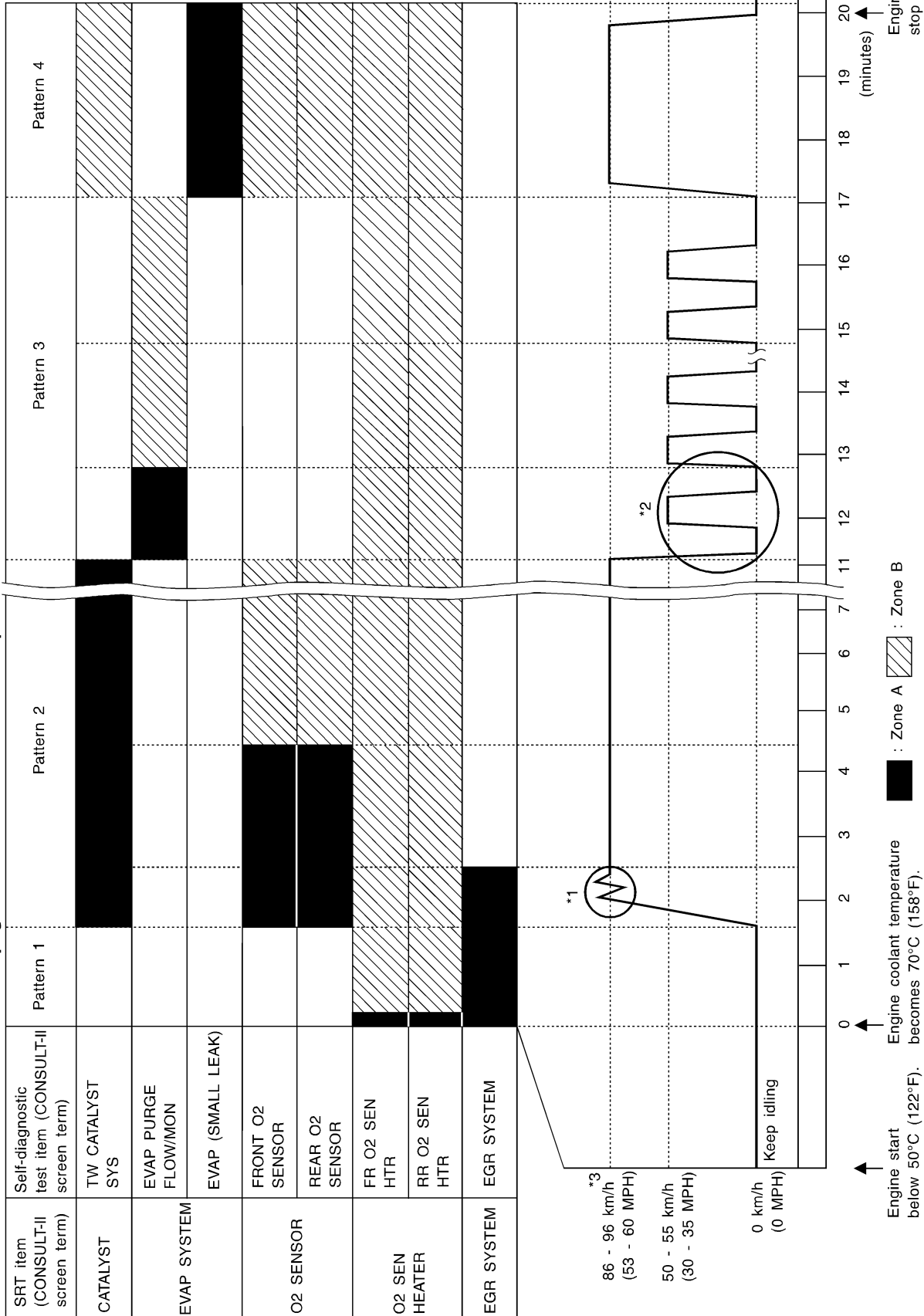
Emission-related Diagnostic Information (Cont'd)

Driving Pattern

NFEC0031S0303

Note: Always drive vehicle in safe manner according to traffic conditions and obey all traffic laws. Refer to next page for more information and explanation of chart.

Driving pattern



- GI
- MA
- EM
- LC
- EC**
- FE
- CL
- MT
- AT
- AX
- SU
- BR
- ST
- RS
- BT
- HA
- SC
- EL
- IDX

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

Emission-related Diagnostic Information (Cont'd)

- The time required for each diagnosis varies with road surface conditions, weather, altitude, individual driving habits, etc.
Zone A refers to the range where the time required, for the diagnosis under normal conditions*, is the shortest.
Zone B refers to the range where the diagnosis can still be performed if the diagnosis is not completed within zone A.

*: Normal conditions refer to the following:

- Sea level
- Flat road
- Ambient air temperature: 20 - 30°C (68 - 86°F)
- Diagnosis is performed as quickly as possible under normal conditions.
Under different conditions [For example: ambient air temperature other than 20 - 30°C (68 - 86°F)], diagnosis may also be performed.

Pattern 1:

- **The engine is started at the engine coolant temperature of -10 to 35°C (14 to 95°F) (where the voltage between the ECM terminals 70 and 58 is 3.0 - 4.3V).**
- **The engine must be operated at idle speed until the engine coolant temperature is greater than 70°C (158°F) (where the voltage between the ECM terminals 70 and 58 is lower than 1.4V).**
- **The engine is started at the fuel tank temperature of warmer than 0°C (32°F) (where the voltage between the ECM terminal 92 and ground is less than 4.1V).**

Pattern 2:

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

Pattern 3:

- The driving pattern outlined in *2 must be repeated at least 3 times.

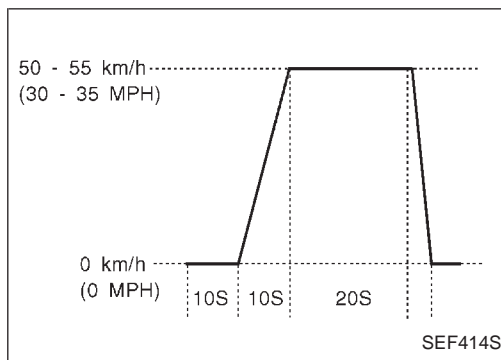
Pattern 4:

- Tests are performed after the engine has been operated for at least 17 minutes.
- The accelerator pedal must be held very steady during steady-state driving.
- If the accelerator pedal is moved, the test must be conducted all over again.

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

*2: Operate the vehicle in the following driving pattern.

- 1) Decelerate vehicle to 0 km/h (0 MPH) and let engine idle.
- 2) Repeat driving pattern shown below at least 10 times.
 - **During acceleration, hold the accelerator pedal as steady as possible.**
- 3) Repeat steps 1 and 2 until the EGR system SRT is set.



*3: Checking the vehicle speed with GST is advised.

Suggested Transmission Gear Position for A/T Models

Set the selector lever in the "D" position with the overdrive switch turned ON.

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

Emission-related Diagnostic Information (Cont'd)

Suggested upshift speeds for M/T models

Shown below are suggested vehicle speeds for shifting into a higher gear. These suggestions relate to fuel economy and vehicle performance. Actual upshift speeds will vary according to road conditions, the weather and individual driving habits.

Gear change	For normal acceleration in low altitude areas [less than 1,219 m (4,000 ft)]:		For quick acceleration in low altitude areas and high altitude areas [over 1,219 m (4,000 ft)]:
	ACCEL shift point km/h (MPH)	CRUISE shift point km/h (MPH)	km/h (MPH)
1st to 2nd	21 (13)	21 (13)	24 (15)
2nd to 3rd	37 (23)	26 (16)	40 (25)
3rd to 4th	53 (33)	44 (27)	64 (40)
4th to 5th	63 (39)	58 (36)	72 (45)

Suggested Maximum Speed in Each Gear

Downshift to a lower gear if the engine is not running smoothly, or if you need to accelerate. Do not exceed the maximum suggested speed (shown below) in any gear. For level road driving, use the highest gear suggested for that speed. Always observe posted speed limits and drive according to the road conditions to ensure safe operation. Do not over-rev the engine when shifting to a lower gear as it may cause engine damage or loss of vehicle control.

Gear	km/h (MPH)
1st	50 (30)
2nd	89 (55)
3rd	128 (80)
4th	—
5th	—

TEST VALUE AND TEST LIMIT (GST ONLY — NOT APPLICABLE TO CONSULT-II)

NFEC0031S04

The following is the information specified in Mode 6 of SAE J1979.

The test value is a parameter used to determine whether a system/circuit diagnostic test is “OK” or “NG” while being monitored by the ECM during self-diagnosis. The test limit is a reference value which is specified as the maximum or minimum value and is compared with the test value being monitored.

Items for which these data (test value and test limit) are displayed are the same as SRT code items (30 test items).

These data (test value and test limit) are specified by Test ID (TID) and Component ID (CID) and can be displayed on the GST screen.

X: Applicable —: Not applicable

SRT item	Self-diagnostic test item	Test value (GST display)		Test limit	Application
		TID	CID		
CATALYST	Three way catalyst function (Right bank)	01H	01H	Max.	X
	Three way catalyst function (Left bank)	03H	02H	Max.	X
EVAP SYSTEM	EVAP control system (Small leak)	05H	03H	Max.	X
	EVAP control system purge flow monitoring	06H	83H	Min.	X

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

Emission-related Diagnostic Information (Cont'd)

SRT item	Self-diagnostic test item	Test value (GST display)		Test limit	Application
		TID	CID		
O2 SENSOR	Front heated oxygen sensor (Right bank)	09H	04H	Max.	X
		0AH	84H	Min.	X
		0BH	04H	Max.	X
		0CH	04H	Max.	X
		0DH	04H	Max.	X
	Front heated oxygen sensor (Left bank)	11H	05H	Max.	X
		12H	85H	Min.	X
		13H	05H	Max.	X
		14H	05H	Max.	X
		15H	05H	Max.	X
	Rear heated oxygen sensor (Right bank)	19H	86H	Min.	X
		1AH	86H	Min.	X
		1BH	06H	Max.	X
		1CH	06H	Max.	X
	Rear heated oxygen sensor (Left bank)	21H	87H	Min.	X
		22H	87H	Min.	X
23H		07H	Max.	X	
24H		07H	Max.	X	
O2 SENSOR HEATER	Front heated oxygen sensor heater (Right bank)	29H	08H	Max.	X
		2AH	88H	Min.	X
	Front heated oxygen sensor heater (Left bank)	2BH	09H	Max.	X
		2CH	89H	Min.	X
	Rear heated oxygen sensor heater (Right bank)	2DH	0AH	Max.	X
		2EH	8AH	Min.	X
	Rear heated oxygen sensor heater (Left bank)	2FH	0BH	Max.	X
		30H	8BH	Min.	X
EGR SYSTEM	EGR function	31H	8CH	Min.	X
		32H	8CH	Min.	X
		33H	8CH	Min.	X
		34H	8CH	Min.	X
		35H	0CH	Max.	X

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

Emission-related Diagnostic Information (Cont'd)

EMISSION-RELATED DIAGNOSTIC INFORMATION ITEMS

X: Applicable —: Not applicable NFEC0031S05

Items (CONSULT-II screen terms)	DTC*1	SRT code	Test value/ Test limit (GST only)	1st trip DTC*1	Reference page
NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.	P0000	—	—	—	—
MAF SEN/CIRCUIT	P0100	—	—	X	EC-169
ABSL PRES SEN/CIRC	P0105	—	—	X	EC-177
AIR TEMP SEN/CIRC	P0110	—	—	X	EC-183
COOLANT T SEN/CIRC	P0115	—	—	X	EC-188
THRTL POS SEN/CIRC	P0120	—	—	X	EC-193
*COOLAN T SEN/CIRC	P0125	—	—	X	EC-206
FRONT O2 SENSOR-B1	P0130	X	X	X*2	EC-211
FRONT O2 SENSOR-B1	P0131	X	X	X*2	EC-221
FRONT O2 SENSOR-B1	P0132	X	X	X*2	EC-229
FRONT O2 SENSOR-B1	P0133	X	X	X*2	EC-237
FRONT O2 SENSOR-B1	P0134	X	X	X*2	EC-250
FR O2 SE HEATER-B1	P0135	X	X	X*2	EC-258
REAR O2 SENSOR-B1	P0137	X	X	X*2	EC-265, 310
REAR O2 SENSOR-B1	P0138	X	X	X*2	EC-275, 318
REAR O2 SENSOR-B1	P0139	X	X	X*2	EC-285, 326
REAR O2 SENSOR-B1	P0140	X	X	X*2	EC-295, 334
RR O2 SE HEATER-B1	P0141	X	X	X*2	EC-303, 341
FRONT O2 SENSOR-B2	P0150	X	X	X*2	EC-211
FRONT O2 SENSOR-B2	P0151	X	X	X*2	EC-221
FRONT O2 SENSOR-B2	P0152	X	X	X*2	EC-229
FRONT O2 SENSOR-B2	P0153	X	X	X*2	EC-237
FRONT O2 SENSOR-B2	P0154	X	X	X*2	EC-250
FR O2 SE HEATER-B2	P0155	X	X	X*2	EC-258
REAR O2 SENSOR-B2	P0157	X	X	X*2	EC-265
REAR O2 SENSOR-B2	P0158	X	X	X*2	EC-275
REAR O2 SENSOR-B2	P0159	X	X	X*2	EC-285
REAR O2 SENSOR-B2	P0160	X	X	X*2	EC-295
RR O2 SE HEATER-B2	P0161	X	X	X*2	EC-303
FUEL SYS-LEAN/BK1	P0171	—	—	X	EC-346
FUEL SYS-RICH/BK1	P0172	—	—	X	EC-354
FUEL SYS-LEAN/BK2	P0174	—	—	X	EC-346
FUEL SYS-RICH/BK2	P0175	—	—	X	EC-354
FUEL TEMP SEN/CIRC	P0180	—	—	X	EC-361

GI
MA
EM
LC
EC
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AX
SU
BR
ST
RS
BT
HA
SC
EL
IDX

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

Emission-related Diagnostic Information (Cont'd)

Items (CONSULT-II screen terms)	DTC*1	SRT code	Test value/ Test limit (GST only)	1st trip DTC*1	Reference page
ENG OVER TEMP	P0217	—	—	X	EC-366
MULTI CYL MISFIRE	P0300	—	—	X	EC-384
CYL 1 MISFIRE	P0301	—	—	X	EC-384
CYL 2 MISFIRE	P0302	—	—	X	EC-384
CYL 3 MISFIRE	P0303	—	—	X	EC-384
CYL 4 MISFIRE	P0304	—	—	X	EC-384
CYL 5 MISFIRE	P0305	—	—	X	EC-384
CYL 6 MISFIRE	P0306	—	—	X	EC-384
KNOCK SEN/CIRC-B1	P0325	—	—	—	EC-392
CPS/CIRCUIT (POS)	P0335	—	—	X	EC-397
CAM PS/CIRC (PHS)	P0340	—	—	X	EC-405
EGR SYSTEM	P0400	X	X	X*2	EC-411
EGR VOL CONT/V CIR	P0403	—	—	X	EC-420
TW CATALYST SYS-B1	P0420	X	X	X*2	EC-427, 432
TW CATALYST SYS-B2	P0430	X	X	X*2	EC-427, 432
EVAP SMALL LEAK	P0440	X	X	X*2	EC-437
PURG VOLUME CONT/V	P0443	—	—	X	EC-453
VENT CONTROL VALVE	P0446	—	—	X	EC-459
EVAP SYS PRES SEN	P0450	—	—	X	EC-466
EVAP GROSS LEAK	P0455	X	X	X*2	EC-478
FUEL LV SE (SLOSH)	P0460	—	—	X	EC-491
FUEL LEVEL SENSOR	P0461	—	—	X	EC-495
FUEL LEVEL SEN/CIRC	P0464	—	—	X	EC-497
VEH SPEED SEN/CIRC	P0500	—	—	X	EC-501
IACV/AAC VLV/CIRC	P0505	—	—	X	EC-505
CLOSED TP SW/CIRC	P0510	—	—	X	EC-514
A/T COMM LINE	P0600	—	—	—	EC-523
ECM	P0605	—	—	X	EC-526
PNP SW/CIRC	P0705	—	—	X	AT-102
ATF TEMP SEN/CIRC	P0710	—	—	X	AT-108
VEH SPD SEN/CIR AT	P0720	—	—	X	AT-114
ENGINE SPEED SIG	P0725	—	—	X	AT-119
A/T 1ST GR FNCTN	P0731	—	—	X	AT-124
A/T 2ND GR FNCTN	P0732	—	—	X	AT-130
A/T 3RD GR FNCTN	P0733	—	—	X	AT-136
A/T 4TH GR FNCTN	P0734	—	—	X	AT-142
TCC SOLENOID/CIRC	P0740	—	—	X	AT-151

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

Emission-related Diagnostic Information (Cont'd)

Items (CONSULT-II screen terms)	DTC*1	SRT code	Test value/ Test limit (GST only)	1st trip DTC*1	Reference page
A/T TCC S/V FNCTN	P0744	—	—	X	AT-156
L/PRESS SOL/CIRC	P0745	—	—	X	AT-166
SFT SOL A/CIRC	P0750	—	—	X	AT-172
SFT SOL B/CIRC	P0755	—	—	X	AT-177
THERMOSTAT FNCTN	P1126	—	—	X	EC-528
SWIRL CONT SOL/V	P1130	—	—	X	EC-530
CLOSED LOOP-B1	P1148	—	—	X	EC-554
SWL CON VC SW/CIRC	P1165	—	—	X	EC-556
CLOSED LOOP-B2	P1168	—	—	X	EC-554
TCS C/U FUN TN	P1211	—	—	X	EC-562
TCS CIRC	P1212	—	—	X	EC-564
ENG OVER TEMP	P1217	—	—	X	EC-567
IGN SIGNAL-PRIMARY	P1320	—	—	X	EC-584
CPS/CIRCUIT (REF)	P1335	—	—	X	EC-595
CPS/CIRC (POS) COG	P1336	—	—	X	EC-601
EGR TEMP SEN/CIRC	P1401	—	—	X	EC-609
EGR SYSTEM	P1402	X	X	X*2	EC-617
EVAP SMALL LEAK	P1440	X	X	X*2	EC-626
PURG VOLUME CONT/V	P1444	—	—	X	EC-628
VENT CONTROL VALVE	P1446	—	—	X	EC-640
EVAP PURG FLOW/MON	P1447	X	X	X*2	EC-648
VENT CONTROL VALVE	P1448	—	—	X	EC-660
FUEL LEVEL SEN/CIRC	P1464	—	—	X	EC-669
VC/V BYPASS/V	P1490	—	—	X	EC-672
VC CUT/V BYPASS/V	P1491	—	—	X	EC-678
A/T DIAG COMM LINE	P1605	—	—	X	EC-690
TP SEN/CIRC A/T	P1705	—	—	X	AT-182
P-N POS SW/CIRCUIT	P1706	—	—	X	EC-693
O/R CLTCH SOL/CIRC	P1760	—	—	X	AT-191

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

*2: These are not displayed with GST.

NOTE:

Regarding A33 models, “-B1” and “BK1” indicate right bank and “-B2” and “BK2” indicate left bank.

HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION

How to Erase DTC (E) With CONSULT-II

NFEC0031S06

NFEC0031S0601

NOTE:

If the DTC is not for A/T related items (see EC-9), skip steps 2 through 4.

1. 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.
2. Turn CONSULT-II “ON” and touch “A/T”.

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

Emission-related Diagnostic Information (Cont'd)

3. Touch "SELF-DIAG RESULTS".
 4. Touch "ERASE". [The DTC in the TCM (Transmission control module) will be erased.] Then touch "BACK" twice.
 5. Touch "ENGINE".
 6. Touch "SELF-DIAG RESULTS".
 7. Touch "ERASE". (The DTC in the ECM will be erased.)
- If DTCs are displayed for both ECM and TCM (Transmission control module), they need to be erased individually from the ECM and TCM (Transmission control module).

How to erase DTC (With CONSULT-II)

1. 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.

SELECT SYSTEM	
ENGINE	
A/T	

2. Turn **CONSULT-II** "ON", and touch "A/T".

SELECT DIAG MODE	
SELF-DIAG RESULTS	
DATA MONITOR	
DTC WORK SUPPORT	
TCM PART NUMBER	

3. Touch "SELF-DIAG RESULTS".

SELF-DIAG RESULTS	
DTC RESULTS	TIME
SHIFT SOLENOID/V A	

4. Touch "ERASE". (The DTC in the TCM will be erased.)

SELECT SYSTEM	
ENGINE	
A/T	

5. Touch "ENGINE".

SELECT DIAG MODE	
WORK SUPPORT	
SELF-DIAG RESULTS	
DATA MONITOR	
ACTIVE TEST	
DTC & SRT CONFIRMATION	
ECM PART NUMBER	

6. Touch "SELF-DIAG RESULTS".

SELF DIAG RESULTS	
DTC RESULTS	TIME
SFT SOL A/CIRC [P0750]	0

7. Touch "ERASE". (The DTC in the ECM will be erased.)

SEF966X

The emission related diagnostic information in the ECM can be erased by selecting "ERASE" in the "SELF-DIAG RESULTS" mode with CONSULT-II.

How to Erase DTC (With GST)

NOTE:

If the DTC is not for A/T related items (see EC-9), skip step 2.

1. 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.
2. Perform "SELF-DIAGNOSTIC PROCEDURE (Without CONSULT-II)" in AT section titled "TROUBLE DIAGNOSIS", "Self-diagnosis". (The engine warm-up step can be skipped when performing the diagnosis only to erase the DTC.)
3. Select Mode 4 with GST (Generic Scan Tool).

The emission related diagnostic information in the ECM can be erased by selecting Mode 4 with GST.

- If the battery is disconnected, the emission-related diagnostic information will be lost after approx. 24 hours.
- The following data are cleared when the ECM memory is erased.
 - 1) Diagnostic trouble codes

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

Emission-related Diagnostic Information (Cont'd)

- 2) 1st trip diagnostic trouble codes
- 3) Freeze frame data
- 4) 1st trip freeze frame data
- 5) System readiness test (SRT) codes
- 6) Test values
- 7) Others

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

NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM — NATS)

NFEC0031S08

SELF DIAG RESULTS	
DTC RESULTS	TIME
NATS MALFUNCTION [P1610]	0

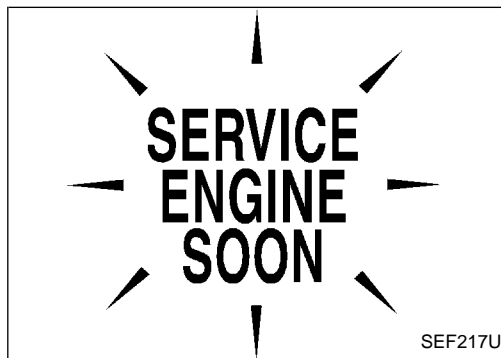
SEF515Y

- If the security indicator lights up with the ignition switch in the “ON” position or “NATS MALFUNCTION” is displayed on “SELF-DIAG RESULTS” screen, perform self-diagnostic results mode with CONSULT-II using NATS program card. Refer to “NVIS (Nissan Vehicle Immobilizer System — NATS)” in EL section.
- Confirm no self-diagnostic results of NVIS (NATS) is displayed before touching “ERASE” in “SELF-DIAG RESULTS” mode with CONSULT-II.
- When replacing ECM, initialization of NVIS (NATS) system and registration of all NVIS (NATS) ignition key IDs must be carried out with CONSULT-II using NATS program card. Therefore, be sure to receive all keys from vehicle owner. Regarding the procedures of NVIS (NATS) initialization and NVIS (NATS) ignition key ID registration, refer to CONSULT-II operation manual, IVIS/NVIS.

Malfunction Indicator Lamp (MIL)

DESCRIPTION

NFEC0032



The MIL is located on the instrument panel.

1. The MIL will light up when the ignition switch is turned ON without the engine running. This is a bulb check.
 - If the MIL does not light up, refer to EL-121, “WARNING LAMPS” or see EC-738.
2. When the engine is started, the MIL should go off.
If the MIL remains on, the on board diagnostic system has detected an engine system malfunction.




On Board Diagnostic System Function

The on board diagnostic system has the following two functions.

NFEC0032S01

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

Malfunction Indicator Lamp (MIL) (Cont'd)

Diagnostic Test Mode	KEY and ENG. Status	Function	Explanation of Function
Mode I	Ignition switch in "ON" position  Engine stopped 	BULB CHECK	This function checks the MIL bulb for damage (blown, open circuit, etc.). If the MIL does not come on, check MIL circuit.
	Engine running 	MALFUNCTION WARNING	This is a usual driving condition. When a malfunction is detected twice in two consecutive driving cycles (two trip detection logic), the MIL will light up to inform the driver that a malfunction has been detected. The following malfunctions will light up or blink the MIL in the 1st trip. <ul style="list-style-type: none"> ● Coolant overtemperature enrichment protection ● "Misfire (Possible three way catalyst damage)" ● "Closed loop control" ● Fail-safe mode

Diagnostic Test Mode I — Bulb Check

In this mode, the MIL on the instrument panel should stay ON. If it remains OFF, check the bulb. Refer to EL-121, "WARNING LAMPS" or see EC-738.

NFEC0032S03

Diagnostic Test Mode I — Malfunction Warning

NFEC0032S04

MIL	Condition
ON	When the malfunction is detected or the ECM's CPU is malfunctioning.
OFF	No malfunction.

OBD System Operation Chart

NFEC0033

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

NFEC0033S01

- 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. For details, refer to "Two Trip Detection Logic" on EC-74.
- The MIL will go off after the vehicle is driven 3 times 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-II will count the number of times the vehicle is driven.
- The 1st trip DTC is not displayed when the self-diagnosis results in "OK" for the 2nd trip.

SUMMARY CHART

NFEC0033S02

Items	Fuel Injection System	Misfire	Other
MIL (goes 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)

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

OBD System Operation Chart (Cont'd)

Items	Fuel Injection System	Misfire	Other
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 EC-93.

For details about patterns "A" and "B" under "Other", see EC-95.

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

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

GI

MA

EM

LC

EC

FE

CL

MT

AT

AX

SU

BR

ST

RS

BT

HA

SC

EL

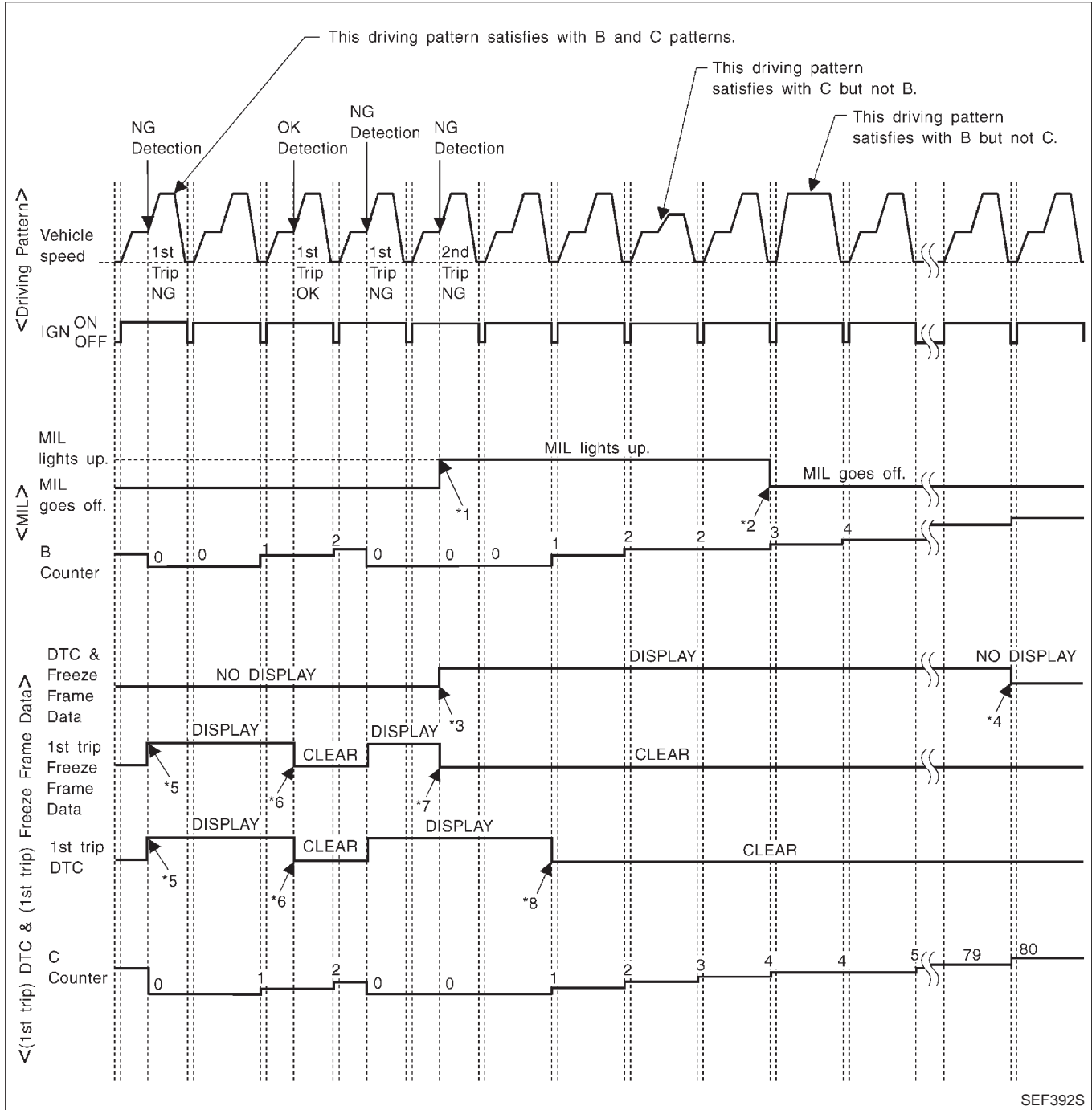
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ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

OBD System Operation Chart (Cont'd)

RELATIONSHIP BETWEEN MIL, DTC, 1ST TRIP DTC AND DRIVING PATTERNS FOR "MISFIRE" <EXHAUST QUALITY DETERIORATION>, "FUEL INJECTION SYSTEM"

=NFEC0033S03



SEF392S

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

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

OBD System Operation Chart (Cont'd)

EXPLANATION FOR DRIVING PATTERNS FOR “MISFIRE <EXHAUST QUALITY DETERIORATION>”, “FUEL INJECTION SYSTEM”

NFEC0033S04

GI

<Driving Pattern B>

NFEC0033S0401

Driving pattern B means the vehicle operation as follows:

All components and systems should be monitored at least once by the OBD system.

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

MA

EM

<Driving Pattern C>

NFEC0033S0402

Driving pattern C means the vehicle operation as follows:

1) The following conditions should be satisfied at the same time:

Engine speed: (Engine speed in the freeze frame data) ± 375 rpm

Calculated load value: (Calculated load value in the freeze frame data) $\times (1 \pm 0.1)$ [%]

Engine coolant temperature (T) condition:

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

EC

FE

Example:

If the stored freeze frame data is as follows:

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)

CL

MT

- The C counter will be cleared when the malfunction is detected regardless of (1).

AT

- The C counter will be counted up when (1) is satisfied without the same malfunction.

- The DTC will not be displayed after C counter reaches 80.

AX

- The 1st trip DTC will be cleared when C counter is counted once without the same malfunction after DTC is stored in ECM.

SU

BR

ST

RS

BT

HA

SC

EL

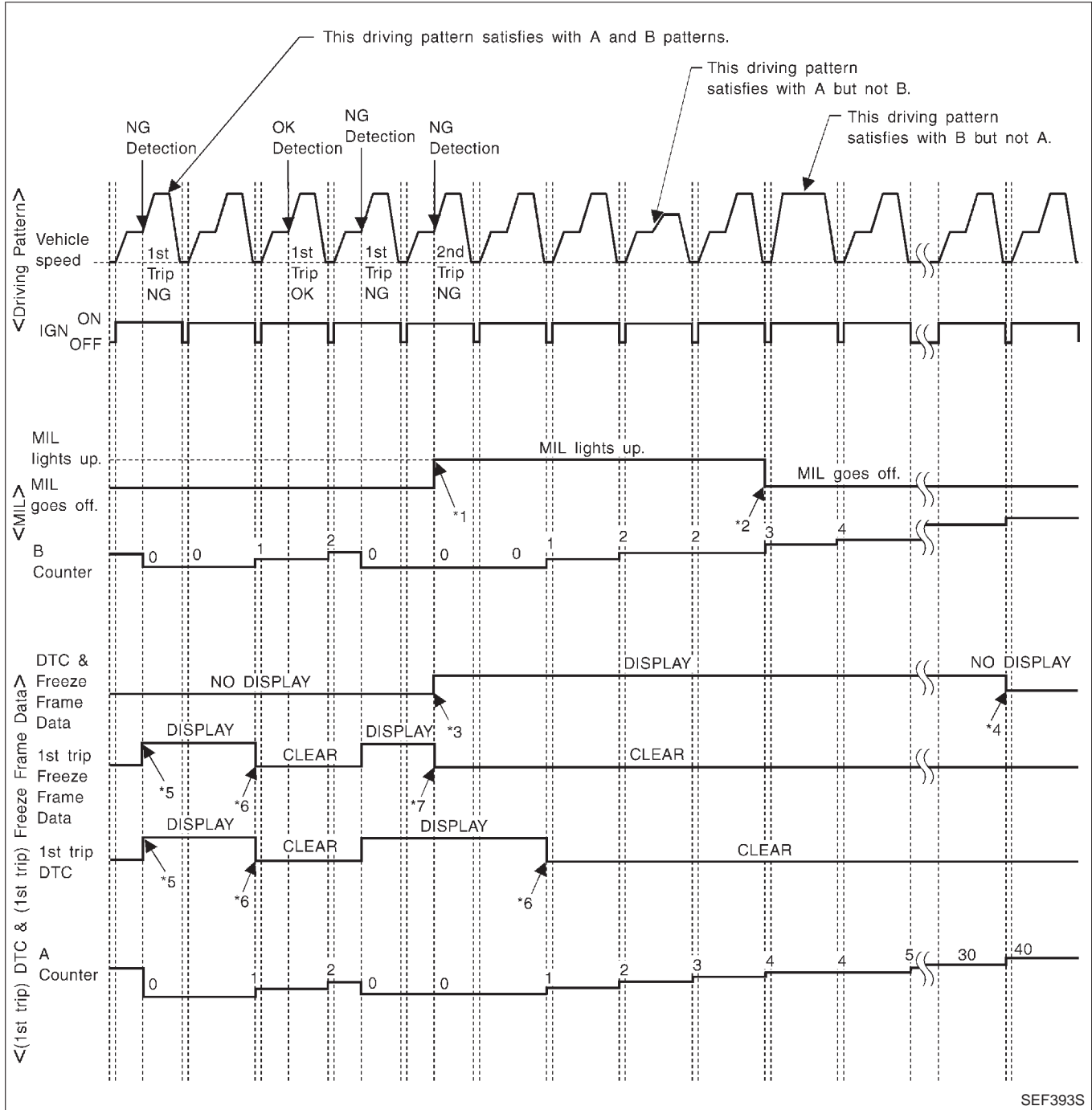
IDX

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

OBD System Operation Chart (Cont'd)

RELATIONSHIP BETWEEN MIL, DTC, 1ST TRIP DTC AND DRIVING PATTERNS EXCEPT FOR "MISFIRE <EXHAUST QUALITY DETERIORATION>", "FUEL INJECTION SYSTEM"

NFEC0033S05



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

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

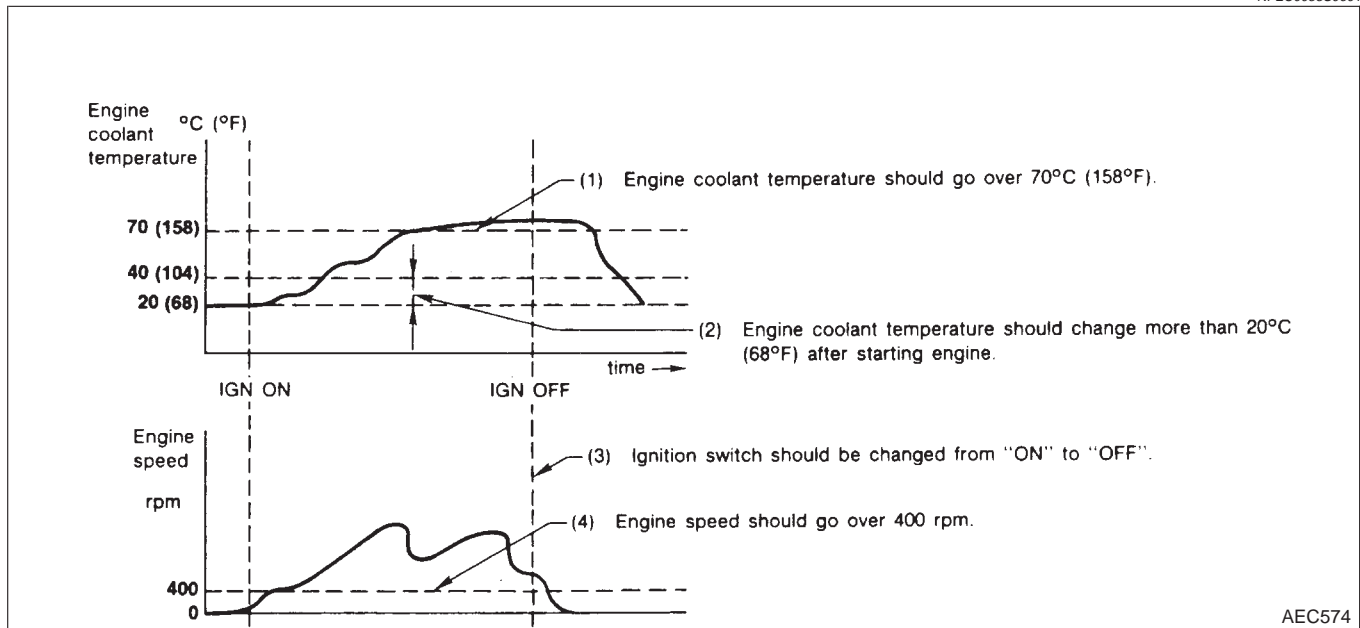
OBD System Operation Chart (Cont'd)

EXPLANATION FOR DRIVING PATTERNS EXCEPT FOR "MISFIRE <EXHAUST QUALITY DETERIORATION>", "FUEL INJECTION SYSTEM"

<Driving Pattern A>

NFEC0033S06

NFEC0033S0601



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

<Driving Pattern B>

NFEC0033S0602

Driving pattern B means the vehicle operation as follows:

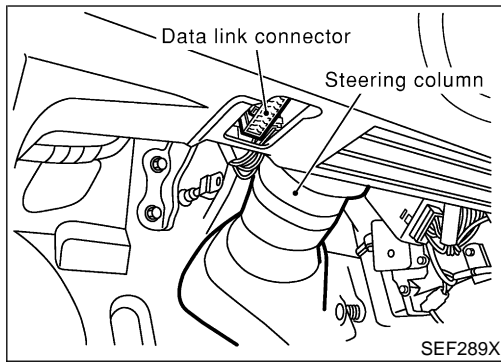
All components and systems should be monitored at least once by the OBD system.

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

GI
MA
EM
LC
EC
FE
CL
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HA
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EL
IDX

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

CONSULT-II



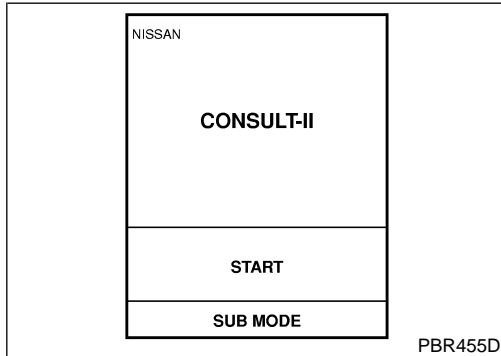
CONSULT-II

=NFEC0034

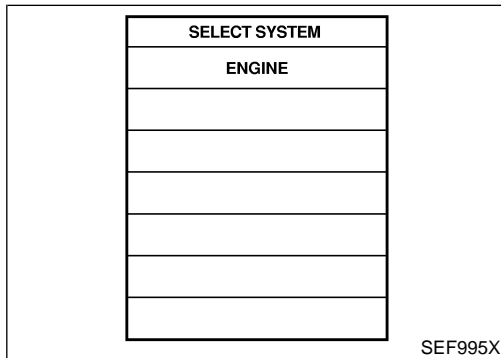
CONSULT-II INSPECTION PROCEDURE

NFEC0034S01

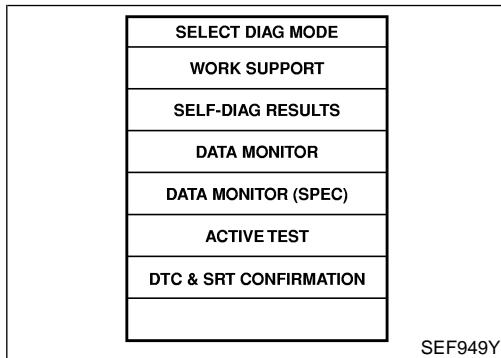
1. Turn ignition switch OFF.
2. Connect "CONSULT-II" to data link connector, which is located under LH dash panel near the fuse box cover.



3. Turn ignition switch ON.
4. Touch "START".



5. Touch "ENGINE".



6. Perform each diagnostic test mode according to each service procedure.

For further information, see the CONSULT-II Operation Manual.

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

CONSULT-II (Cont'd)

ENGINE CONTROL COMPONENT PARTS/CONTROL SYSTEMS APPLICATION

NFEC0034S02

Item		DIAGNOSTIC TEST MODE								
		WORK SUP-PORT	SELF-DIAGNOSTIC RESULTS		DATA MONI-TOR	DATA MONI-TOR (SPEC)	ACTIVE TEST	DTC & SRT CONFIRMATION		
			DTC*1	FREEZE FRAME DATA*2				SRT STA-TUS	DTC WORK SUP-PORT	
ENGINE CONTROL COMPONENT PARTS INPUT	Crankshaft position sensor (POS)		X	X	X	X				GI
	Crankshaft position sensor (REF)		X		X	X				MA
	Mass air flow sensor		X		X	X				EM
	Engine coolant temperature sensor		X	X	X	X	X			LC
	Front heated oxygen sensor		X		X	X		X	X	EC
	Rear heated oxygen sensor		X		X	X		X	X	FE
	Vehicle speed sensor		X	X	X	X				CL
	Throttle position sensor		X		X	X				MT
	Fuel tank temperature sensor		X		X	X	X			AT
	EVAP control system pressure sensor		X		X	X				AX
	Absolute pressure sensor		X		X	X				SU
	EGR temperature sensor		X		X	X				BR
	Intake air temperature sensor		X		X	X				ST
	Knock sensor		X							RS
	Ignition switch (start signal)				X	X				BT
	Closed throttle position switch		X		X	X				HA
	Closed throttle position switch (throttle position sensor signal)				X	X				SC
	Air conditioner switch				X	X				EL
	Park/neutral position (PNP) switch		X		X	X				IDX
	Power steering oil pressure switch				X	X				
Battery voltage				X	X					
Ambient air temperature switch				X	X					
Load signal				X	X					
Swirl control valve control vacuum check switch		X		X	X					
Fuel level sensor		X		X	X					

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

CONSULT-II (Cont'd)

Item		DIAGNOSTIC TEST MODE							
		WORK SUP-PORT	SELF-DIAGNOSTIC RESULTS		DATA MONI-TOR	DATA MONI-TOR (SPEC)	ACTIVE TEST	DTC & SRT CONFIRMATION	
			DTC*1	FREEZE FRAME DATA*2				SRT STA-TUS	DTC WORK SUP-PORT
ENGINE CONTROL COMPONENT PARTS OUTPUT	Injectors				X	X	X		
	Power transistor (Ignition timing)		X (Ignition signal)		X	X	X		
	IACV-AAC valve		X		X	X	X		
	EVAP canister purge volume control solenoid valve		X		X	X	X		X
	Air conditioner relay				X	X			
	Fuel pump relay	X			X	X	X		
	Cooling fan		X		X	X	X		
	EGR volume control valve		X		X	X	X		
	Front heated oxygen sensor heater		X		X	X		X	
	Rear heated oxygen sensor heater		X		X	X		X	
	EVAP canister vent control valve		X		X	X	X		
	Vacuum cut valve bypass valve		X		X	X	X		X
	Swirl control valve control solenoid valve		X		X	X	X		
	VIAS control solenoid valve				X	X	X		
	Electronic controlled engine mount				X	X	X		
Calculated load value			X	X	X				

X: Applicable

*1: This item includes 1st trip DTCs.

*2: This mode includes 1st trip freeze frame data or freeze frame data. The items appear on CONSULT-II screen in freeze frame data mode only if a 1st trip DTC or DTC is detected. For details, refer to EC-75.

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

CONSULT-II (Cont'd)

FUNCTION

=NFEC0034S03

Diagnostic test mode	Function	
Work support	This mode enables a technician to adjust some devices faster and more accurately by following the indications on the CONSULT-II unit.	GI
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.*1	MA
Data monitor	Input/Output data in the ECM can be read.	EM
Data monitor (spec)	Input/Output specifications of the basic fuel schedule, AFM, A/F feedback control value and the other data monitor items can be read.	LC
Active test	Diagnostic Test Mode in which CONSULT-II drives some actuators apart from the ECMs and also shifts some parameters in a specified range.	EC
DTC confirmation	The status of system monitoring tests and the self-diagnosis status/result can be confirmed.	
ECM part number	ECM part number can be read.	FE

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

- 1) Diagnostic trouble codes
- 2) 1st trip diagnostic trouble codes
- 3) Freeze frame data
- 4) 1st trip freeze frame data
- 5) System readiness test (SRT) codes
- 6) Test values
- 7) Others

WORK SUPPORT MODE

NFEC0034S04

WORK ITEM	CONDITION	USAGE	
FUEL PRESSURE RELEASE	<ul style="list-style-type: none"> ● FUEL PUMP WILL STOP BY TOUCHING "START" DURING IDLING. ● CRANK A FEW TIMES AFTER ENGINE STALLS. 	When releasing fuel pressure from fuel line	AX
EVAP SYSTEM CLOSE	<p>OPEN THE VACUUM CUT VALVE BYPASS VALVE AND CLOSE THE EVAP CANISTER VENT CONTROL VALVE IN ORDER TO MAKE EVAP SYSTEM CLOSE UNDER THE FOLLOWING CONDITIONS.</p> <ul style="list-style-type: none"> ● IGN SW "ON" ● ENGINE NOT RUNNING ● AMBIENT TEMPERATURE IS ABOVE 0°C (32°F). ● NO VACUUM AND NO HIGH PRESSURE IN EVAP SYSTEM ● TANK FUEL 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-II WILL DISCONTINUE IT AND DISPLAY APPROPRIATE INSTRUCTION. <p>NOTE: WHEN STARTING ENGINE, CONSULT-II MAY DISPLAY "BATTERY VOLTAGE IS LOW. CHARGE BATTERY", EVEN IN USING CHARGED BATTERY.</p>	When detecting EVAP vapor leak point of EVAP system	SU BR ST RS BT HA SC
TARGET IDLE RPM ADJ*	<ul style="list-style-type: none"> ● IDLE CONDITION 	When setting target idle speed	EL
TARGET IGNITION TIMING ADJ*	<ul style="list-style-type: none"> ● IDLE CONDITION 	When adjusting target ignition timing After adjustment, confirm target ignition timing with a timing light.	IDX

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

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

CONSULT-II (Cont'd)

SELF-DIAGNOSTIC MODE

NFEC0034S05

DTC and 1st Trip DTC

NFEC0034S0501

Regarding items of "DTC and 1st trip DTC", refer to "TROUBLE DIAGNOSIS — INDEX" (See EC-9.)

Freeze Frame Data and 1st Trip Freeze Frame Data

NFEC0034S0502

Freeze frame data item*1	Description
DIAG TROUBLE CODE [PXXXX]	<ul style="list-style-type: none"> The engine control component part/control system has a trouble code, it is displayed as "PXXXX". (Refer to "TROUBLE DIAGNOSIS — INDEX", EC-9.)
FUEL SYS-B1*2	<ul style="list-style-type: none"> "Fuel injection system status" at the moment a malfunction is detected is displayed. One mode in the following is displayed. <ul style="list-style-type: none"> "MODE 2": Open loop due to detected system malfunction "MODE 3": Open loop due to driving conditions (power enrichment, deceleration enrichment) "MODE 4": Closed loop - using oxygen sensor(s) as feedback for fuel control "MODE 5": Open loop - has not yet satisfied condition to go to closed loop
FUEL SYS-B2*2	
CAL/LD VALUE [%]	<ul style="list-style-type: none"> The calculated load value at the moment a malfunction is detected is displayed.
COOLANT TEMP [°C] or [°F]	<ul style="list-style-type: none"> The engine coolant temperature at the moment a malfunction is detected is displayed.
S-FUEL TRIM-B1 [%]	<ul style="list-style-type: none"> "Short-term fuel trim" at the moment a malfunction is detected is displayed. The short-term fuel trim indicates dynamic or instantaneous feedback compensation to the base fuel schedule.
S-FUEL TRIM-B2 [%]	
L-FUEL TRIM-B1 [%]	<ul style="list-style-type: none"> "Long-term fuel trim" at the moment a malfunction is detected is displayed. The long-term fuel trim indicates much more gradual feedback compensation to the base fuel schedule than short-term fuel trim.
L-FUEL TRIM-B2 [%]	
ENGINE SPEED [rpm]	<ul style="list-style-type: none"> The engine speed at the moment a malfunction is detected is displayed.
VHCL SPEED [km/h] or [mph]	<ul style="list-style-type: none"> The vehicle speed at the moment a malfunction is detected is displayed.
ABSOL TH-P/S [% or degree]	<ul style="list-style-type: none"> The throttle valve opening angle at the moment a malfunction is detected is displayed.
B/FUEL SCHDL [msec]	<ul style="list-style-type: none"> The base fuel schedule at the moment a malfunction is detected is displayed.
INT/A TEMP SE [°C] or [°F]	<ul style="list-style-type: none"> The intake air temperature at the moment a malfunction is detected is displayed.

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

*2: Regarding A33 model, "-B1" indicates right bank and "-B2" indicates left bank.

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

CONSULT-II (Cont'd)

DATA MONITOR MODE

=NFECC0034S06

Monitored item [Unit]	ECM input signals	Main signals	Description	Remarks	
ENG SPEED [rpm]	○	○	<ul style="list-style-type: none"> Indicates the engine speed computed from the REF signal (120° signal) of the crankshaft position sensor (REF). 		GI
CKPS-RPM (POS) [rpm]	○		<ul style="list-style-type: none"> Indicates the engine speed computed from the POS signal (1° signal) of the crankshaft position sensor (POS). 	<ul style="list-style-type: none"> Accuracy becomes poor if engine speed drops below the idle rpm. If the signal is interrupted while the engine is running, an abnormal value may be indicated. 	MA EM LC
POS COUNT	○		<ul style="list-style-type: none"> Indicates the number of signal plate (Flywheel/Drive Plate) cogs (tooth) during one revolution of the engine. 		EC
MAS A/F SE-B1 [V]	○	○	<ul style="list-style-type: none"> The signal voltage of the mass air flow sensor is displayed. 	<ul style="list-style-type: none"> When the engine is stopped, a certain value is indicated. 	FE
COOLAN TEMP/S [°C] or [°F]	○	○	<ul style="list-style-type: none"> The engine coolant temperature (determined by the signal voltage of the engine coolant temperature sensor) is displayed. 	<ul style="list-style-type: none"> When the engine coolant temperature sensor is open or short-circuited, ECM enters fail-safe mode. The engine coolant temperature determined by the ECM is displayed. 	CL MT
FR O2 SEN-B1 [V]	○	○	<ul style="list-style-type: none"> The signal voltage of the front heated oxygen sensor is displayed. 		AT
FR O2 SEN-B2 [V]	○				AX
RR O2 SEN-B1 [V]	○		<ul style="list-style-type: none"> The signal voltage of the rear heated oxygen sensor is displayed. 		SU
RR O2 SEN-B2 [V] (For California)	○				BR
FR O2 MNTR-B1 [RICH/LEAN]	○		<ul style="list-style-type: none"> Display of front heated oxygen sensor signal during air-fuel ratio feedback control: RICH ... means the mixture became "rich", and control is being affected toward a leaner mixture. LEAN ... means the mixture became "lean", and control is being affected toward a rich mixture. 	<ul style="list-style-type: none"> After turning ON the ignition switch, "RICH" is displayed until air-fuel mixture ratio feedback control begins. When the air-fuel ratio feedback is clamped, the value just before the clamping is displayed continuously. 	ST
FR O2 MNTR-B2 [RICH/LEAN]	○				RS
RR O2 MNTR-B1 [RICH/LEAN]	○		<ul style="list-style-type: none"> Display of rear heated oxygen sensor signal: RICH ... means the amount of oxygen after three way catalyst is relatively small. LEAN ... means the amount of oxygen after three way catalyst is relatively large. 	<ul style="list-style-type: none"> When the engine is stopped, a certain value is indicated. 	BT
RR O2 MNTR-B2 [RICH/LEAN] (For California)	○				HA
VHCL SPEED SE [km/h] or [mph]	○	○	<ul style="list-style-type: none"> The vehicle speed computed from the vehicle speed sensor signal is displayed. 		SC
BATTERY VOLT [V]	○		<ul style="list-style-type: none"> The power supply voltage of ECM is displayed. 		EL
THRTL POS SEN [V]	○	○	<ul style="list-style-type: none"> The throttle position sensor signal voltage is displayed. 		IDX
FUEL T/TMP SE [°C] or [°F]			<ul style="list-style-type: none"> The fuel temperature judged from the tank fuel temperature sensor signal voltage is displayed. 		

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

CONSULT-II (Cont'd)

Monitored item [Unit]	ECM input signals	Main signals	Description	Remarks
INT/A TEMP SE [°C] or [°F]	○		<ul style="list-style-type: none"> The intake air temperature determined by the signal voltage of the intake air temperature sensor is indicated. 	
EGR TEMP SEN [V]	○	○	<ul style="list-style-type: none"> The signal voltage of the EGR temperature sensor is displayed. 	
START SIGNAL [ON/OFF]	○	○	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from the starter signal. 	<ul style="list-style-type: none"> After starting the engine, [OFF] is displayed regardless of the starter signal.
CLSD THL/P SW* [ON/OFF]			<ul style="list-style-type: none"> Indicates mechanical contact [ON/OFF] condition of the closed throttle position switch. 	
CLSD THL POS* [ON/OFF]	○	○	<ul style="list-style-type: none"> Indicates idle position [ON/OFF] computed by ECM according to the throttle position sensor signal. 	
AIR COND SIG [ON/OFF]	○	○	<ul style="list-style-type: none"> Indicates [ON/OFF] condition of the air conditioner switch as determined by the air conditioner signal. 	
P/N POSI SW [ON/OFF]	○	○	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from the park/neutral position (PNP) switch signal. 	
PW/ST SIGNAL [ON/OFF]	○	○	<ul style="list-style-type: none"> [ON/OFF] condition of the power steering oil pressure switch determined by the power steering oil pressure signal is indicated. 	
AMB TEMP SW [ON/OFF]	○	○	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from the ambient air temperature switch signal. 	
IGNITION SW [ON/OFF]	○		<ul style="list-style-type: none"> Indicates [ON/OFF] condition from ignition switch. 	
INJ PULSE-B1 [msec]		○	<ul style="list-style-type: none"> Indicates the actual fuel injection pulse width compensated by ECM according to the input signals. 	<ul style="list-style-type: none"> When the engine is stopped, a certain computed value is indicated.
INJ PULSE-B2 [msec]				
B/FUEL SCHDL [msec]			<ul style="list-style-type: none"> "Base fuel schedule" indicates the fuel injection pulse width programmed into ECM, prior to any learned on board correction. 	
IGN TIMING [BTDC]		○	<ul style="list-style-type: none"> Indicates the ignition timing computed by ECM according to the input signals. 	<ul style="list-style-type: none"> When the engine is stopped, a certain value is indicated.
IACV-AAC/V [step]		○	<ul style="list-style-type: none"> Indicates the IACV-AAC valve control value computed by ECM according to the input signals. 	
PURG VOL C/V [%]		○	<ul style="list-style-type: none"> Indicates the EVAP canister purge volume control solenoid valve control value computed by the ECM according to the input signals. The opening becomes larger as the value increases. 	
A/F ALPHA-B1 [%]		○	<ul style="list-style-type: none"> The mean value of the air-fuel ratio feedback correction factor per cycle is indicated. 	<ul style="list-style-type: none"> When the engine is stopped, a certain value is indicated.
A/F ALPHA-B2 [%]				<ul style="list-style-type: none"> This data also includes the data for the air-fuel ratio learning control.

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

CONSULT-II (Cont'd)

Monitored item [Unit]	ECM input signals	Main signals	Description	Remarks	
EVAP SYS PRES [V]			<ul style="list-style-type: none"> The signal voltage of EVAP control system pressure sensor is displayed. 		GI
AIR COND RLY [ON/OFF]		○	<ul style="list-style-type: none"> The air conditioner relay control condition (determined by ECM according to the input signal) is indicated. 		MA EM
FUEL PUMP RLY [ON/OFF]		○	<ul style="list-style-type: none"> Indicates the fuel pump relay control condition determined by ECM according to the input signals. 		LC
COOLING FAN [ON/OFF]		○	<ul style="list-style-type: none"> Indicates the control condition of the cooling fan (determined by ECM according to the input signal). HIGH ... High speed operation LOW ... Low speed operation OFF ... Stop 		EC FE
EGR VOL CON/V [step]		○	<ul style="list-style-type: none"> Indicates the EGR volume control value computed by the ECM according to the input signals. The opening becomes larger as the value increases. 		CL MT
VENT CONT/V [ON/OFF]			<ul style="list-style-type: none"> The control condition of the EVAP canister vent control valve (determined by ECM according to the input signal) is indicated. ON ... Closed OFF ... Open 		AT AX
FR O2 HTR-B1 [ON/OFF]			<ul style="list-style-type: none"> Indicates [ON/OFF] condition of front heated oxygen sensor heater determined by ECM according to the input signals. 		SU
FR O2 HTR-B2 [ON/OFF]				BR	
RR O2 HTR-B1 [ON/OFF]			<ul style="list-style-type: none"> Indicates [ON/OFF] condition of rear heated oxygen sensor heater determined by ECM according to the input signals. 		ST
RR O2 HTR-B2 [ON/OFF] (For California)				RS	
VC/V BYPASS/V [ON/OFF]			<ul style="list-style-type: none"> The control condition of the vacuum cut valve bypass valve (determined by ECM according to the input signal) is indicated. ON ... Open OFF ... Closed 		BT HA
CAL/LD VALUE [%]			<ul style="list-style-type: none"> "Calculated load value" indicates the value of the current airflow divided by peak airflow. 		SC
ABSOL TH-P/S [% or degree]			<ul style="list-style-type: none"> "Absolute throttle position sensor" indicates the throttle opening computed by ECM according to the signal voltage of the throttle position sensor. 		EL
MASS AIRFLOW [g·m/s]			<ul style="list-style-type: none"> Indicates the mass airflow computed by ECM according to the signal voltage of the mass airflow sensor. 		IDX
ABSOL PRES/SE [V]			<ul style="list-style-type: none"> The signal voltage of the absolute pressure sensor is displayed. 		

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

CONSULT-II (Cont'd)

Monitored item [Unit]	ECM input signals	Main signals	Description	Remarks
SWRL CONT S/V [ON/OFF]			<ul style="list-style-type: none"> The control condition of the swirl control valve control solenoid valve (determined by ECM according to the input signals) is indicated. ON ... Swirl control valve is closed. OFF ... Swirl control valve is opened. 	
LOAD SIGNAL [ON/OFF]	○	○	<ul style="list-style-type: none"> Indicates [ON/OFF] condition from the electrical load signal and/or lighting switch. ON ... rear defogger is operating and/or lighting switch is on. OFF ... rear defogger is not operating and lighting switch is not on. 	
TRVL AFTER MIL [km] or [Mile]			<ul style="list-style-type: none"> Distance traveled while MIL is activated 	
VIAS S/V [ON/OFF]		○	<ul style="list-style-type: none"> The control condition of the VIAS control solenoid valve (determined by ECM according to the input signal) is indicated. OFF ... VIAS control solenoid valve is not operating. ON ... VIAS control solenoid valve is operating. 	
SWL CON VC SW			<ul style="list-style-type: none"> Indicates [ON/OFF] condition from the swirl control valve control vacuum check switch. ON ... Swirl control valve is not operational. OFF ... Swirl control valve is operational. 	
ENGINE MOUNT [IDLE/TRVL]			<ul style="list-style-type: none"> The control condition of the electronic controlled engine mount (computed by ECM according to the input signals) is indicated. IDLE ... Idle condition TRVL ... Driving condition 	
FUEL LEVEL SE [V]			<ul style="list-style-type: none"> The signal voltage of the fuel level sensor is displayed. 	
IDL A/V LEAN			<ul style="list-style-type: none"> 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. INCMP ... Idle air volume learning has not been performed successfully. 	
Voltage [V]			<ul style="list-style-type: none"> Voltage measured by the voltage probe. 	
Frequently [msec] or [Hz] or [%]			<ul style="list-style-type: none"> Pulse width, frequency or duty cycle measured by the pulse probe. 	<ul style="list-style-type: none"> Only “#” is displayed if item is unable to be measured. Figures with “#”s are temporary ones. They are the same figures as an actual piece of data which was just previously measured.

*: This item is not available.

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

CONSULT-II (Cont'd)

NOTE:

- Any monitored item that does not match the vehicle being diagnosed is deleted from the display automatically.
- Regarding A33 model, “-B1” indicates right bank and “-B2” indicates left bank.

DATA MONITOR (SPEC) MODE

NFEC0034S11

Monitored item [Unit]	PCM input signals	Main signals	Description	Remarks
MAS A/F SE-B1 [V]	○	○	<ul style="list-style-type: none"> The signal voltage of the mass air flow sensor specification is displayed. 	<ul style="list-style-type: none"> When engine is running, specification range is indicated.
B/FUEL SCHDL [msec]			<ul style="list-style-type: none"> “Base fuel schedule” indicates the fuel injection pulse width programmed into ECM, prior to any learned on board correction. 	<ul style="list-style-type: none"> When engine is running, specification range is indicated.
A/F ALPHA-B1 [%]		○	<ul style="list-style-type: none"> The mean value of the air-fuel ratio feedback correction factor per cycle is indicated. 	<ul style="list-style-type: none"> When engine is running, specification range is indicated. This data also includes the data for the air-fuel ratio learning control.
A/F ALPHA-B2 [%]				

NOTE:

- Any monitored item that does not match the vehicle being diagnosed is deleted from the display automatically.
- Regarding A33 model, “-B1” indicates right bank and “-B2” indicates left bank.

ACTIVE TEST MODE

NFEC0034S07

TEST ITEM	CONDITION	JUDGEMENT	CHECK ITEM (REMEDY)
FUEL INJECTION	<ul style="list-style-type: none"> Engine: Return to the original trouble condition Change the amount of fuel injection using CONSULT-II. 	If trouble symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> Harness and connector Fuel injectors Front heated oxygen sensor
IACV-AAC/V OPENING	<ul style="list-style-type: none"> Engine: After warming up, idle the engine. Change the IACV-AAC valve opening percent using CONSULT-II. 	Engine speed changes according to the opening percent.	<ul style="list-style-type: none"> Harness and connector IACV-AAC valve
ENG COOLANT TEMP	<ul style="list-style-type: none"> Engine: Return to the original trouble condition Change the engine coolant temperature using CONSULT-II. 	If trouble symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> Harness and connector Engine coolant temperature sensor Fuel injectors
IGNITION TIMING	<ul style="list-style-type: none"> Engine: Return to the original trouble condition Timing light: Set Retard the ignition timing using CONSULT-II. 	If trouble symptom disappears, see CHECK ITEM.	<ul style="list-style-type: none"> Adjust initial ignition timing
POWER BALANCE	<ul style="list-style-type: none"> Engine: After warming up, idle the engine. A/C switch “OFF” Shift lever “N” Cut off each injector signal one at a time using CONSULT-II. 	Engine runs rough or dies.	<ul style="list-style-type: none"> Harness and connector Compression Injectors Power transistor Spark plugs Ignition coils
COOLING FAN	<ul style="list-style-type: none"> Ignition switch: ON Turn the cooling fan “ON” and “OFF” using CONSULT-II. 	Cooling fan moves and stops.	<ul style="list-style-type: none"> Harness and connector Cooling fan motor Cooling fan relay
FUEL PUMP RELAY	<ul style="list-style-type: none"> Ignition switch: ON (Engine stopped) Turn the fuel pump relay “ON” and “OFF” using CONSULT-II and listen to operating sound. 	Fuel pump relay makes the operating sound.	<ul style="list-style-type: none"> Harness and connector Fuel pump relay

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

CONSULT-II (Cont'd)

TEST ITEM	CONDITION	JUDGEMENT	CHECK ITEM (REMEDY)
EGR VOL CONT/V	<ul style="list-style-type: none"> Ignition switch: ON (Engine stopped) Change EGR volume control valve opening step using CONSULT-II. 	EGR volume control valve makes an operating sound.	<ul style="list-style-type: none"> Harness and connector EGR volume control valve
SELF-LEARNING CONT	<ul style="list-style-type: none"> In this test, the coefficient of self-learning control mixture ratio returns to the original coefficient by touching "CLEAR" on the screen. 		
PURG VOL CONT/V	<ul style="list-style-type: none"> Engine: After warming up, run engine at 1,500 rpm. Change the EVAP canister purge volume control solenoid valve opening percent using CONSULT-II. 	Engine speed changes according to the opening percent.	<ul style="list-style-type: none"> Harness and connector Solenoid valve
FUEL/T TEMP SEN	<ul style="list-style-type: none"> Change the fuel tank temperature using CONSULT-II. 		
VENT CONTROL/V	<ul style="list-style-type: none"> Ignition switch: ON (Engine stopped) Turn solenoid valve "ON" and "OFF" with the CONSULT-II and listen to operating sound. 	Solenoid valve makes an operating sound.	<ul style="list-style-type: none"> Harness and connector Solenoid valve
VC/V BYPASS/V	<ul style="list-style-type: none"> Ignition switch: ON (Engine stopped) Turn solenoid valve "ON" and "OFF" with the CONSULT-II and listen to operating sound. 	Solenoid valve makes an operating sound.	<ul style="list-style-type: none"> Harness and connector Solenoid valve
SWIRL CONT SOL VALVE	<ul style="list-style-type: none"> Ignition switch: ON Turn solenoid valve "ON" and "OFF" with CONSULT-II and listen for operating sound. 	Solenoid valve makes an operating sound.	<ul style="list-style-type: none"> Harness and connector Solenoid valve
VIAS SOL VALVE	<ul style="list-style-type: none"> Ignition switch: ON Turn solenoid valve "ON" and "OFF" with CONSULT-II and listen for operating sound. 	Solenoid valve makes an operating sound.	<ul style="list-style-type: none"> Harness and connector Solenoid valve
ENGINE MOUNT-ING	<ul style="list-style-type: none"> Engine: After warming up, run engine at idle speed. Gear position: "D" range (Vehicle stopped) Turn electronic controlled engine mount "IDLE" and "RAVEL" with the CONSULT-II. 	Body vibration changes according to the electronic controlled engine mount condition.	<ul style="list-style-type: none"> Harness and connector Electronic controlled engine mount
IDLE AIR VOL LEARN	<ul style="list-style-type: none"> In this test, the idle air volume that keeps the engine within the specified range is memorized in ECM. 		

DTC & SRT CONFIRMATION MODE

SRT STATUS Mode

NFEC0034S08

For details, refer to "SYSTEM READINESS TEST (SRT) CODE", EC-76.

NFEC0034S0801

SRT Work Support Mode

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

NFEC0034S0803

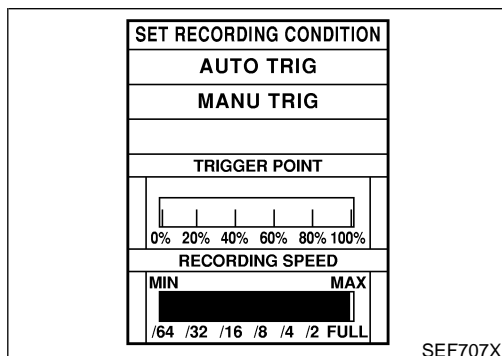
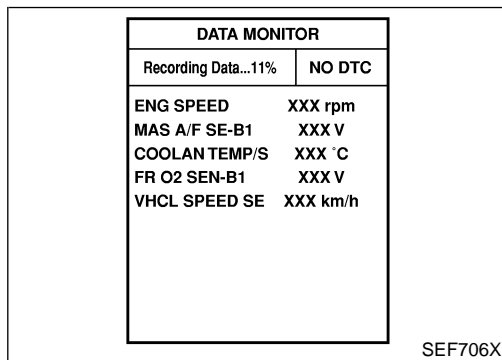
ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

CONSULT-II (Cont'd)

DTC Work Support Mode

NFEC0034S0802

Test mode	Test item	Condition	Reference page	
EVAPORATIVE SYSTEM	EVAP SML LEAK P0440	Refer to corresponding trouble diagnosis for DTC.	EC-437	GI
	EVAP SML LEAK P1440		EC-626	MA
	PURG VOL CN/V P1444		EC-628	EM
	PURGE FLOW P1447		EC-648	EM
	VC CUT/V BP/V P1491		EC-678	LC
FR O2 SENSOR	FR O2 SEN-B1 P0130		EC-211	LC
	FR O2 SEN-B1 P0131		EC-221	EC
	FR O2 SEN-B1 P0132		EC-229	FE
	FR O2 SEN-B1 P0133		EC-237	CL
	FR O2 SEN-B2 P0150		EC-211	CL
	FR O2 SEN-B2 P0151	EC-221	MT	
	FR O2 SEN-B2 P0152	EC-229	AT	
	FR O2 SEN-B2 P0153	EC-237	AX	
RR O2 SENSOR	RR O2 SEN-B1 P0137	EC-265	SU	
	RR O2 SEN-B1 P0138	EC-275	BR	
	RR O2 SEN-B1 P0139	EC-285	ST	
	RR O2 SEN-B2 P0157	EC-265	RS	
	RR O2 SEN-B2 P0158	EC-275	BT	
	RR O2 SEN-B2 P0159	EC-285	HA	
EGR SYSTEM	EGR SYSTEM P0400	EC-411	SC	
	EGR SYSTEM P1402	EC-617	EL	



REAL TIME DIAGNOSIS IN DATA MONITOR MODE (RECORDING VEHICLE DATA)

NFEC0034S10

CONSULT-II has two kinds of triggers and they can be selected by touching "SETTING" in "DATA MONITOR" mode.

- "AUTO TRIG" (Automatic trigger):
 - The malfunction will be identified on the CONSULT-II screen in real time. In other words, DTC/1st trip DTC and malfunction item will be displayed if the malfunction is detected by ECM. At the moment a malfunction is detected by ECM, "MONITOR" in "DATA MONITOR" screen is changed to "Recording Data ... xx%" as shown at left, and the data after the malfunction detection is recorded. Then when the percentage reached 100%, "REAL-TIME DIAG" screen is displayed. If "STOP" is touched on the screen during "Recording Data ... xx%", "REAL-TIME DIAG" screen is also displayed. The recording time after the malfunction detection and the recording speed can be changed by "TRIGGER POINT" and "Recording Speed". Refer to CONSULT-II OPERATION MANUAL.
- "MANU TRIG" (Manual trigger):
 - DTC/1st trip DTC and malfunction item will not be displayed

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

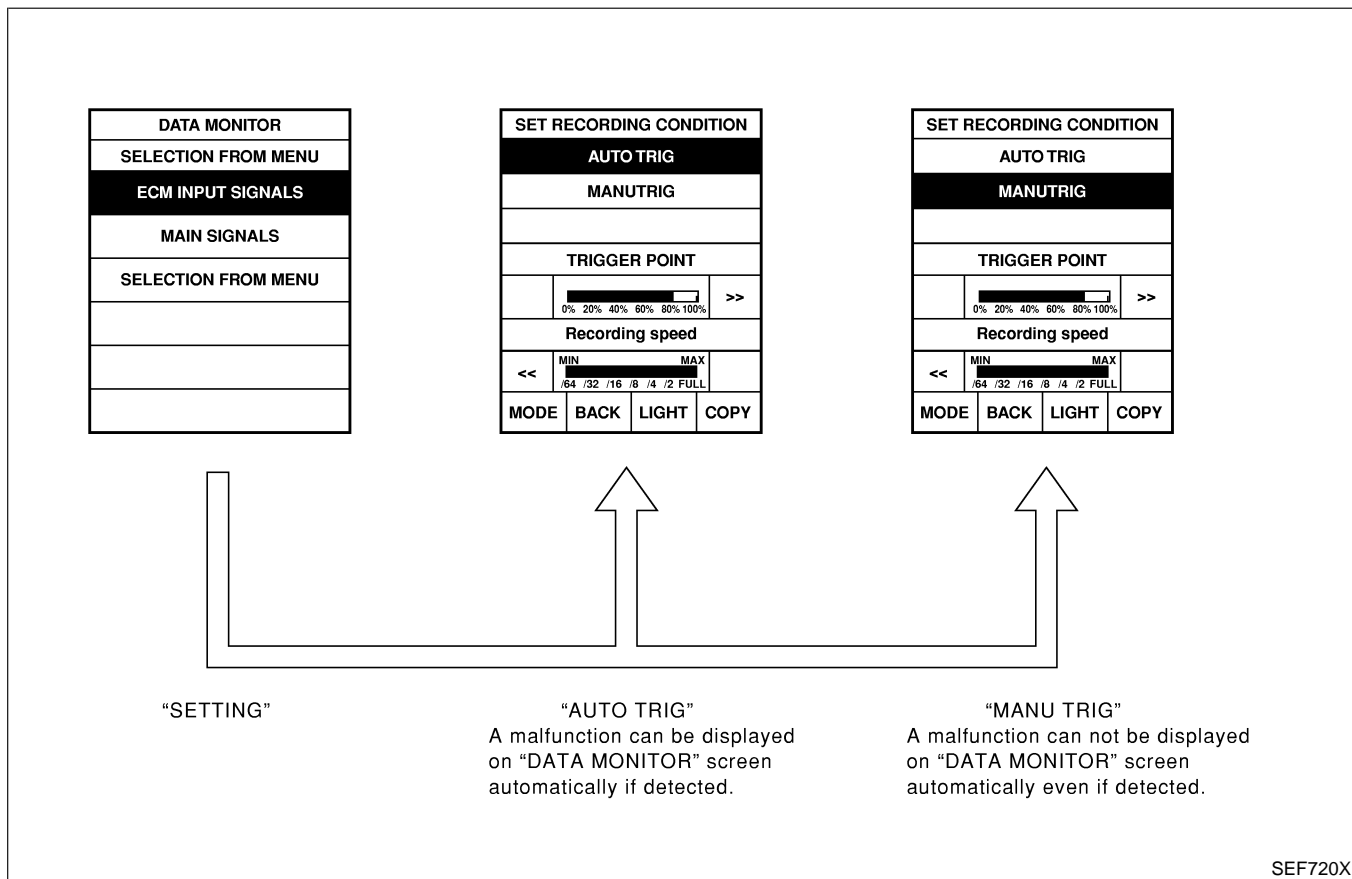
CONSULT-II (Cont'd)

automatically on CONSULT-II screen even though a malfunction is detected by ECM.

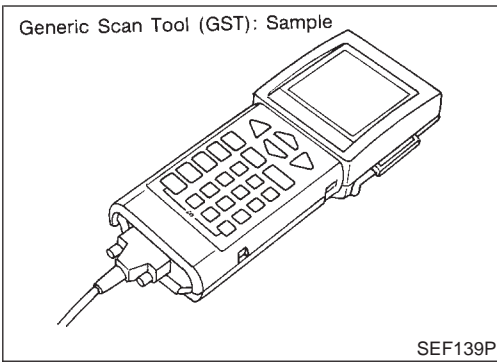
DATA MONITOR can be performed continuously even though a malfunction is detected.

Use these triggers as follows:

- 1) "AUTO TRIG"
 - While trying to detect the DTC/1st trip DTC by performing the "DTC Confirmation Procedure", be sure to select to "DATA MONITOR (AUTO TRIG)" mode. You can confirm the malfunction at the moment it is detected.
 - While narrowing down the possible causes, CONSULT-II should be set in "DATA MONITOR (AUTO TRIG)" mode, especially in case the incident is intermittent. When you are inspecting the circuit by gently shaking (or twisting) the suspicious connectors, components and harness in the "DTC Confirmation Procedure", the moment a malfunction is found the DTC/1st trip DTC will be displayed. (Refer to GI-26, "Incident Simulation Tests".)
- 2) "MANU TRIG"
 - If the malfunction is displayed as soon as "DATA MONITOR" is selected, reset CONSULT-II to "MANU TRIG". By selecting "MANU TRIG" you can monitor and store the data. The data can be utilized for further diagnosis, such as a comparison with the value for the normal operating condition.



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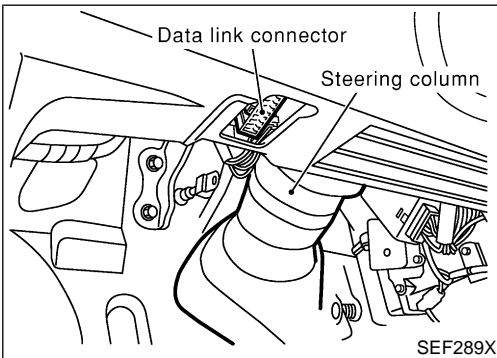


Generic Scan Tool (GST)

=NFEC0035

DESCRIPTION

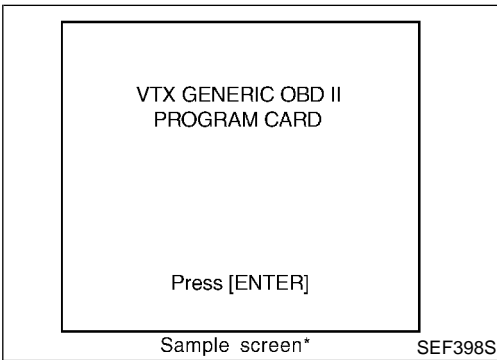
Generic Scan Tool (OBDII scan tool) complying with SAE J1978 has 8 different functions explained on the next page. ISO9141 is used as the protocol. The name "GST" or "Generic Scan Tool" is used in this service manual.



GST INSPECTION PROCEDURE

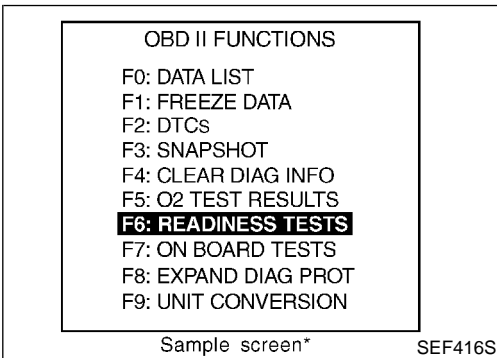
NFEC0035S02

1. Turn ignition switch OFF.
2. Connect "GST" to data link connector, which is located under LH dash panel near the fuse box cover.



3. Turn ignition switch ON.
4. Enter the program according to instruction on the screen or in the operation manual.

(*: Regarding GST screens in this section, sample screens are shown.)



5. Perform each diagnostic mode according to each service procedure.

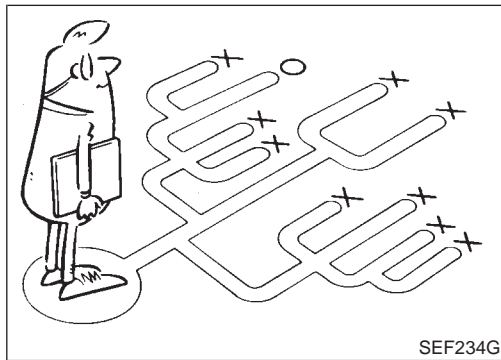
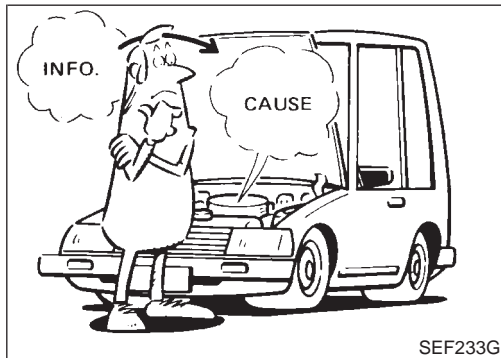
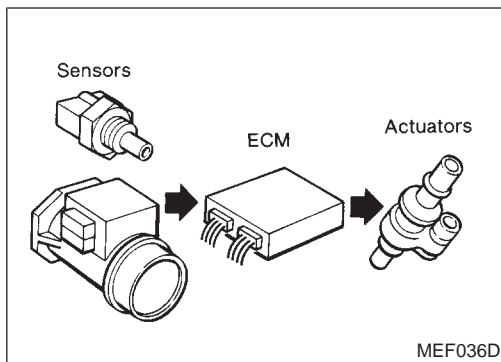
For further information, see the GST Operation Manual of the tool maker.

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ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

Generic Scan Tool (GST) (Cont'd)

FUNCTION		<small>NFEC0035S03</small>
Diagnostic test mode		Function
MODE 1	READINESS TESTS	This mode gains access to current emission-related data values, including analog inputs and outputs, digital inputs and outputs, and system status information.
MODE 2	(FREEZE DATA)	This mode gains access to emission-related data value which were stored by ECM during the freeze frame. [For details, refer to "Freeze Frame Data" (EC-100).]
MODE 3	DTCs	This mode gains access to emission-related power train trouble codes which were stored by ECM.
MODE 4	CLEAR DIAG INFO	This mode can clear all emission-related diagnostic information. This includes: <ul style="list-style-type: none"> ● Clear number of diagnostic trouble codes (MODE 1) ● Clear diagnostic trouble codes (MODE 3) ● Clear trouble code for freeze frame data (MODE 1) ● Clear freeze frame data (MODE 2) ● Reset status of system monitoring test (MODE 1) ● Clear on board monitoring test results (MODE 6 and 7)
MODE 6	(ON BOARD TESTS)	This mode accesses the results of on board diagnostic monitoring tests of specific components/systems that are not continuously monitored.
MODE 7	(ON BOARD TESTS)	This mode enables the off board test drive to obtain test results for emission-related powertrain components/systems that are continuously monitored during normal driving conditions.
MODE 8	—	This mode can close EVAP system in ignition switch "ON" position (Engine stopped). When this mode is performed, the following parts can be opened or closed. <ul style="list-style-type: none"> ● EVAP canister vent control valve open ● Vacuum cut valve bypass valve closed In the following conditions, this mode cannot function. <ul style="list-style-type: none"> ● Low ambient temperature ● Low battery voltage ● Engine running ● Ignition switch "OFF" ● Low fuel temperature ● Too much pressure is applied to EVAP system
MODE 9	(CALIBRATION ID)	This mode enables the off-board test device to request specific vehicle information such as Vehicle Identification Number (VIN) and Calibration IDs.



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

SEF907L

Introduction

NFEC0036

The engine has an ECM to control major systems such as fuel control, ignition control, idle air control system, etc. The ECM accepts input signals from sensors and instantly drives actuators. It is essential that both input and output signals are proper and stable. At the same time, it is important that there are no problems such as vacuum leaks, fouled spark plugs, or other problems with the engine.

It is much more difficult to diagnose a problem that occurs intermittently rather than continuously. Most intermittent problems are caused by poor electric connections or improper wiring. In this case, careful checking of suspected circuits may help prevent the replacement of good parts.

A visual check only may not find the cause of the problems. A road test with CONSULT-II (or GST) or a circuit tester connected should be performed. Follow the "Work Flow" on EC-113.

Before undertaking actual checks, take a few minutes to talk with a customer who approaches with a driveability complaint. The customer can supply good information about such problems, especially intermittent ones. Find out what symptoms are present and under what conditions they occur. A "Diagnostic Worksheet" like the example on next page should be used.

Start your diagnosis by looking for "conventional" problems first. This will help troubleshoot driveability problems on an electronically controlled engine vehicle.

DIAGNOSTIC WORKSHEET

NFEC0036S01

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

In general, each customer feels differently about a problem. 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.

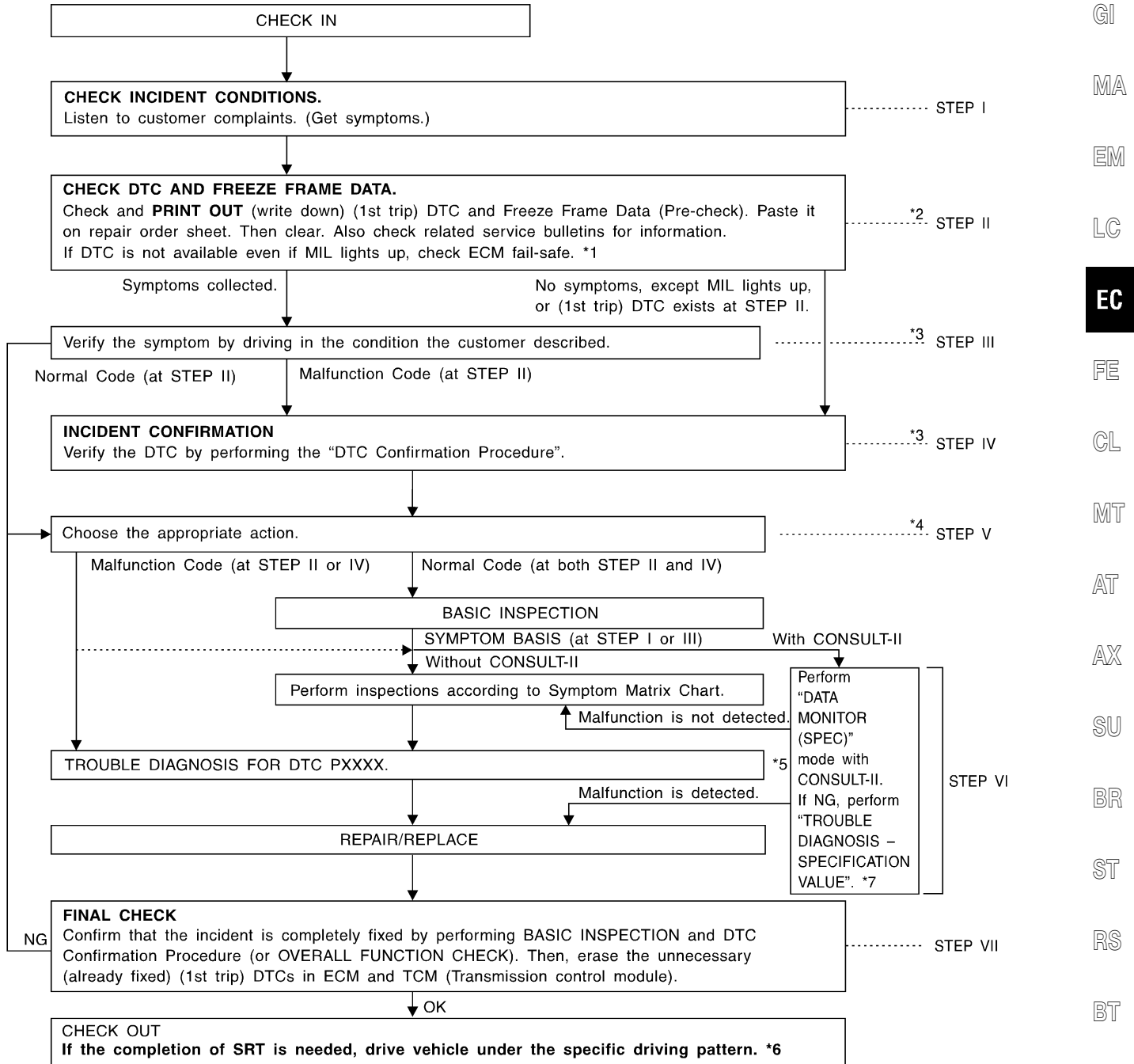
Some conditions may cause the MIL to come on steady or blink and DTC to be detected. Examples:

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

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Work Flow

NFEC0037



<p>*1 EC-131</p> <p>*2 If time data of "SELF-DIAG RESULTS" is other than "0" or "[1t]", perform "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.</p> <p>*3 If the incident cannot be verified, perform "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.</p>	<p>*4 If the on board diagnostic system cannot be performed, check main power supply and ground circuit. Refer to "TROUBLE DIAGNOSIS FOR POWER SUPPLY", EC-162.</p> <p>*5 If malfunctioning part cannot be</p>	<p>detected, perform "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.</p> <p>*6 EC-81</p> <p>*7 EC-157</p>
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TROUBLE DIAGNOSIS — INTRODUCTION

Work Flow (Cont'd)

DESCRIPTION FOR WORK FLOW

NFEC0037S01

STEP	DESCRIPTION
STEP I	Get detailed information about the conditions and the environment when the incident/symptom occurred using the "DIAGNOSTIC WORK SHEET", EC-112.
STEP II	Before confirming the concern, check and write down (print out using CONSULT-II or GST) the (1st trip) DTC and the (1st trip) freeze frame data, then erase the DTC and the data. (Refer to EC-87.) The (1st trip) DTC and the (1st trip) freeze frame data can be used when duplicating the incident at STEP III & IV. If the incident cannot be verified, perform "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161. Study the relationship between the cause, specified by (1st trip) DTC, and the symptom described by the customer. (The "Symptom Matrix Chart" will be useful. See EC-139.) Also check related service bulletins for information.
STEP III	Try to confirm the symptom and under what conditions the incident occurs. The "DIAGNOSTIC WORK SHEET" and the freeze frame data are useful to verify the incident. Connect CONSULT-II to the vehicle in DATA MONITOR (AUTO TRIG) mode and check real time diagnosis results. If the incident cannot be verified, perform "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161. If the malfunction code is detected, skip STEP IV and perform STEP V.
STEP IV	Try to detect the (1st trip) DTC by driving in (or performing) the "DTC Confirmation Procedure". Check and read the (1st trip) DTC and (1st trip) freeze frame data by using CONSULT-II or GST. During the (1st trip) DTC verification, be sure to connect CONSULT-II to the vehicle in DATA MONITOR (AUTO TRIG) mode and check real time diagnosis results. If the incident cannot be verified, perform "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161. In case the "DTC Confirmation Procedure" is not available, perform the "Overall Function Check" instead. The (1st trip) DTC cannot be displayed by this check, however, this simplified "check" is an effective alternative. The "NG" result of the "Overall Function Check" is the same as the (1st trip) DTC detection.
STEP V	Take the appropriate action based on the results of STEP I through IV. If the malfunction code is indicated, proceed to TROUBLE DIAGNOSIS FOR DTC PXXXX. If the normal code is indicated, proceed to the BASIC INSPECTION. (Refer to EC-115.) If CONSULT-II is available, perform "DATA MONITOR (SPEC)" mode with CONSULT-II and proceed to the "TROUBLE DIAGNOSIS — SPECIFICATION VALUE". (Refer to EC-157.) (If malfunction is detected, proceed to "REPAIR/REPLACE".) Then perform inspections according to the Symptom Matrix Chart. (Refer to EC-139.)
STEP VI	Identify where to begin diagnosis based on the relationship study between symptom and possible causes. Inspect the system for mechanical binding, loose connectors or wiring damage using (tracing) "Harness Layouts". Gently shake the related connectors, components or wiring harness with CONSULT-II set in "DATA MONITOR (AUTO TRIG)" mode. Check the voltage of the related ECM terminals or monitor the output data from the related sensors with CONSULT-II. Refer to EC-143, 149. The "Diagnostic Procedure" in EC section contains a description based on open circuit inspection. A short circuit inspection is also required for the circuit check in the Diagnostic Procedure. For details, refer to GI-28, "Circuit Inspection". Repair or replace the malfunction parts. If malfunctioning part cannot be detected, perform "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.
STEP VII	Once you have repaired the circuit or replaced a component, you need to run the engine in the same conditions and circumstances which resulted in the customer's initial complaint. Perform the "DTC Confirmation Procedure" and confirm the normal code [DTC No. P0000] is detected. If the incident is still detected in the final check, perform STEP VI by using a different method from the previous one. Before returning the vehicle to the customer, be sure to erase the unnecessary (already fixed) (1st trip) DTC in ECM and TCM (Transmission control module). (Refer to EC-87.)

Basic Inspection

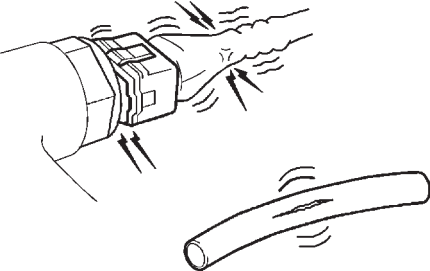
NFEC0652

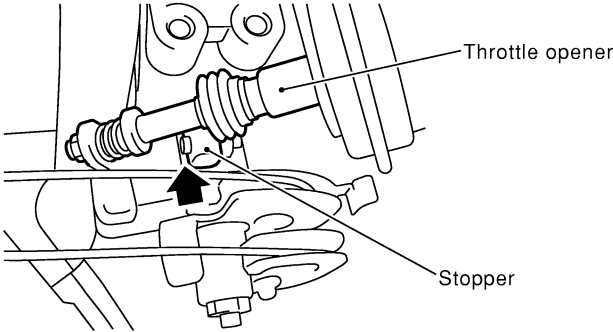
Precaution:

Perform Basic Inspection without electrical or mechanical loads 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.

On vehicles equipped with daytime light systems, set lighting switch to the 1st position to light only small lamps.

1	INSPECTION START	
<p>1. Check service records for any recent repairs that may indicate a related problem, or a current need for scheduled maintenance.</p> <p>2. Open engine hood and check the following:</p> <ul style="list-style-type: none"> ● Harness connectors for improper connections ● Vacuum hoses for splits, kinks and improper connections ● Wiring for improper connections, pinches and cuts ● Air cleaner clogging ● Hoses and ducts for leaks 		
		
SEF983U		
▶		GO TO 2.

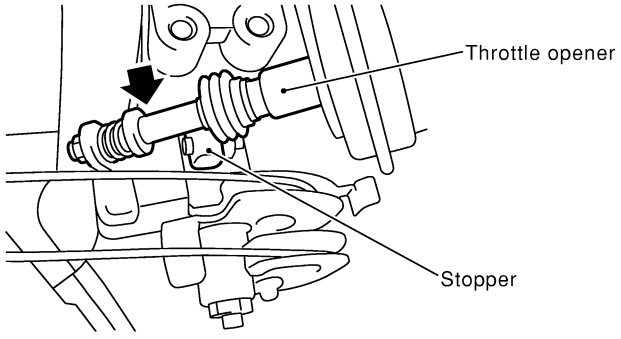
2	CHECK THROTTLE OPENER OPERATION-I	
<p>Confirm that there is a clearance between throttle drum and stopper.</p>		
		
OK or NG		
OK ▶		GO TO 4.
NG ▶		GO TO 3.

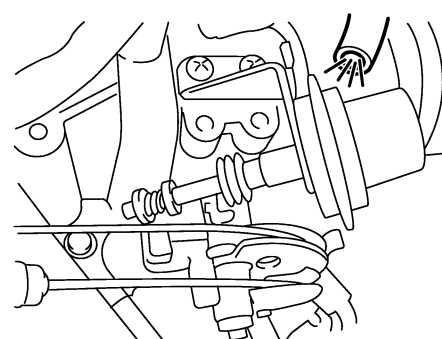
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TROUBLE DIAGNOSIS — BASIC INSPECTION

Basic Inspection (Cont'd)

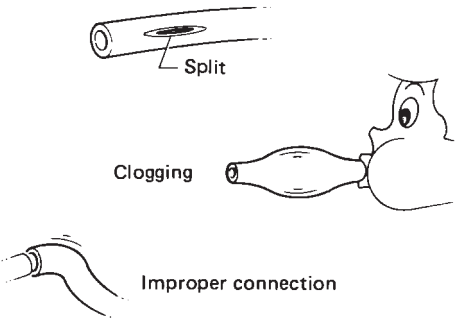
3	CHECK THROTTLE OPENER FIXING BOLTS	
Check throttle opener fixing bolts for loosening.		
OK or NG		
OK	▶	1. Repair or replace throttle body assembly. 2. GO TO 2.
NG	▶	1. Retighten the fixing bolts. 2. GO TO 2.

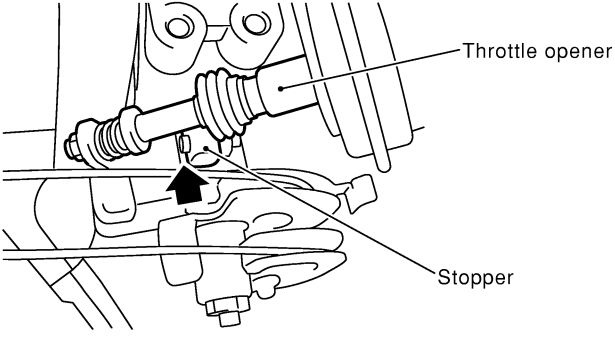
4	CHECK THROTTLE OPENER OPERATION-II	
<ol style="list-style-type: none"> 1. Start engine and let it idle. 2. Confirm that throttle opener rod moves backward and there is a clearance between throttle drum and throttle opener rod. 		
		
SEF721X		
OK or NG		
OK	▶	GO TO 7.
NG	▶	GO TO 5.

5	CHECK VACUUM SOURCE FOR THROTTLE OPENER	
<ol style="list-style-type: none"> 1. Disconnect vacuum hose connected to throttle opener. 2. Check vacuum existence with engine running. 		
		
Vacuum should exist.		
SEF710X		
OK or NG		
OK	▶	1. Repair or replace throttle body assembly. 2. GO TO 4.
NG	▶	GO TO 6.

TROUBLE DIAGNOSIS — BASIC INSPECTION

Basic Inspection (Cont'd)

6	CHECK VACUUM HOSE	
<p>1. Stop engine. 2. Remove the vacuum hose. 3. Check the vacuum hose for splits, kinks and clogging.</p> <div style="text-align: center;">  <p style="margin-left: 100px;">Split</p> <p style="margin-left: 100px;">Clogging</p> <p style="margin-left: 100px;">Improper connection</p> </div> <p style="text-align: right;">SEF109L</p>		
OK or NG		
OK	▶	1. Clean vacuum port by blowing air. 2. GO TO 4.
NG	▶	1. Replace vacuum hose. 2. GO TO 4.

7	CHECK THROTTLE DRUM OPERATION	
<p>Confirm that throttle drum moves to contact the stopper.</p> <div style="text-align: center;">  <p style="margin-left: 150px;">Throttle opener</p> <p style="margin-left: 150px;">Stopper</p> </div> <p style="text-align: right;">SEF622X</p>		
OK or NG		
OK	▶	GO TO 10.
NG	▶	GO TO 8.

8	CHECK ACCELERATOR WIRE INSTALLATION	
<p>1. Stop engine. 2. Check accelerator wire for slack.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 9.
NG	▶	1. Adjust accelerator wire. Refer to FE-3, "Adjusting Accelerator Wire". 2. GO TO 7.

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TROUBLE DIAGNOSIS — BASIC INSPECTION

Basic Inspection (Cont'd)

9	CHECK THROTTLE VALVE OPERATION	
1. Remove intake air ducts. 2. Check throttle valve operation when moving throttle drum by hand.		
OK or NG		
OK	▶	1. Retighten the throttle drum fixing nuts. 2. GO TO 7.
NG	▶	1. Clean the throttle body and throttle valve. 2. GO TO 7.

10	CHECK THROTTLE POSITION SWITCH CLOSED POSITION-I	
<p>NOTE: Always check ignition timing before performing the following.</p> <ol style="list-style-type: none"> 1. Warm up engine to normal operating temperature. 2. Stop engine. 3. Remove the vacuum hose connected to the throttle opener. 4. Connect suitable vacuum hose to vacuum pump as shown below. 		
SEF793WA		
5. Apply vacuum [more than -40.0 kPa (-300 mmHg, -11.81 inHg)] until the throttle drum is free from the throttle opener rod.		
Models with CONSULT-II	▶	GO TO 11.
Models without CON-SULT-II	▶	GO TO 15.

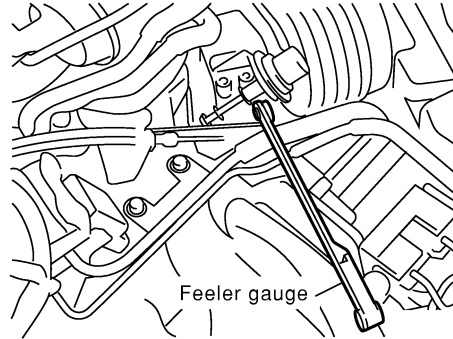
TROUBLE DIAGNOSIS — BASIC INSPECTION

Basic Inspection (Cont'd)

11 CHECK THROTTLE POSITION SWITCH CLOSED POSITION-II

Ⓟ With CONSULT-II

1. Turn ignition switch "ON".
2. Select "CLSD THL/P SW" in "DATA MONITOR" mode with CONSULT-II.
3. Read "CLSD THL/P SW" signal under the following conditions.
 - Insert a 0.05 mm (0.0020 in) and 0.15 mm (0.0059 in) feeler gauge alternately between stopper and throttle drum as shown in the figure and check the signal.



SEF576X

DATA MONITOR	
MONITOR	NO DTC
CLSD THL/P SW	ON

SEF173Y

"CLSD THL/P SW" signal should remain "ON" while inserting 0.05 mm (0.0020 in) feeler gauge.
 "CLSD THL/P SW" signal should remain "OFF" while inserting 0.15 mm (0.0059 in) feeler gauge.

OK or NG

OK	▶	GO TO 14.
NG	▶	GO TO 12.

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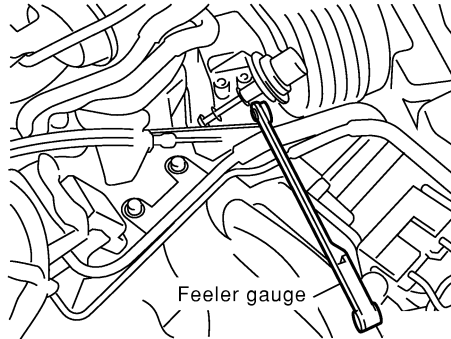
TROUBLE DIAGNOSIS — BASIC INSPECTION

Basic Inspection (Cont'd)

12 ADJUSTMENT THROTTLE POSITION SWITCH CLOSED POSITION-I

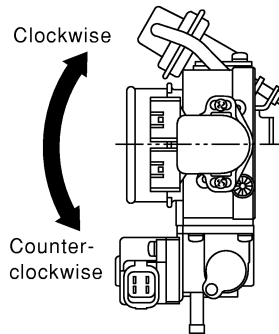
④ With CONSULT-II

1. Loosen throttle position sensor fixing bolts.
2. Confirm that proper vacuum is applied. Refer to test No. 10. During adjustment, vacuum should be applied.
3. Insert 0.05 mm (0.0020 in) feeler gauge between stopper and throttle drum as shown in the figure.



SEF576X

4. Turn throttle position sensor body counterclockwise until "CLSD THL/P SW" signal switches to "OFF".



SEF670X

DATA MONITOR	
MONITOR	NO DTC
CLSD THL/P SW	OFF

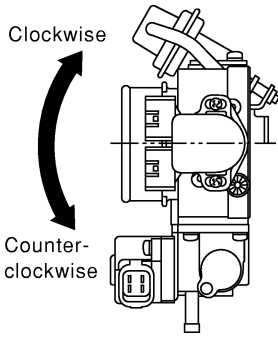
SEF305Y



GO TO 13.

TROUBLE DIAGNOSIS — BASIC INSPECTION

Basic Inspection (Cont'd)

13	ADJUSTMENT THROTTLE POSITION SWITCH CLOSED POSITION-II	
<p>Ⓟ With CONSULT-II</p> <p>1. Temporarily tighten sensor body fixing bolts as follows.</p> <ul style="list-style-type: none"> ● Gradually move the sensor body clockwise and stop it when "CLSD THL/P SW" signal switches from "OFF" to "ON", then temporarily tighten sensor body fixing bolts. 		
		
SEF670X		
<p>2. Make sure two or three times that the signal is "ON" when the throttle valve is closed and "OFF" when it is opened.</p> <p>3. Remove 0.05 mm (0.0020 in) feeler gauge then insert 0.15 mm (0.0059 in) feeler gauge.</p> <p>4. Make sure two or three times that the signal remains "OFF" when the throttle valve is closed.</p> <p>5. Tighten throttle position sensor.</p> <p>6. Check the "CLSD THL/P SW" signal again.</p> <p>The signal remains "OFF" while closing throttle valve.</p>		
OK or NG		
OK	▶	GO TO 14.
NG	▶	GO TO 12.

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TROUBLE DIAGNOSIS — BASIC INSPECTION

Basic Inspection (Cont'd)

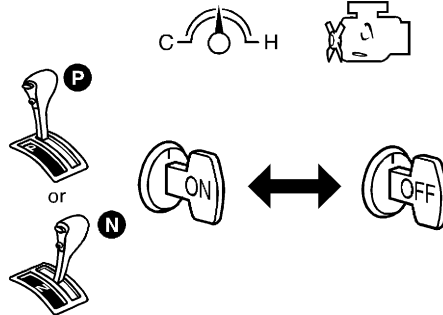
14 RESET THROTTLE POSITION SENSOR IDLE POSITION MEMORY

With CONSULT-II

NOTE:

Always warm up engine to normal operating temperature. If engine is cool, the throttle position sensor idle position memory will not be reset correctly.

1. Confirm that proper vacuum is applied. Refer to Test No. 10.
2. Attach blind cap to vacuum port from which vacuum hose to throttle opener was disconnected.
3. Start engine.
4. Warm up engine to normal operating temperature.
5. Select "CLSD THL POS" in "DATA MONITOR" mode.
6. Stop engine. (Turn ignition switch "OFF".)
7. Turn ignition switch "ON" and wait at least 5 seconds.



8. Turn ignition switch "OFF" and wait at least 10 seconds.
9. Repeat steps 7 and 8 until "CLSD THL POS" signal changes to "ON".

DATA MONITOR	
MONITOR	NO DTC
CLSD THL POS	ON

SEF864V

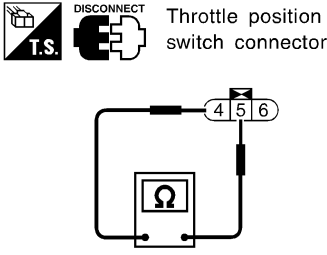
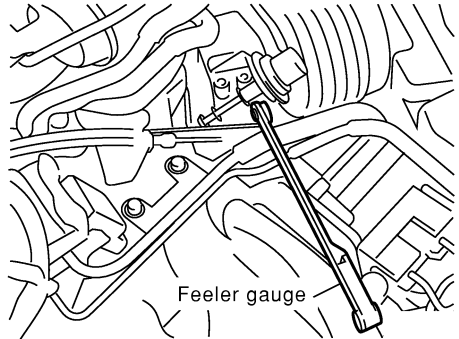
SEF061Y



GO TO 19.

TROUBLE DIAGNOSIS — BASIC INSPECTION

Basic Inspection (Cont'd)

15	CHECK THROTTLE POSITION SWITCH CLOSED POSITION-II	
<p>1. Disconnect closed throttle position switch harness connector.</p> <p>2. Check continuity between closed throttle position switch terminals 4 and 5 under the following conditions.</p>		
 <p style="text-align: center;">DISCONNECT Throttle position switch connector</p>		
<p>● Insert the 0.05 mm (0.0020 in) and 0.15 mm (0.0059 in) feeler gauge alternately between the stopper and throttle drum as shown in the figure.</p>		
 <p style="text-align: center;">Feeler gauge</p>		
<p style="text-align: right;">SEF711X</p> <p>“Continuity should exist” while inserting 0.05 mm (0.0020 in) feeler gauge. “Continuity should not exist” while inserting 0.15 mm (0.0059 in) feeler gauge.</p> <p style="text-align: right;">SEF576X</p>		
OK or NG		
OK	▶	GO TO 18.
NG	▶	GO TO 16.

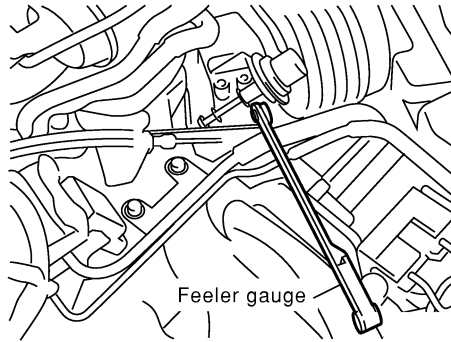
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TROUBLE DIAGNOSIS — BASIC INSPECTION

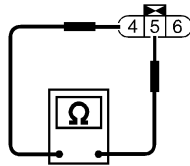
Basic Inspection (Cont'd)

16 | ADJUSTMENT THROTTLE POSITION SWITCH CLOSED POSITION-I

1. Loosen throttle position sensor fixing bolts.
2. Confirm that proper vacuum is applied. Refer to Test No. 10. During adjustment, vacuum should be applied.
3. Insert 0.05 mm (0.0020 in) feeler gauge between stopper and throttle drum as shown in the figure.

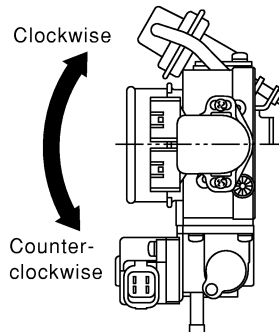


SEF576X



SEF711X

4. Turn throttle position sensor body counterclockwise until continuity does not exist.



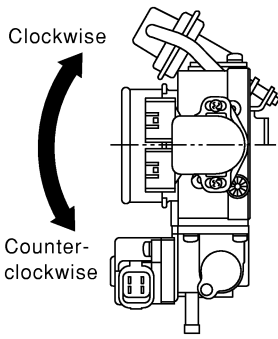
SEF670X

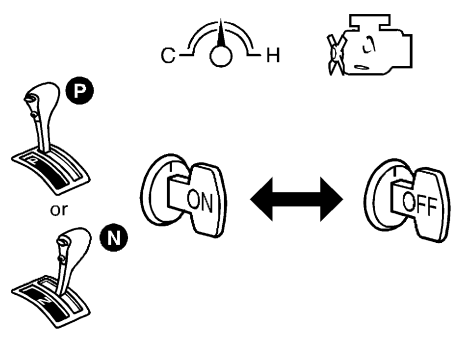


GO TO 17.

TROUBLE DIAGNOSIS — BASIC INSPECTION

Basic Inspection (Cont'd)

17	ADJUSTMENT THROTTLE POSITION SWITCH CLOSED POSITION-II
<p>1. Temporarily tighten sensor body fixing bolts as follows.</p> <ul style="list-style-type: none"> ● Gradually move the sensor body clockwise and stop it when the continuity comes to exist, then temporarily tighten sensor body fixing bolts. 	
	
SEF670X	
<p>2. Make sure two or three times that the continuity exists when the throttle valve is closed and continuity does not exist when it is opened.</p> <p>3. Remove 0.05 mm (0.0020 in) feeler gauge then insert 0.15 mm (0.0059 in) feeler gauge.</p> <p>4. Make sure two or three times that the continuity does not exist when the throttle valve is closed.</p> <p>5. Tighten throttle position sensor.</p> <p>6. Check the continuity again.</p> <p style="color: blue; text-align: center;">Continuity does not exist while closing the throttle valve.</p> <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 18.
NG	▶ GO TO 16.

18	RESET THROTTLE POSITION SENSOR IDLE POSITION MEMORY
<p>NOTE: Always warm up engine to normal operating temperature. If engine is cool, the throttle position sensor idle position memory will not be reset correctly.</p>	
<ol style="list-style-type: none"> 1. Confirm that proper vacuum is applied. Refer to Test No. 10. 2. Attach blind cap to vacuum port from which vacuum hose to throttle opener was disconnected. 3. Start engine. 4. Warm up engine to normal operating temperature. 5. Stop engine. (Turn ignition switch "OFF".) 6. Turn ignition switch "ON" and wait at least 5 seconds. 	
	
SEF864V	
<ol style="list-style-type: none"> 7. Turn ignition switch "OFF" and wait at least 10 seconds. 8. Repeat steps 6 and 7, 20 times. 	
▶	GO TO 19.



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TROUBLE DIAGNOSIS — BASIC INSPECTION

Basic Inspection (Cont'd)

19	CHECK (1ST TRIP) DTC	
<ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Release vacuum from throttle opener. 3. Remove vacuum pump and vacuum hose from throttle opener. 4. Reinstall original vacuum hose to throttle opener securely. 5. Start engine and warm it up to normal operating temperature. 6. Rev (2,000 to 3,000 rpm) two or three times. 7. Make sure no (1st trip) DTC is displayed with CONSULT-II or GST. 		
OK or NG		
OK	▶	GO TO 21.
NG	▶	GO TO 20.

20	REPAIR MALFUNCTION	
Repair or replace components as necessary according to corresponding "Diagnostic Procedure".		
▶ GO TO 19.		

21	CHECK TARGET IDLE SPEED	
<p> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Select "ENG SPEED" in "DATA MONITOR" mode with CONSULT-II. 3. Check idle speed. M/T: 625±50 rpm A/T: 700±50 rpm (in "P" or "N" position) 		
<p> Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Check idle speed. M/T: 625±50 rpm A/T: 700±50 rpm (in "P" or "N" position) 		
OK or NG		
OK	▶	GO TO 30.
NG	▶	GO TO 22.

22	PERFORM IDLE AIR VOLUME LEARNING	
<p>Refer to "Idle Air Volume Learning", EC-72. Which is the result CMPLT or INCMP?</p>		
CMPLT or INCMP		
CMPLT	▶	GO TO 23.
INCMP	▶	<ol style="list-style-type: none"> 1. Follow the construction of "Idle Air Volume Learning". 2. GO TO 22.

TROUBLE DIAGNOSIS — BASIC INSPECTION

Basic Inspection (Cont'd)

23	CHECK TARGET IDLE SPEED AGAIN	
<p>Ⓟ With CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Select "ENG SPEED" in "DATA MONITOR" mode with CONSULT-II. 3. Check idle speed. <p style="margin-left: 20px;">M/T: 625±50 rpm A/T: 700±50 rpm (in "P" or "N" position)</p>		
<p>ⓧ Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Check idle speed. <p style="margin-left: 20px;">M/T: 625±50 rpm A/T: 700±50 rpm (in "P" or "N" position)</p> <p style="text-align: center;">OK or NG</p>		
OK		▶ GO TO 28.
NG		▶ GO TO 24.

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24	REPLACE IACV-AAC VALVE	
Replace IACV-AAC valve.		
		▶ GO TO 25.

FE
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25	PERFORM IDLE AIR VOLUME LEARNING	
<p>Refer to "Idle Air Volume Learning", EC-72. Which is the result CMPLT or INCMP?</p> <p style="text-align: center;">CMPLT or INCMP</p>		
CMPLT		▶ GO TO 26.
INCMP		▶ 1. Follow the construction of "Idle Air Volume Learning". 2. GO TO 22.

AT
AX
SU

26	CHECK TARGET IDLE SPEED AGAIN	
<p>Ⓟ With CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Select "ENG SPEED" in "DATA MONITOR" mode with CONSULT-II. 3. Check idle speed. <p style="margin-left: 20px;">M/T: 625±50 rpm A/T: 700±50 rpm (in "P" or "N" position)</p>		
<p>ⓧ Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Check idle speed. <p style="margin-left: 20px;">M/T: 625±50 rpm A/T: 700±50 rpm (in "P" or "N" position)</p> <p style="text-align: center;">OK or NG</p>		
OK		▶ GO TO 28.
NG		▶ GO TO 27.

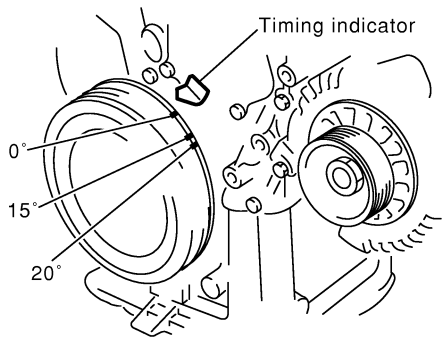
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27	CHECK ECM FUNCTION	
<ol style="list-style-type: none"> 1. Substitute another known-good ECM to check ECM function. (ECM may be the cause of a problem, but this is rarely the case.) 2. Perform initialization of NVIS (NATS) system and registration of NVIS (NATS) ignition key IDs. Refer to "NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM — NATS)", EC-157. 		
		▶ GO TO 22.

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IDX

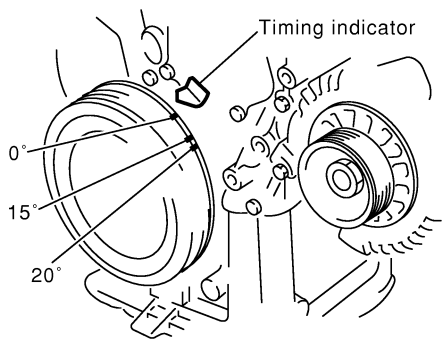
TROUBLE DIAGNOSIS — BASIC INSPECTION

Basic Inspection (Cont'd)

28	CHECK IGNITION TIMING
<p>1. Start engine and warm it up to normal operating temperature. 2. Check ignition timing at idle using a timing light.</p>	
	
<p>Ignition timing: M/T 15°±5° BTDC A/T 15°±5° BTDC (in "P" or "N" position)</p>	
OK or NG	
OK	▶ GO TO 36.
NG	▶ GO TO 29.

SEF572X

29	CHECK TIMING CHAIN INSTALLATION
<p>Check timing chain installation. Refer to EM-31, "Installation".</p>	
OK or NG	
OK	▶ GO TO 27.
NG	▶ 1. Repair the timing chain installation. 2. GO TO 22.

30	CHECK IGNITION TIMING
<p>1. Start engine and let it idle. 2. Check ignition timing at idle using a timing light.</p>	
	
<p>Ignition timing: M/T 15°±5° BTDC A/T 15°±5° BTDC (in "P" or "N" position)</p>	
OK or NG	
OK	▶ GO TO 36.
NG	▶ GO TO 31.

SEF572X

TROUBLE DIAGNOSIS — BASIC INSPECTION

Basic Inspection (Cont'd)

31	PERFORM IDLE AIR VOLUME LEARNING	
Refer to "Idle Air Volume Learning", EC-72. Which is the result CMPLT or INCMP?		
CMPLT or INCMP		
CMPLT	▶	GO TO 32.
INCMP	▶	1. Follow the construction of "Idle Air volume Learning". 2. GO TO 31.

GI
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EM

32	CHECK TARGET IDLE SPEED AGAIN	
<input type="checkbox"/> With CONSULT-II 1. Start engine and warm it up to normal operating temperature. 2. Select "ENG SPEED" in "DATA MONITOR" mode with CONSULT-II. 3. Check idle speed. M/T: 625±50 rpm A/T: 700±50 rpm (in "P" or "N" position)		
<input checked="" type="checkbox"/> Without CONSULT-II 1. Start engine and warm it up to normal operating temperature. 2. Check idle speed. M/T: 625±50 rpm A/T: 700±50 rpm (in "P" or "N" position)		
OK or NG		
OK	▶	GO TO 34.
NG	▶	GO TO 33.

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33	CHECK ECM FUNCTION	
1. Substitute another known-good ECM to check ECM function. (ECM may be the cause of a problem, but this is rarely the case.) 2. Perform initialization of NVIS (NATS) system and registration of NVIS (NATS) ignition key IDs. Refer to "NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM — NATS)", EC-157.		
	▶	GO TO 31.

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BR

34	CHECK IGNITION TIMING AGAIN	
Check ignition timing again. Refer to Test No. 30.		
OK or NG		
OK	▶	GO TO 36.
NG	▶	GO TO 35.

ST
RS
BT

35	CHECK TIMING CHAIN INSTALLATION	
Check timing chain installation. Refer to EM-31, "Installation".		
OK or NG		
OK	▶	GO TO 33.
NG	▶	1. Repair the timing chain installation. 2. GO TO 31.

HA
SC
EL

36	ERASE UNNECESSARY DTC	
After this inspection, unnecessary DTC No. might be displayed. Erase the stored memory in ECM and TCM (Transmission control module). Refer to "How to Erase Emission-Related Diagnostic Information", EC-87 and AT-38, "HOW TO ERASE DTC".		
	▶	INSPECTION END

IDX

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

DTC Inspection Priority Chart

DTC Inspection Priority Chart

NFEC0039

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

Priority	Detected items (DTC)
1	<ul style="list-style-type: none"> ● P0100 Mass air flow sensor ● P0110 Intake air temperature sensor ● P0115 P0125 Engine coolant temperature sensor ● P0120 Throttle position sensor ● P0180 Fuel tank temperature sensor ● P0325 Knock sensor ● P0335 P1336 Crankshaft position sensor (POS) ● P0340 Camshaft position sensor (PHASE) ● P0403 EGR volume control valve ● P0460 P0461 P0464 P1464 Fuel level sensor ● P0500 Vehicle speed sensor ● P0605 ECM ● P1126 Thermostat function ● P1320 Ignition signal ● P1335 Crankshaft position sensor (REF) ● P1605 A/T diagnosis communication line ● P1706 Park/Neutral position (PNP) switch
2	<ul style="list-style-type: none"> ● P0105 Absolute pressure sensor ● P0130-P0134, P0150-P0154 Front heated oxygen sensor ● P0135 P0155 Front heated oxygen sensor heater ● P0137-P0140, P0157-P0160 Rear heated oxygen sensor ● P0141 P0161 Rear heated oxygen sensor heater ● P0217 Coolant overtemperature enrichment protection ● P0443 P1444 EVAP canister purge volume control solenoid valve ● P0446 P1446 P1448 EVAP canister vent control valve ● P0450 EVAP control system pressure sensor ● P0510 Closed throttle position switch ● P0705-P0755 P1705 P1760 A/T related sensors, solenoid valves and switches ● P1165 Swirl control valve control vacuum check switch ● P1401 EGR temperature sensor ● P1447 EVAP control system purge flow monitoring ● P1490 P1491 Vacuum cut valve bypass valve
3	<ul style="list-style-type: none"> ● P0171 P0172 P0174 P0175 Fuel injection system function ● P0306 - P0300 Misfire ● P0400 P1402 EGR function ● P0420 P0430 Three way catalyst function ● P0440 P1440 EVAP control system (SMALL LEAK) ● P0455 EVAP control system (GROSS LEAK) ● P0505 IACV-AAC valve ● P0600 A/T communication line ● P0731-P0734 P0744 A/T function ● P1130 Swirl control valve control solenoid valve ● P1148 P1168 Closed loop control

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

Fail-safe Chart

Fail-safe Chart

=NFEC0040

The ECM enters fail-safe mode, if any of the following malfunctions is detected due to the open or short circuit. When the ECM enters the fail-safe mode, the MIL illuminates.

DTC No.	Detected items	Engine operating condition in fail-safe mode		
P0100	Mass air flow sensor circuit	Engine speed will not rise more than 2,400 rpm due to the fuel cut.	GI MA	
P0115	Engine coolant temperature sensor circuit	Engine coolant temperature will be determined by ECM based on the time after turning ignition switch "ON" or "START". CONSULT-II displays the engine coolant temperature decided by ECM.	EM	
		Condition	Engine coolant temperature decided (CONSULT-II display)	LC
		Just as ignition switch is turned ON or Start	40°C (104°F)	EC
		More than approx. 4 minutes after ignition ON or Start	80°C (176°F)	FE
		Except as shown above	40 - 80°C (104 - 176°F) (Depends on the time)	CL
P0120	Throttle position sensor circuit	Throttle position will be determined based on the injected fuel amount and the engine speed. Therefore, acceleration will be poor.	MT	
		Condition	Driving condition	AT
		When engine is idling	Normal	AX
		When accelerating	Poor acceleration	SU
P0403	EGR volume control valve circuit	Engine speed will not rise more than 2,800 rpm due to the fuel cut.	BR	
P1335	Crankshaft position sensor (REF) circuit	Compression TDC signal (120° signal) is controlled by camshaft position sensor (PHASE) signal and crankshaft position sensor (POS) signal. Ignition timing will be delayed 0° to 2°.	ST	
Unable to access ECM	ECM	<p>ECM fail-safe activating condition The computing function of the ECM was judged to be malfunctioning. When the fail-safe system activates (i.e., if the ECM detects a malfunction condition in the CPU of ECM), the MIL on the instrument panel lights to warn the driver. However it is not possible to access ECM and DTC cannot be confirmed.</p> <p>Engine control with fail-safe When ECM fail-safe is operating, fuel injection, ignition timing, fuel pump operation, IACV-AAC valve operation and cooling fan operation are controlled under certain limitations.</p>	RS	
		ECM fail-safe operation	BT	
		Engine speed	Engine speed will not rise more than 3,000 rpm	HA
		Fuel injection	Simultaneous multiport fuel injection system	SC
		Ignition timing	Ignition timing is fixed at the preset valve	EL
		Fuel pump	Fuel pump relay is "ON" when engine is running and "OFF" when engine stalls	IDX
		IACV-AAC valve	Full open	
		Cooling fans	Cooling fan relay "ON" (High speed condition) when engine is running, and "OFF" when engine stalls.	
		Replace ECM, if ECM fail-safe condition is confirmed.		

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

Symptom Diagnosis Procedure

Symptom Diagnosis Procedure

NFEC0425

AA - HARD/NO START/RESTART

NFEC0425S01

Description

NFEC0425S0101

This describes the operations necessary to diagnose a Hard/No Start/Restart symptom. This will involve checking the Fuel, Air, Ignition, ECM, Power circuit, Ground circuit, Starting circuit, and other systems. Refer to "Symptom Matrix Chart", for details.

NOTE:

NATS (Nissan Anti-Theft System) can cause a no/hard start incident. If the security indicator lamp is illuminated when the ignition switch is in the ON position, a NATS malfunction is indicated.

Diagnostic Repair Procedure

NFEC0425S0102

Check the following:

1. Battery, Starter and Alternator
2. Main power supply and ground circuits
3. Fuel quality
4. Fuel Pump and Fuel Pressure Regulator operation: Gauge should read 34 psi at idle and 43 psi when fuel pressure regulator vacuum hose is disconnected and plugged.

For inoperative Fuel Pump refer to FUEL PUMP CONTROL

5. Engine compression: Spec = 142 - 185 psi at 300 rpm
6. Fuel Injections: INJECTOR NON-DETECTABLE
7. Ignition signal: P1320 - IGNITION SIGNAL
8. Base Idle speed, ignition timing and throttle position sensor adjustment: BASIC INSPECTION AND ADJUSTMENT
9. IACV-AAC Valve operation: Use CONSULT-II, ENGINE - ACTIVE TEST - IACV-AAC/V OPENING
10. EGR: Confirm it is not stuck or sticking open

Use CONSULT-II to check the operation of the following items:

11. START SIGNAL input to the ECM
12. P0100 - MASS AIR FLOW SENSOR
13. P0125 - ENGINE COOLANT TEMPERATURE SENSOR
14. P0335 - CRANKSHAFT POSITION SENSOR (POS)
15. P1335 - CRANKSHAFT POSITION SENSOR (REF)
16. P0340 - CAMSHAFT POSITION SENSOR

Other items to be checked as possible malfunction cause

17. PCV system
18. EVAP system
19. IACV-FICD
20. A/C circuit
21. Oil level and condition
22. Intake air leaks
23. Air Filter
24. Engine mechanical components
25. ABS/TCS Control Unit
26. ECM

AB - ENGINE STALL

NFEC0425S02

Description

NFEC0425S0201

This describes the operations necessary to diagnose an Engine Stall symptom. This will involve checking the Fuel, Air, Ignition, EGR, ECM and other systems. Refer to "Symptom Matrix Chart" for details.

Diagnostic Repair Procedure

NFEC0425S0202

Check the following:

1. Battery and Alternator
2. Main power supply and ground circuits

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

Symptom Diagnosis Procedure (Cont'd)

3. Fuel quality
4. Fuel Pump and Fuel Pressure Regulator operation: Gauge should read 34 psi at idle and 43 psi when fuel pressure regulator vacuum hose is disconnected and plugged. GI
- For inoperative Fuel Pump refer to FUEL PUMP CONTROL
5. Fuel Injectors: INJECTOR NON-DETECTABLE MA
6. Base Idle speed, ignition timing and throttle position sensor adjustment: BASIC INSPECTION AND ADJUSTMENT
7. Target idle speed: Spec = 625±50 rpm (A/T)/700±50 rpm (M/T) EM
8. IACV-AAC Valve operation: Use CONSULT-II, ENGINE - ACTIVE TEST - IACV-AAC/V OPENING
9. Ignition signal: P1320 - IGNITION SIGNAL LC
10. EGR: Confirm it is not stuck or sticking open
- Use CONSULT-II to check the operation of the following items:
11. P0100 - MASS AIR FLOW SENSOR EC
12. P0131 - FRONT HEATED OXYGEN SENSOR
13. P0125 - ENGINE COOLANT TEMPERATURE SENSOR FE
14. P0120 - THROTTLE POSITION SENSOR
15. P0335 - CRANKSHAFT POSITION SENSOR (POS)
16. P1335 - CRANKSHAFT POSITION SENSOR (REF) CL
17. P0500 - VEHICLE SPEED SENSOR
18. Power Steering Oil Pressure Switch MT
- Other items to be checked as possible malfunction cause
19. PCV system
20. EVAP system AT
21. IACV-FICD
22. A/C circuit AX
23. Oil level and condition
24. Intake air leaks
25. Air Filter SU
26. Engine mechanical components
27. ABS/TCS Control Unit BR
28. ECM

AC - HESITATION/SURGING/FLAT SPOT

Description

NFEC0425S03

This describes the operations necessary to diagnose a Hesitation/Surging/Flat Spot symptom. This will involve checking the Fuel, Air, Ignition, EGR, ECM and other systems. Refer to "Symptom Matrix Chart" for details. ST

NFEC0425S0301

RS

Diagnostic Repair Procedure

NFEC0425S0302

Check the followig:

1. Battery and Alternator BT
2. Main power supply and ground circuits HA
3. Fuel quality
4. Base Idle speed, ignition timing and throttle position sensor adjustment: BASIC INSPECTION AND ADJUSTMENT SC
5. Target idle speed: Spec = 625±50 rpm (A/T)/700±50 rpm (M/T)
6. IACV-AAC Valve operation: Use CONSULT-II, ENGINE - ACTIVE TEST - IACV-AAC/V OPENING EL
7. EGR: Confirm it is not stuck or sticking open or operating when conditions call for no EGR. P1402 EGR SYSTEM IDX
8. Fuel Pump and Fuel Pressure Regulator operation: Gauge should read 34 psi at idle and 43 psi when fuel pressure regulator vacuum hose is disconnected and plugged.

For inoperative Fuel Pump refer to FUEL PUMP CONTROL

9. Fuel Injectors: INJECTOR NON-DETECTABLE
10. Ignition signal: P1320 - IGNITION SIGNAL

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

Symptom Diagnosis Procedure (Cont'd)

11. Knock Sensor circuit: P0325 - KNOCK SENSOR

Use CONSULT-II to check the operation of the following items:

12. P0100 - MASS AIR FLOW SENSOR
13. P0131 - FRONT HEATED OXYGEN SENSOR
14. P0125 - ENGINE COOLANT TEMPERATURE SENSOR
15. P0120 - THROTTLE POSITION SENSOR
16. P0500 - VEHICLE SPEED SENSOR
17. P1706 - PARK/NEUTRAL POSITION SWITCH

Other items to be checked as possible malfunction cause

18. PCV system
19. EVAP system
20. IACV-FICD
21. A/C circuit
22. Oil level and condition
23. Intake air leaks
24. Air Filter
25. Engine mechanical components
26. ECM

AD - SPARK KNOCK/DETONATION

Description

NFEC0425S04

This describes the operations necessary to diagnose a Spark Knock/Detonation symptom. This will involve checking the Ignition and ECM system.

NFEC0425S0401

Refer to "Symptom Matrix Chart" for details.

Diagnostic Repair Procedure

Check the followig:

NFEC0425S0402

1. Battery and Alternator
2. Main power supply and ground circuits
3. Fuel quality
4. Base Idle speed, ignition timing and throttle position sensor adjustment: BASIC INSPECTION AND ADJUSTMENT
5. Target idle speed: Spec = 625±50 rpm (A/T)/700±50 rpm (M/T)
6. IACV-AAC Valve operation: Use CONSULT-II, ENGINE - ACTIVE TEST - IACV-AAC/V OPENING
7. EGR operation: P0400 - EGR SYSTEM
8. Fuel Pump and Fuel Pressure Regulator operation: Gauge should read 34 psi at idle and 43 psi when fuel pressure regulator vacuum hose is disconnected and plugged.

For inoperative Fuel Pump refer to FUEL PUMP CONTROL

9. Ignition signal: P1320 - IGNITION SIGNAL
 10. Fuel Injectors: INJECTOR NON-DETECTABLE
 11. Knock Sensor circuit: P0325 - KNOCK SENSOR
- Use CONSULT-II to check the operation of the following items:
12. P0100 - MASS AIR FLOW SENSOR
 13. P0131 - FRONT HEATED OXYGEN SENSOR
 14. P0125 - ENGINE COOLANT TEMPERATURE SENSOR
- Other items to be checked as possible malfunction cause
15. Engine mechanical components
 16. ECM

AE - LACK OF POWER/POOR ACCELERATION

Description

NFEC0425S05

This describes the operations necessary to diagnose a Lack of Power/Poor Acceleration symptom. This will involve checking the Fuel, Ignition, ECM, and other systems.

NFEC0425S0501

Refer to "Symptom Matrix Chart" for details.

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

Symptom Diagnosis Procedure (Cont'd)

Diagnostic Repair Procedure

NFEC0425S0502

Check the followig:

1. Battery and Alternator GI
2. Main power supply and ground circuits
3. Fuel quality MA
4. Base Idle speed, ignition timing and throttle position sensor adjustment: BASIC INSPECTION AND ADJUSTMENT
5. Fuel Pump and Fuel Pressure Regulator operation: Gauge should read 34 psi at idle and 43 psi when fuel pressure regulator vacuum hose is disconnected and plugged. EM

For inoperative Fuel Pump refer to FUEL PUMP CONTROL

6. Ignition signal: P1320 - IGNITION SIGNAL LC
7. IACV-AAC Valve operation: Use CONSULT-II, ENGINE - ACTIVE TEST - IACV-AAC/V OPENING
8. EGR: Confirm it is not stuck or sticking open or operating when conditions call for no EGR. P0400 EGR SYSTEM EC
9. Fuel Injectors: INJECTOR NON-DETECTABLE FE

Use CONSULT-II to check the operation of the following items:

10. P0100 - MASS AIR FLOW SENSOR
11. P0131 - FRONT HEATED OXYGEN SENSOR CL
12. P0125 - ENGINE COOLANT TEMPERATURE SENSOR
13. P0120 - THROTTLE POSITION SENSOR MT
14. P0500 - VEHICLE SPEED SENSOR
15. P1706 - PARK/NEUTRAL POSITION SWITCH AT

Other items to be checked as possible malfunction cause

16. PCV system AX
17. EVAP system SU
18. IACV-FICD BR
19. A/C circuit ST
20. Oil level and condition
21. Intake air leaks
22. Air Filter
23. Engine mechanical components
24. ABS/TCS Control Unit
25. ECM RS

AF - HIGH IDLE/LOW IDLE

NFEC0425S06

Description

NFEC0425S0601

This describes the operations necessary to diagnose a High Idle/Low Idle symptom. This will involve checking the Air, ECM, and other systems.

Refer to "Symptom Matrix Chart" for details. BT

Diagnostic Repair Procedure

NFEC0425S0602

Check the followig:

1. Battery and Alternator HA
2. Fuel quality SC
3. Air intake leaks EL
4. Base Idle speed, ignition timing and throttle position sensor adjustment: BASIC INSPECTION AND ADJUSTMENT
5. Target idle speed: Spec = 625±50 rpm (A/T)/700±50 rpm (M/T)
6. IACV-AAC Valve operation: Use CONSULT-II, ENGINE - ACTIVE TEST - IACV-AAC/V OPENING IDX
7. IACV-FICD operation
8. Fuel Pump and Fuel Pressure Regulator operation: Gauge should read 34 psi at idle and 43 psi when fuel pressure regulator vacuum hose is disconnected and plugged.
9. EGR: Confirm that it is not stuck open or leaking exhaust into the intake manifold.

Use CONSULT-II to check the operation of the following items:

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

Symptom Diagnosis Procedure (Cont'd)

10. P0100 - MASS AIR FLOW SENSOR
11. P0131 - FRONT HEATED OXYGEN SENSOR
12. P0125 - ENGINE COOLANT TEMPERATURE SENSOR
13. P0120 - THROTTLE POSITION SENSOR

Other items to be checked as possible malfunction cause

14. PCV system
15. EVAP system
16. A/C circuit
17. Oil level and condition
18. ECM

AH - IDLE VIBRATION/ROUGH IDLE

Description

NFEC0425S07

This describes the operations necessary to diagnose an Idle Vibration/Rough Idle symptom. This will involve checking the Fuel, Air, Ignition, EGR, ECM, and other systems. Refer to "Symptom Matrix Chart" for details.

NFEC0425S0701

Diagnostic Repair Procedure

NFEC0425S0702

Check the followig:

1. Battery and Alternator
2. Main power supply and ground circuits
3. Fuel quality
4. Base Idle speed, ignition timing and throttle position sensor adjustment: BASIC INSPECTION AND ADJUSTMENT
5. Target idle speed: Spec = 625±50 rpm (A/T)/700±50 rpm (M/T)
6. IACV-AAC Valve operation: Use CONSULT-II, ENGINE - ACTIVE TEST - IACV-AAC/V OPENING
7. EGR: Confirm it is not stuck open
8. Ignition signal: P1320 - IGNITION SIGNAL
9. Fuel Pump and Fuel Pressure Regulator operation: Gauge should read 34 psi at idle and 43 psi when fuel pressure regulator vacuum hose is disconnected and plugged.

For inoperative Fuel Pump refer to FUEL PUMP CONTROL

10. Fuel Injectors: INJECTOR NON-DETECTABLE

Use CONSULT-II to check the operation of the following items:

11. P0100 - MASS AIR FLOW SENSOR
12. P0131 - FRONT HEATED OXYGEN SENSOR
13. P0125 - ENGINE COOLANT TEMPERATURE SENSOR
14. P0120 - THROTTLE POSITION SENSOR
15. P1706 - PARK/NEUTRAL POSITION SWITCH
16. Front Engine Mount control
17. Electrical Load signal
18. Power steering oil pressure switch

Other items to be checked as possible malfunction cause

19. PCV system
20. EVAP system
21. IACV-FICD
22. A/C circuit
23. Oil level and condition
24. Intake air leaks
25. Air Filter
26. Engine mechanical components
27. ECM

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

Symptom Diagnosis Procedure (Cont'd)

AJ - SLOW/NO RETURN TO IDLE

NFEC0425S08

Description

This describes the operations necessary to diagnose a Slow/No Return to Idle symptom. This will involve checking the Air, ECM, and other systems. Refer to "Symptom Matrix Chart" for details.

NFEC0425S0801

Diagnostic Repair Procedure

NFEC0425S0802

Check the followig:

1. Battery and Alternator
2. Fuel quality
3. Air intake leaks
4. Base Idle speed, ignition timing and throttle position sensor adjustment: BASIC INSPECTION AND ADJUSTMENT
5. Target idle speed: Spec = 625±50 rpm (A/T)/700±50 rpm (M/T)
6. IACV-AAC Valve operation: Use CONSULT-II, ENGINE - ACTIVE TEST - IACV-AAC/V OPENING
7. IACV-FICD operation
8. Fuel Pump and Fuel Pressure Regulator operation: Gauge should read 34 psi at idle and 43 psi when fuel pressure regulator vacuum hose is disconnected and plugged.
9. EGR: Confirm that it is not stuck open or leaking exhaust into the intake manifold.

Use CONSULT-II to check the operation of the following items:

10. P0100 - MASS AIR FLOW SENSOR
11. P0131 - FRONT HEATED OXYGEN SENSOR
12. P0125 - ENGINE COOLANT TEMPERATURE SENSOR
13. P0120 - THROTTLE POSITION SENSOR

Other items to be checked as possible malfunction cause

14. PCV system
15. EVAP system
16. A/C circuit
17. Oil level and condition
18. ECM

AL - EXCESSIVE FUEL CONSUMPTION

NFEC0425S09

Description

This describes the operations necessary to diagnose an Excessive Fuel Consumption symptom. This will involve checking the Fuel, Air, Ignition, ECM, and other systems. Refer to "Symptom Matrix Chart" for details.

NFEC0425S0901

Diagnostic Repair Procedure

NFEC0425S0902

Check the followig:

1. Battery and Alternator
2. Main power supply and ground circuits
3. Fuel quality
4. Base Idle speed, ignition timing and throttle position sensor adjustment: BASIC INSPECTION AND ADJUSTMENT
5. Target idle speed: Spec = 625±50 rpm (A/T)/700±50 rpm (M/T)
6. IACV-AAC Valve operation: Use CONSULT-II, ENGINE - ACTIVE TEST - IACV-AAC/V OPENING
7. Fuel Pump and Fuel Pressure Regulator operation: Gauge should read 34 psi at idle and 43 psi when fuel pressure regulator vacuum hose is disconnected and plugged.

For inoperative Fuel Pump refer to FUEL PUMP CONTROL

8. Fuel Injectors: INJECTOR NON-DETECTABLE
9. Ignition signal: P1320 - IGNITION SIGNAL
10. EGR operation: P1402 - EGR SYSTEM
11. Knock Sensor circuit: P0325 - KNOCK SENSOR

Use CONSULT-II to check the operation of the following items:

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

Symptom Diagnosis Procedure (Cont'd)

12. P0100 - MASS AIR FLOW SENSOR
13. P0131 - FRONT HEATED OXYGEN SENSOR
14. P0125 - ENGINE COOLANT TEMPERATURE SENSOR
15. P0120 - THROTTLE POSITION SENSOR
16. P0500 - VEHICLE SPEED SENSOR
17. P1706 - PARK/NEUTRAL POSITION SWITCH

Other items to be checked as possible malfunction cause

18. PCV system
19. EVAP system
20. IACV-FICD
21. A/C circuit
22. Oil level and condition
23. Intake air leaks
24. Air Filter
25. Engine mechanical components
26. ECM

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

Symptom Matrix Chart

Symptom Matrix Chart SYSTEM — BASIC ENGINE CONTROL SYSTEM

NFEC0041

NFEC0041S01

		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-715	
	Fuel pressure regulator system	3	3	4	4	4	4	4	4	4		4			EC-55	
	Injector circuit	1	1	2	3	2		2	2			2			EC-705	
	Evaporative emission system														EC-35	
Air	Positive crankcase ventilation system	3	3	4	4	4	4	4	4	4		4	1		EC-52	
	Incorrect idle speed adjustment						1	1	1	1		1			EC-115	
	IACV-AAC valve circuit	1	1	2	3	3	2	2	2	2		2		2	EC-505	
Ignition	Incorrect ignition timing adjustment	3	3	1	1	1			1	1		1			EC-115	
	Ignition circuit	1	1		2	2			2	2		2			EC-584	
EGR	EGR volume control valve circuit		2	2											EC-420	
	EGR system		1		3	3	3	2	2	3		3			EC-411, 617	
Main power supply and ground circuit		2													EC-162	
Air conditioner circuit			2	3			3	3	3	3				2	HA section	

1 - 6: The numbers refer to the order of inspection.
(continued on next page)

GI
 MA
 EM
 LC
EC
 FE
 CL
 MT
 AT
 AX
 SU
 BR
 ST
 RS
 BT
 HA
 SC
 EL
 IDX

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

Symptom Matrix Chart (Cont'd)

		SYMPTOM												Reference page		
		HARD/NO START/RESTART (EXCP. HA)	ENGINE STALL	HESITATION/SURGING/FLAT SPOT	SPARK KNOCK/DETONATION	LACK OF POWER/POOR ACCELERATION	HIGH IDLE/LOW IDLE	ROUGH IDLE/HUNTING	IDLING VIBRATION	SLOW/NO RETURN TO IDLE	OVERHEATS/WATER TEMPERATURE HIGH	EXCESSIVE FUEL CONSUMPTION	EXCESSIVE OIL CONSUMPTION		BATTERY DEAD (UNDER CHARGE)	
Warranty symptom code		AA	AB	AC	AD	AE	AF	AG	AH	AJ	AK	AL	AM	HA		
Engine control	Crankshaft position sensor (REF) circuit	2	2												EC-595	
	Crankshaft position sensor (POS) circuit															EC-397, 601
	Camshaft position sensor (PHASE) circuit	3													EC-405	
	Mass air flow sensor circuit	1			2										EC-169	
	Front heated oxygen sensor circuit														EC-211	
	Engine coolant temperature sensor circuit	1	1	2	3	2	3	2	2		3	2			EC-188, 206	
	Throttle position sensor circuit						2				2				EC-193	
	Incorrect throttle position sensor adjustment		3	1		1	1	1	1	1			1		EC-115	
	Vehicle speed sensor circuit		2	3		3									EC-501	
	Knock sensor circuit			2									3		EC-392	
	ECM	2	2	3	3	3	3	3	3	3	3				EC-526, 131	
	Start signal circuit	2														EC-711
	Park/Neutral position switch circuit			3		3							3		EC-693	
	Power steering oil pressure switch circuit		2						3	3					EC-725	
	Electronic controlled engine mount control circuit														EC-721	
Electrical load signal circuit														EC-734		

1 - 6: The numbers refer to the order of inspection.
(continued on next page)

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

Symptom Matrix Chart (Cont'd)

SYSTEM — ENGINE MECHANICAL & OTHER

NFEC0041S02

		SYMPTOM												Reference section
		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	OVERHEAT/WATER TEMPERATURE HIGH	EXCESSIVE FUEL CONSUMPTION	EXCESSIVE OIL CONSUMPTION	
Warranty symptom code		AA	AB	AC	AD	AE	AF	AG	AH	AJ	AK	AL	AM	HA
Fuel	Fuel tank	5	5											—
	Fuel piping			5	5	5		5	5			5		
	Vapor lock													
	Valve deposit													
	Poor fuel (Heavy weight gasoline, Low octane)	5		5	5	5		5	5			5		
Air	Air duct													—
	Air cleaner													
	Air leakage from air duct (Mass air flow sensor — throttle body)		5	5		5		5	5		5			
	Throttle body, Throttle wire	5			5		5		5					
	Air leakage from intake manifold/Collector/Gasket													
Cranking	Battery	1	1	1		1		1	1			1	1	—
	Alternator circuit													
	Starter circuit	3												
	Flywheel/Drive plate	6												
	PNP switch	4												

1 - 6: The numbers refer to the order of inspection.
(continued on next page)

GI
MA
EM
LC
EC
FE
CL
MT
AT
AX
SU
BR
ST
RS
BT
HA
SC
EL
IDX

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

Symptom Matrix Chart (Cont'd)

		SYMPTOM												Reference section	
		HARD/NO START/RESTART (EXCP. HA)	ENGINE STALL	HESITATION/SURGING/FLAT SPOT	SPARK KNOCK/DETONATION	LACK OF POWER/POOR ACCELERATION	HIGH IDLE/LOW IDLE	ROUGH IDLE/HUNTING	IDLING VIBRATION	SLOW/NO RETURN TO IDLE	OVERHEATS/WATER TEMPERATURE HIGH	EXCESSIVE FUEL CONSUMPTION	EXCESSIVE OIL CONSUMPTION		BATTERY DEAD (UNDER CHARGE)
Warranty symptom code		AA	AB	AC	AD	AE	AF	AG	AH	AJ	AK	AL	AM	HA	
Engine	Cylinder head	5	5	5	5	5		5	5			5			EM section
	Cylinder head gasket										4	5	3		
	Cylinder block														
	Piston												4		
	Piston ring														
	Connecting rod	6	6	6	6	6		6	6			6			
	Bearing														
	Crankshaft														
Valve mechanism	Timing chain														EM section
	Camshaft														
	Intake valve	5	5	5	5	5		5	5			5			
	Exhaust valve												3		
Exhaust	Exhaust manifold/Tube/Muffler/Gasket	5	5	5	5	5	5	5		5				FE section	
	Three way catalyst														
Lubrication	Oil pan/Oil strainer/Oil pump/Oil filter/Oil gallery	5	5	5	5	5		5	5			5		MA, EM, LC section	
	Oil level (Low)/Filthy oil													LC section	
Cooling	Radiator/Hose/Radiator filler cap														EC section
	Thermostat									5					
	Water pump														
	Water gallery	5	5	5	5	5		5	5		4	5			
	Cooling fan												5		
	Coolant level (low)/Contaminated coolant														

1 - 6: The numbers refer to the order of inspection.

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

Symptom Matrix Chart (Cont'd)

	SYMPTOM														Reference section
	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	Reference section	
NVIS (NISSAN Vehicle Immobilizer System — NATS)	1	1												EC-89 or EL section	
ABS/TCS control unit	2	2	2	2	2									EC-562, EC-564 or BR section	

1 - 6: The numbers refer to the order of inspection.

CONSULT-II Reference Value in Data Monitor Mode

NFEC0042

Remarks:

- Specification data are reference values.
- Specification data are output/input values which are detected or supplied by the ECM at the connector.
 - * Specification data may not be directly related to their components signals/values/operations.
- i.e. Adjust ignition timing with a timing light before monitoring IGN TIMING, because the monitor may show the specification data in spite of the ignition timing not being adjusted to the specification data. This IGN TIMING monitors the data calculated by the ECM according to the signals input from the camshaft position sensor and other ignition timing related sensors.
- If the real-time diagnosis results are NG and the on board diagnostic system results are OK when diagnosing the mass air flow sensor, first check to see if the fuel pump control circuit is normal.

MONITOR ITEM	CONDITION	SPECIFICATION
ENG SPEED CKPS-RPM (POS)	<ul style="list-style-type: none"> ● Tachometer: Connect ● Run engine and compare tachometer indication with the CONSULT-II value. 	Almost the same speed as the CONSULT-II value.
POS COUNT	<ul style="list-style-type: none"> ● Engine: Running 	179 - 181
MAS A/F SE-B1	<ul style="list-style-type: none"> ● Engine: After warming up ● Air conditioner switch: "OFF" ● Shift lever: "N" ● No-load Idle	1.2 - 1.8V
		2,500 rpm
COOLAN TEMP/S	<ul style="list-style-type: none"> ● Engine: After warming up 	More than 70°C (158°F)

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

CONSULT-II Reference Value in Data Monitor Mode (Cont'd)

MONITOR ITEM	CONDITION		SPECIFICATION
FR O2 SEN-B2 FR O2 SEN-B1	● Engine: After warming up	Maintaining engine speed at 2,000 rpm	0 - 0.3V ↔ Approx. 0.6 - 1.0V
FR O2 MNTR-B2 FR O2 MNTR-B1			LEAN ↔ RICH Changes more than 5 times during 10 seconds.
RR O2 SEN-B1 RR O2 SEN-B2	● Engine: After warming up	Maintaining engine speed at 2,000 rpm	0 - 0.3V ↔ Approx. 0.6 - 1.0V
RR O2 MNTR-B1 RR O2 MNTR-B2			LEAN ↔ RICH
VHCL SPEED SE	● Turn drive wheels and compare speedometer indication with the CONSULT-II value		Almost the same speed as the CONSULT-II value
BATTERY VOLT	● Ignition switch: ON (Engine stopped)		11 - 14V
THRTL POS SEN	● Engine: After warming up, idle the engine	Throttle valve: fully closed	0.15 - 0.85V
	● Engine: After warming up ● Ignition switch: ON (Engine stopped)	Throttle valve: fully opened	3.5 - 4.7V
EGR TEMP SEN	● Engine: After warming up		Less than 4.5V
START SIGNAL	● Ignition switch: ON → START → ON		OFF → ON → OFF
CLSD THL POS CLSD THL/P SW	● Engine: After warming up, idle the engine	Throttle valve: Idle position	ON
		Throttle valve: Slightly open	OFF
AIR COND SIG	● Engine: After warming up, idle the engine	Air conditioner switch: "OFF"	OFF
		Air conditioner switch: "ON" (Compressor operates.)	ON
P/N POSI SW	● Ignition switch: ON	Shift lever: "P" or "N"	ON
		Except above	OFF
PW/ST SIGNAL	● Engine: After warming up, idle the engine	Steering wheel in neutral position (forward direction)	OFF
		The steering wheel is turned	ON
AMB TEMP SW	● Ignition switch: ON ● Compare ambient air temperature with the following:	Below 19°C (66°F)	OFF
		Above 25°C (77°F)	ON
IGNITION SW	● Ignition switch: ON → OFF → ON		ON → OFF → ON
INJ PULSE-B2 INJ PULSE-B1	● Engine: After warming up ● Air conditioner switch: "OFF" ● Shift lever: "N" ● No-load	Idle	2.4 - 3.2 msec
		2,000 rpm	1.9 - 2.8 msec
B/FUEL SCHDL	● Engine: After warming up ● Air conditioner switch: "OFF" ● Shift lever: "N" ● No-load	Idle	2.0 - 3.2 msec
		2,000 rpm	1.4 - 2.6 msec
IGN TIMING	● Engine: After warming up ● Air conditioner switch: "OFF" ● Shift lever: "N" ● No-load	Idle	15°±5° BTDC
		2,000 rpm	More than 25° BTDC

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

CONSULT-II Reference Value in Data Monitor Mode (Cont'd)

MONITOR ITEM	CONDITION		SPECIFICATION	
IACV-AAC/V	<ul style="list-style-type: none"> ● Engine: After warming up ● Air conditioner switch: "OFF" ● Shift lever: "N" ● No-load 	Idle	2 - 10 step	GI
		2,000 rpm	—	MA
PURG VOL C/V	<ul style="list-style-type: none"> ● Engine: After warming up ● Air conditioner switch: "OFF" ● Shift lever: "N" ● No-load 	Idle	0 %	EM
		2,000 rpm	—	
A/F ALPHA-B2 A/F ALPHA-B1	<ul style="list-style-type: none"> ● Engine: After warming up 	Maintaining engine speed at 2,000 rpm	54 - 155%	LC
EVAP SYS PRES	<ul style="list-style-type: none"> ● Ignition switch: ON 		Approx. 3.4V	EC
AIR COND RLY	<ul style="list-style-type: none"> ● Air conditioner switch: OFF → ON 		OFF → ON	
FUEL PUMP RLY	<ul style="list-style-type: none"> ● Ignition switch is turned to ON (Operates for 5 seconds) ● Engine running and cranking 		ON	FE
		Except as shown above	OFF	
COOLING FAN	<ul style="list-style-type: none"> ● After warming up engine, idle the engine. ● Air conditioner switch: "OFF" 	Engine coolant temperature is 94°C (201°F) or less	OFF	CL
		Engine coolant temperature is between 95°C (203°F) and 104°C (219°F)	Low	MT
		Engine coolant temperature is 105°C (221°F) or more	HIGH	AT
EGR VOL CON/V	<ul style="list-style-type: none"> ● Engine: After warming up ● Air conditioner switch: "OFF" ● Shift lever: "N" ● No-load 	Idle	0 step	AX
		Engine speed: Revving from idle up to 3,000 rpm quickly	10 - 55 step	SU
VENT CONT/V	<ul style="list-style-type: none"> ● Ignition switch: ON 		OFF	
FR O2 HTR-B1 FR O2 HTR-B2	<ul style="list-style-type: none"> ● Engine speed: Below 3,600 rpm ● Engine speed: Above 3,600 rpm 		ON	BR
			OFF	
RR O2 HTR-B1 RR O2 HTR-B2	<ul style="list-style-type: none"> ● Ignition switch: ON (Engine stopped) ● Engine speed: Above 3,600 rpm ● Engine speed: Below 3,600 rpm [After driving for 2 minutes at a speed of 70 km/h (43 MPH) or more] 		OFF	ST
			ON	RS
VC/V BYPASS/V	<ul style="list-style-type: none"> ● Ignition switch: ON 		OFF	
CAL/LD VALUE	<ul style="list-style-type: none"> ● Engine: After warming up ● Air conditioner switch: "OFF" ● Shift lever: "N" ● No-load 	Idle	14.0 - 33.0%	BT
		2,500 rpm	12.0 - 25.0%	HA
ABSOL TH-P/S	<ul style="list-style-type: none"> ● Engine: After warming up ● Ignition switch: ON (Engine stopped) 	Throttle valve: fully closed	0.0%	SC
		Throttle valve: fully opened	Approx. 80%	EL
MASS AIRFLOW	<ul style="list-style-type: none"> ● Engine: After warming up ● Air conditioner switch: "OFF" ● Shift lever: "N" ● No-load 	Idle	2.0 - 6.0 g-m/s	
		2,500 rpm	7.0 - 20.0 g-m/s	IDX
ABSOL PRES/SE	<ul style="list-style-type: none"> ● Ignition switch: ON 		Approx. 4.4V	

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

CONSULT-II Reference Value in Data Monitor Mode (Cont'd)

MONITOR ITEM	CONDITION	SPECIFICATION
SWRL CONT S/V	● Engine speed: Idle	Engine coolant temperature is between 15°C (59°F) to 50°C (122°F).
		ON
SWL CON VC SW	● Engine speed: Idle ● Engine coolant temperature is between 15°C (59°F) to 50°C (122°F).	OFF
		● Engine speed: Idle ● Engine coolant temperature is between 55°C (131°F).
ENGINE MOUNT	● Engine: Running	Idle
		2,000 rpm
		"IDLE"
		"TRVL"

Major Sensor Reference Graph in Data Monitor Mode

NFEC0043

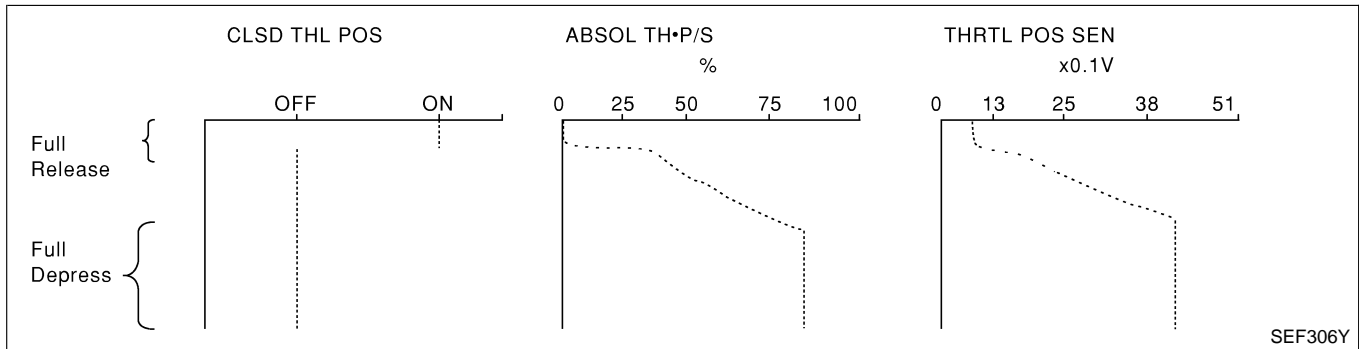
The following are the major sensor reference graphs in "DATA MONITOR" mode.

THRTL POS SEN, ABSOL TH·P/S, CLSD THL POS

NFEC0043S01

Below is the data for "THRTL POS SEN", "ABSOL TH·P/S" and "CLSD THL POS" when depressing the accelerator pedal with the ignition switch "ON".

The signal of "THRTL POS SEN" and "ABSOL TH·P/S" should rise gradually without any intermittent drop or rise after "CLSD THL POS" is changed from "ON" to "OFF".



ENG SPEED, MAS A/F SE-B1, THRTL POS SEN, RR O2 SEN-B1, FR O2 SEN-B1, INJ PULSE-B1

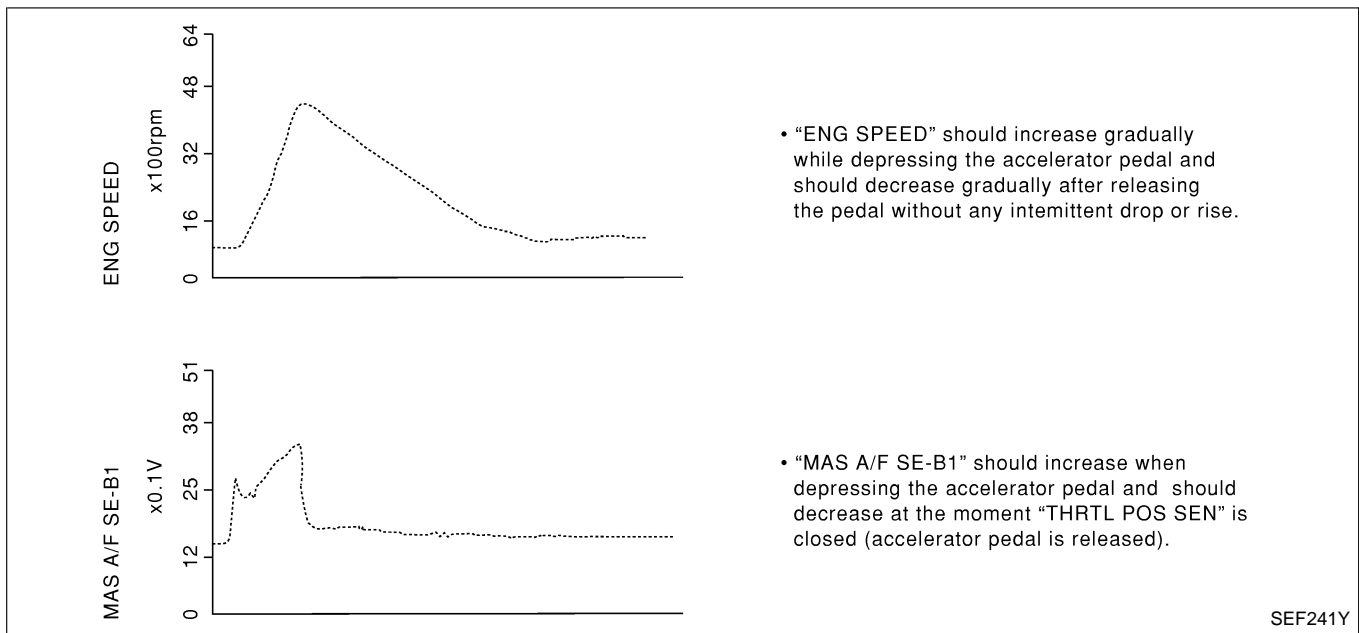
NFEC0043S02

Below is the data for "ENG SPEED", "MAS A/F SE-B1", "THRTL POS SEN", "RR O2 SEN-B1", "FR O2 SEN-B1" and "INJ PULSE-B1" when revving engine quickly up to 4,800 rpm under no load after warming up engine sufficiently.

Each value is for reference, the exact value may vary.

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

Major Sensor Reference Graph in Data Monitor Mode (Cont'd)



GI

MA

EM

LC

EC

FE

CL

MT

AT

AX

SU

BR

ST

RS

BT

HA

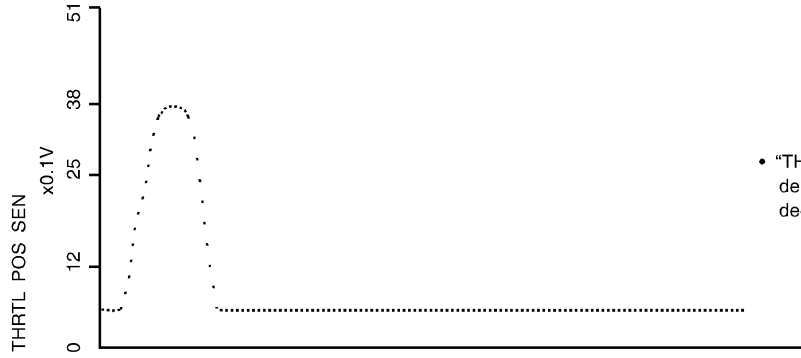
SC

EL

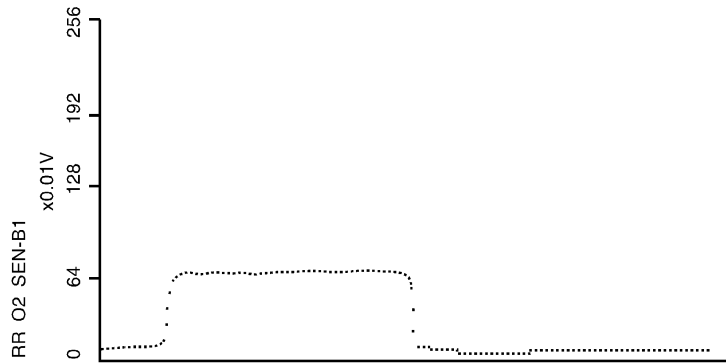
IDX

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

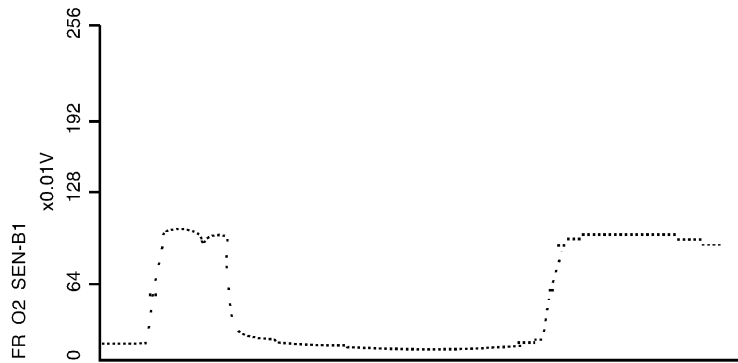
Major Sensor Reference Graph in Data Monitor Mode (Cont'd)



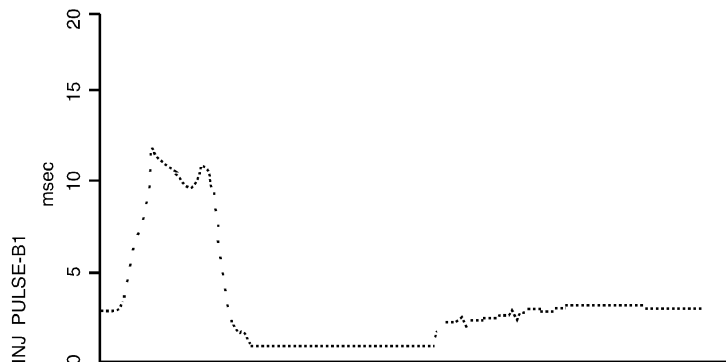
- "THRTL POS SEN" should increase while depressing the accelerator pedal and should decrease while releasing it.



- "RR O2 SEN-B1" may increase immediately after depressing the accelerator pedal and may decrease after releasing the pedal.



- "FR O2 SEN-B1" may increase immediately after depressing the accelerator pedal and may decrease after releasing the pedal.

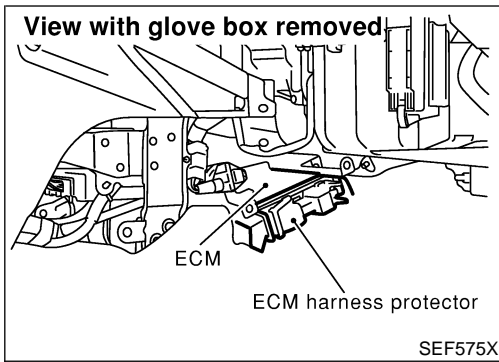


- "INJ PULSE-B1" should increase when depressing the accelerator pedal and should decrease when the pedal is released.

SEF242Y

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

ECM Terminals and Reference Value



ECM Terminals and Reference Value

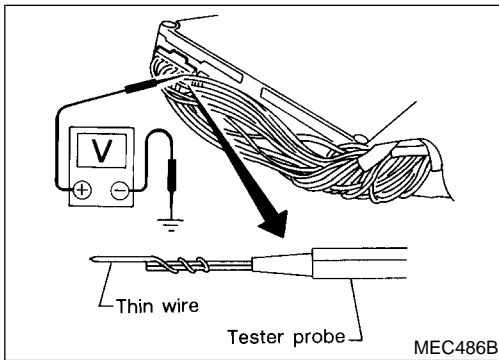
NFEC0044

PREPARATION

NFEC0044S01

1. ECM is located behind the instrument lower cover. For this inspection, remove instrument lower cover.

2. Remove ECM harness protector.




3. Perform all voltage measurements with the connector connected. Extend tester probe as shown to perform tests easily.

- Open harness securing clip to make testing easier.
- Use extreme care not to touch 2 pins at one time.
- Data is for comparison and may not be exact.

ECM HARNESS CONNECTOR TERMINAL LAYOUT

NFEC0044S02

101	102	1	2	3	4	5	6	7	8	9	10			58	59	60	61	62	63	64	65	66	67	109	110							
103	104	11	12	13	14	15	16	17	18	19	39	40	41	42	43	44	45	46	47	48	68	69	70	71	72	73	74	75	76	111	112	
105	106	20	21	22	23	24	25	26	27	28	29	49	50	51	52	53	54	55	56	57	77	78	79	80	81	82	83	84	85	86	113	114
107	108	30	31	32	33	34	35	36	37	38											87	88	89	90	91	92	93	94	95	115	116	



SEF970W

ECM INSPECTION TABLE

NFEC0044S03

Specification data are reference values and are measured between each terminal and ground.

CAUTION:

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

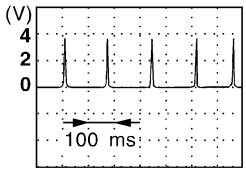
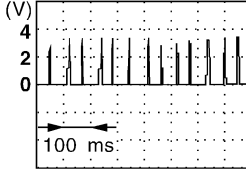
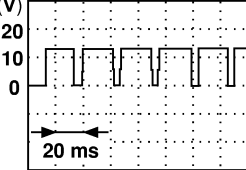
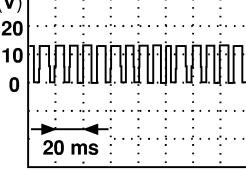
TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

ECM Terminals and Reference Value (Cont'd)

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
1	PU/R	EVAP canister purge volume control solenoid valve	[Engine is running] <ul style="list-style-type: none"> ● Idle speed 	BATTERY VOLTAGE (11 - 14V) SEF994U
			[Engine is running] <ul style="list-style-type: none"> ● Engine speed is about 2,000 rpm (More than 100 seconds after starting engine). 	BATTERY VOLTAGE (11 - 14V) SEF995U
2	R/L	Front heated oxygen sensor LH heater	[Engine is running] <ul style="list-style-type: none"> ● Engine speed is below 3,600 rpm. 	0 - 1.0V
			[Engine is running] <ul style="list-style-type: none"> ● Engine speed is above 3,600 rpm. 	BATTERY VOLTAGE (11 - 14V)
3	OR/L	Front heated oxygen sensor RH heater	[Engine is running] <ul style="list-style-type: none"> ● Engine speed is below 3,600 rpm. 	0 - 1.0V
			[Engine is running] <ul style="list-style-type: none"> ● Engine speed is above 3,600 rpm. 	BATTERY VOLTAGE (11 - 14V)
4	R/L	Rear heated oxygen sensor LH heater	[Engine is running] <ul style="list-style-type: none"> ● Engine speed is below 3,600 rpm. ● After driving for 2 minutes at a speed of 70 km/h (43 MPH) or more. 	0 - 1.0V
			[Ignition switch "ON"] <ul style="list-style-type: none"> ● Engine stopped [Engine is running] <ul style="list-style-type: none"> ● Engine speed is above 3,600 rpm. 	BATTERY VOLTAGE (11 - 14V)
5	P/B	Rear heated oxygen sensor RH heater	[Engine is running] <ul style="list-style-type: none"> ● Engine speed is below 3,600 rpm. ● After driving for 2 minutes at a speed of 70 km/h (43 MPH) or more. 	0 - 1.0V
			[Ignition switch "ON"] <ul style="list-style-type: none"> ● Engine stopped [Engine is running] <ul style="list-style-type: none"> ● Engine speed is above 3,600 rpm. 	BATTERY VOLTAGE (11 - 14V)
6 7 8 17	W/PU Y/B Y GY/L	IACV-AAC valve	[Engine is running] <ul style="list-style-type: none"> ● Idle speed 	0.1 - 14V
9 10 18 19	G L/B BR P	EGR volume control valve	[Engine is running] <ul style="list-style-type: none"> ● Idle speed 	0.1 - 14V

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

ECM Terminals and Reference Value (Cont'd)

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)	GI
16	Y/G	VIAS control solenoid valve	[Engine is running] ● Idle speed	BATTERY VOLTAGE (11 - 14V)	MA
			[Engine is running] ● Engine speed is above 5,000 rpm.	0 - 1.0V	
21 22 23 30 31 32	Y/R G/R L/R GY PU/W GY/R	Ignition signal No. 1 Ignition signal No. 2 Ignition signal No. 3 Ignition signal No. 4 Ignition signal No. 5 Ignition signal No. 6	[Engine is running] ● Warm-up condition ● Idle speed	0 - 0.2V★  SEF399T	EM LC EC FE CL MT AT
			[Engine is running] ● Warm-up condition ● Engine speed is 2,500 rpm.	0.1 - 0.3V★  SEF645T	
			[Engine is running] ● Warm-up condition ● Idle speed	10 - 11V★  SEF579X	
			[Engine is running] ● Warm-up condition ● Engine speed is 2,500 rpm.	10 - 11V★  SEF580X	
			[Engine is running] [Ignition switch "OFF"] ● For a few seconds after turning ignition switch "OFF"	0 - 1.5V	
			[Ignition switch "OFF"] ● A few seconds passed after turning ignition switch "OFF"	BATTERY VOLTAGE (11 - 14V)	
27	B/R	Air conditioner relay	[Engine is running] ● Both A/C switch and blower switch are "ON" (Compressor is operating).	0 - 1.0V	EL IDX
			[Engine is running] ● A/C switch is "OFF".	BATTERY VOLTAGE (11 - 14V)	

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

ECM Terminals and Reference Value (Cont'd)

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
28	B/P	Fuel pump relay	[Ignition switch "ON"] ● For 1 second after turning ignition switch "ON" [Engine is running]	0 - 1.5V
			[Ignition switch "ON"] ● 1 second passed after turning ignition switch "ON".	BATTERY VOLTAGE (11 - 14V)
29	G	Swirl control valve control solenoid valve	[Engine is running] ● Idle speed ● Engine coolant temperature is between 15 to 50°C (59 to 122°F).	0 - 1.0V
			[Engine is running] ● Idle speed ● Engine coolant temperature is above 50°C (122°F).	BATTERY VOLTAGE (11 - 14V)
34	LG	Cooling fan relay (High)	[Engine is running] ● Cooling fan is operating at high speed.	0 - 1.0V
			[Engine is running] ● Cooling fan is not operating.	BATTERY VOLTAGE (11 - 14V)
35	BR/R	Cooling fan relay (Low)	[Engine is running] ● Cooling fan is operating.	0 - 1.0V
			[Engine is running] ● Cooling fan is not operating.	BATTERY VOLTAGE (11 - 14V)
38	LG/B	MIL	[Ignition switch "ON"]	0 - 1.0V
			[Engine is running] ● Idle speed	BATTERY VOLTAGE (11 - 14V)
39	OR/G	Vacuum cut valve bypass valve	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)
40	OR/L	EVAP canister vent control valve	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)
42	BR/W	Start signal	[Ignition switch "ON"]	Approximately 0V
			[Ignition switch "START"]	9 - 12V
43	R	Ignition switch	[Ignition switch "OFF"]	0V
			[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)
44	G/OR (A/T) G/W (M/T)	PNP switch	[Ignition switch "ON"] ● Gear position is "Neutral position" (M/T models). ● Gear position is "P" or "N" (A/T models).	Approximately 0V
			[Ignition switch "ON"] ● Except the above gear position	BATTERY VOLTAGE (11 - 14V)
45	G/B	Air conditioner switch signal	[Engine is running] ● Both A/C switch and blower switch are "ON".	Approximately 0V
			[Engine is running] ● A/C switch is "OFF".	BATTERY VOLTAGE (11 - 14V)

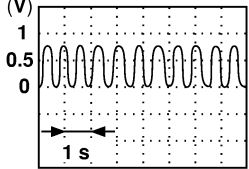
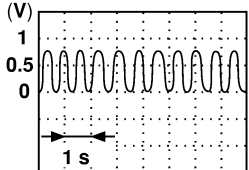
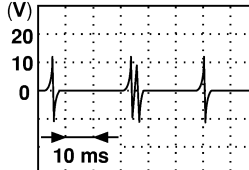
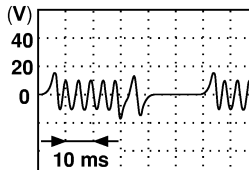
TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

ECM Terminals and Reference Value (Cont'd)

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)	
46	W/L	Ambient air tempera- ture switch signal	[Engine is running] ● Idle speed ● Ambient air temperature is above 25°C (77°F). ● Air conditioner is operating.	0V	GI
			[Engine is running] ● Idle speed ● Ambient air temperature is above 25°C (77°F). ● Air conditioner is not operating.	Approximately 5V	MA EM LC
47	G	Power steering oil pressure switch	[Engine is running] ● Steering wheel is being turned.	0 - 1.0V	EC
			[Engine is running] ● Steering wheel is not being turned.	BATTERY VOLTAGE (11 - 14V)	FE
48	B	ECM ground	[Engine is running] ● Idle speed	Engine ground	CL
49	W	Electronic controlled engine mount-1	[Engine is running] ● Idle speed	0 - 1.0V	MT
			[Engine is running] ● Except the above	BATTERY VOLTAGE (11 - 14V)	AT
50	W/R	Electronic controlled engine mount-2	[Engine is running] ● Idle speed	BATTERY VOLTAGE (11 - 14V)	AX
			[Engine is running] ● Except the above	0 - 1.0V	SU
51	PU	A/C cut signal	[Engine is running] ● Air conditioner is operating.	0 - 0.5V	BR
52	W/G	Electrical load signal	[Engine is running] ● Rear window defogger: ON ● Hi-beam headlamp: ON	BATTERY VOLTAGE (11 - 14V)	ST
			[Engine is running] ● Electrical load: OFF	0V	RS
55	W/B	Swirl control valve control vacuum check switch	[Engine is running] ● Idle speed ● Engine coolant temperature is between 15 - 50°C (59 - 122°F).	Approximately 5V	BT
			[Engine is running] ● Idle speed ● Engine coolant temperature is above 50°C (122°F).	0 - 1.0V	HA
56	GY/L	Throttle position switch (Closed position)	[Engine is running] ● Accelerator pedal fully released	BATTERY VOLTAGE (11 - 14V)	SC
			[Engine is running] ● Accelerator pedal depressed	Approximately 0V	EL
57	B	ECM ground	[Engine is running] ● Idle speed	Engine ground	IDX
58	B	Sensors' ground	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V	
59	B	Fuel level sensor ground	[Engine is running] ● Idle speed	Approximately 0V	

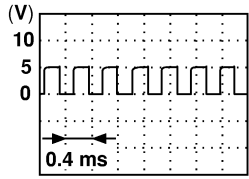
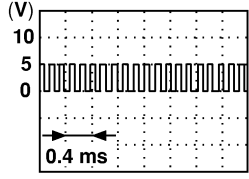
TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

ECM Terminals and Reference Value (Cont'd)

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
61	W	Mass air flow sensor	[Engine is running] ● Warm-up condition ● Idle speed	1.2 - 1.8V
			[Engine is running] ● Warm-up condition ● Engine speed is 2,500 rpm.	1.6 - 2.2V
62	W	Front heated oxygen sensor LH	[Engine is running] ● Warm-up condition ● Engine speed is 2,000 rpm.	0 - Approximately 1.0V (Periodically change)  SEF059V
63	W	Front heated oxygen sensor RH	[Engine is running] ● Warm-up condition ● Engine speed is 2,000 rpm.	0 - Approximately 1.0V (Periodically change)  SEF059V
64	Y/G	Intake air temperature sensor	[Engine is running]	Approximately 0 - 4.8V Output voltage varies with intake air temperature.
65 75	W W	Crankshaft position sensor (REF)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 2.3V★ (AC voltage)  SEF581X
66 76	W W	Camshaft position sensor (PHASE)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 4.2V★ (AC voltage)  SEF582X
67	W/L	Power supply for ECM (Buck-up)	[Ignition switch "OFF"]	BATTERY VOLTAGE (11 - 14V)
70	Y	Engine coolant temperature sensor	[Engine is running]	Approximately 0 - 4.8V Output voltage varies with engine coolant temperature.

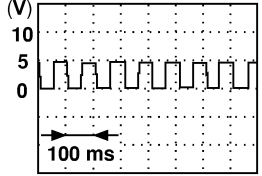
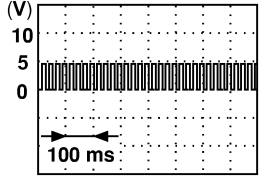
TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

ECM Terminals and Reference Value (Cont'd)

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)	
71	W	Rear heated oxygen sensor LH	[Engine is running] <ul style="list-style-type: none"> ● Warm-up condition ● Engine speed is 2,000 rpm. 	0 - Approximately 1.0V	GI MA
72	W	Rear heated oxygen sensor RH	[Engine is running] <ul style="list-style-type: none"> ● Warm-up condition ● Engine speed is 2,000 rpm. 	0 - Approximately 1.0V	EM
73	B	Mass air flow sensor ground	[Engine is running] <ul style="list-style-type: none"> ● Warm-up condition ● Idle speed 	Approximately 0V	LC
74	SB	EGR temperature sensor	[Ignition switch "ON"]	Less than 4.5V	EC
			[Engine is running] <ul style="list-style-type: none"> ● Warm-up condition ● EGR system is operating. 	0 - 1.5V	FE
80	W	Absolute pressure sensor	[Ignition switch "ON"]	Approximately 4.4V	CL
81	W	Refrigerant pressure sensor	[Engine is running] <ul style="list-style-type: none"> ● Warm-up condition ● Both A/C switch and blower switch are "ON". (Compressor operates.) 	0.36 - 3.88V	MT
82	W	Throttle position sensor signal output	[Engine is running] <ul style="list-style-type: none"> ● Warm-up condition ● Accelerator pedal fully released 	Approximately 0.4V	AT
			[Ignition switch "ON"] <ul style="list-style-type: none"> ● Accelerator pedal fully depressed 	Approximately 4V	AX
83	G	Fuel level sensor	[Ignition switch "ON"]	Approximately 0 - 4.8V Output voltage varies with fuel level.	SU
84	W	EVAP control system pressure sensor	[Ignition switch "ON"]	Approximately 3.4V	BR
85	W	Crankshaft position sensor (POS)	[Engine is running] <ul style="list-style-type: none"> ● Idle speed 	Approximately 2.4V	ST
			[Engine is running] <ul style="list-style-type: none"> ● Engine speed is 2,000 rpm. 		RS BT
				Approximately 2.3V	HA
					SC EL

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

ECM Terminals and Reference Value (Cont'd)

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
86	P/L	Vehicle speed sensor	[Engine is running] <ul style="list-style-type: none"> Jack up front wheels. In 1st gear position 10 km/h (6 MPH) 	Approximately 2.5V  SEF583X
			[Engine is running] <ul style="list-style-type: none"> Jack up front wheels. In 2nd gear position 30 km/h (19 MPH) 	Approximately 2.0V  SEF584X
91	L/W	Throttle position sensor	[Engine is running] <ul style="list-style-type: none"> Warm-up condition Accelerator pedal fully released 	0.15 - 0.85V
			[Ignition switch "ON"] <ul style="list-style-type: none"> Accelerator pedal fully depressed 	3.5 - 4.7V
92	P/L	Fuel tank temperature sensor	[Engine is running]	Approximately 0 - 4.8V Output voltage varies with fuel tank temperature.
93	W	Knock sensor	[Engine is running] <ul style="list-style-type: none"> Idle speed 	Approximately 2.5V
101 102 103 104 105 107	R/B L/W R/W PU/R R/Y R/L	Injector No. 1 Injector No. 5 Injector No. 2 Injector No. 6 Injector No. 3 Injector No. 4	[Engine is running] <ul style="list-style-type: none"> Idle speed 	BATTERY VOLTAGE (11 - 14V)
106 108	B B	ECM ground	[Engine is running] <ul style="list-style-type: none"> Idle speed 	Engine ground
110 112	R/G R/G	Power supply for ECM	[Ignition switch "ON"]	BATTERY VOLTAGE (11 - 14V)
111	R	Sensors' power supply	[Ignition switch "ON"]	Approximately 5V
114	Y/B	Communication line (LAN)	[Engine is running] <ul style="list-style-type: none"> Idle speed 	Approximately 2V
115	OR	Data link connector	[Ignition switch "ON"] <ul style="list-style-type: none"> CONSULT-II or GST is disconnected. 	Approximately 2V

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

Description

The specification (SP) value indicates the tolerance of the value that is displayed in “DATA MONITOR (SPEC)” mode of CONSULT-II during normal operation of the Engine Control System. When the value in “DATA MONITOR (SPEC)” mode is within the SP value, the Engine Control System is confirmed OK. When the value in “DATA MONITOR (SPEC)” 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:

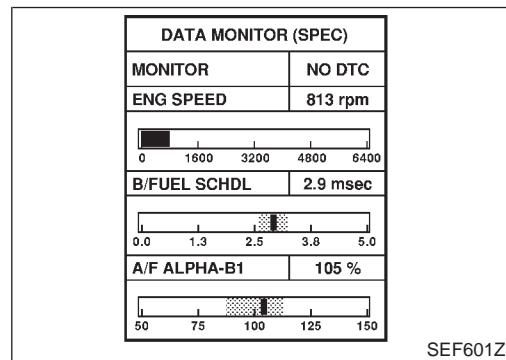
- B/FUEL SCHDL (The fuel injection pulse width programmed into ECM prior to any learned on board correction)
- A/F ALPHA-B1 (The mean value of air-fuel ratio feedback correction factor per cycle)
- MAS A/F SE-B1 (The signal voltage of the mass air flow sensor)

Testing Condition

- Vehicle driven distance: More than 5,000 km (3,017 miles)
- Barometric pressure: 98.3 - 104.3 kPa (1.003 - 1.064 kg/cm², 14.25 - 15.12 psi)
- Atmospheric temperature: 20 - 30°C (68 - 86°F)
- Engine coolant temperature: 75 - 95°C (167 - 203°F)
- Transmission: Warmed-up*1
- Electrical load: Not applied*2
- Engine speed: Idle

*1: For A/T or CVT models, after the engine is warmed up to normal operating temperature, drive vehicle until “FLUID TEMP SE” (A/T or CVT fluid temperature sensor signal) indicates less than 0.9V. For M/T models, drive vehicle for 5 minutes after the engine is warmed up to normal operating temperature.

*2: Rear window defogger switch, air conditioner switch, lighting switch are “OFF”. Cooling fans are not operating. Steering wheel is straight ahead.



Inspection Procedure

NOTE:

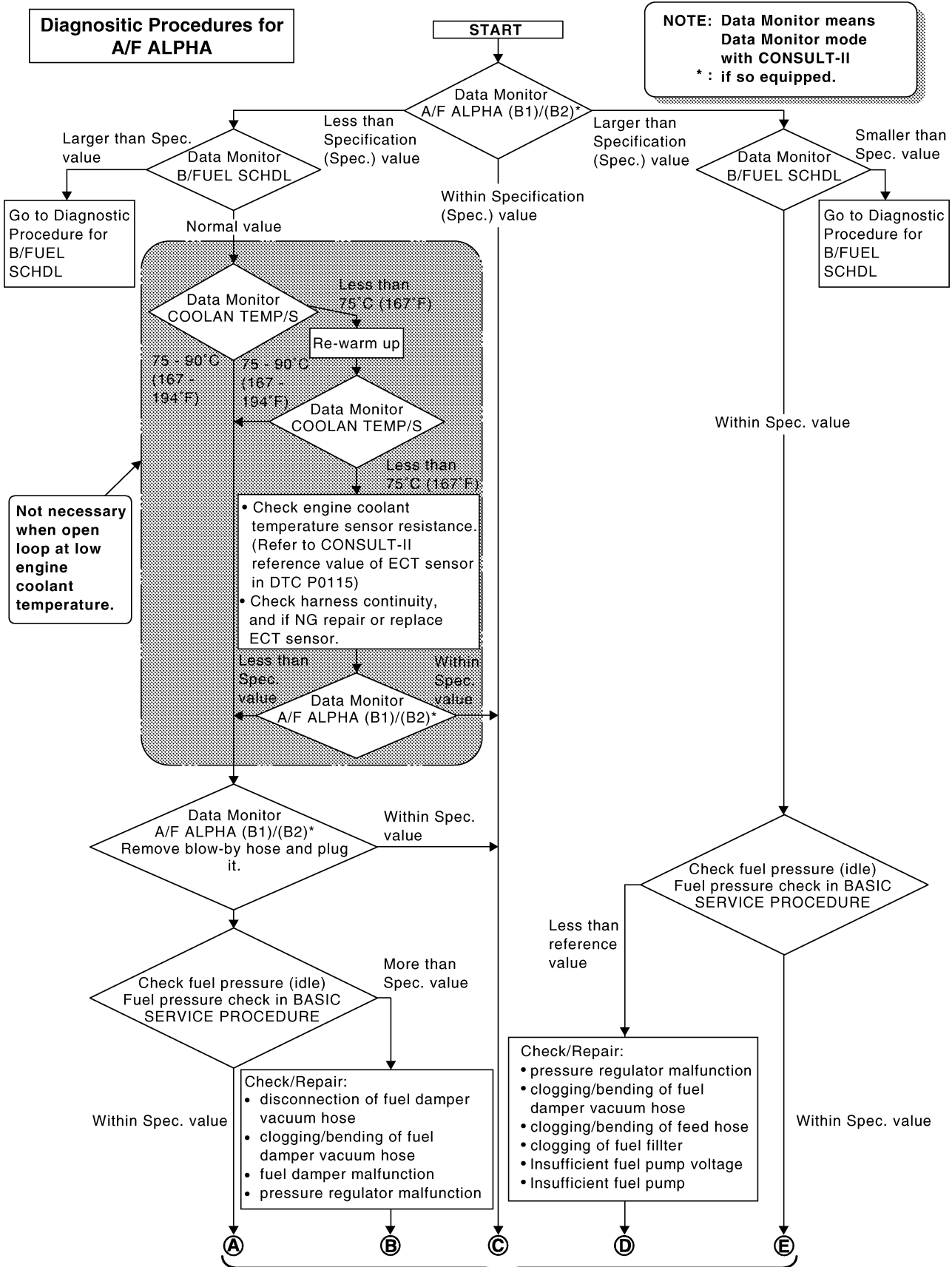
Perform “DATA MONITOR (SPEC)” mode in maximum scale display.

1. Perform “Basic Inspection”, EC-115.
2. Confirm that the testing conditions indicated above are met.
3. Select “B/FUEL SCHDL”, “A/F ALPHA-B1” and “MAS A/F SE-B1” in “DATA MONITOR (SPEC)” mode with CONSULT-II.
4. Make sure that monitor items are within the SP value.
5. If NG, go to “Diagnostic Procedure”, EC-158.

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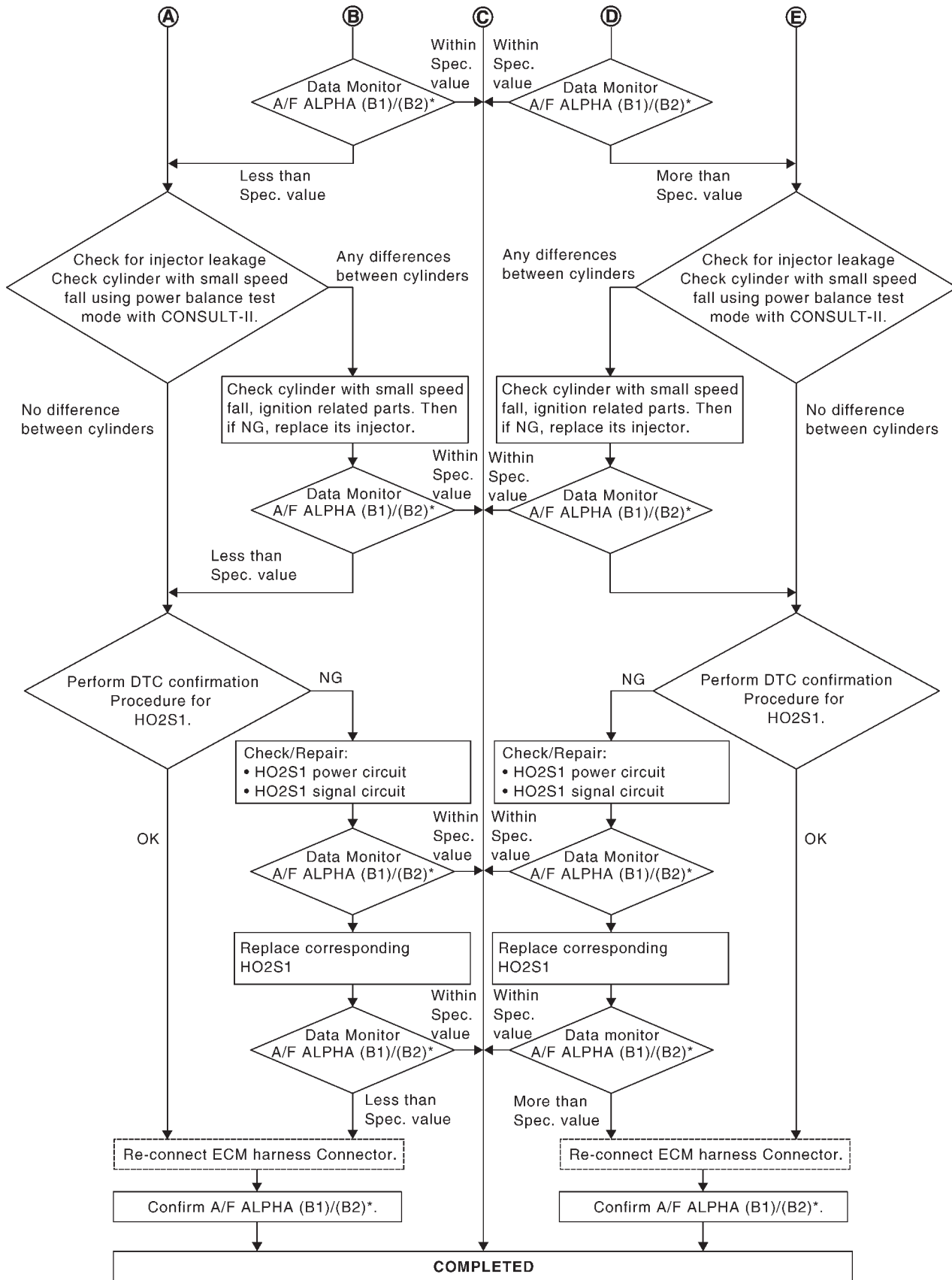
TROUBLE DIAGNOSIS — SPECIFICATION VALUE

Diagnostic Procedure



TROUBLE DIAGNOSIS — SPECIFICATION VALUE

Diagnostic Procedure (Cont'd)

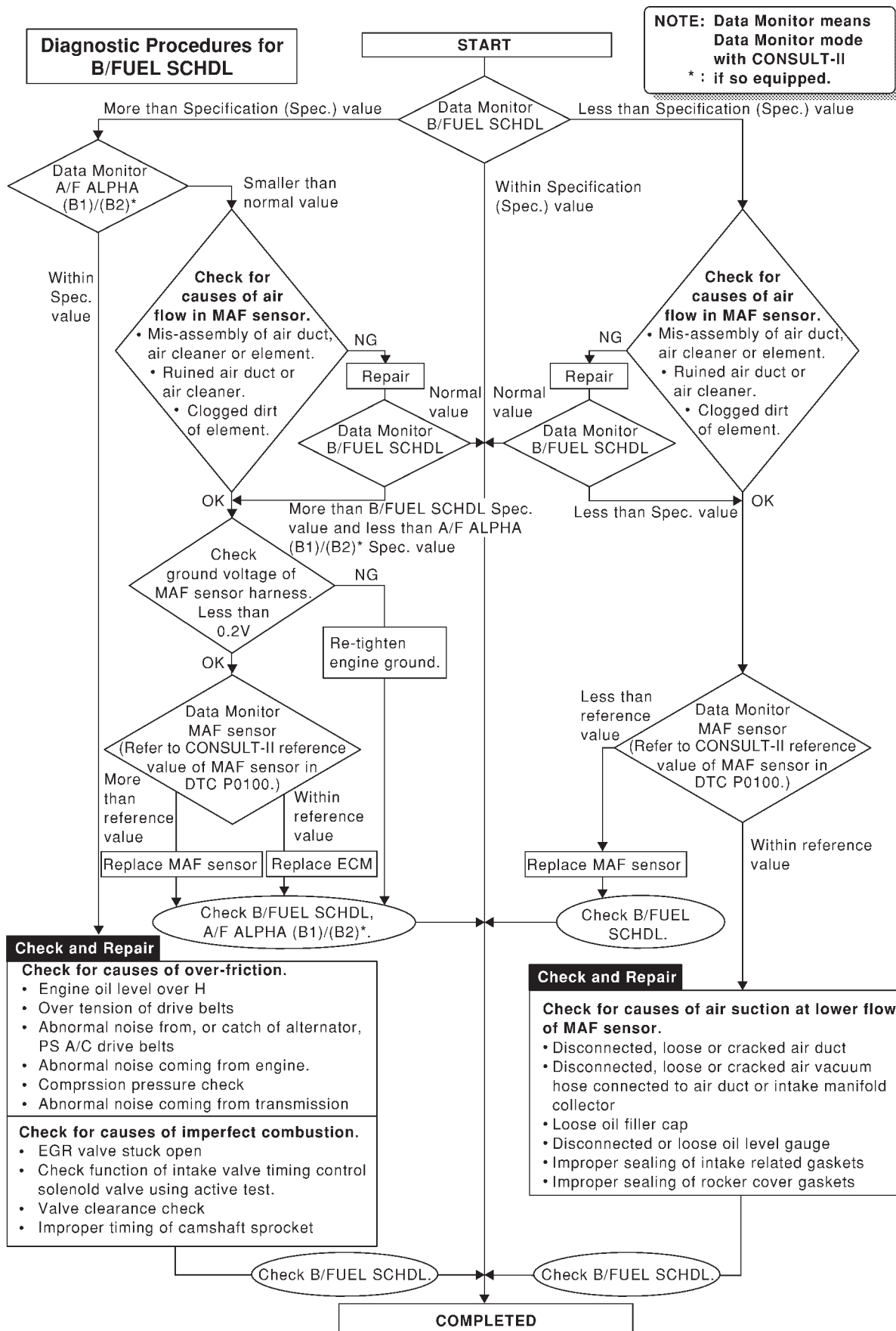


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SEF768Z

TROUBLE DIAGNOSIS — SPECIFICATION VALUE

Diagnostic Procedure (Cont'd)



SEF615Z

TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT

Description

Description

NFEC0045

Intermittent incidents (I/I) may occur. In many cases, the problem resolves itself (the part or circuit function returns to normal without intervention). It is important to realize that the symptoms described in the customer's complaint often do not recur on (1st trip) DTC visits. Realize also that the most frequent cause of I/I occurrences is poor electrical connections. Because of this, the conditions under which the incident occurred may not be clear. Therefore, circuit checks made as part of the standard diagnostic procedure may not indicate the specific problem area.

COMMON I/I REPORT SITUATIONS

NFEC0045S01

STEP in Work Flow	Situation
II	The CONSULT-II is used. The SELF-DIAG RESULTS screen shows time data other than "0" or "[1t]".
III	The symptom described by the customer does not recur.
IV	(1st trip) DTC does not appear during the DTC Confirmation Procedure.
VI	The Diagnostic Procedure for PXXXX does not indicate the problem area.

Diagnostic Procedure

NFEC0046

1	INSPECTION START
Erase (1st trip) DTCs. Refer to "HOW TO ERASE EMISSION — RELATED INFORMATION", EC-87.	
	▶ GO TO 2.
2	CHECK GROUND TERMINALS
Check ground terminals for corroding or loose connection. Refer to GI-31, "GROUND INSPECTION".	
OK or NG	
OK	▶ GO TO 3.
NG	▶ Repair or replace.
3	SEARCH FOR ELECTRICAL INCIDENT
Perform GI-26, "Incident Simulation Tests".	
OK or NG	
OK	▶ GO TO 4.
NG	▶ Repair or replace.
4	CHECK CONNECTOR TERMINALS
Refer to GI-23, "How to Check Enlarged Contact Spring of Terminal".	
OK or NG	
OK	▶ INSPECTION END
NG	▶ Repair or replace connector.

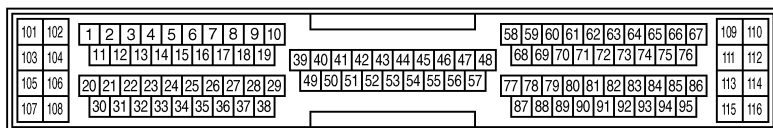
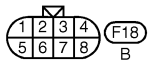
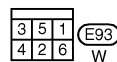
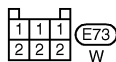
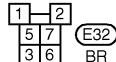
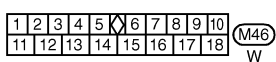
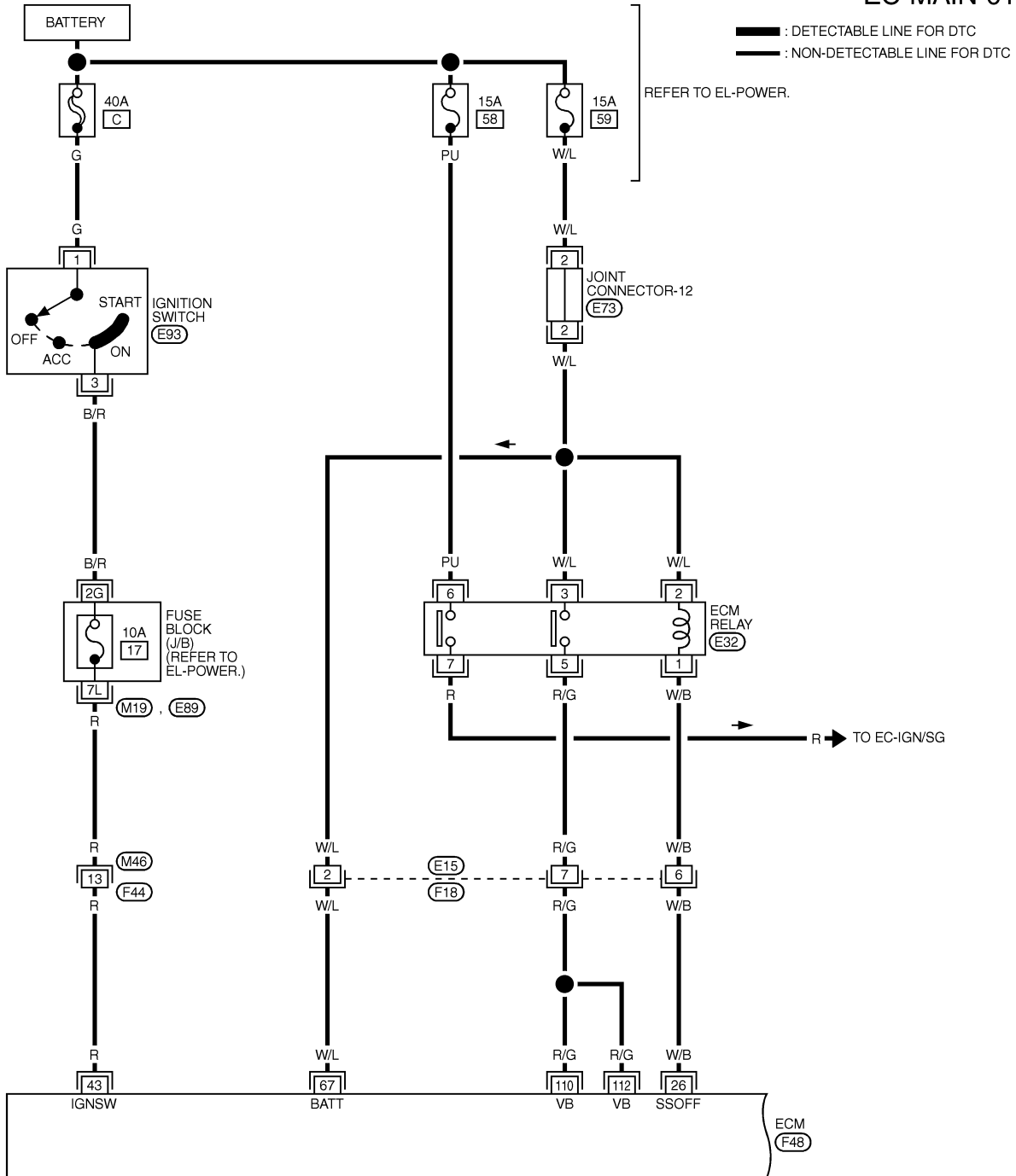
TROUBLE DIAGNOSIS FOR POWER SUPPLY

Main Power Supply and Ground Circuit

Main Power Supply and Ground Circuit WIRING DIAGRAM

NFEC0047

EC-MAIN-01



REFER TO THE FOLLOWING.

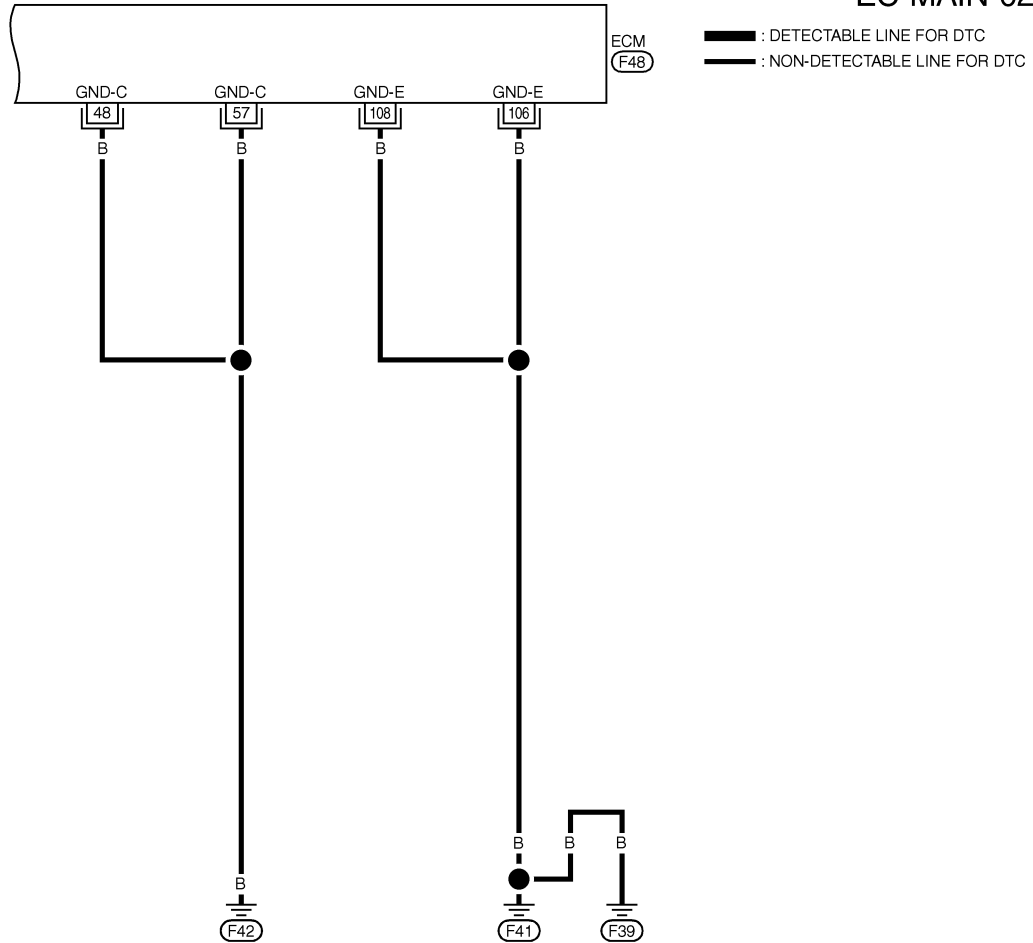
(M19) - FUSE BLOCK-JUNCTION BOX (J/B)

(E89) - FUSE BLOCK-JUNCTION BOX (J/B)

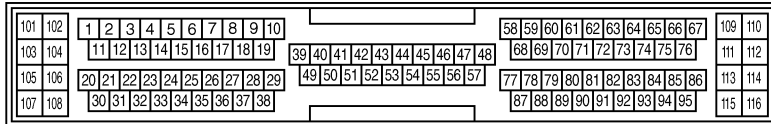
TROUBLE DIAGNOSIS FOR POWER SUPPLY

Main Power Supply and Ground Circuit (Cont'd)

EC-MAIN-02



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MEC717C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
26	W/B	ECM RELAY (SELF-SHUTOFF)	ENGINE RUNNING FOR A FEW SECONDS AFTER TURNING IGN OFF	0 - 1.5V
			A FEW SECONDS PASSED AFTER TURNING IGN OFF	BATTERY VOLTAGE
43	R	IGN	IGN OFF	0V
			IGN ON	BATTERY VOLTAGE
48	B	ECM GROUND	ENGINE RUNNING AT IDLE SPEED	ENGINE GROUND
57	B			
67	W/L	POWER SUPPLY (BACK-UP)	IGN OFF	BATTERY VOLTAGE
106	B	ECM GROUND	ENGINE RUNNING AT IDLE SPEED	ENGINE GROUND
108	B			
110	R/G	POWER SUPPLY FOR ECM	IGN ON	BATTERY VOLTAGE
	112			

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SEF710YA

TROUBLE DIAGNOSIS FOR POWER SUPPLY

Main Power Supply and Ground Circuit (Cont'd)

DIAGNOSTIC PROCEDURE

NFEC0049

1	INSPECTION START	
Start engine. Is engine running?		
Yes or No		
Yes	▶	GO TO 9.
No	▶	GO TO 2.

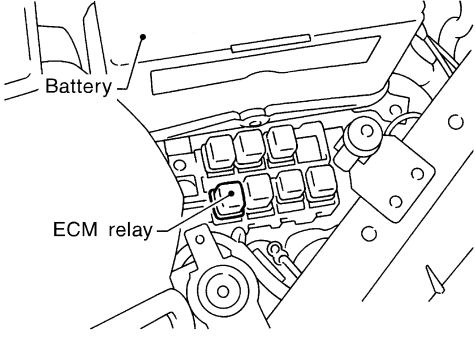
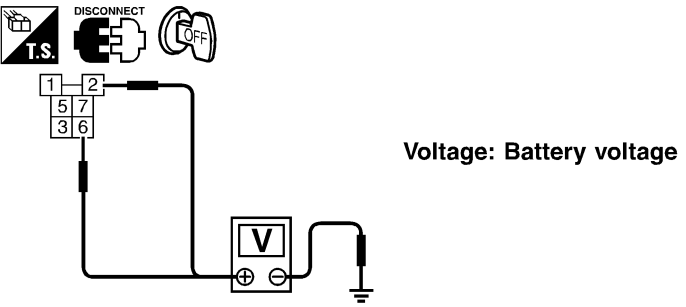
2	CHECK ECM POWER SUPPLY CIRCUIT-I	
1. Turn ignition switch "OFF" and then "ON". 2. Check voltage between ECM terminal 43 and ground with CONSULT-II or tester.		
SEF291X		
OK	▶	GO TO 4.
NG	▶	GO TO 3.

3	DETECT MALFUNCTIONING PART	
Check the following.		
<ul style="list-style-type: none"> ● Harness connectors M46, F44 ● Fuse block (J/B) connector M19, E89 ● 10A fuse ● Harness for open or short between ECM and ignition switch 		
▶ Repair harness or connectors.		

4	CHECK ECM GROUND CIRCUIT FOR OPEN AND SHORT-I	
1. Turn ignition switch "OFF". 2. Disconnect ECM harness connector. 3. Check harness continuity between ECM terminals 48, 57, 106, 108 and engine ground. Refer to WIRING DIAGRAM. Continuity should exist.		
4. Also check harness for short to ground and short to power.		
OK or NG		
OK	▶	GO TO 5.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

TROUBLE DIAGNOSIS FOR POWER SUPPLY

Main Power Supply and Ground Circuit (Cont'd)

5	CHECK POWER SUPPLY-II	
1. Disconnect ECM relay.		
		
2. Check voltage between ECM relay terminals 2, 6 and ground with CONSULT-II or tester.		SEF589PB
 <p>Voltage: Battery voltage</p> <p>OK or NG</p>		SEF292X
OK	▶	GO TO 7.
NG	▶	GO TO 6.

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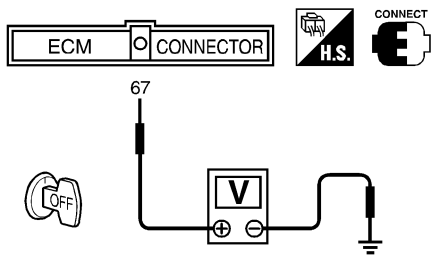
6	DETECT MALFUNCTIONING PART	
Check the following.		
<ul style="list-style-type: none"> ● 15A fuses ● Joint connector-12 ● Harness for open or short between ECM relay and battery 		
▶		Repair open circuit or short to ground or short to power in harness or connectors.

7	CHECK OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT	
1. Check harness continuity between ECM terminal 26 and ECM relay terminal 1.		
Continuity should exist.		
2. Also check harness for short to ground and short to power.		
OK or NG		
OK	▶	Go to "DTC P1320 IGNITION SIGNAL", EC-584.
NG	▶	GO TO 8.

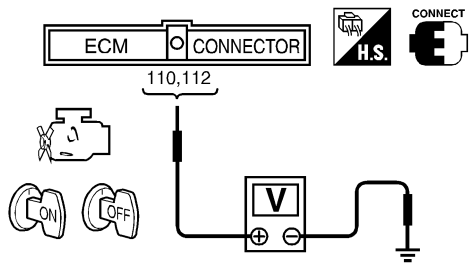
8	DETECT MALFUNCTIONING PART	
Check the following.		
<ul style="list-style-type: none"> ● Harness connectors E15, F18 ● Harness for open or short between ECM relay and ECM 		
▶		Repair open circuit or short to ground or short to power in harness or connectors.

TROUBLE DIAGNOSIS FOR POWER SUPPLY

Main Power Supply and Ground Circuit (Cont'd)

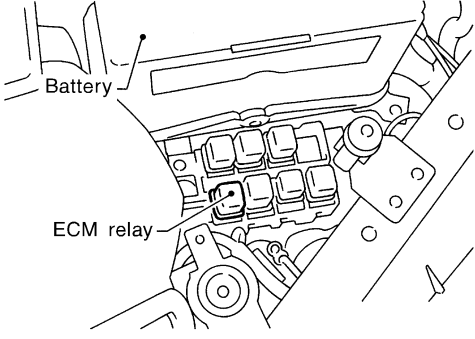
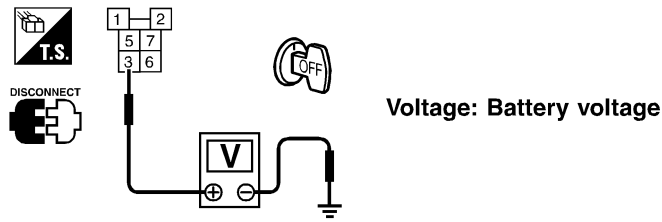
9	CHECK ECM POWER SUPPLY CIRCUIT-II	
<p>1. Stop engine. 2. Check voltage between ECM terminal 67 and ground with CONSULT-II or tester.</p>		
		
Voltage: Battery voltage		
SEF293X		
OK or NG		
OK	▶	GO TO 11.
NG	▶	GO TO 10.

10	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors E15, F18 ● Harness for open or short between ECM and fuse 		
▶ Repair harness or connectors.		

11	CHECK ECM POWER SUPPLY CIRCUIT-III	
<p>1. Turn ignition switch "ON" and then "OFF". 2. Check voltage between ECM terminals 110, 112 and ground with CONSULT-II or tester.</p>		
		
Voltage:		
After turning ignition switch "OFF", battery voltage will exist for a few seconds, then drop approximately 0V.		
SEF294X		
OK or NG		
OK	▶	GO TO 17.
NG (Battery voltage does not exist.)	▶	GO TO 12.
NG (Battery voltage exists for more than a few seconds.)	▶	GO TO 14.

TROUBLE DIAGNOSIS FOR POWER SUPPLY

Main Power Supply and Ground Circuit (Cont'd)

12	CHECK ECM POWER SUPPLY CIRCUIT-IV	
1. Disconnect ECM relay.		
		
2. Check voltage between ECM relay terminal 3 and ground with CONSULT-II or tester.		
SEF589PB		
		
SEF295X		
OK or NG		
OK	▶	GO TO 14.
NG	▶	GO TO 13.

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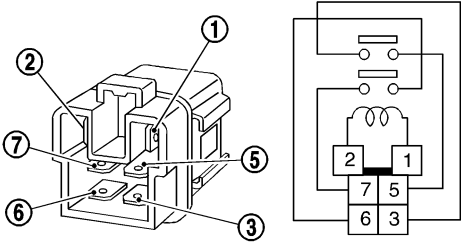
13	DETECT MALFUNCTIONING PART	
Check the following.		
<ul style="list-style-type: none"> ● Joint connector-12 ● Harness for open or short between ECM relay and 15A fuse 		
▶		Repair open circuit or short to ground or short to power in harness or connectors.

14	CHECK HARNESS CONTINUITY BETWEEN ECM RELAY AND ECM FOR OPEN AND SHORT	
1. Check harness continuity between ECM terminals 110, 112 and ECM relay terminal 5. Refer to WIRING DIAGRAM. Continuity should exist.		
2. Also check harness for short to ground and short to power.		
OK or NG		
OK	▶	GO TO 16.
NG	▶	GO TO 15.

15	DETECT MALFUNCTIONING PART	
Check the following.		
<ul style="list-style-type: none"> ● Harness connectors E15, F18 ● Harness for open or short between ECM and ECM relay 		
▶		Repair open circuit or short to ground or short to power in harness or connectors.

TROUBLE DIAGNOSIS FOR POWER SUPPLY

Main Power Supply and Ground Circuit (Cont'd)

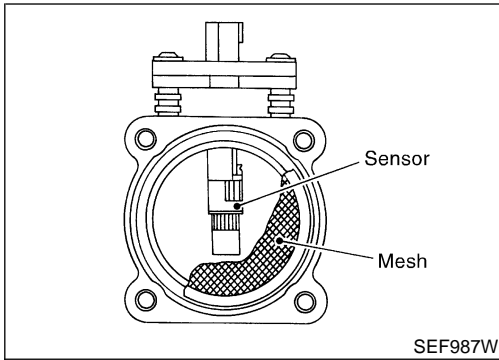
16	CHECK ECM RELAY
<ol style="list-style-type: none"> 1. Apply 12V direct current between ECM relay terminals 1 and 2. 2. Check continuity between relay terminals 3 and 5, 6 and 7. 	
	
SEF296X	
OK or NG	
OK	▶ GO TO 17.
NG	▶ Replace ECM relay.

17	CHECK ECM GROUND CIRCUIT FOR OPEN AND SHORT-II
<ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Disconnect ECM harness connector. 3. Check harness continuity between ECM terminals 48, 57, 106, 108 and engine ground. Refer to WIRING DIAGRAM. Continuity should exist. 4. Also check harness for short to ground and short to power. 	
OK or NG	
OK	▶ GO TO 18.
NG	▶ Repair open circuit or short to ground or short to power in harness or connectors.

18	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
▶	INSPECTION END

DTC P0100 MASS AIR FLOW SENSOR (MAFS)

Component Description



Component Description

NFEC0050

The mass air flow sensor is placed in the stream of intake air. It measures the intake flow rate by measuring a part of the entire intake flow. It consists of a hot wire that is supplied with electric current from the ECM. The temperature of the hot wire is controlled by the ECM a certain amount. The heat generated by the hot wire is reduced as the intake air flows around it. The more air, the greater the heat loss.

Therefore, the ECM must supply more electric current to maintain the temperature of the hot wire as air flow increases. The ECM detects the air flow by means of this current change.

CONSULT-II Reference Value in Data Monitor Mode

NFEC0051

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
MAS A/F SE-B1	<ul style="list-style-type: none"> ● Engine: After warming up ● Air conditioner switch: "OFF" ● Shift lever: "N" ● No-load 	Idle	1.2 - 1.8V
		2,500 rpm	1.6 - 2.2V
CAL/LD VALUE	ditto	Idle	14.0 - 33.0%
		2,500 rpm	12.0 - 25.0%
MASS AIRFLOW	ditto	Idle	2.0 - 6.0 g·m/s
		2,500 rpm	7.0 - 20.0 g·m/s

On Board Diagnosis Logic

NFEC0053

Malfunction is detected when

(Malfunction A) an excessively high voltage from the sensor is sent to ECM when engine is not running,

(Malfunction B) an excessively low voltage from the sensor is sent to ECM when engine is running,

(Malfunction C) a high voltage from the sensor is sent to ECM under light load driving condition,

(Malfunction D) a low voltage from the sensor is sent to ECM under heavy load driving condition,

(Malfunction E) a voltage from the sensor is constantly approx. 1.0V when engine is running.

FAIL-SAFE MODE

NFEC0053S02

When the malfunction B is detected, the ECM enters fail-safe mode and the MIL lights up.

Detected items	Engine operating condition in fail-safe mode
Mass air flow sensor circuit	Engine speed will not rise more than 2,400 rpm due to the fuel cut.

DTC P0100 MASS AIR FLOW SENSOR (MAFS)

Possible Cause

Possible Cause

MALFUNCTION A OR C

NFEC0426

NFEC0426S01

- Harness or connectors
(The sensor circuit is open or shorted.)
- Mass air flow sensor

MALFUNCTION B, D OR E

NFEC0426S02

- Harness or connectors
(The sensor circuit is open or shorted.)
- Intake air leaks
- Mass air flow sensor

DTC Confirmation Procedure

NFEC0054

Perform "PROCEDURE FOR MALFUNCTION A" first.

If the 1st trip DTC cannot be confirmed, perform "PROCEDURE FOR MALFUNCTION B AND E".

If there is no problem on "PROCEDURE FOR MALFUNCTION B AND E", perform "PROCEDURE FOR MALFUNCTION C".

If there is no problem on "PROCEDURE FOR MALFUNCTION C", perform "PROCEDURE FOR MALFUNCTION D".

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

2	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm

SEF058Y

PROCEDURE FOR MALFUNCTION A

NFEC0054S01

With CONSULT-II

NFEC0054S0101

- 1) Turn ignition switch "ON".
- 2) Select "DATA MONITOR" mode with CONSULT-II.
- 3) Wait at least 6 seconds.
- 4) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-174.

With GST

NFEC0054S0102

Follow the procedure "With CONSULT-II" above.

3	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm

SEF058Y

PROCEDURE FOR MALFUNCTION B AND E

NFEC0054S02

With CONSULT-II

NFEC0054S0201

- 1) Turn ignition switch "ON".
- 2) Select "DATA MONITOR" mode with CONSULT-II.
- 3) Start engine and wait 5 seconds at most.
- 4) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-174.

With GST

NFEC0054S0202

Follow the procedure "With CONSULT-II" above.

DTC P0100 MASS AIR FLOW SENSOR (MAFS)

DTC Confirmation Procedure (Cont'd)

NOTE:

If 1st trip DTC is confirmed after more than 5 seconds, there may be malfunction C.

GI

MA

EM

LC

3	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm
	COOLAN TEMP/S	XXX °C

SEF174Y

PROCEDURE FOR MALFUNCTION C

NFEC0054S03

NOTE:

If engine will not start or stops soon, wait at least 10 seconds with engine stopped (Ignition switch "ON") instead of running engine at idle speed.

EC

FE

With CONSULT-II

NFEC0054S0301

- 1) Turn ignition switch "ON".
- 2) Select "DATA MONITOR" mode with CONSULT-II.
- 3) Start engine and warm it up to normal operating temperature.
- 4) Run engine for at least 10 seconds at idle speed.
- 5) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-174.

CL

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AT

With GST

NFEC0054S0302

Follow the procedure "With CONSULT-II" above.

AX

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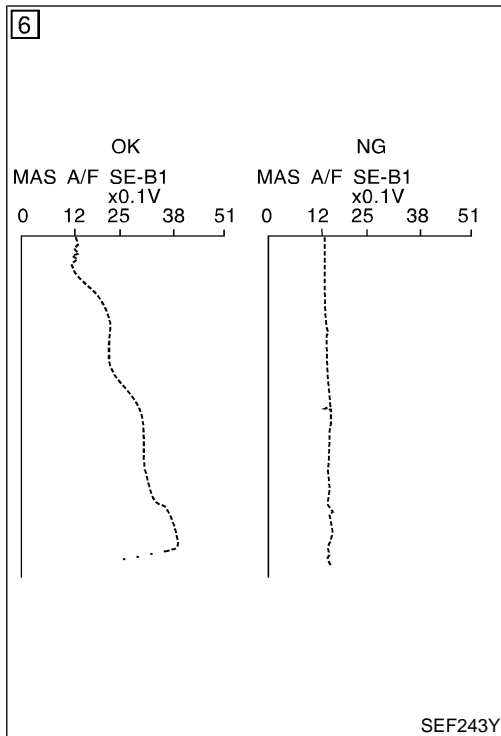
SC

EL

IDX

DTC P0100 MASS AIR FLOW SENSOR (MAFS)

DTC Confirmation Procedure (Cont'd)



7

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
VHCL SPEED SE	XXX km/h
THRTL POS SEN	XXX V

SEF175Y

CALC LOAD	20%
COOLANT TEMP	95°C
SHORT FT #1	2%
LONG FT #1	0%
SHORT FT #2	4%
LONG FT #2	0%
ENGINE SPD	2637RPM
VEHICLE SPD	0MPH
IGN ADVANCE	41.0°
INTAKE AIR	41°C
MAF	14.1gm/sec
THROTTLE POS	3%

SEF534P

PROCEDURE FOR MALFUNCTION D

NFEC0054S04

CAUTION:

Always drive vehicle at a safe speed.

With CONSULT-II

NFEC0054S0402

- 1) Turn ignition switch "ON".
- 2) Start engine and warm it up to normal operating temperature. **If engine cannot be started, go to "Diagnostic Procedure", EC-174.**
- 3) Select "DATA MONITOR" mode with CONSULT-II.
- 4) Check the voltage of MAS AIR/FL SE with "DATA MONITOR".
- 5) Increases engine speed to about 4,000 rpm.
- 6) Monitor the linear voltage rise in response to engine speed increases.
If NG, go to "Diagnostic Procedure", EC-174.
If OK, go to following step.
- 7) Maintain the following conditions for at least 10 consecutive seconds.

ENG SPEED	More than 2,000 rpm
THRTL POS SEN	More than 3V
Selector lever	Suitable position
Driving location	Driving vehicle uphill (Increased engine load) will help maintain the driving conditions required for this test.

- 8) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-174.

Overall Function Check

NFEC0055

PROCEDURE FOR MALFUNCTION D

NFEC0055S01

Use this procedure to check the overall function of the mass air flow sensor circuit. During this check, a 1st trip DTC might not be confirmed.

With GST

NFEC0055S0101

- 1) Start engine and warm it up to normal operating temperature.
- 2) Select "MODE 1" with GST.
- 3) Check the mass air flow sensor signal with "MODE 1".
- 4) Check for linear mass air flow sensor signal value rise in response to increases to about 4,000 rpm in engine speed.
- 5) If NG, go to "Diagnostic Procedure", EC-174.

DTC P0100 MASS AIR FLOW SENSOR (MAFS)

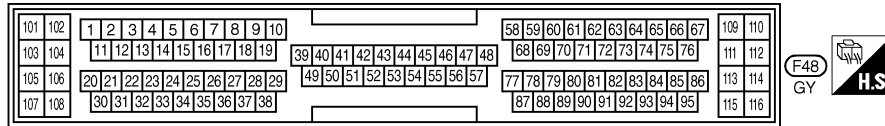
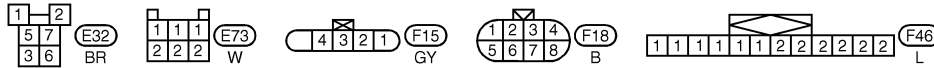
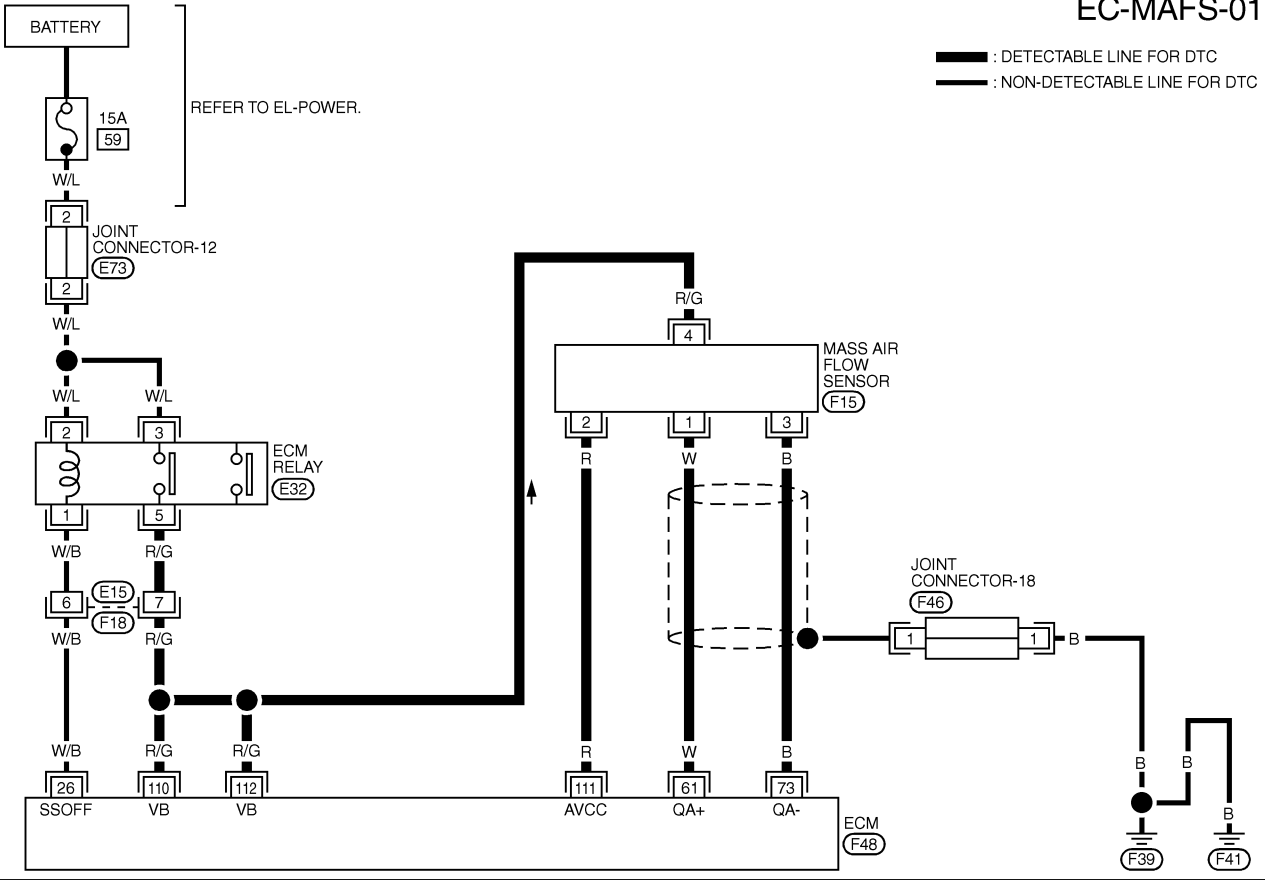
Wiring Diagram

Wiring Diagram

NFEC0056

EC-MAFS-01

— : DETECTABLE LINE FOR DTC
 - - - : NON-DETECTABLE LINE FOR DTC



MEC718C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
61	W	MASS AIR FLOW SENSOR	ENGINE RUNNING AT IDLE SPEED UNDER WARM-UP CONDITION	1.2 - 1.8V
			ENGINE RUNNING AT 2,500 RPM UNDER WARM-UP CONDITION	1.6 - 2.2V
73	B	MASS AIR FLOW SENSOR GROUND	ENGINE RUNNING AT IDLE SPEED UNDER WARM-UP CONDITION	APPROX. 0V
111	R	SENSORS' POWER SUPPLY	IGN ON	APPROX. 5V

SEF650XB

DTC P0100 MASS AIR FLOW SENSOR (MAFS)

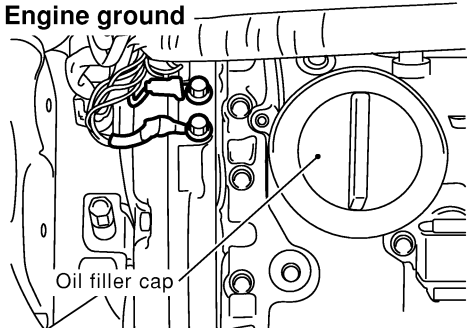
Diagnostic Procedure

Diagnostic Procedure

NFEC0057

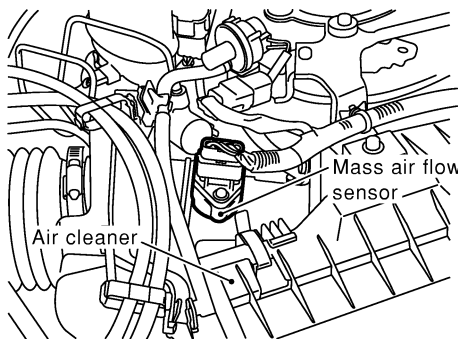
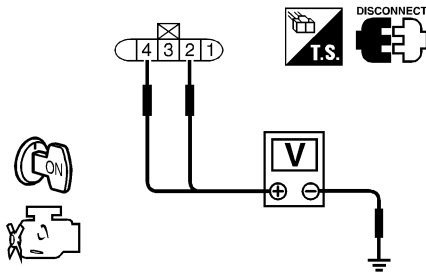
1	INSPECTION START						
Which malfunction (A, B, C, D or E) is duplicated?							
<table border="1"><thead><tr><th>MALFUNCTION</th><th>Type</th></tr></thead><tbody><tr><td>A and/or C</td><td>I</td></tr><tr><td>B, D and/or E</td><td>II</td></tr></tbody></table>		MALFUNCTION	Type	A and/or C	I	B, D and/or E	II
MALFUNCTION	Type						
A and/or C	I						
B, D and/or E	II						
MTBL0373							
Type I or Type II							
Type I	▶ GO TO 3.						
Type II	▶ GO TO 2.						

2	CHECK INTAKE SYSTEM
Check the following for connection.	
<ul style="list-style-type: none">● Air duct● Vacuum hoses● Intake air passage between air duct to intake manifold collector	
OK or NG	
OK	▶ GO TO 3.
NG	▶ Reconnect the parts.

3	RETIGHTEN GROUND SCREWS
<ol style="list-style-type: none">1. Turn ignition switch "OFF".2. Loosen and retighten engine ground screws.	
 <p>The diagram shows a top-down view of an engine block. A line points to a screw on the left side of the engine, labeled "Engine ground". Another line points to a cap on the right side of the engine, labeled "Oil filler cap".</p>	
SEF255X	
	▶ GO TO 4.

DTC P0100 MASS AIR FLOW SENSOR (MAFS)

Diagnostic Procedure (Cont'd)

4	CHECK MAFS POWER SUPPLY CIRCUIT								
<p>1. Disconnect mass air flow sensor (MAFS) harness connector.</p> <div style="text-align: center;">  </div>									
SEF256X									
<p>2. Turn ignition switch "ON".</p> <p>3. Check voltage between MAFS terminals 2, 4 and ground with CONSULT-II or tester.</p>									
<div style="display: flex; align-items: center; justify-content: center;">  <table border="1" style="margin-left: 20px;"> <thead> <tr> <th>Terminal</th> <th>Voltage</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>Approximately 5</td> </tr> <tr> <td>4</td> <td>Battery voltage</td> </tr> </tbody> </table> </div>				Terminal	Voltage	2	Approximately 5	4	Battery voltage
Terminal	Voltage								
2	Approximately 5								
4	Battery voltage								
SEF297X									
OK or NG									
OK	▶	GO TO 6.							
NG	▶	GO TO 5.							

5	DETECT MALFUNCTIONING PART		
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness for open or short between ECM relay and mass air flow sensor ● Harness for open or short between mass air flow sensor and ECM 			
▶ Repair harness or connectors.			

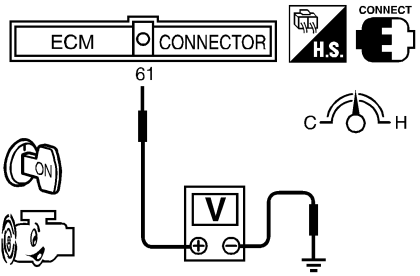
6	CHECK MAFS GROUND CIRCUIT FOR OPEN AND SHORT		
<p>1. Turn ignition switch "OFF".</p> <p>2. Disconnect ECM harness connector.</p> <p>3. Check harness continuity between MAFS terminal 3 and ECM terminal 73. Refer to Wiring Diagram. Continuity should exist.</p> <p>4. Also check harness for short to ground and short to power.</p>			
OK or NG			
OK	▶	GO TO 7.	
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.	

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DTC P0100 MASS AIR FLOW SENSOR (MAFS)

Diagnostic Procedure (Cont'd)

7	CHECK MAFS INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT	
<p>1. Check harness continuity between MAFS terminal 1 and ECM terminal 61. Refer to Wiring Diagram. Continuity should exist.</p> <p>2. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 8.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

8	CHECK MASS AIR FLOW SENSOR											
<p>1. Reconnect harness connectors disconnected.</p> <p>2. Start engine and warm it up to normal operating temperature.</p> <p>3. Check voltage between ECM terminal 61 (Mass air flow sensor signal) and ground.</p>												
		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;">Condition</th> <th style="width: 40%;">Voltage V</th> </tr> </thead> <tbody> <tr> <td>Ignition switch "ON" (Engine stopped.)</td> <td style="text-align: center;">Approx. 1.0</td> </tr> <tr> <td>Idle (Engine is warmed-up to normal operating temperature.)</td> <td style="text-align: center;">1.2 - 1.8</td> </tr> <tr> <td>2,500 rpm (Engine is warmed-up to normal operating temperature.)</td> <td style="text-align: center;">1.6 - 2.2</td> </tr> <tr> <td>Idle to about 4,000 rpm*</td> <td style="text-align: center;">1.2 - 1.8 to Approx. 4.0</td> </tr> </tbody> </table> <p style="font-size: small;">*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.</p>	Condition	Voltage V	Ignition switch "ON" (Engine stopped.)	Approx. 1.0	Idle (Engine is warmed-up to normal operating temperature.)	1.2 - 1.8	2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.6 - 2.2	Idle to about 4,000 rpm*	1.2 - 1.8 to Approx. 4.0
Condition	Voltage V											
Ignition switch "ON" (Engine stopped.)	Approx. 1.0											
Idle (Engine is warmed-up to normal operating temperature.)	1.2 - 1.8											
2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.6 - 2.2											
Idle to about 4,000 rpm*	1.2 - 1.8 to Approx. 4.0											
<p>4. If the voltage is out of specification, disconnect MAFS harness connector and connect it again. Then repeat above check.</p> <p style="text-align: center;">OK or NG</p>												
OK	▶	GO TO 9.										
NG	▶	Replace mass air flow sensor.										

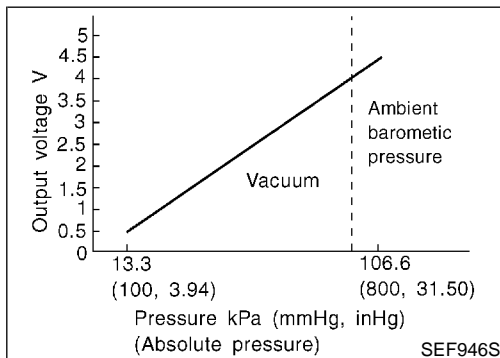
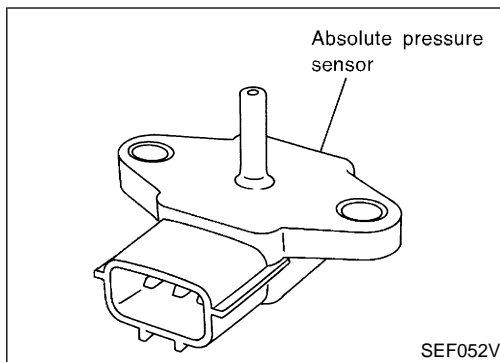
SEF298X

9	CHECK MAFS SHIELD CIRCUIT FOR OPEN AND SHORT	
<p>1. Turn ignition switch "OFF".</p> <p>2. Disconnect joint connector-18.</p> <p>3. Check the following.</p> <ul style="list-style-type: none"> ● Continuity between joint connector terminal 1 and ground Refer to Wiring Diagram. ● Joint connector-18 (Refer to EL-345, "HARNESS LAYOUT".) Continuity should exist. <p>4. Also check harness for short to ground and short to power.</p> <p>5. Then reconnect joint connector-18.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 10.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

10	CHECK INTERMITTENT INCIDENT	
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.		
▶		INSPECTION END

DTC P0105 ABSOLUTE PRESSURE SENSOR

Component Description



Component Description

NFEC0058

The absolute pressure sensor detects ambient barometric pressure and sends the voltage signal to the ECM. As the pressure increases, the voltage rises.

GI

MA

EM

LC

EC

FE

CL

MT

On Board Diagnosis Logic

NFEC0059

Malfunction is detected when an excessively low or high voltage from the sensor is sent to ECM.

AT

AX

SU

BR

Possible Cause

NFEC0427

- Harness or connectors (Absolute pressure sensor circuit is open or shorted.)
- Absolute pressure sensor

ST

RS

BT

HA

DTC Confirmation Procedure

NFEC0060

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

SC

EL

IDX

DTC P0105 ABSOLUTE PRESSURE SENSOR

DTC Confirmation Procedure (Cont'd)

3

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

WITH CONSULT-II

NFEC0060S01

- 1) Turn ignition switch "ON".
- 2) Select "DATA MONITOR" mode with CONSULT-II.
- 3) Wait at least 10 seconds.
- 4) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-180.

WITH GST

NFEC0060S02

Follow the procedure "WITH CONSULT-II" above.

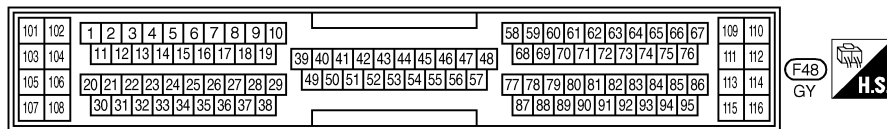
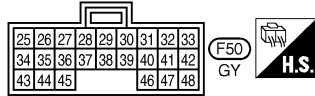
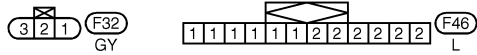
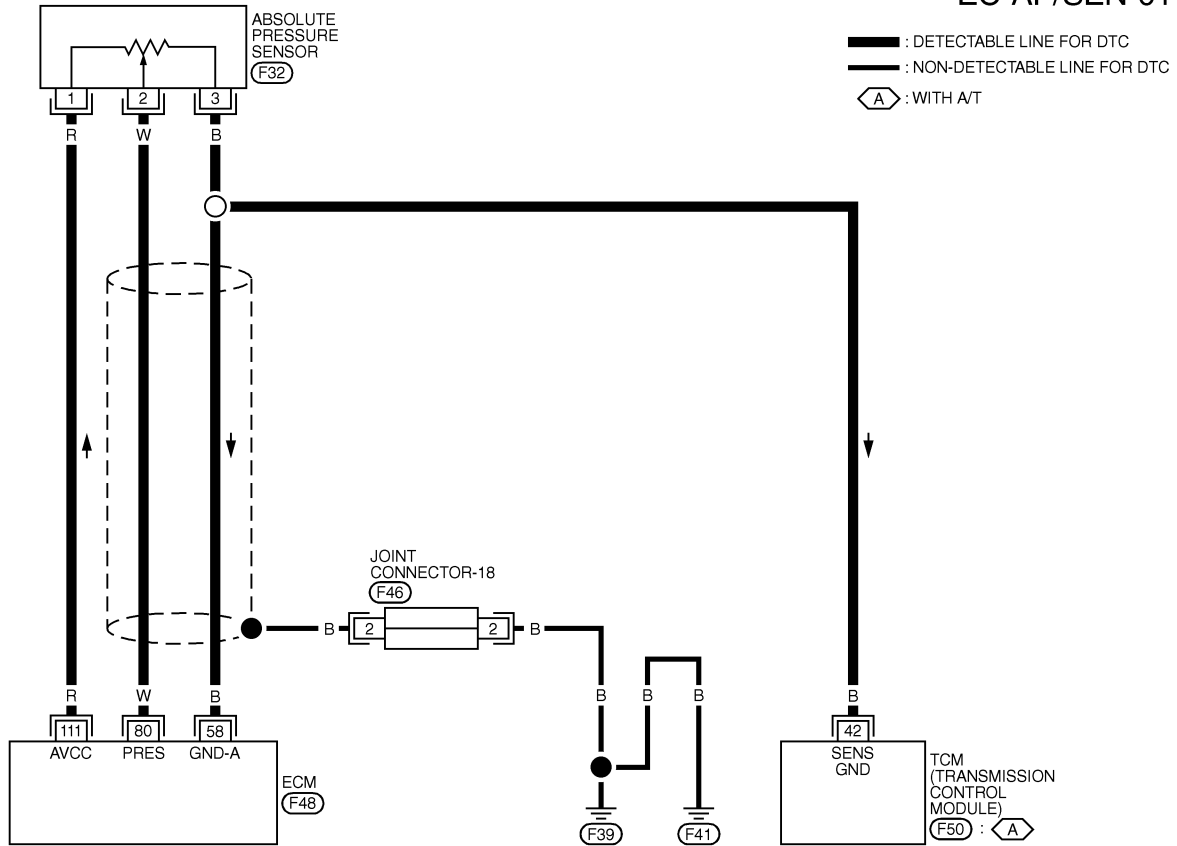
DTC P0105 ABSOLUTE PRESSURE SENSOR

Wiring Diagram

Wiring Diagram

=NFEC0062

EC-AP/SEN-01



MEC719C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
80	W	ABSOLUTE PRESSURE SENSOR	IGN ON	APPROX. 4.4V
111	R	SENSORS' POWER SUPPLY	IGN ON	APPROX. 5V
58	B	SENSORS' GROUND	IGN ON	APPROX. 0V

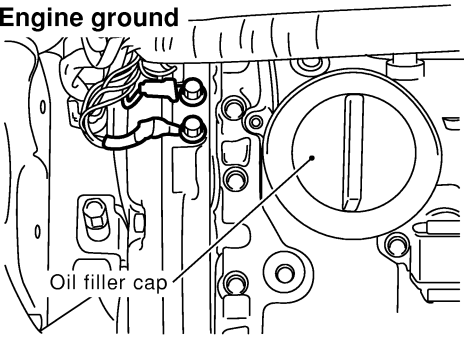
SEF651XB

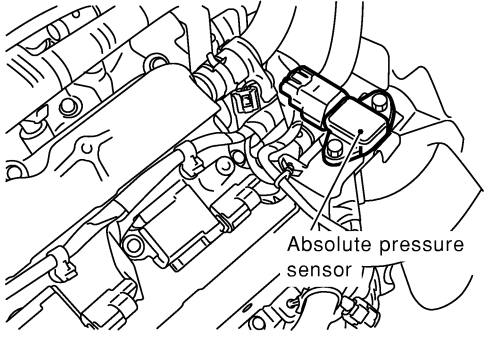
DTC P0105 ABSOLUTE PRESSURE SENSOR

Diagnostic Procedure

Diagnostic Procedure

NFEC0063

1	RETIGHTEN GROUND SCREWS	<p>1. Turn ignition switch "OFF". 2. Loosen and retighten engine ground screws.</p> <div style="text-align: center;"><p>The diagram shows a cross-section of an engine block. A large circular oil filler cap is on the right. To its left, several ground screws are shown being tightened onto the engine block. Labels 'Engine ground' and 'Oil filler cap' point to their respective parts.</p></div>	SEF255X
▶		GO TO 2.	

2	CHECK ABSOLUTE PRESSURE SENSOR CONNECTOR FOR WATER	<p>1. Disconnect absolute pressure sensor harness connector.</p> <div style="text-align: center;"><p>The diagram shows a close-up of the absolute pressure sensor connector. A hand is shown disconnecting the harness connector from the sensor. A label 'Absolute pressure sensor' points to the sensor itself.</p></div>	SEF257X
		<p>2. Check sensor harness connector for water. Water should not exist.</p> <p style="text-align: center;">OK or NG</p>	
OK		▶	GO TO 3.
NG		▶	Repair or replace harness connector.

DTC P0105 ABSOLUTE PRESSURE SENSOR

Diagnostic Procedure (Cont'd)

3	CHECK ABSOLUTE PRESSURE SENSOR POWER SUPPLY CIRCUIT
<p>1. Turn ignition switch "ON". 2. Check voltage between absolute pressure sensor terminal 1 and ground with CONSULT-II or tester.</p>	
<p style="text-align: right;">SEF299X</p>	
OK	▶ GO TO 4.
NG	▶ Repair harness or connectors.

4	CHECK ABSOLUTE PRESSURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT
<p>1. Turn ignition switch "OFF". 2. Check harness continuity between absolute pressure sensor terminal 3 and engine ground. Refer to Wiring Diagram. Continuity should exist. 3. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 6.
NG	▶ GO TO 5.

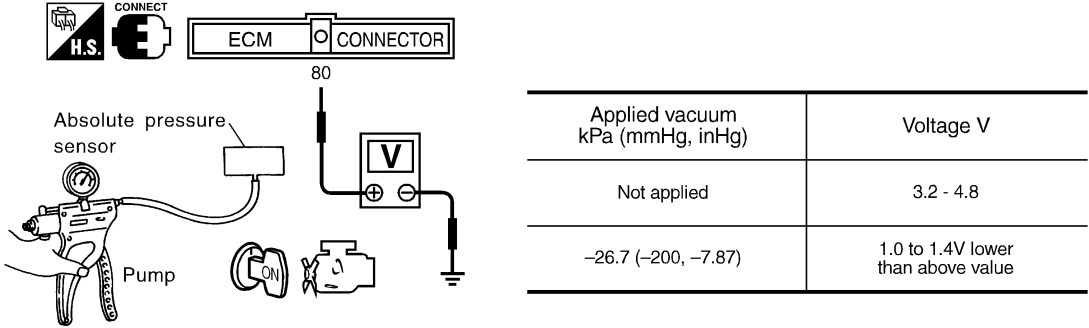
5	DETECT MALFUNCTIONING PART
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness for open or short between ECM and absolute pressure sensor ● Harness for open or short between TCM (Transmission Control Module) and absolute pressure sensor 	
	▶ Repair open circuit or short to ground or short to power in harness or connectors.

6	CHECK ABSOLUTE PRESSURE SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT
<p>1. Disconnect ECM harness connector. 2. Check harness continuity between ECM terminal 80 and absolute pressure sensor terminal 2. Continuity should exist. 3. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 7.
NG	▶ Repair open circuit or short to ground or short to power in harness or connectors.

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DTC P0105 ABSOLUTE PRESSURE SENSOR

Diagnostic Procedure (Cont'd)

7	CHECK ABSOLUTE PRESSURE SENSOR						
<ol style="list-style-type: none"> 1. Remove absolute pressure sensor with its harness connector connected. 2. Remove hose from absolute pressure sensor. 3. Install a vacuum pump to absolute pressure sensor. 4. Turn ignition switch "ON" and check output voltage between ECM terminal 80 and engine ground under the following conditions. 							
<div style="display: flex; align-items: center;">  <table border="1" style="margin-left: auto; margin-right: 0; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Applied vacuum kPa (mmHg, inHg)</th> <th style="text-align: center;">Voltage V</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Not applied</td> <td style="text-align: center;">3.2 - 4.8</td> </tr> <tr> <td style="text-align: center;">-26.7 (-200, -7.87)</td> <td style="text-align: center;">1.0 to 1.4V lower than above value</td> </tr> </tbody> </table> </div>		Applied vacuum kPa (mmHg, inHg)	Voltage V	Not applied	3.2 - 4.8	-26.7 (-200, -7.87)	1.0 to 1.4V lower than above value
Applied vacuum kPa (mmHg, inHg)	Voltage V						
Not applied	3.2 - 4.8						
-26.7 (-200, -7.87)	1.0 to 1.4V lower than above value						
<p>CAUTION:</p> <ul style="list-style-type: none"> ● Always calibrate the vacuum pump gauge when using it. ● Do not apply below -93.3 kPa (-700 mmHg, -27.56 inHg) or over 101.3 kPa (760 mmHg, 29.92 inHg) of pressure. 							
OK or NG							
OK	▶ GO TO 8.						
NG	▶ Replace absolute pressure sensor.						

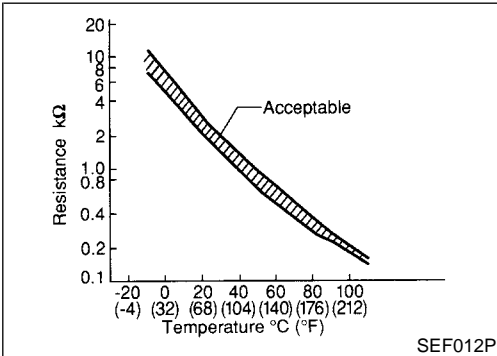
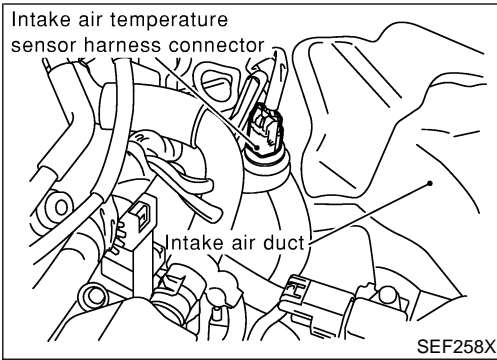
SEF300X

8	CHECK ABSOLUTE PRESSURE SENSOR SHIELD CIRCUIT FOR OPEN AND SHORT
<ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Disconnect joint connector-18. 3. Check the following. <ul style="list-style-type: none"> ● Continuity between joint connector terminal 2 and ground Refer to Wiring Diagram. ● Joint connector (Refer to EL-345, "HARNESS LAYOUT".) Continuity should exist. 4. Also check harness for short to ground and short to power. 5. Then reconnect joint connector-18. 	
OK or NG	
OK	▶ GO TO 9.
NG	▶ Repair open circuit or short to ground or short to power in harness or connectors.

9	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
▶	INSPECTION END

DTC P0110 INTAKE AIR TEMPERATURE SENSOR

Component Description



Component Description

NFEC0064

The intake air temperature sensor is mounted to the air duct housing. The sensor detects intake air temperature and transmits a signal to the ECM.

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

<Reference data>

Intake air temperature °C (°F)	Voltage* V	Resistance kΩ
20 (68)	3.5	2.1 - 2.9
80 (176)	1.23	0.27 - 0.38

*: These data are reference values and are measured between ECM terminal 64 (Intake air temperature sensor) and ground.

CAUTION:

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

On Board Diagnosis Logic

NFEC0065

Malfunction is detected when

(Malfunction A) an excessively low or high voltage from the sensor is sent to ECM,

(Malfunction B) rationally incorrect voltage from the sensor is sent to ECM, compared with the voltage signal from engine coolant temperature sensor.

Possible Cause

NFEC0428

- Harness or connectors
(The sensor circuit is open or shorted.)
- Intake air temperature sensor

DTC Confirmation Procedure

NFEC0066

Perform "PROCEDURE FOR MALFUNCTION A" first. If 1st trip DTC cannot be confirmed, perform "PROCEDURE FOR MALFUNCTION B".

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

DTC P0110 INTAKE AIR TEMPERATURE SENSOR

DTC Confirmation Procedure (Cont'd)

3	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm

SEF058Y

PROCEDURE FOR MALFUNCTION A

With CONSULT-II

NFEC0066S01

NFEC0066S0101

- 1) Turn ignition switch "ON".
- 2) Select "DATA MONITOR" mode with CONSULT-II.
- 3) Wait at least 5 seconds.
- 4) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-186.

With GST

NFEC0066S0102

Follow the procedure "With CONSULT-II" above.

5	DATA MONITOR	
	MONITOR	NO DTC
	COOLAN TEMP/S	XXX °C
VHCL SPEED SE		XXX km/h

SEF176Y

PROCEDURE FOR MALFUNCTION B

NFEC0066S02

CAUTION:

Always drive vehicle at a safe speed.

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.

With CONSULT-II

NFEC0066S0201

- 1) Wait until engine coolant temperature is less than 90°C (194°F).
 - a) Turn ignition switch "ON".
 - b) Select "DATA MONITOR" mode with CONSULT-II.
 - c) Check the engine coolant temperature.
 - d) If the engine coolant temperature is not less than 90°C (194°F), turn ignition switch "OFF" and cool down engine.
- Perform the following steps before engine coolant temperature is above 90°C (194°F).
- 2) Turn ignition switch "ON".
- 3) Select "DATA MONITOR" mode with CONSULT-II.
- 4) Start engine.
- 5) Hold vehicle speed at more than 70 km/h (43 MPH) for 100 consecutive seconds.
- 6) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-186.

With GST

NFEC0066S0202

Follow the procedure "With CONSULT-II" above.

DTC P0110 INTAKE AIR TEMPERATURE SENSOR

Wiring Diagram

Wiring Diagram

NFEC0067

EC-IATS-01

GI

MA

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CL

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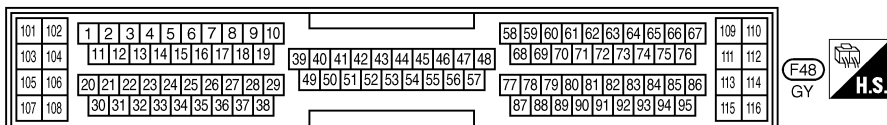
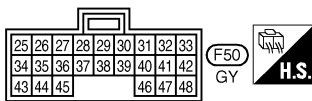
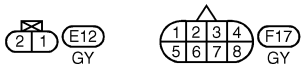
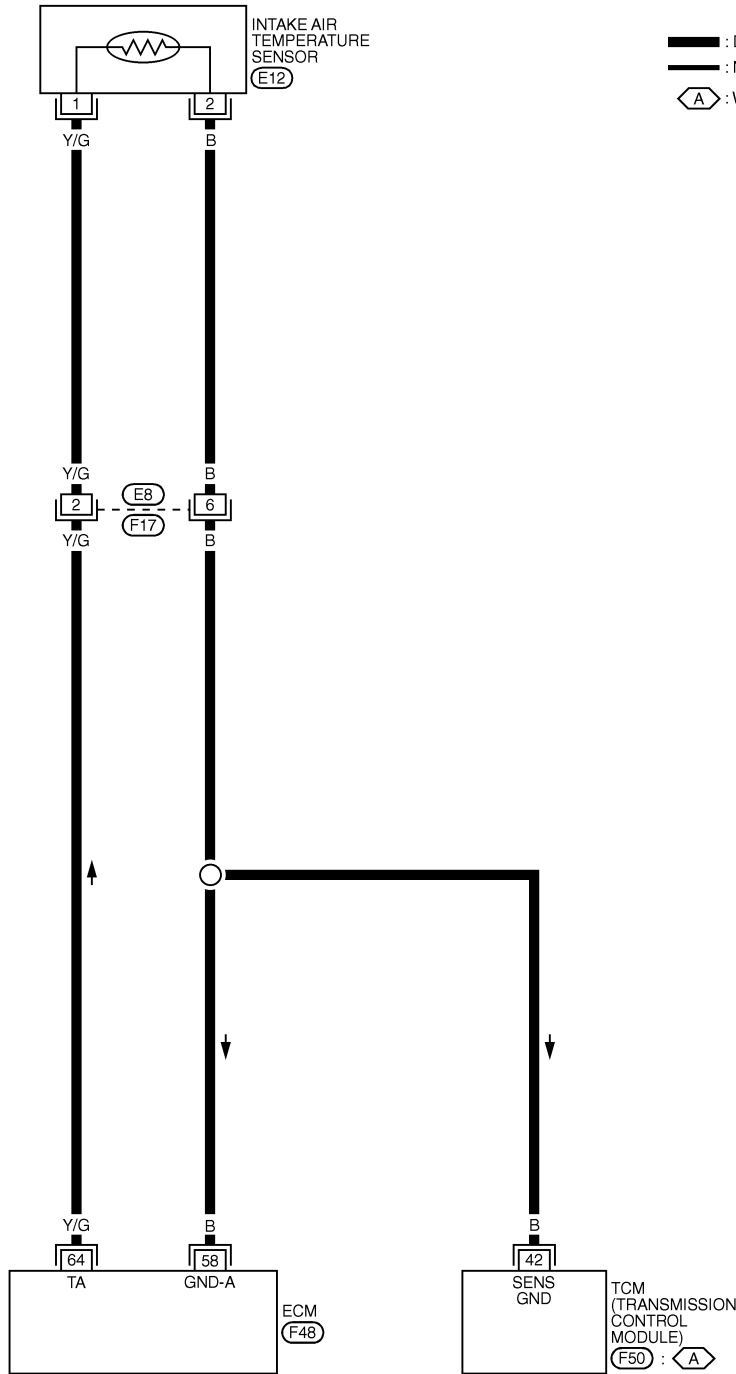
BT

HA

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IDX



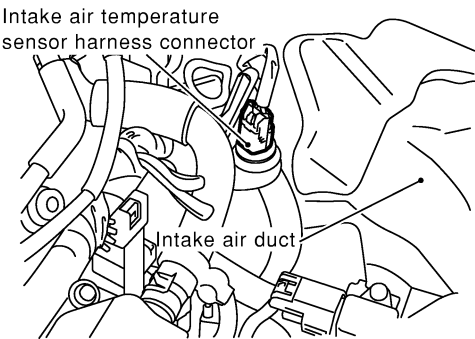
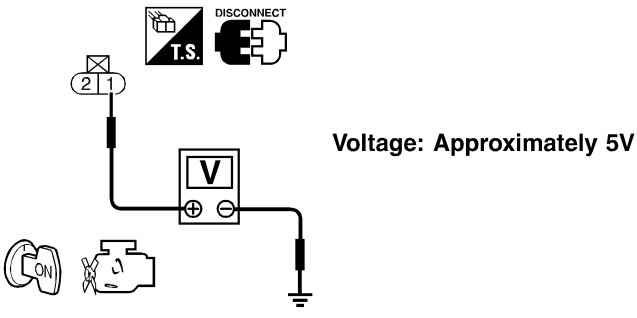
MEC720C

DTC P0110 INTAKE AIR TEMPERATURE SENSOR

Diagnostic Procedure

Diagnostic Procedure

NFEC0068

1	CHECK INTAKE AIR TEMPERATURE SENSOR POWER SUPPLY CIRCUIT	
<p>1. Turn ignition switch "OFF". 2. Disconnect intake air temperature sensor harness connector.</p> <div style="text-align: center;">  <p>Intake air temperature sensor harness connector</p> <p>Intake air duct</p> </div> <p>3. Turn ignition switch "ON". 4. Check voltage between terminal 1 and ground.</p> <div style="text-align: center;">  <p>Voltage: Approximately 5V</p> <p>OK or NG</p> </div>		
OK	▶	GO TO 3.
NG	▶	GO TO 2.

SEF258X

SEF301X

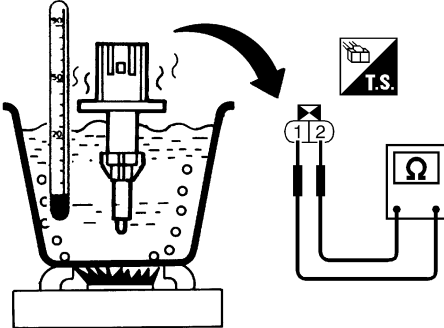
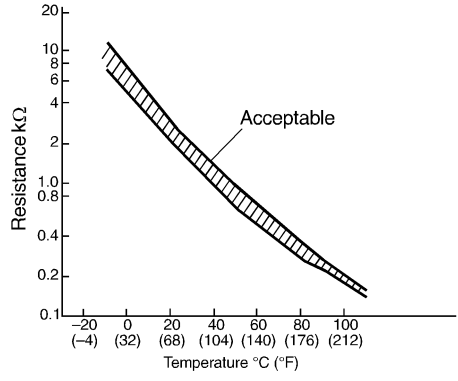
2	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors E8, F17 ● Harness for open or short between ECM and intake air temperature sensor 		
▶		Repair harness or connectors.

3	CHECK INTAKE AIR TEMPERATURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT	
<p>1. Turn ignition switch "OFF". 2. Check harness continuity between sensor terminal 2 and engine ground. Refer to Wiring Diagram. Continuity should exist.</p> <p>3. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 5.
NG	▶	GO TO 4.

DTC P0110 INTAKE AIR TEMPERATURE SENSOR

Diagnostic Procedure (Cont'd)

4	DETECT MALFUNCTIONING PART
Check the following. <ul style="list-style-type: none"> ● Harness connectors E8, F17 ● Harness for open or short between ECM and intake air temperature sensor ● Harness for open or short between TCM (Transmission Control Module) and intake air temperature sensor 	
▶	Repair open circuit or short to ground or short to power in harness or connectors.

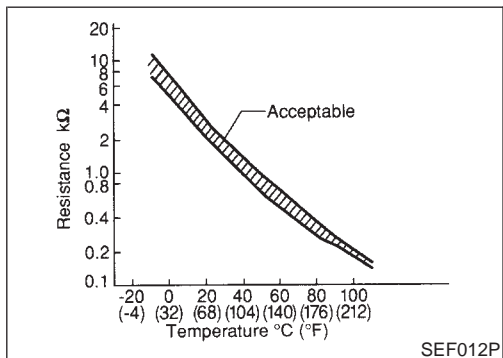
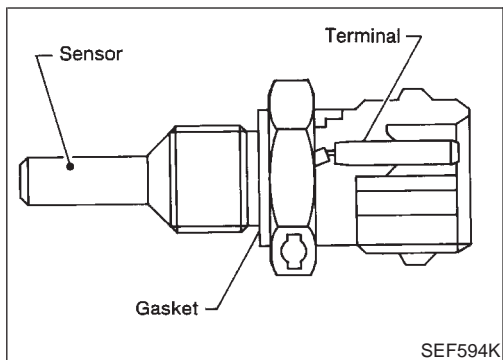
5	CHECK INTAKE AIR TEMPERATURE SENSOR						
Check resistance between intake air temperature sensor terminals 1 and 2 as shown in the figure.							
							
<Reference data> <table border="1" style="margin: auto;"> <thead> <tr> <th>Temperature °C (°F)</th> <th>Resistance kΩ</th> </tr> </thead> <tbody> <tr> <td>20 (68)</td> <td>2.1 - 2.9</td> </tr> <tr> <td>80 (176)</td> <td>0.27 - 0.38</td> </tr> </tbody> </table>		Temperature °C (°F)	Resistance kΩ	20 (68)	2.1 - 2.9	80 (176)	0.27 - 0.38
Temperature °C (°F)	Resistance kΩ						
20 (68)	2.1 - 2.9						
80 (176)	0.27 - 0.38						
							
SEF302X							
OK or NG							
OK	▶ GO TO 6.						
NG	▶ Replace intake air temperature sensor.						

6	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
▶	INSPECTION END

GI
 MA
 EM
 LC
 EC
 FE
 CL
 MT
 AT
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 ST
 RS
 BT
 HA
 SC
 EL
 IDX

DTC P0115 ENGINE COOLANT TEMPERATURE SENSOR (ECTS) (CIRCUIT)

Component Description



Component Description

NFEC0069

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

<Reference data>

Engine coolant temperature °C (°F)	Voltage* V	Resistance kΩ
-10 (14)	4.4	7.0 - 11.4
20 (68)	3.5	2.1 - 2.9
50 (122)	2.2	0.68 - 1.00
90 (194)	0.9	0.236 - 0.260

*: These data are reference values and are measured between ECM terminal 70 (Engine coolant temperature sensor) and ground.

CAUTION:

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

On Board Diagnosis Logic

NFEC0070

Malfunction is detected when an excessively high or low voltage from the sensor is sent to ECM.

FAIL-SAFE MODE

NFEC0070S02

When this malfunction is detected, the ECM enters fail-safe mode and the MIL lights up.

Detected items	Engine operating condition in fail-safe mode	
Engine coolant temperature sensor circuit	Engine coolant temperature will be determined by ECM based on the time after turning ignition switch "ON" or "START". CONSULT-II displays the engine coolant temperature decided by ECM.	
	Condition	Engine coolant temperature decided (CONSULT-II display)
	Just as ignition switch is turned ON or Start	40°C (104°F)
	More than approx. 4 minutes after ignition ON or Start	80°C (176°F)
Except as shown above	40 - 80°C (104 - 176°F) (Depends on the time)	

DTC P0115 ENGINE COOLANT TEMPERATURE SENSOR (ECTS) (CIRCUIT)

Possible Cause

Possible Cause

NFEC0429

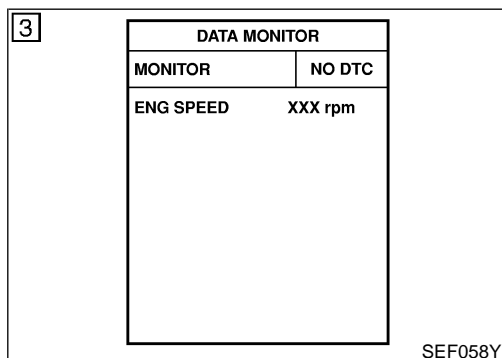
- Harness or connectors
(The sensor circuit is open or shorted.)
- Engine coolant temperature sensor

GI

MA

EM

LC



DTC Confirmation Procedure

NFEC0071

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

EC

FE

Ⓜ WITH CONSULT-II

NFEC0071S01

- 1) Turn ignition switch "ON".
- 2) Select "DATA MONITOR" mode with CONSULT-II.
- 3) Wait at least 5 seconds.
- 4) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-191.

CL

MT

Ⓜ WITH GST

NFEC0071S02

Follow the procedure "WITH CONSULT-II" above.

AT

AX

SU

BR

ST

RS

BT

HA

SC

EL

IDX

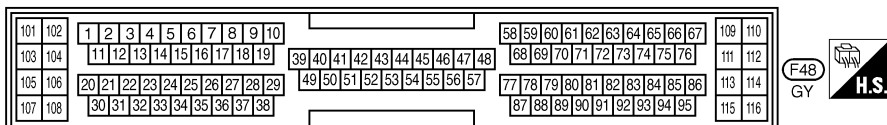
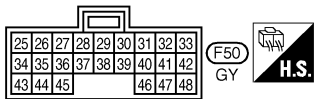
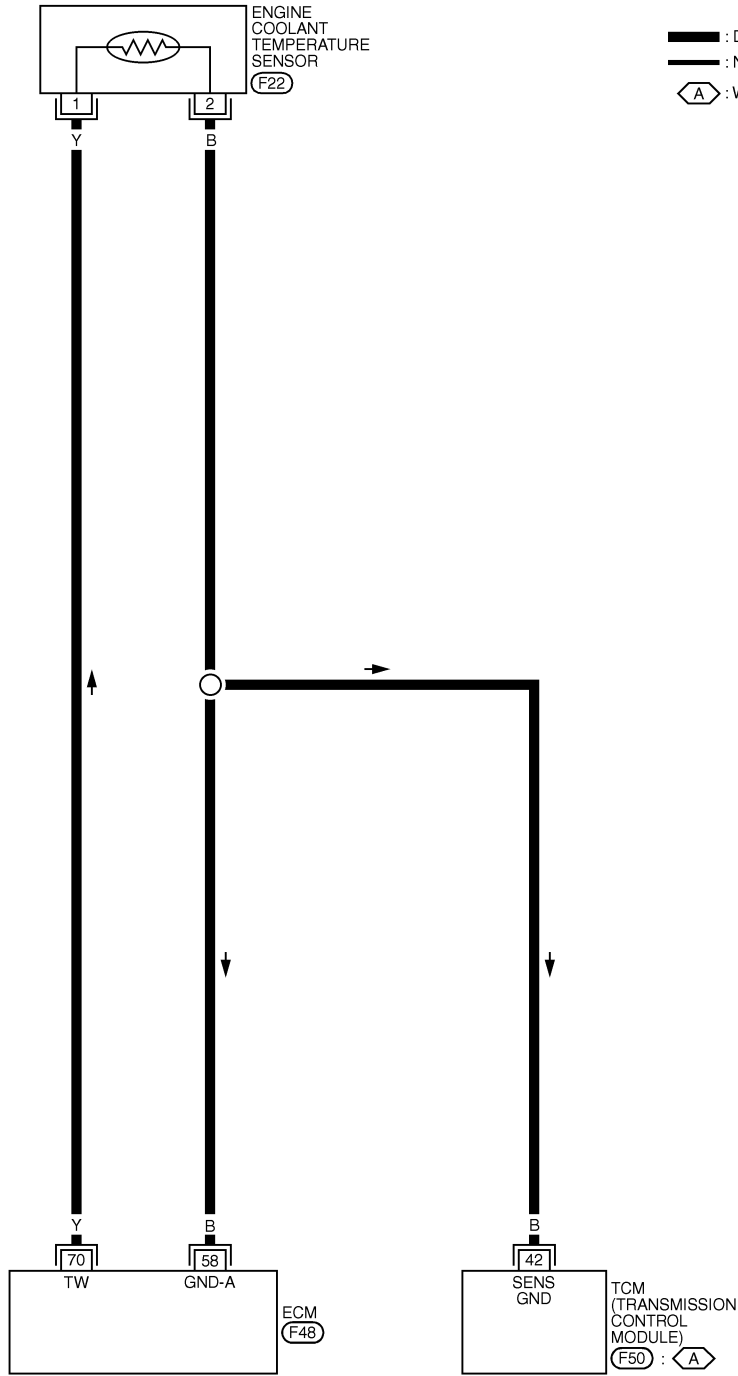
DTC P0115 ENGINE COOLANT TEMPERATURE SENSOR (ECTS) (CIRCUIT)

Wiring Diagram

Wiring Diagram

NFEC0072

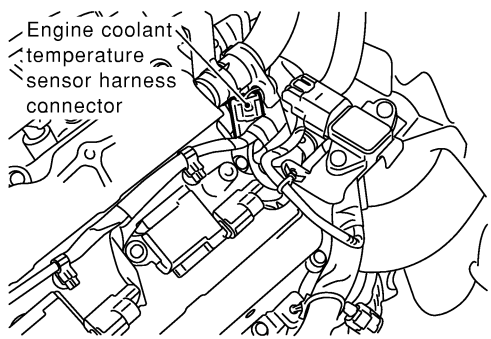
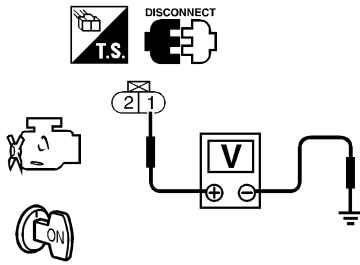
EC-ECTS-01



MEC721C

Diagnostic Procedure

NFEC0073

1	CHECK ECTS POWER SUPPLY CIRCUIT		
		<p>1. Turn ignition switch "OFF".</p> <p>2. Disconnect engine coolant temperature sensor (ECTS) harness connector.</p>  <p>3. Turn ignition switch "ON".</p> <p>4. Check voltage between ECTS terminal 1 and ground with CONSULT-II or tester.</p>  <p style="text-align: right;">SEF259X</p>	<p>GI</p> <p>MA</p> <p>EM</p> <p>LC</p> <p>EC</p> <p>FE</p> <p>CL</p> <p>MT</p> <p>AT</p> <p>AX</p> <p>SU</p>
		OK or NG	<p>BR</p>
	OK	▶ GO TO 2.	
	NG	▶ Repair open circuit or short to ground or short to power in harness or connectors.	

2	CHECK ECTS GROUND CIRCUIT FOR OPEN AND CIRCUIT		
		<p>1. Turn ignition switch "OFF".</p> <p>2. Check harness continuity between ECTS terminal 2 and engine ground. Refer to Wiring Diagram. Continuity should exist.</p> <p>3. Also check harness for short to ground and short to power.</p> <p style="text-align: right;">SEF585X</p>	<p>ST</p> <p>RS</p> <p>BT</p> <p>HA</p>
		OK or NG	
	OK	▶ GO TO 4.	
	NG	▶ GO TO 3.	

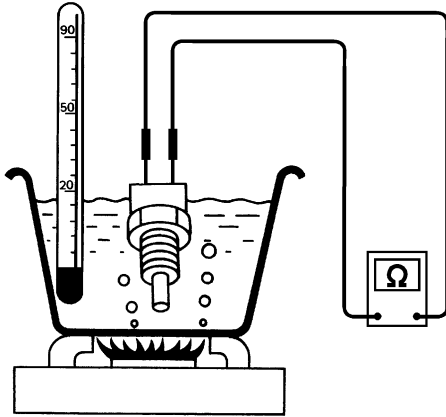
3	DETECT MALFUNCTIONING PART		
		<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness for open or short between ECM and engine coolant temperature sensor ● Harness for open or short between TCM (Transmission Control Module) and engine coolant temperature sensor 	<p>SC</p> <p>EL</p>
		OK or NG	
		▶ Repair open circuit or short to ground or short to power in harness or connectors.	<p>IDX</p>

DTC P0115 ENGINE COOLANT TEMPERATURE SENSOR (ECTS) (CIRCUIT)

Diagnostic Procedure (Cont'd)

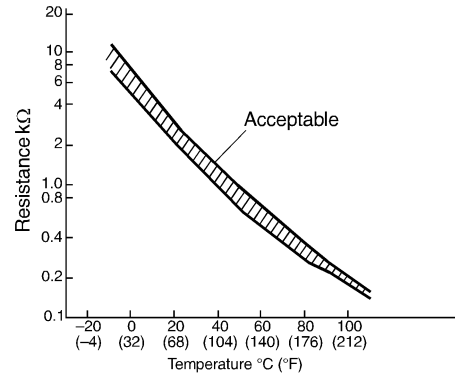
4 CHECK ENGINE COOLANT TEMPERATURE SENSOR

Check resistance between engine coolant temperature sensor terminals 1 and 2 as shown in the figure.



<Reference data>

Temperature °C (°F)	Resistance kΩ
20 (68)	2.1 - 2.9
50 (122)	0.68 - 1.00
90 (194)	0.236 - 0.260



SEF304X

OK or NG

OK	▶	GO TO 5.
NG	▶	Replace engine coolant temperature sensor.

5 CHECK INTERMITTENT INCIDENT

Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.

▶ **INSPECTION END**

DTC P0120 THROTTLE POSITION SENSOR

Description

Description

NFEC0074

NOTE:

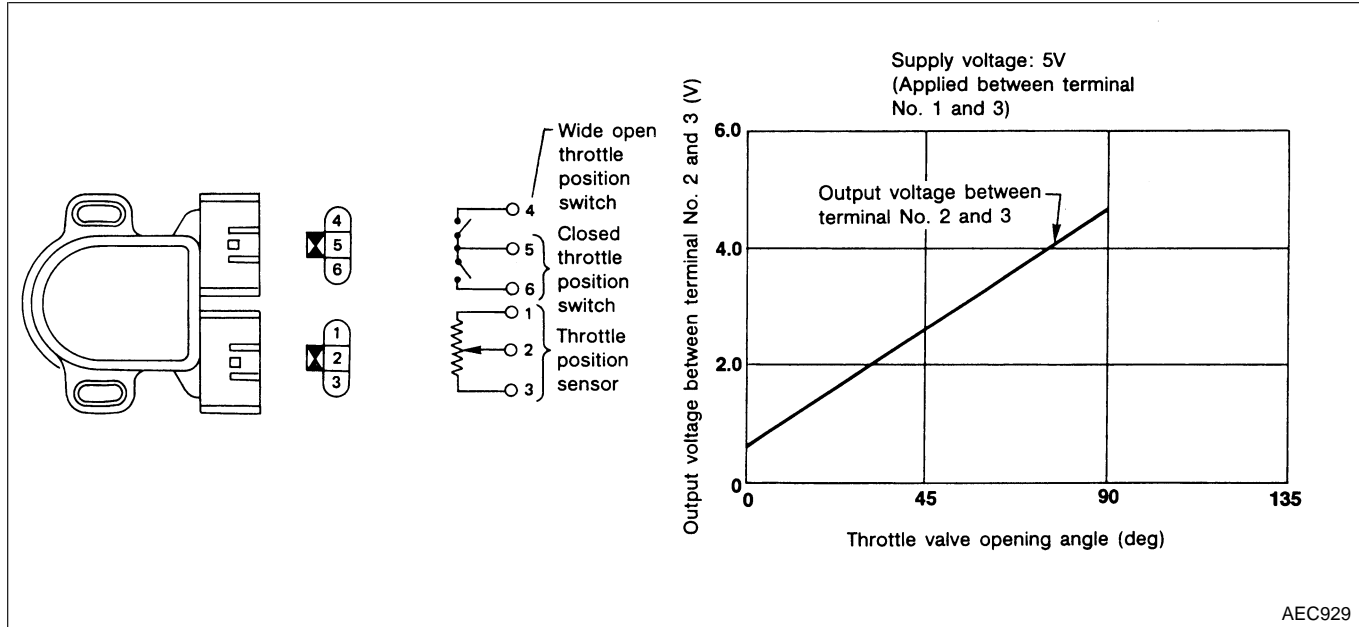
If DTC P0120 is displayed with DTC P0510, first perform the trouble diagnosis for DTC P0510. Refer to EC-514.

COMPONENT DESCRIPTION

NFEC0074S01

The throttle position sensor responds to the accelerator pedal movement. This sensor is a kind of potentiometer which transforms the throttle position into output voltage, and emits the voltage signal to the ECM. In addition, the sensor detects the opening and closing speed of the throttle valve and feeds the voltage signal to the ECM.

Idle position of the throttle valve is determined by the ECM receiving the signal from the throttle position sensor. This sensor controls engine operation such as fuel cut. On the other hand, the "Wide open and closed throttle position switch", which is built into the throttle position sensor unit, is not used for engine control.



CONSULT-II Reference Value in Data Monitor Mode

NFEC0075

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
THRTL POS SEN	● Engine: After warming up, idle the engine	Throttle valve: fully closed	0.15 - 0.85V
	● Engine: After warming up ● Ignition switch: ON (Engine stopped)	Throttle valve: fully opened	3.5 - 4.7V
ABSOL TH-P/S	● Engine: After warming up, idle the engine	Throttle valve: fully closed	0.0%
	● Engine: After warming up ● Ignition switch: ON (Engine stopped)	Throttle valve: fully opened	Approx. 80%

DTC P0120 THROTTLE POSITION SENSOR

On Board Diagnosis Logic

On Board Diagnosis Logic

NFEC0077

Malfunction is detected when

(Malfunction A) an excessively low or high voltage from the sensor is sent to ECM,

(Malfunction B) a high voltage from the sensor is sent to ECM under light load driving conditions,

(Malfunction C) a low voltage from the sensor is sent to ECM under heavy load driving conditions.

FAIL-SAFE MODE

NFEC0077S02

When the malfunction A is detected, the ECM enters fail-safe mode and the MIL lights up.

Detected items	Engine operating condition in fail-safe mode	
Throttle position sensor circuit	Throttle position will be determined based on the injected fuel amount and the engine speed. Therefore, acceleration will be poor.	
	Condition	Driving condition
	When engine is idling	Normal
	When accelerating	Poor acceleration

Possible Cause

NFEC0430

MALFUNCTION A

NFEC0430S01

- Harness or connectors
(The throttle position sensor circuit is open or shorted.)
- Throttle position sensor

MALFUNCTION B

NFEC0430S02

- Harness or connectors
(The throttle position sensor circuit is open or shorted.)
- Throttle position sensor
- Fuel injector
- Crankshaft position sensor (REF)
- Crankshaft position sensor (POS)
- Mass air flow sensor

MALFUNCTION C

NFEC0430S03

- Harness or connectors
(The throttle position sensor circuit is open or shorted.)
- Intake air leaks
- Throttle position sensor

DTC Confirmation Procedure

NFEC0078

NOTE:

- Perform “PROCEDURE FOR MALFUNCTION A” first. If the 1st trip DTC cannot be confirmed, perform “PROCEDURE FOR MALFUNCTION B”.
- If there is no problem on “PROCEDURE FOR MALFUNCTION B”, perform “PROCEDURE FOR MALFUNCTION C”.
- If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

DTC P0120 THROTTLE POSITION SENSOR

DTC Confirmation Procedure (Cont'd)

PROCEDURE FOR MALFUNCTION A

NFEC0078S01

CAUTION:

Always drive vehicle at a safe speed.

TESTING CONDITION:

- Before performing the following procedure, confirm that battery voltage is more than 10V at idle.
- 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.

2	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm
	VHCL SPEED SE	XXX km/h
	P/N POSI SW	OFF

SEF065Y

With CONSULT-II

NFEC0078S0101

- 1) Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
- 2) Start engine and maintain the following conditions for at least 5 consecutive seconds.

Vehicle speed	More than 4 km/h (2 MPH)
Selector lever	Suitable position except "P" or "N" position

- 3) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-199.

With GST

NFEC0078S0102

Follow the procedure "With CONSULT-II" above.

3	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm

SEF058Y

PROCEDURE FOR MALFUNCTION B

NFEC0078S02

NFEC0078S0201

With CONSULT-II

- 1) Turn ignition switch "ON".
- 2) Select "DATA MONITOR" mode with CONSULT-II.
- 3) Start engine and let it idle for at least 10 seconds. If idle speed is over 1,000 rpm, maintain the following conditions for at least 10 seconds to keep engine speed below 1,000 rpm.

Selector lever	Suitable position except "P" or "N"
Brake pedal	Depressed
Vehicle speed	0 km/h (0 MPH)

- 4) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-199.

With GST

NFEC0078S0202

Follow the procedure "With CONSULT-II" above.

DTC P0120 THROTTLE POSITION SENSOR

DTC Confirmation Procedure (Cont'd)

NFEC0078S03

6	DATA MONITOR	
	MONITOR	NO DTC
	THRTL POS SEN	XXX V
	ABSOL TH•P/S	XXX %

SEF177Y

PROCEDURE FOR MALFUNCTION C

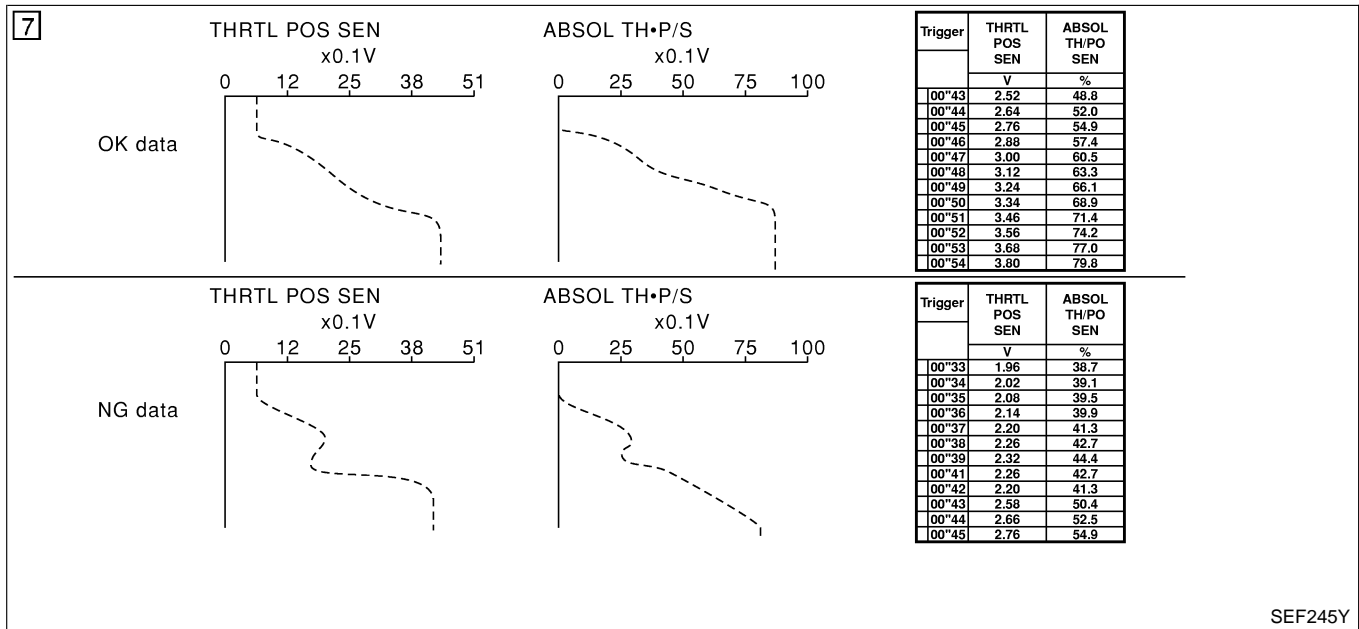
CAUTION:

Always drive vehicle at a safe speed.

With CONSULT-II

NFEC0078S0301

- 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 "MANU TRIG" in "DATA MONITOR" mode with CONSULT-II.
 - 5) Select "THRTL POS SEN" and "ABSOL TH•P/S" in "DATA MONITOR" mode with CONSULT-II.
 - 6) Press RECORD on CONSULT-II SCREEN at the same time accelerator pedal is depressed.
 - 7) Print out the recorded graph and check the following:
 - The voltage rise is linear in response to accelerator pedal depression.
 - The voltage when accelerator pedal is fully depressed is approximately 4V.
- If NG, go to "Diagnostic Procedure", EC-199.
If OK, go to following step.



- 8) Select "AUTO TRIG" in "DATA MONITOR" mode with CONSULT-II.

9	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm
	MAS A/F SE-B1	XXX V
	COOLAN TEMP/S	XXX °C

SEF178Y

- 9) Maintain the following conditions for at least 10 consecutive seconds.

ENG SPEED	More than 2,000 rpm
MAS A/F SE-B1	More than 3.2V
COOLAN TEMP/S	More than 70°C (158°F)
Selector lever	Suitable position
Driving location	Driving vehicle uphill (Increased engine load) will help maintain the driving conditions required for this test.

DTC P0120 THROTTLE POSITION SENSOR

DTC Confirmation Procedure (Cont'd)

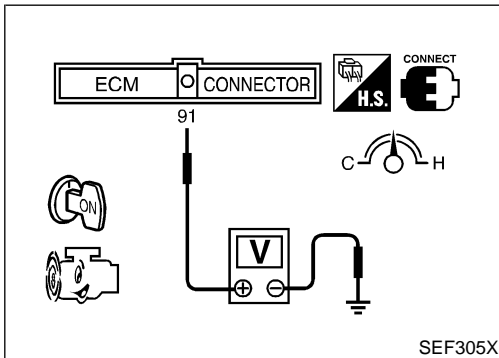
- 10) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-199.

GI

MA

EM

LC



With GST

NFEC0078S0302

- 1) Start engine and warm it up to normal operating temperature.
- 2) Maintain the following conditions for at least 10 consecutive seconds.

EC

Gear position	Suitable position
Engine speed	More than 2,000 rpm
Engine coolant temperature	More than 70°C (158°F)
Voltage between ECM terminal 91 (Mass air flow sensor signal) and ground	More than 3.2V

FE

CL

MT

- 3) Select "MODE 7" with GST.
- 4) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-199.

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SC

EL

IDX

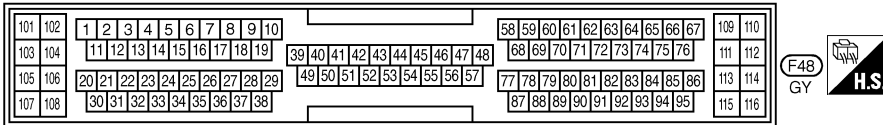
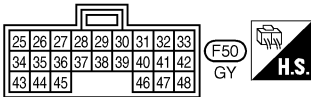
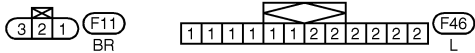
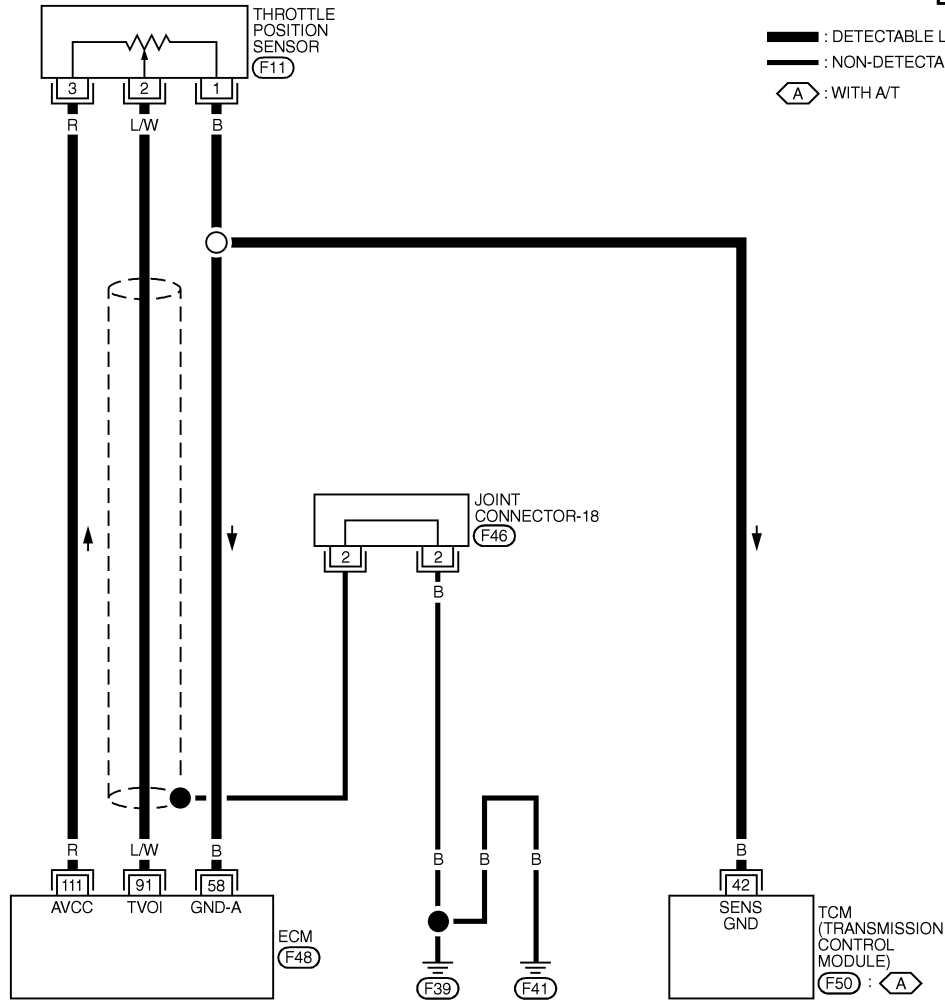
DTC P0120 THROTTLE POSITION SENSOR

Wiring Diagram

Wiring Diagram

NFEC0079

EC-TPS-01



MEC722C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
91	L/W	THROTTLE POSITION SENSOR	ENGINE RUNNING UNDER WARM-UP CONDITION WITH ACCELERATOR PEDAL FULLY RELEASED	0.15 - 0.85V
			IGN ON WITH ACCELERATOR PEDAL FULLY DEPRESSED	3.5 - 4.7V
111	R	SENSORS' POWER SUPPLY	IGN ON	APPROX. 5V
58	B	SENSORS' GROUND	ENGINE RUNNING AT IDLE SPEED UNDER WARM-UP CONDITION	APPROX. 0V

SEF652XB

DTC P0120 THROTTLE POSITION SENSOR

Diagnostic Procedure

Diagnostic Procedure

NFEC0080

1	INSPECTION START									
Which malfunction A, B or C is duplicated?										
<table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="width: 50%;">MALFUNCTION</th> <th style="width: 50%;">Type</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">A</td> <td style="text-align: center;">A</td> </tr> <tr> <td style="text-align: center;">B</td> <td style="text-align: center;">B</td> </tr> <tr> <td style="text-align: center;">C</td> <td style="text-align: center;">C</td> </tr> </tbody> </table>			MALFUNCTION	Type	A	A	B	B	C	C
MALFUNCTION	Type									
A	A									
B	B									
C	C									
MTBL0066										
Type A, B or C										
Type A or B	▶	GO TO 4.								
Type C	▶	GO TO 2.								

GI

MA

EM

LC

EC

2	ADJUST THROTTLE POSITION SENSOR									
Check the following items. Refer to "Basic Inspection", EC-115.										
<table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="width: 30%;">Items</th> <th style="width: 70%;">Specifications</th> </tr> </thead> <tbody> <tr> <td>Ignition timing</td> <td>M/T: 15° ± 5° BTDC A/T: 15° ± 5° BTDC (in "P" or "N" position)</td> </tr> <tr> <td>Closed throttle position switch idle position adjustment</td> <td>Feeler gauge thickness and switch condition 0.05 mm (0.0020 in): ON 0.15 mm (0.0059 in): OFF</td> </tr> <tr> <td>Target idle speed</td> <td>M/T: 625 ± 50 rpm A/T: 700 ± 50 rpm (in "P" or "N" position)</td> </tr> </tbody> </table>			Items	Specifications	Ignition timing	M/T: 15° ± 5° BTDC A/T: 15° ± 5° BTDC (in "P" or "N" position)	Closed throttle position switch idle position adjustment	Feeler gauge thickness and switch condition 0.05 mm (0.0020 in): ON 0.15 mm (0.0059 in): OFF	Target idle speed	M/T: 625 ± 50 rpm A/T: 700 ± 50 rpm (in "P" or "N" position)
Items	Specifications									
Ignition timing	M/T: 15° ± 5° BTDC A/T: 15° ± 5° BTDC (in "P" or "N" position)									
Closed throttle position switch idle position adjustment	Feeler gauge thickness and switch condition 0.05 mm (0.0020 in): ON 0.15 mm (0.0059 in): OFF									
Target idle speed	M/T: 625 ± 50 rpm A/T: 700 ± 50 rpm (in "P" or "N" position)									
MTBL0626										
	▶	GO TO 3.								

FE

CL

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3	CHECK INTAKE SYSTEM.	
1. Turn ignition switch "OFF". 2. Check the following for connection. <ul style="list-style-type: none"> ● Air duct ● Vacuum hoses ● Intake air passage between air duct to intake manifold collector 		
OK or NG		
OK	▶	GO TO 4.
NG	▶	Reconnect the parts.

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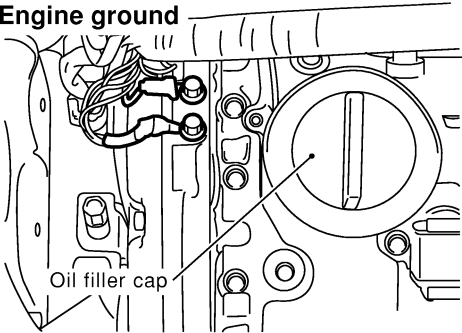

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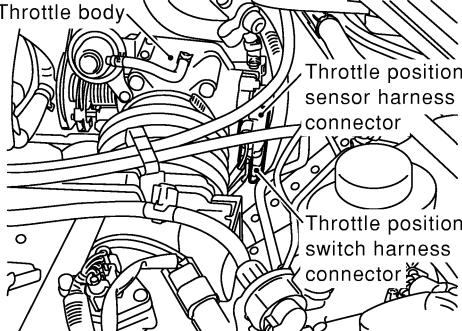
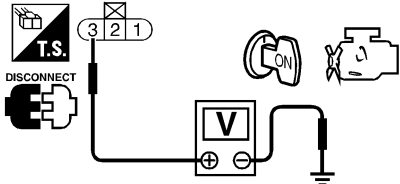


EL

IDX

DTC P0120 THROTTLE POSITION SENSOR

Diagnostic Procedure (Cont'd)

4	RETIGHTEN GROUND SCREWS
<ol style="list-style-type: none">1. Turn ignition switch "OFF".2. Loosen and retighten engine ground screws.	
 <p>The diagram shows a top-down view of an engine. A line points to a screw on the engine block labeled "Engine ground". Another line points to a cap on the side of the engine labeled "Oil filler cap".</p>	
SEF255X	
	GO TO 5.

5	CHECK THROTTLE POSITION SENSOR POWER SUPPLY CIRCUIT
<ol style="list-style-type: none">1. Disconnect throttle position sensor harness connector.	
 <p>The diagram shows the throttle body assembly. Labels include "Throttle body", "Throttle position sensor harness connector", and "Throttle position switch harness connector".</p>	
SEF260X	
<ol style="list-style-type: none">2. Turn ignition switch "ON".3. Check voltage between throttle position sensor terminal 3 and ground with CONSULT-II or tester.	
 <p>The diagram shows a disconnected throttle position sensor (T.S.) connector with terminals 1, 2, and 3. Terminal 3 is connected to a voltmeter (V) which is also connected to ground. A switch labeled "ON" is shown in the circuit.</p>	
SEF306X	
Voltage: Approximately 5V	
OK or NG	
OK	 GO TO 6.
NG	 Repair open circuit or short to ground or short to power in harness or connectors.

DTC P0120 THROTTLE POSITION SENSOR

Diagnostic Procedure (Cont'd)

6	CHECK THROTTLE POSITION SENSOR GROUND CIRCUIT FOR OPEN AND SHORT	
<p>1. Turn ignition switch "OFF".</p> <p>2. Check harness continuity between sensor terminal 1 and engine ground. Refer to Wiring Diagram. Continuity should exist.</p> <p>3. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 8.
NG	▶	GO TO 7.

GI
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7	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness for open or short between ECM and throttle position sensor ● Harness for open or short between TCM (Transmission Control Module) and throttle position sensor 		
	▶	Repair open circuit or short to ground or short to power in harness or connectors.

EC
FE

8	CHECK THROTTLE POSITION SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT	
<p>1. Disconnect ECM harness connector.</p> <p>2. Check harness continuity between ECM terminal 91 and throttle position sensor terminal 2. Refer to Wiring Diagram. Continuity should exist.</p> <p>3. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>		
OK (With CONSULT-II)	▶	GO TO 9.
OK (Without CONSULT-II)	▶	GO TO 10.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

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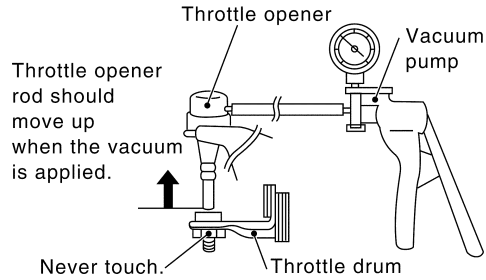
DTC P0120 THROTTLE POSITION SENSOR

Diagnostic Procedure (Cont'd)

9 CHECK THROTTLE POSITION SENSOR

With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Stop engine (ignition switch OFF).
3. Remove the vacuum hose connected to the throttle opener.
4. Connect suitable vacuum hose to the vacuum pump and the opener.
5. Apply vacuum [more than -40.0 kPa (-300 mmHg, -11.81 inHg)] until the throttle drum becomes free from the rod of the throttle opener.



SEF793W

6. Turn ignition switch ON.
7. Select "DATA MONITOR" mode with CONSULT-II.
8. Check voltage of "THRTL POS SEN" under the following conditions.
Voltage measurement must be made with throttle position sensor installed in vehicle.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
THRTL POS SEN	XXX V

Throttle valve conditions	THRTL POS SEN
Completely closed (a)	0.15 - 0.85V
Partially open	Between (a) and (b)
Completely open (b)	3.5 - 4.7V

SEF062Y

OK or NG

OK	▶	GO TO 12.
NG	▶	GO TO 11.

DTC P0120 THROTTLE POSITION SENSOR

Diagnostic Procedure (Cont'd)

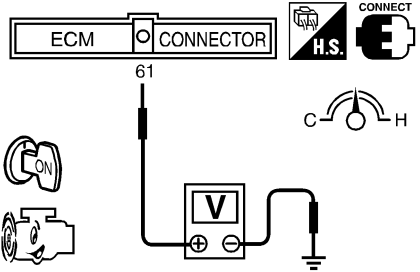
10	CHECK THROTTLE POSITION SENSOR								
<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Stop engine (ignition switch OFF). 3. Remove the vacuum hose connected to the throttle opener. 4. Connect suitable vacuum hose to the vacuum pump and the opener. 5. Apply vacuum [more than -40.0 kPa (-300 mmHg, -11.81 inHg)] until the throttle drum becomes free from the rod of the throttle opener. <div style="text-align: center; margin: 10px 0;"> </div> <ol style="list-style-type: none"> 6. Turn ignition switch ON. 7. Check voltage between ECM terminal 91 (Throttle position sensor signal) and ground. Voltage measurement must be made with throttle position sensor installed in vehicle. <table border="1" style="margin: 10px auto; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Throttle valve conditions</th> <th style="text-align: center;">Voltage</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Completely closed (a)</td> <td style="text-align: center;">0.15 - 0.85V</td> </tr> <tr> <td style="text-align: center;">Partially open</td> <td style="text-align: center;">Between (a) and (b)</td> </tr> <tr> <td style="text-align: center;">Completely open (b)</td> <td style="text-align: center;">3.5 - 4.7V</td> </tr> </tbody> </table> <p style="text-align: right; margin-right: 50px;">SEF793W</p> <p style="text-align: right; margin-right: 50px;">MTBL0231</p> <p style="text-align: center; margin-top: 10px;">OK or NG</p>		Throttle valve conditions	Voltage	Completely closed (a)	0.15 - 0.85V	Partially open	Between (a) and (b)	Completely open (b)	3.5 - 4.7V
Throttle valve conditions	Voltage								
Completely closed (a)	0.15 - 0.85V								
Partially open	Between (a) and (b)								
Completely open (b)	3.5 - 4.7V								
OK	▶ GO TO 12.								
NG	▶ GO TO 11.								

11	ADJUST CLOSED THROTTLE POSITION SWITCH								
<p>Adjust closed throttle position switch. Refer to "Basic Inspection", EC-115.</p> <table border="1" style="margin: 10px auto; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Items</th> <th style="text-align: center;">Specifications</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Ignition timing</td> <td style="text-align: center;">M/T: $15^\circ \pm 5^\circ$ BTDC A/T: $15^\circ \pm 5^\circ$ BTDC (in "P" or "N" position)</td> </tr> <tr> <td style="text-align: center;">Closed throttle position switch idle position adjustment</td> <td style="text-align: center;">Feeler gauge thickness and switch condition 0.05 mm (0.0020 in): ON 0.15 mm (0.0059 in): OFF</td> </tr> <tr> <td style="text-align: center;">Target idle speed</td> <td style="text-align: center;">M/T: 625 ± 50 rpm A/T: 700 ± 50 rpm (in "P" or "N" position)</td> </tr> </tbody> </table> <p style="text-align: right; margin-right: 50px;">MTBL0626</p> <p style="text-align: center; margin-top: 10px;">OK or NG</p>		Items	Specifications	Ignition timing	M/T: $15^\circ \pm 5^\circ$ BTDC A/T: $15^\circ \pm 5^\circ$ BTDC (in "P" or "N" position)	Closed throttle position switch idle position adjustment	Feeler gauge thickness and switch condition 0.05 mm (0.0020 in): ON 0.15 mm (0.0059 in): OFF	Target idle speed	M/T: 625 ± 50 rpm A/T: 700 ± 50 rpm (in "P" or "N" position)
Items	Specifications								
Ignition timing	M/T: $15^\circ \pm 5^\circ$ BTDC A/T: $15^\circ \pm 5^\circ$ BTDC (in "P" or "N" position)								
Closed throttle position switch idle position adjustment	Feeler gauge thickness and switch condition 0.05 mm (0.0020 in): ON 0.15 mm (0.0059 in): OFF								
Target idle speed	M/T: 625 ± 50 rpm A/T: 700 ± 50 rpm (in "P" or "N" position)								
OK	▶ GO TO 12.								
NG	▶ Replace throttle position sensor. To adjust it, perform "Basic Inspection", EC-115.								

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DTC P0120 THROTTLE POSITION SENSOR

Diagnostic Procedure (Cont'd)

12	CHECK MASS AIR FLOW SENSOR										
<ol style="list-style-type: none"> 1. Reconnect harness connectors disconnected. 2. Start engine and warm it up to normal operating temperature. 3. Check voltage between ECM terminal 61 (Mass air flow sensor signal) and ground. 											
											
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Condition</th> <th style="width: 50%;">Voltage V</th> </tr> </thead> <tbody> <tr> <td>Ignition switch "ON" (Engine stopped.)</td> <td style="text-align: center;">Approx. 1.0</td> </tr> <tr> <td>Idle (Engine is warmed-up to normal operating temperature.)</td> <td style="text-align: center;">1.2 - 1.8</td> </tr> <tr> <td>2,500 rpm (Engine is warmed-up to normal operating temperature.)</td> <td style="text-align: center;">1.6 - 2.2</td> </tr> <tr> <td>Idle to about 4,000 rpm*</td> <td style="text-align: center;">1.2 - 1.8 to Approx. 4.0</td> </tr> </tbody> </table> <p style="font-size: small; margin-top: 5px;">*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.</p>		Condition	Voltage V	Ignition switch "ON" (Engine stopped.)	Approx. 1.0	Idle (Engine is warmed-up to normal operating temperature.)	1.2 - 1.8	2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.6 - 2.2	Idle to about 4,000 rpm*	1.2 - 1.8 to Approx. 4.0
Condition	Voltage V										
Ignition switch "ON" (Engine stopped.)	Approx. 1.0										
Idle (Engine is warmed-up to normal operating temperature.)	1.2 - 1.8										
2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.6 - 2.2										
Idle to about 4,000 rpm*	1.2 - 1.8 to Approx. 4.0										
<p>4. If the voltage is out of specification, disconnect mass air flow sensor harness connector and connect it again. Then repeat above check.</p> <p style="text-align: center;">OK or NG</p>											
OK	▶	GO TO 13.									
NG	▶	Replace mass air flow sensor.									

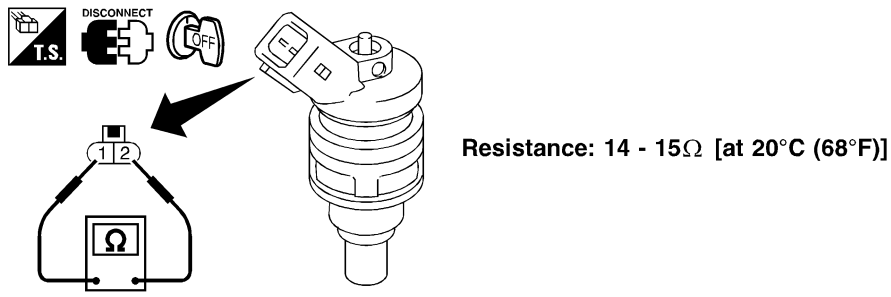
SEF298X

13	CHECK CRANKSHAFT POSITION SENSOR (POS)	
<ol style="list-style-type: none"> 1. Install all removed parts. 2. Perform "DTC Confirmation Procedure" for DTC P0335 and P1336. Refer to EC-398, 602. 		
OK or NG		
OK	▶	GO TO 14.
NG	▶	Replace crankshaft position sensor (POS).

14	CHECK CRANKSHAFT POSITION SENSOR (REF)	
Perform "DTC Confirmation Procedure" for DTC P1335. Refer to EC-596.		
OK or NG		
OK	▶	GO TO 15.
NG	▶	Replace crankshaft position sensor (REF).

DTC P0120 THROTTLE POSITION SENSOR

Diagnostic Procedure (Cont'd)

15	CHECK FUEL INJECTOR	
<p>1. Disconnect injector harness connector. 2. Check resistance between terminals as shown in the figure.</p>		
		
OK or NG		
OK	▶	GO TO 16.
NG	▶	Replace fuel injector.

SEF964X

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16	CHECK THROTTLE POSITION SENSOR SHIELD CIRCUIT FOR OPEN AND SHORT	
<p>1. Turn ignition switch "OFF". 2. Disconnect joint connector-18 3. Check the following</p> <ul style="list-style-type: none"> ● Continuity between joint connector terminal 2 and ground ● Joint connector (Refer to EL-345, "HARNESS LAYOUT".) Continuity should exist. ● Also check harness for short to ground and short to power. ● Then reconnect joint connector-18. 		
OK or NG		
OK	▶	GO TO 17.
NG	▶	Repair open circuit or short to ground or short to to power in harness or connectors.

17	CHECK INTERMITTENT INCIDENT	
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.		
	▶	INSPECTION END

DTC P0125 ENGINE COOLANT TEMPERATURE SENSOR (ECTS)

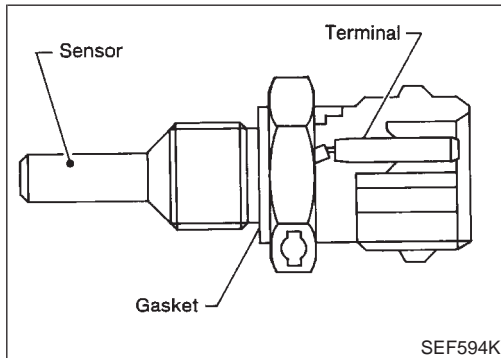
Description

Description

NFEC0081

NOTE:

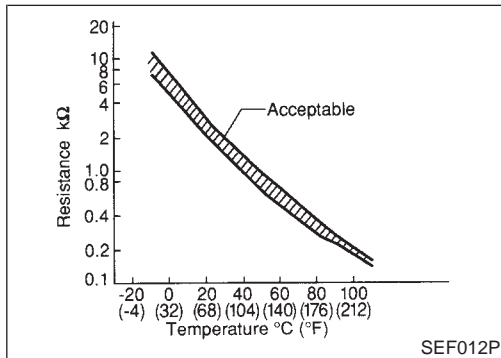
If DTC P0125 is displayed with P0115, first perform the trouble diagnosis for DTC P0115. Refer to EC-188.



COMPONENT DESCRIPTION

NFEC0081S01

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	9.2
20 (68)	3.5	2.1 - 2.9
50 (122)	2.2	0.68 - 1.00
90 (194)	0.9	0.236 - 0.260

*: These data are reference values and are measured between ECM terminal 70 (Engine coolant temperature sensor) and ground.

CAUTION:

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

On Board Diagnosis Logic

NFEC0082

Malfunction is detected when voltage sent to ECM from the sensor is not practical, even when some time has passed after starting the engine, or engine coolant temperature is insufficient for closed loop fuel control.

DTC P0125 ENGINE COOLANT TEMPERATURE SENSOR (ECTS)

Possible Cause

Possible Cause

- Harness or connectors
(High resistance in the circuit)
- Engine coolant temperature sensor
- Thermostat

NFEC0431

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4	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm
	COOLAN TEMP/S	XXX °C

SEF174Y

DTC Confirmation Procedure

CAUTION:

Be careful not to overheat engine.

NOTE:

If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

WITH CONSULT-II

- 1) Turn ignition switch “ON”.
- 2) Select “DATA MONITOR” mode with CONSULT-II.
- 3) Check that “COOLAN TEMP/S” is above 10°C (50°F).
If it is above 10°C (50°F), the test result will be OK.
If it is below 10°C (50°F), go to following step.
- 4) Start engine and run it for 65 minutes at idle speed.
If “COOLAN TEMP/S” increases to more than 10°C (50°F) within 65 minutes, stop engine because the test result will be OK.
- 5) If 1st trip DTC is detected, go to “Diagnostic Procedure”, EC-209.

NFEC0083

EC

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NFEC0083S01

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WITH GST

Follow the procedure “WITH CONSULT-II” above.

NFEC0083S02

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DTC P0125 ENGINE COOLANT TEMPERATURE SENSOR (ECTS)

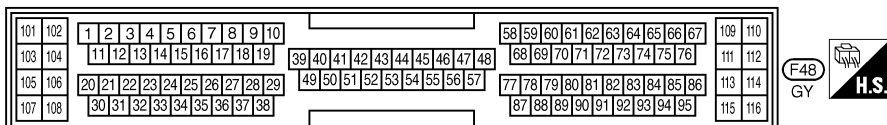
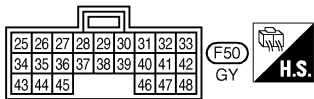
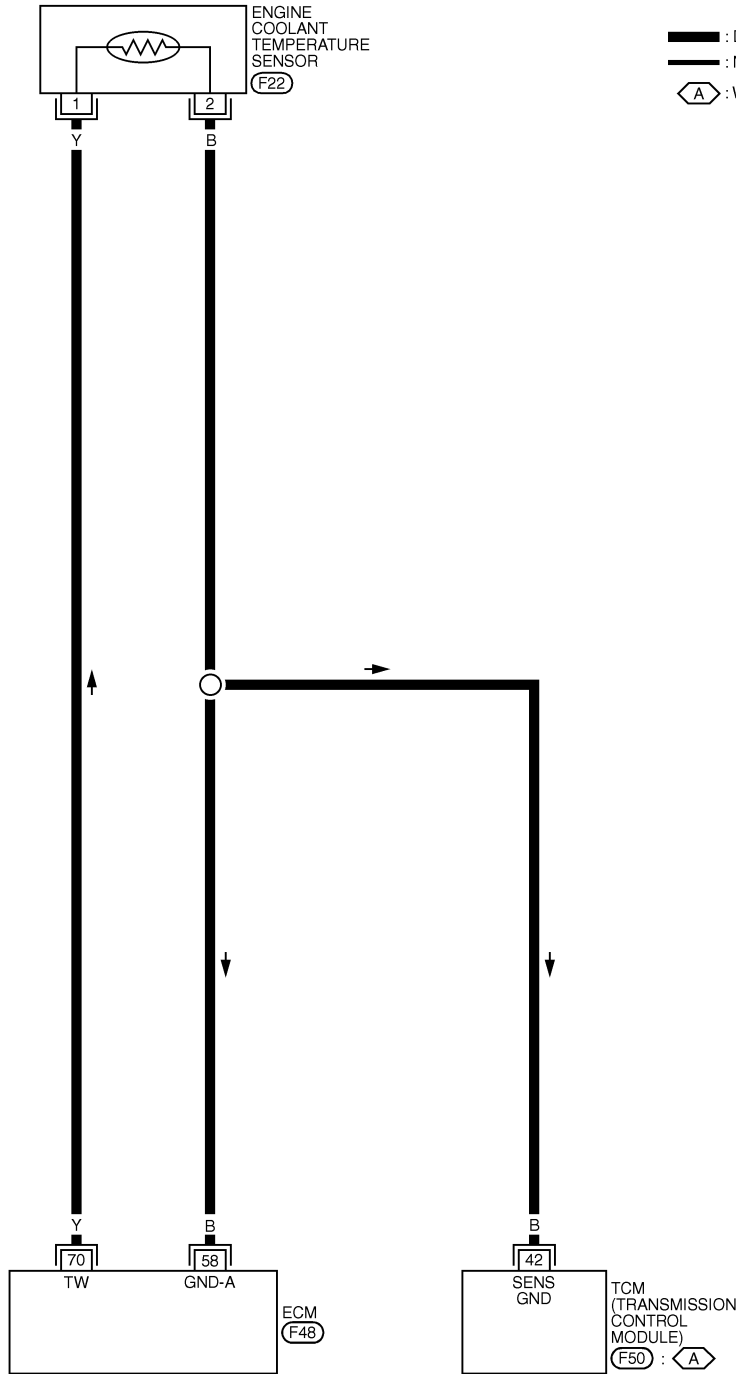
Wiring Diagram

Wiring Diagram

NFEC0084

EC-ECTS-01

- : DETECTABLE LINE FOR DTC
- : NON-DETECTABLE LINE FOR DTC
- ⬡** : WITH A/T



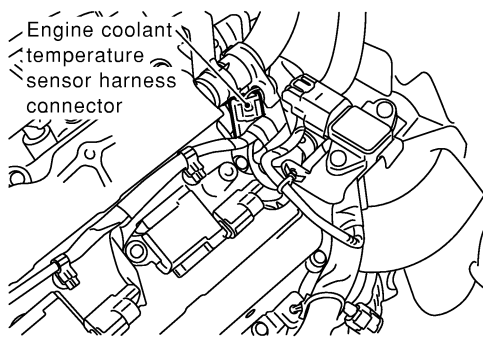
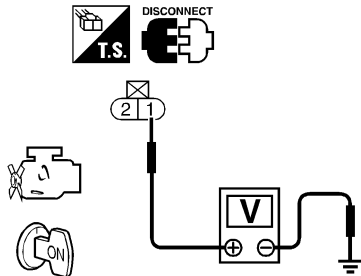
MEC721C

DTC P0125 ENGINE COOLANT TEMPERATURE SENSOR (ECTS)

Diagnostic Procedure

Diagnostic Procedure

NFEC0085

1	CHECK ECTS POWER SUPPLY CIRCUIT	
<p>1. Turn ignition switch "OFF". 2. Disconnect engine coolant temperature sensor harness connector.</p>  <p>3. Turn ignition switch "ON". 4. Check voltage between ECTS terminal 1 and ground with CONSULT-II or tester.</p>  <p style="text-align: center;">Voltage: Approximately 5V</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 2.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

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2	CHECK ECTS GROUND CIRCUIT FOR OPEN AND SHORT	
<p>1. Turn ignition switch "OFF". 2. Check harness continuity between ECTS terminal 2 and engine ground. Refer to Wiring Diagram. Continuity should exist. 3. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 4.
NG	▶	GO TO 3.

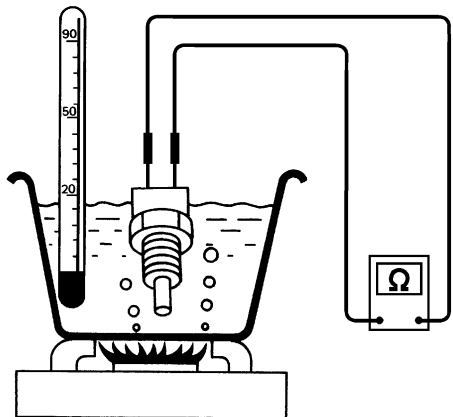
3	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness for open or short between ECM and engine coolant temperature sensor ● Harness for open or short between TCM (Transmission Control Module) and engine coolant temperature sensor 		
	▶	Repair open circuit or short to ground or short to power in harness or connectors.

DTC P0125 ENGINE COOLANT TEMPERATURE SENSOR (ECTS)

Diagnostic Procedure (Cont'd)

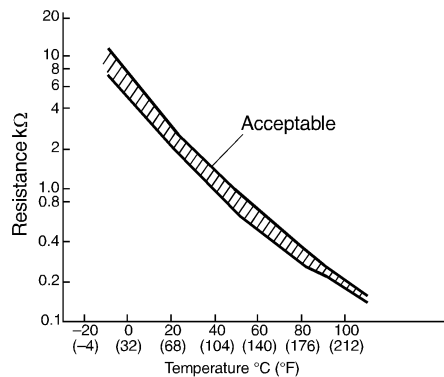
4 CHECK ENGINE COOLANT TEMPERATURE SENSOR

Check resistance between engine coolant temperature sensor terminals 1 and 2 as shown in the figure.



<Reference data>

Temperature °C (°F)	Resistance kΩ
20 (68)	2.1 - 2.9
50 (122)	0.68 - 1.00
90 (194)	0.236 - 0.260



SEF304X

OK or NG

OK ► GO TO 5.

NG ► Replace engine coolant temperature sensor.

5 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.

OK or NG

OK ► GO TO 6.

NG ► Repair or replace thermostat. Refer to LC-14, "Thermostat".

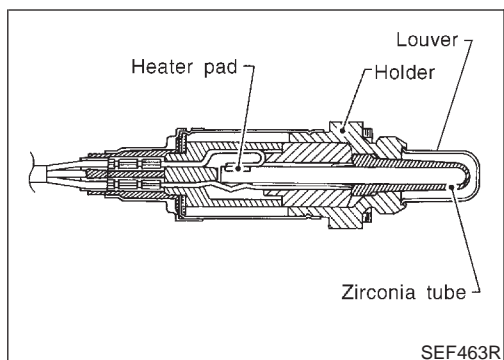
6 CHECK INTERMITTENT INCIDENT

Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.

► INSPECTION END

DTC P0130 (RIGHT, -B1), P0150 (LEFT, -B2) FRONT HO2S (CIRCUIT)

Component Description

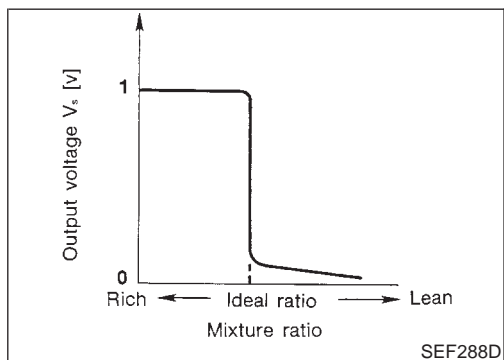


SEF463R

Component Description

NFEC0086

The front heated oxygen sensor is placed into the front tube. It detects the amount of oxygen in the exhaust gas compared to the outside air. The front heated oxygen sensor has a closed-end tube made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions. The front heated oxygen sensor signal is sent to the ECM. The ECM adjusts the injection pulse duration to achieve the ideal air-fuel ratio. The ideal air-fuel ratio occurs near the radical change from 1V to 0V.



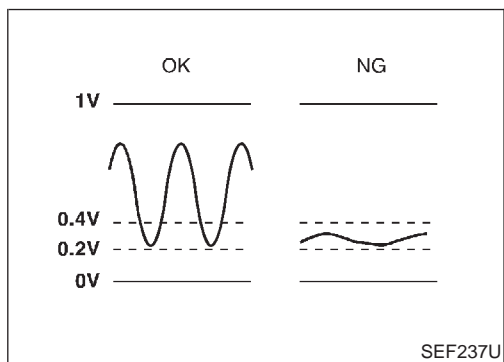
SEF288D

CONSULT-II Reference Value in Data Monitor Mode

NFEC0087

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
FR O2 SEN-B1 FR O2 SEN-B2	● Engine: After warming up Maintaining engine speed at 2,000 rpm	0 - 0.3V ↔ Approx. 0.6 - 1.0V
FR O2 MNTR-B1 FR O2 MNTR-B2		LEAN ↔ RICH Changes more than 5 times during 10 seconds.



SEF237U

On Board Diagnosis Logic

NFEC0089

Under the condition in which the front heated oxygen sensor signal is not input, the ECM circuits will read a continuous approximately 0.3V. Therefore, for this diagnosis, the time that output voltage is within 200 to 400 mV range is monitored, and the diagnosis checks that this time is not inordinately long.

Malfunction is detected when the voltage from the sensor is constantly approx. 0.3V.

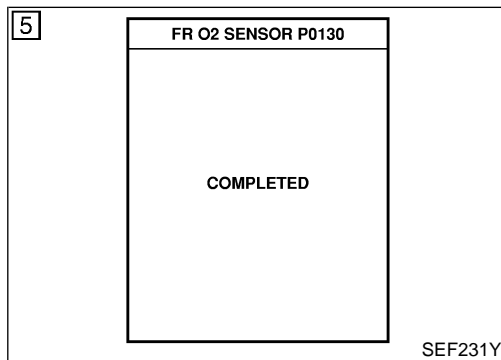
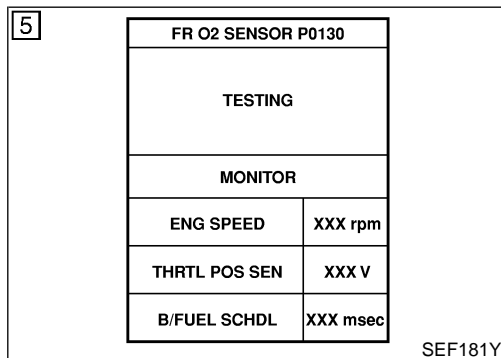
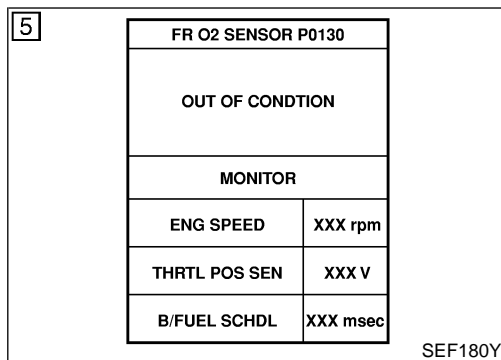
Possible Cause

NFEC0432

- Harness or connectors (The sensor circuit is open or shorted.)
- Front heated oxygen sensor

DTC P0130 (RIGHT, -B1), P0150 (LEFT, -B2) FRONT HO2S (CIRCUIT)

DTC Confirmation Procedure



DTC Confirmation Procedure

NFEC0090

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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 11V at idle.

WITH CONSULT-II

NFEC0090S01

- 1) Start engine and warm it up to normal operating temperature.
- 2) Select "FR O2 SEN-B1 (-B2) P0130 (P0150)" of "FRONT O2 SENSOR" in "DTC WORK SUPPORT" mode with CONSULT-II.
- 3) Touch "START".
- 4) Let it idle for at least 3 minutes.

NOTE:

Never raise engine speed above 3,600 rpm after this step. If the engine speed limit is exceeded, return to step 4.

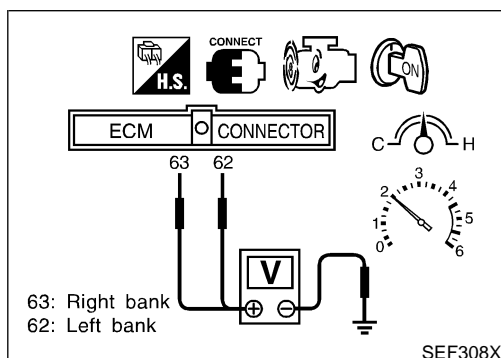
- 5) When the following conditions are met, "TESTING" will be displayed on the CONSULT-II screen. Maintain the conditions continuously until "TESTING" changes to "COMPLETED". (It will take approximately 10 to 60 seconds.)

ENG SPEED	1,400 - 2,400 rpm
Vehicle speed	70 - 120 km/h (43 - 75 MPH)
B/FUEL SCHDL	2.0 - 10 msec
Selector lever	Suitable position

If "TESTING" is not displayed after 5 minutes, retry from step 2.

- 6) Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS". If "NG" is displayed, refer to "Diagnostic Procedure", EC-216.

During this test, P1148 and P1168 may be stored in ECM.



Overall Function Check

NFEC0091

Use this procedure to check the overall function of the front heated oxygen sensor circuit. During this check, a 1st trip DTC might not be confirmed.

WITH GST

NFEC0091S01

- 1) Start engine and warm it up to normal operating temperature.
- 2) Set voltmeter probes between ECM terminal 63 (Right bank front HO2S signal) or 62 (Left bank front HO2S signal) and engine ground.

DTC P0130 (RIGHT, -B1), P0150 (LEFT, -B2) FRONT HO2S (CIRCUIT)

Overall Function Check (Cont'd)

- 3) Check the following with engine speed held at 2,000 rpm constant under no load.
 - The voltage does not remain in the range of 0.2 - 0.4V.
- 4) If NG, go to "Diagnostic Procedure", EC-216.

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DTC P0130 (RIGHT, -B1), P0150 (LEFT, -B2) FRONT HO2S (CIRCUIT)

Wiring Diagram

Wiring Diagram

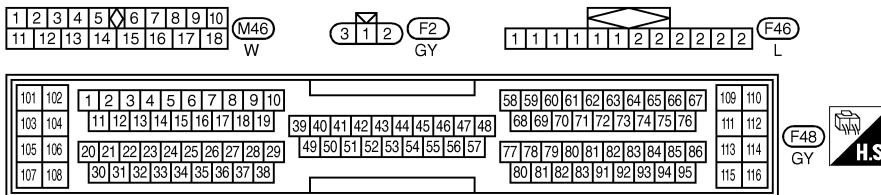
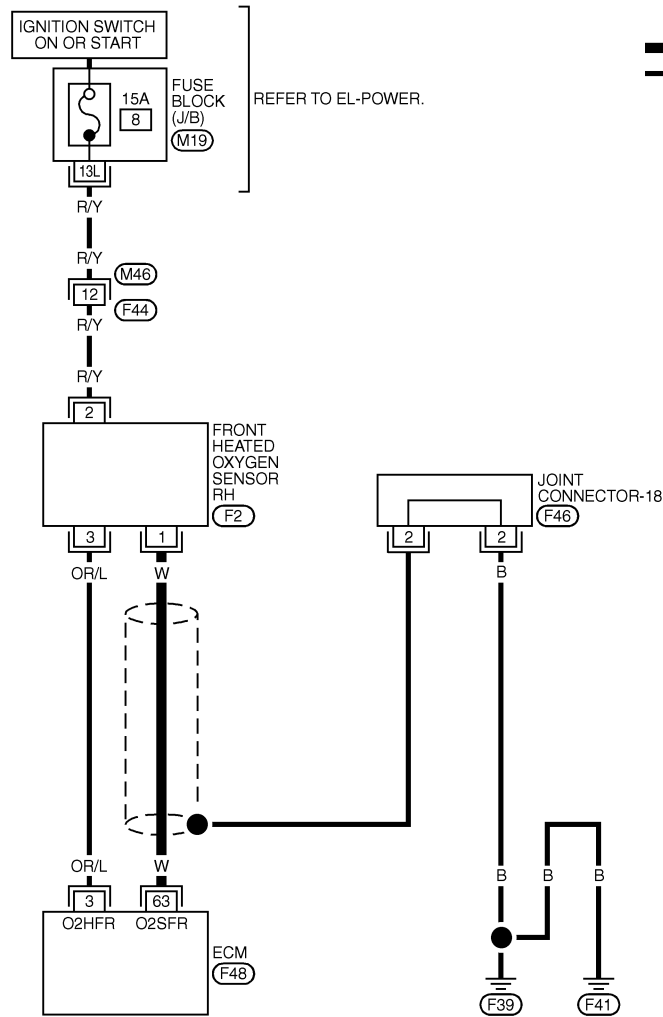
=NFEC0092

NFEC0092S01

RIGHT BANK

EC-FRO2RH-01

— : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC



REFER TO THE FOLLOWING.
 (M19) - FUSE BLOCK - JUNCTION BOX (J/B)

MEC724C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
63	W	FRONT HEATED OXYGEN SENSOR RH	ENGINE RUNNING AT 2,000 RPM AFTER WARMING UP TO NORMAL OPERATING TEMPERATURE	0 - APPROX. 1.0V

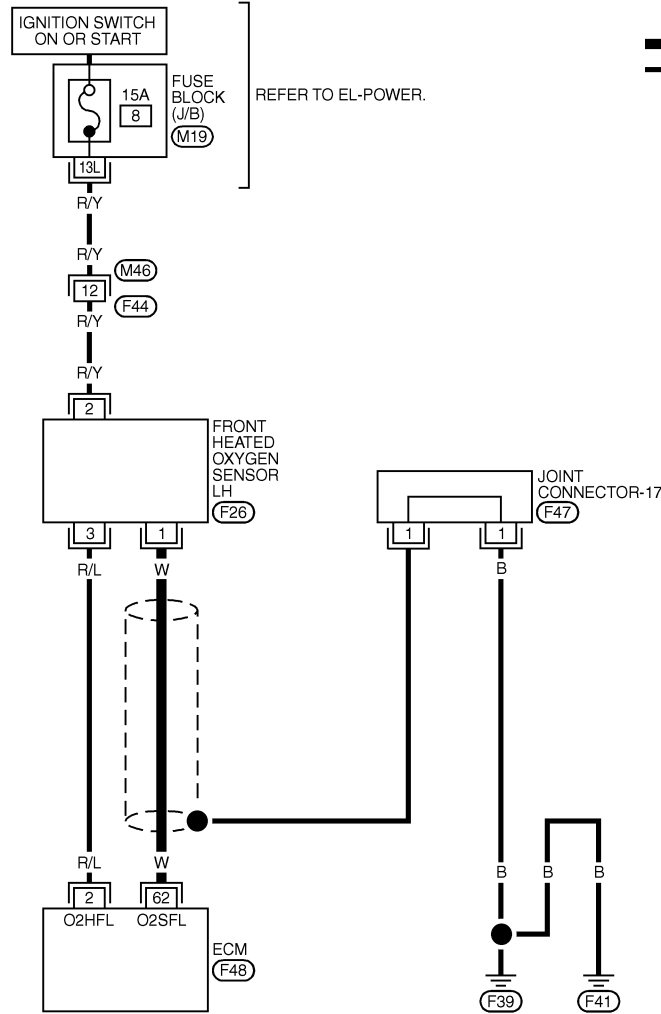
SEF793YA

DTC P0130 (RIGHT, -B1), P0150 (LEFT, -B2) FRONT HO2S (CIRCUIT)

Wiring Diagram (Cont'd)

NFEC0092S02

LEFT BANK



EC-FRO2LH-01

— : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC

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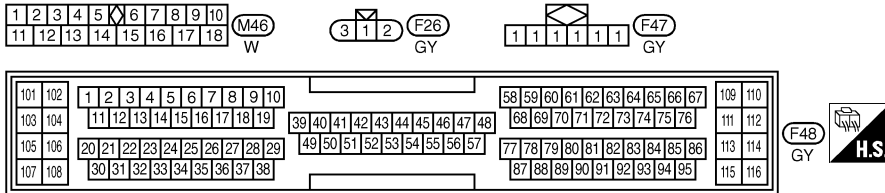
BT

HA

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IDX



REFER TO THE FOLLOWING.

(M19) - FUSE BLOCK-JUNCTION BOX (J/B)

MEC723C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
62	W	FRONT HEATED OXYGEN SENSOR LH	ENGINE RUNNING AT 2,000 RPM AFTER WARMING UP TO NORMAL OPERATING TEMPERATURE	0 - APPROX. 1.0V

SEF794YA

DTC P0130 (RIGHT, -B1), P0150 (LEFT, -B2) FRONT HO2S (CIRCUIT)

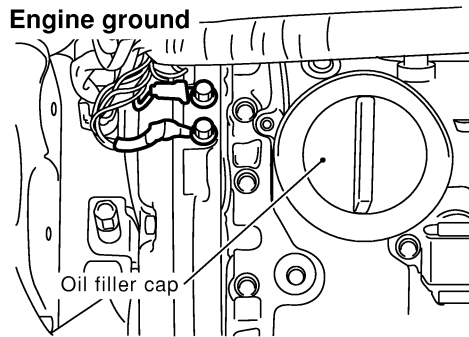
Diagnostic Procedure

Diagnostic Procedure

NFEC0093

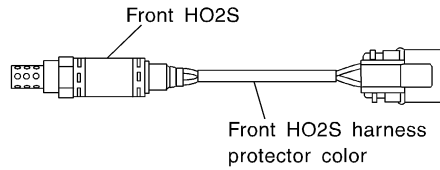
1 INSPECTION START

1. Turn ignition switch "OFF".
2. Loosen and retighten engine ground screws.



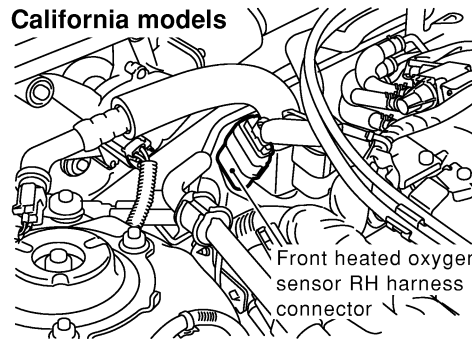
SEF255X

3. Make sure front HO2S harness protector color, and disconnect corresponding front heated oxygen sensor harness connector.



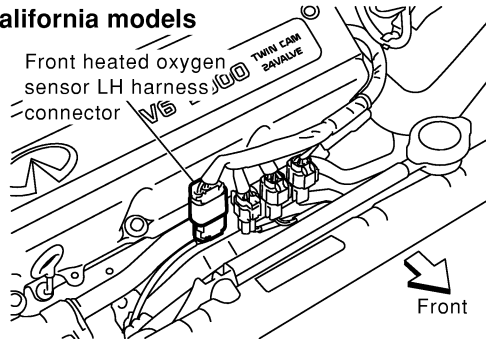
P0130 (-B1) Right bank: Black
P0150 (-B2) Left bank: Blue

SEF194WO

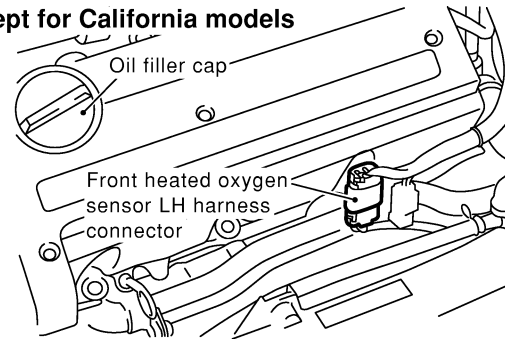


SEF261X

For California models



Except for California models



SEF262X

▶ GO TO 2.

DTC P0130 (RIGHT, -B1), P0150 (LEFT, -B2) FRONT HO2S (CIRCUIT)

Diagnostic Procedure (Cont'd)

2	CHECK FRONT HO2S INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT															
<p>1. Disconnect ECM harness connector. 2. Check harness continuity between ECM terminal and front HO2S terminal as follows. Refer to Wiring Diagram.</p>																
<table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th rowspan="2">DTC</th> <th colspan="2">Terminals</th> <th rowspan="2">Bank</th> </tr> <tr> <th>ECM</th> <th>Sensor</th> </tr> </thead> <tbody> <tr> <td>P0130</td> <td>63</td> <td>1</td> <td>Right</td> </tr> <tr> <td>P0150</td> <td>62</td> <td>1</td> <td>Left</td> </tr> </tbody> </table>			DTC	Terminals		Bank	ECM	Sensor	P0130	63	1	Right	P0150	62	1	Left
DTC	Terminals			Bank												
	ECM	Sensor														
P0130	63	1	Right													
P0150	62	1	Left													
MTBL0332																
<p>Continuity should exist.</p> <p>3. Check harness continuity between ECM terminal or front HO2S terminal and ground as follows. Refer to Wiring Diagram.</p>																
<table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th rowspan="2">DTC</th> <th colspan="2">Terminals</th> <th rowspan="2">Bank</th> </tr> <tr> <th>ECM or Sensor</th> <th>Ground</th> </tr> </thead> <tbody> <tr> <td>P0130</td> <td>63 or 1</td> <td>Ground</td> <td>Right</td> </tr> <tr> <td>P0150</td> <td>62 or 1</td> <td>Ground</td> <td>Left</td> </tr> </tbody> </table>			DTC	Terminals		Bank	ECM or Sensor	Ground	P0130	63 or 1	Ground	Right	P0150	62 or 1	Ground	Left
DTC	Terminals			Bank												
	ECM or Sensor	Ground														
P0130	63 or 1	Ground	Right													
P0150	62 or 1	Ground	Left													
MTBL0333																
<p>Continuity should not exist.</p> <p>4. Also check harness for short to power.</p>																
OK or NG																
OK (With CONSULT-II) ▶	GO TO 3.															
OK (Without CONSULT-II) ▶	GO TO 4.															
NG ▶	Repair open circuit or short to ground or short to power in harness or connectors.															

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DTC P0130 (RIGHT, -B1), P0150 (LEFT, -B2) FRONT HO2S (CIRCUIT)

Diagnostic Procedure (Cont'd)

3 CHECK FRONT HEATED OXYGEN SENSOR

With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "MANU TRIG" and adjust "TRIGGER POINT" to 100% in "DATA MONITOR" mode with CONSULT-II.
3. Select "FR O2 SEN-B1 (-B2)" and "FR O2 MNTR-B1 (-B2)".
4. Hold engine speed at 2,000 rpm under no load during the following steps.
5. Touch "RECORD" on CONSULT-II screen.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
FR O2 SEN-B1	XXX V
RR O2 SEN-B2	XXX V

SEF063Y

6. Check the following.

- "FR O2 MNTR-B1 (-B2)" in "DATA MONITOR" mode changes from "RICH" to "LEAN" to "RICH" 5 times in 10 seconds. 5 times (cycles) are counted as shown below.

Right bank

cycle | 1 | 2 | 3 | 4 | 5 |

FR O2 MNTR-B1 R-L-R-L-R-L-R-L-R-L-R

Left bank

cycle | 1 | 2 | 3 | 4 | 5 |

FR O2 MNTR-B2 R-L-R-L-R-L-R-L-R-L-R

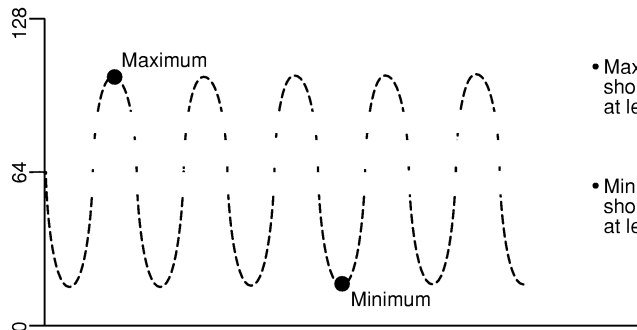
R means FR O2 MNTR-B1(-B2) indicates RICH

L means FR O2 MNTR-B1(-B2) indicates LEAN

SEF702W

- "FR O2 SEN-B1 (-B2)" voltage goes above 0.6V at least once.
- "FR O2 SEN-B1 (-B2)" voltage goes below 0.3V at least once.
- "FR O2 SEN-B1 (-B2)" voltage never exceeds 1.0V.

Trigger	ENG SPEED	FR O2 SEN-B1
	rpm	V
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX



• Maximum voltage should be over 0.6V at least one time.

• Minimum voltage should be below 0.30V at least one time.

SEF064Y

CAUTION:

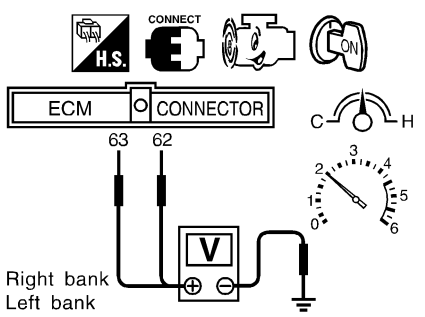
Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.

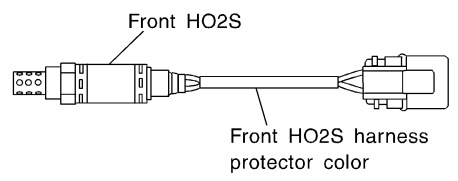
OK or NG

OK	▶	GO TO 6.
NG	▶	GO TO 5.

DTC P0130 (RIGHT, -B1), P0150 (LEFT, -B2) FRONT HO2S (CIRCUIT)

Diagnostic Procedure (Cont'd)

4	CHECK FRONT HEATED OXYGEN SENSOR	
<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none"> Start engine and warm it up to normal operating temperature. Set voltmeter probes between ECM terminal 63 (right bank front HO2S signal) or 62 (left bank front HO2S signal) and engine ground. Check the following with engine speed held at 2,000 rpm constant under no load. 		
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  <p>63: Right bank 62: Left bank</p> </div> <div style="width: 50%;"> <ul style="list-style-type: none"> • The voltage fluctuates between 0 to 0.3V and 0.6 to 1.0V more than 5 times within 10 seconds. • The maximum voltage is over 0.6V at least one time. • The minimum voltage is below 0.3V at least one time. • The voltage never exceeds 1.0V. <p>1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V 2 times: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V</p> </div> </div>		
SEF967X		
<p>CAUTION: Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.</p>		
OK or NG		
OK	▶	GO TO 6.
NG	▶	GO TO 5.

5	REPLACE FRONT HEATED OXYGEN SENSOR
<ol style="list-style-type: none"> Turn ignition switch "OFF". Check front heated oxygen sensor harness protector color. 	
	
<p>P0130 (-B1) Right bank: Black P0150 (-B2) Left bank: Blue</p>	
SEF194WO	
<p>CAUTION: Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.</p>	
▶	
Replace malfunctioning front heated oxygen sensor.	

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DTC P0130 (RIGHT, -B1), P0150 (LEFT, -B2) FRONT HO2S (CIRCUIT)

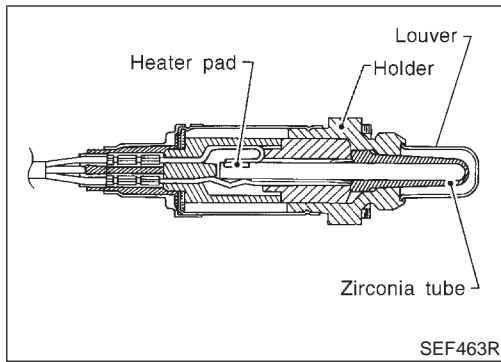
Diagnostic Procedure (Cont'd)

6	CHECK FRONT HO2S SHIELD CIRCUIT FOR OPEN AND SHORT	
1. Turn ignition switch "OFF". 2. Disconnect joint connector-17 or joint connector-18. 3. Check the following. <ul style="list-style-type: none">● Continuity between joint connector terminal 1 or 2 and ground● Joint connector (Refer to EL-345, "HARNES LAYOUT".) Continuity should exist.		
4. Also check harness for short to ground and short to power. 5. Then reconnect joint connector-17 or joint connector-18.		
OK or NG		
OK	▶	GO TO 7.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

7	CHECK INTERMITTENT INCIDENT	
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.		
	▶	INSPECTION END

DTC P0131 (RIGHT, -B1), P0151 (LEFT, -B2) FRONT HO2S (LEAN SHIFT MONITORING)

Component Description

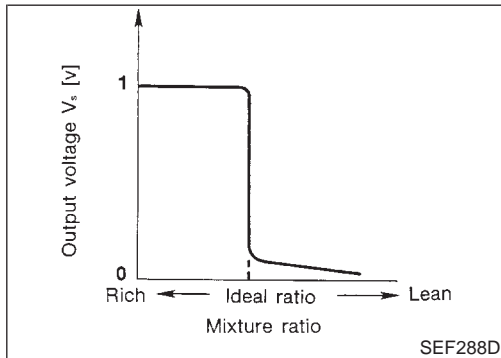


SEF463R

Component Description

NFEC0094

The front heated oxygen sensor is placed into the front tube. It detects the amount of oxygen in the exhaust gas compared to the outside air. The front heated oxygen sensor has a closed-end tube made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions. The front heated oxygen sensor signal is sent to the ECM. The ECM adjusts the injection pulse duration to achieve the ideal air-fuel ratio. The ideal air-fuel ratio occurs near the radical change from 1V to 0V.



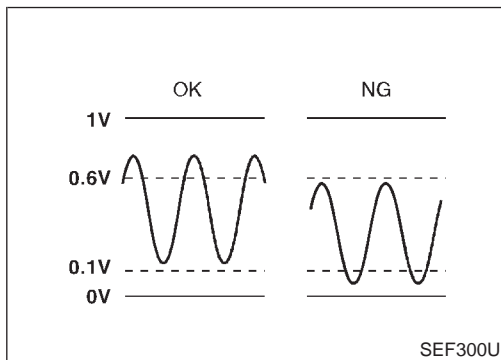
SEF288D

CONSULT-II Reference Value in Data Monitor Mode

NFEC0095

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
FR O2 SEN-B1 FR O2 SEN-B2	● Engine: After warming up Maintaining engine speed at 2,000 rpm	0 - 0.3V ↔ Approx. 0.6 - 1.0V
FR O2 MNTR-B1 FR O2 MNTR-B2		LEAN ↔ RICH Changes more than 5 times during 10 seconds.



SEF300U

On Board Diagnosis Logic

NFEC0097

To judge the malfunction, the output from the front heated oxygen sensor is monitored to determine whether the "rich" output is sufficiently high and whether the "lean" output is sufficiently low. When both the outputs are shifting to the lean side, the malfunction will be detected.

Malfunction is detected when the maximum and minimum voltage from the sensor are not reached to the specified voltages.

Possible Cause

NFEC0433

- Front heated oxygen sensor
- Front heated oxygen sensor heater
- Fuel pressure
- Injectors
- Intake air leaks

DTC P0131 (RIGHT, -B1), P0151 (LEFT, -B2) FRONT HO2S (LEAN SHIFT MONITORING)

DTC Confirmation Procedure

DTC Confirmation Procedure

NFEC0098

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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:

- Always perform at a temperature above -10°C (14°F).
- Before performing following procedure, confirm that battery voltage is more than 11V at idle.

6	FR O2 SENSOR P0131	
	OUT OF CONDITION	
	MONITOR	
	ENG SPEED	XXX rpm
	THRTL POS SEN	XXX V
	B/FUEL SCHDL	XXX msec

SEF182Y

6	FR O2 SENSOR P0131	
	TESTING	
	MONITOR	
	ENG SPEED	XXX rpm
	THRTL POS SEN	XXX V
	B/FUEL SCHDL	XXX msec

SEF183Y

6	FR O2 SENSOR P0131	
	COMPLETED	

SEF232Y

WITH CONSULT-II

NFEC0098S01

- 1) Start engine and warm it up to normal operating temperature.
- 2) Stop engine and wait at least 10 seconds.
- 3) Turn ignition switch "ON" and select "FR O2 SEN-B1 (-B2) P0131 (P0151)" of "FRONT O2 SENSOR" in "DTC WORK SUPPORT" mode with CONSULT-II.
- 4) Touch "START".
- 5) Start engine and let it idle for at least 3 minutes.

NOTE:

Never raise engine speed above 3,600 rpm after this step. If the engine speed limit is exceeded, return to step 5.

- 6) When the following conditions are met, "TESTING" will be displayed on the CONSULT-II screen. Maintain the conditions continuously until "TESTING" changes to "COMPLETED". (It will take approximately 50 seconds or more.)

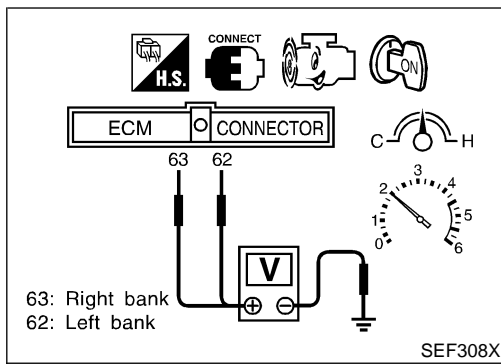
ENG SPEED	1,200 - 2,600 rpm (A/T) 1,800 - 2,600 rpm (M/T)
Vehicle speed	80 - 100 km/h (50 - 62 MPH)
B/FUEL SCHDL	3 - 9 msec (A/T) 2.5 - 9 msec (M/T)
Selector lever	Suitable position

If "TESTING" is not displayed after 5 minutes, retry from step 2.

- 7) Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS". If "NG" is displayed, refer to "Diagnostic Procedure", EC-223.

DTC P0131 (RIGHT, -B1), P0151 (LEFT, -B2) FRONT HO2S (LEAN SHIFT MONITORING)

Overall Function Check



Overall Function Check

NFEC0099

Use this procedure to check the overall function of the front heated oxygen sensor circuit. During this check, a 1st trip DTC might not be confirmed.

WITH GST

NFEC0099S01

- 1) Start engine and warm it up to normal operating temperature.
- 2) Set voltmeter probes between ECM terminal 63 (Right bank front HO2S signal) or 62 (Left bank front HO2S signal) and engine ground.
- 3) Check one of the following with engine speed held at 2,000 rpm constant under no load.
 - The maximum voltage is over 0.6V at least one time.
 - The minimum voltage is over 0.1V at least one time.
- 4) If NG, go to "Diagnostic Procedure", EC-223.

Diagnostic Procedure

NFEC0100

1	RETIGHTEN GROUND SCREWS	AT
<p>1. Turn ignition switch "OFF". 2. Loosen and retighten engine ground screws.</p> <p style="text-align: right;">SEF255X</p>		AX SU BR ST RS
▶ GO TO 2.		BT

2	RETIGHTEN FRONT HEATED OXYGEN SENSOR	HA
<p>Loosen and retighten corresponding front heated oxygen sensor.</p> <p>Tightening torque: 40 - 60 N·m (4.1 - 6.1 kg·m, 30 - 44 ft·lb)</p>		SC
▶ GO TO 3.		EL

IDX

DTC P0131 (RIGHT, -B1), P0151 (LEFT, -B2) FRONT HO2S (LEAN SHIFT MONITORING)

Diagnostic Procedure (Cont'd)

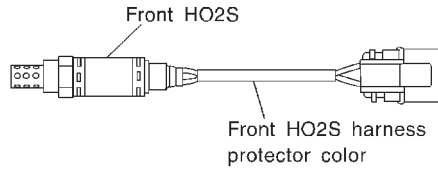
3	CLEAR THE SELF-LEARNING DATA										
<p><input type="checkbox"/> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Select "SELF-LEARN CONTROL" in "ACTIVE TEST" mode with CONSULT-II. 3. Clear the self-learning control coefficient by touching "START". <div style="text-align: center; margin: 10px 0;"> <table border="1" style="border-collapse: collapse;"> <tr> <th colspan="3" style="padding: 2px;">ACTIVE TEST</th> </tr> <tr> <td style="padding: 2px;">SELF-LEARNING CONT</td> <td style="padding: 2px;">CMPLT</td> <td style="padding: 2px; text-align: right;">B1 100 %</td> </tr> <tr> <td colspan="3" style="height: 150px;"></td> </tr> </table> </div> <p style="text-align: right; margin-right: 20px;">SEF218Y</p> <ol style="list-style-type: none"> 4. Run engine for at least 10 minutes at idle speed. <p>Is the 1st trip DTC P0171 or P0174 detected? Is it difficult to start engine?</p>			ACTIVE TEST			SELF-LEARNING CONT	CMPLT	B1 100 %			
ACTIVE TEST											
SELF-LEARNING CONT	CMPLT	B1 100 %									
<p><input checked="" type="checkbox"/> Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Turn ignition switch "OFF". 3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 5 seconds at idle speed. 4. Stop engine and reconnect mass air flow sensor harness connector. 5. Make sure 1st trip DTC P0100 is displayed. 6. Erase the 1st trip DTC memory. Refer to "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION", EC-87. 7. Make sure DTC P0000 is displayed. 8. Run engine for at least 10 minutes at idle speed. <p>Is the 1st trip DTC P0171 or P0174 detected? Is it difficult to start engine?</p> <p style="text-align: center;">Yes or No</p>											
Yes	▶	Perform trouble diagnosis for DTC P0171, P0174. Refer to EC-346.									
No	▶	GO TO 4.									

DTC P0131 (RIGHT, -B1), P0151 (LEFT, -B2) FRONT HO2S (LEAN SHIFT MONITORING)

Diagnostic Procedure (Cont'd)

4 CHECK FRONT HEATED OXYGEN SENSOR HEATER

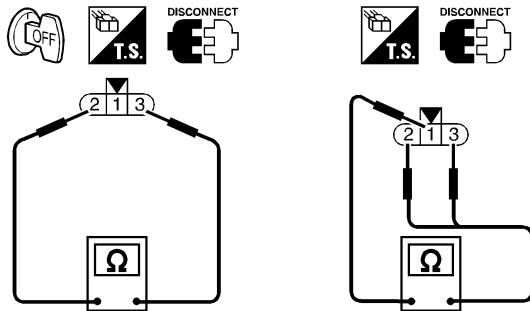
1. Stop engine.
2. Check front heated oxygen sensor harness protector color.



P0131 (-B1) Right bank: Black
 P0151 (-B2) Left bank: Blue

SEF194WA

3. Disconnect front HO2S harness connector.
4. Check resistance between front HO2S terminals as follows.



Terminals	Resistance
2 and 3	2.3 - 4.3Ω at 25°C (77°F)
1 and 2 1 and 3	∞Ω (Continuity should not exist.)

SEF310X

CAUTION:

Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.

OK or NG

OK (With CONSULT-II)	▶	GO TO 5.
OK (Without CONSULT-II)	▶	GO TO 6.
NG	▶	GO TO 7.

GI
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DTC P0131 (RIGHT, -B1), P0151 (LEFT, -B2) FRONT HO2S (LEAN SHIFT MONITORING)

Diagnostic Procedure (Cont'd)

5 CHECK FRONT HEATED OXYGEN SENSOR

With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "MANU TRIG" and adjust "TRIGGER POINT" to 100% in "DATA MONITOR" mode with CONSULT-II.
3. Select "FR O2 SEN-B1 (-B2)" and "FR O2 MNTR-B1 (-B2)".
4. Hold engine speed at 2,000 rpm under no load during the following steps.
5. Touch "RECORD" on CONSULT-II screen.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
FR O2 SEN-B1	XXX V
RR O2 SEN-B2	XXX V

SEF063Y

6. Check the following.

- "FR O2 MNTR-B1 (-B2)" in "DATA MONITOR" mode changes from "RICH" to "LEAN" to "RICH" 5 times in 10 seconds. 5 times (cycles) are counted as shown below.

Right bank

cycle | 1 | 2 | 3 | 4 | 5 |

FR O2 MNTR-B1 R-L-R-L-R-L-R-L-R-L-R

Left bank

cycle | 1 | 2 | 3 | 4 | 5 |

FR O2 MNTR-B2 R-L-R-L-R-L-R-L-R-L-R

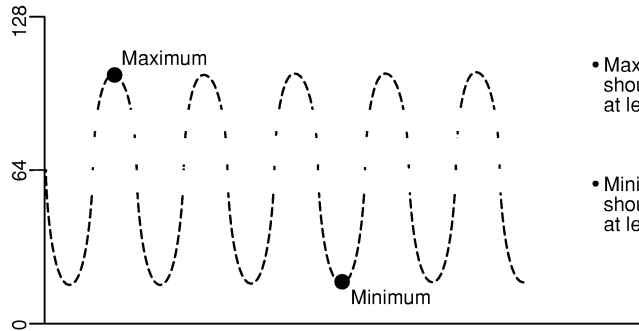
R means FR O2 MNTR-B1(-B2) indicates RICH

L means FR O2 MNTR-B1(-B2) indicates LEAN

SEF702W

- "FR O2 SEN-B1 (-B2)" voltage goes above 0.6V at least once.
- "FR O2 SEN-B1 (-B2)" voltage goes below 0.3V at least once.
- "FR O2 SEN-B1 (-B2)" voltage never exceeds 1.0V.

Trigger	ENG SPEED	FR O2 SEN-B1
	rpm	V
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX



- Maximum voltage should be over 0.6V at least one time.

- Minimum voltage should be below 0.30V at least one time.

SEF064Y

CAUTION:

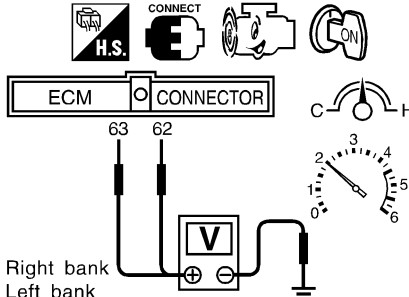
Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.

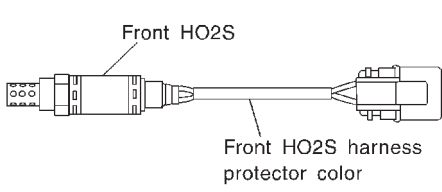
OK or NG

OK	▶	GO TO 8.
NG	▶	GO TO 7.

DTC P0131 (RIGHT, -B1), P0151 (LEFT, -B2) FRONT HO2S (LEAN SHIFT MONITORING)

Diagnostic Procedure (Cont'd)

6	CHECK FRONT HEATED OXYGEN SENSOR
<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none"> Start engine and warm it up to normal operating temperature. Set voltmeter probes between ECM terminal 63 (Right bank front HO2S signal) or 62 (Left bank front HO2S signal) and engine ground. Check the following with engine speed held at 2,000 rpm constant under no load. 	
<div style="display: flex; align-items: flex-start;"> <div style="flex: 1;">  </div> <div style="flex: 2;"> <ul style="list-style-type: none"> • The voltage fluctuates between 0 to 0.3V and 0.6 to 1.0V more than 5 times within 10 seconds. • The maximum voltage is over 0.6V at least one time. • The minimum voltage is below 0.3V at least one time. • The voltage never exceeds 1.0V. <p>1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V 2 times: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V</p> </div> </div>	
SEF967X	
<p>CAUTION: Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.</p>	
OK or NG	
OK	▶ GO TO 8.
NG	▶ GO TO 7.

7	REPLACE FRONT HEATED OXYGEN SENSOR
<ol style="list-style-type: none"> Turn ignition switch "OFF". Check front heated oxygen sensor harness protector color. 	
	
<p>P0131 (-B1) Right bank: Black P0151 (-B2) Left bank: Blue</p>	
SEF194WA	
<p>CAUTION: Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.</p>	
▶	Replace malfunctioning front heated oxygen sensor.

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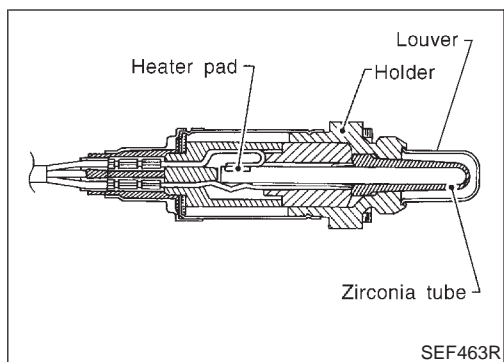
DTC P0131 (RIGHT, -B1), P0151 (LEFT, -B2) FRONT HO2S (LEAN SHIFT MONITORING)

Diagnostic Procedure (Cont'd)

8	CHECK FRONT HO2S SHIELD CIRCUIT FOR OPEN AND SHORT
<p>1. Turn ignition switch "OFF".</p> <p>2. Disconnect joint connector-17 or joint connector-18.</p> <p>3. For circuit, refer to "DTC P0130 (RIGHT BANK, -B1), P0150 (LEFT BANK, -B2) FRONT HEATED OXYGEN SENSOR (FRONT HO2S) (CIRCUIT)", EC-211.</p> <p>4. Check the following.</p> <ul style="list-style-type: none">● Continuity between joint connector terminal 1 or 2 and ground● Joint connector (Refer to EL-345, "HARNESS LAYOUT".) Continuity should exist. <p>5. Also check harness for short to ground and short to power.</p> <p>6. Then reconnect joint connector-17 or joint connector-18.</p> <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 9.
NG	▶ Repair open circuit or short to ground or short to power in harness or connectors.
9	CHECK INTERMITTENT INCIDENT
<p>Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.</p> <p>For circuit, refer to "DTC P0130 (RIGHT BANK, -B1), P0150 (LEFT BANK, -B2) FRONT HEATED OXYGEN SENSOR (FRONT HO2S) (CIRCUIT)", EC-211.</p>	
	▶ INSPECTION END

DTC P0132 (RIGHT, -B1), P0152 (LEFT, -B2) FRONT HO2S (RICH SHIFT MONITORING)

Component Description

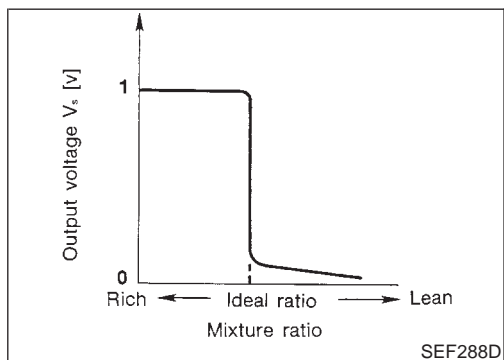


SEF463R

Component Description

NFEC0101

The front heated oxygen sensor is placed into the front tube. It detects the amount of oxygen in the exhaust gas compared to the outside air. The front heated oxygen sensor has a closed-end tube made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions. The front heated oxygen sensor signal is sent to the ECM. The ECM adjusts the injection pulse duration to achieve the ideal air-fuel ratio. The ideal air-fuel ratio occurs near the radical change from 1V to 0V.



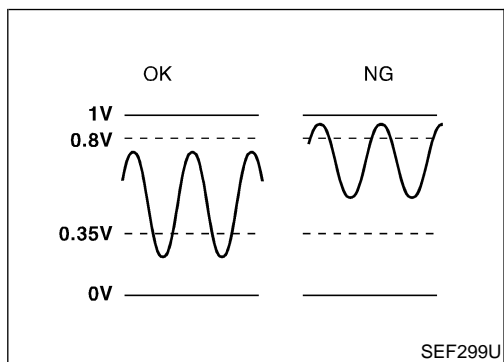
SEF288D

CONSULT-II Reference Value in Data Monitor Mode

NFEC0102

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
FR O2 SEN-B1 FR O2 SEN-B2	● Engine: After warming up Maintaining engine speed at 2,000 rpm	0 - 0.3V ↔ Approx. 0.6 - 1.0V
FR O2 MNTR-B1 FR O2 MNTR-B2		LEAN ↔ RICH Changes more than 5 times during 10 seconds.



SEF299U

On Board Diagnosis Logic

NFEC0104

To judge the malfunction, the output from the front heated oxygen sensor is monitored to determine whether the "rich" output is sufficiently high. The "lean" output is sufficiently low. When both the outputs are shifting to the rich side, the malfunction will be detected.

Malfunction is detected when the maximum and minimum voltages from the sensor are beyond the specified voltages.

Possible Cause

NFEC0434

- Front heated oxygen sensor
- Fuel pressure
- Injectors
- Front heated oxygen sensor heater

DTC P0132 (RIGHT, -B1), P0152 (LEFT, -B2) FRONT HO2S (RICH SHIFT MONITORING)

DTC Confirmation Procedure

DTC Confirmation Procedure

NFEC0105

CAUTION:

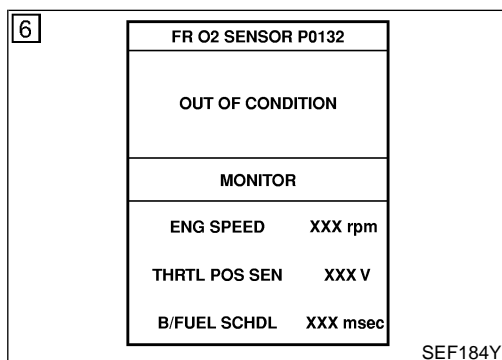
Always drive vehicle at a safe speed.

NOTE:

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:

- Always perform at a temperature above -10°C (14°F).
- Before performing the following procedure, confirm that battery voltage is more than 11V at idle.



WITH CONSULT-II

NFEC0105S01

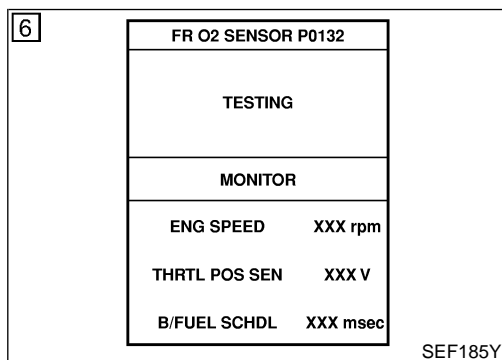
- 1) Start engine and warm it up to normal operating temperature.
- 2) Stop engine and wait at least 5 seconds.
- 3) Turn ignition switch "ON" and select "FR O2 SEN-B1 (-B2) P0132 (P0152)" of "FRONT O2 SENSOR" in "DTC WORK SUPPORT" mode with CONSULT-II.
- 4) Touch "START".
- 5) Start engine and let it idle for at least 3 minutes.

NOTE:

Never raise engine speed above 3,600 rpm after this step. If the engine speed limit is exceeded, return to step 5.

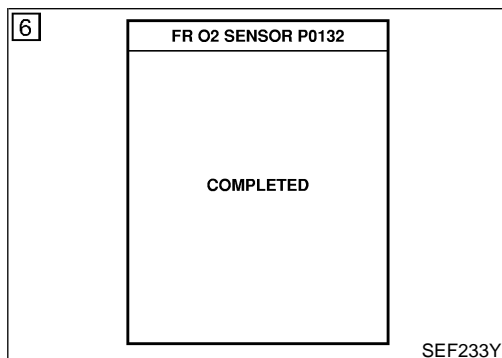
- 6) When the following conditions are met, "TESTING" will be displayed on the CONSULT-II screen. Maintain the conditions continuously until "TESTING" changes to "COMPLETED". (It will take approximately 50 seconds or more.)

ENG SPEED	1,200 - 2,600 rpm (A/T) 1,800 - 2,600 rpm (M/T)
Vehicle speed	80 - 100 km/h (50 - 62 MPH)
B/FUEL SCHDL	3 - 9 msec (A/T) 2.5 - 9 msec (M/T)
Selector lever	Suitable position



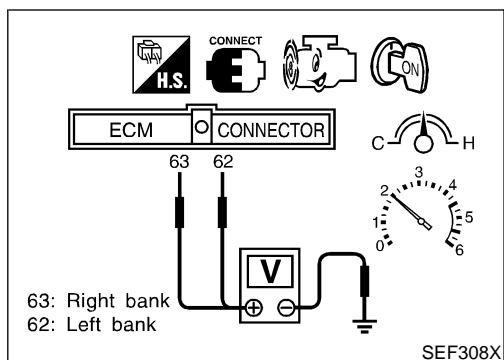
If "TESTING" is not displayed after 5 minutes, retry from step 2.

- 7) Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS". If "NG" is displayed, refer to "Diagnostic Procedure", EC-231.



DTC P0132 (RIGHT, -B1), P0152 (LEFT, -B2) FRONT HO2S (RICH SHIFT MONITORING)

Overall Function Check



Overall Function Check

NFEC0106

Use this procedure to check the overall function of the front heated oxygen sensor circuit. During this check, a 1st trip DTC might not be confirmed.

WITH GST

NFEC0106S01

- 1) Start engine and warm it up to normal operating temperature.
- 2) Set voltmeter probes between ECM terminal 63 (Right bank front HO2S signal) or 62 (Left bank front HO2S signal) and engine ground.
- 3) Check one of the following with engine speed held at 2,000 rpm constant under no load.
 - The maximum voltage is below 0.8V at least one time.
 - The minimum voltage is below 0.35V at least one time.
- 4) If NG, go to "Diagnostic Procedure", EC-231.

Diagnostic Procedure

NFEC0107

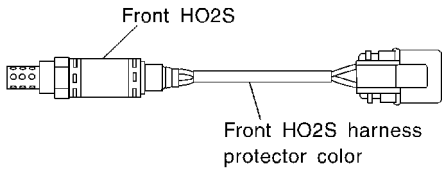
1	RETIGHTEN GROUND SCREWS
<p>1. Turn ignition switch "OFF". 2. Loosen and retighten engine ground screws.</p> <p>SEF255X</p>	
<p>▶ GO TO 2.</p>	

2	RETIGHTEN FRONT HEATED OXYGEN SENSOR
<p>Loosen and retighten corresponding front heated oxygen sensor.</p> <p>Tightening torque: 40 - 60 N-m (4.1 - 6.1 kg-m, 30 - 44 ft-lb)</p>	
<p>▶ GO TO 3.</p>	

DTC P0132 (RIGHT, -B1), P0152 (LEFT, -B2) FRONT HO2S (RICH SHIFT MONITORING)

Diagnostic Procedure (Cont'd)

3	CLEAR THE SELF-LEARNING DATA									
<p>Ⓜ With CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Select "SELF-LEARN CONTROL" in "ACTIVE TEST" mode with CONSULT-II. 3. Clear the self-learning control coefficient by touching "START". <div style="text-align: center; margin: 10px 0;"> <table border="1" style="border-collapse: collapse;"> <tr> <th colspan="3" style="padding: 2px;">ACTIVE TEST</th> </tr> <tr> <td style="padding: 2px;">SELF-LEARNING CONT</td> <td style="padding: 2px;">CMPLT</td> <td style="padding: 2px;">B1 100 %</td> </tr> <tr> <td colspan="3" style="height: 150px;"></td> </tr> </table> </div> <p style="text-align: right; margin-right: 20px;">SEF218Y</p> <ol style="list-style-type: none"> 4. Run engine for at least 10 minutes at idle speed. Is the 1st trip DTC P0172 or P0175 detected? Is it difficult to start engine? 		ACTIVE TEST			SELF-LEARNING CONT	CMPLT	B1 100 %			
ACTIVE TEST										
SELF-LEARNING CONT	CMPLT	B1 100 %								
<p>ⓧ Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Turn ignition switch "OFF". 3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 5 seconds at idle speed. 4. Stop engine and reconnect mass air flow sensor harness connector. 5. Make sure 1st trip DTC P0100 is displayed. 6. Erase the 1st trip DTC memory. Refer to "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION", EC-87. 7. Make sure DTC P0000 is displayed. 8. Run engine for at least 10 minutes at idle speed. Is the 1st trip DTC P0172 or P0175 detected? Is it difficult to start engine? <p style="text-align: center; margin: 10px 0;">Yes or No</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%; padding: 2px;">Yes</td> <td style="width: 5%; text-align: center; padding: 2px;">▶</td> <td style="padding: 2px;">Perform trouble diagnosis for DTC P0172, P0175. Refer to EC-354.</td> </tr> <tr> <td style="padding: 2px;">No</td> <td style="text-align: center; padding: 2px;">▶</td> <td style="padding: 2px;">GO TO 4.</td> </tr> </table>		Yes	▶	Perform trouble diagnosis for DTC P0172, P0175. Refer to EC-354.	No	▶	GO TO 4.			
Yes	▶	Perform trouble diagnosis for DTC P0172, P0175. Refer to EC-354.								
No	▶	GO TO 4.								

4	CHECK FRONT HO2S CONNECTOR FOR WATER						
<ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Check front heated oxygen sensor harness protector color. <div style="text-align: center; margin: 10px 0;">  </div> <p style="text-align: center; margin: 10px 0;"> P0132 (-B1) Right bank: Black P0152 (-B2) Left bank: Blue </p> <p style="text-align: right; margin-right: 20px;">SEF194WD</p> <ol style="list-style-type: none"> 3. Disconnect front heated oxygen sensor harness connector. 4. Check connectors for water. Water should not exist. <p style="text-align: center; margin: 10px 0;">OK or NG</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%; padding: 2px;">OK</td> <td style="width: 5%; text-align: center; padding: 2px;">▶</td> <td style="padding: 2px;">GO TO 5.</td> </tr> <tr> <td style="padding: 2px;">NG</td> <td style="text-align: center; padding: 2px;">▶</td> <td style="padding: 2px;">Repair or replace harness or connectors.</td> </tr> </table>		OK	▶	GO TO 5.	NG	▶	Repair or replace harness or connectors.
OK	▶	GO TO 5.					
NG	▶	Repair or replace harness or connectors.					

DTC P0132 (RIGHT, -B1), P0152 (LEFT, -B2) FRONT HO2S (RICH SHIFT MONITORING)

Diagnostic Procedure (Cont'd)

5	CHECK FRONT HEATED OXYGEN SENSOR HEATER							
<p>Check resistance between front HO2S terminals as follows.</p>								
		<table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: left;">Terminals</th> <th style="text-align: left;">Resistance</th> </tr> </thead> <tbody> <tr> <td>2 and 3</td> <td>2.3 - 4.3Ω at 25°C (77°F)</td> </tr> <tr> <td>1 and 2 1 and 3</td> <td>∞Ω (Continuity should not exist.)</td> </tr> </tbody> </table>	Terminals	Resistance	2 and 3	2.3 - 4.3Ω at 25°C (77°F)	1 and 2 1 and 3	∞Ω (Continuity should not exist.)
Terminals	Resistance							
2 and 3	2.3 - 4.3Ω at 25°C (77°F)							
1 and 2 1 and 3	∞Ω (Continuity should not exist.)							
SEF310X								
<p>CAUTION: Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.</p>								
OK or NG								
OK (With CONSULT-II)	▶	GO TO 6.						
OK (Without CONSULT-II)	▶	GO TO 7.						
NG	▶	GO TO 8.						

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DTC P0132 (RIGHT, -B1), P0152 (LEFT, -B2) FRONT HO2S (RICH SHIFT MONITORING)

Diagnostic Procedure (Cont'd)

7	CHECK FRONT HEATED OXYGEN SENSOR
<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none"> Start engine and warm it up to normal operating temperature. Set voltmeter probes between ECM terminal 63 (Right bank front HO2S signal) or 62 (Left bank front HO2S signal) and engine ground. Check the following with engine speed held at 2,000 rpm constant under no load. 	
<div style="display: flex; align-items: flex-start;"> <div style="flex: 1;"> <p>63: Right bank 62: Left bank</p> </div> <div style="flex: 2;"> <ul style="list-style-type: none"> • The voltage fluctuates between 0 to 0.3V and 0.6 to 1.0V more than 5 times within 10 seconds. • The maximum voltage is over 0.6V at least one time. • The minimum voltage is below 0.3V at least one time. • The voltage never exceeds 1.0V. <p>1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V 2 times: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V</p> </div> </div>	
SEF967X	
<p>CAUTION: Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.</p>	
OK or NG	
OK	▶ GO TO 9.
NG	▶ GO TO 8.

8	REPLACE FRONT HEATED OXYGEN SENSOR
<ol style="list-style-type: none"> Turn ignition switch "OFF". Check front heated oxygen sensor harness protector color. 	
<p>Front HO2S Front HO2S harness protector color</p>	
<p>P0132 (-B1) Right bank: Black P0152 (-B2) Left bank: Blue</p>	
SEF194WD	
<p>CAUTION: Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.</p>	
▶	Replace malfunctioning front heated oxygen sensor.

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DTC P0132 (RIGHT, -B1), P0152 (LEFT, -B2) FRONT HO2S (RICH SHIFT MONITORING)

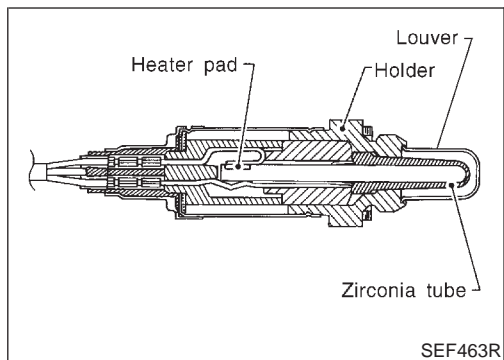
Diagnostic Procedure (Cont'd)

9	CHECK FRONT HO2S SHIELD CIRCUIT FOR OPEN AND SHORT
<p>1. Turn ignition switch "OFF".</p> <p>2. Disconnect joint connector-17 or joint connector-18. For circuit, refer to "DTC P0130 (RIGHT BANK, -B1), P0150 (LEFT BANK, -B2) FRONT HEATED OXYGEN SENSOR (FRONT HO2S) (CIRCUIT)", EC-211.</p> <p>3. Check the following.</p> <ul style="list-style-type: none">● Continuity between joint connector terminal 1 or 2 and ground● Joint connector (Refer to EL-345, "HARNESS LAYOUT".) Continuity should exist. <p>4. Also check harness for short to ground and short to power.</p> <p>5. Then reconnect joint connector-17 or joint connector-18.</p> <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 10.
NG	▶ Repair open circuit or short to ground or short to power in harness or connectors.

10	CHECK INTERMITTENT INCIDENT
<p>Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161. For circuit, refer to "DTC P0130 (RIGHT BANK, -B1), P0150 (LEFT BANK, -B2) FRONT HEATED OXYGEN SENSOR (FRONT HO2S) (CIRCUIT)", EC-211.</p>	
	▶ INSPECTION END

DTC P0133 (RIGHT, -B1), P0153 (LEFT, -B2) FRONT HO2S (RESPONSE MONITORING)

Component Description

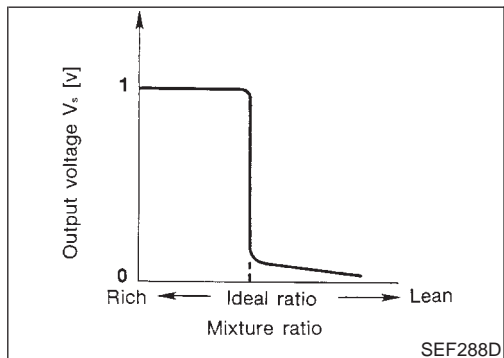


SEF463R

Component Description

NFEC0108

The front heated oxygen sensor is placed into the front tube. It detects the amount of oxygen in the exhaust gas compared to the outside air. The front heated oxygen sensor has a closed-end tube made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions. The front heated oxygen sensor signal is sent to the ECM. The ECM adjusts the injection pulse duration to achieve the ideal air-fuel ratio. The ideal air-fuel ratio occurs near the radical change from 1V to 0V.



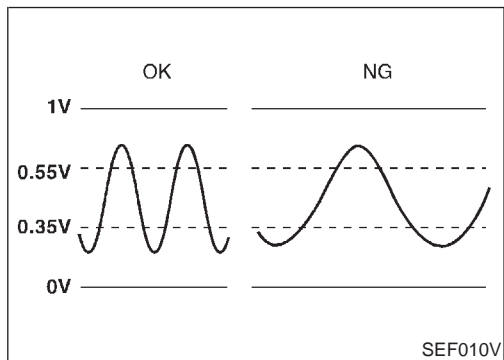
SEF288D

CONSULT-II Reference Value in Data Monitor Mode

NFEC0109

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
FR O2 SEN-B1 FR O2 SEN-B2	● Engine: After warming up Maintaining engine speed at 2,000 rpm	0 - 0.3V ↔ Approx. 0.6 - 1.0V
FR O2 MNTR-B1 FR O2 MNTR-B2		LEAN ↔ RICH Changes more than 5 times during 10 seconds.



SEF010V

On Board Diagnosis Logic

NFEC0111

To judge the malfunction of front heated oxygen sensor, this diagnosis measures response time of front heated oxygen sensor signal. The time is compensated by engine operating (speed and load), fuel feedback control constant, and front heated oxygen sensor temperature index. Judgment is based on whether the compensated time (front heated oxygen sensor cycling time index) is inordinately long or not.

Malfunction is detected when the response of the voltage signal from the sensor takes more than the specified time.

Possible Cause

NFEC0435

- Harness or connectors (The sensor circuit is open or shorted.)
- Front heated oxygen sensor
- Front heated oxygen sensor heater
- Fuel pressure
- Injectors
- Intake air leaks
- Exhaust gas leaks
- PCV valve

DTC P0133 (RIGHT, -B1), P0153 (LEFT, -B2) FRONT HO2S (RESPONSE MONITORING)

Possible Cause (Cont'd)

- Mass air flow sensor

DTC Confirmation Procedure

NFEC0112

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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:

- Always perform at a temperature above -10°C (14°F).
- Before performing the following procedure, confirm that battery voltage is more than 11V at idle.

WITH CONSULT-II

NFEC0112S01

- 1) Start engine and warm it up to normal operating temperature.
- 2) Stop engine and wait at least 5 seconds.
- 3) Turn ignition switch "ON" and select "FR O2 SEN-B1 (-B2) P0133 (P0153)" of "FRONT O2 SENSOR" in "DTC WORK SUPPORT" mode with CONSULT-II.
- 4) Touch "START".
- 5) Start engine and let it idle for at least 3 minutes.

NOTE:

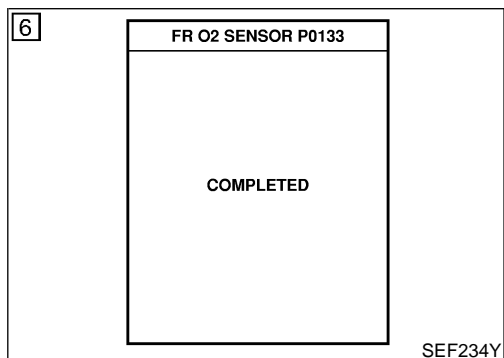
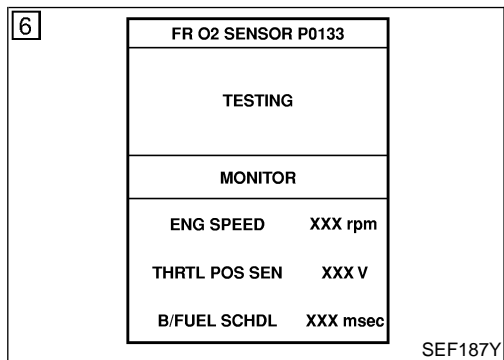
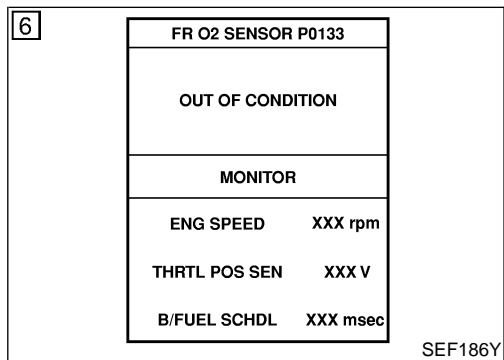
Never raise engine speed above 3,600 rpm after this step. If the engine speed limit is exceeded, return to step 5.

- 6) When the following conditions are met, "TESTING" will be displayed on the CONSULT-II screen. Maintain the conditions continuously until "TESTING" changes to "COMPLETED". (It will take approximately 40 to 50 seconds.)

ENG SPEED	1,200 - 2,800 rpm (A/T) 1,800 - 3,100 rpm (M/T)
Vehicle speed	80 - 120 km/h (50 - 75 MPH)
B/FUEL SCHDL	3 - 9 msec (A/T) 2.5 - 9 msec (M/T)
Selector lever	Suitable position

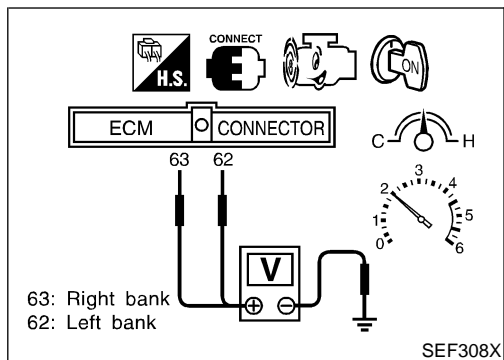
If "TESTING" is not displayed after 5 minutes, retry from step 2.

- 7) Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS". If "NG" is displayed, refer to "Diagnostic Procedure", EC-242.



DTC P0133 (RIGHT, -B1), P0153 (LEFT, -B2) FRONT HO2S (RESPONSE MONITORING)

Overall Function Check



Overall Function Check

NFEC0113

Use this procedure to check the overall function of the front heated oxygen sensor circuit. During this check, a 1st trip DTC might not be confirmed.

WITH GST

NFEC0113S01

- 1) Start engine and warm it up to normal operating temperature.
- 2) Set voltmeter probes between ECM terminal 63 (Right bank front HO2S signal) or 62 (Left bank front HO2S signal) and engine ground.
- 3) Check the following with engine speed held at 2,000 rpm constant under no load.
 - The voltage fluctuates between 0 to 0.3V and 0.6 to 1.0V more than 5 times within 10 seconds.
1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V
2 times: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V
- 4) If NG, go to "Diagnostic Procedure", EC-242.

GI

MA

EM

LC

EC

FE

CL

MT

AT

AX

SU

BR

ST

RS

BT

HA

SC

EL

IDX

DTC P0133 (RIGHT, -B1), P0153 (LEFT, -B2) FRONT HO2S (RESPONSE MONITORING)

Wiring Diagram

Wiring Diagram

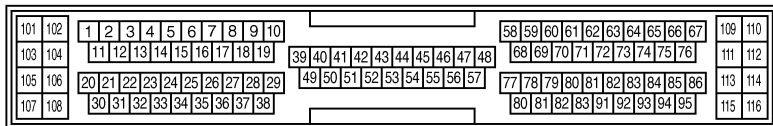
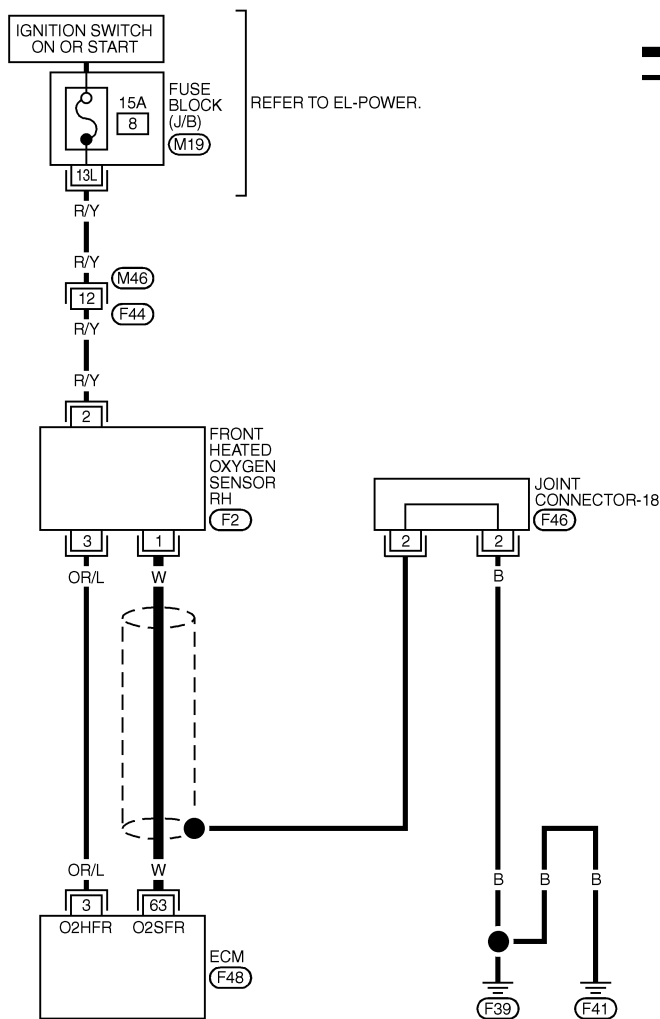
NFEC0114

NFEC0114S01

RIGHT BANK

EC-FRO2RH-01

— : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC



REFER TO THE FOLLOWING.

(M19) - FUSE BLOCK- JUNCTION BOX (J/B)

MEC724C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
63	W	FRONT HEATED OXYGEN SENSOR RH	ENGINE RUNNING AT 2,000 RPM AFTER WARMING UP TO NORMAL OPERATING TEMPERATURE	0 - APPROX. 1.0V

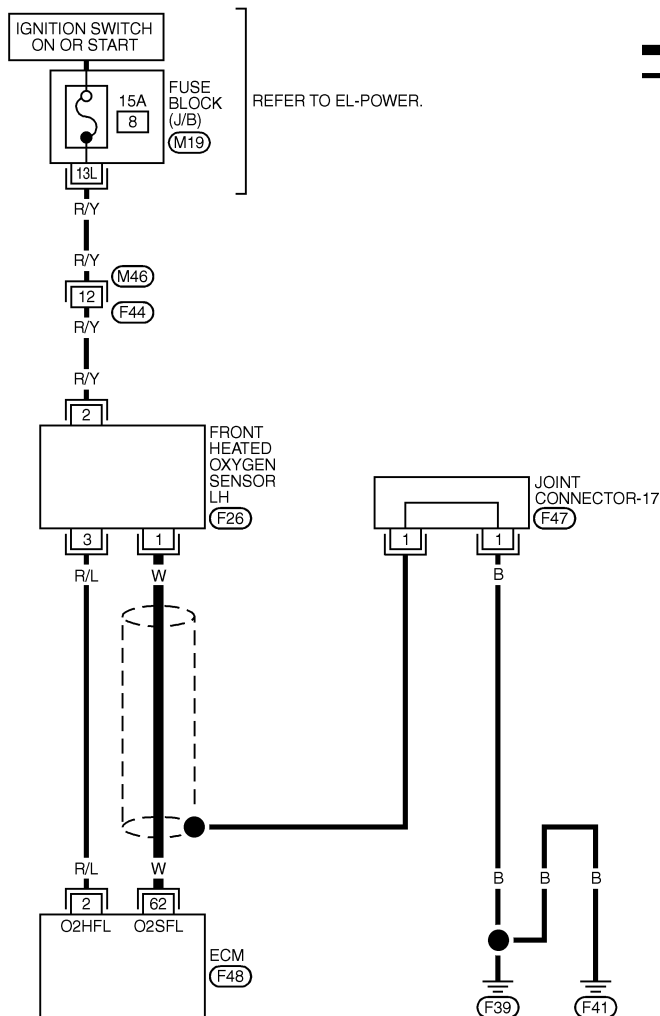
SEF793YA

DTC P0133 (RIGHT, -B1), P0153 (LEFT, -B2) FRONT HO2S (RESPONSE MONITORING)

Wiring Diagram (Cont'd)

NFEC0114S02

LEFT BANK



EC-FRO2LH-01

— : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC

GI

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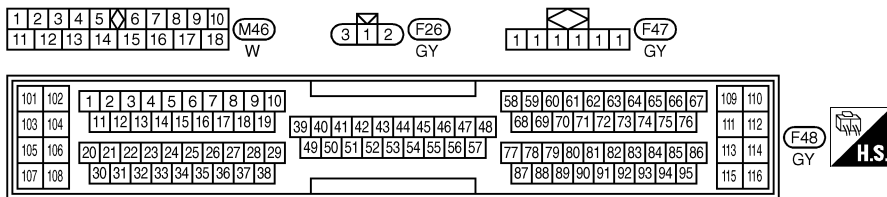
BT

HA

SC

EL

IDX



REFER TO THE FOLLOWING.

(M19) - FUSE BLOCK-JUNCTION BOX (J/B)

MEC723C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
62	W	FRONT HEATED OXYGEN SENSOR LH	ENGINE RUNNING AT 2,000 RPM AFTER WARMING UP TO NORMAL OPERATING TEMPERATURE	0 - APPROX. 1.0V

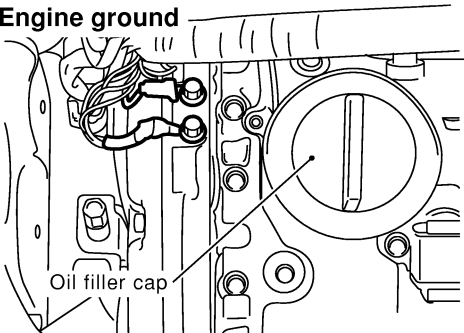
SEF794YA

DTC P0133 (RIGHT, -B1), P0153 (LEFT, -B2) FRONT HO2S (RESPONSE MONITORING)

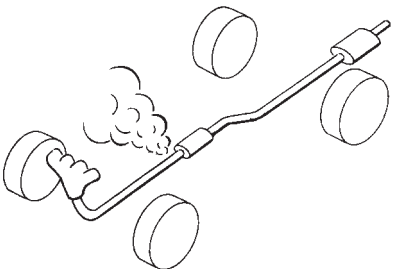
Diagnostic Procedure

Diagnostic Procedure

NFEC0115

1	RETIGHTEN GROUND SCREWS
<p>1. Turn ignition switch "OFF". 2. Loosen and retighten engine ground screws.</p>	
 <p>The diagram shows a cross-section of an engine block. Several ground screws are visible, with one specifically labeled 'Engine ground'. Below the engine, the 'Oil filler cap' is also labeled. The diagram illustrates the location of these components on the engine.</p>	
SEF255X	
▶	GO TO 2.

2	RETIGHTEN FRONT HEATED OXYGEN SENSOR
<p>Loosen and retighten corresponding front heated oxygen sensor.</p> <p>Tightening torque: 40 - 60 N·m (4.1 - 6.1 kg·m, 30 - 44 ft·lb)</p>	
▶	GO TO 3.

3	CHECK FOR EXHAUST AIR LEAK
<p>1. Start engine and run it at idle. 2. Listen for an exhaust air leak before three way catalyst.</p>	
 <p>The diagram shows a three-way catalyst with three circular openings. Clouds of smoke or air are shown escaping from each of these openings, indicating an exhaust air leak.</p>	
SEF099P	
OK or NG	
OK	▶ GO TO 4.
NG	▶ Repair or replace.

4	CHECK FOR INTAKE AIR LEAK
<p>Listen for an intake air leak after the mass air flow sensor.</p>	
OK or NG	
OK	▶ GO TO 5.
NG	▶ Repair or replace.

DTC P0133 (RIGHT, -B1), P0153 (LEFT, -B2) FRONT HO2S (RESPONSE MONITORING)

Diagnostic Procedure (Cont'd)

5	CLEAR THE SELF-LEARNING DATA										
<p><input type="checkbox"/> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Select "SELF-LEARN CONTROL" in "ACTIVE TEST" mode with CONSULT-II. 3. Clear the self-learning control coefficient by touching "START". <div style="text-align: center; margin: 10px 0;"> <table border="1" style="border-collapse: collapse; width: 150px; margin: 0 auto;"> <tr> <th colspan="3" style="padding: 2px;">ACTIVE TEST</th> </tr> <tr> <td style="padding: 2px;">SELF-LEARNING CONT</td> <td style="padding: 2px;">CMPLT</td> <td style="padding: 2px; text-align: right;">B1 100 %</td> </tr> <tr> <td colspan="3" style="height: 100px;"></td> </tr> </table> </div> <p style="text-align: right; margin-right: 20px;">SEF218Y</p> <ol style="list-style-type: none"> 4. Run engine for at least 10 minutes at idle speed. <p>Is the 1st trip DTC P0171, P0172, P0174 or P0175 detected? Is it difficult to start engine?</p>			ACTIVE TEST			SELF-LEARNING CONT	CMPLT	B1 100 %			
ACTIVE TEST											
SELF-LEARNING CONT	CMPLT	B1 100 %									
<p><input checked="" type="checkbox"/> Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Turn ignition switch "OFF". 3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 5 seconds at idle speed. 4. Stop engine and reconnect mass air flow sensor harness connector. 5. Make sure 1st trip DTC P0100 is displayed. 6. Erase the 1st trip DTC memory. Refer to "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION", EC-87. 7. Make sure DTC P0000 is displayed. 8. Run engine for at least 10 minutes at idle speed. <p>Is the 1st trip DTC P0171, P0172, P0174 or P0175 detected? Is it difficult to start engine?</p> <p style="text-align: center;">Yes or No</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <td style="width: 25%; padding: 5px;">Yes</td> <td style="width: 5%; text-align: center; padding: 5px;">▶</td> <td style="padding: 5px;">Perform trouble diagnosis for DTC P0171, P0174 or P0172, P0175. Refer to EC-346, 354.</td> </tr> <tr> <td style="padding: 5px;">No</td> <td style="text-align: center; padding: 5px;">▶</td> <td style="padding: 5px;">GO TO 6.</td> </tr> </table>			Yes	▶	Perform trouble diagnosis for DTC P0171, P0174 or P0172, P0175. Refer to EC-346, 354.	No	▶	GO TO 6.			
Yes	▶	Perform trouble diagnosis for DTC P0171, P0174 or P0172, P0175. Refer to EC-346, 354.									
No	▶	GO TO 6.									

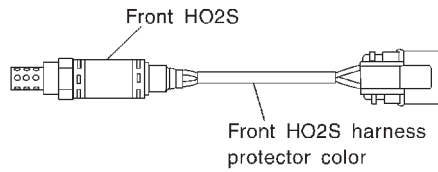
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DTC P0133 (RIGHT, -B1), P0153 (LEFT, -B2) FRONT HO2S (RESPONSE MONITORING)

Diagnostic Procedure (Cont'd)

6 CHECK FRONT HO2S HARNESS PROTECTOR COLOR

1. Turn ignition switch "OFF".
2. Check front heated oxygen sensor harness protector.

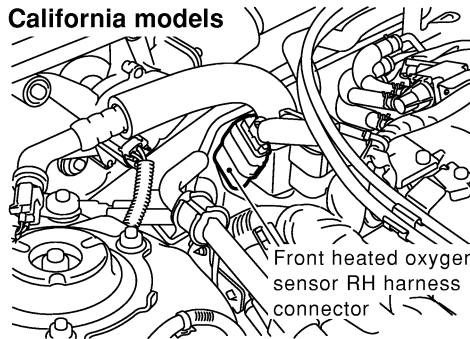


P0133 (-B1) Right bank: Black
P0153 (-B2) Left bank: Blue

SEF194WF

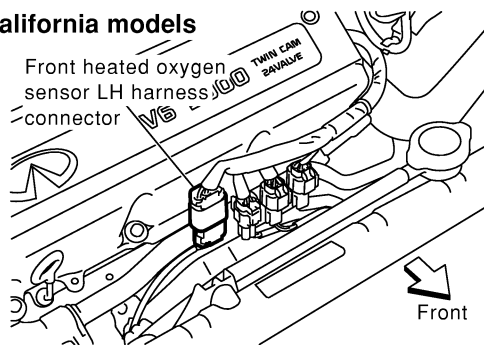
3. Disconnect corresponding front heated oxygen sensor harness connector.

California models

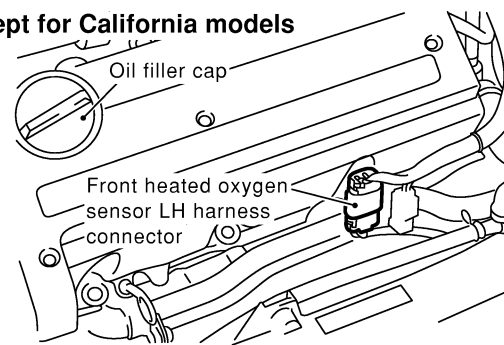


SEF261X

For California models



Except for California models



SEF262X

▶ GO TO 7.

DTC P0133 (RIGHT, -B1), P0153 (LEFT, -B2) FRONT HO2S (RESPONSE MONITORING)

Diagnostic Procedure (Cont'd)

7	CHECK FRONT HO2S INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT														
<p>1. Disconnect ECM harness connector. 2. Check harness continuity between ECM terminal and front HO2S terminal as follows. Refer to Wiring Diagram.</p>															
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">DTC</th> <th colspan="2">Terminals</th> <th rowspan="2">Bank</th> </tr> <tr> <th>ECM</th> <th>Sensor</th> </tr> </thead> <tbody> <tr> <td>P0133</td> <td style="text-align: center;">63</td> <td style="text-align: center;">1</td> <td style="text-align: center;">Right</td> </tr> <tr> <td>P0153</td> <td style="text-align: center;">62</td> <td style="text-align: center;">1</td> <td style="text-align: center;">Left</td> </tr> </tbody> </table>		DTC	Terminals		Bank	ECM	Sensor	P0133	63	1	Right	P0153	62	1	Left
DTC	Terminals		Bank												
	ECM	Sensor													
P0133	63	1	Right												
P0153	62	1	Left												
MTBL0334															
<p>Continuity should exist.</p> <p>3. Check harness continuity between ECM terminal or FRONT HO2S terminal and ground as follows. Refer to Wiring Diagram.</p>															
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">DTC</th> <th colspan="2">Terminals</th> <th rowspan="2">Bank</th> </tr> <tr> <th>ECM or Sensor</th> <th>Ground</th> </tr> </thead> <tbody> <tr> <td>P0133</td> <td style="text-align: center;">63 or 1</td> <td style="text-align: center;">Ground</td> <td style="text-align: center;">Right</td> </tr> <tr> <td>P0153</td> <td style="text-align: center;">62 or 1</td> <td style="text-align: center;">Ground</td> <td style="text-align: center;">Left</td> </tr> </tbody> </table>		DTC	Terminals		Bank	ECM or Sensor	Ground	P0133	63 or 1	Ground	Right	P0153	62 or 1	Ground	Left
DTC	Terminals		Bank												
	ECM or Sensor	Ground													
P0133	63 or 1	Ground	Right												
P0153	62 or 1	Ground	Left												
MTBL0335															
<p>Continuity should not exist.</p> <p>4. Also check harness for short to power.</p>															
OK or NG															
OK	▶ GO TO 8.														
NG	▶ Repair open circuit or short to ground or short to power in harness or connectors.														

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8	CHECK FRONT HEATED OXYGEN SENSOR HEATER						
<p>Check resistance between front HO2S terminals as follows.</p>							
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th>Terminals</th> <th>Resistance</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">2 and 3</td> <td style="text-align: center;">2.3 - 4.3Ω at 25°C (77°F)</td> </tr> <tr> <td style="text-align: center;">1 and 2 1 and 3</td> <td style="text-align: center;">∞Ω (Continuity should not exist.)</td> </tr> </tbody> </table>		Terminals	Resistance	2 and 3	2.3 - 4.3Ω at 25°C (77°F)	1 and 2 1 and 3	∞Ω (Continuity should not exist.)
Terminals	Resistance						
2 and 3	2.3 - 4.3Ω at 25°C (77°F)						
1 and 2 1 and 3	∞Ω (Continuity should not exist.)						
SEF310X							
<p>CAUTION: Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.</p>							
OK or NG							
OK	▶ GO TO 9.						
NG	▶ GO TO 13.						

DTC P0133 (RIGHT, -B1), P0153 (LEFT, -B2) FRONT HO2S (RESPONSE MONITORING)

Diagnostic Procedure (Cont'd)

9	CHECK MASS AIR FLOW SENSOR												
<ol style="list-style-type: none"> 1. Reconnect harness connectors disconnected. 2. Start engine and warm it up to normal operating temperature. 3. Check voltage between ECM terminal 61 (Mass air flow sensor signal) and ground. 													
		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Condition</th> <th style="text-align: center;">Voltage V</th> </tr> </thead> <tbody> <tr> <td>Ignition switch "ON" (Engine stopped.)</td> <td style="text-align: center;">Approx. 1.0</td> </tr> <tr> <td>Idle (Engine is warmed-up to normal operating temperature.)</td> <td style="text-align: center;">1.2 - 1.8</td> </tr> <tr> <td>2,500 rpm (Engine is warmed-up to normal operating temperature.)</td> <td style="text-align: center;">1.6 - 2.2</td> </tr> <tr> <td>Idle to about 4,000 rpm*</td> <td style="text-align: center;">1.2 - 1.8 to Approx. 4.0</td> </tr> </tbody> </table> <p style="font-size: small;">*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.</p>	Condition	Voltage V	Ignition switch "ON" (Engine stopped.)	Approx. 1.0	Idle (Engine is warmed-up to normal operating temperature.)	1.2 - 1.8	2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.6 - 2.2	Idle to about 4,000 rpm*	1.2 - 1.8 to Approx. 4.0	
Condition	Voltage V												
Ignition switch "ON" (Engine stopped.)	Approx. 1.0												
Idle (Engine is warmed-up to normal operating temperature.)	1.2 - 1.8												
2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.6 - 2.2												
Idle to about 4,000 rpm*	1.2 - 1.8 to Approx. 4.0												
<p>4. If the voltage is out of specification, disconnect mass air flow sensor harness connector and connect it again. Then repeat above check.</p> <p style="text-align: center;">OK or NG</p>													
OK	▶	GO TO 10.											
NG	▶	Replace mass air flow sensor.											

SEF298X

10	CHECK PCV VALVE		
<ol style="list-style-type: none"> 1. Install all removed parts. 2. Start engine and let it idle. 3. Remove PCV valve ventilation hose from PCV valve. 4. Make sure that a hissing noise will be heard as air passes through it and a strong vacuum should be felt immediately when a finger is placed over valve inlet. 			
		<p style="text-align: right;">SEC137A</p>	
OK or NG			
OK (With CONSULT-II)	▶	GO TO 11.	
OK (Without CONSULT-II)	▶	GO TO 12.	
NG	▶	Replace PCV valve.	

11 CHECK FRONT HEATED OXYGEN SENSOR

With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "MANU TRIG" and adjust "TRIGGER POINT" to 100% in "DATA MONITOR" mode with CONSULT-II.
3. Select "FR O2 SEN-B1 (-B2)" and "FR O2 MNTR-B1 (-B2)".
4. Hold engine speed at 2,000 rpm under no load during the following steps.
5. Touch "RECORD" on CONSULT-II screen.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
FR O2 SEN-B1	XXX V
RR O2 SEN-B2	XXX V

SEF063Y

6. Check the following.
 - "FR O2 MNTR-B1 (-B2)" in "DATA MONITOR" mode changes from "RICH" to "LEAN" to "RICH" 5 times in 10 seconds. 5 times (cycles) are counted as shown below.

Right bank

cycle | 1 | 2 | 3 | 4 | 5 |

FR O2 MNTR-B1 R-L-R-L-R-L-R-L-R-L-R

Left bank

cycle | 1 | 2 | 3 | 4 | 5 |

FR O2 MNTR-B2 R-L-R-L-R-L-R-L-R-L-R

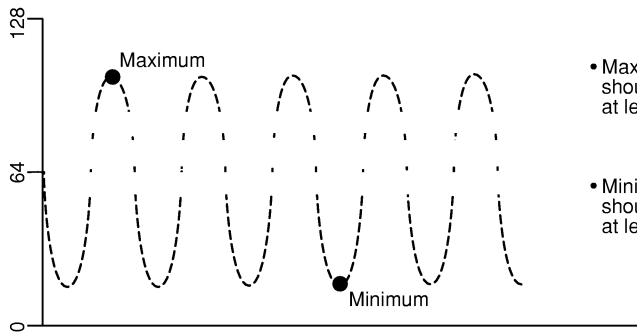
R means FR O2 MNTR-B1(-B2) indicates RICH

L means FR O2 MNTR-B1(-B2) indicates LEAN

SEF702W

- "FR O2 SEN-B1 (-B2)" voltage goes above 0.6V at least once.
- "FR O2 SEN-B1 (-B2)" voltage goes below 0.3V at least once.
- "FR O2 SEN-B1 (-B2)" voltage never exceeds 1.0V.

Trigger	ENG SPEED	FR O2 SEN-B1
	rpm	V
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX



• Maximum voltage should be over 0.6V at least one time.

• Minimum voltage should be below 0.30V at least one time.

SEF064Y

CAUTION:

Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.

OK or NG

OK	▶	GO TO 14.
NG	▶	GO TO 13.

GI
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DTC P0133 (RIGHT, -B1), P0153 (LEFT, -B2) FRONT HO2S (RESPONSE MONITORING)

Diagnostic Procedure (Cont'd)

12	CHECK FRONT HEATED OXYGEN SENSOR
<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none"> Start engine and warm it up to normal operating temperature. Set voltmeter probes between ECM terminal 63 (Right bank front HO2S signal) or 62 (Left bank front HO2S signal) and engine ground. Check the following with engine speed held at 2,000 rpm constant under no load. 	
<div style="display: flex; align-items: flex-start;"> <div style="flex: 1;"> </div> <div style="flex: 2;"> <ul style="list-style-type: none"> ● The voltage fluctuates between 0 to 0.3V and 0.6 to 1.0V more than 5 times within 10 seconds. ● The maximum voltage is over 0.6V at least one time. ● The minimum voltage is below 0.3V at least one time. ● The voltage never exceeds 1.0V. <p>1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V 2 times: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V</p> </div> </div>	
SEF967X	
CAUTION:	
<p>Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.</p>	
OK or NG	
OK	▶ GO TO 14.
NG	▶ GO TO 13.

13	REPLACE FRONT HEATED OXYGEN SENSOR
<ol style="list-style-type: none"> Turn ignition switch "OFF". Check front heated oxygen sensor harness protector color. 	
<p>P0133 (-B1) Right bank: Black P0153 (-B2) Left bank: Blue</p>	
SEF194WF	
▶ Replace malfunctioning front heated oxygen sensor.	

14	CHECK FRONT HO2S SHIELD CIRCUIT FOR OPEN AND SHORT
<ol style="list-style-type: none"> Turn ignition switch "OFF". Disconnect joint connector-17 or joint connector-18. Check the following. <ul style="list-style-type: none"> ● Continuity between joint connector terminal 1 or 2 and ground ● Joint connector (Refer to EL-345, "HARNESS LAYOUT".) <p style="color: blue; margin-left: 20px;">Continuity should exist.</p> Also check harness for short to ground and short to power. Then reconnect joint connector-17 or joint connector-18. 	
OK or NG	
OK	▶ GO TO 15.
NG	▶ Repair open circuit or short to ground or short to power in harness or connectors.

DTC P0133 (RIGHT, -B1), P0153 (LEFT, -B2) FRONT HO2S (RESPONSE MONITORING)

Diagnostic Procedure (Cont'd)

15	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
▶	INSPECTION END

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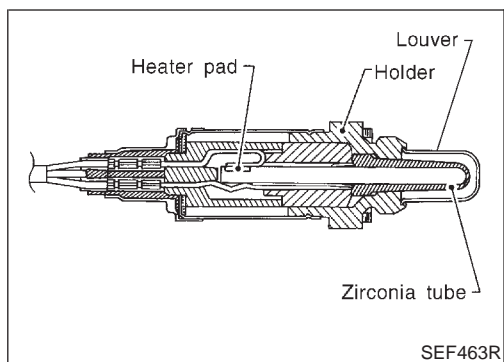
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DTC P0134 (RIGHT, -B1), P0154 (LEFT, -B2) FRONT HO2S (HIGH VOLTAGE)

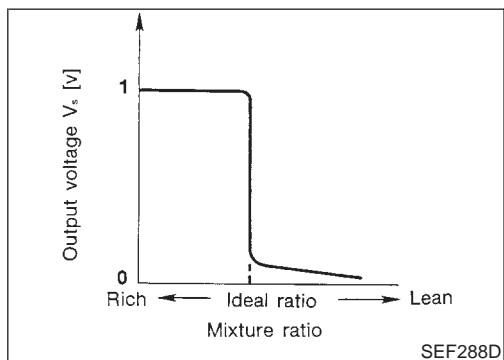
Component Description



Component Description

NFEC0116

The front heated oxygen sensor is placed into the front tube. It detects the amount of oxygen in the exhaust gas compared to the outside air. The front heated oxygen sensor has a closed-end tube made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions. The front heated oxygen sensor signal is sent to the ECM. The ECM adjusts the injection pulse duration to achieve the ideal air-fuel ratio. The ideal air-fuel ratio occurs near the radical change from 1V to 0V.

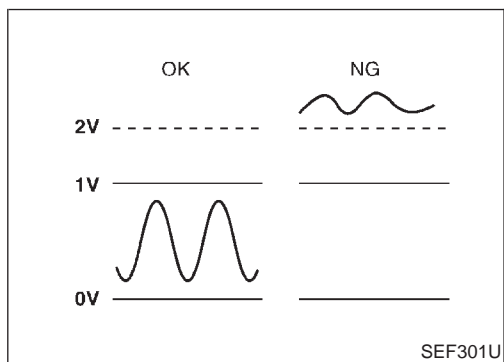


CONSULT-II Reference Value in Data Monitor Mode

NFEC0117

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
FR O2 SEN-B1 FR O2 SEN-B2	<ul style="list-style-type: none"> Engine: After warming up Maintaining engine speed at 2,000 rpm	0 - 0.3V ↔ Approx. 0.6 - 1.0V
FR O2 MNTR-B1 FR O2 MNTR-B2		LEAN ↔ RICH Changes more than 5 times during 10 seconds.



On Board Diagnosis Logic

NFEC0119

To judge the malfunction, the diagnosis checks that the front heated oxygen sensor output is not inordinately high. Malfunction is detected when an excessively high voltage from the sensor is sent to ECM.

Possible Cause

NFEC0436

- Harness or connectors (The sensor circuit is open or shorted.)
- Front heated oxygen sensor

5	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm
	COOLAN TEMP/S	XXX °C

SEF174Y

DTC Confirmation Procedure

NFEC0120

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

WITH CONSULT-II

NFEC0120S01

- 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 with CONSULT-II.
- 5) Restart engine and let it idle for 25 seconds.
- 6) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-254.

WITH GST

NFEC0120S02

- 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 25 seconds.
 - 4) Turn ignition switch "OFF" and wait at least 10 seconds.
 - 5) Restart engine and let it idle for 25 seconds.
 - 6) Select "MODE 3" with GST.
 - 7) If DTC is detected, go to "Diagnostic Procedure", EC-254.
- **When using GST, "DTC Confirmation Procedure" should be performed twice as much as when using CONSULT-II because GST cannot display MODE 7 (1st trip DTC) concerning this diagnosis. Therefore, using CONSULT-II is recommended.**

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DTC P0134 (RIGHT, -B1), P0154 (LEFT, -B2) FRONT HO2S (HIGH VOLTAGE)

Wiring Diagram

Wiring Diagram

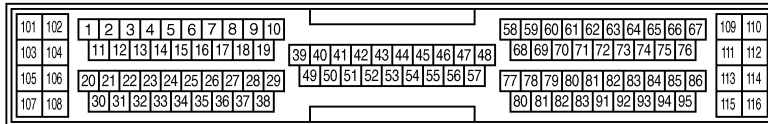
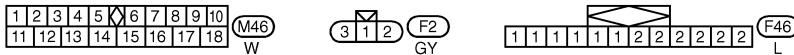
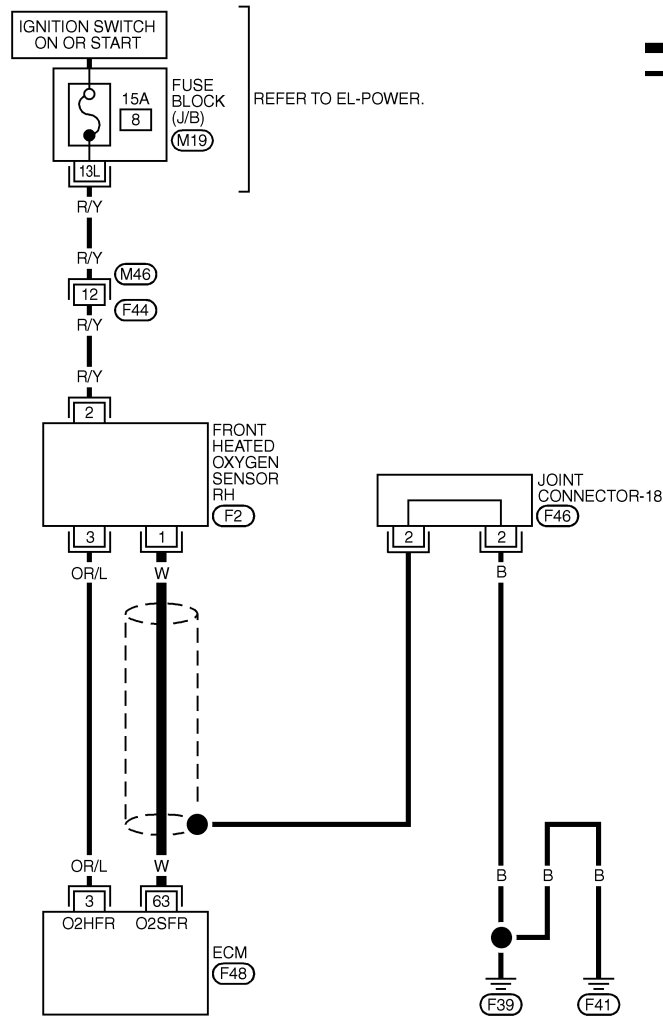
NFEC0121

NFEC0121S01

RIGHT BANK

EC-FRO2RH-01

— : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC



REFER TO THE FOLLOWING.

(M19) - FUSE BLOCK- JUNCTION BOX (J/B)

MEC724C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
63	W	FRONT HEATED OXYGEN SENSOR RH	ENGINE RUNNING AT 2,000 RPM AFTER WARMING UP TO NORMAL OPERATING TEMPERATURE	0 - APPROX. 1.0V

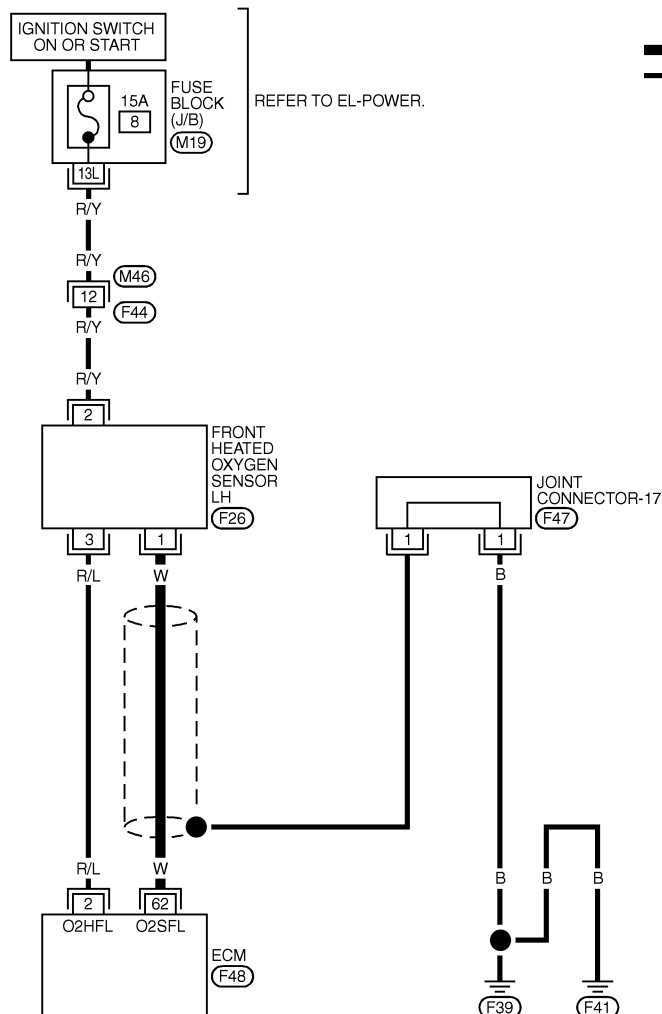
SEF793YA

DTC P0134 (RIGHT, -B1), P0154 (LEFT, -B2) FRONT HO2S (HIGH VOLTAGE)

Wiring Diagram (Cont'd)

LEFT BANK

NFEC0121S02



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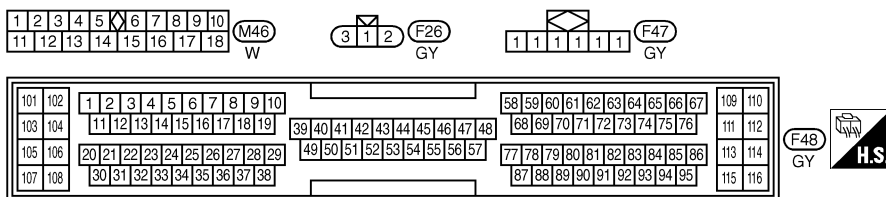
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REFER TO THE FOLLOWING.

(M19) - FUSE BLOCK-JUNCTION BOX (J/B)

MEC723C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
62	W	FRONT HEATED OXYGEN SENSOR LH	ENGINE RUNNING AT 2,000 RPM AFTER WARMING UP TO NORMAL OPERATING TEMPERATURE	0 - APPROX. 1.0V

EL

IDX

SEF794YA

DTC P0134 (RIGHT, -B1), P0154 (LEFT, -B2) FRONT HO2S (HIGH VOLTAGE)

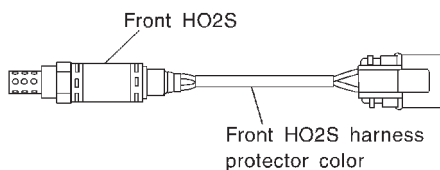
Diagnostic Procedure

Diagnostic Procedure

NFEC0122

1 INSPECTION START

1. Turn ignition switch "OFF".
2. Check front heated oxygen sensor harness protector color.

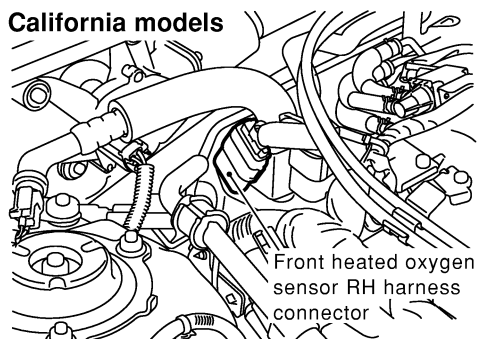


P0134 (-B1) Right bank: Black
P0154 (-B2) Left bank: Blue

SEF194WB

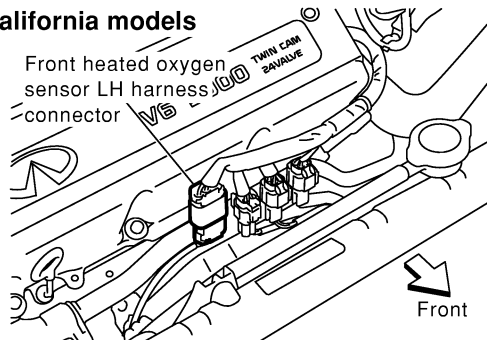
3. Disconnect corresponding front heated oxygen sensor harness connector.

California models

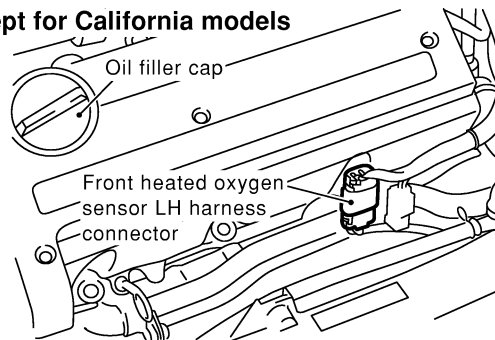


SEF261X

For California models



Except for California models



SEF262X

▶ GO TO 2.

2 RETIGHTEN FRONT HEATED OXYGEN SENSOR

Loosen and retighten corresponding front heated oxygen sensor.

Tightening torque:

40 - 60 N-m (4.1 - 6.1 kg-m, 30 - 44 ft-lb)

▶ GO TO 3.

DTC P0134 (RIGHT, -B1), P0154 (LEFT, -B2) FRONT HO2S (HIGH VOLTAGE)

Diagnostic Procedure (Cont'd)

3	CHECK FRONT HO2S INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT															
<p>1. Disconnect ECM harness connector. 2. Check harness continuity between ECM terminal and front HO2S terminal as follows. Refer to Wiring Diagram.</p>																
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">DTC</th> <th colspan="2">Terminals</th> <th rowspan="2">Bank</th> </tr> <tr> <th>ECM</th> <th>Sensor</th> </tr> </thead> <tbody> <tr> <td>P0134</td> <td style="text-align: center;">63</td> <td style="text-align: center;">1</td> <td style="text-align: center;">Right</td> </tr> <tr> <td>P0154</td> <td style="text-align: center;">62</td> <td style="text-align: center;">1</td> <td style="text-align: center;">Left</td> </tr> </tbody> </table>			DTC	Terminals		Bank	ECM	Sensor	P0134	63	1	Right	P0154	62	1	Left
DTC	Terminals			Bank												
	ECM	Sensor														
P0134	63	1	Right													
P0154	62	1	Left													
MTBL0336																
<p>Continuity should exist.</p> <p>3. Check harness continuity between ECM terminal or front HO2S terminal and ground as follows. Refer to Wiring Diagram.</p>																
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">DTC</th> <th colspan="2">Terminals</th> <th rowspan="2">Bank</th> </tr> <tr> <th>ECM or Sensor</th> <th>Ground</th> </tr> </thead> <tbody> <tr> <td>P0134</td> <td style="text-align: center;">63 or 1</td> <td style="text-align: center;">Ground</td> <td style="text-align: center;">Right</td> </tr> <tr> <td>P0154</td> <td style="text-align: center;">62 or 1</td> <td style="text-align: center;">Ground</td> <td style="text-align: center;">Left</td> </tr> </tbody> </table>			DTC	Terminals		Bank	ECM or Sensor	Ground	P0134	63 or 1	Ground	Right	P0154	62 or 1	Ground	Left
DTC	Terminals			Bank												
	ECM or Sensor	Ground														
P0134	63 or 1	Ground	Right													
P0154	62 or 1	Ground	Left													
MTBL0337																
<p>Continuity should not exist.</p> <p>4. Also check harness for short to power.</p>																
OK or NG																
OK	▶	GO TO 4.														
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.														

4	CHECK FRONT HO2S CONNECTOR FOR WATER	
<p>1. Disconnect front heated oxygen sensor harness connector. 2. Check connectors for water. Water should not exist.</p>		
OK or NG		
OK (With CONSULT-II)	▶	GO TO 5.
OK (Without CONSULT-II)	▶	GO TO 6.
NG	▶	Repair or replace harness or connectors.

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DTC P0134 (RIGHT, -B1), P0154 (LEFT, -B2) FRONT HO2S (HIGH VOLTAGE)

Diagnostic Procedure (Cont'd)

5 CHECK FRONT HEATED OXYGEN SENSOR

With CONSULT-II

- Start engine and warm it up to normal operating temperature.
- Select "MANU TRIG" and adjust "TRIGGER POINT" to 100% in "DATA MONITOR" mode with CONSULT-II.
- Select "FR O2 SEN-B1 (-B2)" and "FR O2 MNTR-B1 (-B2)".
- Hold engine speed at 2,000 rpm under no load during the following steps.
- Touch "RECORD" on CONSULT-II screen.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
FR O2 SEN-B1	XXX V
RR O2 SEN-B2	XXX V

SEF063Y

6. Check the following.

- "FR O2 MNTR-B1 (-B2)" in "DATA MONITOR" mode changes from "RICH" to "LEAN" to "RICH" 5 times in 10 seconds. 5 times (cycles) are counted as shown left:

Right bank

cycle | 1 | 2 | 3 | 4 | 5 |

FR O2 MNTR-B1 R-L-R-L-R-L-R-L-R-L-R

Left bank

cycle | 1 | 2 | 3 | 4 | 5 |

FR O2 MNTR-B2 R-L-R-L-R-L-R-L-R-L-R

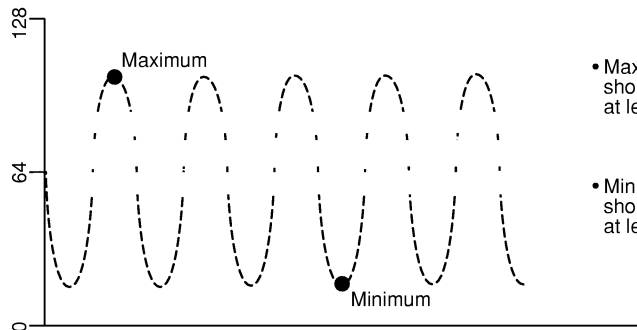
R means FR O2 MNTR-B1(-B2) indicates RICH

L means FR O2 MNTR-B1(-B2) indicates LEAN

SEF702W

- "FR O2 SEN-B1 (-B2)" voltage goes above 0.6V at least once.
- "FR O2 SEN-B1 (-B2)" voltage goes below 0.3V at least once.
- "FR O2 SEN-B1 (-B2)" voltage never exceeds 1.0V.

Trigger	ENG SPEED	FR O2 SEN-B1
	rpm	V
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX



• Maximum voltage should be over 0.6V at least one time.

• Minimum voltage should be below 0.30V at least one time.

SEF064Y

CAUTION:

Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.

OK or NG

OK	▶	GO TO 8.
NG	▶	GO TO 7.

DTC P0134 (RIGHT, -B1), P0154 (LEFT, -B2) FRONT HO2S (HIGH VOLTAGE)

Diagnostic Procedure (Cont'd)

6	CHECK FRONT HEATED OXYGEN SENSOR
<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none"> Start engine and warm it up to normal operating temperature. Set voltmeter probes between ECM terminal 63 (Right bank front HO2S signal) or 62 (Left bank front HO2S signal) and engine ground. Check the following with engine speed held at 2,000 rpm constant under no load. 	
<div style="display: flex; align-items: flex-start;"> <div style="flex: 1;"> </div> <div style="flex: 2;"> <ul style="list-style-type: none"> • The voltage fluctuates between 0 to 0.3V and 0.6 to 1.0V more than 5 times within 10 seconds. • The maximum voltage is over 0.6V at least one time. • The minimum voltage is below 0.3V at least one time. • The voltage never exceeds 1.0V. <p>1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V 2 times: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V</p> </div> </div>	
SEF967X	
<p>CAUTION: Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.</p>	
OK or NG	
OK	▶ GO TO 8.
NG	▶ GO TO 7.

7	REPLACE FRONT HEATED OXYGEN SENSOR
<ol style="list-style-type: none"> Turn ignition switch "OFF". Check front heated oxygen sensor harness protector color. 	
<p>P0134 (-B1) Right bank: Black P0154 (-B2) Left bank: Blue</p>	
SEF194WB	
<p>CAUTION: Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.</p>	
▶	Replace malfunctioning front heated oxygen sensor.

8	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
▶	INSPECTION END

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DTC P0135 (RIGHT, -B1), P0155 (LEFT, -B2) FRONT HO2S HEATER

Description

Description

NFEC0123

SYSTEM DESCRIPTION

NFEC0123S01

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS)	Engine speed	Front heated oxygen sensor heater control	Front heated oxygen sensor heaters
Crankshaft position sensor (REF)			

The ECM performs ON/OFF control of the front heated oxygen sensor heaters corresponding to the engine speed.

OPERATION

NFEC0123S02

Engine speed rpm	Front heated oxygen sensor heaters
Above 3,600	OFF
Below 3,600	ON

CONSULT-II Reference Value in Data Monitor Mode

NFEC0124

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
FR O2 HTR-B1 FR O2 HTR-B2	● Engine speed: Below 3,600 rpm	ON
	● Engine speed: Above 3,600 rpm	OFF

On Board Diagnosis Logic

NFEC0126

Malfunction is detected when the current amperage in the front heated oxygen sensor heater circuit is out of the normal range. (An improper voltage drop signal is sent to ECM through the front heated oxygen sensor heater.)

Possible Cause

NFEC0437

- Harness or connectors
(The front heated oxygen sensor heater circuit is open or shorted.)
- Front heated oxygen sensor heater

DTC P0135 (RIGHT, -B1), P0155 (LEFT, -B2) FRONT HO2S HEATER

DTC Confirmation Procedure

2	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm

SEF058Y

DTC Confirmation Procedure

NFEC0127

NOTE:

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 10.5V and 16V at idle.

CONSULT-II WITH CONSULT-II

NFEC0127S01

- 1) Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT.
- 2) Start engine and run it for at least 6 seconds at idle speed.
- 3) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-262.

GST WITH GST

NFEC0127S02

- 1) Start engine and run it for at least 6 seconds at idle speed.
 - 2) Turn ignition switch "OFF" and wait at least 10 seconds.
 - 3) Start engine and run it for at least 6 seconds at idle speed.
 - 4) Select "MODE 3" with GST.
 - 5) If DTC is detected, go to "Diagnostic Procedure", EC-262.
- When using GST, "DTC Confirmation Procedure" should be performed twice as much as when using CONSULT-II because GST cannot display MODE 7 (1st trip DTC) concerning this diagnosis. Therefore, using CONSULT-II is recommended.

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DTC P0135 (RIGHT, -B1), P0155 (LEFT, -B2) FRONT HO2S HEATER

Wiring Diagram

Wiring Diagram

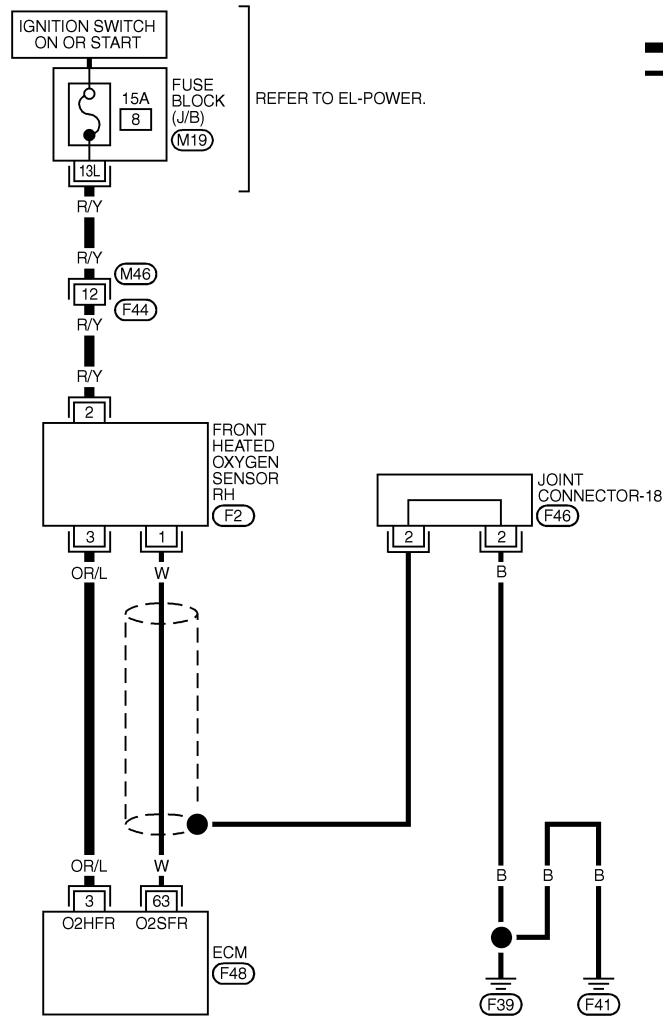
NFEC0128

NFEC0128S01

RIGHT BANK

EC-FO2H-R-01

— : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC

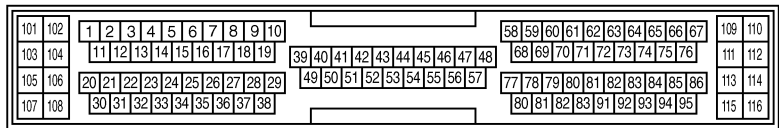
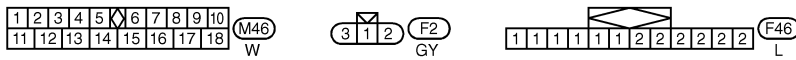


REFER TO EL-POWER.

FRONT HEATED OXYGEN SENSOR RH (F2)

JOINT CONNECTOR-18 (F46)

ECM (F48)



REFER TO THE FOLLOWING.

(M19) - FUSE BLOCK- JUNCTION BOX (J/B)

MEC726C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
3	OR/L	FRONT HEATED OXYGEN SENSOR RH HEATER	ENGINE RUNNING BELOW 3,600 RPM	0 - 1.0V
			ENGINE RUNNING ABOVE 3,600 RPM	BATTERY VOLTAGE

SEF655XB

DTC P0135 (RIGHT, -B1), P0155 (LEFT, -B2) FRONT HO2S HEATER

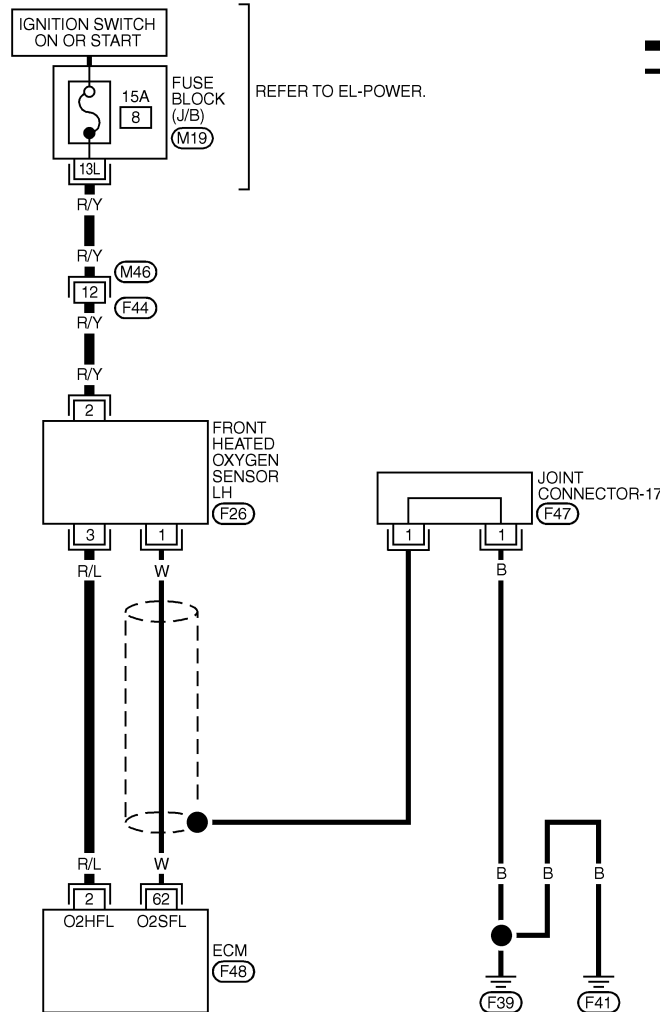
Wiring Diagram (Cont'd)

NFEC0128S02

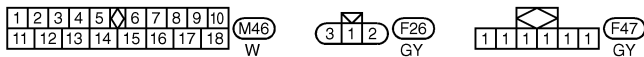
LEFT BANK

EC-FO2H-L-01

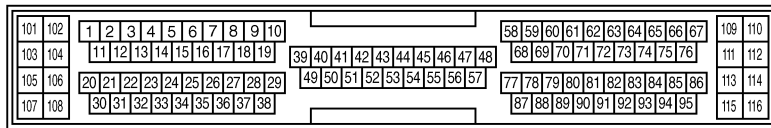
: DETECTABLE LINE FOR DTC
 : NON-DETECTABLE LINE FOR DTC



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REFER TO THE FOLLOWING.
 (M19) - FUSE BLOCK-JUNCTION BOX (J/B)



MEC725C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
2	R/L	FRONT HEATED OXYGEN SENSOR LH HEATER	ENGINE RUNNING BELOW 3,600 RPM	0 - 1.0V
			ENGINE RUNNING ABOVE 3,600 RPM	BATTERY VOLTAGE

SEF656XB

DTC P0135 (RIGHT, -B1), P0155 (LEFT, -B2) FRONT HO2S HEATER

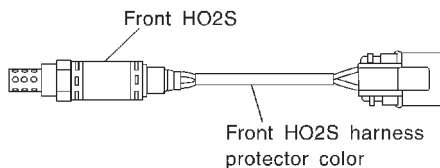
Diagnostic Procedure

Diagnostic Procedure

NFEC0129

1 CHECK FRONT HO2S POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Check front heated oxygen sensor harness protector color.

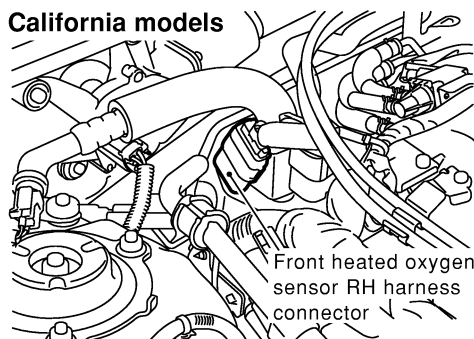


P0135 (-B1) Right bank: Black
 P0155 (-B2) Left bank: Blue

SEF194WC

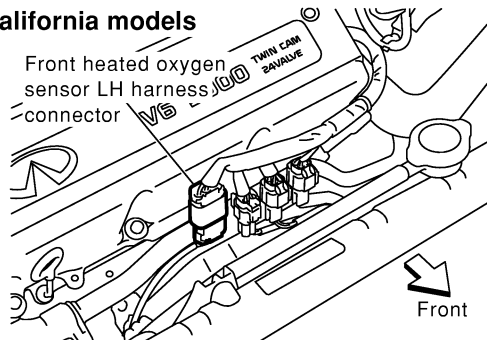
3. Disconnect corresponding front heated oxygen sensor harness connector.

California models

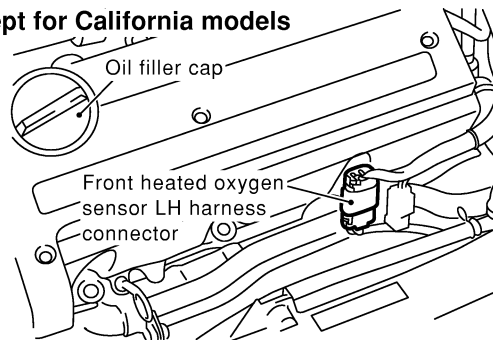


SEF261X

For California models

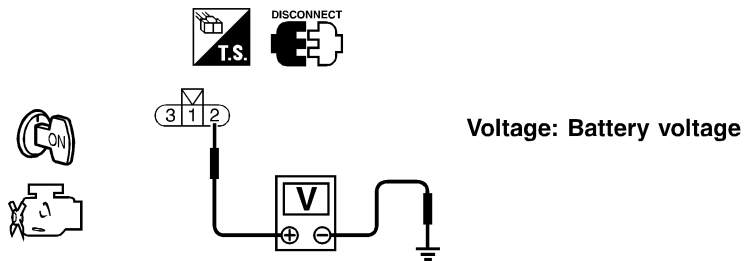


Except for California models



SEF262X

4. Turn ignition switch "ON".
5. Check voltage between front HO2S terminal 2 and ground with CONSULT-II or tester.



SEF311X

OK	▶	GO TO 3.
NG	▶	GO TO 2.

DTC P0135 (RIGHT, -B1), P0155 (LEFT, -B2) FRONT HO2S HEATER

Diagnostic Procedure (Cont'd)

2	DETECT MALFUNCTIONING PART
Check the following. <ul style="list-style-type: none"> ● Harness connectors M46, F44 ● Fuse block (J/B) connector M19 ● 15A fuse ● Harness for open or short between front heated oxygen sensor and fuse 	
▶	Repair harness or connectors.

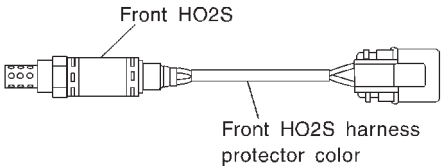
3	CHECK FRONT HO2S GROUND CIRCUIT FOR OPEN AND SHORT														
1. Turn ignition switch "OFF". 2. Disconnect ECM harness connector. 3. Check harness continuity between ECM terminal and front HO2S terminal as follows. Refer to Wiring Diagram.															
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">DTC</th> <th colspan="2">Terminals</th> <th rowspan="2">Bank</th> </tr> <tr> <th>ECM</th> <th>Sensor</th> </tr> </thead> <tbody> <tr> <td>P0135</td> <td style="text-align: center;">3</td> <td style="text-align: center;">3</td> <td style="text-align: center;">Right</td> </tr> <tr> <td>P0155</td> <td style="text-align: center;">2</td> <td style="text-align: center;">3</td> <td style="text-align: center;">Left</td> </tr> </tbody> </table>		DTC	Terminals		Bank	ECM	Sensor	P0135	3	3	Right	P0155	2	3	Left
DTC	Terminals		Bank												
	ECM	Sensor													
P0135	3	3	Right												
P0155	2	3	Left												
MTBL0338															
4. Also check harness for short to ground and short to power.															
OK or NG															
OK	▶ GO TO 4.														
NG	▶ Repair open circuit or short to ground or short to power in harness or connectors.														

4	CHECK FRONT HEATED OXYGEN SENSOR HEATER						
Check resistance between front HO2S terminals as follows.							
SEF310X							
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th>Terminals</th> <th>Resistance</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">2 and 3</td> <td style="text-align: center;">2.3 - 4.3Ω at 25°C (77°F)</td> </tr> <tr> <td style="text-align: center;">1 and 2 1 and 3</td> <td style="text-align: center;">∞Ω (Continuity should not exist.)</td> </tr> </tbody> </table>		Terminals	Resistance	2 and 3	2.3 - 4.3Ω at 25°C (77°F)	1 and 2 1 and 3	∞Ω (Continuity should not exist.)
Terminals	Resistance						
2 and 3	2.3 - 4.3Ω at 25°C (77°F)						
1 and 2 1 and 3	∞Ω (Continuity should not exist.)						
<p>CAUTION: Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.</p>							
OK or NG							
OK	▶ GO TO 6.						
NG	▶ GO TO 5.						

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DTC P0135 (RIGHT, -B1), P0155 (LEFT, -B2) FRONT HO2S HEATER

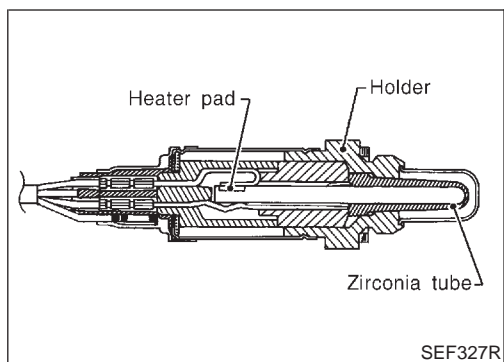
Diagnostic Procedure (Cont'd)

5	REPLACE FRONT HEATED OXYGEN SENSOR
<p>1. Turn ignition switch "OFF". 2. Check front heated oxygen sensor harness protector color.</p> <div style="text-align: center;"></div> <p>P0135 (-B1) Right bank: Black P0155 (-B2) Left bank: Blue</p> <p style="text-align: right;">SEF194WC</p> <p>CAUTION: Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.</p>	
▶	Replace malfunctioning front heated oxygen sensor.

6	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
▶	INSPECTION END

DTC P0137 (RIGHT, -B1), P0157 (LEFT, -B2) REAR HO2S (MIN. VOLTAGE MONITORING) FOR CALIFORNIA

Component Description



Component Description

NFEC0130

The rear heated oxygen sensor, after three way catalyst, monitors the oxygen level in the exhaust gas on each bank.

Even if switching characteristics of the front heated oxygen sensor are shifted, the air fuel ratio is controlled to stoichiometric, by the signal from the rear heated oxygen sensor.

This sensor is made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions.

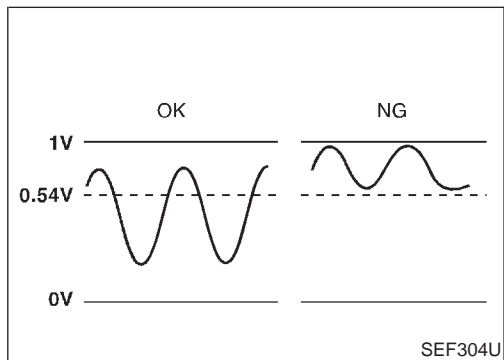
Under normal conditions the rear heated oxygen sensor is not used for engine control operation.

CONSULT-II Reference Value in Data Monitor Mode

NFEC0131

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
RR O2 SEN-B1 RR O2 SEN-B2	● Engine: After warming up Revsing engine from idle up to 2,000 rpm	0 - 0.3V ↔ Approx. 0.6 - 1.0V
RR O2 MNTR-B1 RR O2 MNTR-B2		LEAN ↔ RICH



On Board Diagnosis Logic

NFEC0133

The rear heated oxygen sensor has a much longer switching time between rich and lean than the front heated oxygen sensor. The oxygen storage capacity before the three way catalyst causes the longer switching time. To judge the malfunctions of rear heated oxygen sensor, ECM monitors whether the minimum voltage of sensor is sufficiently low during the various driving condition such as fuel-cut.

Malfunction is detected when the minimum voltage from the sensor is not reached to the specified voltage.

Possible Cause

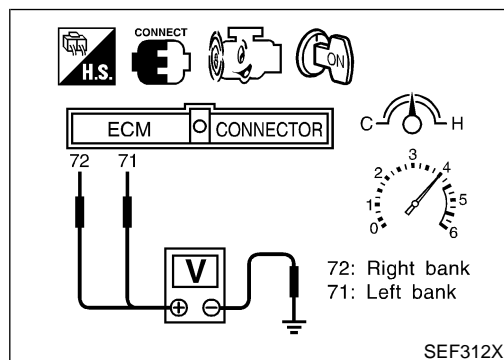
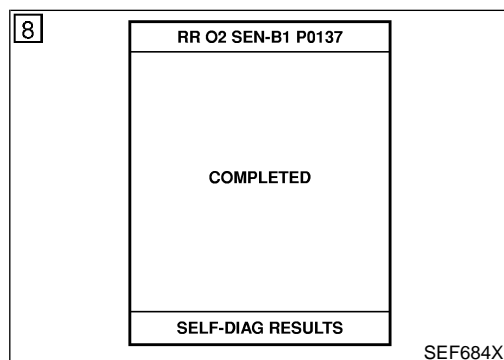
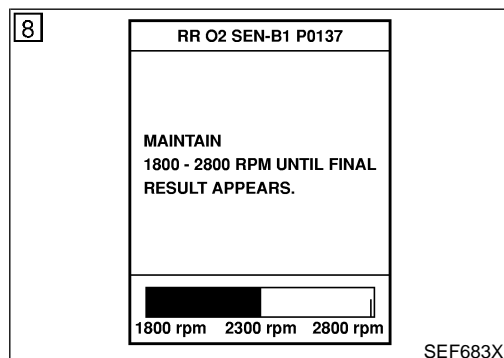
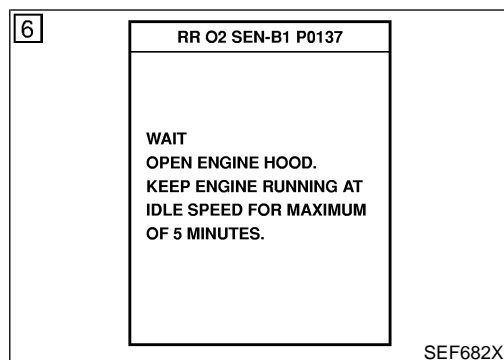
NFEC0438

- Harness or connectors (The sensor circuit is open or shorted.)
- Rear heated oxygen sensor
- Fuel pressure
- Injectors

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DTC P0137 (RIGHT, -B1), P0157 (LEFT, -B2) REAR HO2S (MIN. VOLTAGE MONITORING) FOR CALIFORNIA

DTC Confirmation Procedure



DTC Confirmation Procedure

NFEC0134

NOTE:

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:

Open engine hood before conducting following procedure.

WITH CONSULT-II

NFEC0134S01

- 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 with CONSULT-II.
- 5) Make sure that "COOLAN TEMP/S" indicates more than 70°C (158°F).
- 6) Select "RR O2 SEN-B1 (-B2) P0137 (P0157)" of "REAR O2 SENSOR" in "DTC WORK SUPPORT" mode with CONSULT-II.
- 7) Start engine and follow the instruction of CONSULT-II.
- 8) Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS".

If NG is displayed, refer to "Diagnostic Procedure", EC-270.

If "CANNOT BE DIAGNOSED" is displayed, perform the following.

- a) Stop engine and cool down until "COOLAN TEMP/S" indicates less than 70°C (158°F).
- b) Turn ignition switch "ON".
- c) Select "DATA MONITOR" mode with CONSULT-II.
- d) Start engine.
- e) Return to step 6 again when the "COOLAN TEMP/S" reaches to 70°C (158°F).

Overall Function Check

NFEC0135

Use this procedure to check the overall function of the rear heated oxygen sensor circuit. During this check, a 1st trip DTC might not be confirmed.

WITH GST

NFEC0135S01

- 1) Start engine and drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes.
- 2) Stop vehicle with engine running.
- 3) Set voltmeter probes between ECM terminal 72 (Right bank rear HO2S signal) or 71 (Left bank rear HO2S signal) and engine ground.
- 4) Check the voltage when racing up to 4,000 rpm under no load at least 10 times.
(Depress and release accelerator pedal as soon as possible.)
The voltage should be below 0.54V at least once during this procedure.
If the voltage can be confirmed in step 4, step 5 is not necessary.
- 5) Keep vehicle at idling for 10 minutes, then check the voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in 3rd gear position (M/T), "D" position with "OD" OFF (A/T).

DTC P0137 (RIGHT, -B1), P0157 (LEFT, -B2) REAR HO2S (MIN. VOLTAGE MONITORING) FOR CALIFORNIA

Overall Function Check (Cont'd)

The voltage should be below 0.54V at least once during this procedure.

- 6) If NG, go to "Diagnostic Procedure", EC-270.

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DTC P0137 (RIGHT, -B1), P0157 (LEFT, -B2) REAR HO2S (MIN. VOLTAGE MONITORING) FOR CALIFORNIA

Wiring Diagram

Wiring Diagram

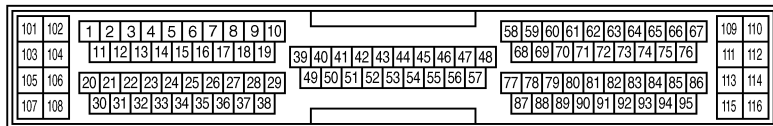
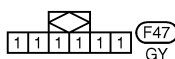
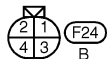
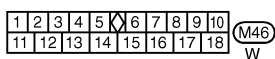
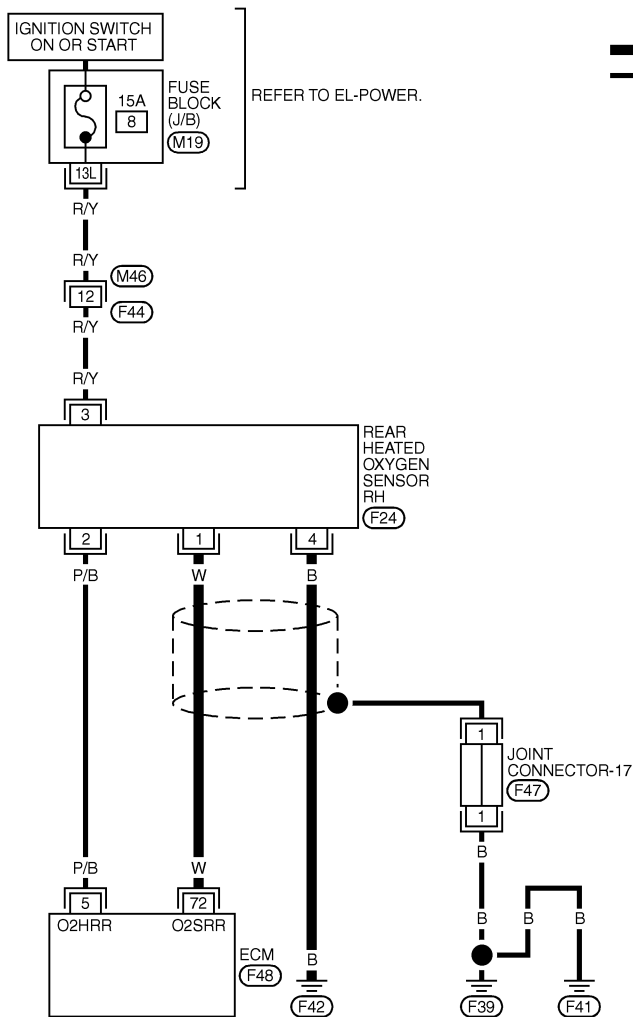
=NFEC0136

NFEC0136S01

RIGHT BANK

EC-RR02RH-01

— : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC



REFER TO THE FOLLOWING.

(M19) - FUSE BLOCK-JUNCTION BOX (J/B)

MEC728C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
72	W	REAR HEATED OXYGEN SENSOR RH	ENGINE RUNNING FROM IDLE UP TO 2,000 RPM UNDER WARM-UP CONDITION	0 - APPROX. 1.0V

SEF657XB

DTC P0137 (RIGHT, -B1), P0157 (LEFT, -B2) REAR HO2S (MIN. VOLTAGE MONITORING) FOR CALIFORNIA

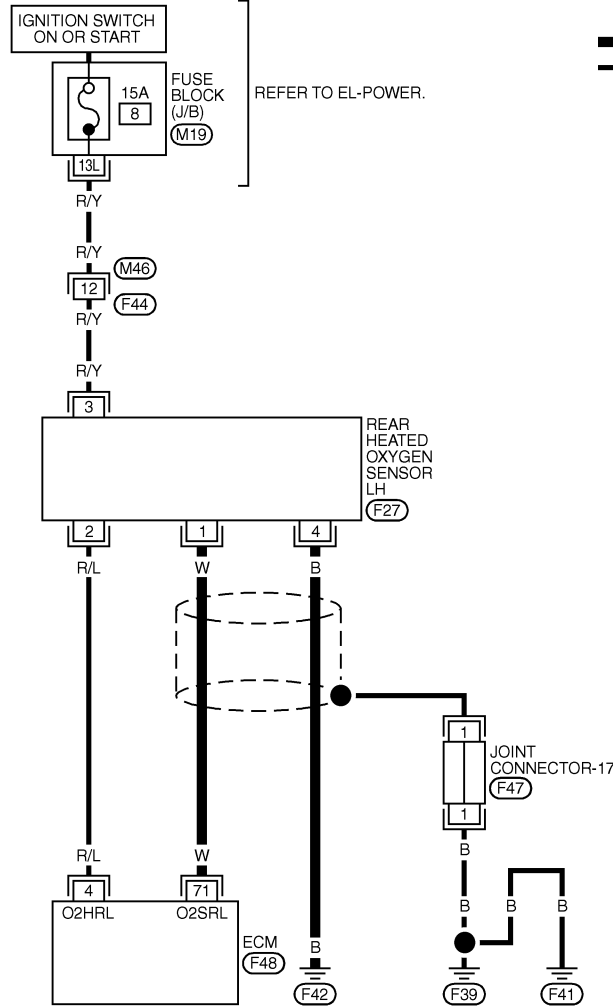
Wiring Diagram (Cont'd)

LEFT BANK

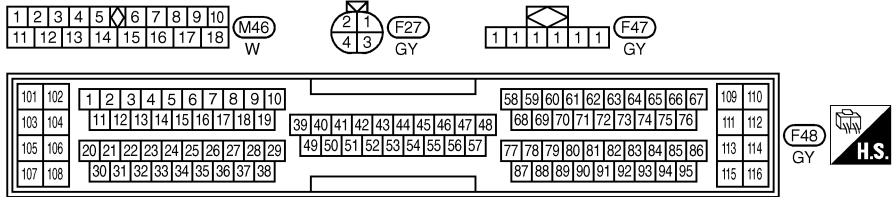
NFEC0136S02

EC-RRO2LH-01

— : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC



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REFER TO THE FOLLOWING.
 (M19) - FUSE BLOCK-JUNCTION BOX (J/B)

MEC727C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:
 DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
71	W	REAR HEATED OXYGEN SENSOR LH	ENGINE RUNNING FROM IDLE UP TO 2,000 RPM UNDER WARM-UP CONDITION	0 - APPROX. 1.0V

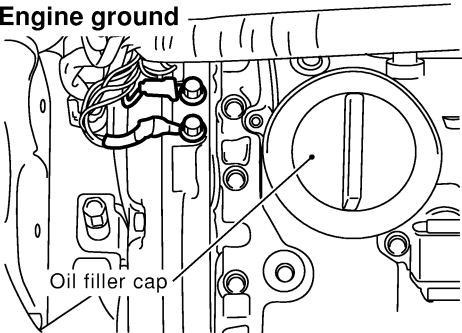
SEF658XB

DTC P0137 (RIGHT, -B1), P0157 (LEFT, -B2) REAR HO2S (MIN. VOLTAGE MONITORING) FOR CALIFORNIA

Diagnostic Procedure

Diagnostic Procedure

NFEC0137

1	RETIGHTEN GROUND SCREWS	
<p>1. Turn ignition switch "OFF". 2. Loosen and retighten engine ground screws.</p>		
		
SEF255X		
▶		GO TO 2.

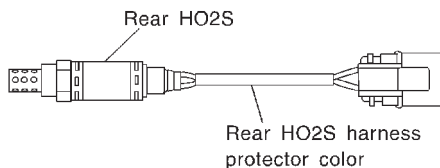
2	CLEAR THE SELF-LEARNING DATA										
<p><input type="checkbox"/> With CONSULT-II</p> <p>1. Start engine and warm it up to normal operating temperature. 2. Select "SELF-LEARN CONTROL" in "ACTIVE TEST" mode with CONSULT-II. 3. Clear the self-learning control coefficient by touching "START".</p>											
<table border="1" style="margin: auto;"> <tr> <th colspan="3">ACTIVE TEST</th> </tr> <tr> <td>SELF-LEARNING CONT</td> <td>CMPLT</td> <td>B1 100 %</td> </tr> <tr> <td colspan="3" style="height: 100px;"></td> </tr> </table>			ACTIVE TEST			SELF-LEARNING CONT	CMPLT	B1 100 %			
ACTIVE TEST											
SELF-LEARNING CONT	CMPLT	B1 100 %									
SEF218Y											
<p>4. Run engine for at least 10 minutes at idle speed. Is the 1st trip DTC P0172 or P0175 detected? Is it difficult to start engine?</p>											
<p><input checked="" type="checkbox"/> Without CONSULT-II</p> <p>1. Start engine and warm it up to normal operating temperature. 2. Turn ignition switch "OFF". 3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 5 seconds at idle speed. 4. Stop engine and reconnect mass air flow sensor harness connector. 5. Make sure 1st trip DTC P0100 is displayed. 6. Erase the 1st trip DTC memory. Refer to "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION", EC-87. 7. Make sure DTC P0000 is displayed. 8. Run engine for at least 10 minutes at idle speed. Is the 1st trip DTC P0172 or P0175 detected? Is it difficult to start engine?</p>											
Yes or No											
Yes	▶	Perform trouble diagnosis for DTC P0172, P0175. Refer to EC-354.									
No	▶	GO TO 3.									

DTC P0137 (RIGHT, -B1), P0157 (LEFT, -B2) REAR HO2S (MIN. VOLTAGE MONITORING) FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

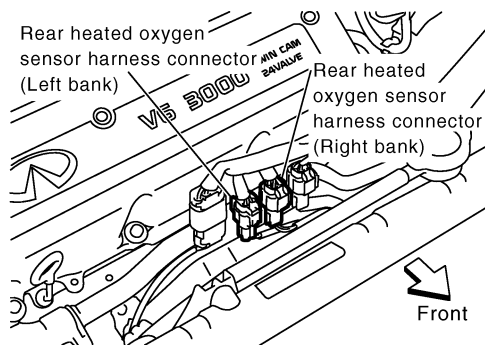
3 CHECK REAR HO2S INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check rear heated oxygen sensor harness protector color.



P0137 (-B1) Right bank: White
P0157 (-B2) Left bank: Red

3. Disconnect corresponding rear heated oxygen sensor harness connector.



4. Disconnect ECM harness connector.
5. Check harness continuity between ECM terminal and rear HO2S terminal as follows. Refer to Wiring Diagram.

DTC	Terminals		Bank
	ECM	Sensor	
P0137	72	1	Right
P0157	71	1	Left

Continuity should exist.

6. Check harness continuity between ECM terminal or rear HO2S terminal and ground as follows. Refer to Wiring Diagram.

DTC	Terminals		Bank
	ECM or Sensor	Ground	
P0137	72 or 1	Ground	Right
P0157	71 or 1	Ground	Left

Continuity should not exist.

7. Also check harness for short to power.

OK or NG

OK	▶	GO TO 4.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

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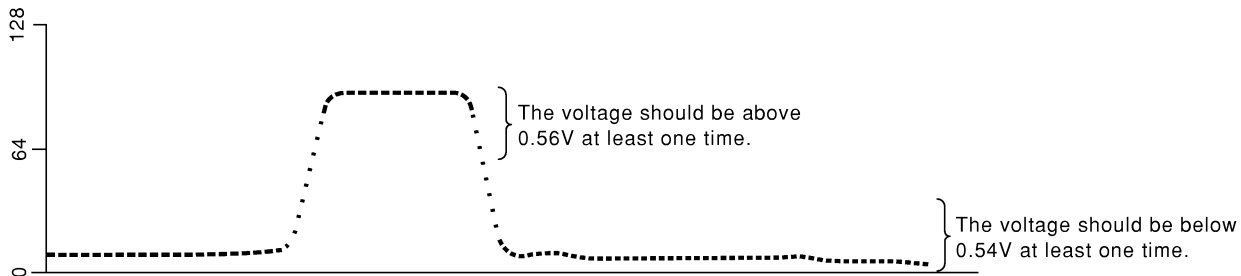
EL

IDX

DTC P0137 (RIGHT, -B1), P0157 (LEFT, -B2) REAR HO2S (MIN. VOLTAGE MONITORING) FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

4	CHECK REAR HO2S GROUND CIRCUIT FOR OPEN AND SHORT	
<p>1. Check harness continuity between rear HO2S terminal 4 and engine ground. Refer to Wiring Diagram. Continuity should exist.</p> <p>2. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>		
OK (With CONSULT-II)	▶	GO TO 5.
OK (Without CONSULT-II)	▶	GO TO 6.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

5	CHECK REAR HEATED OXYGEN SENSOR	
<p> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes. 2. Stop vehicle with engine running. 3. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "RR O2 SEN-B1 (-B2)" as the monitor item with CONSULT-II. 4. Check "RR O2 SEN-B1 (-B2)" at idle speed when adjusting "FUEL INJECTION" to $\pm 25\%$. <div style="text-align: center; margin-top: 10px;"> <p>(Reference data)</p>  </div> <p style="text-align: right; margin-right: 50px;">SEF066Y</p> <p>"RR O2 SEN-B1 (-B2)" should be above 0.56V at least once when the "FUEL INJECTION" is +25%. "RR O2 SEN-B1 (-B2)" should be below 0.54V at least once when the "FUEL INJECTION" is -25%.</p> <p>CAUTION: Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 9.
NG	▶	GO TO 8.

DTC P0137 (RIGHT, -B1), P0157 (LEFT, -B2) REAR HO2S (MIN. VOLTAGE MONITORING) FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

6	CHECK REAR HEATED OXYGEN SENSOR-I
<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none"> Start engine and drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes. Stop vehicle with engine running. Set voltmeter probes between ECM terminal 72 (Right bank rear HO2S signal) or 71 (Left bank rear HO2S signal) and engine ground. Check the voltage when rewing up to 4,000 rpm under no load at least 10 times. (Depress and release accelerator pedal as soon as possible.) 	
SEF313X	
OK or NG	
OK	▶ GO TO 9.
NG	▶ GO TO 7.

7	CHECK REAR HEATED OXYGEN SENSOR-II
<p>Idle vehicle for 10 minutes, then check voltage between the same terminals as in Test No. 6; or check voltage when coasting from 80 km/h (50 MPH) in 3rd gear position (M/T), "D" position with "OD" OFF (A/T).</p> <p>The voltage should go below 0.54V at least once during this procedure.</p> <p>CAUTION: Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.</p>	
OK or NG	
OK	▶ GO TO 9.
NG	▶ GO TO 8.

8	REPLACE REAR HEATED OXYGEN SENSOR
<ol style="list-style-type: none"> Stop vehicle and turn ignition switch OFF. Check rear heated oxygen sensor harness protector color. 	
<p>P0137 (-B1) Right bank: White P0157 (-B2) Left bank: Red</p>	
SEF194WH	
<p>CAUTION: Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.</p>	
▶	Replace malfunctioning rear heated oxygen sensor.

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DTC P0137 (RIGHT, -B1), P0157 (LEFT, -B2) REAR HO2S (MIN. VOLTAGE MONITORING) FOR CALIFORNIA

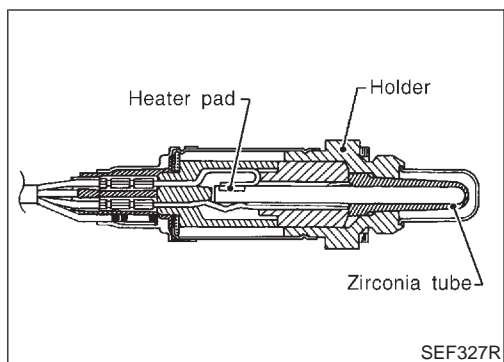
Diagnostic Procedure (Cont'd)

9	CHECK REAR HO2S SHIELD CIRCUIT FOR OPEN AND SHORT
1. Turn ignition switch "OFF". 2. Disconnect joint connector-17. 3. Check the following. <ul style="list-style-type: none">● Continuity between joint connector terminal 1 and ground● Joint connector (Refer to EL-345, "HARNESS LAYOUT".) Continuity should exist.	
4. Also check harness for short to ground and short to power. 5. Then reconnect joint connector-17.	
OK or NG	
OK	▶ GO TO 10.
NG	▶ Repair open circuit or short to ground or short to power in harness or connectors.

10	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
	▶ INSPECTION END

DTC P0138 (RIGHT, -B1), P0158 (LEFT, -B2) REAR HO2S (MAX. VOLTAGE MONITORING) FOR CALIFORNIA

Component Description



Component Description

NFEC0138

The rear heated oxygen sensor, after three way catalyst, monitors the oxygen level in the exhaust gas on each bank.

Even if switching characteristics of the front heated oxygen sensor are shifted, the air fuel ratio is controlled to stoichiometric, by the signal from the rear heated oxygen sensor.

This sensor is made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions.

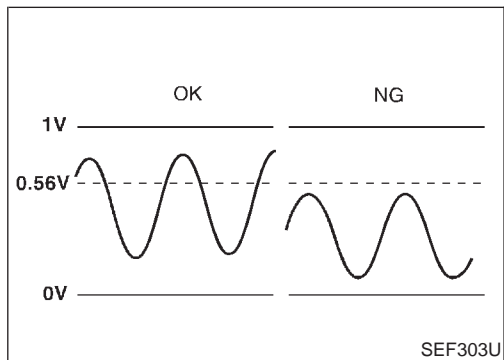
Under normal conditions the rear heated oxygen sensor is not used for engine control operation.

CONSULT-II Reference Value in Data Monitor Mode

NFEC0139

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
RR O2 SEN-B1 RR O2 SEN-B2	● Engine: After warming up	Revsing engine from idle up to 2,000 rpm	0 - 0.3V ↔ Approx. 0.6 - 1.0V
RR O2 MNTR-B1 RR O2 MNTR-B2			LEAN ↔ RICH



On Board Diagnosis Logic

NFEC0141

The rear heated oxygen sensor has a much longer switching time between rich and lean than the front heated oxygen sensor. The oxygen storage capacity before the three way catalyst causes the longer switching time. To judge the malfunctions of rear heated oxygen sensor, ECM monitors whether the maximum voltage of the sensor is sufficiently high during the various driving condition such as fuel-cut.

Malfunction is detected when the maximum voltage from the sensor is not reached to the specified voltage.

Possible Cause

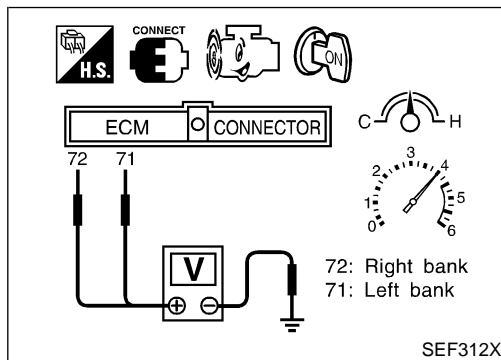
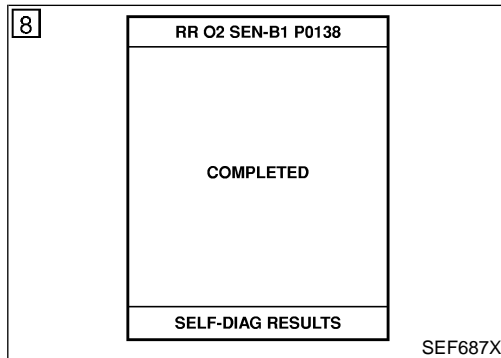
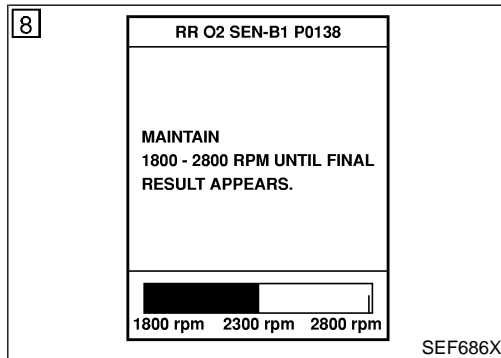
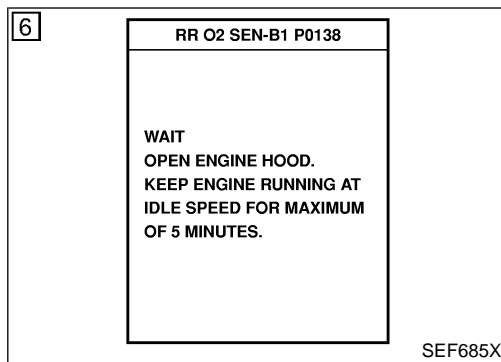
NFEC0439

- Harness or connectors (The sensor circuit is open or shorted.)
- Rear heated oxygen sensor
- Fuel pressure
- Injectors
- Intake air leaks

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DTC P0138 (RIGHT, -B1), P0158 (LEFT, -B2) REAR HO2S (MAX. VOLTAGE MONITORING) FOR CALIFORNIA

DTC Confirmation Procedure



DTC Confirmation Procedure

NFEC0142

NOTE:

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:

Open engine hood before conducting following procedure.

WITH CONSULT-II

NFEC0142S01

- 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 with CONSULT-II.
- 5) Make sure that "COOLAN TEMP/S" indicates more than 70°C (158°F).
- 6) Select "RR O2 SEN-B1 (-B2) P0138 (P0158)" of "REAR O2 SENSOR" in "DTC WORK SUPPORT" mode with CONSULT-II.
- 7) Start engine and follow the instruction of CONSULT-II.
- 8) Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS".

If NG is displayed, refer to "Diagnostic Procedure", EC-280. If "CANNOT BE DIAGNOSED" is displayed, perform the following.

- a) Stop engine and cool down until "COOLAN TEMP/S" indicates less than 70°C (158°F).
- b) Turn ignition switch "ON".
- c) Select "DATA MONITOR" mode with CONSULT-II.
- d) Start engine.
- e) Return to step 6 again when the "COOLAN TEMP/S" reaches to 70°C (158°F).

Overall Function Check

NFEC0143

Use this procedure to check the overall function of the rear heated oxygen sensor circuit. During this check, a 1st trip DTC might not be confirmed.

WITH GST

NFEC0143S01

- 1) Start engine and drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes.
- 2) Stop vehicle with engine running.
- 3) Set voltmeter probes between ECM terminal 72 (Right bank rear HO2S signal) or 71 (Left bank rear HO2S signal) and engine ground.
- 4) Check the voltage when racing up to 4,000 rpm under no load at least 10 times.
(Depress and release accelerator pedal as soon as possible.)
The voltage should be above 0.56V at least once during this procedure.
If the voltage can be confirmed in step 4, step 5 is not necessary.
- 5) Keep vehicle at idling for 10 minutes, then check the voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in 3rd gear position (M/T), "D" position with "OD" OFF (A/T).

DTC P0138 (RIGHT, -B1), P0158 (LEFT, -B2) REAR HO2S (MAX. VOLTAGE MONITORING) FOR CALIFORNIA

Overall Function Check (Cont'd)

The voltage should be above 0.56V at least once during this procedure.

- 6) If NG, go to "Diagnostic Procedure", EC-280.

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DTC P0138 (RIGHT, -B1), P0158 (LEFT, -B2) REAR HO2S (MAX. VOLTAGE MONITORING) FOR CALIFORNIA

Wiring Diagram

Wiring Diagram

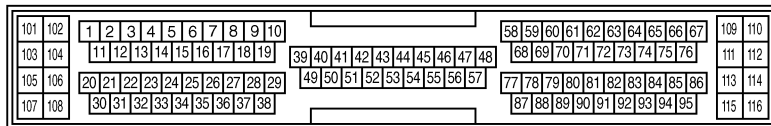
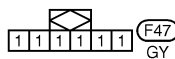
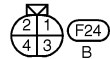
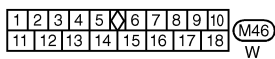
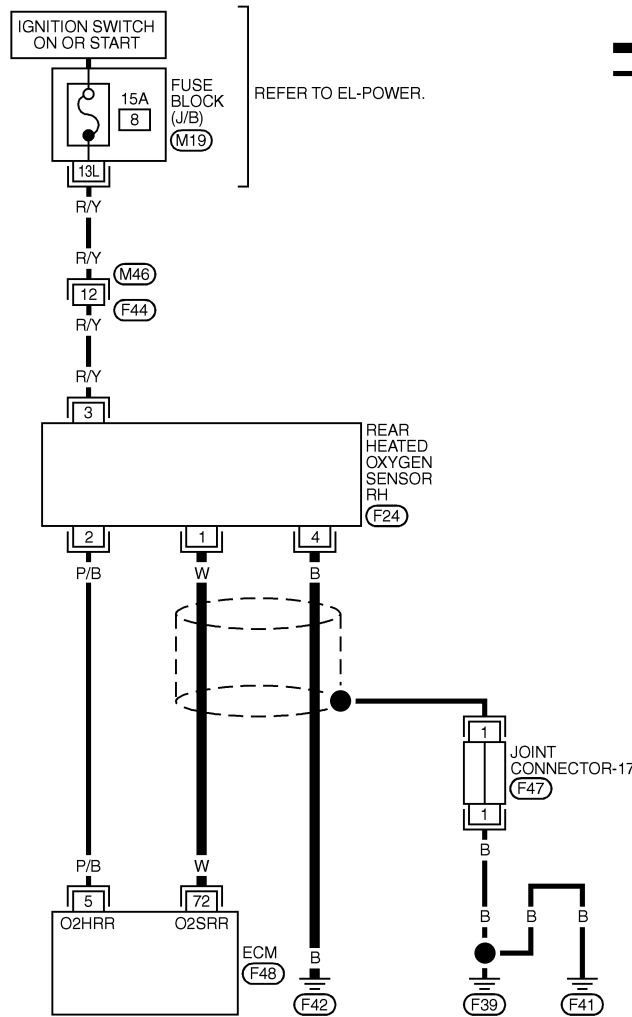
=NFEC0144

NFEC0144S01

RIGHT BANK

EC-RR02RH-01

— : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC



REFER TO THE FOLLOWING.

(M19) - FUSE BLOCK-JUNCTION BOX (J/B)

MEC728C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
72	W	REAR HEATED OXYGEN SENSOR RH	ENGINE RUNNING FROM IDLE UP TO 2,000 RPM UNDER WARM-UP CONDITION	0 - APPROX. 1.0V

SEF657XB

DTC P0138 (RIGHT, -B1), P0158 (LEFT, -B2) REAR HO2S (MAX. VOLTAGE MONITORING) FOR CALIFORNIA

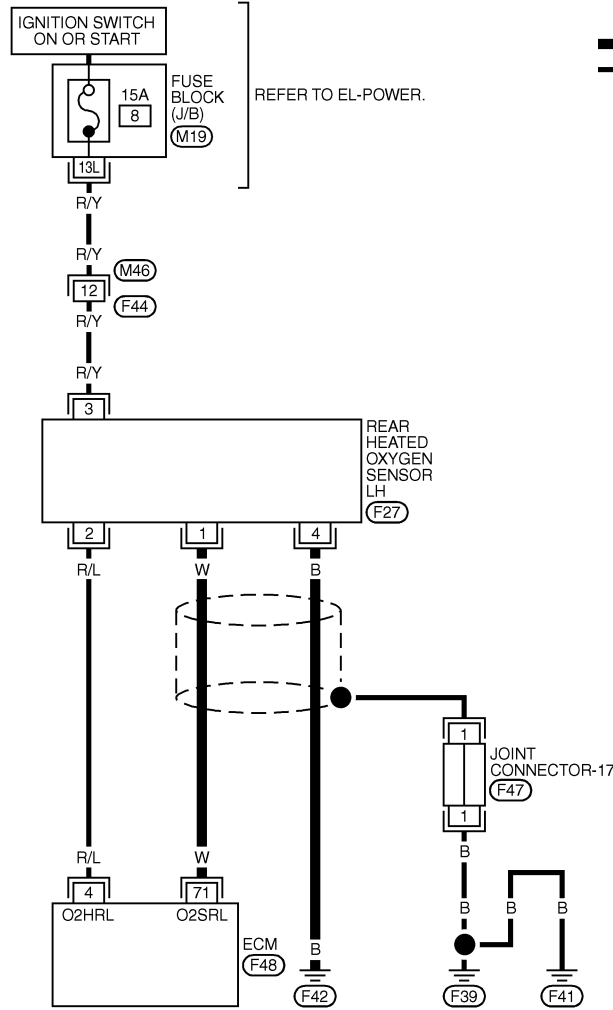
Wiring Diagram (Cont'd)

LEFT BANK

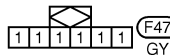
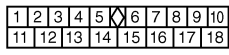
NFEC0144S02

EC-RRO2LH-01

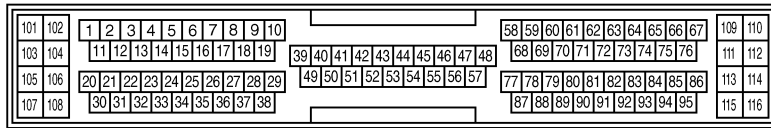
— : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC



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REFER TO THE FOLLOWING.
 (M19) - FUSE BLOCK-JUNCTION BOX (J/B)



MEC727C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:
 DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
71	W	REAR HEATED OXYGEN SENSOR LH	ENGINE RUNNING FROM IDLE UP TO 2,000 RPM UNDER WARM-UP CONDITION	0 - APPROX. 1.0V

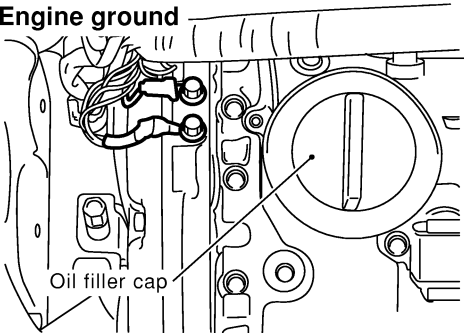
SEF658XB

DTC P0138 (RIGHT, -B1), P0158 (LEFT, -B2) REAR HO2S (MAX. VOLTAGE MONITORING) FOR CALIFORNIA

Diagnostic Procedure

Diagnostic Procedure

NFEC0145

1	RETIGHTEN GROUND SCREWS
<ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Loosen and retighten engine ground screws. 	
	
SEF255X	
▶ GO TO 2.	

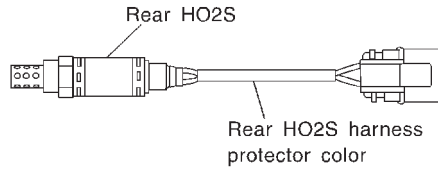
2	CLEAR THE SELF-LEARNING DATA									
<p><input checked="" type="checkbox"/> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Select "SELF-LEARN CONTROL" in "ACTIVE TEST" mode with CONSULT-II. 3. Clear the self-learning control coefficient by touching "START". 										
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th colspan="3">ACTIVE TEST</th> </tr> <tr> <th>SELF-LEARNING CONT</th> <th>CMPLT</th> <th>B1</th> </tr> </thead> <tbody> <tr> <td style="height: 40px;"></td> <td></td> <td style="text-align: center;">100 %</td> </tr> </tbody> </table>		ACTIVE TEST			SELF-LEARNING CONT	CMPLT	B1			100 %
ACTIVE TEST										
SELF-LEARNING CONT	CMPLT	B1								
		100 %								
SEF218Y										
<ol style="list-style-type: none"> 4. Run engine for at least 10 minutes at idle speed. Is the 1st trip DTC P0171 or P0174 detected? Is it difficult to start engine? 										
<p><input checked="" type="checkbox"/> Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Turn ignition switch "OFF". 3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 5 seconds at idle speed. 4. Stop engine and reconnect mass air flow sensor harness connector. 5. Make sure 1st trip DTC P0100 is displayed. 6. Erase the 1st trip DTC memory. Refer to "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION", EC-87. 7. Make sure DTC P0000 is displayed. 8. Run engine for at least 10 minutes at idle speed. Is the 1st trip DTC P0171 or P0174 detected? Is it difficult to start engine? 										
Yes or No										
Yes	▶ Perform trouble diagnosis for DTC P0171, P0174. Refer to EC-346.									
No	▶ GO TO 3.									

DTC P0138 (RIGHT, -B1), P0158 (LEFT, -B2) REAR HO2S (MAX. VOLTAGE MONITORING) FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

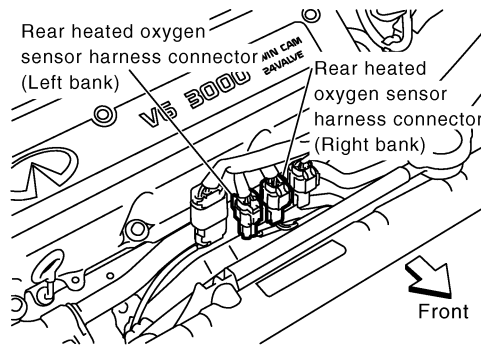
3 CHECK REAR HO2S INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check rear heated oxygen sensor harness protector color.



P0138 (-B1) Right bank: White
 P0158 (-B2) Left bank: Red

3. Disconnect corresponding rear heated oxygen sensor harness connector.



4. Disconnect ECM harness connector.
5. Check harness continuity between ECM terminal and rear HO2S terminal as follows. Refer to Wiring Diagram.

DTC	Terminals		Bank
	ECM	Sensor	
P0138	72	1	Right
P0158	71	1	Left

Continuity should exist.

6. Check harness continuity between ECM terminal or rear HO2S terminal and ground as follows. Refer to Wiring Diagram.

DTC	Terminals		Bank
	ECM or Sensor	Ground	
P0138	72 or 1	Ground	Right
P0158	71 or 1	Ground	Left

Continuity should not exist.

7. Also check harness for short to power.

OK or NG


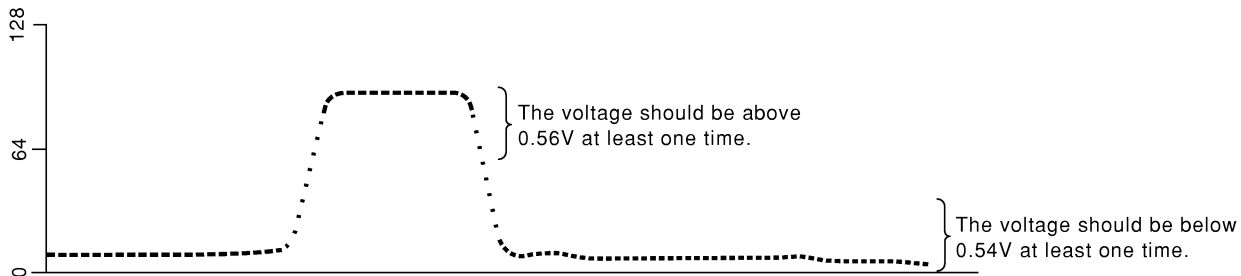
OK	▶	GO TO 4.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

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DTC P0138 (RIGHT, -B1), P0158 (LEFT, -B2) REAR HO2S (MAX. VOLTAGE MONITORING) FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

4	CHECK REAR HO2S GROUND CIRCUIT FOR OPEN AND SHORT	
<p>1. Check harness continuity between rear HO2S terminal 4 and engine ground. Refer to Wiring Diagram. Continuity should exist.</p> <p>2. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>		
OK (With CONSULT-II)	▶	GO TO 5.
OK (Without CONSULT-II)	▶	GO TO 6.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

5	CHECK REAR HEATED OXYGEN SENSOR	
<p> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes. 2. Stop vehicle with engine running. 3. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "RR O2 SEN-B1 (-B2)" as the monitor item with CONSULT-II. 4. Check "RR O2 SEN-B1 (-B2)" at idle speed when adjusting "FUEL INJECTION" to $\pm 25\%$. 		
(Reference data)		
		
SEF066Y		
<p>"RR O2 SEN-B1 (-B2)" should be above 0.56V at least once when the "FUEL INJECTION" is +25%. "RR O2 SEN-B1 (-B2)" should be below 0.54V at least once when the "FUEL INJECTION" is -25%.</p> <p>CAUTION: Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 9.
NG	▶	GO TO 8.

DTC P0138 (RIGHT, -B1), P0158 (LEFT, -B2) REAR HO2S (MAX. VOLTAGE MONITORING) FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

6	CHECK REAR HEATED OXYGEN SENSOR-I
<p>⊗ Without CONSULT</p> <ol style="list-style-type: none"> Start engine and drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes. Stop vehicle with engine running. Set voltmeter probes between ECM terminal 72 (Right bank rear HO2S signal) or 71 (Left bank rear HO2S signal) and engine ground. Check the voltage when revving up to 4,000 rpm under no load at least 10 times. (Depress and release accelerator pedal as soon as possible.) 	
SEF313X	
OK or NG	
OK	▶ GO TO 9.
NG	▶ GO TO 7.

7	CHECK REAR HEATED OXYGEN SENSOR-II
<p>Idle vehicle for 10 minutes, then check voltage between the same terminals as in Test No. 6; or check voltage when coasting from 80 km/h (50 MPH) in 3rd gear position (M/T), "D" position with "OD" OFF (A/T).</p> <p>The voltage should go below 0.54V at least once during this procedure.</p> <p>CAUTION: Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.</p>	
OK or NG	
OK	▶ GO TO 9.
NG	▶ GO TO 8.

8	REPLACE REAR HEATED OXYGEN SENSOR
<ol style="list-style-type: none"> Stop vehicle and turn ignition switch "OFF". Check rear heated oxygen sensor harness protector color. 	
<p>P0138 (-B1) Right bank: White P0158 (-B2) Left bank: Red</p>	
SEF194WI	
<p>CAUTION: Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.</p>	
▶	Replace malfunctioning rear heated oxygen sensor.

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DTC P0138 (RIGHT, -B1), P0158 (LEFT, -B2) REAR HO2S (MAX. VOLTAGE MONITORING) FOR CALIFORNIA

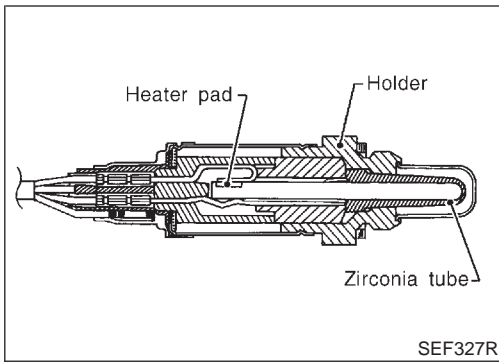
Diagnostic Procedure (Cont'd)

9	CHECK REAR HO2S SHIELD CIRCUIT FOR OPEN AND SHORT
1. Turn ignition switch "OFF". 2. Disconnect joint connector-17. 3. Check the following. <ul style="list-style-type: none">● Continuity between joint connector terminal 1 and ground● Joint connector (Refer to EL-345, "HARNESS LAYOUT".) Continuity should exist.	
4. Also check harness for short to ground and short to power. 5. Then reconnect joint connector-17.	
OK or NG	
OK	▶ GO TO 10.
NG	▶ Repair open circuit or short to ground or short to power in harness or connectors.

10	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
	▶ INSPECTION END

DTC P0139 (RIGHT, -B1), P0159 (LEFT, -B2) REAR HO2S (RESPONSE MONITORING) FOR CALIFORNIA

Component Description



Component Description

NFEC0146

The rear heated oxygen sensor, after three way catalyst, monitors the oxygen level in the exhaust gas on each bank.

Even if switching characteristics of the front heated oxygen sensor are shifted, the air fuel ratio is controlled to stoichiometric, by the signal from the rear heated oxygen sensor.

This sensor is made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions.

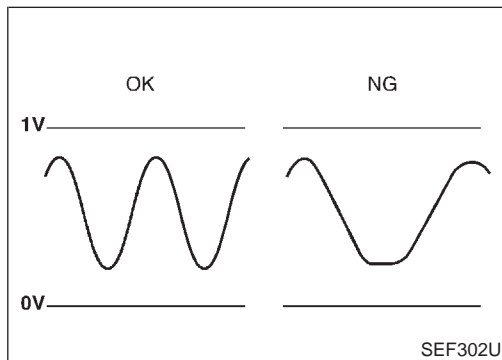
Under normal conditions the rear heated oxygen sensor is not used for engine control operation.

CONSULT-II Reference Value in Data Monitor Mode

NFEC0147

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
RR O2 SEN-B1 RR O2 SEN-B2	● Engine: After warming up	Revving engine from idle up to 2,000 rpm	0 - 0.3V ↔ Approx. 0.6 - 1.0V
RR O2 MNTR-B1 RR O2 MNTR-B2			LEAN ↔ RICH



On Board Diagnosis Logic

NFEC0149

The rear heated oxygen sensor has a much longer switching time between rich and lean than the front heated oxygen sensor. The oxygen storage capacity before the three way catalyst causes the longer switching time. To judge the malfunctions of rear heated oxygen sensor, ECM monitors whether the switching response of the sensor's voltage is faster than specified during the various driving condition such as fuel-cut.

Malfunction is detected when it takes more time for the sensor to respond between rich and lean than the specified time.

Possible Cause

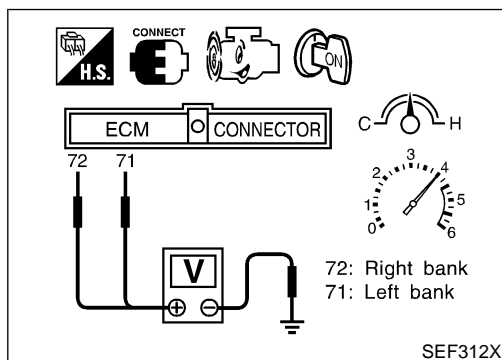
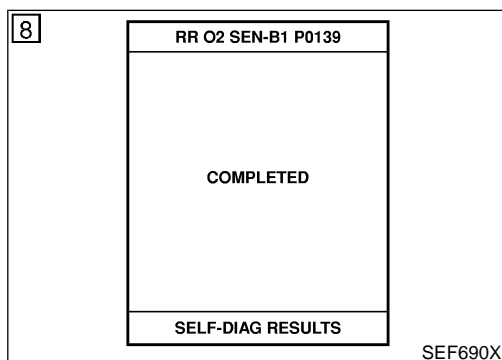
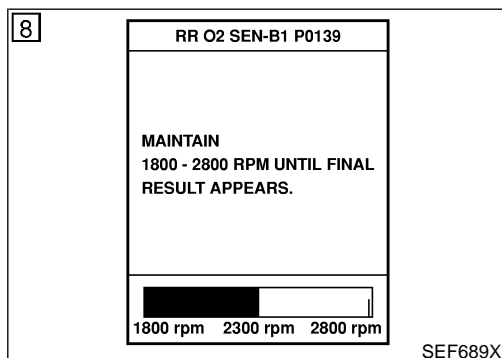
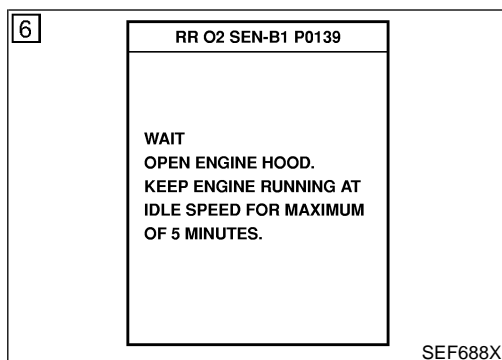
NFEC0440

- Harness or connectors
(The sensor circuit is open or shorted.)
- Rear heated oxygen sensor
- Fuel pressure
- Injectors
- Intake air leaks

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DTC P0139 (RIGHT, -B1), P0159 (LEFT, -B2) REAR HO2S (RESPONSE MONITORING) FOR CALIFORNIA

DTC Confirmation Procedure



DTC Confirmation Procedure

NFEC0150

NOTE:

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:

Open engine hood before conducting following procedure.

WITH CONSULT-II

NFEC0150S01

- 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 with CONSULT-II.
- 5) Make sure that "COOLAN TEMP/S" indicates more than 70°C (158°F).
- 6) Select "RR O2 SEN-B1 (-B2) P0139 (P0159)" of "REAR O2 SENSOR" in "DTC WORK SUPPORT" mode with CONSULT-II.
- 7) Start engine and follow the instruction of CONSULT-II.
- 8) Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS".

If NG is displayed, refer to "Diagnostic Procedure", EC-290.

If "CANNOT BE DIAGNOSED" is displayed, perform the following.

- a) Stop engine and cool down until "COOLAN TEMP/S" indicates less than 70°C (158°F).
- b) Turn ignition switch "ON".
- c) Select "DATA MONITOR" mode with CONSULT-II.
- d) Start engine.
- e) Return to step 6 again when the "COOLAN TEMP/S" reaches to 70°C (158°F).

Overall Function Check

NFEC0151

Use this procedure to check the overall function of the rear heated oxygen sensor circuit. During this check, a 1st trip DTC might not be confirmed.

WITH GST

NFEC0151S01

- 1) Start engine and drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes.
- 2) Stop vehicle with engine running.
- 3) Set voltmeter probes between ECM terminal 72 (Right bank rear HO2S signal) or 71 (Left bank rear HO2S signal) and engine ground.
- 4) Check the voltage when racing up to 4,000 rpm under no load at least 10 times.
(Depress and release accelerator pedal as soon as possible.)
The voltage should change at more than 0.06V for 1 second during this procedure.
If the voltage can be confirmed in step 4, step 5 is not necessary.
- 5) Keep vehicle at idling for 10 minutes, then check the voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in 3rd gear position (M/T), "D" position with "OD" OFF (A/T).

DTC P0139 (RIGHT, -B1), P0159 (LEFT, -B2) REAR HO2S (RESPONSE MONITORING) FOR CALIFORNIA

Overall Function Check (Cont'd)

The voltage should change at more than 0.06V for 1 second during this procedure.

- 6) If NG, go to "Diagnostic Procedure", EC-290.

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DTC P0139 (RIGHT, -B1), P0159 (LEFT, -B2) REAR HO2S (RESPONSE MONITORING) FOR CALIFORNIA

Wiring Diagram

Wiring Diagram

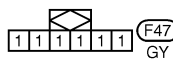
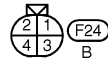
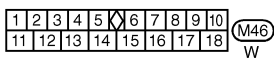
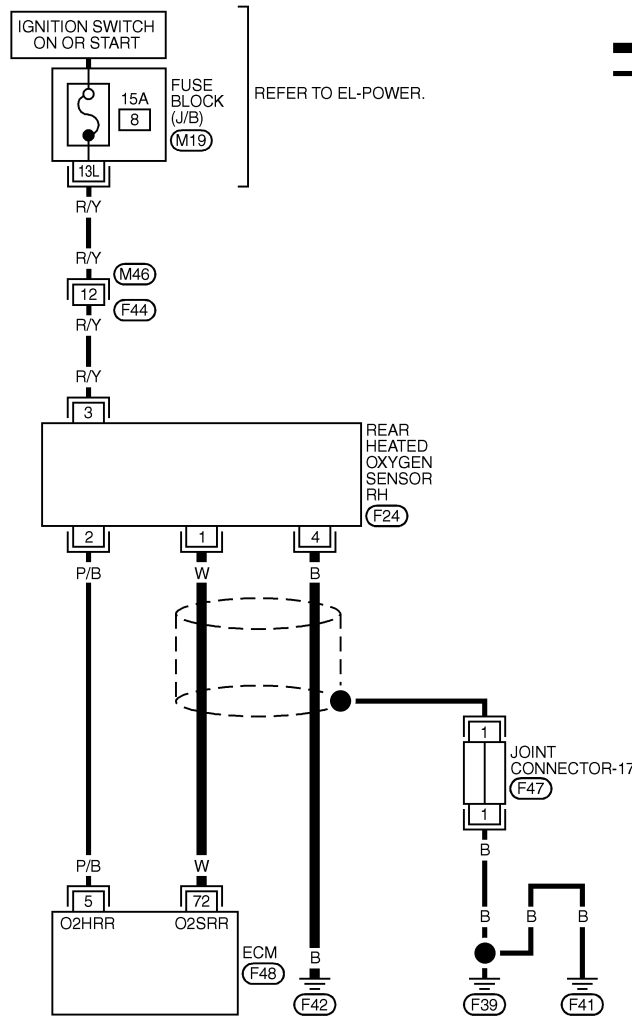
=NFEC0152

NFEC0152S01

RIGHT BANK

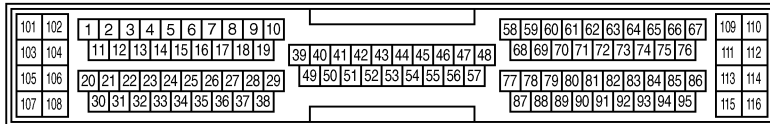
EC-RR02RH-01

— : DETECTABLE LINE FOR DTC
 - - - : NON-DETECTABLE LINE FOR DTC



REFER TO THE FOLLOWING.

(M19) - FUSE BLOCK-JUNCTION BOX (J/B)



MEC728C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
72	W	REAR HEATED OXYGEN SENSOR RH	ENGINE RUNNING FROM IDLE UP TO 2,000 RPM UNDER WARM-UP CONDITION	0 - APPROX. 1.0V

SEF657XB

DTC P0139 (RIGHT, -B1), P0159 (LEFT, -B2) REAR HO2S (RESPONSE MONITORING) FOR CALIFORNIA

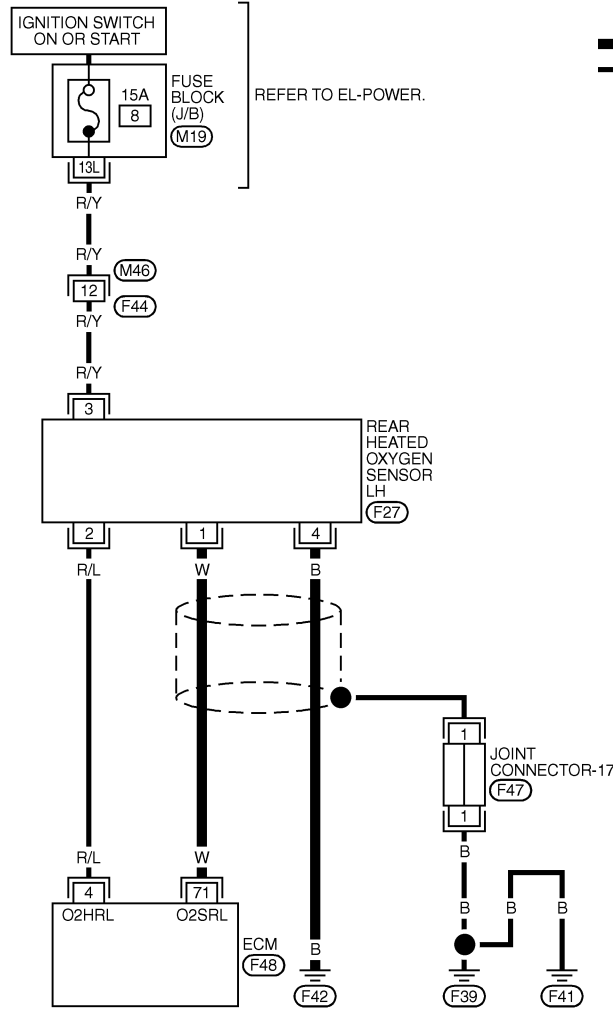
Wiring Diagram (Cont'd)

NFEC0152S02

LEFT BANK

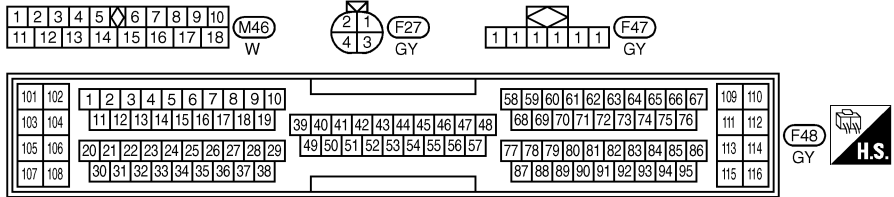
EC-RRO2LH-01

— : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC



REFER TO EL-POWER.

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REFER TO THE FOLLOWING.
 (M19) - FUSE BLOCK-JUNCTION BOX (J/B)

MEC727C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.
CAUTION:
 DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
71	W	REAR HEATED OXYGEN SENSOR LH	ENGINE RUNNING FROM IDLE UP TO 2,000 RPM UNDER WARM-UP CONDITION	0 - APPROX. 1.0V

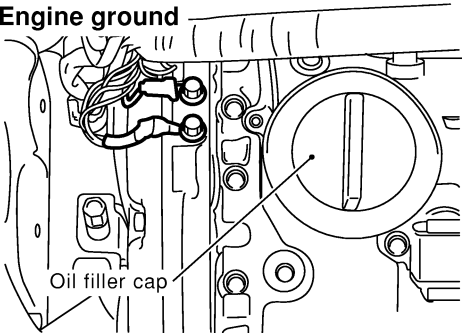
SEF658XB

DTC P0139 (RIGHT, -B1), P0159 (LEFT, -B2) REAR HO2S (RESPONSE MONITORING) FOR CALIFORNIA

Diagnostic Procedure

Diagnostic Procedure

NFEC0153

1	RETIGHTEN GROUND SCREWS
<ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Loosen and retighten engine ground screws. 	
	
SEF255X	
▶	GO TO 2.

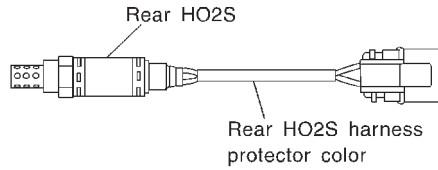
2	CLEAR THE SELF-LEARNING DATA									
<p><input checked="" type="checkbox"/> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Select "SELF-LEARN CONTROL" in "ACTIVE TEST" mode with CONSULT-II. 3. Clear the self-learning control coefficient by touching "START". 										
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th colspan="3">ACTIVE TEST</th> </tr> <tr> <th>SELF-LEARNING CONT</th> <th>CMPLT</th> <th>B1</th> </tr> </thead> <tbody> <tr> <td style="height: 40px;"></td> <td></td> <td style="text-align: center;">100 %</td> </tr> </tbody> </table>		ACTIVE TEST			SELF-LEARNING CONT	CMPLT	B1			100 %
ACTIVE TEST										
SELF-LEARNING CONT	CMPLT	B1								
		100 %								
SEF218Y										
<ol style="list-style-type: none"> 4. Run engine for at least 10 minutes at idle speed. Is the 1st trip DTC P0171, P0172, P0174 or P0175 detected? Is it difficult to start engine? 										
<p><input checked="" type="checkbox"/> Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Turn ignition switch "OFF". 3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 5 seconds at idle speed. 4. Stop engine and reconnect mass air flow sensor harness connector. 5. Make sure 1st trip DTC No. 0100 is displayed. 6. Erase the 1st trip DTC memory. Refer to "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION", EC-87. 7. Make sure DTC No. 0000 is displayed. 8. Run engine for at least 10 minutes at idle speed. Is the 1st trip DTC P0171, P0172, P0174 or P0175 detected? Is it difficult to start engine? 										
Yes or No										
Yes	▶ Perform trouble diagnosis for DTC P0171, P0174 or P0172, P0175. Refer to EC-346, 354.									
No	▶ GO TO 3.									

DTC P0139 (RIGHT, -B1), P0159 (LEFT, -B2) REAR HO2S (RESPONSE MONITORING) FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

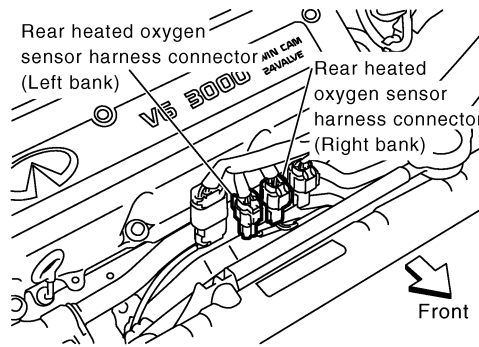
3 CHECK REAR HO2S INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch "OFF".
2. Check rear heated oxygen sensor harness protector color.



P0139 (-B1) Right bank: White
 P0159 (-B2) Left bank: Red

3. Disconnect corresponding rear heated oxygen sensor harness connector.



4. Disconnect ECM harness connector.
5. Check harness continuity between ECM terminal and rear HO2S terminal as follows. Refer to Wiring Diagram.

DTC	Terminals		Bank
	ECM	Sensor	
P0139	72	1	Right
P0159	71	1	Left

Continuity should exist.

6. Check harness continuity between ECM terminal or rear HO2S terminal and ground as follows. Refer to Wiring Diagram.

DTC	Terminals		Bank
	ECM or Sensor	Ground	
P0139	72 or 1	Ground	Right
P0159	71 or 1	Ground	Left

Continuity should not exist.

7. Also check harness for short to power.

OK or NG

OK	▶	GO TO 4.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

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DTC P0139 (RIGHT, -B1), P0159 (LEFT, -B2) REAR HO2S (RESPONSE MONITORING) FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

4	CHECK REAR HO2S GROUND CIRCUIT FOR OPEN AND SHORT	
<p>1. Check harness continuity between rear HO2S terminal 4 and engine ground. Refer to Wiring Diagram. Continuity should exist.</p> <p>2. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>		
OK (With CONSULT-II)	▶	GO TO 5.
OK (Without CONSULT-II)	▶	GO TO 6.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors

5	CHECK REAR HEATED OXYGEN SENSOR	
<p> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes. 2. Stop vehicle with engine running. 3. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "RR O2 SEN-B1 (-B2)" as the monitor item with CONSULT-II. 4. Check "RR O2 SEN-B1 (-B2)" at idle speed when adjusting "FUEL INJECTION" to $\pm 25\%$. 		
(Reference data)		
<p style="text-align: right;">SEF066Y</p>		
<p>"RR O2 SEN-B1 (-B2)" should be above 0.56V at least once when the "FUEL INJECTION" is +25%. "RR O2 SEN-B1 (-B2)" should be below 0.54V at least once when the "FUEL INJECTION" is -25%.</p> <p>CAUTION: Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 9.
NG	▶	GO TO 8.

DTC P0139 (RIGHT, -B1), P0159 (LEFT, -B2) REAR HO2S (RESPONSE MONITORING) FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

6	CHECK REAR HEATED OXYGEN SENSOR-I
<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none"> Start engine and drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes. Stop vehicle with engine running. Set voltmeter probes between ECM terminal 72 (Right bank rear HO2S signal) or 71 (Left bank rear HO2S signal) and engine ground. Check the voltage when revving up to 4,000 rpm under no load at least 10 times. (Depress and release accelerator pedal as soon as possible.) 	
<p>72: Right bank 71: Left bank</p> <p>The voltage should be above 0.56V at least once during this procedure.</p>	
SEF313X	
OK or NG	
OK	▶ GO TO 9.
NG	▶ GO TO 7.

7	CHECK REAR HEATED OXYGEN SENSOR-II
<p>Idle vehicle for 10 minutes, then check voltage between the same terminals as in Test No. 6; or check voltage when coasting from 80 km/h (50 MPH) in 3rd gear position (M/T), "D" position with "OD" OFF (A/T).</p> <p>The voltage should go below 0.54V at least once during this procedure.</p> <p>CAUTION: Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.</p>	
OK or NG	
OK	▶ GO TO 9.
NG	▶ GO TO 8.

8	REPLACE REAR HEATED OXYGEN SENSOR
<ol style="list-style-type: none"> Stop vehicle and turn ignition switch "OFF". Check rear heated oxygen sensor harness protector color. 	
<p>P0139 (-B1) Right bank: White P0159 (-B2) Left bank: Red</p>	
SEF194WK	
<p>CAUTION: Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.</p>	
▶	Replace malfunctioning rear heated oxygen sensor.

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DTC P0139 (RIGHT, -B1), P0159 (LEFT, -B2) REAR HO2S (RESPONSE MONITORING) FOR CALIFORNIA

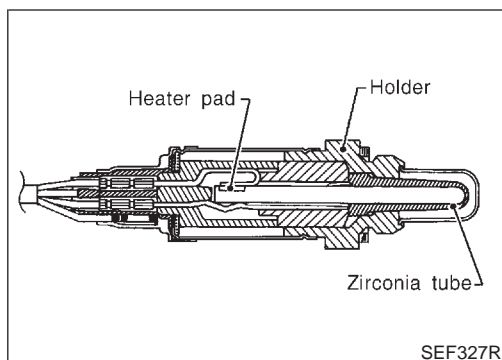
Diagnostic Procedure (Cont'd)

9	CHECK REAR HO2S SHIELD CIRCUIT FOR OPEN AND SHORT
1. Turn ignition switch "OFF". 2. Disconnect joint connector-17. 3. Check the following. <ul style="list-style-type: none">● Continuity between joint connector terminal 1 and ground● Joint connector (Refer to EL-345, "HARNESS LAYOUT".) Continuity should exist.	
4. Also check harness for short to ground and short to power. 5. Then reconnect joint connector-17.	
OK or NG	
OK	▶ GO TO 10.
NG	▶ Repair open circuit or short to ground or short to power in harness or connectors.

10	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
	▶ INSPECTION END

DTC P0140 (RIGHT, -B1), P0160 (LEFT, -B2) REAR HO2S (HIGH VOLTAGE) FOR CALIFORNIA

Component Description



SEF327R

Component Description

NFEC0154

The rear heated oxygen sensor, after three way catalyst, monitors the oxygen level in the exhaust gas on each bank.

Even if switching characteristics of the front heated oxygen sensor are shifted, the air fuel ratio is controlled to stoichiometric, by the signal from the rear heated oxygen sensor.

This sensor is made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions.

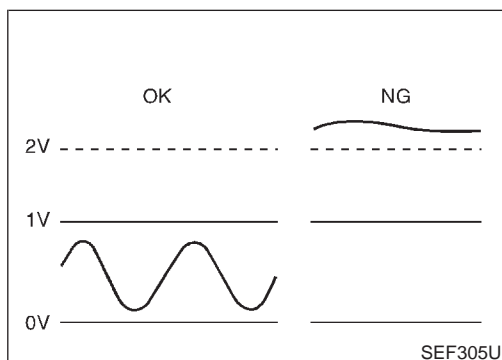
Under normal conditions the rear heated oxygen sensor is not used for engine control operation.

CONSULT-II Reference Value in Data Monitor Mode

NFEC0155

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
RR O2 SEN-B1 RR O2 SEN-B2	● Engine: After warming up Reving engine from idle up to 2,000 rpm	0 - 0.3V ↔ Approx. 0.6 - 1.0V
RR O2 MNTR-B1 RR O2 MNTR-B2		LEAN ↔ RICH



SEF305U

On Board Diagnosis Logic

NFEC0157

The rear heated oxygen sensor has a much longer switching time between rich and lean than the front heated oxygen sensor. The oxygen storage capacity before the three way catalyst causes the longer switching time. To judge the malfunctions of rear heated oxygen sensor, ECM monitors whether the voltage is unusually high during the various driving condition such as fuel-cut.

Malfunction is detected when an excessively high voltage from the sensor is sent to ECM.

Possible Cause

NFEC0441

- Harness or connectors (The sensor circuit is open or shorted.)
- Rear heated oxygen sensor

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
VHCL SPEED SE	XXX km/h
B/FUEL SCHDL	XXX msec

SEF189Y

DTC Confirmation Procedure

NFEC0158

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

WITH CONSULT-II

NFEC0158S01

- 1) Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.

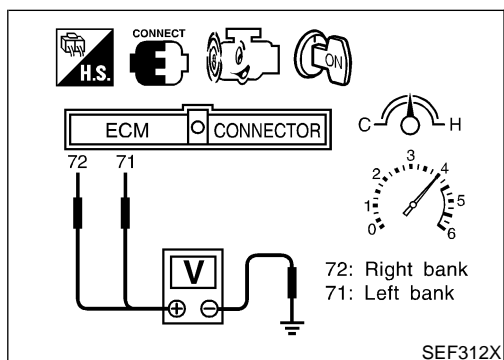
DTC P0140 (RIGHT, -B1), P0160 (LEFT, -B2) REAR HO2S (HIGH VOLTAGE) FOR CALIFORNIA

DTC Confirmation Procedure (Cont'd)

- 2) Start engine and drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes.
- 3) Stop vehicle with engine running.
- 4) Let engine idle for 1 minute.
- 5) Maintain the following conditions for at least 5 consecutive seconds.

ENG SPEED	1,300 - 3,100 rpm
VHCL SPEED SE	64 - 130 km/h (40 - 80 MPH)
B/FUEL SCHDL	0.5 - 6.4 msec
COOLAN TEMP/S	70 - 100°C (158 - 212°F)
Selector lever	Suitable position

- 6) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-299.



Overall Function Check

Use this procedure to check the overall function of the rear heated oxygen sensor circuit. During this check, a 1st trip DTC might not be confirmed.

WITH GST

- 1) Start engine and drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes.
- 2) Stop vehicle with engine running.
- 3) Set voltmeter probes between ECM terminal 72 (Right bank rear HO2S signal) or 71 (Left bank rear HO2S signal) and engine ground.
- 4) Check the voltage when racing up to 4,000 rpm under no load at least 10 times.
(Depress and release accelerator pedal as soon as possible.)
The voltage should be below 2V during this procedure.
- 5) If NG, go to "Diagnostic Procedure", EC-299.

DTC P0140 (RIGHT, -B1), P0160 (LEFT, -B2) REAR HO2S (HIGH VOLTAGE) FOR CALIFORNIA

Wiring Diagram

Wiring Diagram

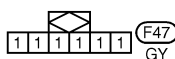
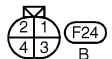
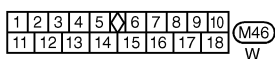
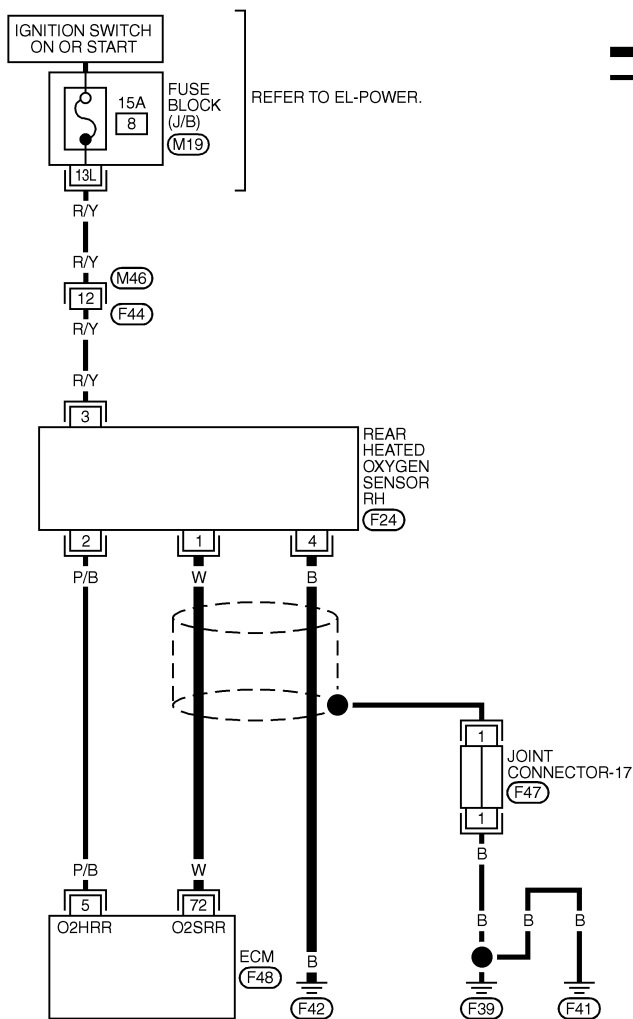
RIGHT BANK

NFEC0160

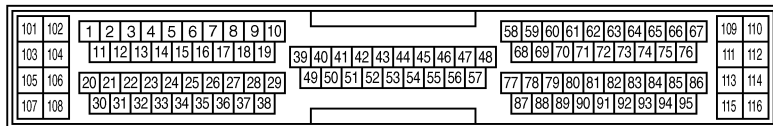
NFEC0160S01

EC-RR02RH-01

— : DETECTABLE LINE FOR DTC
 - - - : NON-DETECTABLE LINE FOR DTC



REFER TO THE FOLLOWING.
 (M19) - FUSE BLOCK-JUNCTION BOX (J/B)



MEC728C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
72	W	REAR HEATED OXYGEN SENSOR RH	ENGINE RUNNING FROM IDLE UP TO 2,000 RPM UNDER WARM-UP CONDITION	0 - APPROX. 1.0V

SEF657XB

DTC P0140 (RIGHT, -B1), P0160 (LEFT, -B2) REAR HO2S (HIGH VOLTAGE) FOR CALIFORNIA

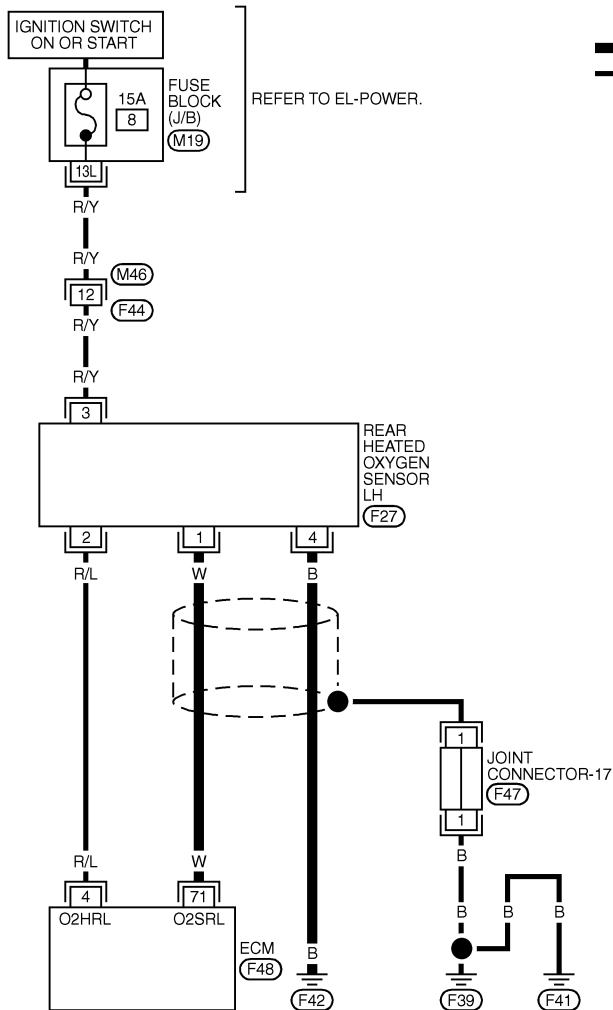
Wiring Diagram (Cont'd)

LEFT BANK

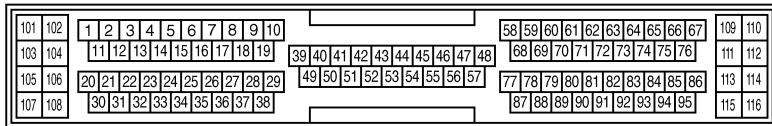
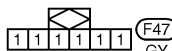
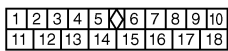
NFEC0160S02

EC-RRO2LH-01

— : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC



REFER TO EL-POWER.



REFER TO THE FOLLOWING.

(M19) - FUSE BLOCK-JUNCTION BOX (J/B)

MEC727C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

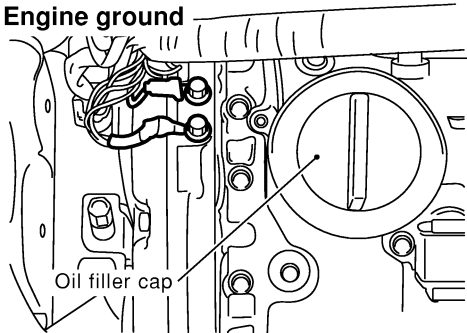
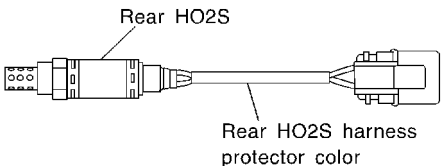
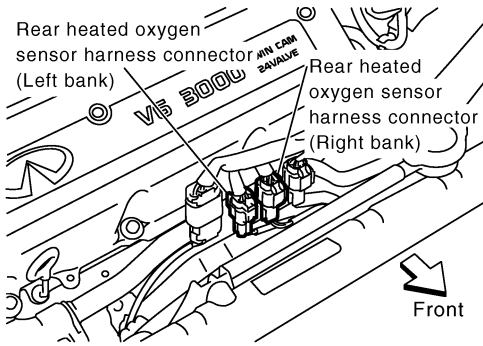
DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
71	W	REAR HEATED OXYGEN SENSOR LH	ENGINE RUNNING FROM IDLE UP TO 2,000 RPM UNDER WARM-UP CONDITION	0 - APPROX. 1.0V

SEF658XB

Diagnostic Procedure

NFEC0161

1	INSPECTION START		
		<p>1. Turn ignition switch "OFF".</p> <p>2. Loosen and retighten engine ground screws.</p> <div style="text-align: center;">  <p>Engine ground</p> <p>Oil filler cap</p> </div> <p>3. Check rear heated oxygen sensor harness protector color.</p> <div style="text-align: center;">  <p>Rear HO2S</p> <p>Rear HO2S harness protector color</p> <p>P0140 (-B1) Right bank: White P0160 (-B2) Left bank: Red</p> </div> <p>4. Disconnect corresponding rear heated oxygen sensor harness connector.</p> <div style="text-align: center;">  <p>Rear heated oxygen sensor harness connector (Left bank)</p> <p>Rear heated oxygen sensor harness connector (Right bank)</p> <p>Front</p> </div> <p>5. Disconnect ECM harness connector.</p>	<p>GI</p> <p>MA</p> <p>EM</p> <p>LC</p> <p>EC</p> <p>FE</p> <p>CL</p> <p>MT</p> <p>AT</p> <p>AX</p> <p>SU</p> <p>BR</p> <p>ST</p> <p>RS</p> <p>BT</p> <p>HA</p> <p>SC</p> <p>EL</p> <p>IDX</p>
	▶	GO TO 2.	<p>SEF255X</p> <p>SEF194WL</p> <p>SEF467W</p>

DTC P0140 (RIGHT, -B1), P0160 (LEFT, -B2) REAR HO2S (HIGH VOLTAGE) FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

2	CHECK REAR HO2S INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT																													
<p>1. Check harness continuity between ECM terminal and rear HO2S terminal as follows. Refer to Wiring Diagram.</p> <table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">DTC</th> <th colspan="2">Terminals</th> <th rowspan="2">Bank</th> </tr> <tr> <th>ECM</th> <th>Sensor</th> </tr> </thead> <tbody> <tr> <td>P0140</td> <td style="text-align: center;">72</td> <td style="text-align: center;">1</td> <td style="text-align: center;">Right</td> </tr> <tr> <td>P0160</td> <td style="text-align: center;">71</td> <td style="text-align: center;">1</td> <td style="text-align: center;">Left</td> </tr> </tbody> </table> <p style="text-align: right; margin-right: 20px;">MTBL0345</p> <p>Continuity should exist.</p> <p>2. Check harness continuity between ECM terminal or rear HO2S terminal and ground as follows. Refer to Wiring Diagram.</p> <table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">DTC</th> <th colspan="2">Terminals</th> <th rowspan="2">Bank</th> </tr> <tr> <th>ECM or Sensor</th> <th>Ground</th> </tr> </thead> <tbody> <tr> <td>P0140</td> <td style="text-align: center;">72 or 1</td> <td style="text-align: center;">Ground</td> <td style="text-align: center;">Right</td> </tr> <tr> <td>P0160</td> <td style="text-align: center;">71 or 1</td> <td style="text-align: center;">Ground</td> <td style="text-align: center;">Left</td> </tr> </tbody> </table> <p style="text-align: right; margin-right: 20px;">MTBL0346</p> <p>Continuity should not exist.</p> <p>3. Also check harness for short to power.</p> <p style="text-align: center;">OK or NG</p>			DTC	Terminals		Bank	ECM	Sensor	P0140	72	1	Right	P0160	71	1	Left	DTC	Terminals		Bank	ECM or Sensor	Ground	P0140	72 or 1	Ground	Right	P0160	71 or 1	Ground	Left
DTC	Terminals			Bank																										
	ECM	Sensor																												
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P0160	71 or 1	Ground	Left																											
OK	▶	GO TO 3.																												
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.																												

3	CHECK REAR HO2S GROUND CIRCUIT FOR OPEN AND SHORT	
<p>1. Check harness continuity between rear HO2S terminal 4 and engine ground. Refer to Wiring Diagram.</p> <p>Continuity should exist.</p> <p>2. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 4.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

4	CHECK REAR HO2S CONNECTORS FOR WATER	
<p>Check rear heated oxygen sensor connector and harness connector for water.</p> <p>Water should not exist.</p> <p style="text-align: center;">OK or NG</p>		
OK (With CONSULT-II)	▶	GO TO 5.
OK (Without CONSULT-II)	▶	GO TO 6.
NG	▶	Repair or replace harness or connectors.

DTC P0140 (RIGHT, -B1), P0160 (LEFT, -B2) REAR HO2S (HIGH VOLTAGE) FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

5	CHECK REAR HEATED OXYGEN SENSOR	
<p>With CONSULT-II</p> <ol style="list-style-type: none"> Start engine and drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes. Stop vehicle with engine running. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "RR O2 SEN-B1 (-B2)" as the monitor item with CONSULT-II. Check "RR O2 SEN-B1 (-B2)" at idle speed when adjusting "FUEL INJECTION" to $\pm 25\%$. 		
(Reference data)		
<p>The voltage should be above 0.56V at least one time.</p> <p>The voltage should be below 0.54V at least one time.</p>		
SEF066Y		
<p>"RR O2 SEN-B1 (-B2)" should be above 0.56V at least once when the "FUEL INJECTION" is +25%. "RR O2 SEN-B1 (-B2)" should be below 0.54V at least once when the "FUEL INJECTION" is -25%.</p> <p>CAUTION: Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.</p>		
OK or NG		
OK	▶	GO TO 9.
NG	▶	GO TO 8.

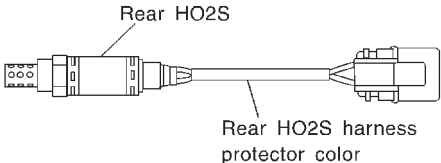
6	CHECK REAR HEATED OXYGEN SENSOR-I	
<p>Without CONSULT-II</p> <ol style="list-style-type: none"> Start engine and drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes. Stop vehicle with engine running. Set voltmeter probes between ECM terminal 72 (Right bank rear HO2S signal) or 71 (Left bank rear HO2S signal) and engine ground. Check the voltage when revving up to 4,000 rpm under no load at least 10 times. (Depress and release accelerator pedal as soon as possible.) 		
<p>72: Right bank 71: Left bank</p> <p>The voltage should be above 0.56V at least once during this procedure.</p>		
SEF313X		
OK or NG		
OK	▶	GO TO 9.
NG	▶	GO TO 7.

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DTC P0140 (RIGHT, -B1), P0160 (LEFT, -B2) REAR HO2S (HIGH VOLTAGE) FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

7	CHECK REAR HEATED OXYGEN SENSOR-II	
<p>Idle vehicle for 10 minutes, then check voltage between the same terminals as in Test No. 6; or check voltage when coasting from 80 km/h (50 MPH) in 3rd gear position (M/T), "D" position with "OD" OFF (A/T). The voltage should go below 0.54V at least once during this procedure.</p> <p>CAUTION: Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 9.
NG	▶	GO TO 8.

8	REPLACE REAR HEATED OXYGEN SENSOR	
<p>1. Stop vehicle and turn ignition switch "OFF". 2. Check rear heated oxygen sensor harness protector color.</p> <div style="text-align: center;">  </div> <p style="text-align: center;"> P0140 (-B1) Right bank: White P0160 (-B2) Left bank: Red </p> <p style="text-align: right;">SEF194WL</p> <p>CAUTION: Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.</p>		
▶		Replace malfunctioning rear heated oxygen sensor.

9	CHECK REAR HO2S SHIELD CIRCUIT FOR OPEN AND SHORT	
<p>1. Turn ignition switch "OFF". 2. Disconnect joint connector-17. 3. Check the following.</p> <ul style="list-style-type: none"> ● Continuity between joint connector terminal 1 and ground ● Joint connector (Refer to EL-345, "HARNESS LAYOUT".) Continuity should exist. <p>4. Also check harness for short to ground and short to power. 5. Then reconnect joint connector-17.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 10.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

10	CHECK INTERMITTENT INCIDENT	
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.		
▶		INSPECTION END

DTC P0141 (RIGHT, -B1), P0161 (LEFT, -B2) REAR HO2S HEATER FOR CALIFORNIA

Description

Description

SYSTEM DESCRIPTION

NFEC0162

NFEC0162S01

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS)	Engine speed	Rear heated oxygen sensor heater control	Rear heated oxygen sensor heaters
Crankshaft position sensor (REF)			

The ECM performs ON/OFF control of the rear heated oxygen sensor heaters corresponding to the engine speed.

OPERATION

NFEC0162S02

Engine speed rpm	Rear heated oxygen sensor heaters
Above 3,600	OFF
Below 3,600	ON

CONSULT-II Reference Value in Data Monitor Mode

NFEC0163

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
RR O2 HTR-B1 RR O2 HTR-B2	<ul style="list-style-type: none"> Ignition switch: ON (Engine stopped) Engine is running above 3,600 rpm. 	OFF
	<ul style="list-style-type: none"> Engine is running below 3,600 rpm after driving for 2 minutes at a speed of 70 km/h (43 MPH) or more. 	ON

On Board Diagnosis Logic

NFEC0165

Malfunction is detected when the current amperage in the rear heated oxygen sensor heater circuit is out of the normal range. (An improper voltage drop signal is sent to ECM through the rear heated oxygen sensor heater.)

Possible Cause

NFEC0442

- Harness or connectors (The rear heated oxygen sensor heater circuit is open or shorted.)
- Rear heated oxygen sensor heater

DTC P0141 (RIGHT, -B1), P0161 (LEFT, -B2) REAR HO2S HEATER FOR CALIFORNIA

DTC Confirmation Procedure

4	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm

SEF058Y

DTC Confirmation Procedure

NFEC0166

NOTE:

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 10.5V and 16V at idle.

WITH CONSULT-II

NFEC0166S01

- 1) Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
- 2) Start engine.
- 3) Drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes.
- 4) Stop vehicle and let engine idle for at least 6 seconds.
- 5) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-307.

WITH GST

NFEC0166S02

- 1) Start engine.
 - 2) Drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes.
 - 3) Stop vehicle and let engine idle for at least 6 seconds.
 - 4) Turn ignition switch "OFF" and wait at least 10 seconds.
 - 5) Start engine.
 - 6) Drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes.
 - 7) Stop vehicle and let engine idle for at least 6 seconds.
 - 8) Select "MODE 3" with GST.
 - 9) If DTC is detected, go to "Diagnostic Procedure", EC-307.
- When using GST, "DTC Confirmation Procedure" should be performed twice as much as when using CONSULT-II because GST cannot display MODE 7 (1st trip DTC) concerning this diagnosis. Therefore, using CONSULT-II is recommended.

DTC P0141 (RIGHT, -B1), P0161 (LEFT, -B2) REAR HO2S HEATER FOR CALIFORNIA

Wiring Diagram

Wiring Diagram

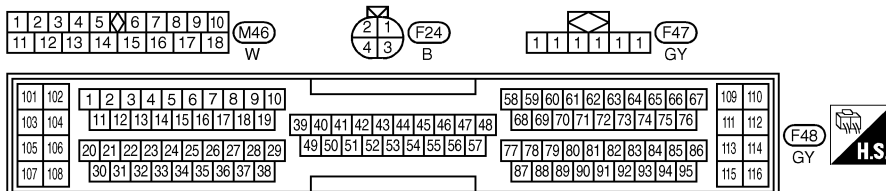
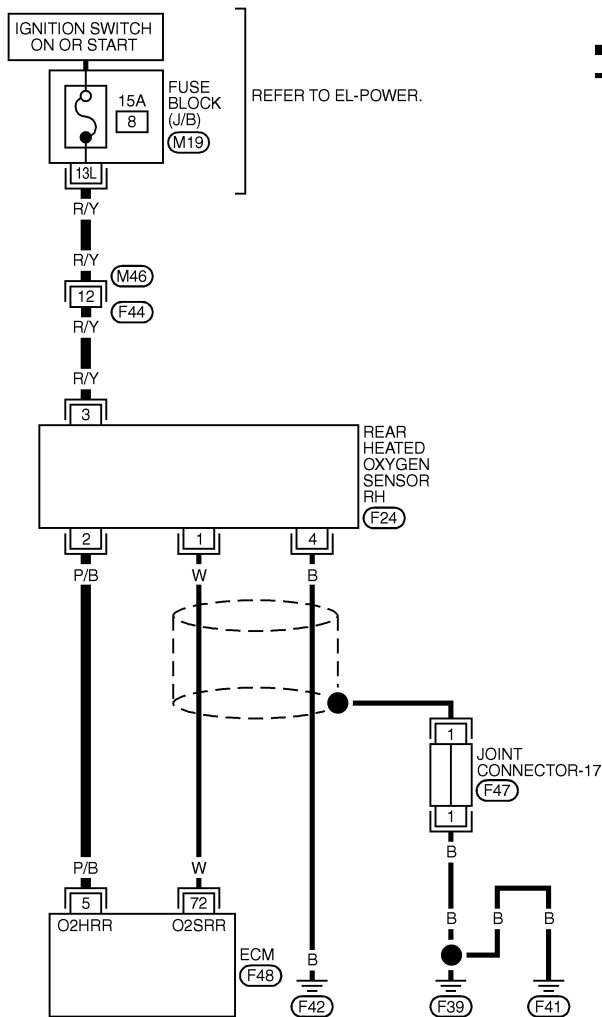
RIGHT BANK

NFEC0167

NFEC0167S01

EC-RO2H-R-01

— : DETECTABLE LINE FOR DTC
 - - - : NON-DETECTABLE LINE FOR DTC



REFER TO THE FOLLOWING.
 (M19) - FUSE BLOCK- JUNCTION BOX (J/B)

MEC731C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
5	P/B	REAR HEATED OXYGEN SENSOR RH HEATER	IGN ON	BATTERY VOLTAGE
			ENGINE RUNNING ABOVE 3,600 RPM	BATTERY VOLTAGE
			ENGINE RUNNING BELOW 3,600 RPM AFTER DRIVING FOR 2 MINUTES AT A SPEED OF 70 KM/H (43 MPH) OR MORE	0 - 1.0V

SEF659XB

DTC P0141 (RIGHT, -B1), P0161 (LEFT, -B2) REAR HO2S HEATER FOR CALIFORNIA

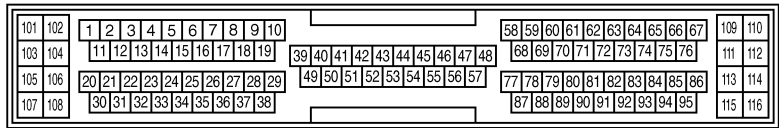
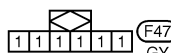
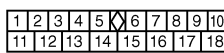
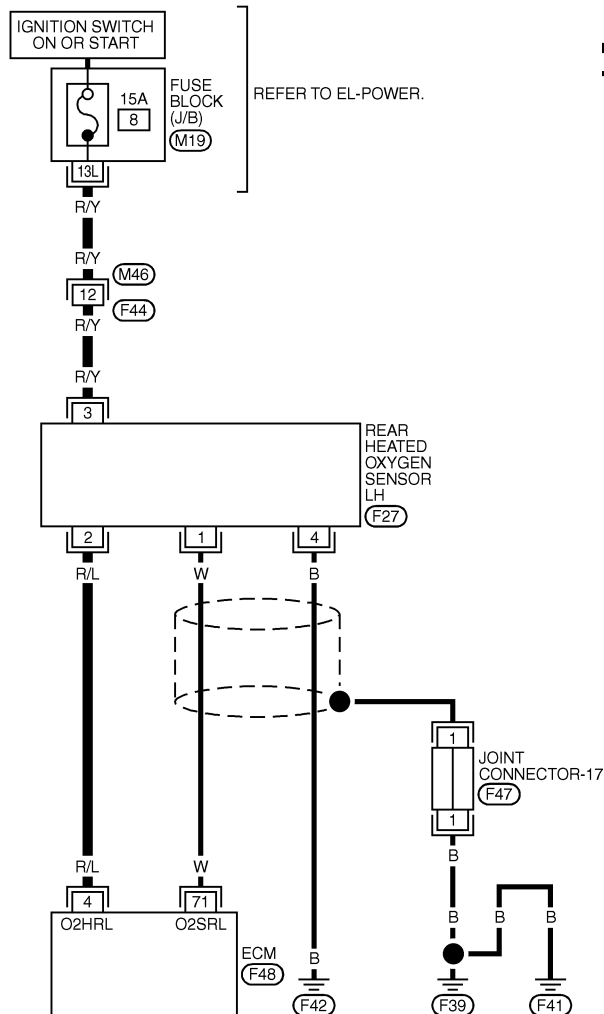
Wiring Diagram (Cont'd)

LEFT BANK

NFEC0167S02

EC-RO2H-L-01

— : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC



REFER TO THE FOLLOWING.

(M19) - FUSE BLOCK-JUNCTION BOX (J/B)

MEC730C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

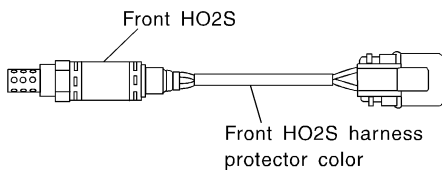
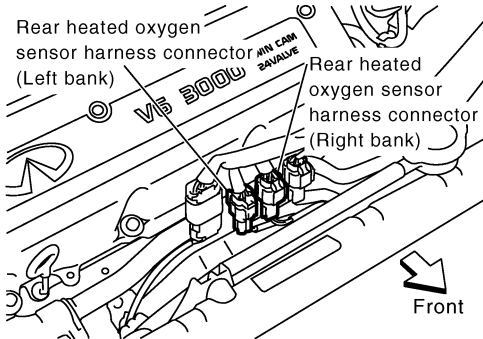
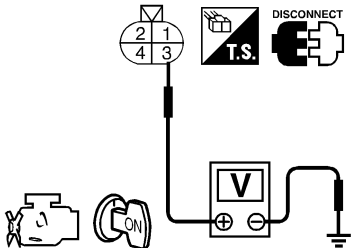
DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
4	R/L	REAR HEATED OXYGEN SENSOR LH HEATER	IGN ON	BATTERY VOLTAGE
			ENGINE RUNNING ABOVE 3,600 RPM	
			ENGINE RUNNING BELOW 3,600 RPM AFTER DRIVING FOR 2 MINUTES AT A SPEED OF 70 KM/H (43 MPH) OR MORE	0 - 1.0V

SEF660XB

Diagnostic Procedure

NFEC0168

1	CHECK REAR HO2S POWER SUPPLY CIRCUIT	GI MA EM LC EC FE CL MT AT AX SU BR ST RS BT HA
1. Turn ignition switch "OFF". 2. Check rear heated oxygen sensor harness protector color.		
 <p>Front HO2S Front HO2S harness protector color</p> <p>P0141 (-B1) Right bank: Black P0161 (-B2) Left bank: Blue</p>		SEF194WP
3. Disconnect corresponding rear heated oxygen sensor harness connector.		
 <p>Rear heated oxygen sensor harness connector (Left bank) Rear heated oxygen sensor harness connector (Right bank) Front</p>		SEF467W
4. Turn ignition switch "ON". 5. Check voltage between rear HO2S terminal 3 and ground.		
 <p>Voltage: Battery voltage</p>		SEF314X
<p>OK or NG</p>		
OK	▶	GO TO 3.
NG	▶	GO TO 2.

2	DETECT MALFUNCTIONING PART	SC EL IDX
Check the following.		
<ul style="list-style-type: none"> ● Harness connectors M46, F44 ● Fuse block (J/B) connector M19 ● 15A fuse ● Harness for open or short between rear heated oxygen sensor and fuse 		
	▶	Repair harness or connectors.

DTC P0141 (RIGHT, -B1), P0161 (LEFT, -B2) REAR HO2S HEATER FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

3	CHECK REAR HO2S GROUND CIRCUIT FOR OPEN AND SHORT														
<p>1. Turn ignition switch "OFF". 2. Disconnect ECM harness connector. 3. Check harness continuity between ECM terminal and rear HO2S terminal as follows. Refer to Wiring Diagram.</p>															
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">DTC</th> <th colspan="2">Terminals</th> <th rowspan="2">Bank</th> </tr> <tr> <th>ECM</th> <th>Sensor</th> </tr> </thead> <tbody> <tr> <td>P0141</td> <td style="text-align: center;">5</td> <td style="text-align: center;">2</td> <td style="text-align: center;">Right</td> </tr> <tr> <td>P0161</td> <td style="text-align: center;">4</td> <td style="text-align: center;">2</td> <td style="text-align: center;">Left</td> </tr> </tbody> </table>		DTC	Terminals		Bank	ECM	Sensor	P0141	5	2	Right	P0161	4	2	Left
DTC	Terminals		Bank												
	ECM	Sensor													
P0141	5	2	Right												
P0161	4	2	Left												
MTBL0347															
<p style="color: blue;">Continuity should exist.</p> <p>4. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>															
OK	▶ GO TO 4.														
NG	▶ Repair open circuit or short to ground or short to power in harness or connectors.														

4	CHECK REAR HEATED OXYGEN SENSOR HEATER								
<p>Check the resistance between rear HO2S terminals as follows.</p>									
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th>Terminal No.</th> <th>Resistance</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">2 and 3</td> <td style="text-align: center;">2.3 - 4.3Ω at 25°C (77°F)</td> </tr> <tr> <td style="text-align: center;">1 and 2, 3, 4</td> <td style="text-align: center;">∞ Ω</td> </tr> <tr> <td style="text-align: center;">4 and 1, 2, 3</td> <td style="text-align: center;">(Continuity should not exist.)</td> </tr> </tbody> </table>		Terminal No.	Resistance	2 and 3	2.3 - 4.3Ω at 25°C (77°F)	1 and 2, 3, 4	∞ Ω	4 and 1, 2, 3	(Continuity should not exist.)
Terminal No.	Resistance								
2 and 3	2.3 - 4.3Ω at 25°C (77°F)								
1 and 2, 3, 4	∞ Ω								
4 and 1, 2, 3	(Continuity should not exist.)								
SEF315X									
<p>CAUTION: Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.</p> <p style="text-align: center;">OK or NG</p>									
OK	▶ GO TO 6.								
NG	▶ GO TO 5.								

5	REPLACE REAR HEATED OXYGEN SENSOR
<p>Check rear heated oxygen sensor harness protector color.</p>	
<p>P0141 (-B1) Right bank: Black P0161 (-B2) Left bank: Blue</p>	
SEF194WP	
<p>CAUTION: Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.</p>	
▶	Replace malfunctioning rear heated oxygen sensor.

DTC P0141 (RIGHT, -B1), P0161 (LEFT, -B2) REAR HO2S HEATER FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

6	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
▶	INSPECTION END

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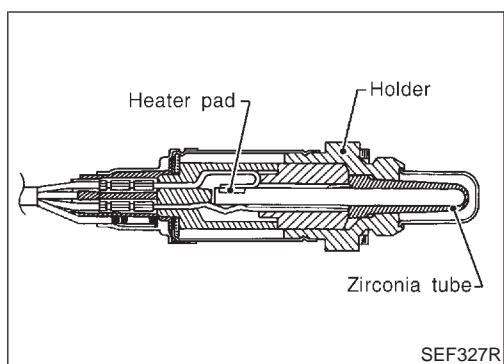
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DTC P0137 REAR HO2S (MIN. VOLTAGE MONITORING) EXCEPT FOR CALIFORNIA

Component Description



Component Description

NFEC0443

The rear heated oxygen sensor, after three way catalyst, monitors the oxygen level in the exhaust gas.

Even if switching characteristics of the front heated oxygen sensor are shifted, the air fuel ratio is controlled to stoichiometric, by the signal from the rear heated oxygen sensor.

This sensor is made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions.

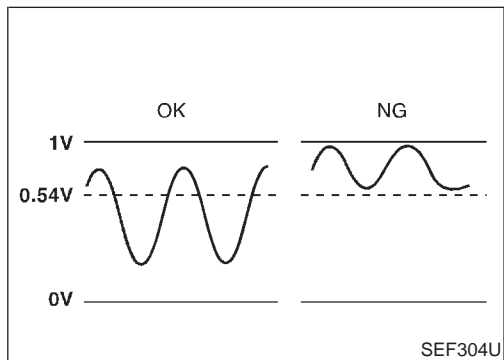
Under normal conditions the rear heated oxygen sensor is not used for engine control operation.

CONSULT-II Reference Value in Data Monitor Mode

NFEC0444

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
RR O2 SEN-B1	● Engine: After warming up	Revsing engine from idle up to 2,000 rpm	0 - 0.3V ↔ Approx. 0.6 - 1.0V
RR O2 MNTR-B1			LEAN ↔ RICH



On Board Diagnosis Logic

NFEC0446

The rear heated oxygen sensor has a much longer switching time between rich and lean than the front heated oxygen sensor. The oxygen storage capacity before the three way catalyst causes the longer switching time. To judge the malfunctions of rear heated oxygen sensor, ECM monitors whether the minimum voltage of sensor is sufficiently low during the various driving condition such as fuel-cut.

Malfunction is detected when the minimum voltage from the sensor is not reached to the specified voltage.

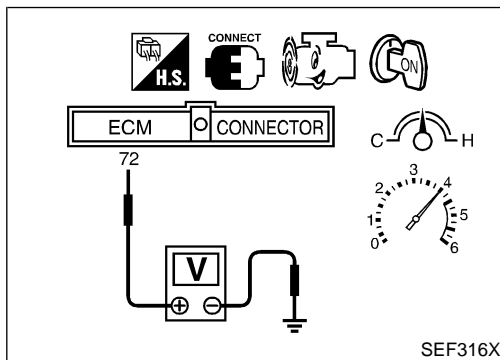
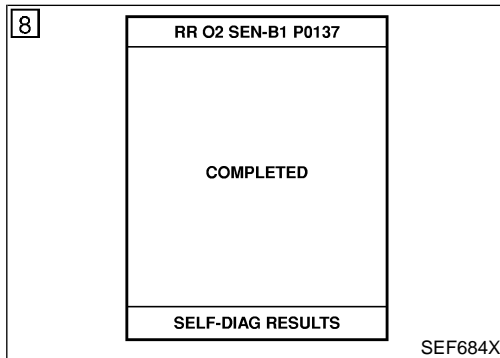
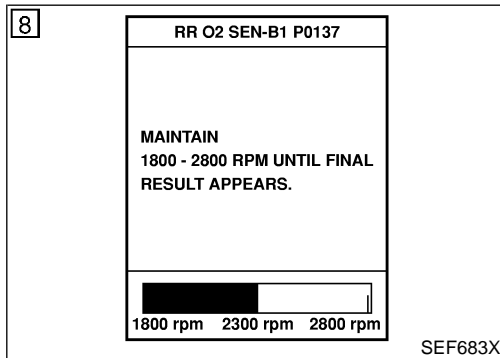
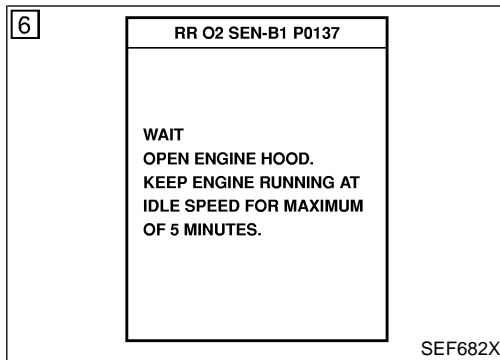
Possible Cause

NFEC0447

- Harness or connectors
(The sensor circuit is open or shorted.)
- Rear heated oxygen sensor
- Fuel pressure
- Injectors

DTC P0137 REAR HO2S (MIN. VOLTAGE MONITORING) EXCEPT FOR CALIFORNIA

DTC Confirmation Procedure



DTC Confirmation Procedure

NFEC0448

NOTE:

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:

Open engine hood before conducting following procedure.

WITH CONSULT-II

NFEC0448S01

- 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 with CONSULT-II.
- 5) Make sure that "COOLAN TEMP/S" indicates more than 70°C (158°F).
- 6) Select "RR O2 SEN-B1 P0137" of "REAR O2 SENSOR" in "DTC WORK SUPPORT" mode with CONSULT-II.
- 7) Start engine and follow the instruction of CONSULT-II.
- 8) Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS".

If NG is displayed, refer to "Diagnostic Procedure", EC-314.
If "CANNOT BE DIAGNOSED" is displayed, perform the following.

- a) Stop engine and cool down until "COOLAN TEMP/S" indicates less than 70°C (158°F).
- b) Turn ignition switch "ON".
- c) Select "DATA MONITOR" mode with CONSULT-II.
- d) Start engine.
- e) Return to step 6 again when the "COOLAN TEMP/S" reaches to 70°C (158°F).

Overall Function Check

NFEC0449

Use this procedure to check the overall function of the rear heated oxygen sensor circuit. During this check, a 1st trip DTC might not be confirmed.

WITH GST

NFEC0449S01

- 1) Start engine and drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes.
- 2) Stop vehicle with engine running.
- 3) Set voltmeter probes between ECM terminal 72 (Rear HO2S signal) and engine ground.
- 4) Check the voltage when racing up to 4,000 rpm under no load at least 10 times.
(Depress and release accelerator pedal as soon as possible.)
The voltage should be below 0.54V at least once during this procedure.
If the voltage can be confirmed in step 4, step 5 is not necessary.
- 5) Keep vehicle at idling for 10 minutes, then check the voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in 3rd gear position (M/T), "D" position with "OD" OFF (A/T).
The voltage should be below 0.54V at least once during this procedure.

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DTC P0137 REAR HO2S (MIN. VOLTAGE MONITORING) EXCEPT FOR CALIFORNIA

Overall Function Check (Cont'd)

6) If NG, go to "Diagnostic Procedure", EC-270.

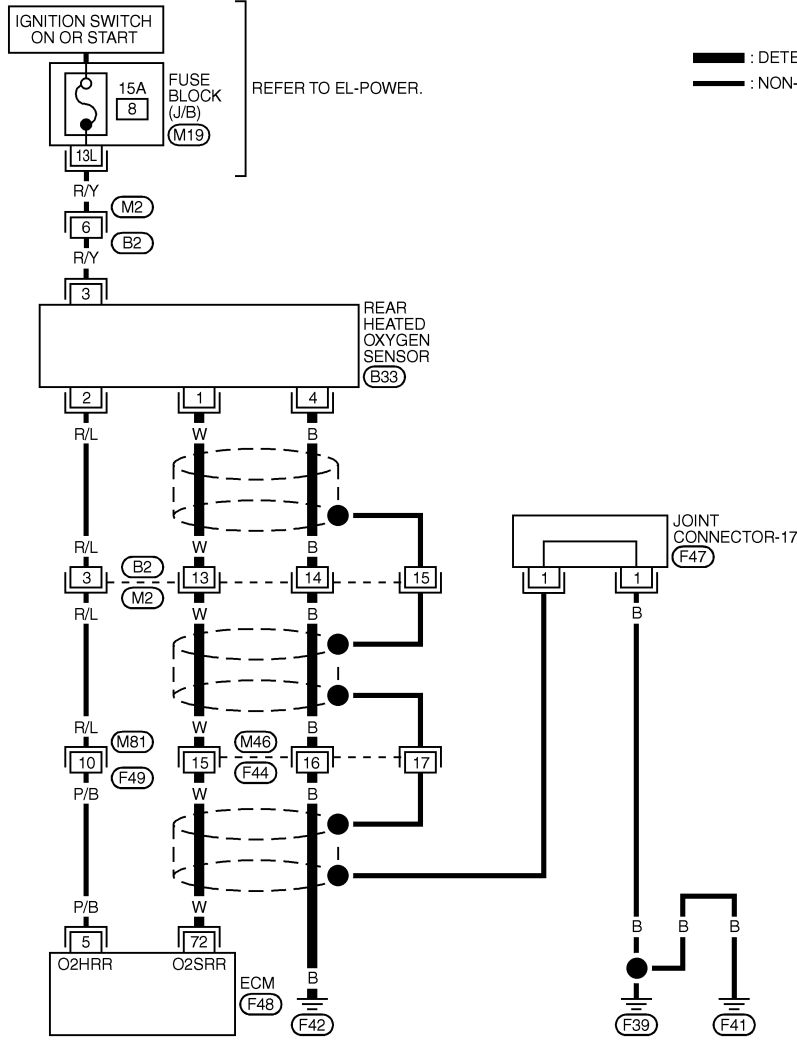
DTC P0137 REAR HO2S (MIN. VOLTAGE MONITORING) EXCEPT FOR CALIFORNIA

Wiring Diagram

Wiring Diagram

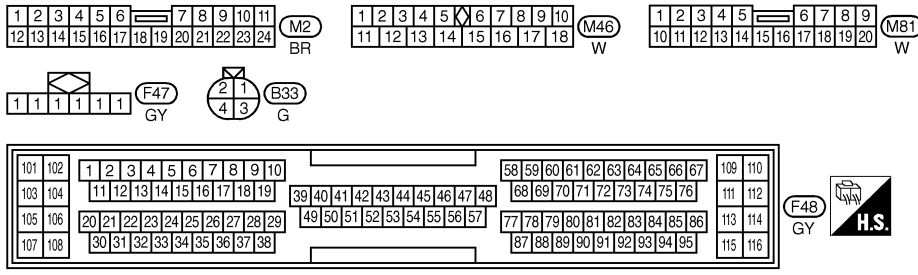
=NFEC0450

EC-RR02-01



— : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC

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REFER TO THE FOLLOWING.
 (M19) - FUSE BLOCK-JUNCTION BOX (J/B)

MEC729C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.
CAUTION:
 DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

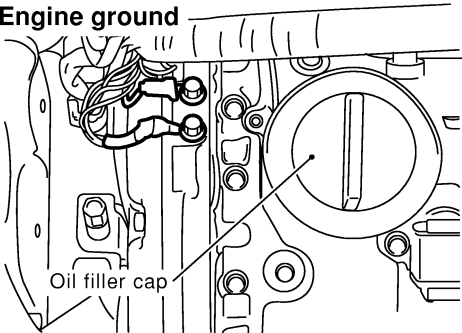
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
72	W	REAR HEATED OXYGEN SENSOR	ENGINE RUNNING FROM IDLE UP TO 2,000 RPM UNDER WARM-UP CONDITION	0 - APPROX. 1.0V

DTC P0137 REAR HO2S (MIN. VOLTAGE MONITORING) EXCEPT FOR CALIFORNIA

Diagnostic Procedure

Diagnostic Procedure

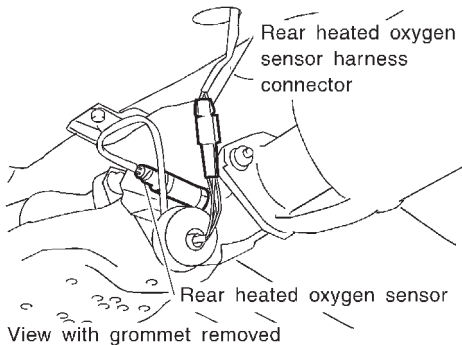
NFEC0451

1	RETIGHTEN GROUND SCREWS
<ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Loosen and retighten engine ground screws. 	
	
SEF255X	
▶ GO TO 2.	

2	CLEAR THE SELF-LEARNING DATA									
<p><input checked="" type="checkbox"/> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Select "SELF-LEARN CONTROL" in "ACTIVE TEST" mode with CONSULT-II. 3. Clear the self-learning control coefficient by touching "START". 										
<table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <th colspan="3" style="padding: 2px;">ACTIVE TEST</th> </tr> <tr> <td style="padding: 2px;">SELF-LEARNING CONT</td> <td style="padding: 2px;">CMPLT</td> <td style="padding: 2px;">B1 100 %</td> </tr> <tr> <td colspan="3" style="height: 100px;"></td> </tr> </table>		ACTIVE TEST			SELF-LEARNING CONT	CMPLT	B1 100 %			
ACTIVE TEST										
SELF-LEARNING CONT	CMPLT	B1 100 %								
SEF218Y										
<ol style="list-style-type: none"> 4. Run engine for at least 10 minutes at idle speed. Is the 1st trip DTC P0172 or P0175 detected? Is it difficult to start engine? 										
<p><input checked="" type="checkbox"/> Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Turn ignition switch "OFF". 3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 5 seconds at idle speed. 4. Stop engine and reconnect mass air flow sensor harness connector. 5. Make sure 1st trip DTC P0100 is displayed. 6. Erase the 1st trip DTC memory. Refer to "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION", EC-87. 7. Make sure DTC P0000 is displayed. 8. Run engine for at least 10 minutes at idle speed. Is the 1st trip DTC P0172 or P0175 detected? Is it difficult to start engine? 										
Yes or No										
Yes	▶ Perform trouble diagnosis for DTC P0172, P0175. Refer to EC-354.									
No	▶ GO TO 3.									

DTC P0137 REAR HO2S (MIN. VOLTAGE MONITORING) EXCEPT FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

3	CHECK REAR HO2S INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT	
<ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Disconnect rear heated oxygen sensor harness connector. 		GI MA EM LC EC
		FE CL MT AT
<ol style="list-style-type: none"> 3. Disconnect ECM harness connector. 4. Check harness continuity between ECM terminal 72 and rear HO2S terminal 1. Refer to Wiring Diagram. Continuity should exist. 5. Check harness continuity between ECM terminal 72 or rear HO2S terminal 1 and ground. Refer to Wiring Diagram. Continuity should not exist. 6. Also check harness for short to power. 		SEF816U EC
OK or NG		
OK	▶	GO TO 5.
NG	▶	GO TO 4.


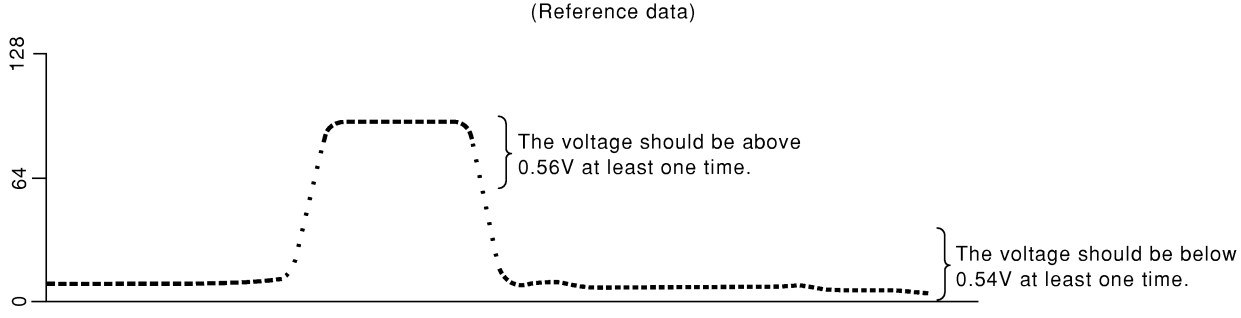
4	DETECT MALFUNCTIONING PART	
Check the following. <ul style="list-style-type: none"> ● Harness connectors F44, M46 ● Harness connectors M2, B2 ● Harness for open or short between rear heated oxygen sensor and engine ground. 		AX SU BR
▶		Repair open circuit or short to ground or short to power in harness or connectors.


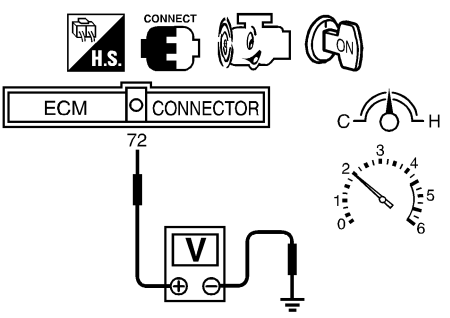
5	CHECK REAR HO2S GROUND CIRCUIT FOR OPEN AND SHORT	
<ol style="list-style-type: none"> 1. Check harness continuity between rear HO2S terminal 4 and engine ground. Refer to Wiring Diagram. Continuity should exist. 2. Also check harness for short to ground and short to power. 		ST RS BT
OK or NG		
OK (With CONSULT-II)	▶	GO TO 7.
OK (Without CONSULT-II)	▶	GO TO 8.
NG	▶	GO TO 6.

6	DETECT MALFUNCTIONING PART	
Check the following. <ul style="list-style-type: none"> ● Harness connectors F44, M46 ● Harness connectors M2, B2 ● Harness for open or short between rear heated oxygen sensor and engine ground. 		HA SC EL IDX
▶		Repair open circuit or short to ground or short to power in harness or connectors.

DTC P0137 REAR HO2S (MIN. VOLTAGE MONITORING) EXCEPT FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

7	CHECK REAR HEATED OXYGEN SENSOR
<p> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes. 2. Stop vehicle with engine running. 3. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "RR O2 SEN-B1" as the monitor item with CONSULT-II. 4. Check "RR O2 SEN-B1" at idle speed when adjusting "FUEL INJECTION" to $\pm 25\%$. 	
(Reference data)	
	
SEF066Y	
<p>"RR O2 SEN-B1" should be above 0.56V at least once when the "FUEL INJECTION" is +25%. "RR O2 SEN-B1" should be below 0.54V at least once when the "FUEL INJECTION" is -25%.</p> <p>CAUTION:</p> <ul style="list-style-type: none"> ● Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one. ● Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant. 	
OK or NG	
OK	▶ GO TO 10.
NG	▶ Replace rear heated oxygen sensor.

8	CHECK REAR HEATED OXYGEN SENSOR-I
<p> Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes. 2. Stop vehicle with engine running. 3. Set voltmeter probes between ECM terminal 72 (Rear HO2S signal) and engine ground. 4. Check the voltage when racing up to 4,000 rpm under no load at least 10 times. (Depress and release accelerator pedal as soon as possible.) 	
	
The voltage should be above 0.56V at least once during this procedure.	
SEF317X	
OK or NG	
OK	▶ GO TO 10.
NG	▶ GO TO 9.

DTC P0137 REAR HO2S (MIN. VOLTAGE MONITORING) EXCEPT FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

9	CHECK REAR HEATED OXYGEN SENSOR-II	
<p>Idle engine for 10 minutes, then check voltage between the same terminals as in Test No. 8; or check voltage when coasting from 80 km/h (50 MPH) in 3rd gear position (M/T), "D" position with "OD" OFF (A/T). The voltage should go below 0.54V at least once during this procedure.</p> <p>CAUTION:</p> <ul style="list-style-type: none"> ● Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one. ● Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant. <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 10.
NG	▶	Replace rear heated oxygen sensor.

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10	CHECK REAR HO2S SHIELD CIRCUIT FOR OPEN AND SHORT	
<p>1. Turn ignition switch "OFF". 2. Disconnect joint connector-17. 3. Check the following.</p> <ul style="list-style-type: none"> ● Continuity between joint connector terminal 1 and ground ● Joint connector (Refer to EL-345, "HARNESS LAYOUT".) <p>Continuity should exist.</p> <p>4. Also check harness for short to ground and short to power. 5. Then reconnect joint connector-17.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 11.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

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11	CHECK INTERMITTENT INCIDENT	
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.		
	▶	INSPECTION END

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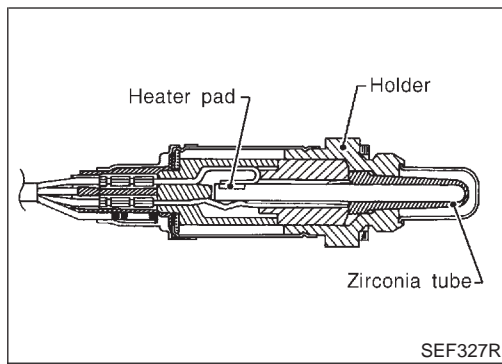
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DTC P0138 REAR HO2S (MAX. VOLTAGE MONITORING) EXCEPT FOR CALIFORNIA

Component Description



Component Description

NFEC0452

The rear heated oxygen sensor, after three way catalyst, monitors the oxygen level in the exhaust gas.

Even if switching characteristics of the front heated oxygen sensor are shifted, the air fuel ratio is controlled to stoichiometric, by the signal from the rear heated oxygen sensor.

This sensor is made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions.

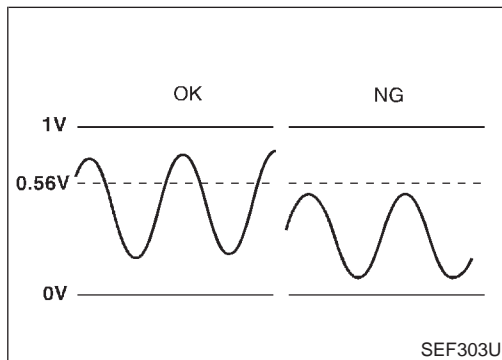
Under normal conditions the rear heated oxygen sensor is not used for engine control operation.

CONSULT-II Reference Value in Data Monitor Mode

NFEC0453

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
RR O2 SEN-B1	● Engine: After warming up	Revsing engine from idle up to 2,000 rpm	0 - 0.3V ↔ Approx. 0.6 - 1.0V
RR O2 MNTR-B1			LEAN ↔ RICH



On Board Diagnosis Logic

NFEC0455

The rear heated oxygen sensor has a much longer switching time between rich and lean than the front heated oxygen sensor. The oxygen storage capacity before the three way catalyst causes the longer switching time. To judge the malfunctions of rear heated oxygen sensor, ECM monitors whether the maximum voltage of the sensor is sufficiently high during the various driving condition such as fuel-cut.

Malfunction is detected when the maximum voltage from the sensor is not reached to the specified voltage.

Possible Cause

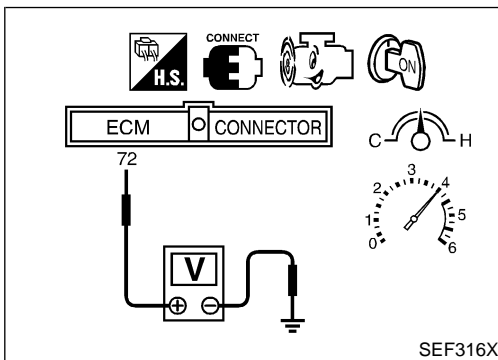
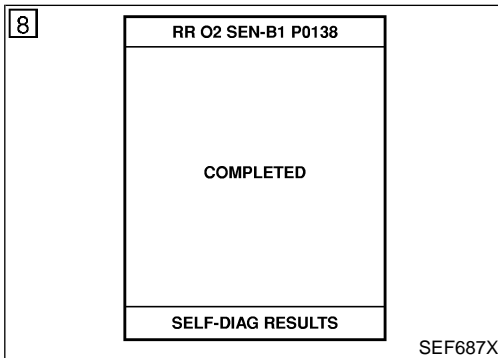
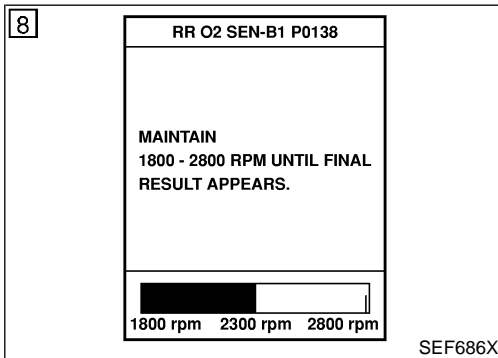
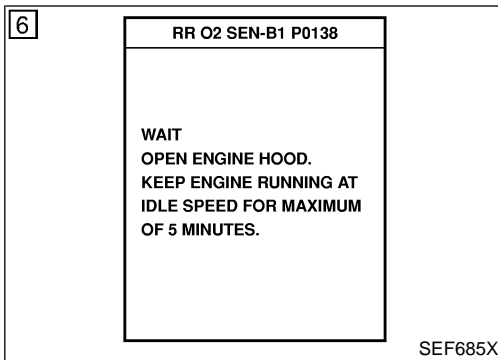
NFEC0456

The rear heated oxygen sensor has a much longer switching time between rich and lean than the front heated oxygen sensor. The oxygen storage capacity before the three way catalyst causes the longer switching time. To judge the malfunctions of rear heated oxygen sensor, ECM monitors whether the maximum voltage of the sensor is sufficiently high during the various driving condition such as fuel-cut.

Malfunction is detected when the maximum voltage from the sensor is not reached to the specified voltage.

- Harness or connectors (The sensor circuit is open or shorted.)
- Rear heated oxygen sensor
- Fuel pressure
- Injectors
- Intake air leaks

NFEC0457



DTC Confirmation Procedure

NOTE:

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:

Open engine hood before conducting following procedure.

WITH CONSULT-II

NFEC0457S01

- 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 with CONSULT-II.
- 5) Make sure that "COOLAN TEMP/S" indicates more than 70°C (158°F).
- 6) Select "RR O2 SEN-B1 P0138" of "REAR O2 SENSOR" in "DTC WORK SUPPORT" mode with CONSULT-II.
- 7) Start engine and follow the instruction of CONSULT-II.
- 8) Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS".

If NG is displayed, refer to "Diagnostic Procedure", EC-322.
If "CANNOT BE DIAGNOSED" is displayed, perform the following.

- a) Stop engine and cool down until "COOLAN TEMP/S" indicates less than 70°C (158°F).
- b) Turn ignition switch "ON".
- c) Select "DATA MONITOR" mode with CONSULT-II.
- d) Start engine.
- e) Return to step 6 again when the "COOLAN TEMP/S" reaches to 70°C (158°F).

Overall Function Check

NFEC0458

Use this procedure to check the overall function of the rear heated oxygen sensor circuit. During this check, a 1st trip DTC might not be confirmed.

WITH GST

NFEC0458S01

- 1) Start engine and drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes.
- 2) Stop vehicle with engine running.
- 3) Set voltmeter probes between ECM terminal 72 (Rear HO2S signal) and engine ground.
- 4) Check the voltage when racing up to 4,000 rpm under no load at least 10 times.
(Depress and release accelerator pedal as soon as possible.)
The voltage should be above 0.56V at least once during this procedure.
If the voltage can be confirmed in step 4, step 5 is not necessary.
- 5) Keep vehicle at idling for 10 minutes, then check the voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in 3rd gear position (M/T), "D" position with "OD" OFF (A/T).
The voltage should be above 0.56V at least once during this procedure.

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DTC P0138 REAR HO2S (MAX. VOLTAGE MONITORING) EXCEPT FOR CALIFORNIA

Overall Function Check (Cont'd)

6) If NG, go to "Diagnostic Procedure", EC-280.

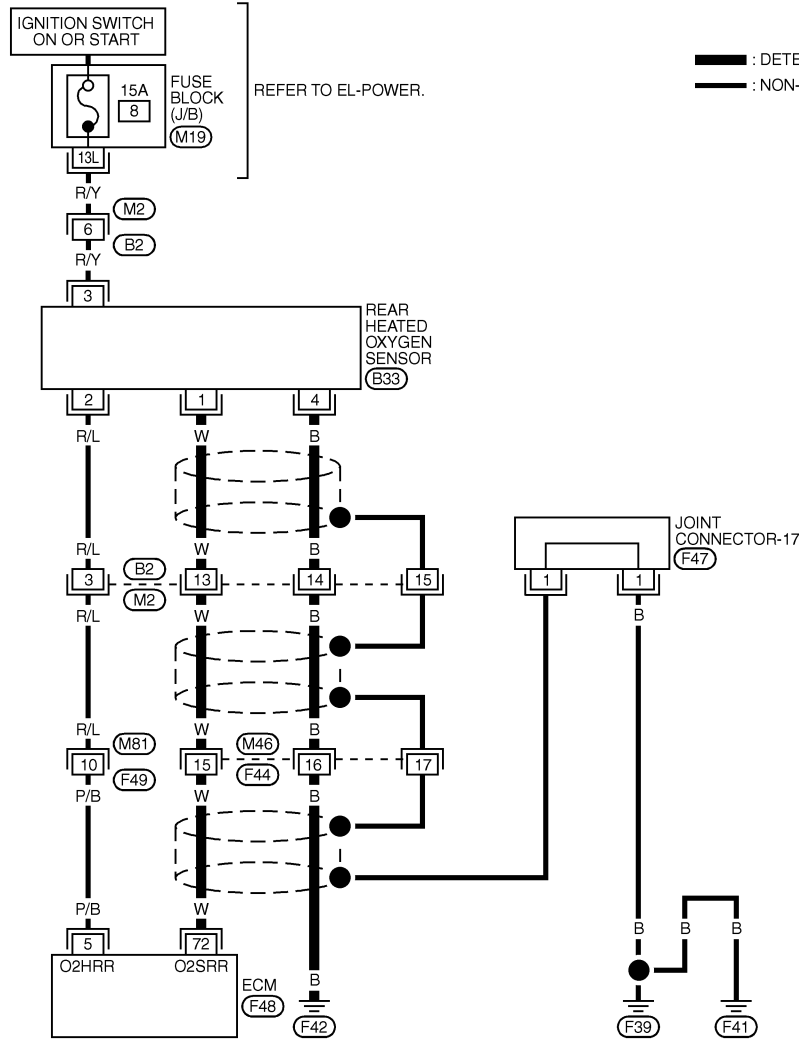
DTC P0138 REAR HO2S (MAX. VOLTAGE MONITORING) EXCEPT FOR CALIFORNIA

Wiring Diagram

Wiring Diagram

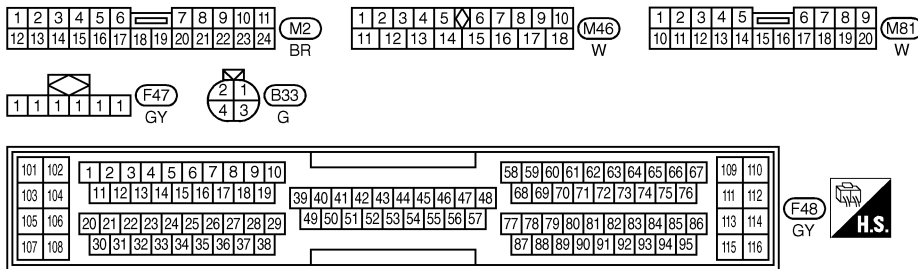
=NFEC0459

EC-RR02-01



— : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC

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REFER TO THE FOLLOWING.

(M19) - FUSE BLOCK-JUNCTION BOX (J/B)

MEC729C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

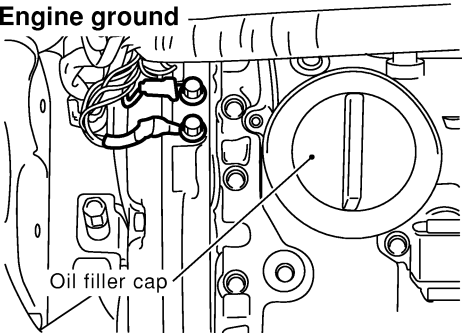
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
72	W	REAR HEATED OXYGEN SENSOR	ENGINE RUNNING FROM IDLE UP TO 2,000 RPM UNDER WARM-UP CONDITION	0 - APPROX. 1.0V

DTC P0138 REAR HO2S (MAX. VOLTAGE MONITORING) EXCEPT FOR CALIFORNIA

Diagnostic Procedure

Diagnostic Procedure

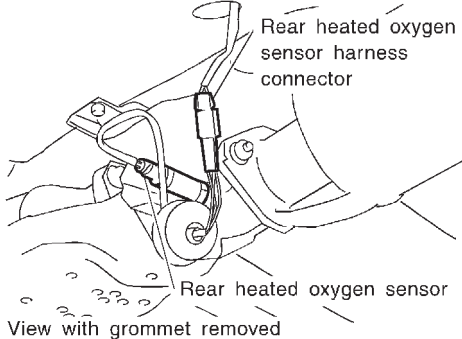
NFEC0460

1	RETIGHTEN GROUND SCREWS
<ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Loosen and retighten engine ground screws. 	
	
SEF255X	
▶ GO TO 2.	

2	CLEAR THE SELF-LEARNING DATA									
<p><input type="checkbox"/> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Select "SELF-LEARN CONTROL" in "ACTIVE TEST" mode with CONSULT-II. 3. Clear the self-learning control coefficient by touching "START". 										
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th colspan="3">ACTIVE TEST</th> </tr> <tr> <th>SELF-LEARNING CONT</th> <th>CMPLT</th> <th>B1</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;"> </td> <td style="text-align: center;"> </td> <td style="text-align: center;">100 %</td> </tr> </tbody> </table>		ACTIVE TEST			SELF-LEARNING CONT	CMPLT	B1			100 %
ACTIVE TEST										
SELF-LEARNING CONT	CMPLT	B1								
		100 %								
SEF218Y										
<ol style="list-style-type: none"> 4. Run engine for at least 10 minutes at idle speed. Is the 1st trip DTC P0171 or P0174 detected? Is it difficult to start engine? 										
<p><input checked="" type="checkbox"/> Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Turn ignition switch "OFF". 3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 5 seconds at idle speed. 4. Stop engine and reconnect mass air flow sensor harness connector. 5. Make sure 1st trip DTC P0100 is displayed. 6. Erase the 1st trip DTC memory. Refer to "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION", EC-87. 7. Make sure DTC P0000 is displayed. 8. Run engine for at least 10 minutes at idle speed. Is the 1st trip DTC P0171 or P0174 detected? Is it difficult to start engine? 										
Yes or No										
Yes ▶	Perform trouble diagnosis for DTC P0171, P0174. Refer to EC-346.									
No ▶	GO TO 3.									

DTC P0138 REAR HO2S (MAX. VOLTAGE MONITORING) EXCEPT FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

3	CHECK REAR HO2S INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT	
<p>1. Turn ignition switch "OFF". 2. Disconnect rear heated oxygen sensor harness connector.</p>		GI MA EM LC EC
		SEF816U
<p>3. Disconnect ECM harness connector. 4. Check harness continuity between ECM terminal 72 and rear HO2S terminal 1. Refer to Wiring Diagram. Continuity should exist. 5. Check harness continuity between ECM terminal 72 or rear HO2S terminal 1 and ground. Refer to Wiring Diagram. Continuity should not exist. 6. Also check harness for short to power.</p>		FE CL MT AT
OK or NG		
OK	▶	GO TO 5.
NG	▶	GO TO 4.

4	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors F44, M46 ● Harness connectors M2, B2 ● Harness for open or short between rear heated oxygen sensor and engine ground. 		AX SU BR
▶		Repair open circuit or short to ground or short to power in harness or connectors.

5	CHECK REAR HO2S GROUND CIRCUIT FOR OPEN AND SHORT	
<p>1. Check harness continuity between rear HO2S terminal 4 and engine ground. Refer to Wiring Diagram. Continuity should exist. 2. Also check harness for short to ground and short to power.</p>		ST RS BT
OK or NG		
OK (With CONSULT-II)	▶	GO TO 7.
OK (Without CONSULT-II)	▶	GO TO 8.
NG	▶	GO TO 6.

6	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ol style="list-style-type: none"> 1. Harness connectors F44, M46 2. Harness connectors M2, B2 3. Harness for open or short between rear heated oxygen sensor and engine ground. 		HA SC EL IDX
▶		Repair open circuit or short to ground or short to power in harness or connectors.

DTC P0138 REAR HO2S (MAX. VOLTAGE MONITORING) EXCEPT FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

7	CHECK REAR HEATED OXYGEN SENSOR
<p>④ With CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes. 2. Stop vehicle with engine running. 3. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "RR O2 SEN-B1" as the monitor item with CONSULT-II. 4. Check "RR O2 SEN-B1" at idle speed when adjusting "FUEL INJECTION" to $\pm 25\%$. 	
(Reference data)	
SEF066Y	
<p>"RR O2 SEN-B1" should be above 0.56V at least once when the "FUEL INJECTION" is +25%. "RR O2 SEN-B1" should be below 0.54V at least once when the "FUEL INJECTION" is -25%.</p> <p>CAUTION:</p> <ul style="list-style-type: none"> ● Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one. ● Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant. 	
OK or NG	
OK	▶ GO TO 10.
NG	▶ Replace rear heated oxygen sensor.

8	CHECK REAR HEATED OXYGEN SENSOR-I
<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes. 2. Stop vehicle with engine running. 3. Set voltmeter probes between ECM terminal 72 (Rear HO2S signal) and engine ground. 4. Check the voltage when racing up to 4,000 rpm under no load at least 10 times. (Depress and release accelerator pedal as soon as possible.) 	
The voltage should be above 0.56V at least once during this procedure.	
SEF317X	
OK or NG	
OK	▶ GO TO 10.
NG	▶ GO TO 9.

DTC P0138 REAR HO2S (MAX. VOLTAGE MONITORING) EXCEPT FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

9	CHECK REAR HEATED OXYGEN SENSOR-II	
<p>Idle vehicle for 10 minutes, then check voltage between the same terminals as in Test No. 8; or check voltage when coasting from 80 km/h (50 MPH) in 3rd gear position (M/T), "D" position with "OD" OFF (A/T). The voltage should go below 0.54V at least once during this procedure.</p> <p>CAUTION:</p> <ul style="list-style-type: none"> ● Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one. ● Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant. <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 10.
NG	▶	Replace rear heated oxygen sensor.

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10	CHECK REAR HO2S SHIELD CIRCUIT FOR OPEN AND SHORT	
<p>1. Turn ignition switch "OFF". 2. Disconnect joint connector-17. 3. Check the following.</p> <ul style="list-style-type: none"> ● Continuity between joint connector terminal 1 and ground ● Joint connector (Refer to EL-345, "HARNESS LAYOUT".) Continuity should exist. <p>4. Also check harness for short to ground and short to power. 5. Then reconnect joint connector-17.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 11.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

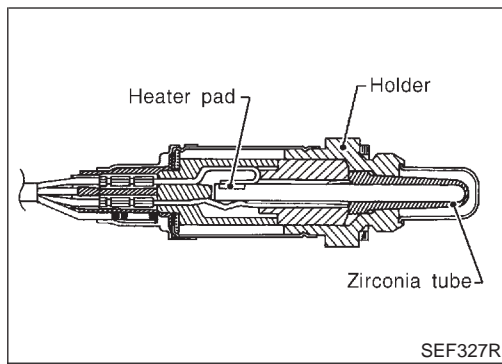
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11	CHECK INTERMITTENT INCIDENT	
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.		
	▶	INSPECTION END

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DTC P0139 REAR HO2S (RESPONSE MONITORING) EXCEPT FOR CALIFORNIA

Component Description



Component Description

NFEC0461

The rear heated oxygen sensor, after three way catalyst, monitors the oxygen level in the exhaust gas.

Even if switching characteristics of the front heated oxygen sensor are shifted, the air fuel ratio is controlled to stoichiometric, by the signal from the rear heated oxygen sensor.

This sensor is made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions.

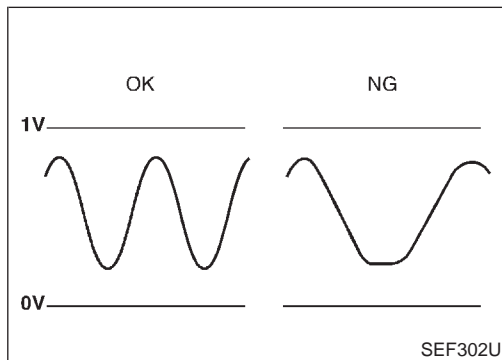
Under normal conditions the rear heated oxygen sensor is not used for engine control operation.

CONSULT-II Reference Value in Data Monitor Mode

NFEC0462

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
RR O2 SEN-B1	● Engine: After warming up	Revsing engine from idle up to 2,000 rpm	0 - 0.3V ↔ Approx. 0.6 - 1.0V
RR O2 MNTR-B1			LEAN ↔ RICH



On Board Diagnosis Logic

NFEC0464

The rear heated oxygen sensor has a much longer switching time between rich and lean than the front heated oxygen sensor. The oxygen storage capacity before the three way catalyst causes the longer switching time. To judge the malfunctions of rear heated oxygen sensor, ECM monitors whether the switching response of the sensor's voltage is faster than specified during the various driving condition such as fuel-cut.

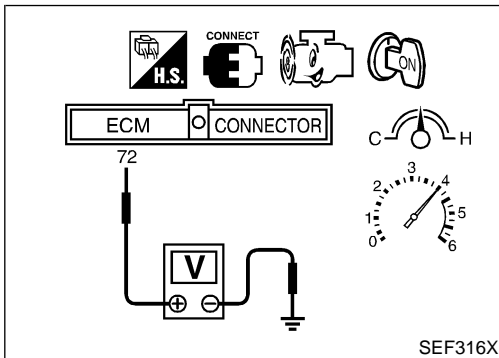
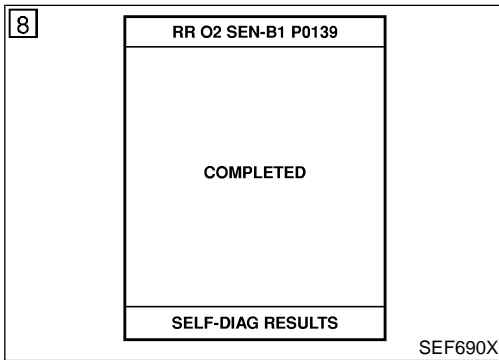
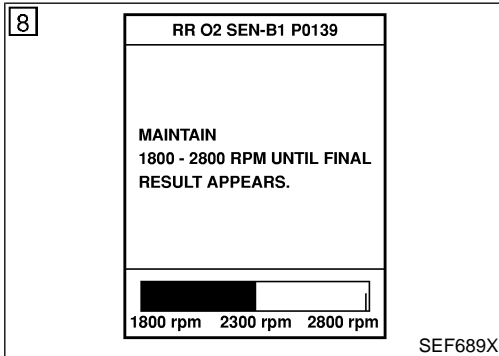
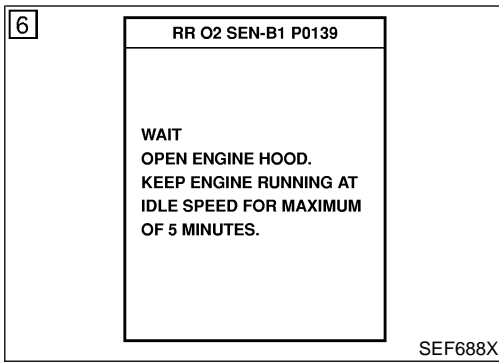
Malfunction is detected when it takes more time for the sensor to respond between rich and lean than the specified time.

Possible Cause

NFEC0465

- Harness or connectors
(The sensor circuit is open or shorted.)
- Rear heated oxygen sensor
- Fuel pressure
- Injectors
- Intake air leaks

NFEC0466



DTC Confirmation Procedure

NOTE:

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:

Open engine hood before conducting following procedure.

WITH CONSULT-II

NFEC0466S01

- 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 with CONSULT-II.
- 5) Make sure that "COOLAN TEMP/S" indicates more than 70°C (158°F).
- 6) Select "RR O2 SEN-B1 P0139" of "REAR O2 SENSOR" in "DTC WORK SUPPORT" mode with CONSULT-II.
- 7) Start engine and follow the instruction of CONSULT-II.
- 8) Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS".

If NG is displayed, refer to "Diagnostic Procedure", EC-330.
If "CANNOT BE DIAGNOSED" is displayed, perform the following.

- a) Stop engine and cool down until "COOLAN TEMP/S" indicates less than 70°C (158°F).
- b) Turn ignition switch "ON".
- c) Select "DATA MONITOR" mode with CONSULT-II.
- d) Start engine.
- e) Return to step 6 again when the "COOLAN TEMP/S" reaches to 70°C (158°F).

Overall Function Check

NFEC0467

Use this procedure to check the overall function of the rear heated oxygen sensor circuit. During this check, a 1st trip DTC might not be confirmed.

WITH GST

NFEC0467S01

- 1) Start engine and drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes.
- 2) Stop vehicle with engine running.
- 3) Set voltmeter probes between ECM terminal 72 (Rear HO2S signal) and engine ground.
- 4) Check the voltage when racing up to 4,000 rpm under no load at least 10 times.
(Depress and release accelerator pedal as soon as possible.)
The voltage should change at more than 0.06V for 1 second during this procedure.
If the voltage can be confirmed in step 4, step 5 is not necessary.
- 5) Keep vehicle at idling for 10 minutes, then check the voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in 3rd gear position (M/T), "D" position with "OD" OFF (A/T).
The voltage should change at more than 0.06V for 1 second during this procedure.

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DTC P0139 REAR HO2S (RESPONSE MONITORING) EXCEPT FOR CALIFORNIA

Overall Function Check (Cont'd)

6) If NG, go to "Diagnostic Procedure", EC-290.

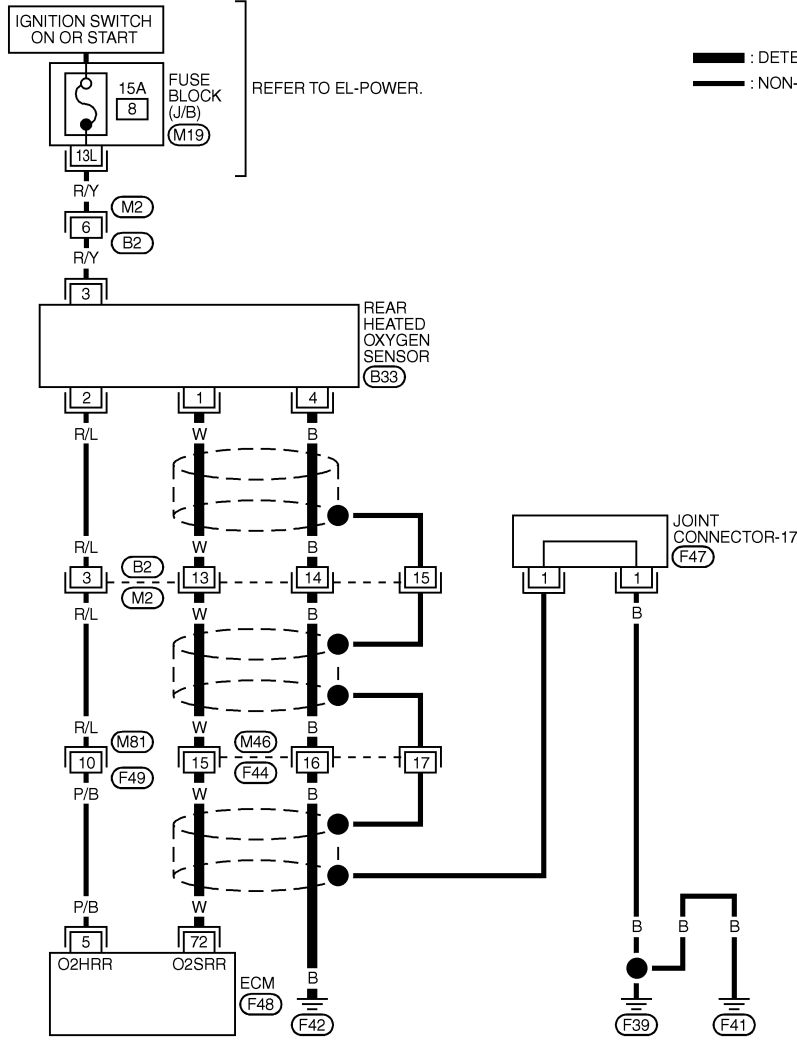
DTC P0139 REAR HO2S (RESPONSE MONITORING) EXCEPT FOR CALIFORNIA

Wiring Diagram

Wiring Diagram

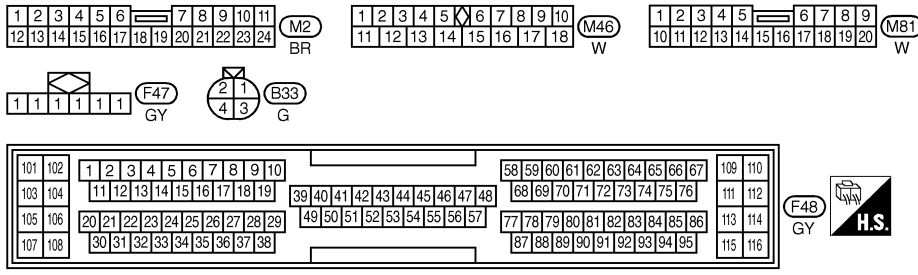
=NFEC0468

EC-RR02-01



— : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC

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REFER TO THE FOLLOWING.
 (M19) - FUSE BLOCK-JUNCTION BOX (J/B)

MEC729C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.
CAUTION:
 DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

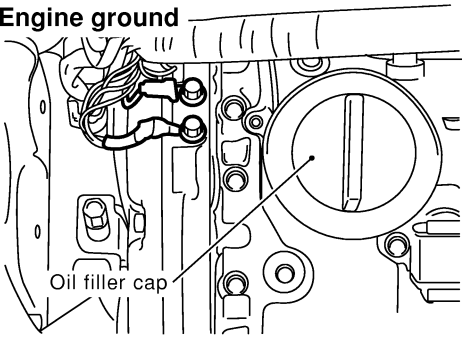
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
72	W	REAR HEATED OXYGEN SENSOR	ENGINE RUNNING FROM IDLE UP TO 2,000 RPM UNDER WARM-UP CONDITION	0 - APPROX. 1.0V

DTC P0139 REAR HO2S (RESPONSE MONITORING) EXCEPT FOR CALIFORNIA

Diagnostic Procedure

Diagnostic Procedure

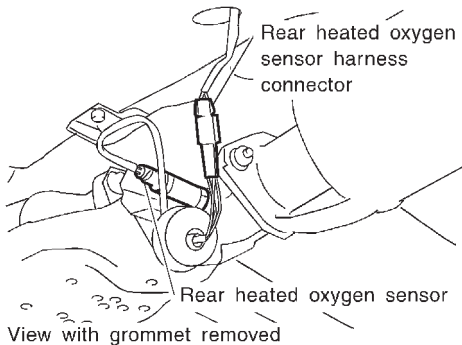
NFEC0469

1	RETIGHTEN GROUND SCREWS
<ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Loosen and retighten engine ground screws. 	
	
SEF255X	
▶ GO TO 2.	

2	CLEAR THE SELF-LEARNING DATA									
<p><input type="checkbox"/> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Select "SELF-LEARN CONTOL" in "ACTIVE TEST" mode with CONSULT-II. 3. Clear the self-learning control coefficient by touching "START". 										
<table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <th colspan="3" style="padding: 2px;">ACTIVE TEST</th> </tr> <tr> <td style="padding: 2px;">SELF-LEARNING CONT</td> <td style="padding: 2px;">CMPLT</td> <td style="padding: 2px;">B1 100 %</td> </tr> <tr> <td colspan="3" style="height: 100px;"></td> </tr> </table>		ACTIVE TEST			SELF-LEARNING CONT	CMPLT	B1 100 %			
ACTIVE TEST										
SELF-LEARNING CONT	CMPLT	B1 100 %								
SEF218Y										
<ol style="list-style-type: none"> 4. Run engine for at least 10 minutes at idle speed. Is the 1st trip DTC P0171, P0172, P0174 or P0175 detected? Is it difficult to start engine? 										
<p><input checked="" type="checkbox"/> Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Turn ignition switch "OFF". 3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 5 seconds at idle speed. 4. Stop engine and reconnect mass air flow sensor harness connector. 5. Make sure 1st trip DTC P0100 is displayed. 6. Erase the 1st trip DTC memory. Refer to "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION", EC-87. 7. Make sure DTC P0000 is displayed. 8. Run engine for at least 10 minutes at idle speed. Is the 1st trip DTC P0171, P0172, P0174 or P0175 detected? Is it difficult to start engine? 										
Yes or No										
Yes ▶	Perform trouble diagnosis for DTC P0171, P0174 or P0172, P0175. Refer to EC-346, 354.									
No ▶	GO TO 3.									

DTC P0139 REAR HO2S (RESPONSE MONITORING) EXCEPT FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

3	CHECK REAR HO2S INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT	
<p>1. Turn ignition switch "OFF".</p> <p>2. Disconnect rear heated oxygen sensor harness connector.</p>		GI
		MA EM LC
		SEF816U
<p>3. Disconnect ECM harness connector.</p> <p>4. Check harness continuity between ECM terminal 72 and rear HO2S terminal 1. Refer to Wiring Diagram. Continuity should exist.</p> <p>5. Check harness continuity between ECM terminal 72 or rear HO2S terminal 1 and ground. Refer to Wiring Diagram. Continuity should not exist.</p> <p>6. Also check harness for short to power.</p>		EC
OK or NG		
OK	▶	GO TO 5.
NG	▶	GO TO 4.

4	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors F44, M46 ● Harness connectors M2, B2 ● Harness for open or short between rear heated oxygen sensor and engine ground. 		AT
▶		Repair open circuit or short to ground or short to power in harness or connectors.

5	CHECK REAR HO2S GROUND CIRCUIT FOR OPEN AND SHORT	
<p>1. Check harness continuity between rear HO2S terminal 4 and engine ground. Refer to Wiring Diagram. Continuity should exist.</p> <p>2. Also check harness for short to ground and short to power.</p>		BR
OK or NG		
OK (With CONSULT-II)	▶	GO TO 7.
OK (Without CONSULT-II)	▶	GO TO 8.
NG	▶	GO TO 6.

6	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors F44, M46 ● Harness connectors M2, B2 ● Harness for open or short between rear heated oxygen sensor and engine ground. 		ST
▶		Repair open circuit or short to ground or short to power in harness or connectors.

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DTC P0139 REAR HO2S (RESPONSE MONITORING) EXCEPT FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

7	CHECK REAR HEATED OXYGEN SENSOR
<p>④ With CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes. 2. Stop vehicle with engine running. 3. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "RR O2 SEN-B1" as the monitor item with CONSULT-II. 4. Check "RR O2 SEN-B1" at idle speed when adjusting "FUEL INJECTION" to $\pm 25\%$. 	
(Reference data)	
SEF066Y	
<p>"RR O2 SEN-B1" should be above 0.56V at least once when the "FUEL INJECTION" is +25%. "RR O2 SEN-B1" should be below 0.54V at least once when the "FUEL INJECTION" is -25%.</p> <p>CAUTION:</p> <ul style="list-style-type: none"> ● Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one. ● Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant. 	
OK or NG	
OK	▶ GO TO 10.
NG	▶ Replace rear heated oxygen sensor.

8	CHECK REAR HEATED OXYGEN SENSOR-I
<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes. 2. Stop vehicle with engine running. 3. Set voltmeter probes between ECM terminal 72 (Rear HO2S signal) and engine ground. 4. Check the voltage when racing up to 4,000 rpm under no load at least 10 times. (Depress and release accelerator pedal as soon as possible.) 	
The voltage should be above 0.56V at least once during this procedure.	
SEF317X	
OK or NG	
OK	▶ GO TO 10.
NG	▶ GO TO 9.

DTC P0139 REAR HO2S (RESPONSE MONITORING) EXCEPT FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

9	CHECK REAR HEATED OXYGEN SENSOR-II	
<p>Idle vehicle for 10 minutes, then check voltage between the same terminals as in Test No. 8; or check voltage when coasting from 80 km/h (50 MPH) in 3rd gear position (M/T), "D" position with "OD" OFF (A/T). The voltage should go below 0.54V at least once during this procedure.</p> <p>CAUTION:</p> <ul style="list-style-type: none"> ● Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one. ● Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant. <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 10.
NG	▶	Replace rear heated oxygen sensor.

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10	CHECK REAR HO2S SHIELD CIRCUIT FOR OPEN AND SHORT	
<p>1. Turn ignition switch "OFF". 2. Disconnect joint connector-17. 3. Check the following.</p> <ul style="list-style-type: none"> ● Continuity between joint connector terminal 1 and ground ● Joint connector (Refer to EL-345, "HARNESS LAYOUT".) Continuity should exist. <p>4. Also check harness for short to ground and short to power. 5. Then reconnect joint connector-17.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 11.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

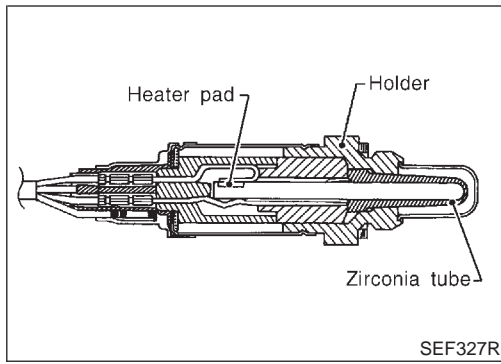
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11	CHECK INTERMITTENT INCIDENT	
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.		
	▶	INSPECTION END

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DTC P0140 REAR HO2S (HIGH VOLTAGE) EXCEPT FOR CALIFORNIA

Component Description



Component Description

NFEC0470

The rear heated oxygen sensor, after three way catalyst, monitors the oxygen level in the exhaust gas.

Even if switching characteristics of the front heated oxygen sensor are shifted, the air fuel ratio is controlled to stoichiometric, by the signal from the rear heated oxygen sensor.

This sensor is made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions.

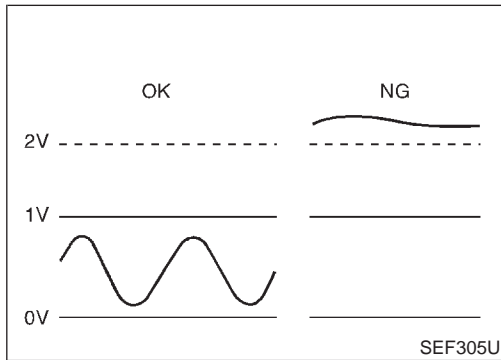
Under normal conditions the rear heated oxygen sensor is not used for engine control operation.

CONSULT-II Reference Value in Data Monitor Mode

NFEC0471

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
RR O2 SEN-B1	● Engine: After warming up Revsing engine from idle up to 2,000 rpm	0 - 0.3V ↔ Approx. 0.6 - 1.0V
RR O2 MNTR-B1		LEAN ↔ RICH



On Board Diagnosis Logic

NFEC0473

The rear heated oxygen sensor has a much longer switching time between rich and lean than the front heated oxygen sensor. The oxygen storage capacity before the three way catalyst causes the longer switching time. To judge the malfunctions of rear heated oxygen sensor, ECM monitors whether the voltage is unusually high during the various driving condition such as fuel-cut.

Malfunction is detected when an excessively high voltage from the sensor is sent to ECM.

Possible Cause

NFEC0474

- Harness or connectors
(The sensor circuit is open or shorted.)
- Rear heated oxygen sensor

5	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm
	COOLAN TEMP/S	XXX °C
	VHCL SPEED SE	XXX km/h
B/FUEL SCHDL	XXX msec	

DTC Confirmation Procedure

NFEC0475

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

WITH CONSULT-II

NFEC0475S01

- 1) Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.

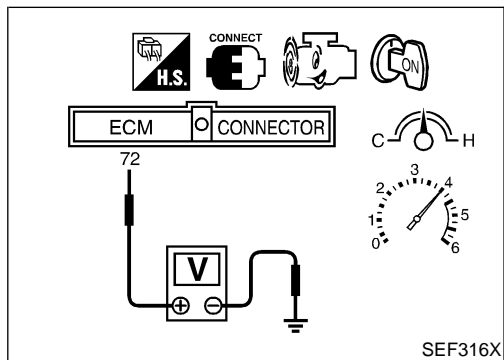
DTC P0140 REAR HO2S (HIGH VOLTAGE) EXCEPT FOR CALIFORNIA

DTC Confirmation Procedure (Cont'd)

- 2) Start engine and drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes.
- 3) Stop vehicle with engine running.
- 4) Let engine idle for 1 minute.
- 5) Maintain the following conditions for at least 5 consecutive seconds.

ENG SPEED	1,300 - 3,100 rpm
VHCL SPEED SE	64 - 130 km/h (40 - 80 MPH)
B/FUEL SCHDL	0.5 - 6.4 msec
COOLAN TEMP/S	70 - 100°C (158 - 212°F)
Selector lever	Suitable position

- 6) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-299.



Overall Function Check

Use this procedure to check the overall function of the rear heated oxygen sensor circuit. During this check, a 1st trip DTC might not be confirmed.

WITH GST

- 1) Start engine and drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes.
- 2) Stop vehicle with engine running.
- 3) Set voltmeter probes between ECM terminal 72 (Rear HO2S signal) and engine ground.
- 4) Check the voltage when racing up to 4,000 rpm under no load at least 10 times.
(Depress and release accelerator pedal as soon as possible.)
The voltage should be below 2V during this procedure.
- 5) If NG, go to "Diagnostic Procedure", EC-299.

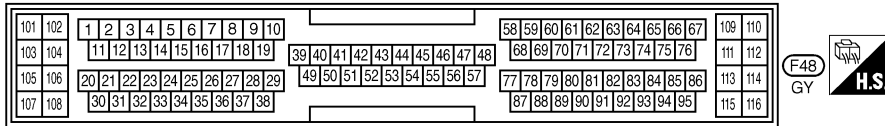
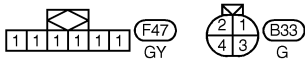
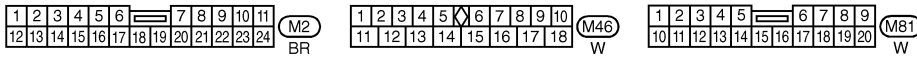
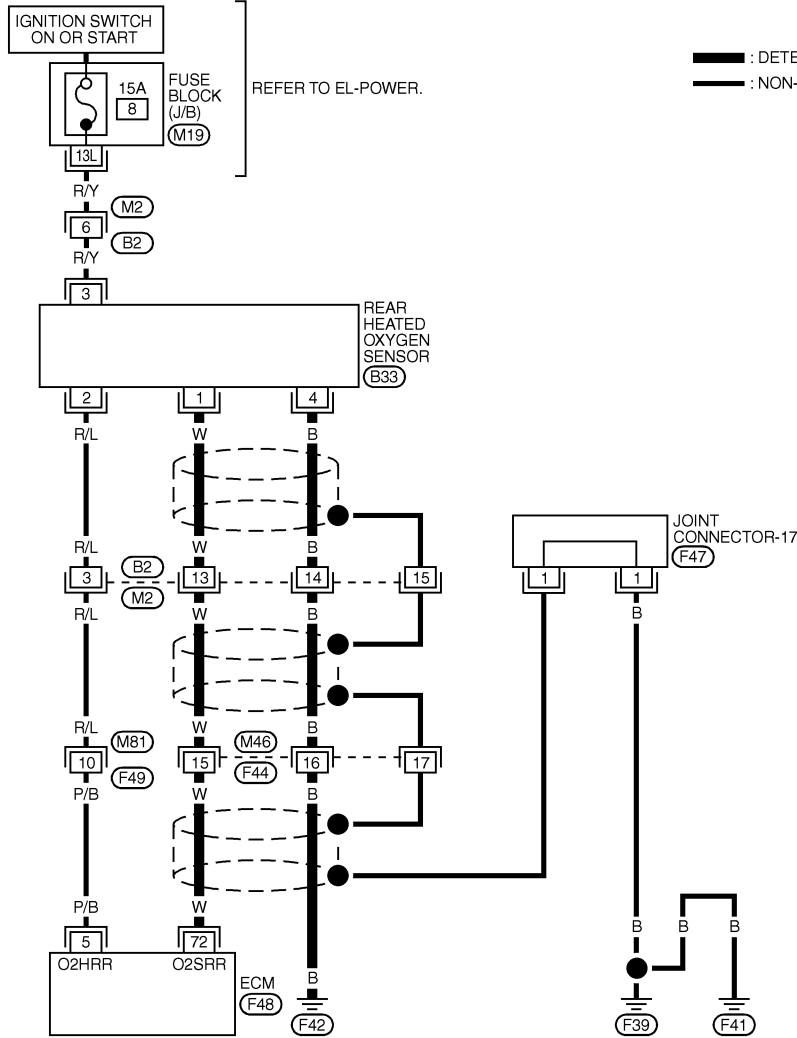
DTC P0140 REAR HO2S (HIGH VOLTAGE) EXCEPT FOR CALIFORNIA

Wiring Diagram

Wiring Diagram

NFEC0477

EC-RR02-01



REFER TO THE FOLLOWING.

(M19) - FUSE BLOCK-JUNCTION BOX (J/B)

MEC729C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

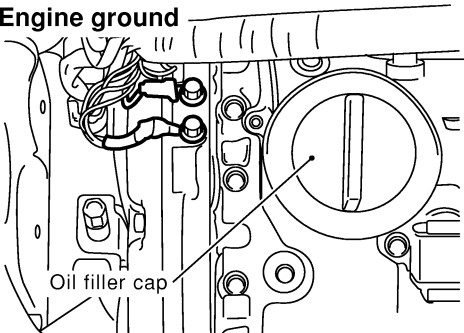
DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

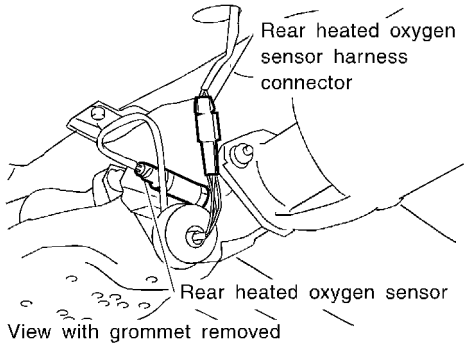
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
72	W	REAR HEATED OXYGEN SENSOR	ENGINE RUNNING FROM IDLE UP TO 2,000 RPM UNDER WARM-UP CONDITION	0 - APPROX. 1.0V

SEF661XB

Diagnostic Procedure

NFEC0478

1	INSPECTION START	<p>1. Turn ignition switch "OFF". 2. Loosen and retighten engine ground screws.</p> <div style="text-align: center;">  <p>Engine ground</p> <p>Oil filler cap</p> </div> <p style="text-align: right;">SEF255X</p>	<p>GI</p> <p>MA</p> <p>EM</p> <p>LC</p> <p>EC</p> <p>FE</p> <p>CL</p>
▶		GO TO 2.	

2	CHECK REAR HO2S INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT	<p>1. Disconnect rear heated oxygen sensor harness connector.</p> <div style="text-align: center;">  <p>Rear heated oxygen sensor harness connector</p> <p>Rear heated oxygen sensor</p> <p>View with grommet removed</p> </div> <p style="text-align: right;">SEF816U</p> <p>2. Disconnect ECM harness connector. 3. Check harness continuity between ECM terminal 72 and rear HO2S terminal 1. Refer to Wiring Diagram. Continuity should exist. 4. Check harness continuity between ECM terminal 72 or rear HO2S terminal 1 and ground. Refer to Wiring Diagram. Continuity should not exist. 5. Also check harness for short to power.</p> <p style="text-align: center;">OK or NG</p>	<p>MT</p> <p>AT</p> <p>AX</p> <p>SU</p> <p>BR</p> <p>ST</p> <p>RS</p> <p>BT</p>
OK		▶	GO TO 4.
NG		▶	GO TO 3.

3	DETECT MALFUNCTIONING PART	<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors F44, M46 ● Harness connectors M2, B2 ● Harness for open or short between rear heated oxygen sensor and engine ground. 	<p>SC</p> <p>EL</p>
▶		Repair open circuit or short to ground or short to power in harness or connectors.	<p>IDX</p>

DTC P0140 REAR HO2S (HIGH VOLTAGE) EXCEPT FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

4		CHECK REAR HO2S GROUND CIRCUIT FOR OPEN AND SHORT
1. Check harness continuity between rear HO2S terminal 4 and engine ground. Refer to Wiring Diagram. Continuity should exist.		
2. Also check harness for short to ground and short to power.		
OK or NG		
OK	▶	GO TO 6.
NG	▶	GO TO 5.

5		DETECT MALFUNCTIONING PART
Check the following.		
<ul style="list-style-type: none">● Harness connectors F44, M46● Harness connectors M2, B2● Harness for open or short between rear heated oxygen sensor and engine ground.		
	▶	Repair open circuit or short to ground or short to power in harness or connectors.

6		CHECK REAR HO2S CONNECTORS FOR WATER
Check rear heated oxygen sensor connector and harness connector for water. Water should not exist.		
OK or NG		
OK (With CONSULT-II)	▶	GO TO 7.
OK (Without CONSULT-II)	▶	GO TO 8.
NG	▶	Repair or replace harness or connectors.

DTC P0140 REAR HO2S (HIGH VOLTAGE) EXCEPT FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

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7	CHECK REAR HEATED OXYGEN SENSOR	
<p>Ⓟ With CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes. 2. Stop vehicle with engine running. 3. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "RR O2 SEN-B1" as the monitor item with CONSULT-II. 4. Check "RR O2 SEN-B1" at idle speed when adjusting "FUEL INJECTION" to $\pm 25\%$. 		
(Reference data)		
<p>The voltage should be above 0.56V at least one time.</p> <p>The voltage should be below 0.54V at least one time.</p>		
SEF066Y		
<p>"RR O2 SEN-B1" should be above 0.56V at least once when the "FUEL INJECTION" is +25%.</p> <p>"RR O2 SEN-B1" should be below 0.54V at least once when the "FUEL INJECTION" is -25%.</p> <p>CAUTION:</p> <ul style="list-style-type: none"> ● Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one. ● Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant. 		
OK or NG		
OK	▶	GO TO 10.
NG	▶	Replace rear heated oxygen sensor.

8	CHECK REAR HEATED OXYGEN SENSOR-I	
<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes. 2. Stop vehicle with engine running. 3. Set voltmeter probes between ECM terminal 72 (Rear HO2S signal) and engine ground. 4. Check the voltage when racing up to 4,000 rpm under no load at least 10 times. (Depress and release accelerator pedal as soon as possible.) 		
<p>The voltage should be above 0.56V at least once during this procedure.</p>		
SEF317X		
OK or NG		
OK	▶	GO TO 10.
NG	▶	GO TO 9.

DTC P0140 REAR HO2S (HIGH VOLTAGE) EXCEPT FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

9	CHECK REAR HEATED OXYGEN SENSOR-II
Idle engine for 10 minutes, then check voltage between the same terminals as in Test No. 8; or check voltage when coasting from 80 km/h (50 MPH) in 3rd gear position (M/T), "D" position with "OD" OFF (A/T). The voltage should go below 0.54V at least once during this procedure.	
CAUTION:	
<ul style="list-style-type: none">● Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.● Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant.	
OK or NG	
OK	▶ GO TO 9.
NG	▶ Replace rear heated oxygen sensor.

10	CHECK REAR HO2S SHIELD CIRCUIT FOR OPEN AND SHORT
1. Turn ignition switch "OFF". 2. Disconnect joint connector-17. 3. Check the following. <ul style="list-style-type: none">● Continuity between joint connector terminal 1 and ground● Joint connector (Refer to EL-345, "HARNESS LAYOUT".) Continuity should exist.	
4. Also check harness for short to ground and short to power. 5. Then reconnect joint connector-17.	
OK or NG	
OK	▶ GO TO 11.
NG	▶ Repair open circuit or short to ground or short to power in harness or connectors.

11	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
	▶ INSPECTION END

DTC P0141 REAR HO2S HEATER EXCEPT FOR CALIFORNIA

Description

Description

SYSTEM DESCRIPTION

NFEC0479

NFEC0479S01

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS)	Engine speed	Rear heated oxygen sensor heater control	Rear heated oxygen sensor heater
Crankshaft position sensor (REF)			

The ECM performs ON/OFF control of the rear heated oxygen sensor heater corresponding to the engine speed.

OPERATION

NFEC0479S02

Engine speed rpm	Rear heated oxygen sensor heater
Above 3,600	OFF
Below 3,600	ON

CONSULT-II Reference Value in Data Monitor Mode

NFEC0480

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
RR O2 HTR-B1	<ul style="list-style-type: none"> Ignition switch: ON (Engine stopped) Engine is running above 3,600 rpm. 	OFF
	<ul style="list-style-type: none"> Engine is running below 3,600 rpm after driving for 2 minutes at a speed of 70 km/h (43 MPH) or more. 	ON

On Board Diagnosis Logic

NFEC0482

Malfunction is detected when the current amperage in the rear heated oxygen sensor heater circuit is out of the normal range. (An improper voltage drop signal is sent to ECM through the rear heated oxygen sensor heater.)

Possible Cause

NFEC0483

- Harness or connectors (The rear heated oxygen sensor heater circuit is open or shorted.)
- Rear heated oxygen sensor heater

DTC P0141 REAR HO2S HEATER EXCEPT FOR CALIFORNIA

DTC Confirmation Procedure

4	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm

SEF058Y

DTC Confirmation Procedure

NFEC0484

NOTE:

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 10.5V and 16V at idle.

WITH CONSULT-II

NFEC0484S01

- 1) Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
- 2) Start engine.
- 3) Drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes.
- 4) Stop vehicle and let engine idle for at least 6 seconds.
- 5) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-307.

WITH GST

NFEC0484S02

- 1) Start engine.
 - 2) Drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes.
 - 3) Stop vehicle and let engine idle for at least 6 seconds.
 - 4) Turn ignition switch "OFF" and wait at least 10 seconds.
 - 5) Start engine.
 - 6) Drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes.
 - 7) Stop vehicle and let engine idle for at least 6 seconds.
 - 8) Select "MODE 3" with GST.
 - 9) If DTC is detected, go to "Diagnostic Procedure", EC-307.
- **When using GST, "DTC Confirmation Procedure" should be performed twice as much as when using CONSULT-II because GST cannot display MODE 7 (1st trip DTC) concerning this diagnosis. Therefore, using CONSULT-II is recommended.**

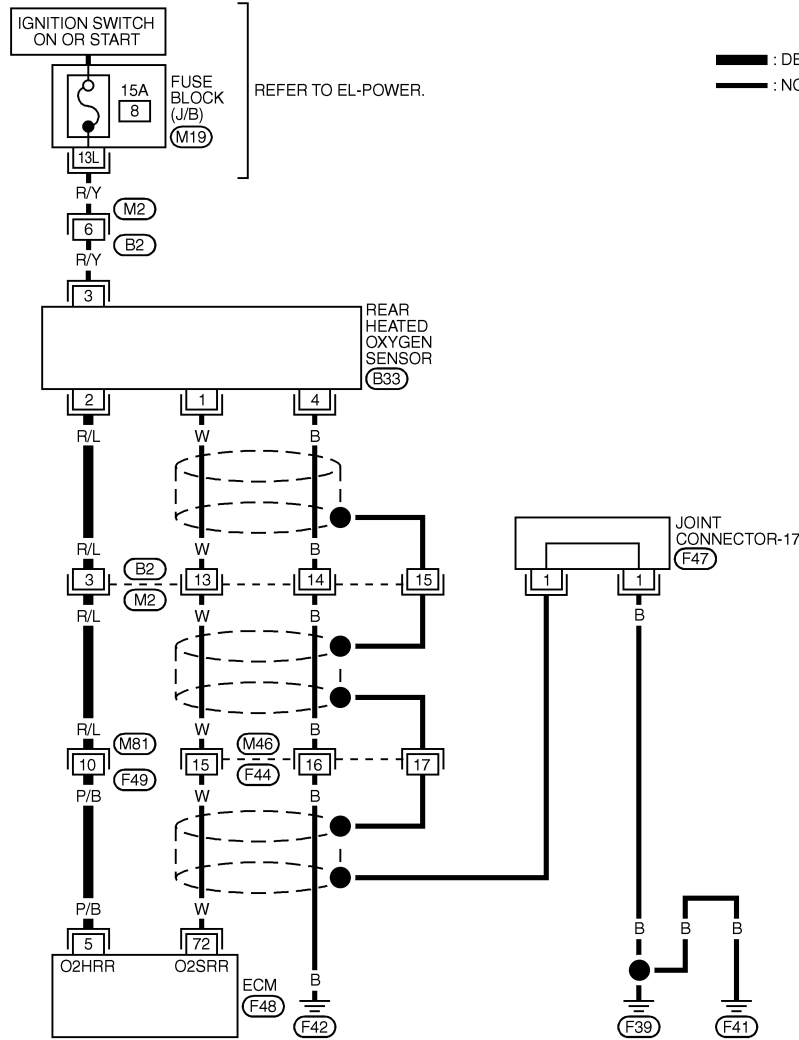
DTC P0141 REAR HO2S HEATER EXCEPT FOR CALIFORNIA

Wiring Diagram

Wiring Diagram

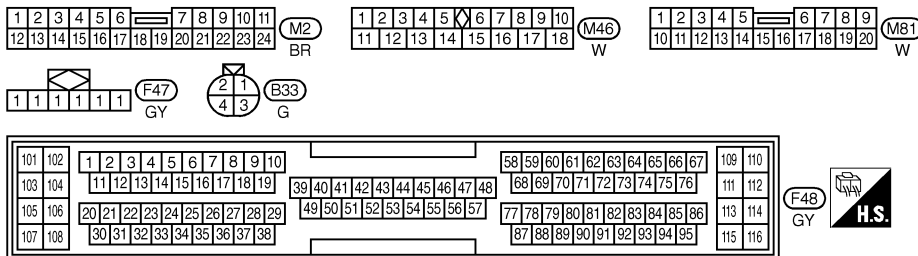
NFEC0485

EC-RR02/H-01



— : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC

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MEC732C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:
 DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
5	P/B	REAR HEATED OXYGEN SENSOR HEATER	IGN ON	BATTERY VOLTAGE
			ENGINE RUNNING ABOVE 3,200 RPM	
			ENGINE RUNNING BELOW 3,200 RPM AFTER DRIVING FOR 2 MINUTES AT A SPEED OF 70 KM/H (43 MPH) OR MORE	0 - 1.0V

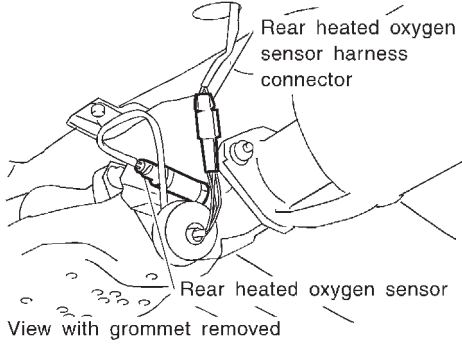
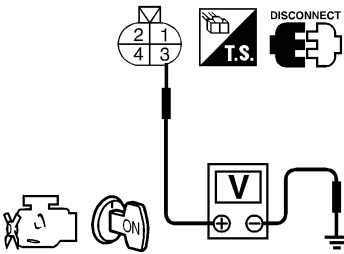
SEF662XB

DTC P0141 REAR HO2S HEATER EXCEPT FOR CALIFORNIA

Diagnostic Procedure

Diagnostic Procedure

NFEC0486

1	CHECK REAR HO2S POWER SUPPLY CIRCUIT
<p>1. Turn ignition switch "OFF". 2. Disconnect rear heated oxygen sensor harness connector.</p> <div style="text-align: center;">  <p style="text-align: center;">View with grommet removed</p> </div> <p style="text-align: right;">SEF816U</p> <p>3. Turn ignition switch "ON". 4. Check voltage between rear HO2S terminal 3 and ground.</p> <div style="text-align: center;">  <p style="text-align: right;">Voltage: Battery voltage</p> </div> <p style="text-align: right;">SEF314X</p> <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 3.
NG	▶ GO TO 2.

2	DETECT MALFUNCTIONING PART
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors M2, B2 ● Fuse block (J/B) connector M19 ● 15A fuse ● Harness for open or short between rear heated oxygen sensor and fuse 	
▶	Repair harness or connectors.

3	CHECK REAR HO2S GROUND CIRCUIT FOR OPEN AND SHORT
<p>1. Turn ignition switch "OFF". 2. Disconnect ECM harness connector. 3. Check harness continuity between ECM terminal 5 and rear HO2S terminal 2. Refer to Wiring Diagram. Continuity should exist. 4. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 5.
NG	▶ GO TO 4.

DTC P0141 REAR HO2S HEATER EXCEPT FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

4	DETECT MALFUNCTIONING PART
Check the following. <ul style="list-style-type: none"> ● Harness connectors F49, M81 ● Harness connectors M2, B2 ● Harness for open or short between rear heated oxygen sensor and engine ground. 	
▶ Repair open circuit or short to ground or short to power in harness or connectors.	

5	CHECK REAR HEATED OXYGEN SENSOR HEATER								
Check the resistance between rear HO2S terminals as follows.									
<table border="1" style="width: 100%;"> <thead> <tr> <th style="width: 30%;">Terminal No.</th> <th>Resistance</th> </tr> </thead> <tbody> <tr> <td>2 and 3</td> <td>2.3 - 4.3Ω at 25°C (77°F)</td> </tr> <tr> <td>1 and 2, 3, 4</td> <td>∞ Ω</td> </tr> <tr> <td>4 and 1, 2, 3</td> <td>(Continuity should not exist.)</td> </tr> </tbody> </table>		Terminal No.	Resistance	2 and 3	2.3 - 4.3Ω at 25°C (77°F)	1 and 2, 3, 4	∞ Ω	4 and 1, 2, 3	(Continuity should not exist.)
Terminal No.	Resistance								
2 and 3	2.3 - 4.3Ω at 25°C (77°F)								
1 and 2, 3, 4	∞ Ω								
4 and 1, 2, 3	(Continuity should not exist.)								
SEF315X									
<p>CAUTION:</p> <ul style="list-style-type: none"> ● Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one. ● Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool J-43897-18 or J-43897-12 and approved anti-seize lubricant. 									
OK or NG									
OK	▶ GO TO 6.								
NG	▶ Replace front heated oxygen sensor.								

6	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
▶ INSPECTION END	

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DTC P0171 (RIGHT, -B1), P0174 (LEFT, -B2) FUEL INJECTION SYSTEM FUNCTION (LEAN)

On Board Diagnosis Logic

On Board Diagnosis Logic

NFEC0169

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 front heated oxygen sensors. 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 light up the MIL (2 trip detection logic).

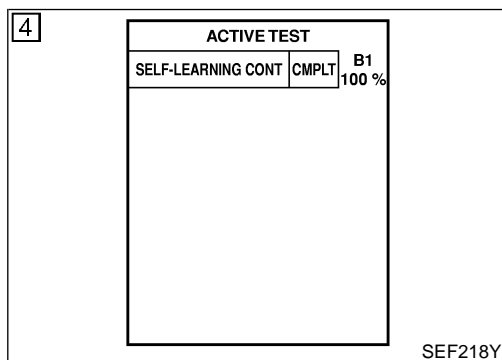
Sensor	Input Signal to ECM	ECM function	Actuator
Front heated oxygen sensors	Density of oxygen in exhaust gas (Mixture ratio feedback signal)	Fuel injection control	Injectors

Malfunction is detected when fuel injection system does not operate properly, the amount of mixture ratio compensation is too large. (The mixture ratio is too lean.)

Possible Cause

NFEC0487

- Intake air leaks
- Front heated oxygen sensor
- Injectors
- Exhaust gas leaks
- Incorrect fuel pressure
- Lack of fuel
- Mass air flow sensor



DTC Confirmation Procedure

NFEC0170

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

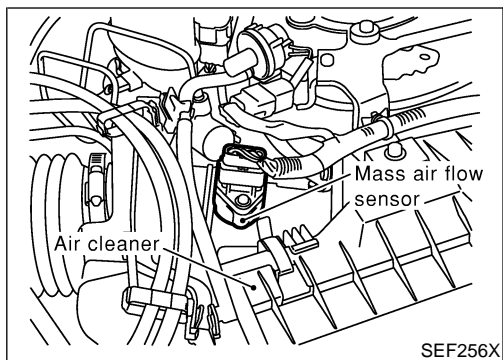
WITH CONSULT-II

NFEC0170S01

- 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" and select "SELF-LEARN CONTROL" in "ACTIVE TEST" mode with CONSULT-II.
- 4) Clear the self-learning control coefficient by touching "START".
- 5) Select "DATA MONITOR" mode with CONSULT-II.
- 6) Start engine again and let it idle for at least 10 minutes. The 1st trip DTC P0171 or P0174 should be detected at this stage, if a malfunction exists. If so, go to "Diagnostic Procedure", EC-350.
- 7) If it is difficult to start engine at step 6, the fuel injection system has a malfunction, too.
- 8) Crank engine while depressing accelerator pedal. If engine starts, go to "Diagnostic Procedure", EC-350. If engine does not start, check exhaust and intake air leak visually.

DTC P0171 (RIGHT, -B1), P0174 (LEFT, -B2) FUEL INJECTION SYSTEM FUNCTION (LEAN)

DTC Confirmation Procedure (Cont'd)



WITH GST

NFEC0170S02

- 1) Start engine and warm it up to normal operating temperature.
- 2) Turn ignition switch "OFF" and wait at least 10 seconds.
- 3) Disconnect mass air flow sensor harness connector. Then restart and run engine for at least 5 seconds at idle speed.
- 4) Stop engine and reconnect mass air flow sensor harness connector.
- 5) Select "MODE 7" with GST. Make sure 1st trip DTC P0100 is detected.
- 6) Select "MODE 4" with GST and erase the 1st trip DTC P0100.
- 7) Start engine again and let it idle for at least 10 minutes.
- 8) Select "MODE 7" with GST. The 1st trip DTC P0171 or P0174 should be detected at this stage, if a malfunction exists. If so, go to "Diagnostic Procedure", EC-350.
- 9) If it is difficult to start engine at step 7, the fuel injection system has a malfunction.
- 10) Crank engine while depressing accelerator pedal. If engine starts, go to "Diagnostic Procedure", EC-350. If engine does not start, check exhaust and intake air leak visually.

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DTC P0171 (RIGHT, -B1), P0174 (LEFT, -B2) FUEL INJECTION SYSTEM FUNCTION (LEAN)

Wiring Diagram

Wiring Diagram

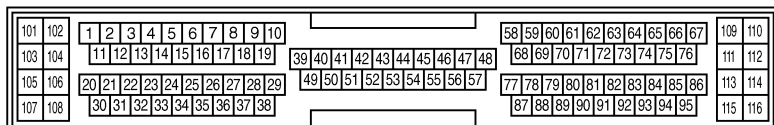
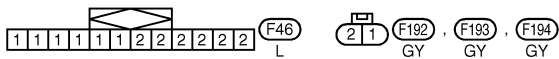
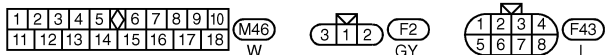
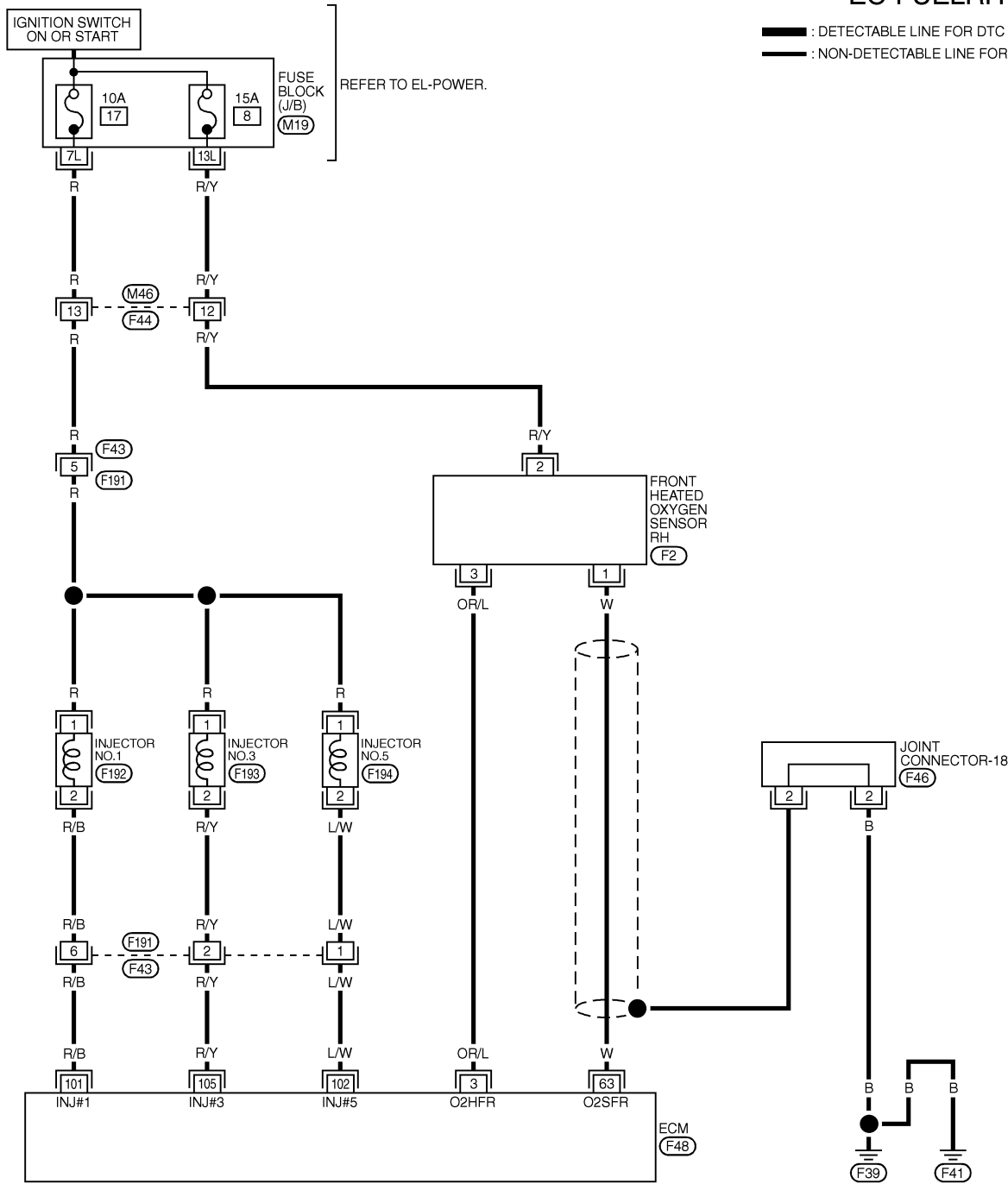
NFEC0171

NFEC0171S01

RIGHT BANK

EC-FUELRH-01

— : DETECTABLE LINE FOR DTC
 - - - : NON-DETECTABLE LINE FOR DTC



REFER TO THE FOLLOWING.
 (M19) - FUSE BLOCK-JUNCTION BOX (J/B)

DTC P0171 (RIGHT, -B1), P0174 (LEFT, -B2) FUEL INJECTION SYSTEM FUNCTION (LEAN)

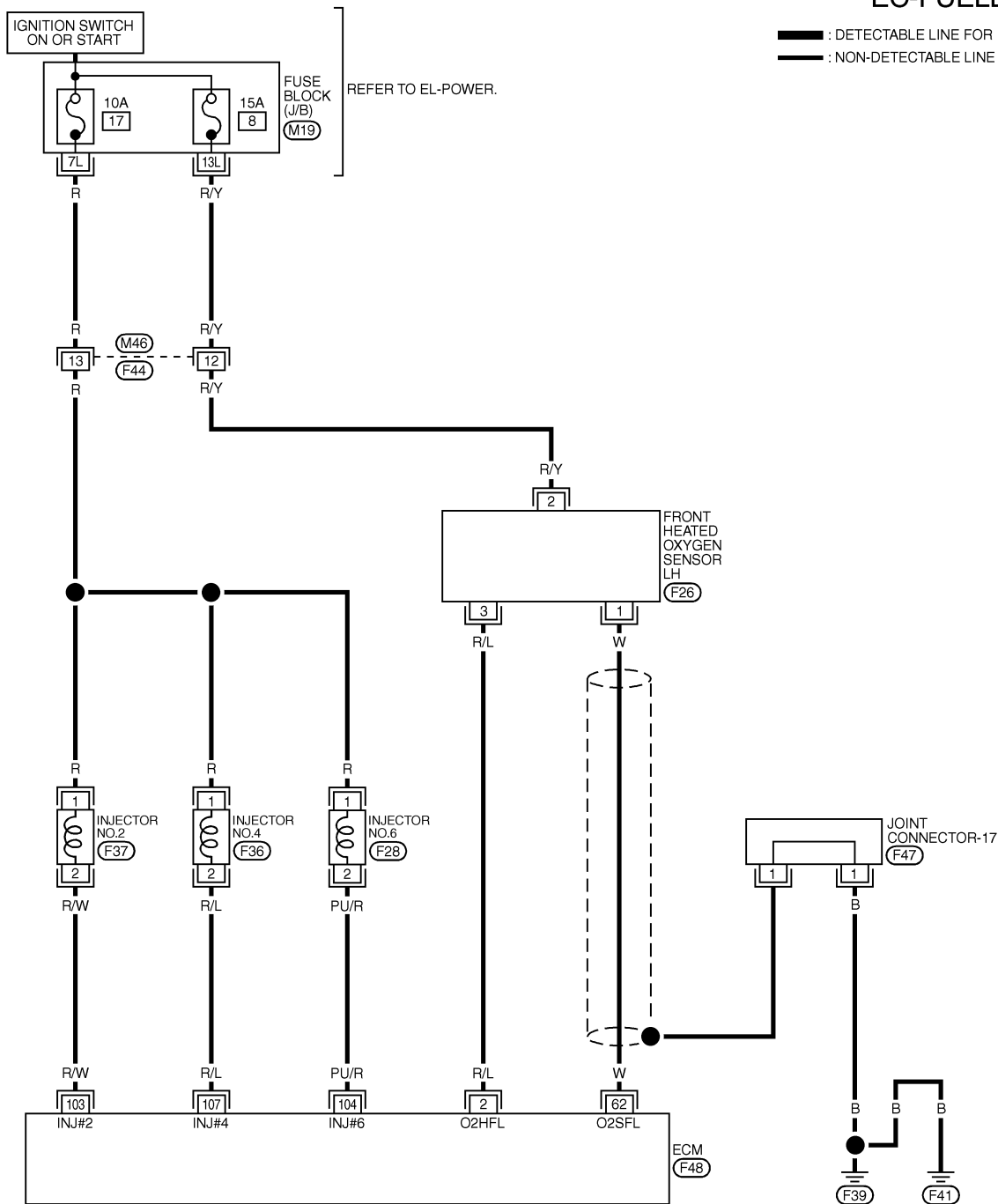
Wiring Diagram (Cont'd)

LEFT BANK

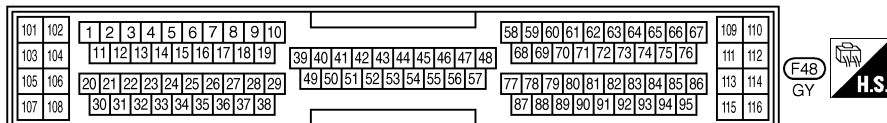
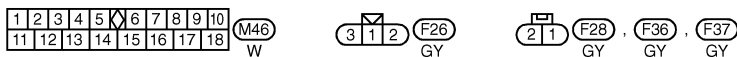
NFEC0171S02

EC-FUELLH-01

: DETECTABLE LINE FOR DTC
 : NON-DETECTABLE LINE FOR DTC



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REFER TO THE FOLLOWING.

(M19) - FUSE BLOCK-JUNCTION BOX (J/B)

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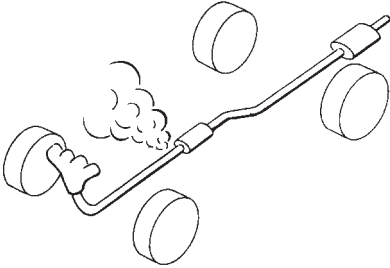
MEC734C

DTC P0171 (RIGHT, -B1), P0174 (LEFT, -B2) FUEL INJECTION SYSTEM FUNCTION (LEAN)

Diagnostic Procedure

Diagnostic Procedure

NFEC0172

1	CHECK EXHAUST AIR LEAK	
<p>1. Start engine and run it at idle. 2. Listen for an exhaust air leak before three way catalyst.</p>		
		
SEF099P		
OK or NG		
OK	▶	GO TO 2.
NG	▶	Repair or replace.

2	CHECK FOR INTAKE AIR LEAK	
Listen for an intake air leak after the mass air flow sensor.		
OK or NG		
OK	▶	GO TO 3.
NG	▶	Repair or replace.

3	CHECK FRONT HEATED OXYGEN SENSOR CIRCUIT FOR OPEN AND SHORT															
<p>1. Turn ignition switch "OFF". 2. Disconnect corresponding front heated oxygen sensor harness connector. 3. Disconnect ECM harness connector. 4. Check harness continuity between ECM terminal and front HO2S terminal as follows. Refer to Wiring Diagram.</p>																
<table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th rowspan="2">DTC</th> <th colspan="2">Terminals</th> <th rowspan="2">Bank</th> </tr> <tr> <th>ECM</th> <th>Sensor</th> </tr> </thead> <tbody> <tr> <td>P0171</td> <td style="text-align: center;">63</td> <td style="text-align: center;">1</td> <td style="text-align: center;">Right</td> </tr> <tr> <td>P0174</td> <td style="text-align: center;">62</td> <td style="text-align: center;">1</td> <td style="text-align: center;">Left</td> </tr> </tbody> </table>			DTC	Terminals		Bank	ECM	Sensor	P0171	63	1	Right	P0174	62	1	Left
DTC	Terminals			Bank												
	ECM	Sensor														
P0171	63	1	Right													
P0174	62	1	Left													
MTBL0348																
<p>Continuity should exist.</p> <p>5. Check harness continuity between ECM terminal or front HO2S terminal and ground as follows. Refer to Wiring Diagram.</p>																
<table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th rowspan="2">DTC</th> <th colspan="2">Terminals</th> <th rowspan="2">Bank</th> </tr> <tr> <th>ECM or Sensor</th> <th>Ground</th> </tr> </thead> <tbody> <tr> <td>P0171</td> <td style="text-align: center;">63 or 1</td> <td style="text-align: center;">Ground</td> <td style="text-align: center;">Right</td> </tr> <tr> <td>P0174</td> <td style="text-align: center;">62 or 1</td> <td style="text-align: center;">Ground</td> <td style="text-align: center;">Left</td> </tr> </tbody> </table>			DTC	Terminals		Bank	ECM or Sensor	Ground	P0171	63 or 1	Ground	Right	P0174	62 or 1	Ground	Left
DTC	Terminals			Bank												
	ECM or Sensor	Ground														
P0171	63 or 1	Ground	Right													
P0174	62 or 1	Ground	Left													
MTBL0349																
<p>Continuity should not exist.</p> <p>6. Also check harness for short to power.</p>																
OK or NG																
OK	▶	GO TO 4.														
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.														

DTC P0171 (RIGHT, -B1), P0174 (LEFT, -B2) FUEL INJECTION SYSTEM FUNCTION (LEAN)

Diagnostic Procedure (Cont'd)

4	CHECK FUEL PRESSURE	
	<p>1. Release fuel pressure to zero. Refer to EC-54.</p> <p>2. Install fuel pressure gauge and check fuel pressure. Refer to EC-54.</p> <p style="margin-left: 20px;">At idling:</p> <p style="margin-left: 40px;">When fuel pressure regulator valve vacuum hose is connected. 235 kPa (2.4 kg/cm², 34 psi)</p> <p style="margin-left: 40px;">When fuel pressure regulator valve vacuum hose is disconnected. 294 kPa (3.0 kg/cm², 43 psi)</p> <p style="text-align: center;">OK or NG</p>	
	OK	▶ GO TO 6.
	NG	▶ GO TO 5.

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5	DETECT MALFUNCTIONING PART	
	<p>Check the following.</p> <ul style="list-style-type: none"> ● Fuel pump and circuit (Refer to EC-715.) ● Fuel pressure regulator (Refer to EC-55.) ● Fuel lines (Refer to MA-16, "Checking Fuel Lines".) ● Fuel filter for clogging 	
	▶	Repair or replace.

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6	CHECK MASS AIR FLOW SENSOR	
	<p> With CONSULT-II</p> <p>1. Install all removed parts.</p> <p>2. Check "MASS AIR FLOW" in "DATA MONITOR" mode with CONSULT-II.</p> <p style="margin-left: 20px;">2.0 - 6.0 g-m/sec: at idling</p> <p style="margin-left: 20px;">7.0 - 20.0 g-m/sec: at 2,500 rpm</p>	
	<p> With GST</p> <p>1. Install all removed parts.</p> <p>2. Check mass air flow sensor signal in MODE 1 with GST.</p> <p style="margin-left: 20px;">2.0 - 6.0 g-m/sec: at idling</p> <p style="margin-left: 20px;">7.0 - 20.0 g-m/sec: at 2,500 rpm</p> <p style="text-align: center;">OK or NG</p>	
	OK	▶ GO TO 7.
	NG	▶ Check connectors for rusted terminals or loose connections in the mass air flow sensor circuit or engine grounds. Refer to EC-169.

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DTC P0171 (RIGHT, -B1), P0174 (LEFT, -B2) FUEL INJECTION SYSTEM FUNCTION (LEAN)

Diagnostic Procedure (Cont'd)

7 CHECK FUNCTION OF INJECTORS

With CONSULT-II

1. Start engine.
2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT-II.

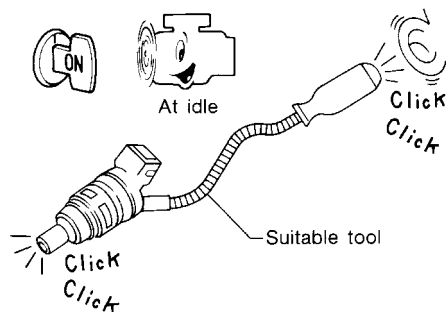
ACTIVE TEST	
POWER BALANCE	
MONITOR	
ENG SPEED	XXX rpm
MAS AIF SE-B1	XXX V
IACV-AAC/V	XXX step

SEF070Y

3. Make sure that each circuit produces a momentary engine speed drop.

Without CONSULT-II

1. Start engine.
2. Listen to each injector operating sound.



MEC703B

Clicking noise should be heard.

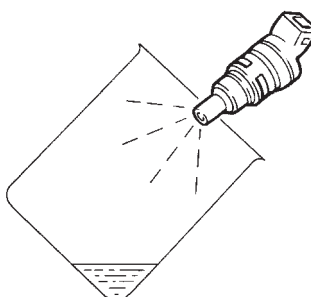
OK or NG

OK ► GO TO 8.

NG ► Perform trouble diagnosis for "INJECTORS", EC-705.

DTC P0171 (RIGHT, -B1), P0174 (LEFT, -B2) FUEL INJECTION SYSTEM FUNCTION (LEAN)

Diagnostic Procedure (Cont'd)

8	CHECK INJECTOR		
	<ol style="list-style-type: none"> 1. Confirm that the engine is cooled down and there are no fire hazards near the vehicle. 2. Turn ignition switch "OFF". 3. Disconnect injector harness connectors on left bank (for DTC P0171), right bank (for DTC P0174). 4. Remove injector gallery assembly. Refer to EC-56. Keep fuel hose and all injectors connected to injector gallery. The injector harness connectors on right bank (for DTC P0171), left bank (for DTC P0174) should remain connected. 5. Disconnect all ignition coil harness connectors. 6. Prepare pans or saucers under each injector. 7. Crank engine for about 3 seconds. Make sure that fuel sprays out from injectors. 		GI MA EM LC EC FE CL MT AT AX
			
	<p>Fuel should be sprayed evenly for each injector.</p> <p>OK or NG</p>		SEF595Q
	OK	▶	GO TO 9.
	NG	▶	Replace injectors from which fuel does not spray out. Always replace O-ring with new ones.

9	CHECK INTERMITTENT INCIDENT		
	Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.		
	▶	INSPECTION END	

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DTC P0172 (RIGHT, -B1), P0175 (LEFT, -B2) FUEL INJECTION SYSTEM FUNCTION (RICH)

On Board Diagnosis Logic

On Board Diagnosis Logic

NFEC0173

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 front heated oxygen sensors. 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 light up the MIL (2 trip detection logic).

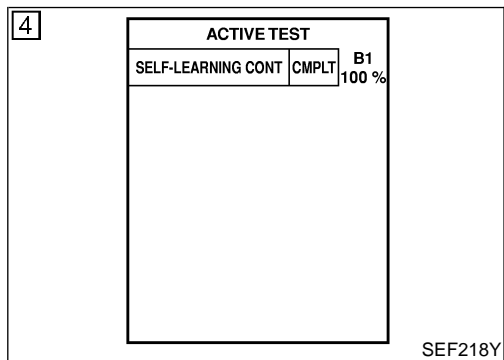
Sensor	Input Signal to ECM	ECM function	Actuator
Front heated oxygen sensors	Density of oxygen in exhaust gas (Mixture ratio feedback signal)	Fuel injection control	Injectors

Malfunction is detected when fuel injection system does not operate properly, the amount of mixture ratio compensation is too large. (The mixture ratio is too rich.)

Possible Cause

NFEC0488

- Front heated oxygen sensor
- Injectors
- Exhaust gas leaks
- Incorrect fuel pressure
- Mass air flow sensor



DTC Confirmation Procedure

NFEC0174

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

WITH CONSULT-II

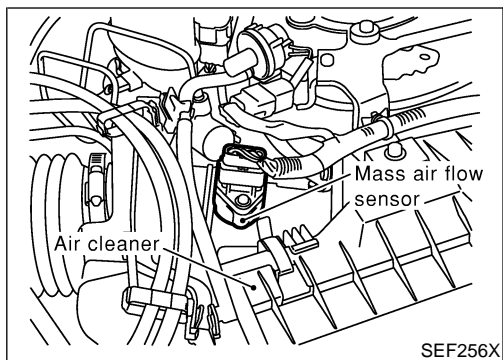
NFEC0174S01

- 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" and select "SELF-LEARN CONTROL" in "ACTIVE TEST" mode with CONSULT-II.
- 4) Clear the self-learning control coefficient by touching "START".
- 5) Select "DATA MONITOR" mode with CONSULT-II.
- 6) Start engine again and let it idle for at least 10 minutes. The 1st trip DTC P0172, P0175 should be detected at this stage, if a malfunction exists. If so, go to "Diagnostic Procedure", EC-358.
- 7) If it is difficult to start engine at step 6, the fuel injection system has a malfunction, too.
- 8) Crank engine while depressing accelerator pedal. If engine starts, go to "Diagnostic Procedure", EC-358. If engine does not start, remove ignition plugs and check for fouling, etc.

EC-354

DTC P0172 (RIGHT, -B1), P0175 (LEFT, -B2) FUEL INJECTION SYSTEM FUNCTION (RICH)

DTC Confirmation Procedure (Cont'd)



WITH GST

NFEC0174S02

- 1) Start engine and warm it up to normal operating temperature.
- 2) Turn ignition switch "OFF" and wait at least 10 seconds.
- 3) Disconnect mass air flow sensor harness connector. Then restart and run engine for at least 5 seconds at idle speed.
- 4) Stop engine and reconnect mass air flow sensor harness connector.
- 5) Select "MODE 7" with GST. Make sure 1st trip DTC P0100 is detected.
- 6) Select "MODE 4" with GST and erase the 1st trip DTC P0100.
- 7) Start engine again and let it idle for at least 10 minutes.
- 8) Select "MODE 7" with GST. The 1st trip DTC P0172 or P0175 should be detected at this stage, if a malfunction exists. If so, go to "Diagnostic Procedure", EC-358.
- 9) If it is difficult to start engine at step 7, the fuel injection system has a malfunction.
- 10) Crank engine while depressing accelerator pedal. If engine starts, go to "Diagnostic Procedure", EC-358. If engine does not start, check exhaust and intake air leak visually.

GI

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DTC P0172 (RIGHT, -B1), P0175 (LEFT, -B2) FUEL INJECTION SYSTEM FUNCTION (RICH)

Wiring Diagram

Wiring Diagram

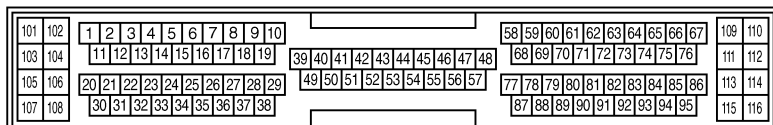
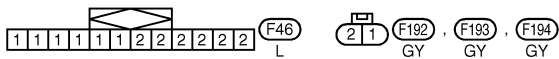
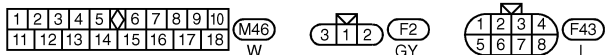
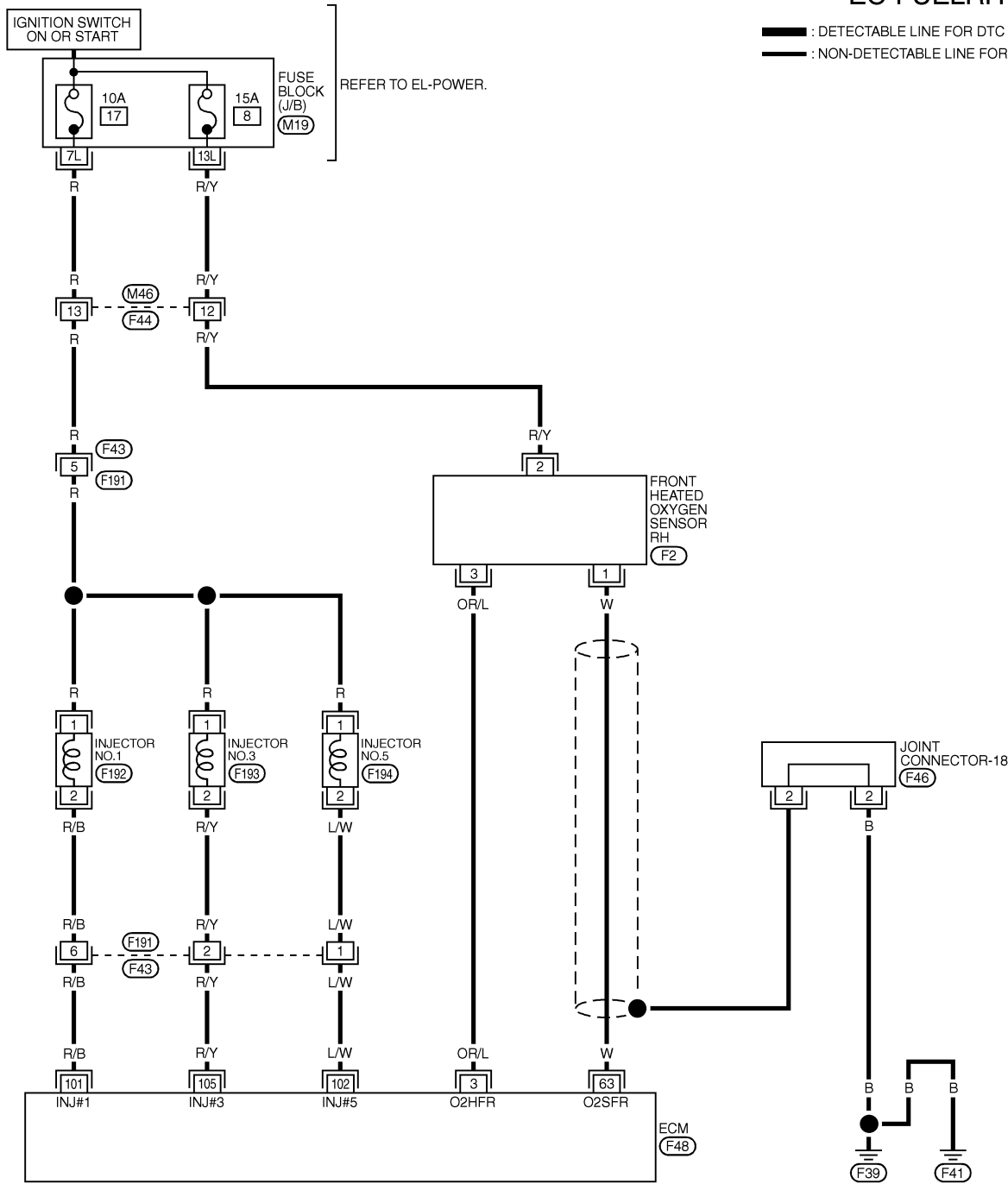
NFEC0175

NFEC0175S01

RIGHT BANK

EC-FUEL RH-01

— : DETECTABLE LINE FOR DTC
 - - - : NON-DETECTABLE LINE FOR DTC



REFER TO THE FOLLOWING.

(M19) - FUSE BLOCK-JUNCTION BOX (J/B)

MEC733C

DTC P0172 (RIGHT, -B1), P0175 (LEFT, -B2) FUEL INJECTION SYSTEM FUNCTION (RICH)

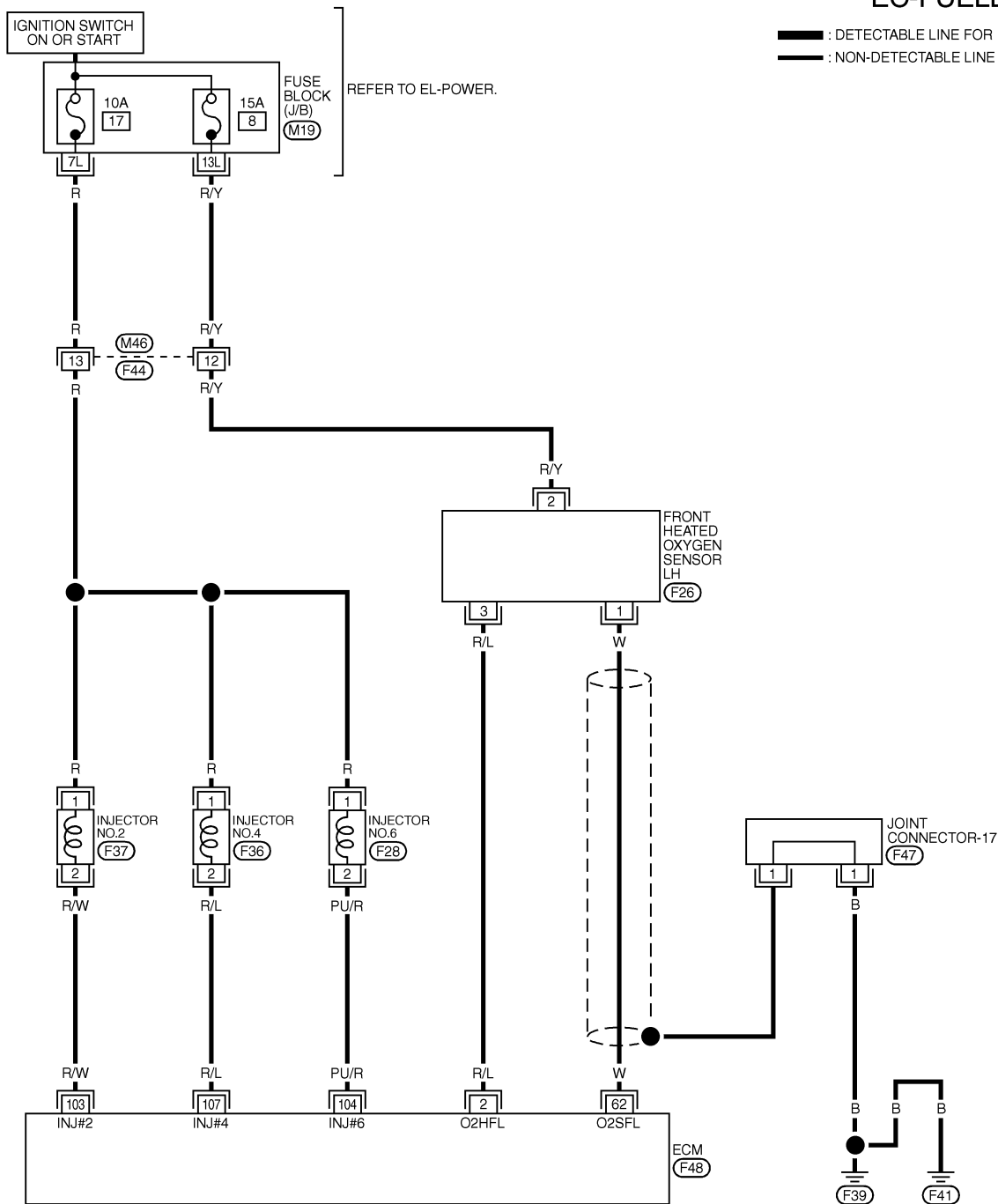
Wiring Diagram (Cont'd)

LEFT BANK

NFEC0175S02

EC-FUELLH-01

: DETECTABLE LINE FOR DTC
 : NON-DETECTABLE LINE FOR DTC



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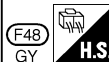
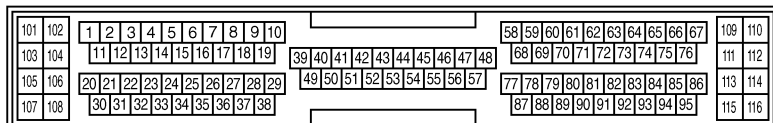
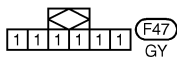
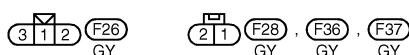
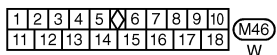
BT

HA

SC

EL

IDX



REFER TO THE FOLLOWING.

(M19) - FUSE BLOCK-JUNCTION BOX (J/B)

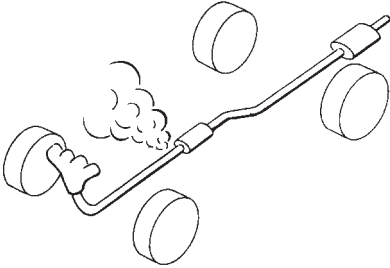
MEC734C

DTC P0172 (RIGHT, -B1), P0175 (LEFT, -B2) FUEL INJECTION SYSTEM FUNCTION (RICH)

Diagnostic Procedure

Diagnostic Procedure

NFEC0176

1	CHECK EXHAUST AIR LEAK	
<p>1. Start engine and run it at idle. 2. Listen for an exhaust air leak before three way catalyst.</p>		
		
SEF099P		
OK or NG		
OK	▶	GO TO 2.
NG	▶	Repair or replace.

2	CHECK FOR INTAKE AIR LEAK	
Listen for an intake air leak after the mass air flow sensor.		
OK or NG		
OK	▶	GO TO 3.
NG	▶	Repair or replace.

3	CHECK FRONT HEATED OXYGEN SENSOR CIRCUIT FOR OPEN AND SHORT															
<p>1. Turn ignition switch "OFF". 2. Disconnect corresponding front heated oxygen sensor harness connector. 3. Disconnect ECM harness connector. 4. Check harness continuity between ECM terminal and front HO2S terminal as follows. Refer to Wiring Diagram.</p>																
<table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th rowspan="2">DTC</th> <th colspan="2">Terminals</th> <th rowspan="2">Bank</th> </tr> <tr> <th>ECM</th> <th>Sensor</th> </tr> </thead> <tbody> <tr> <td>P0172</td> <td style="text-align: center;">63</td> <td style="text-align: center;">1</td> <td style="text-align: center;">Right</td> </tr> <tr> <td>P0175</td> <td style="text-align: center;">62</td> <td style="text-align: center;">1</td> <td style="text-align: center;">Left</td> </tr> </tbody> </table>			DTC	Terminals		Bank	ECM	Sensor	P0172	63	1	Right	P0175	62	1	Left
DTC	Terminals			Bank												
	ECM	Sensor														
P0172	63	1	Right													
P0175	62	1	Left													
MTBL0350																
<p>Continuity should exist.</p> <p>5. Check harness continuity between ECM terminal or front HO2S terminal and ground as follows. Refer to Wiring Diagram.</p>																
<table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th rowspan="2">DTC</th> <th colspan="2">Terminals</th> <th rowspan="2">Bank</th> </tr> <tr> <th>ECM or Sensor</th> <th>Ground</th> </tr> </thead> <tbody> <tr> <td>P0172</td> <td style="text-align: center;">63 or 1</td> <td style="text-align: center;">Ground</td> <td style="text-align: center;">Right</td> </tr> <tr> <td>P0175</td> <td style="text-align: center;">62 or 1</td> <td style="text-align: center;">Ground</td> <td style="text-align: center;">Left</td> </tr> </tbody> </table>			DTC	Terminals		Bank	ECM or Sensor	Ground	P0172	63 or 1	Ground	Right	P0175	62 or 1	Ground	Left
DTC	Terminals			Bank												
	ECM or Sensor	Ground														
P0172	63 or 1	Ground	Right													
P0175	62 or 1	Ground	Left													
MTBL0351																
<p>Continuity should not exist.</p> <p>6. Also check harness for short to power.</p>																
OK or NG																
OK	▶	GO TO 4.														
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.														

DTC P0172 (RIGHT, -B1), P0175 (LEFT, -B2) FUEL INJECTION SYSTEM FUNCTION (RICH)

Diagnostic Procedure (Cont'd)

4	CHECK FUEL PRESSURE	
	1. Release fuel pressure to zero. Refer to EC-54. 2. Install fuel pressure gauge and check fuel pressure. Refer to EC-54. At idling: When fuel pressure regulator valve vacuum hose is connected. 235 kPa (2.4 kg/cm², 34 psi) When fuel pressure regulator valve vacuum hose is disconnected. 294 kPa (3.0 kg/cm², 43 psi)	
	OK or NG	
OK	▶	GO TO 6.
NG	▶	GO TO 5.

GI

MA

EM

LC

EC

5	DETECT MALFUNCTIONING PART	
	Check the following. <ul style="list-style-type: none"> ● Fuel pump and circuit (Refer to EC-715.) ● Fuel pressure regulator (Refer to EC-55.) 	
	▶	Repair or replace.

FE

CL

6	CHECK MASS AIR FLOW SENSOR	
	Ⓜ With CONSULT-II 1. Install all removed parts. 2. Check "MASS AIR FLOW" in "DATA MONITOR" mode with CONSULT-II. 2.0 - 6.0 g-m/sec: at idling 7.0 - 20.0 g-m/sec: at 2,500 rpm	
	Ⓜ With GST 1. Install all removed parts. 2. Check mass air flow sensor signal in MODE 1 with GST. 2.0 - 6.0 g-m/sec: at idling 7.0 - 20.0 g-m/sec: at 2,500 rpm	
	OK or NG	
OK	▶	GO TO 7.
NG	▶	Check connectors for rusted terminals or loose connections in the mass air flow sensor circuit or engine grounds. Refer to EC-169.

MT

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RS

BT

HA

SC

EL

IDX

DTC P0172 (RIGHT, -B1), P0175 (LEFT, -B2) FUEL INJECTION SYSTEM FUNCTION (RICH)

Diagnostic Procedure (Cont'd)

7	CHECK FUNCTION OF INJECTORS																				
<p> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine. 2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT-II. 																					
<table border="1" style="margin: auto; border-collapse: collapse;"> <tr><th colspan="2">ACTIVE TEST</th></tr> <tr><td>POWER BALANCE</td><td></td></tr> <tr><th colspan="2">MONITOR</th></tr> <tr><td>ENG SPEED</td><td>XXX rpm</td></tr> <tr><td>MAS AIF SE-B1</td><td>XXX V</td></tr> <tr><td>IACV-AAC/V</td><td>XXX step</td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>		ACTIVE TEST		POWER BALANCE		MONITOR		ENG SPEED	XXX rpm	MAS AIF SE-B1	XXX V	IACV-AAC/V	XXX step								
ACTIVE TEST																					
POWER BALANCE																					
MONITOR																					
ENG SPEED	XXX rpm																				
MAS AIF SE-B1	XXX V																				
IACV-AAC/V	XXX step																				
<p>3. Make sure that each circuit produces a momentary engine speed drop.</p>																					
<p> Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine. 2. Listen to each injector operating sound. 																					
<p>Clicking noise should be heard.</p> <p>OK or NG</p>																					
OK	▶	GO TO 8.																			
NG	▶	Perform trouble diagnosis for "INJECTORS", EC-706.																			

SEF070Y

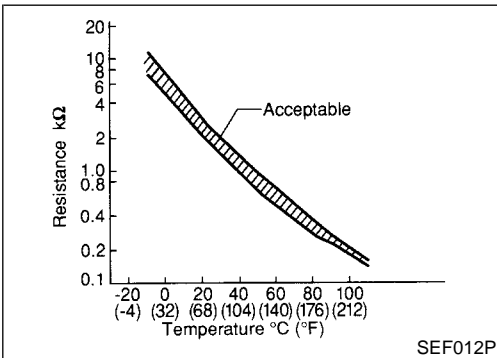
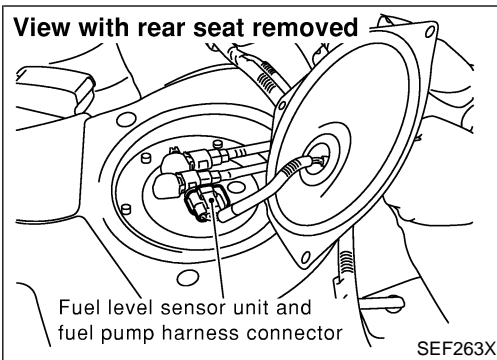
MEC703B

8	CHECK INJECTOR	
<ol style="list-style-type: none"> 1. Remove injector assembly. Refer to EC-56. Keep fuel hose and all injectors connected to injector gallery. 2. Confirm that the engine is cooled down and there are no fire hazards near the vehicle. 3. Disconnect injector harness connectors left bank (for DTC P0172), right bank (for P0175). The injector harness connectors on right bank (for P0172), left bank (for P0175) should remain connected. 4. Disconnect all ignition coil harness connectors. 5. Prepare pans or saucers under each injectors. 6. Crank engine for about 3 seconds. Make sure fuel does not drip from injector. 		
<p>OK or NG</p>		
OK (Does not drip.)	▶	GO TO 9.
NG (Drips.)	▶	Replace the injectors from which fuel is dripping. Always replace O-ring with new one.

9	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
▶	INSPECTION END

DTC P0180 FUEL TANK TEMPERATURE SENSOR

Component Description



Component Description

NFEC0177

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

GI
MA
EM
LC

<Reference data>

Fuel temperature °C (°F)	Voltage* V	Resistance kΩ
20 (68)	3.5	2.3 - 2.7
50 (122)	2.2	0.79 - 0.90

EC
FE

*: These data are reference values and are measured between ECM terminal 92 (Fuel tank temperature sensor) and ground.

CAUTION:

Do not use ECM ground terminals when measuring the voltage. Doing so may result in damage to the ECM's transistor. Use ground other than the ECM terminals, such as the body ground.

CL
MT
AT

On Board Diagnosis Logic

NFEC0178

Malfunction is detected when an excessively high or low voltage is sent to ECM, rationally incorrect voltage is sent to ECM, compared with the voltage signals from engine coolant temperature sensor and intake air temperature sensor.

ST
RS
BT

Possible Cause

NFEC0489

- Harness or connectors (The sensor circuit is open or shorted.)
- Fuel tank temperature sensor

SC
EL
IDX

DTC P0180 FUEL TANK TEMPERATURE SENSOR

DTC Confirmation Procedure

DTC Confirmation Procedure

NFEC0179

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

3	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm
	COOLAN TEMP/S	XXX °C

SEF174Y

WITH CONSULT-II

NFEC0179S01

- 1) Turn ignition switch "ON".
- 2) Select "DATA MONITOR" mode with CONSULT-II.
- 3) Wait at least 10 seconds.
If the result is NG, go to "Diagnostic Procedure", EC-364.
If the result is OK, go to following step.
- 4) Check "COOLAN TEMP/S" value.
If "COOLAN TEMP/S" is less than 60°C (140°F), the result will be OK.
If "COOLAN TEMP/S" is above 60°C (140°F), go to the following step.
- 5) Cool engine down until "COOLAN TEMP/S" is less than 60°C (140°F).
- 6) Wait at least 10 seconds.
- 7) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-364.

WITH GST

NFEC0179S02

Follow the procedure "With CONSULT-II" above.

DTC P0180 FUEL TANK TEMPERATURE SENSOR

Wiring Diagram

Wiring Diagram

NFEC0180

EC-TFTS-01

GI

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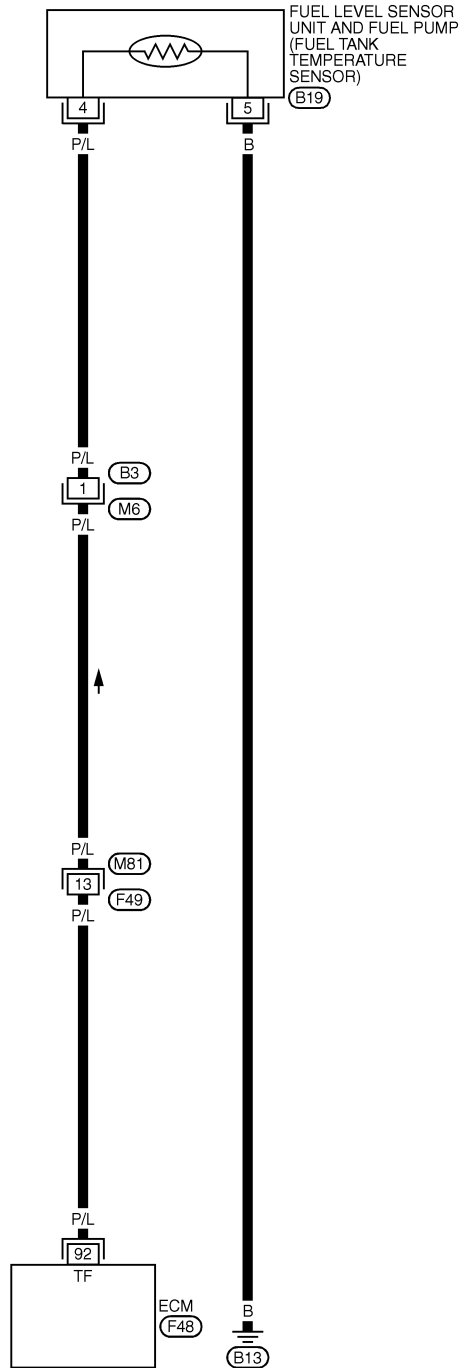
BT

HA

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IDX



— : DETECTABLE LINE FOR DTC
— : NON-DETECTABLE LINE FOR DTC

1	2	3	4	5	6	7	8	9	10	(M6) W	1	2	3	4	5	6	7	8	9	(M81) W	5	4	3	2	1	(B19) GY	
11	12	13	14	15	16	17	18				10	11	12	13	14	15	16	17	18	19	20						

101	102	1	2	3	4	5	6	7	8	9	10																	108	110
103	104	11	12	13	14	15	16	17	18	19																		111	112
105	106	20	21	22	23	24	25	26	27	28	29																113	114	
107	108	30	31	32	33	34	35	36	37	38																	115	116	

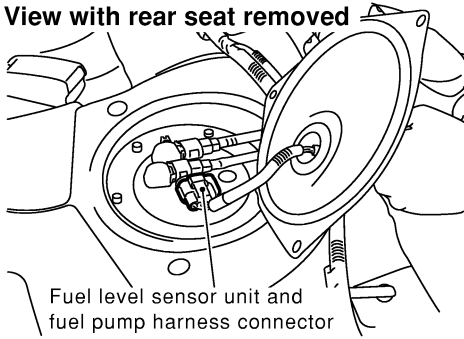
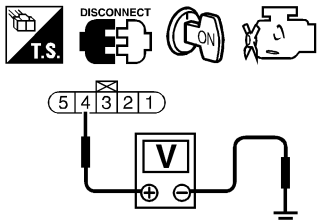
(F48) GY

DTC P0180 FUEL TANK TEMPERATURE SENSOR

Diagnostic Procedure

Diagnostic Procedure

NFEC0181

1	CHECK FUEL TANK TEMPERATURE SENSOR POWER SUPPLY CIRCUIT	
<p>1. Turn ignition switch "OFF". 2. Disconnect fuel level sensor unit and fuel pump harness connector.</p> <div style="text-align: center;"> <p>View with rear seat removed</p>  <p>Fuel level sensor unit and fuel pump harness connector</p> </div> <p style="text-align: right;">SEF263X</p> <p>3. Turn ignition switch "ON". 4. Check voltage between fuel level sensor unit and fuel pump terminal 4 and ground with CONSULT-II or tester.</p> <div style="text-align: center;">  <p>Voltage: Approximately 5V</p> </div> <p style="text-align: right;">SEF586X</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 3.
NG	▶	GO TO 2.

2	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors B3, M6 ● Harness connectors M81, F49 ● Harness for open or short between ECM and fuel level sensor unit and fuel pump 		
▶		Repair harness or connector.

3	CHECK FUEL TANK TEMPERATURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT	
<p>1. Turn ignition switch "OFF". 2. Check harness continuity between fuel level sensor unit and fuel pump terminal 5 and body ground. Refer to Wiring Diagram. Continuity should exist. 3. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 4.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

DTC P0180 FUEL TANK TEMPERATURE SENSOR

Diagnostic Procedure (Cont'd)

4	CHECK FUEL TANK TEMPERATURE SENSOR	
<p>1. Remove fuel level sensor unit. 2. Check resistance between fuel level sensor unit and fuel pump terminals 4 and 5 by heating with hot water or heat gun as shown in the figure.</p>		
SEF587X		
OK or NG		
OK	▶	GO TO 5.
NG	▶	Replace fuel level sensor unit.

5	CHECK INTERMITTENT INCIDENT	
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.		
		▶ INSPECTION END

GI
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DTC P0217 COOLANT OVERTEMPERATURE ENRICHMENT PROTECTION

System Description

System Description

NFEC0608

COOLING FAN CONTROL

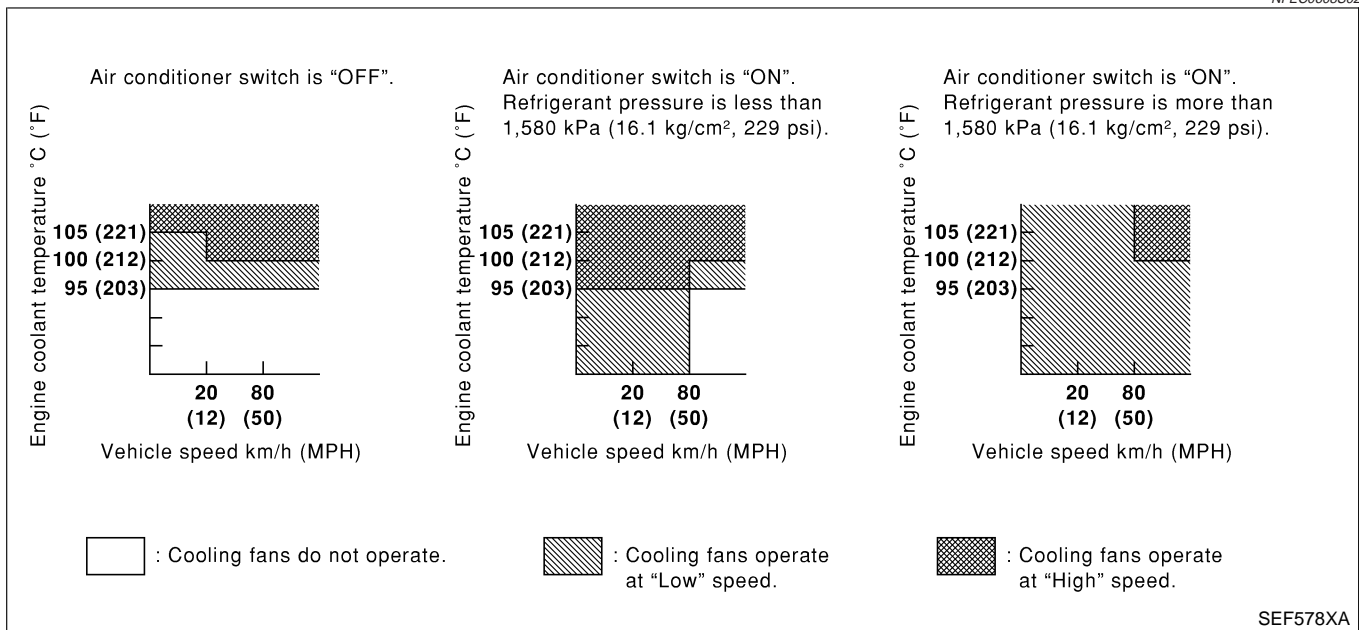
NFEC0608S01

Sensor	Input Signal to ECM	ECM function	Actuator
Vehicle speed sensor	Vehicle speed	Cooling fan control	Cooling fan relay(s)
Engine coolant temperature sensor	Engine coolant temperature		
Air conditioner switch	Air conditioner "ON" signal		
Ignition switch	Start signal		
Refrigerant pressure sensor	Refrigerant pressure		

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

OPERATION

NFEC0608S02



CONSULT-II Reference Value in Data Monitor Mode

NFEC0609

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
AIR COND SIG	● Engine: After warming up, idle the engine	Air conditioner switch: OFF OFF
		Air conditioner switch: ON (Compressor operates) ON
COOLING FAN	● After warming up engine, idle the engine.	Engine coolant temperature is 94°C (201°F) or less OFF
	● Air conditioner switch: OFF	Engine coolant temperature is between 95°C (203°F) and 104°C (219°F) LOW
		Engine coolant temperature is 105°C (221°F) or more HIGH

On Board Diagnosis Logic

NFEC0610

This diagnosis checks whether the engine coolant temperature is extraordinary high, even when the load is not heavy. When malfunction is detected, the malfunction indicator lamp (MIL) will light up even in the first trip. Malfunction is detected when engine coolant temperature is excessively high under normal engine speed.

GI
MA
EM
LC

Possible Cause

NFEC0611

- Harness or connectors
(The cooling fan circuit is open or shorted)
- Cooling fan
- Thermostat
- Improper ignition timing
- Engine coolant temperature sensor
- Blocked radiator
- Blocked front end (Improper fitting of nose mask)
- Crushed vehicle frontal area (Vehicle frontal is collided but not repaired)
- Blocked air passage by improper installation of front fog lamp or fog lamps.
- Improper mixture ratio of coolant
- Damaged bumper

EC
FE
CL
MT
AT
AX

For more information, refer to "MAIN 12 CAUSES OF OVERHEATING", EC-383.

SU
BR

Overall Function Check

NFEC0612

Use this procedure to check the overall function of the coolant overtemperature enrichment protection check, a DTC might not be confirmed.

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 the 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.

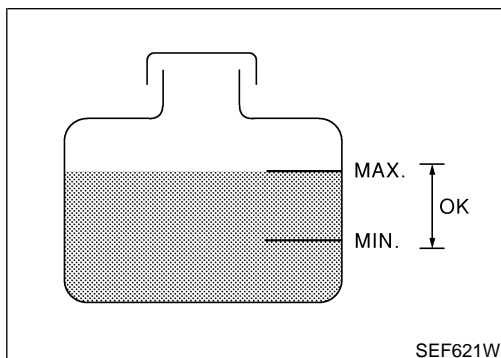
ST
RS
BT
HA

Ⓜ WITH CONSULT-II

NFEC0612S01

- 1) Check the coolant level and mixture ratio (using coolant tester) in the reservoir tank and radiator.
Allow engine to cool before checking coolant level and mixture ratio.
 - If the coolant level in the reservoir and/or radiator is below the proper range, go to "Diagnostic Procedure", EC-372.
 - If the coolant mixture ratio is out of the range of 45 to 55%, replace the coolant in the following procedure MA-14, "Changing Engine Coolant".
- a) Fill radiator with coolant up to specified level with a filling speed

SC
EL
IDX



SEF621W

DTC P0217 COOLANT OVERTEMPERATURE ENRICHMENT PROTECTION

Overall Function Check (Cont'd)

of 2 liters per minute like pouring coolant from a kettle. Be sure to use coolant with the proper mixture ratio. Refer to MA-12, "Anti-freeze Coolant Mixture Ratio".

- b) After refilling coolant, run engine to ensure that no water-flow noise is emitted.
- c) After checking or replacing coolant, go to step 3 below.
- 2) Ask the customer if engine coolant has been added. If it has been added, go to "Diagnostic Procedure", EC-372. After repair, go to the next step.
- 3) Start engine and let it idle.
- 4) Make sure that A/C switch is "OFF" and air conditioner is not operating. If NG, check air conditioner circuit. Refer to HA-29 or HA-147, "TROUBLE DIAGNOSES". After repair, go to the next step.
- 5) Perform "COOLANT TEMP" in "ACTIVE TEST" mode with CONSULT-II.
 - a) Set "COOLANT TEMP" to 95°C (203°F) and make sure that cooling fan operates at low speed.
If NG, go to "Diagnostic Procedure", EC-372.
 - b) Set "COOLANT TEMP" to 105°C (221°F) and make sure that cooling fan operates at high speed. If NG, go to "Diagnostic Procedure", EC-372. After repair, go to the next step.
 - 6) Check for blocked coolant passage.
 - a) Warm up engine to normal operating temperature, then grasp radiator upper hose and lower hose and make sure that coolant flows.
If NG, go to "Diagnostic Procedure", EC-372. After repair, go to the next step.
Be extremely careful not to touch any moving or adjacent parts.
 - 7) Check for blocked radiator air passage.
 - a) When market fog lamps have been installed, check for damaged fans and clogging in the condenser and radiator.
 - b) Check the front end for clogging caused by insects or debris.
 - c) Check for improper fitting of front-end cover, damaged radiator grille or bumper, damaged vehicle front.
If NG, take appropriate action and then go to the next step.
 - 8) Check function of ECT sensor.
Refer to step 7 of "Diagnostic Procedure", EC-372.
If NG, replace ECT sensor and go to the next step.
 - 9) Check ignition timing. Refer to basic inspection, EC-115.
Make sure that ignition timing is 15°±5° at idle.
If NG, adjust ignition timing and then recheck.

WITH GST

NFEC0612S02

- 1) Check the coolant level and mixture ratio (using coolant tester) in the reservoir tank and radiator.
Allow engine to cool before checking coolant level and mixture ratio.
 - If the coolant level in the reservoir and/or radiator is below the proper range, and go to "Diagnostic Procedure", EC-372.
 - If the coolant mixture ratio is out of the range of 45 to 55%, replace the coolant in the following procedure MA-14, "Changing Engine Coolant".
- a) Fill radiator with coolant up to specified level with a filling speed of 2 liters per minute like pouring coolant from a kettle. Be sure to use coolant with the proper mixture ratio. Refer to MA-12, "Anti-freeze Coolant Mixture Ratio".

DTC P0217 COOLANT OVERTEMPERATURE ENRICHMENT PROTECTION

Overall Function Check (Cont'd)

- b) After refilling coolant, run engine to ensure that no water-flow noise is emitted.
- c) After checking or replacing coolant, go to step 3 below. GI
- 2) Ask the customer if engine coolant has been added. If it has been added, go to "Diagnostic Procedure", EC-372. After repair, go to the next step. MA
- 3) Start engine and let it idle.
- 4) Make sure that A/C switch is "OFF" and air conditioner is not operating. If NG, check air conditioner circuit. Refer to HA-29 or HA-147, "TROUBLE DIAGNOSES". After repair, go to the next step. EM
- 5) Turn ignition switch "OFF"
- 6) Disconnect engine coolant temperature sensor harness connector. LC
- 7) Connect 150Ω resistor to engine coolant temperature sensor.
- 8) Start engine and make sure that cooling fan operates. EC
Be careful not to overheat engine.
If NG, go to "Diagnostic Procedure", EC-372. After repair, go to the next step. FE
- 9) Check for blocked coolant passage. CL
- a) Warm up engine to normal operating temperature, then grasp radiator upper hose and lower hose and make sure that coolant flows. MT
If NG, go to "Diagnostic Procedure", EC-372. After repair, go to the next step. AT
Be extremely careful not to touch any moving or adjacent parts.
- 10) Check for blocked radiator air passage. AX
- a) When market fog lamps have been installed, check for damaged fans and clogging in the condenser and radiator. SU
- b) Check the front end for clogging caused by insects or debris.
- c) Check for improper fitting of front-end cover, damaged radiator grille or bumper, damaged vehicle front. BR
If NG, take appropriate action and then go to the next step.
- 11) Check function of ECT sensor. ST
Refer to step 6 of "Diagnostic Procedure", EC-372.
If NG, replace ECT sensor and go to the next step.
- 12) Check ignition timing. Refer to basic inspection, EC-115. RS
Make sure that ignition timing is 15°±5° at idle.
If NG, adjust ignition timing and then recheck. BT

HA

SC

EL

IDX

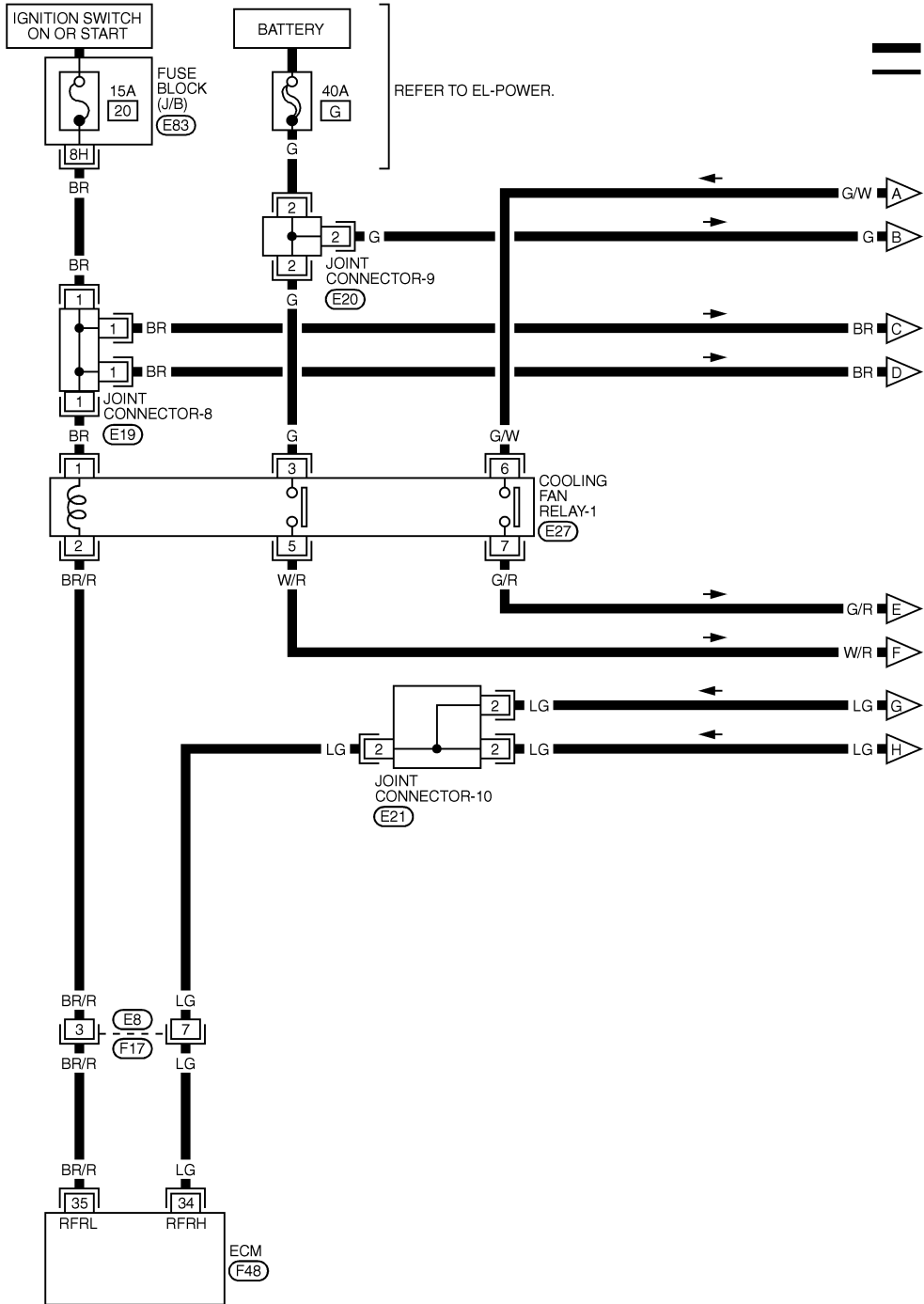
DTC P0217 COOLANT OVERTEMPERATURE ENRICHMENT PROTECTION

Wiring Diagram

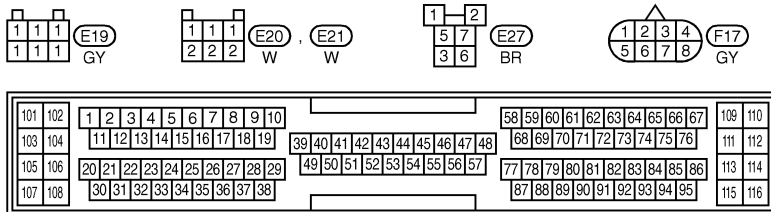
Wiring Diagram

NFEC0613

EC-COOL/F-01



NEXT PAGE



REFER TO THE FOLLOWING.

(E83) - FUSE BLOCK- JUNCTION BOX (J/B)



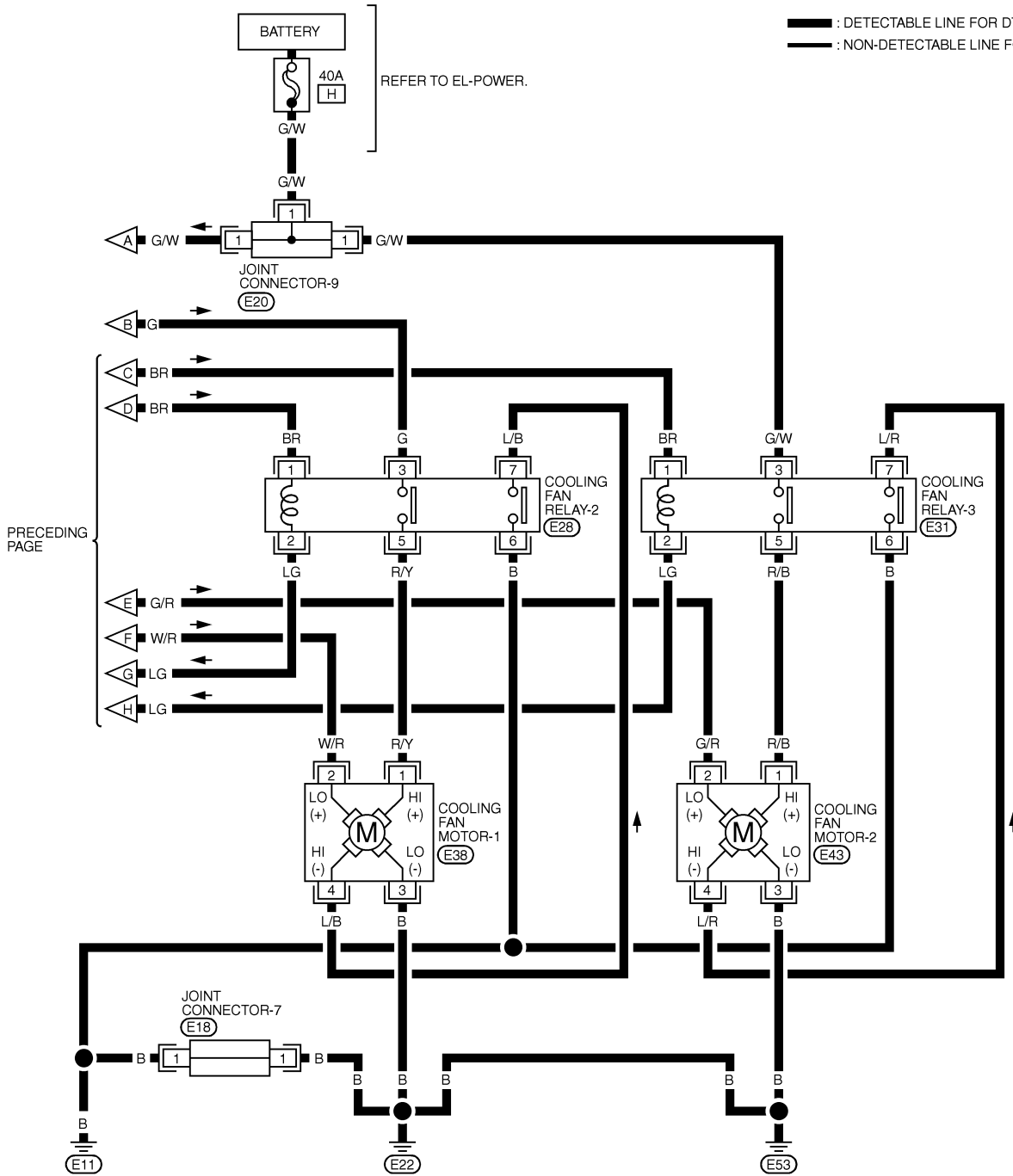
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DTC P0217 COOLANT OVERTEMPERATURE ENRICHMENT PROTECTION

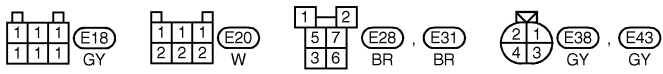
Wiring Diagram (Cont'd)

EC-COOL/F-02

— : DETECTABLE LINE FOR DTC
 - - - : NON-DETECTABLE LINE FOR DTC



- GI
- MA
- EM
- LC
- EC**
- FE
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- AT
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- BR
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- RS
- BT
- HA
- SC
- EL
- IDX



DTC P0217 COOLANT OVERTEMPERATURE ENRICHMENT PROTECTION

Wiring Diagram (Cont'd)

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

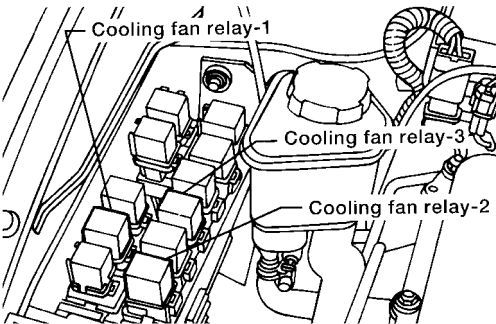
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
34	LG	COOLING FAN RELAY (HIGH)	ENGINE RUNNING WITH COOLING FAN NOT OPERATING	BATTERY VOLTAGE
			ENGINE RUNNING WITH COOLING FAN OPERATING AT HIGH SPEED	0 - 1.0V
35	BR/R	COOLING FAN RELAY (LOW)	ENGINE RUNNING WITH COOLING FAN NOT OPERATING	BATTERY VOLTAGE
			ENGINE RUNNING WITH COOLING FAN OPERATING AT LOW SPEED	0 - 1.0V

SEF630XB

Diagnostic Procedure

NFEC0614

1	INSPECTION START		
Do you have CONSULT-II?			
Yes or No			
Yes	▶	GO TO 2.	
No	▶	GO TO 4.	

2	CHECK COOLING FAN LOW SPEED OPERATION																										
<p>Ⓜ With CONSULT-II</p> <p>1. Disconnect cooling fan relays-2 and -3.</p>																											
																											
AEC707																											
<p>2. Turn ignition switch "ON".</p> <p>3. Perform "COOLING FAN" in "ACTIVE TEST" mode with CONSULT-II.</p>																											
<table border="1" style="margin: auto;"> <thead> <tr> <th colspan="2">ACTIVE TEST</th> </tr> <tr> <th>COOLING FAN</th> <th>OFF</th> </tr> <tr> <th colspan="2">MONITOR</th> </tr> <tr> <th>COOLANT TEMP/S</th> <th>XXX °C</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>				ACTIVE TEST		COOLING FAN	OFF	MONITOR		COOLANT TEMP/S	XXX °C																
ACTIVE TEST																											
COOLING FAN	OFF																										
MONITOR																											
COOLANT TEMP/S	XXX °C																										
SEF646X																											
4. Make sure that cooling fans-1 and -2 operate at low speed.																											
OK or NG																											
OK	▶	GO TO 3.																									
NG	▶	Check cooling fan low speed control circuit. (Go to PROCEDURE A, EC-378.)																									

DTC P0217 COOLANT OVERTEMPERATURE ENRICHMENT PROTECTION

Diagnostic Procedure (Cont'd)

3	CHECK COOLING FAN HIGH SPEED OPERATION																						
<p>Ⓟ With CONSULT-II</p> <ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Reconnect cooling fan relays-2 and -3. 3. Disconnect cooling fan relay-1. 4. Turn ignition switch "ON". 5. Perform "COOLING FAN" in "ACTIVE TEST" mode with CONSULT-II. <div style="text-align: center; margin: 10px 0;"> <table border="1" style="border-collapse: collapse; width: 150px; margin: 0 auto;"> <tr><th colspan="2">ACTIVE TEST</th></tr> <tr><th>COOLING FAN</th><th>OFF</th></tr> <tr><th colspan="2">MONITOR</th></tr> <tr><th>COOLAN TEMP/S</th><th>XXX °C</th></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table> </div> <p style="text-align: right; margin-right: 20px;">SEF111X</p> <ol style="list-style-type: none"> 6. Make sure that cooling fans-1 and -2 operate at higher speed than low speed. <p style="text-align: center; margin: 10px 0;">OK or NG</p>		ACTIVE TEST		COOLING FAN	OFF	MONITOR		COOLAN TEMP/S	XXX °C														
ACTIVE TEST																							
COOLING FAN	OFF																						
MONITOR																							
COOLAN TEMP/S	XXX °C																						
OK	▶ GO TO 6.																						
NG	▶ Check cooling fan high speed control circuit. (Go to PROCEDURE B, EC-381.)																						

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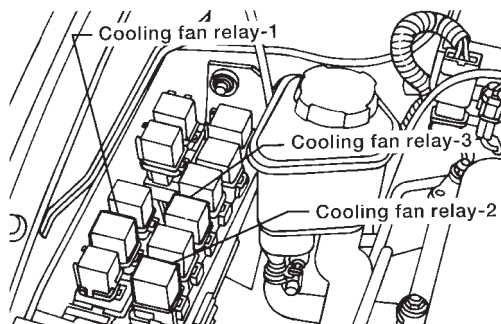
DTC P0217 COOLANT OVERTEMPERATURE ENRICHMENT PROTECTION

Diagnostic Procedure (Cont'd)

4 CHECK COOLING FAN LOW SPEED OPERATION

⊗ Without CONSULT-II

1. Disconnect cooling fan relays-2 and -3.



AEC707

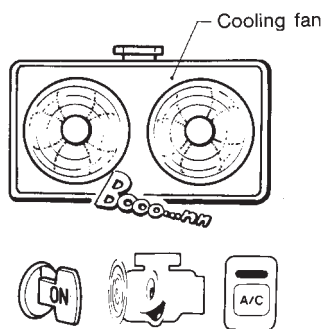
2. Start engine and let it idle.

3. Set temperature lever at full cold position.

4. Turn air conditioner switch "ON".

5. Turn blower fan switch "ON".

6. Make sure that cooling fans-1 and -2 operate at low speed.



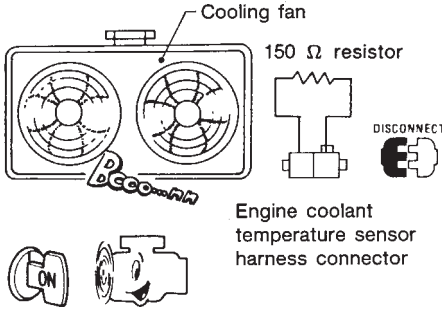
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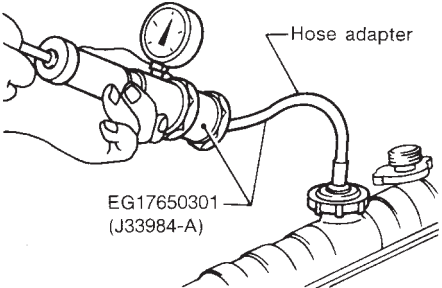
OK or NG

OK	▶	GO TO 5.
NG	▶	Check cooling fan low speed control circuit. (Go to PROCEDURE A, EC-378.)

DTC P0217 COOLANT OVERTEMPERATURE ENRICHMENT PROTECTION

Diagnostic Procedure (Cont'd)

5	CHECK COOLING FAN HIGH SPEED OPERATION
<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Reconnect cooling fan relays-2 and -3. 3. Disconnect cooling fan relay-1. 4. Turn air conditioner switch and blower fan switch "OFF". 5. Disconnect engine coolant temperature sensor harness connector. 6. Connect 150Ω resistor to engine coolant temperature sensor harness connector. 7. Restart engine and make sure that cooling fans-1 and -2 operate at higher speed than low speed. 	
	
MEF613EA	
OK or NG	
OK	▶ GO TO 6.
NG	▶ Check cooling fan high speed control circuit. (Go to PROCEDURE B, EC-381.)

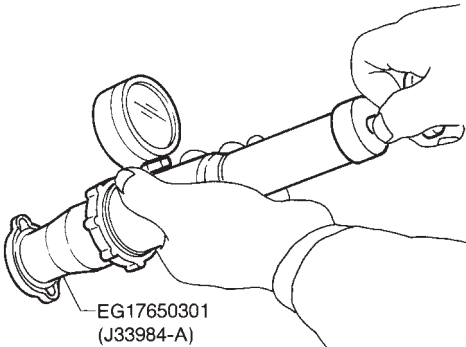
6	CHECK COOLING SYSTEM FOR LEAK
<p>Apply pressure to the cooling system with a tester, and check if the pressure drops.</p> <p style="color: blue;">Testing pressure: 157 kPa (1.6 kg/cm², 23 psi)</p> <p style="color: red;">CAUTION: Higher than the specified pressure may cause radiator damage.</p>	
	
SLC754A	
Pressure should not drop.	
OK or NG	
OK	▶ GO TO 8.
NG	▶ GO TO 7.

7	DETECT MALFUNCTIONING PART
<p>Check the following for leak.</p> <ul style="list-style-type: none"> ● Hose ● Radiator ● Water pump (Refer to LC-10, "Water Pump".) 	
▶ Repair or replace.	

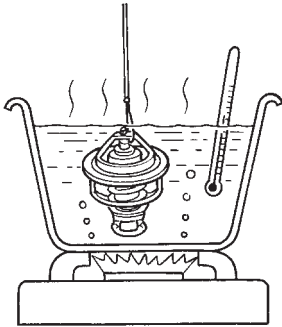
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DTC P0217 COOLANT OVERTEMPERATURE ENRICHMENT PROTECTION

Diagnostic Procedure (Cont'd)

8	CHECK RADIATOR CAP
Apply pressure to cap with a tester and check radiator cap relief pressure.	
	
Radiator cap relief pressure: 59 - 98 kPa (0.6 - 1.0 kg/cm², 9 - 14 psi)	
OK or NG	
OK	▶ GO TO 9.
NG	▶ Replace radiator cap.

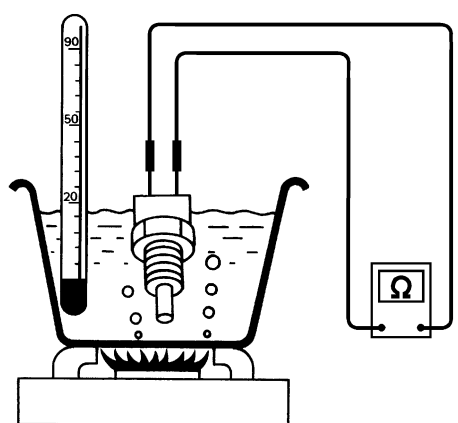
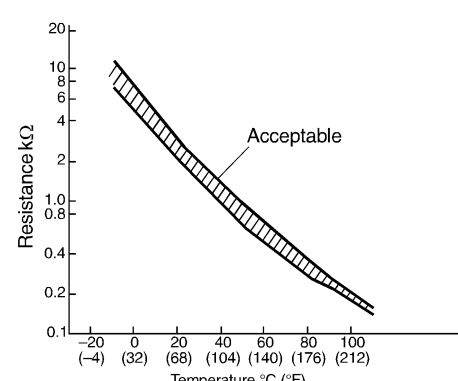
SLC755A

9	CHECK THERMOSTAT
1. Remove thermostat. 2. Check valve seating condition at normal room temperatures. It should seat tightly. 3. Check valve opening temperature and valve lift.	
	
Valve opening temperature: 82°C (180°F) [standard] Valve lift: More than 8.6 mm/95°C (0.339 in/203°F)	
4. Check if valve is closed at 5°C (9°F) below valve opening temperature. For details, refer to LC-14, "Thermostat".	
OK or NG	
OK	▶ GO TO 10.
NG	▶ Replace thermostat

SLC343

DTC P0217 COOLANT OVERTEMPERATURE ENRICHMENT PROTECTION

Diagnostic Procedure (Cont'd)

10	CHECK ENGINE COOLANT TEMPERATURE SENSOR								
<p>1. Remove engine coolant temperature sensor. 2. Check resistance between engine coolant temperature sensor terminals 1 and 2 as shown in the figure.</p>									
									
<p><Reference data></p> <table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Temperature °C (°F)</th> <th style="text-align: center;">Resistance kΩ</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">20 (68)</td> <td style="text-align: center;">2.1 - 2.9</td> </tr> <tr> <td style="text-align: center;">50 (122)</td> <td style="text-align: center;">0.68 - 1.00</td> </tr> <tr> <td style="text-align: center;">90 (194)</td> <td style="text-align: center;">0.236 - 0.260</td> </tr> </tbody> </table>		Temperature °C (°F)	Resistance kΩ	20 (68)	2.1 - 2.9	50 (122)	0.68 - 1.00	90 (194)	0.236 - 0.260
Temperature °C (°F)	Resistance kΩ								
20 (68)	2.1 - 2.9								
50 (122)	0.68 - 1.00								
90 (194)	0.236 - 0.260								
									
SEF304X									
OK or NG									
OK	▶ GO TO 11.								
NG	▶ Replace engine coolant temperature sensor.								

11	CHECK MAIN 12 CAUSES
If the cause cannot be isolated, go to "MAIN 12 CAUSES OF OVERHEATING", EC-383.	
▶	INSPECTION END

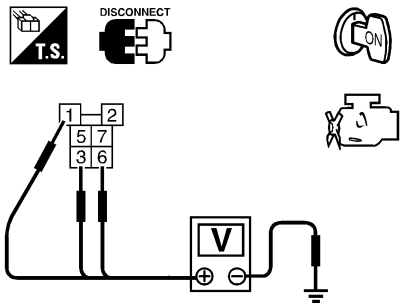
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DTC P0217 COOLANT OVERTEMPERATURE ENRICHMENT PROTECTION

Diagnostic Procedure (Cont'd)

PROCEDURE A

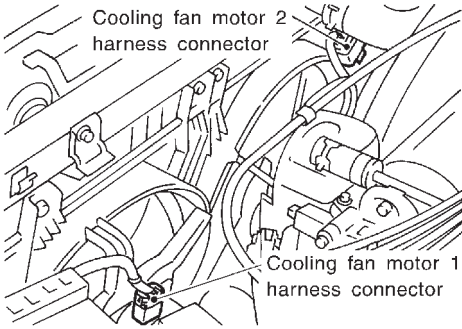
=NFEC0614S01

1	CHECK COOLING FAN POWER SUPPLY CIRCUIT
<p>1. Turn ignition switch "OFF". 2. Disconnect cooling fan relay-1. 3. Turn ignition switch "ON". 4. Check voltage between cooling fan relay-1 terminals 1, 3, 6 and ground with CONSULT-II or tester.</p>	
 <p>Voltage: Battery voltage</p>	
SEF590X	
OK or NG	
OK	▶ GO TO 3.
NG	▶ GO TO 2.

2	DETECT MALFUNCTIONING PART
<p>Check the following.</p> <ul style="list-style-type: none">● Joint connector-8● Joint connector-9● 15A fuse● 40A fusible links● Harness for open or short between cooling fan relay-1 and fuse● Harness for open or short between cooling fan relay-1 and battery	
	▶ Repair open circuit or short to ground or short to power in harness or connectors.

DTC P0217 COOLANT OVERTEMPERATURE ENRICHMENT PROTECTION

Diagnostic Procedure (Cont'd)

3	CHECK COOLING FAN GROUND CIRCUIT FOR OPEN AND SHORT	
	<ol style="list-style-type: none"> Turn ignition switch "OFF". Disconnect cooling fan motor-1 harness connector and cooling fan motor-2 harness connector. 	
		
	SEF304V	
	<ol style="list-style-type: none"> Check harness continuity between cooling fan relay-1 terminal 5 and cooling fan motor-1 terminal 2, cooling fan motor-1 terminal 3 and body ground. Refer to Wiring Diagram. Continuity should exist. Also check harness for short to ground and short to power. Check harness continuity between cooling fan relay-1 terminal 7 and cooling fan motor-2 terminal 2, cooling fan motor-2 terminal 3 and body ground. Refer to Wiring Diagram. Continuity should exist. Also check harness for short to ground and short to power. 	
	OK or NG	
	OK	▶ GO TO 4.
	NG	▶ Repair open circuit or short to ground or short to power in harness or connectors.

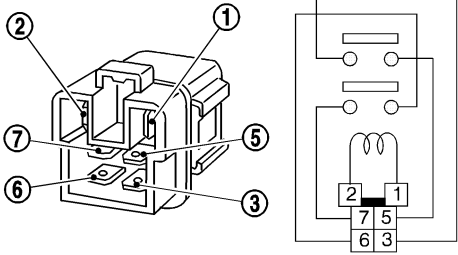
4	CHECK COOLING FAN OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT	
	<ol style="list-style-type: none"> Disconnect ECM harness connector. Check harness continuity between ECM terminal 35 and cooling fan relay-1 terminal 2. Refer to Wiring Diagram. Continuity should exist. Also check harness for short to ground and short to power. 	
	OK or NG	
	OK	▶ GO TO 6.
	NG	▶ GO TO 5.

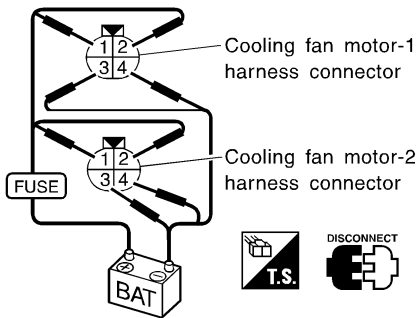
5	DETECT MALFUNCTIONING PART	
	Check the following. <ul style="list-style-type: none"> Harness connectors E8, F17 Harness for open or short between cooling fan relay-1 and ECM 	
	▶	Repair open circuit or short to ground or short to power in harness or connectors.

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DTC P0217 COOLANT OVERTEMPERATURE ENRICHMENT PROTECTION

Diagnostic Procedure (Cont'd)

6	CHECK COOLING FAN RELAY-1								
Check continuity between cooling fan relay-1 terminals 3 and 5, 6 and 7 under the following conditions.									
		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 70%;">Conditions</th> <th style="width: 30%;">Continuity</th> </tr> </thead> <tbody> <tr> <td>12V direct current supply between terminals 1 and 2</td> <td style="text-align: center;">Yes</td> </tr> <tr> <td>No current supply</td> <td style="text-align: center;">No</td> </tr> </tbody> </table>		Conditions	Continuity	12V direct current supply between terminals 1 and 2	Yes	No current supply	No
Conditions	Continuity								
12V direct current supply between terminals 1 and 2	Yes								
No current supply	No								
SEF591X									
OK or NG									
OK	▶	GO TO 7.							
NG	▶	Replace cooling fan relay.							

7	CHECK COOLING FAN MOTORS-1 AND -2																						
Supply battery voltage between the following terminals and check operation.																							
		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2"></th> <th rowspan="2">Speed</th> <th colspan="2">Terminals</th> </tr> <tr> <th>(+)</th> <th>(-)</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Cooling fan motor-1</td> <td>Low</td> <td style="text-align: center;">2</td> <td style="text-align: center;">3</td> </tr> <tr> <td>High</td> <td style="text-align: center;">1, 2</td> <td style="text-align: center;">3, 4</td> </tr> <tr> <td rowspan="2">Cooling fan motor-2</td> <td>Low</td> <td style="text-align: center;">2</td> <td style="text-align: center;">3</td> </tr> <tr> <td>High</td> <td style="text-align: center;">1, 2</td> <td style="text-align: center;">3, 4</td> </tr> </tbody> </table>			Speed	Terminals		(+)	(-)	Cooling fan motor-1	Low	2	3	High	1, 2	3, 4	Cooling fan motor-2	Low	2	3	High	1, 2	3, 4
	Speed	Terminals																					
		(+)	(-)																				
Cooling fan motor-1	Low	2	3																				
	High	1, 2	3, 4																				
Cooling fan motor-2	Low	2	3																				
	High	1, 2	3, 4																				
SEF592X																							
OK or NG																							
OK	▶	GO TO 8.																					
NG	▶	Replace cooling fan motors.																					

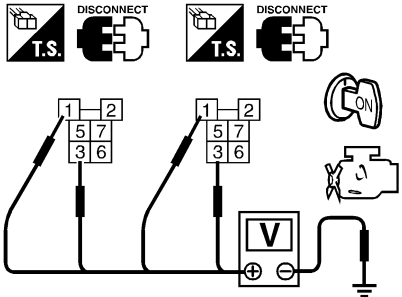
8	CHECK INTERMITTENT INCIDENT		
Perform "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.			
▶		INSPECTION END	

DTC P0217 COOLANT OVERTEMPERATURE ENRICHMENT PROTECTION

Diagnostic Procedure (Cont'd)

PROCEDURE B

=NFEC0614S02

1	CHECK COOLING FAN POWER SUPPLY CIRCUIT	<p>1. Turn ignition switch "OFF". 2. Disconnect cooling fan relays-2 and -3. 3. Turn ignition switch "ON". 4. Check voltage between cooling fan relays-2 and -3 terminals 1, 3 and ground with CONSULT-II or tester.</p> <div style="text-align: center;">  <p>Voltage: Battery voltage</p> <p>SEF593X</p> </div> <p style="text-align: center;">OK or NG</p>	GI MA EM LC EC FE CL MT
OK	▶	GO TO 3.	
NG	▶	GO TO 2.	

2	DETECT MALFUNCTIONING PART	<p>Check the following.</p> <ul style="list-style-type: none"> ● Joint connector-8 ● Joint connector-9 ● Harness for open or short between cooling fan relays-2 and joint connectors-8, -9 ● Harness for open or short between cooling fan relays-3 and joint connectors-8, -9 	AT AX SU
	▶	Repair harness or connectors.	

3	CHECK COOLING FAN GROUND CIRCUIT FOR OPEN AND SHORT	<p>1. Turn ignition switch "OFF". 2. Disconnect cooling fan motor-1 harness connector and cooling fan motor-2 harness connector. 3. Check harness continuity between cooling fan relay-2 terminal 5 and cooling fan motor-1 terminal 1, cooling fan relay-2 terminal 7 and cooling fan motor-1 terminal 4, cooling fan relay-2 terminal 6 and body ground. Refer to Wiring Diagram. Continuity should exist. 4. Also check harness for short to ground and short to power. 5. Check harness continuity between cooling fan relay-3 terminal 5 and cooling fan motor-2 terminal 1, cooling fan relay-3 terminal 7 and cooling fan motor-2 terminal 4, cooling fan relay-3 terminal 6 and body ground. Refer to Wiring Diagram. Continuity should exist. 6. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>	BR ST RS BT HA SC
OK	▶	GO TO 4.	
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.	

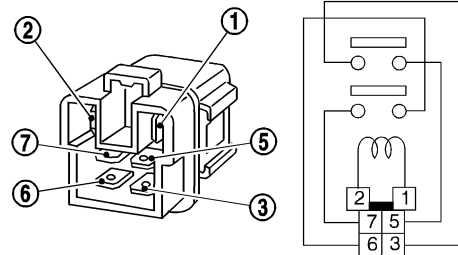
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DTC P0217 COOLANT OVERTEMPERATURE ENRICHMENT PROTECTION

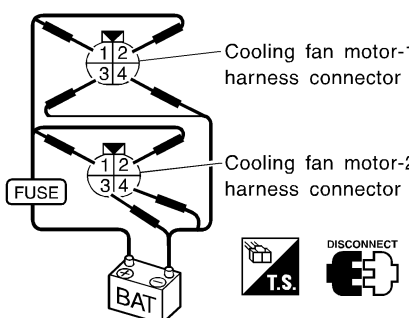
Diagnostic Procedure (Cont'd)

4	CHECK COOLING FAN OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT	
1. Disconnect ECM harness connector. 2. Check harness continuity between ECM terminal 34 and cooling fan relay-2 terminal 2, cooling fan relay-3 terminal 2. Refer to Wiring Diagram. Continuity should exist. 3. Also check harness for short to ground and short to power.		
OK or NG		
OK	▶	GO TO 6.
NG	▶	GO TO 5.

5	DETECT MALFUNCTIONING PART	
Check the following. <ul style="list-style-type: none"> ● Harness connectors E8, F17 ● Joint connector-10 ● Harness for open or short between cooling fan relays-2 and -3 and ECM 		
▶		Repair open circuit or short to ground or short to power in harness or connectors.

6	CHECK COOLING FAN RELAYS-2 AND -3	
Check continuity between cooling fan relay-2, -3 terminals 3 and 5, 6 and 7 under the following conditions.		
		
SEF591X		
OK or NG		
OK	▶	GO TO 7.
NG	▶	Replace cooling fan relays.

Conditions	Continuity
12V direct current supply between terminals 1 and 2	Yes
No current supply	No

7	CHECK COOLING FAN MOTORS	
Supply battery voltage between the following terminals and check operation.		
		
SEF592X		
OK or NG		
OK	▶	GO TO 8.
NG	▶	Replace cooling fan motors.

	Speed	Terminals	
		(+)	(-)
Cooling fan motor-1	Low	2	3
	High	1, 2	3, 4
Cooling fan motor-2	Low	2	3
	High	1, 2	3, 4

DTC P0217 COOLANT OVERTEMPERATURE ENRICHMENT PROTECTION

Diagnostic Procedure (Cont'd)

8	CHECK INTERMITTENT INCIDENT
Perform "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
	INSPECTION END

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Main 12 Causes of Overheating

NFEC0615

Engine	Step	Inspection item	Equipment	Standard	Reference page
OFF	1	<ul style="list-style-type: none"> ● Blocked radiator ● Blocked condenser ● Blocked radiator grille ● Blocked bumper 	<ul style="list-style-type: none"> ● Visual 	No blocking	—
	2	<ul style="list-style-type: none"> ● Coolant mixture 	<ul style="list-style-type: none"> ● Coolant tester 	50 - 50% coolant mixture	See MA-11, "RECOMMENDED FLUIDS AND LUBRICANTS".
	3	<ul style="list-style-type: none"> ● Coolant level 	<ul style="list-style-type: none"> ● Visual 	Coolant up to MAX level in reservoir tank and radiator filler neck	See MA-14, "Changing Engine Coolant".
	4	<ul style="list-style-type: none"> ● Radiator cap 	<ul style="list-style-type: none"> ● Pressure tester 	59 - 98 kPa (0.6 - 1.0 kg/cm ² , 9 - 14 psi) (Limit)	See LC-9, "System Check".
ON*2	5	<ul style="list-style-type: none"> ● Coolant leaks 	<ul style="list-style-type: none"> ● Visual 	No leaks	See LC-9, "System Check".
ON*2	6	<ul style="list-style-type: none"> ● Thermostat 	<ul style="list-style-type: none"> ● Touch the upper and lower radiator hoses 	Both hoses should be hot	See LC-14, "Thermostat" and LC-16, "Radiator".
ON*1	7	<ul style="list-style-type: none"> ● Cooling fan 	<ul style="list-style-type: none"> ● CONSULT-II 	Operating	See trouble diagnosis for DTC P0217 (EC-366).
OFF	8	<ul style="list-style-type: none"> ● Combustion gas leak 	<ul style="list-style-type: none"> ● Color checker chemical tester 4 Gas analyzer 	Negative	—
ON*3	9	<ul style="list-style-type: none"> ● Coolant temperature gauge 	<ul style="list-style-type: none"> ● Visual 	Gauge less than 3/4 when driving	—
		<ul style="list-style-type: none"> ● Coolant overflow to reservoir tank 	<ul style="list-style-type: none"> ● Visual 	No overflow during driving and idling	See MA-14, "Changing Engine Coolant".
OFF*4	10	<ul style="list-style-type: none"> ● Coolant return from reservoir tank to radiator 	<ul style="list-style-type: none"> ● Visual 	Should be initial level in reservoir tank	See MA-13, "ENGINE MAINTENANCE".
OFF	11	<ul style="list-style-type: none"> ● Cylinder head 	<ul style="list-style-type: none"> ● Straight gauge feeler gauge 	0.1 mm (0.004 in) Maximum distortion (warping)	See EM-42, "Inspection".
	12	<ul style="list-style-type: none"> ● Cylinder block and pistons 	<ul style="list-style-type: none"> ● Visual 	No scuffing on cylinder walls or piston	See EM-61, "Inspection".

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*1: Turn the ignition switch ON.
 *2: Engine running at 3,000 rpm for 10 minutes.
 *3: Drive at 90 km/h (55 MPH) for 30 minutes and then let idle for 10 minutes.
 *4: After 60 minutes of cool down time.
 For more information, refer to LC-21, "OVERHEATING CAUSE ANALYSIS".

DTC P0300 - P0306 NO. 6 - 1 CYLINDER MISFIRE, MULTIPLE CYLINDER MISFIRE

On Board Diagnosis Logic

On Board Diagnosis Logic

When a misfire occurs, engine speed will fluctuate. If the engine speed fluctuates enough to cause the CKP sensor signal to vary, ECM can determine that a misfire is occurring.

NFEC0182

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 first trip that a misfire condition occurs that can damage the three way catalyst (TWC) due to overheating, the MIL will blink.
When a misfire condition occurs, the ECM monitors the CKP sensor signal every 200 engine revolutions for a change. When the misfire condition decreases to a level that will not damage the TWC, the MIL will turn off.
If another misfire condition occurs that can damage the TWC on a second trip, the MIL will blink.
When the misfire condition decreases to a level that will not damage the TWC, the MIL will remain on.
If another misfire condition occurs that can damage the TWC, the MIL will begin to blink again.
- 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.

Malfunction is detected when multiple cylinders misfire, No. 1 cylinder misfires, No. 2 cylinder misfires, No. 3 cylinder misfires, No. 4 cylinder misfires, No. 5 cylinder misfires and No. 6 cylinder misfires.

Possible Cause

NFEC0490

- Improper spark plug
- Insufficient compression
- Incorrect fuel pressure
- EGR volume control valve
- The injector circuit is open or shorted
- Injectors
- Intake air leak
- The ignition secondary circuit is open or shorted
- Lack of fuel
- Drive plate or flywheel
- Front heated oxygen sensor

DTC P0300 - P0306 NO. 6 - 1 CYLINDER MISFIRE, MULTIPLE CYLINDER MISFIRE

DTC Confirmation Procedure

4	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm
	COOLAN TEMP/S	XXX °C
	VHCL SPEED SE	XXX km/h
	P/N POSI SW	OFF
	B/FUEL SCHDL	XXX msec

SEF213Y

DTC Confirmation Procedure

NFEC0183

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

Ⓜ WITH CONSULT-II

NFEC0183S01

- 1) Turn ignition switch "ON", and select "DATA MONITOR" mode with CONSULT-II.
- 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 again and drive at 1,500 to 3,000 rpm for at least 3 minutes.

Hold the accelerator pedal as steady as possible.

NOTE:

Refer to the freeze frame data for the test driving conditions.

- 5) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-385.

Ⓜ WITH GST

NFEC0183S02

Follow the procedure "With CONSULT-II" above.

Diagnostic Procedure

NFEC0184

1	CHECK FOR INTAKE AIR LEAK	
1. Start engine and run it at idle speed. 2. Listen for the sound of the intake air leak.		
OK or NG		
OK	▶	GO TO 2.
NG	▶	Discover air leak location and repair.

2	CHECK FOR EXHAUST SYSTEM CLOGGING	
1. Stop engine and visually check exhaust tube, three way catalyst and muffler for dents.		
OK or NG		
OK	▶	GO TO 3.
NG	▶	Repair or replace it.

3	CHECK EGR FUNCTION	
Perform "DTC Confirmation Procedure" of "DTC P1402 EGR FUNCTION (OPEN)". Refer to EC-619.		
OK or NG		
OK	▶	GO TO 4.
NG	▶	Repair EGR system.

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DTC P0300 - P0306 NO. 6 - 1 CYLINDER MISFIRE, MULTIPLE CYLINDER MISFIRE

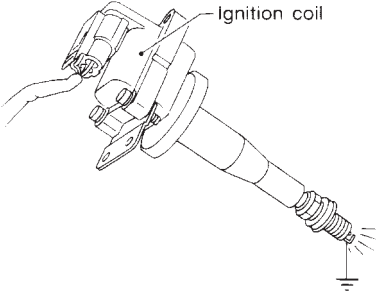
Diagnostic Procedure (Cont'd)

4	PERFORM POWER BALANCE TEST																
<p> With CONSULT-II 1. Perform "POWER BALANCE" in "ACTIVE TEST" mode.</p>																	
<table border="1" style="margin: auto; border-collapse: collapse;"> <tr><th colspan="2">ACTIVE TEST</th></tr> <tr><td>POWER BALANCE</td><td></td></tr> <tr><th colspan="2">MONITOR</th></tr> <tr><td>ENG SPEED</td><td>XXX rpm</td></tr> <tr><td>MAS A/F SE-B1</td><td>XXX V</td></tr> <tr><td>IACV-AAC/V</td><td>XXX step</td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>		ACTIVE TEST		POWER BALANCE		MONITOR		ENG SPEED	XXX rpm	MAS A/F SE-B1	XXX V	IACV-AAC/V	XXX step				
ACTIVE TEST																	
POWER BALANCE																	
MONITOR																	
ENG SPEED	XXX rpm																
MAS A/F SE-B1	XXX V																
IACV-AAC/V	XXX step																
SEF190Y																	
2. Is there any cylinder which does not produce a momentary engine speed drop?																	
<p> Without CONSULT-II When disconnecting each injector harness connector one at a time, is there any cylinder which does not produce a momentary engine speed drop?</p>																	
SEF281X																	
Yes or No																	
Yes	▶ GO TO 5.																
No	▶ GO TO 8.																

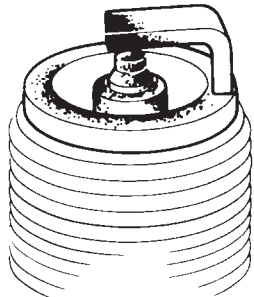
5	CHECK INJECTOR
Does each injector make an operating sound at idle?	
MEC703B	
Yes or No	
Yes	▶ GO TO 6.
No	▶ Check injector(s) and circuit(s). Refer to EC-705.

DTC P0300 - P0306 NO. 6 - 1 CYLINDER MISFIRE, MULTIPLE CYLINDER MISFIRE

Diagnostic Procedure (Cont'd)

6	CHECK IGNITION SPARK	
<p>1. Disconnect ignition wire from spark plug. 2. Connect a known good spark plug to the ignition wire. 3. Place end of spark plug against a suitable ground and crank engine. 4. Check for spark.</p>		
		
SEF575Q		
OK or NG		
OK	▶	GO TO 7.
NG	▶	Check ignition coil, power transistor and their circuits. Refer to "DTC P1320 IGNITION SIGNAL", EC-584

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7	CHECK SPARK PLUGS	
Remove the spark plugs and check for fouling, etc.		
		
SEF156I		
OK or NG		
OK	▶	GO TO 8.
NG	▶	Repair or replace spark plug(s) with standard type one(s). For spark plug type, refer to MA-13, "ENGINE MAINTENANCE".

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8	CHECK COMPRESSION PRESSURE	
Check compression pressure. Refer to EM-12, "Measurement of Compression Pressure".		
<p>Standard: 1,275 kPa (13.0 kg/cm², 185 psi)/300 rpm Minimum: 981 kPa (10.0 kg/cm², 142 psi)/300 rpm Difference between each cylinder: 98 kPa (1.0 kg/cm², 14 psi)/300 rpm</p>		
OK or NG		
OK	▶	GO TO 9.
NG	▶	Check pistons, piston rings, valves, valve seats and cylinder head gaskets.

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DTC P0300 - P0306 NO. 6 - 1 CYLINDER MISFIRE, MULTIPLE CYLINDER MISFIRE

Diagnostic Procedure (Cont'd)

9	CHECK FUEL PRESSURE	
<p>1. Install all removed parts. 2. Release fuel pressure to zero. Refer to EC-54. 3. Install fuel pressure gauge and check fuel pressure. Refer to EC-54.</p> <p style="margin-left: 20px;">At idle: Approx. 235 kPa (2.4 kg/cm², 34 psi)</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 11.
NG	▶	GO TO 10.

10	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ul style="list-style-type: none"> ● Fuel pump and circuit (Refer to EC-715.) ● Fuel pressure regulator (Refer to EC-55.) ● Fuel lines (Refer to MA-16, "Checking Fuel Lines".) ● Fuel filter for clogging 		
		▶ Repair or replace.

11	CHECK IGNITION TIMING									
<p>Check the following items. Refer to "Basic Inspection", EC-115.</p> <table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr> <th style="width: 40%;">Items</th> <th style="width: 60%;">Specifications</th> </tr> </thead> <tbody> <tr> <td>Ignition timing</td> <td>M/T: 15° ± 5° BTDC A/T: 15° ± 5° BTDC (in "P" or "N" position)</td> </tr> <tr> <td>Closed throttle position switch idle position adjustment</td> <td>Feeler gauge thickness and switch condition 0.05 mm (0.0020 in): ON 0.15 mm (0.0059 in): OFF</td> </tr> <tr> <td>Target idle speed</td> <td>M/T: 625 ± 50 rpm A/T: 700 ± 50 rpm (in "P" or "N" position)</td> </tr> </tbody> </table> <p style="text-align: right; margin-right: 20px;">MTBL0626</p> <p style="text-align: center;">OK or NG</p>			Items	Specifications	Ignition timing	M/T: 15° ± 5° BTDC A/T: 15° ± 5° BTDC (in "P" or "N" position)	Closed throttle position switch idle position adjustment	Feeler gauge thickness and switch condition 0.05 mm (0.0020 in): ON 0.15 mm (0.0059 in): OFF	Target idle speed	M/T: 625 ± 50 rpm A/T: 700 ± 50 rpm (in "P" or "N" position)
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Target idle speed	M/T: 625 ± 50 rpm A/T: 700 ± 50 rpm (in "P" or "N" position)									
OK (With CONSULT-II)	▶	GO TO 12.								
OK (Without CONSULT-II)	▶	GO TO 13.								
NG	▶	Follow the "Basic Inspection".								

DTC P0300 - P0306 NO. 6 - 1 CYLINDER MISFIRE, MULTIPLE CYLINDER MISFIRE

Diagnostic Procedure (Cont'd)

12 CHECK FRONT HEATED OXYGEN SENSOR LH/RH

With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "MANU TRIG" in "DATA MONITOR" mode with CONSULT-II, and select "FR O2 SEN-B1 (-B2)" and "FR O2 MNTR-B1 (-B2)".
3. Hold engine speed at 2,000 rpm under no load during the following steps.
4. Touch "RECORD" on CONSULT-II screen.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
FR O2 SEN-B1	XXX V
RR O2 SEN-B2	XXX V

SEF063Y

5. Check the following.

- "FR O2 MNTR-B1 (-B2)" in "DATA MONITOR" mode changes from "RICH" to "LEAN" to "RICH" 5 times in 10 seconds. 5 times (cycles) are counted as shown left:

Right bank

cycle | 1 | 2 | 3 | 4 | 5 |

FR O2 MNTR-B1 R-L-R-L-R-L-R-L-R-L-R

Left bank

cycle | 1 | 2 | 3 | 4 | 5 |

FR O2 MNTR-B2 R-L-R-L-R-L-R-L-R-L-R

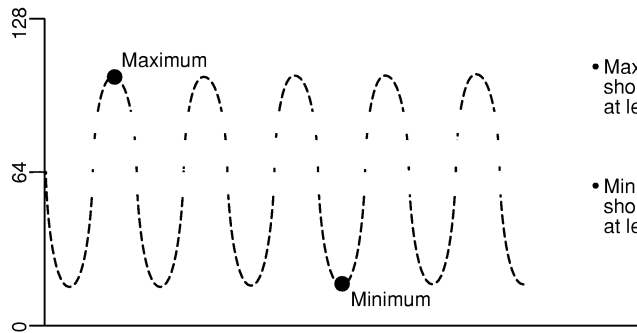
R means FR O2 MNTR-B1(-B2) indicates RICH

L means FR O2 MNTR-B1(-B2) indicates LEAN

SEF702W

- "FR O2 SEN-B1 (-B2)" voltage goes above 0.6V at least once.
- "FR O2 SEN-B1 (-B2)" voltage goes below 0.3V at least once.
- "FR O2 SEN-B1 (-B2)" voltage never exceeds 1.0V.

Trigger	ENG SPEED	FR O2 SEN-B1
	rpm	V
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX
XXX	XXX	XXX



• Maximum voltage should be over 0.6V at least one time.

• Minimum voltage should be below 0.30V at least one time.

SEF064Y

CAUTION:

Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.

OK or NG

OK	▶	GO TO 15.
NG	▶	GO TO 14.

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DTC P0300 - P0306 NO. 6 - 1 CYLINDER MISFIRE, MULTIPLE CYLINDER MISFIRE



Diagnostic Procedure (Cont'd)

13	CHECK FRONT HEATED OXYGEN SENSOR LH/RH
<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none"> Start engine and warm it up to normal operating temperature. Set voltmeter probes between ECM terminal 63 (right bank front HO2S signal) or 62 (left bank front HO2S signal) and engine ground. Check the following with engine speed held at 2,000 rpm constant under no load. 	
<div style="display: flex; align-items: flex-start;"> <div style="flex: 1;"> <p>63: Right bank 62: Left bank</p> </div> <div style="flex: 2;"> <ul style="list-style-type: none"> • The voltage fluctuates between 0 to 0.3V and 0.6 to 1.0V more than 5 times within 10 seconds. • The maximum voltage is over 0.6V at least one time. • The minimum voltage is below 0.3V at least one time. • The voltage never exceeds 1.0V. <p>1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V 2 times: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V</p> </div> </div>	
SEF967X	
CAUTION:	
<p>Discard any heated oxygen sensor which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.</p>	
OK or NG	
OK	▶ GO TO 15.
NG	▶ GO TO 14.

14	REPLACE FRONT HEATED OXYGEN SENSOR
<ol style="list-style-type: none"> Turn ignition switch "OFF". Check front heated oxygen sensor harness protector color. 	
<p>Right bank: Black Left bank: Blue</p>	
SEF194WM	
▶	Replace malfunctioning front heated oxygen sensor.

DTC P0300 - P0306 NO. 6 - 1 CYLINDER MISFIRE, MULTIPLE CYLINDER MISFIRE

Diagnostic Procedure (Cont'd)

15	CHECK MASS AIR FLOW SENSOR	
<p> With CONSULT-II Check mass air flow sensor signal in "DATA MONITOR" mode with CONSULT-II. 2.0 - 6.0 g-m/sec: at idling 7.0 - 20.0 g-m/sec: at 2,500 rpm</p>		
<p> With GST Check mass air flow sensor signal in MODE 1 with GST. 2.0 - 6.0 g-m/sec: at idling 7.0 - 20.0 g-m/sec: at 2,500 rpm</p>		
OK or NG		
OK	▶	GO TO 16.
NG	▶	Check connectors for rusted terminals or loose connections in the mass air flow sensor circuit or engine grounds. Refer to EC-169.

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16	CHECK SYMPTOM MATRIX CHART	
Check items on the rough idle symptom in "Symptom Matrix Chart", EC-139. <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 17.
NG	▶	Repair or replace.

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17	ERASE THE 1ST TRIP DTC	
Erase the 1st trip DTC from the ECM memory after performing the tests. Refer to EC-87. Some tests may cause a 1st trip DTC to be set.		
	▶	GO TO 18.

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18	CHECK INTERMITTENT INCIDENT	
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.		
	▶	INSPECTION END

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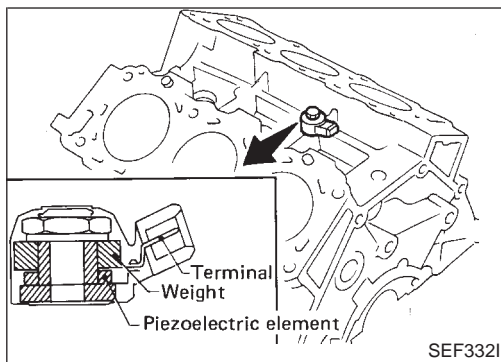
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DTC P0325 KNOCK SENSOR (KS)

Component Description



Component Description

NFEC0185

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. **Freeze frame data will not be stored in the ECM for the knock sensor. The MIL will not light for knock sensor malfunction. The knock sensor has one trip detection logic.**

On Board Diagnosis Logic

NFEC0187

Malfunction is detected when an excessively low or high voltage from the knock sensor is sent to ECM.

Possible Cause

NFEC0491

- Harness or connectors
(The knock sensor circuit is open or shorted.)
- Knock sensor

2

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

DTC Confirmation Procedure

NFEC0188

NOTE:

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 10V at idle.

Ⓜ WITH CONSULT-II

NFEC0188S01

- 1) Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II
- 2) Start engine and run it for at least 5 seconds at idle speed.
- 3) If DTC is detected, go to "Diagnostic Procedure", EC-394.

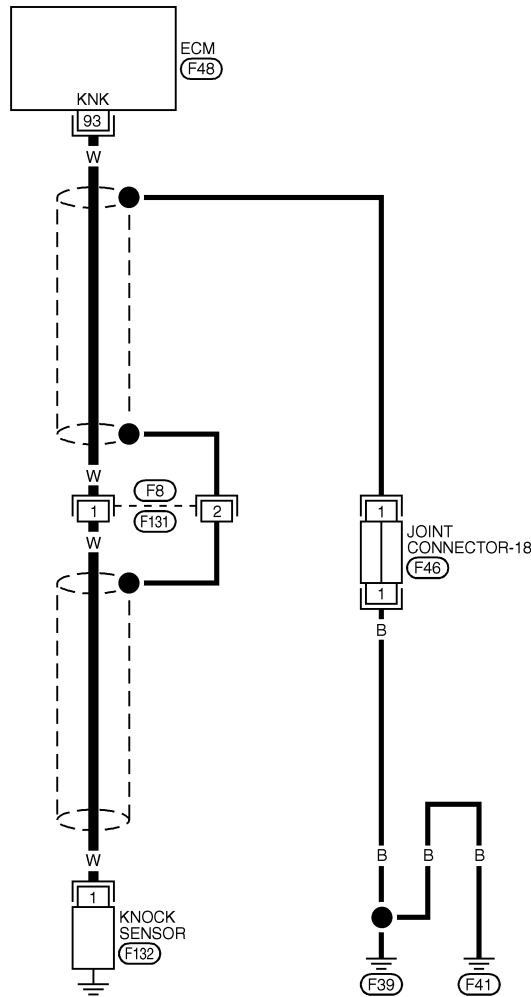
DTC P0325 KNOCK SENSOR (KS)

Wiring Diagram

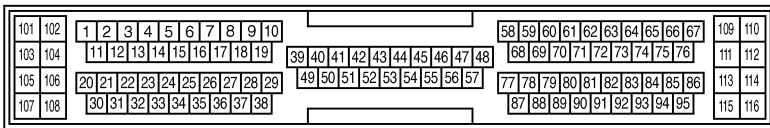
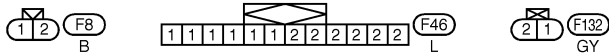
Wiring Diagram

NFEC0189

EC-KS-01



GI
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EL
IDX



MEC736C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
93	W	KNOCK SENSOR	ENGINE RUNNING AT IDLE SPEED	APPROX. 2.5V


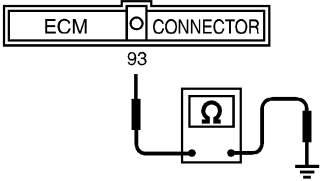
SEF663XB

DTC P0325 KNOCK SENSOR (KS)

Diagnostic Procedure

Diagnostic Procedure

NFEC0190

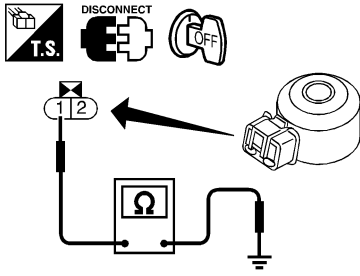
1	CHECK KNOCK SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT-I	
<p>1. Turn ignition switch "OFF". 2. Disconnect ECM harness connector. 3. Check resistance between ECM terminal 93 and engine ground.</p> <p>NOTE: It is necessary to use an ohmmeter which can measure more than 10 MΩ.</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  <p>H.S. DISCONNECT</p> </div> <div style="text-align: center;">  <p>ECM CONNECTOR 93</p> </div> <div style="text-align: center;"> <p>Resistance: Approximately 500 - 620 kΩ [at 25°C (77°F)]</p> </div> </div> <p style="text-align: right;">SEF321X</p>		
4. Also check harness for short to ground and short to power.		
OK or NG		
OK	▶	GO TO 5.
NG	▶	GO TO 2.

2	CHECK KNOCK SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT-II	
<p>1. Disconnect knock sensor harness connector. 2. Check harness continuity between ECM terminal 93 and knock sensor terminal 1. Refer to Wiring Diagram. Continuity should exist. 3. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 4.
NG	▶	GO TO 3.

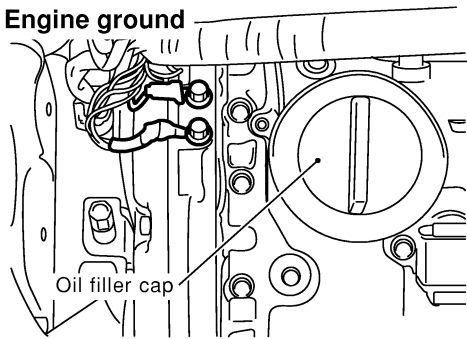
3	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connector F8, F131 ● Harness for open or short between ECM and knock sensor 		
▶		Repair open circuit or short to ground or short to power in harness or connectors.

DTC P0325 KNOCK SENSOR (KS)

Diagnostic Procedure (Cont'd)

4	CHECK KNOCK SENSOR	<p>Check resistance between knock sensor terminal 1 and ground.</p> <p>NOTE: It is necessary to use an ohmmeter which can measure more than 10 MΩ.</p> <div style="display: flex; align-items: center; justify-content: center;">  <div style="margin-left: 20px;"> <p>Resistance: 500 - 620 kΩ [at 25°C (77°F)]</p> </div> </div> <p style="text-align: right;">SEF322X</p> <p>CAUTION: Do not use any knock sensors that have been dropped or physically damaged. Use only new ones.</p> <p style="text-align: center;">OK or NG</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">OK</td> <td style="width: 5%; text-align: center;">▶</td> <td>GO TO 8.</td> </tr> <tr> <td>NG</td> <td style="text-align: center;">▶</td> <td>Replace knock sensor.</td> </tr> </table>	OK	▶	GO TO 8.	NG	▶	Replace knock sensor.
OK	▶	GO TO 8.						
NG	▶	Replace knock sensor.						

GI
MA
EM
LC
EC

5	RETIGHTEN GROUND SCREWS	<p>Loose and retighten engine ground screws.</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SEF255X</p> <p style="text-align: center;">▶ GO TO 6.</p>
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FE
CL
MT
AT
AX
SU
BR
ST

6	CHECK KNOCK SENSOR SHIELD CIRCUIT FOR OPEN AND SHORT	<ol style="list-style-type: none"> 1. Disconnect harness connectors F8, F131. 2. Check harness continuity between harness connector F8 terminal 2 and engine ground. Refer to Wiring Diagram. Continuity should exist. 3. Also check harness for short to ground and short to power. <p style="text-align: center;">OK or NG</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">OK</td> <td style="width: 5%; text-align: center;">▶</td> <td>GO TO 8.</td> </tr> <tr> <td>NG</td> <td style="text-align: center;">▶</td> <td>GO TO 7.</td> </tr> </table>	OK	▶	GO TO 8.	NG	▶	GO TO 7.
OK	▶	GO TO 8.						
NG	▶	GO TO 7.						

RS
BT
HA
SC

7	DETECT MALFUNCTIONING PART	<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors F8, F131 ● Joint connectors-18 ● Harness for open or short between harness connector F8 and engine ground <p style="text-align: center;">▶ Repair open circuit or short to ground or short to power in harness or connectors.</p>
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EL
IDX

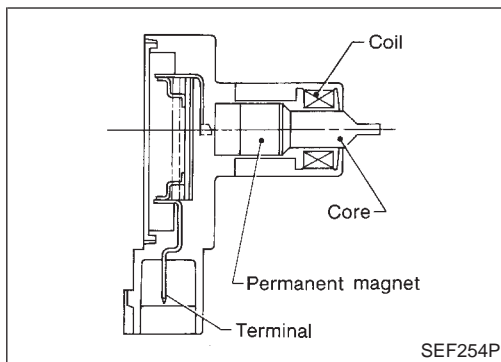
DTC P0325 KNOCK SENSOR (KS)

Diagnostic Procedure (Cont'd)

8	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
▶	INSPECTION END

DTC P0335 CRANKSHAFT POSITION SENSOR (CKPS) (POS)

Component Description



Component Description

NFEC0191

The crankshaft position sensor (POS) is located on the oil pan facing the gear teeth (cogs) of the signal plate (flywheel). It detects the crankshaft position signal (1° signal).

The sensor consists of a permanent magnet, core and coil.

When engine is running, the gap between the sensor and the gear teeth (cogs) will periodically change. Permeability near the sensor also changes.

Due to the permeability change, the magnetic flux near the core is changed. Therefore, the voltage signal generated in the coil is changed.

The ECM receives the voltage signal and detects the crankshaft position signal (1° signal).

GI

MA

EM

LC

EC

FE

CL

MT

CONSULT-II Reference Value in Data Monitor Mode

NFEC0492

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
CKPS-RPM (POS)	<ul style="list-style-type: none"> Tachometer: Connect Run engine and compare tachometer indication with the CONSULT-II value. 	Almost the same speed as the CONSULT-II value.

AT

AX

SU

BR

On Board Diagnosis Logic

NFEC0193

Malfunction is detected when 1° signal is not entered to ECM for the first few seconds during engine cranking, or 1° signal is not entered to ECM during engine running.

ST

RS

BT

HA

Possible Cause

NFEC0493

- Harness or connectors (The crankshaft position sensor (POS) circuit is open or shorted.)
- Crankshaft position sensor (POS)
- Starter motor (Refer to EL section.)
- Starting system circuit (Refer to EL section.)
- Dead (Weak) battery

SC

EL

IDX

DTC P0335 CRANKSHAFT POSITION SENSOR (CKPS) (POS)

DTC Confirmation Procedure

2

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

DTC Confirmation Procedure

NFEC0194

NOTE:

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 10.5V.

WITH CONSULT-II

NFEC0194S01

- 1) Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
- 2) Crank engine for at least two seconds.
- 3) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-400.

WITH GST

Follow the procedure "With CONSULT-II" above.

NFEC0194S02

DTC P0335 CRANKSHAFT POSITION SENSOR (CKPS) (POS)

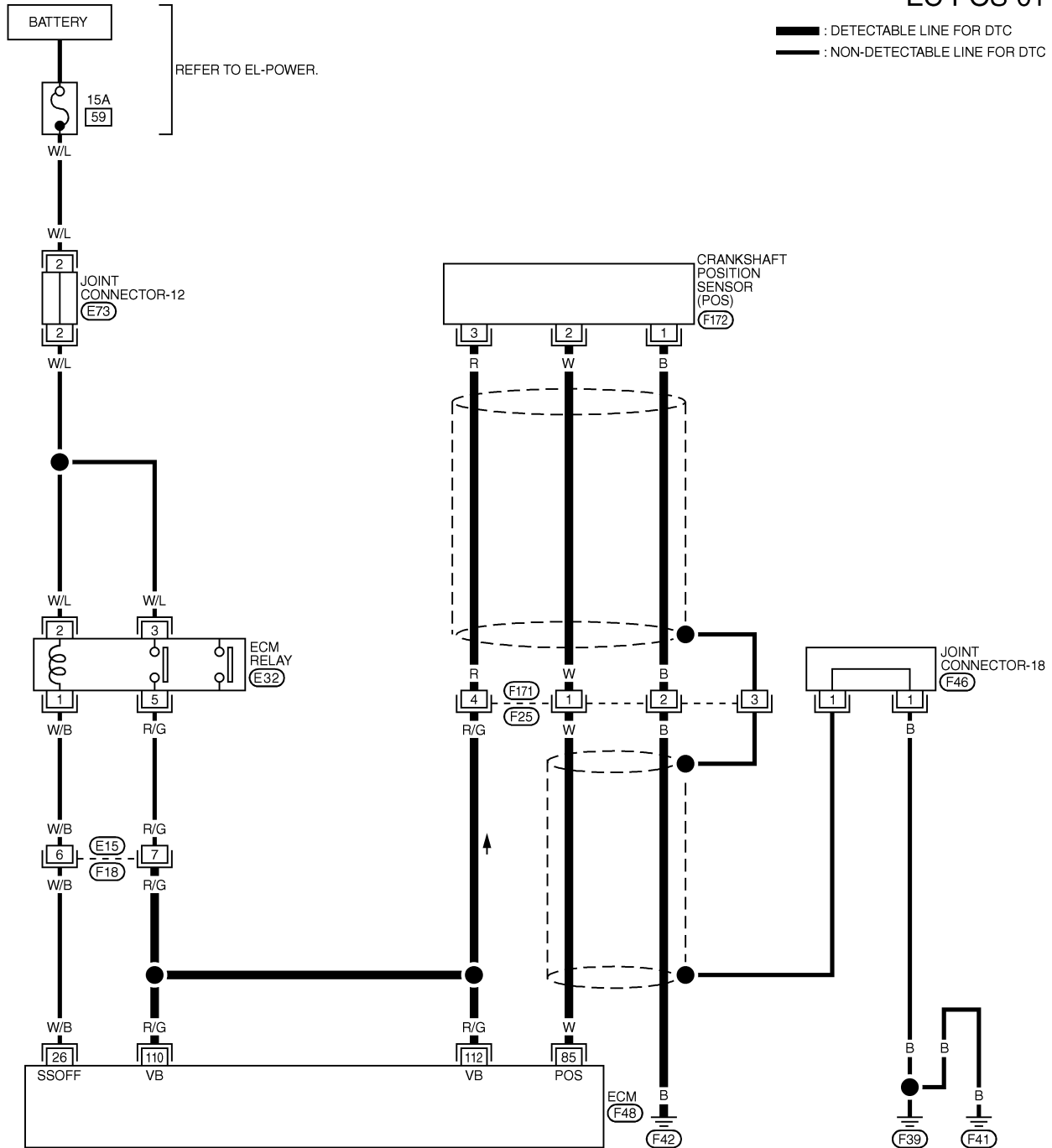
Wiring Diagram

Wiring Diagram

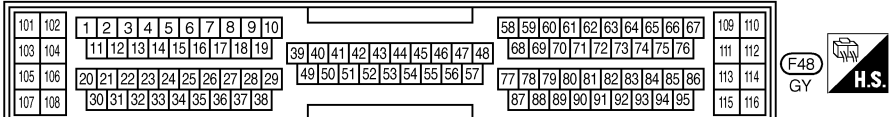
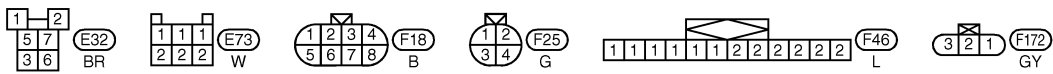
NFEC0195

EC-POS-01

— : DETECTABLE LINE FOR DTC
 - - - : NON-DETECTABLE LINE FOR DTC



- GI
- MA
- EM
- LC
- EC**
- FE
- CL
- MT
- AT
- AX
- SU
- BR
- ST
- RS
- BT
- HA
- SC
- EL
- IDX



MEC737C

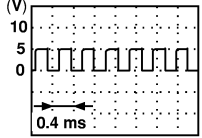
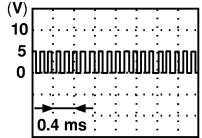
DTC P0335 CRANKSHAFT POSITION SENSOR (CKPS) (POS)

Wiring Diagram (Cont'd)

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

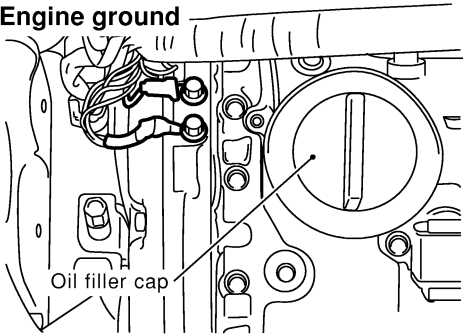
DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
85	W	CRANKSHAFT POSITION SENSOR (POS)	ENGINE RUNNING AT IDLE SPEED UNDER WARM UP CONDITION	APPROX. 2.4V 
			ENGINE RUNNING AT 2,000 RPM	APPROX. 2.3V 

SEF795YA

Diagnostic Procedure

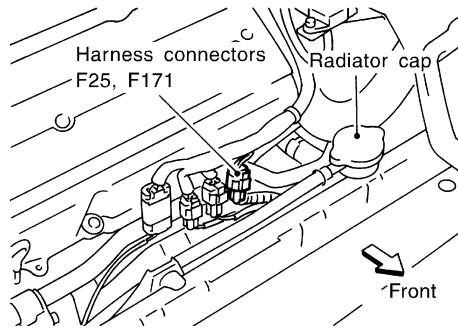
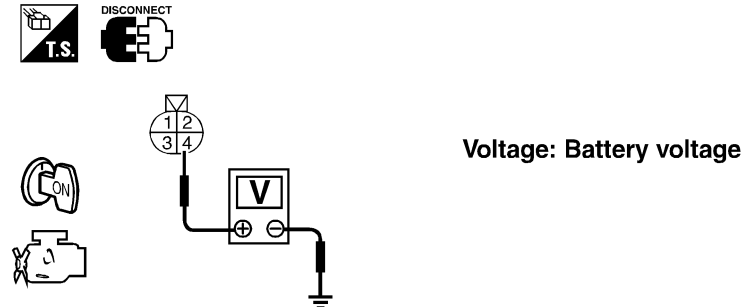
NFEC0196

1	RETIGHTEN GROUND SCREWS
<p>1. Turn ignition switch "OFF". 2. Loosen and retighten engine ground screws.</p> <div style="text-align: center;">  </div>	
▶	GO TO 2.

SEF255X

DTC P0335 CRANKSHAFT POSITION SENSOR (CKPS) (POS)

Diagnostic Procedure (Cont'd)

2	CHECK CKPS (POS) POWER SUPPLY CIRCUIT								
		<p>1. Disconnect harness connectors F25, F171.</p> 	<p>GI MA EM LC EC FE CL MT AT AX SU</p>						
		<p>2. Check voltage between harness connector F25 terminal 4 and ground with CONSULT-II or tester.</p> 	<p>SEF511WB</p>						
		<p>3. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>	<p>SEF323X</p>						
		<table border="1" style="width: 100%;"> <tr> <td style="width: 20%;">OK</td> <td style="width: 5%; text-align: center;">▶</td> <td style="width: 75%;">GO TO 4.</td> </tr> <tr> <td>NG</td> <td style="text-align: center;">▶</td> <td>GO TO 3.</td> </tr> </table>	OK	▶	GO TO 4.	NG	▶	GO TO 3.	
OK	▶	GO TO 4.							
NG	▶	GO TO 3.							

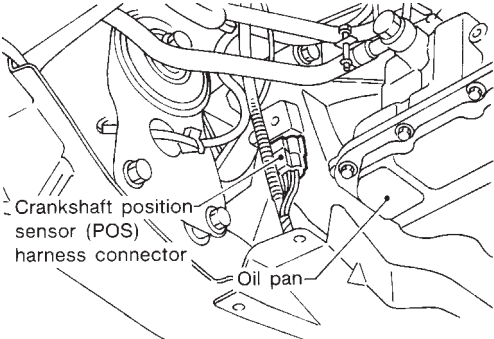
3	DETECT MALFUNCTIONING PART		
		<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors F25, F171 ● Harness connectors E15, F18 ● Harness for open or short between ECM and crankshaft position sensor (POS) ● Harness for open or short between ECM relay and crankshaft position sensor (POS) 	<p>BR ST RS</p>
		▶ Repair open circuit or short to ground or short to power in harness or connectors.	

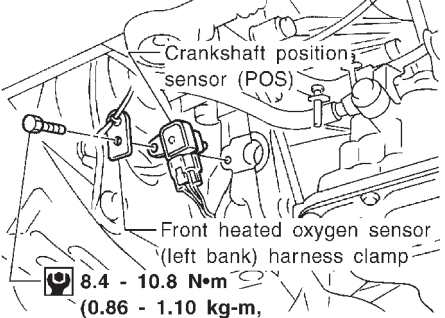
4	CHECK CKPS (POS) GROUND CIRCUIT FOR OPEN AND SHORT								
		<p>1. Check harness continuity between harness connector F25 terminal 2 and engine ground. Refer to Wiring Diagram. Continuity should exist.</p> <p>2. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>	<p>BT HA SC EL IDX</p>						
		<table border="1" style="width: 100%;"> <tr> <td style="width: 20%;">OK</td> <td style="width: 5%; text-align: center;">▶</td> <td style="width: 75%;">GO TO 5.</td> </tr> <tr> <td>NG</td> <td style="text-align: center;">▶</td> <td>Repair open circuit or short to ground or short to power in harness or connectors.</td> </tr> </table>	OK	▶	GO TO 5.	NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.	
OK	▶	GO TO 5.							
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.							

DTC P0335 CRANKSHAFT POSITION SENSOR (CKPS) (POS)

Diagnostic Procedure (Cont'd)

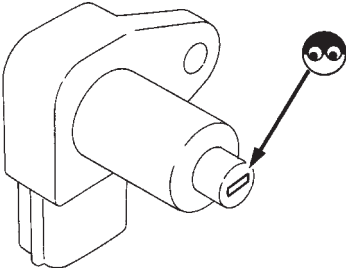
5	CHECK CKPS (POS) INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT	
<p>1. Disconnect ECM harness connector.</p> <p>2. Check harness continuity between ECM terminal 85 and harness connector F25 terminal 1. Refer to Wiring Diagram. Continuity should exist.</p> <p>3. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 6.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

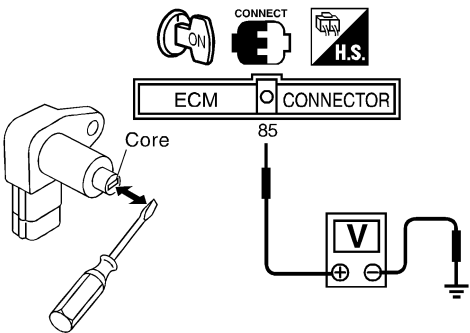
6	CHECK CKPS (POS) SUB-HARNESS CIRCUIT FOR OPEN AND SHORT									
<p>1. Disconnect CKPS (POS) harness connector.</p> <div style="text-align: center;">  <p>Labels in diagram: Crankshaft position sensor (POS) harness connector, Oil pan</p> </div> <p style="text-align: right;">SEF367Q</p> <p>2. Check harness continuity between CKPS (POS) terminals and harness connector F171 terminals as follows.</p> <table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr> <th>CKPS (POS) terminal</th> <th>Harness connector F171 terminal</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">2</td> </tr> <tr> <td style="text-align: center;">2</td> <td style="text-align: center;">1</td> </tr> <tr> <td style="text-align: center;">3</td> <td style="text-align: center;">4</td> </tr> </tbody> </table> <p style="text-align: right;">MTBL0352</p> <p>Continuity should exist.</p> <p>3. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>			CKPS (POS) terminal	Harness connector F171 terminal	1	2	2	1	3	4
CKPS (POS) terminal	Harness connector F171 terminal									
1	2									
2	1									
3	4									
OK	▶	GO TO 7.								
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.								

7	CHECK CKPS (POS) INSTALLATION	
<p>Check that CKPS (POS) and front HO2S (Left bank) harness clamp are installed correctly as shown below.</p> <div style="text-align: center;">  <p>Labels in diagram: Crankshaft position sensor (POS), Front heated oxygen sensor (left bank) harness clamp</p> <p>8.4 - 10.8 N•m (0.86 - 1.10 kg-m, 74.6 - 95.5 in-lb)</p> </div> <p style="text-align: right;">SEM222F</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 8.
NG	▶	Install CKPS (POS) correctly.

DTC P0335 CRANKSHAFT POSITION SENSOR (CKPS) (POS)

Diagnostic Procedure (Cont'd)

8	CHECK CRANKSHAFT POSITION SENSOR (POS)-I	<ol style="list-style-type: none"> 1. Disconnect crankshaft position sensor (POS) harness connector. 2. Loosen the fixing bolt of the sensor. 3. Remove the sensor. 4. Visually check the sensor for chipping. <div style="text-align: center; margin-top: 20px;">  </div> <div style="text-align: right; margin-top: 10px;">SEF587P</div>	
OK or NG			
OK	▶	GO TO 9.	
NG	▶	Replace crankshaft position sensor (POS).	

9	CHECK CRANKSHAFT POSITION SENSOR (POS)-II	<ol style="list-style-type: none"> 1. Reconnect disconnected harness connectors. 2. Turn ignition switch "ON". 3. Check voltage between ECM terminal 85 and ground by briefly touching the sensor core with a flat-bladed screwdriver. <div style="display: flex; align-items: center; margin-top: 20px;"> <div style="flex: 1;">  </div> <div style="flex: 1; margin-left: 20px;"> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th>ECM terminal</th> <th>Condition</th> <th>Voltage</th> </tr> </thead> <tbody> <tr> <td rowspan="2">85</td> <td>Contacted</td> <td>Approximately 5V</td> </tr> <tr> <td>Pulled away</td> <td>Approximately 0V</td> </tr> </tbody> </table> <p style="margin-top: 10px;">There should be a steady 5V as the flat-bladed screwdriver is drawn away slowly.</p> </div> </div> <div style="text-align: right; margin-top: 10px;">SEF324X</div>	ECM terminal	Condition	Voltage	85	Contacted	Approximately 5V	Pulled away	Approximately 0V	
ECM terminal	Condition	Voltage									
85	Contacted	Approximately 5V									
	Pulled away	Approximately 0V									
OK or NG											
OK	▶	GO TO 10.									
NG	▶	Replace crankshaft position sensor (POS).									

10	CHECK CKPS (POS) SHIELD CIRCUIT FOR OPEN AND SHORT	<ol style="list-style-type: none"> 1. Disconnect harness connectors F25, F171. 2. Check harness continuity between harness connector F25 terminal 3 and engine ground. Refer to Wiring Diagram. Continuity should exist. 3. Also check harness for short to ground and short to power. <div style="text-align: center; margin-top: 10px;">OK or NG</div>	
OK	▶	GO TO 12.	
NG	▶	GO TO 11.	

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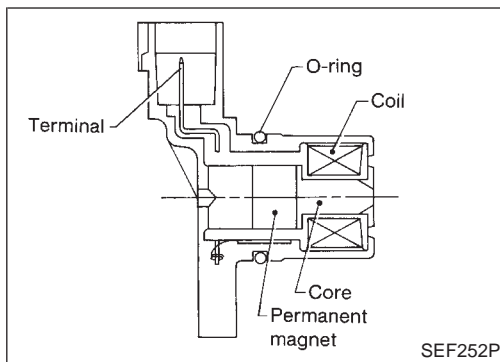
DTC P0335 CRANKSHAFT POSITION SENSOR (CKPS) (POS)

Diagnostic Procedure (Cont'd)

11	DETECT MALFUNCTIONING PART
Check the following. <ul style="list-style-type: none">● Harness connectors F25, F171● Joint connector-18● Harness for open or short between harness connector F25 and engine ground	
▶	Repair open circuit or short to ground or short to power in harness or connectors.
12	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
▶	INSPECTION END

DTC P0340 CAMSHAFT POSITION SENSOR (CMPS) (PHASE)

Component Description



Component Description

NFEC0197

The camshaft position sensor (PHASE) is located on the engine front cover facing the camshaft sprocket. It detects the cylinder No. signal.

The sensor consists of a permanent magnet, core and coil.

When engine is running, the gap between the sensor and the camshaft sprocket will periodically change. Permeability near the sensor also changes.

Due to the permeability change, the magnetic flux near the core is changed. Therefore, the voltage signal generated in the coil is changed.

The ECM receives the voltage signal and detects the cylinder No. signal.

GI

MA

EM

LC

EC

FE

CL

MT

On Board Diagnosis Logic

NFEC0199

Malfunction is detected when

(Malfunction A) the cylinder No. signal is not sent to ECM for the first few seconds during engine cranking,

(Malfunction B) the cylinder No. signal is not sent to ECM during engine running,

(Malfunction C) the cylinder No. signal is not in the normal pattern during engine running.

AT

AX

SU

BR

Possible Cause

NFEC0494

- Harness or connectors
[The camshaft position sensor (PHASE) circuit is open or shorted.]
- Camshaft position sensor (PHASE)
- Starter motor (Refer to SC section.)
- Starting system circuit (Refer to SC section.)
- Dead (Weak) battery

ST

RS

BT

HA

DTC Confirmation Procedure

NFEC0200

NOTE:

- Perform "PROCEDURE FOR MALFUNCTION A" first. If 1st trip DTC cannot be confirmed, perform "PROCEDURE FOR MALFUNCTION B AND C".
- If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

SC

EL

IDX

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is more than 10.5V at idle.

DTC P0340 CAMSHAFT POSITION SENSOR (CMPS) (PHASE)

DTC Confirmation Procedure (Cont'd)

2

DATA MONITOR	
MONITOR	NO DTC
COOLAN TEMP/S	XXX °C

SEF013Y

PROCEDURE FOR MALFUNCTION A

With CONSULT-II

NFEC0200S01

NFEC0200S0101

- 1) Turn ignition switch "ON".
- 2) Select "DATA MONITOR" mode with CONSULT-II.
- 3) Crank engine for at least 2 seconds.
- 4) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-408.

With GST

NFEC0200S0102

Follow the procedure "With CONSULT-II" above.

3

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

PROCEDURE FOR MALFUNCTION B AND C

With CONSULT-II

NFEC0200S02

NFEC0200S0201

- 1) Turn ignition switch "ON".
- 2) Select "DATA MONITOR" mode with CONSULT-II.
- 3) Start engine and run it for at least 2 seconds at idle speed.
- 4) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-408.

With GST

NFEC0200S0202

Follow the procedure "With CONSULT-II" above.

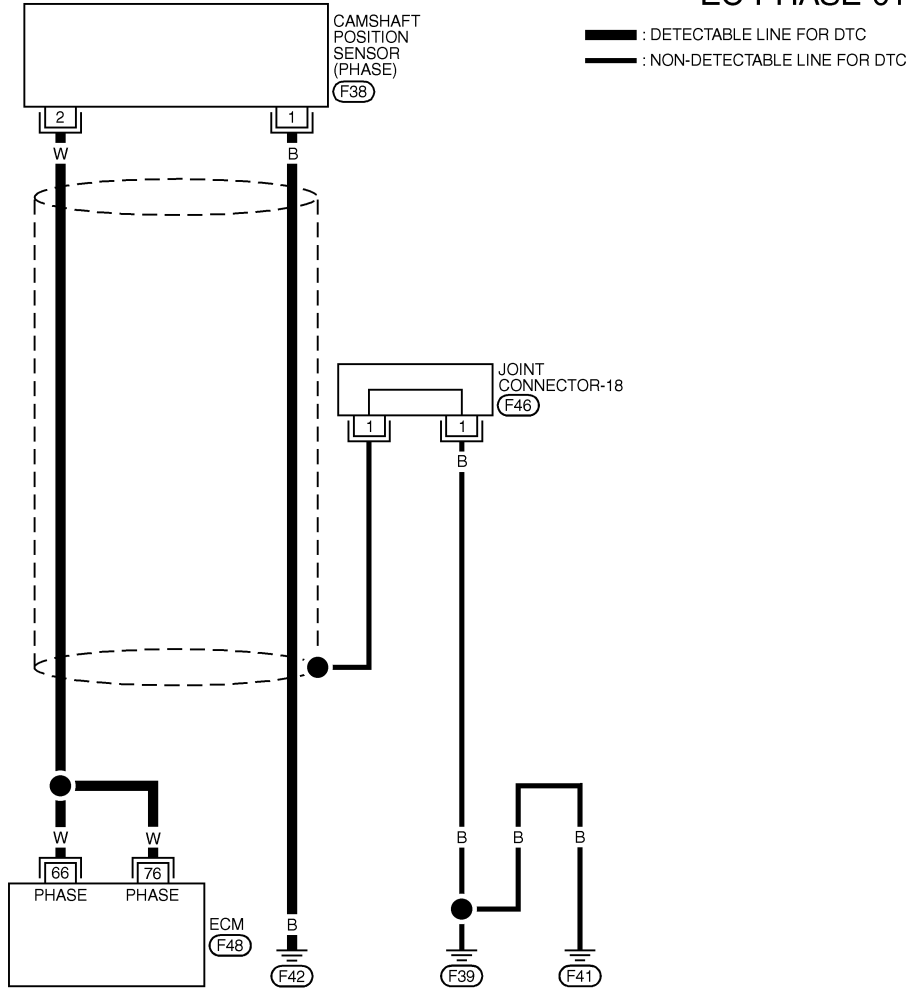
DTC P0340 CAMSHAFT POSITION SENSOR (CMPS) (PHASE)

Wiring Diagram

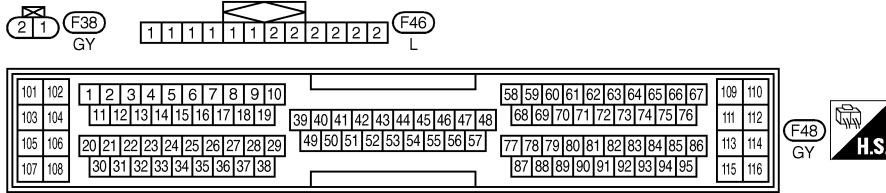
Wiring Diagram

NFEC0201

EC-PHASE-01



GI
MA
EM
LC
EC
FE
CL
MT
AT
AX
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MEC738C

HA

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC) APPROX. 4.2V (AC RANGE)
66 76	W W	CAMSHAFT POSITION SENSOR (PHASE)	ENGINE RUNNING AT IDLE SPEED	

SC
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IDX

SEF857Y

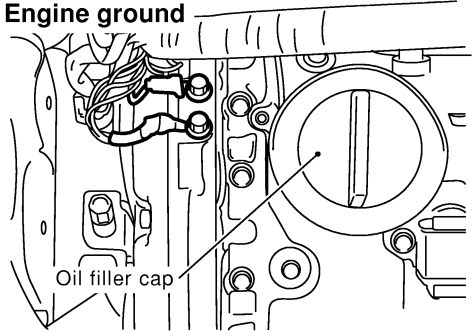
DTC P0340 CAMSHAFT POSITION SENSOR (CMPS) (PHASE)

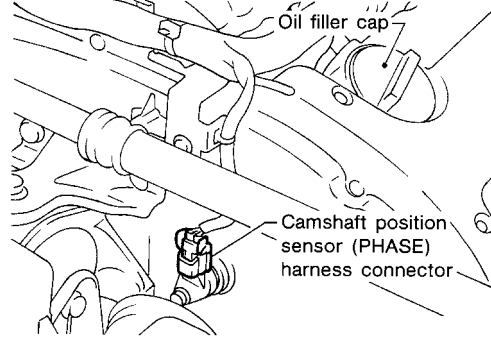
Diagnostic Procedure

Diagnostic Procedure

NFEC0202

1	CHECK STARTING SYSTEM	
Turn ignition switch to "START" position. Does the engine turn over? Does the starter motor operate?		
Yes or No		
Yes	▶	GO TO 2.
No	▶	Check starting system. (Refer to SC-6, "STARTING SYSTEM".)

2	RETIGHTEN GROUND SCREWS	
1. Turn ignition switch "OFF". 2. Loosen and retighten engine ground screws.		
 <p>The diagram shows a top-down view of the engine block. Several ground screws are visible, with one specifically labeled 'Engine ground'. An arrow points to the 'Oil filler cap' on the left side of the engine.</p>		
SEF255X		
▶		GO TO 3.

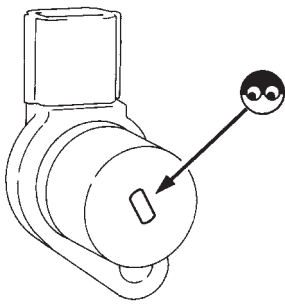
3	CHECK CMPS (PHASE) INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT	
1. Turn ignition switch "OFF". 2. Disconnect ECM harness connector and CMPS (PHASE) harness connector.		
 <p>The diagram shows a close-up of the engine area. The 'Oil filler cap' is labeled at the top. Below it, the 'Camshaft position sensor (PHASE) harness connector' is shown with an arrow pointing to it.</p>		
SEF274P		
3. Check harness continuity between CMPS (PHASE) terminal 2 and ECM terminals 66, 76. Refer to Wiring Diagram. Continuity should exist.		
4. Also check harness for short to ground and short to power.		
OK or NG		
OK	▶	GO TO 4.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

DTC P0340 CAMSHAFT POSITION SENSOR (CMPS) (PHASE)

Diagnostic Procedure (Cont'd)

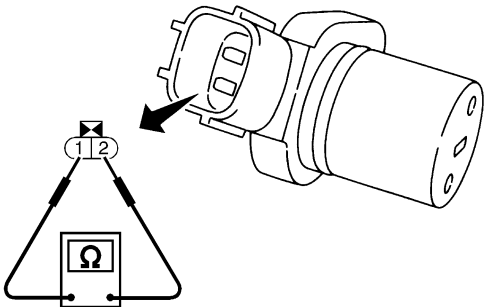
4	CHECK CMPS (PHASE) GROUND CIRCUIT FOR OPEN AND SHORT
1. Check harness continuity between CMPS (PHASE) terminal 1 and engine ground. Continuity should exist. 2. Also check harness for short to ground and short to power.	
OK or NG	
OK	▶ GO TO 5.
NG	▶ Repair open circuit or short to ground or short to power in harness or connector.

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5	CHECK CAMSHAFT POSITION SENSOR (PHASE)-I
1. Loosen the fixing bolt of the camshaft position sensor (PHASE). 2. Remove the CMPS (PHASE). 3. Visually check the CMPS (PHASE) for chipping.	
	
SEF583P	
OK or NG	
OK	▶ GO TO 6.
NG	▶ Replace camshaft position sensor (PHASE).

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6	CHECK CAMSHAFT POSITION SENSOR (PHASE)-II
Check resistance between CMPS (PHASE) terminals 1 and 2 as shown below.	
	
Resistance: Approximately 1,440 - 1,760 Ω at 20°C (68°F) (HITACHI make) Approximately 2,090 - 2,550 Ω at 20°C (68°F) (MITSUBISHI make)	
SEF325X	
OK or NG	
OK	▶ GO TO 7.
NG	▶ Replace camshaft position sensor (PHASE).

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DTC P0340 CAMSHAFT POSITION SENSOR (CMPS) (PHASE)

Diagnostic Procedure (Cont'd)

7	CHECK CMPS (PHASE) SHIELD CIRCUIT FOR OPEN AND SHORT
1. Turn ignition switch "OFF". 2. Disconnect joint connector-18. 3. Check the following. <ul style="list-style-type: none">● Continuity between joint connector terminal 1 and ground● Joint connector (Refer to EL-345, "HARNES LAYOUT".) Continuity should exist.	
4. Also check harness for short to ground and short to power. 5. Then reconnect joint connector-18.	
OK or NG	
OK	▶ GO TO 8.
NG	▶ Repair open circuit or short to ground or short to power in harness or connectors.

8	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
	▶ INSPECTION END

DTC P0400 EGR FUNCTION (CLOSE)

Description

Description SYSTEM DESCRIPTION

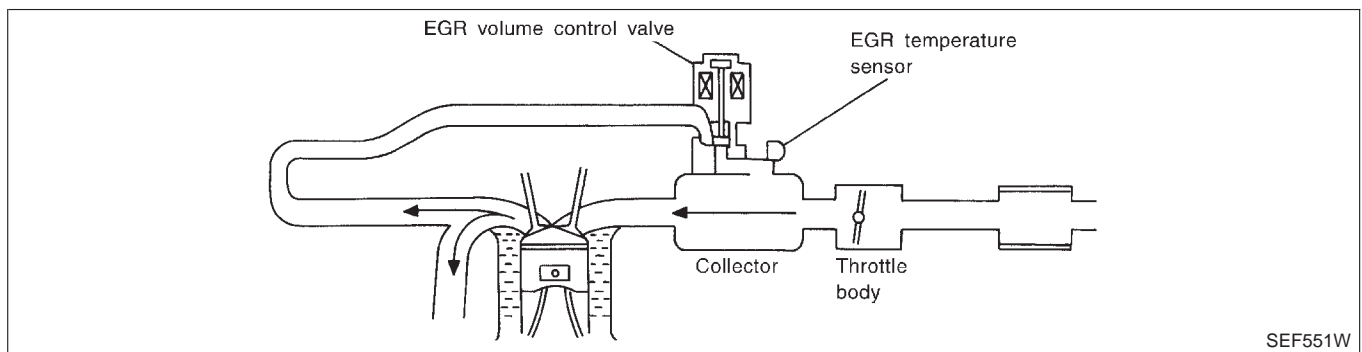
NFEC0203

NFEC0203S01

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS)	Engine speed (POS signal)	EGR volume control	EGR volume control valve
Crankshaft position sensor (REF)	Engine speed (REF signal)		
Vehicle speed sensor	Vehicle speed		
Engine coolant temperature sensor	Engine coolant temperature		
Ignition switch	Start signal		
Throttle position sensor	Throttle position		
Battery	Battery voltage		
Mass air flow sensor	Amount of intake air		
Air conditioner switch	Air conditioner operation		
Power steering oil pressure switch	Power steering load signal		
Electrical load	Electrical load signal		
PNP switch	Park/Neutral position signal		
TCM (Transmission Control Module)	Gear position, shifting signal		

This system controls flow rate of EGR led from exhaust manifold to intake manifold. The opening of the EGR by-pass passage in the EGR volume control valve changes to control the flow rate. A built-in step motor moves the valve in steps corresponding to the ECM output pulses. The opening of the valve varies for optimum engine control. The optimum value stored in the ECM is determined by considering various engine conditions. The EGR volume control valve remains close under the following conditions.

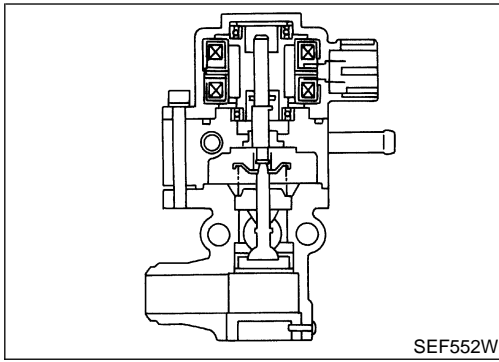
- Engine stopped
- Engine starting
- Engine idling
- Low engine coolant temperature
- Excessively high engine coolant temperature
- High engine speed
- Wide open throttle
- Low battery voltage



SEF551W

DTC P0400 EGR FUNCTION (CLOSE)

Description (Cont'd)



COMPONENT DESCRIPTION

NFEC0203S02

EGR volume control valve

NFEC0203S0203

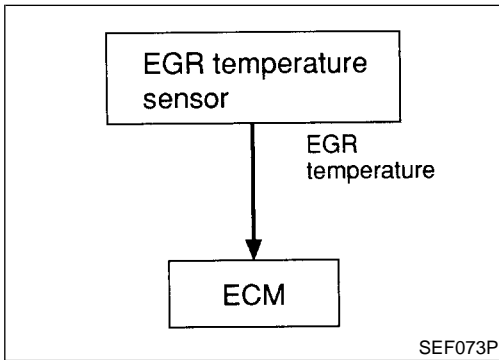
The EGR volume control valve uses a step motor to control the flow rate of EGR from exhaust manifold. This motor has four winding phases. It operates according to the output pulse signal of the ECM. Two windings are turned ON and OFF in sequence. Each time an ON pulse is issued, the valve opens or closes, changing the flow rate. When no change in the flow rate is needed, the ECM does not issue the pulse signal. A certain voltage signal is issued so that the valve remains at that particular opening.

CONSULT-II Reference Value in Data Monitor Mode

NFEC0495

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
EGR TEMP SEN	● Engine: After warming up		Less than 4.5V
EGR VOL CON/V	<ul style="list-style-type: none"> ● Engine: After warming up ● Air conditioner switch: "OFF" ● Shift lever: "N" ● No-load 	Idle	0 step
		Revvng engine up to 3,000 rpm quickly	10 - 55 step



On Board Diagnosis Logic

NFEC0204

If the absence of EGR flow is detected by EGR temperature sensor under the condition that calls for EGR, a low-flow malfunction is diagnosed.

Malfunction is detected when no EGR flow is detected under condition that calls for EGR.

Possible Cause

NFEC0496

- Harness or connectors (EGR volume control valve circuit is open or shorted.)
- EGR volume control valve stuck closed
- Dead (Weak) battery
- EGR passage clogged
- EGR temperature sensor and circuit
- Exhaust gas leaks

DTC P0400 EGR FUNCTION (CLOSE)

DTC Confirmation Procedure

NFEC0205

5	EGR SYSTEM P0400					
	OUT OF CONDITION					
	MONITOR					
	<table border="0"> <tr> <td>ENG SPEED</td> <td>XXX rpm</td> </tr> <tr> <td>THRTL POS SEN</td> <td>XXX V</td> </tr> <tr> <td>B/FUEL SCHDL</td> <td>XXX msec</td> </tr> </table>	ENG SPEED	XXX rpm	THRTL POS SEN	XXX V	B/FUEL SCHDL
ENG SPEED	XXX rpm					
THRTL POS SEN	XXX V					
B/FUEL SCHDL	XXX msec					

SEF191Y

8	EGR SYSTEM P0400					
	TESTING					
	MONITOR					
	<table border="0"> <tr> <td>ENG SPEED</td> <td>XXX rpm</td> </tr> <tr> <td>THRTL POS SEN</td> <td>XXX V</td> </tr> <tr> <td>B/FUEL SCHDL</td> <td>XXX msec</td> </tr> </table>	ENG SPEED	XXX rpm	THRTL POS SEN	XXX V	B/FUEL SCHDL
ENG SPEED	XXX rpm					
THRTL POS SEN	XXX V					
B/FUEL SCHDL	XXX msec					

SEF192Y

8	EGR SYSTEM P0400
	COMPLETED

SEF235Y

DTC Confirmation Procedure

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

- If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.
- P0400 will not be displayed at “SELF-DIAG RESULTS” mode with CONSULT-II even though DTC work support test result is NG.

TESTING CONDITION:

- Before performing the following procedure, confirm battery voltage is more than 10V at idle, then stop engine immediately.
- For best results, perform the test at a temperature of 5°C (41°F) or higher.

WITH CONSULT-II

NFEC0205S01

- 1) Turn ignition switch “OFF” and wait at least 10 seconds.
- 2) Turn ignition switch “ON”
- 3) Check “COOLAN TEMP/S” in “DATA MONITOR” mode with CONSULT-II.

Confirm COOLAN TEMP/S value is within the range listed below.

COOLAN TEMP/S: Less than 40°C (104°F)

If the value is out of range, park the vehicle in a cool place and allow the engine temperature to stabilize. Do not attempt to lower the engine coolant temperature with a fan or means other than ambient air. Doing so may produce an inaccurate diagnostic result.

- 4) Start engine and let it idle monitoring “COOLAN TEMP/S” value. When the “COOLAN TEMP/S” value reaches 60°C (140°F), immediately go to the next step.
- 5) Select “EGR SYSTEM P0400” of “EGR SYSTEM” in “DTC WORK SUPPORT” mode with CONSULT-II.
- 6) Touch “START”.
- 7) Accelerate vehicle to a speed of 40 km/h (25 MPH) once and then stop vehicle with engine running.
If “COMPLETED” appears on CONSULT-II screen, go to step 9.
If “COMPLETED” does not appear on CONSULT-II screen, go to the following step.
- 8) When the following conditions are met, “TESTING” will be displayed on the CONSULT-II screen. Maintain the conditions until “TESTING” changes to “COMPLETED”. (It will take approximately 30 seconds or more.)

ENG SPEED	1,200 - 2,400 rpm
Vehicle speed	Suitable speed
B/FUEL SCHDL	More than 4 msec
THRTL POS SEN	0.65 - 1.08V
Selector lever	Suitable position

If “TESTING” is not displayed after 5 minutes, retry from step 2.

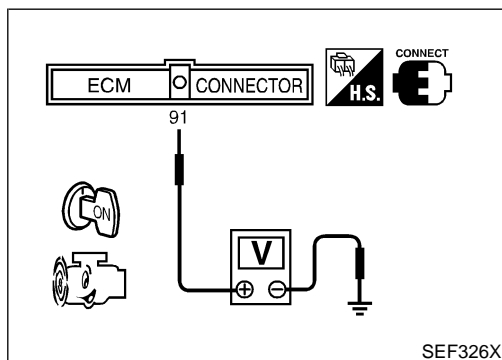
- 9) Make sure that “OK” is displayed after touching “SELF-DIAG

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DTC P0400 EGR FUNCTION (CLOSE)

DTC Confirmation Procedure (Cont'd)

RESULTS". If "NG" is displayed, refer to "Diagnostic Procedure", EC-416.



WITH GST

- 1) Turn ignition switch "OFF" and wait at least 10 seconds.
 - 2) Turn ignition switch "ON".
 - 3) Check engine coolant temperature in MODE 1 with GST.
Engine coolant temperature: Less than 40°C (104°F)
If the value is out of range, park the vehicle in a cool place and allow the engine temperature to stabilize. Do not attempt to lower the coolant temperature with a fan or means other than ambient air. Doing so may produce an inaccurate diagnostic result.
 - 4) Start engine and let it idle monitoring the value of "COOLANT TEMP/S". When the engine coolant temperature reaches 60°C (140°F), immediately go to the next step.
 - 5) Maintain the following conditions for at least 1 minute.
Engine speed: 1,200 - 2,400 rpm
Vehicle speed: Suitable speed
Voltage between ECM terminal 91 and ground: 0.65 - 1.08V
Selector lever: Suitable position
 - 6) Stop vehicle.
 - 7) Turn ignition switch "OFF" and wait at least 10 seconds, then turn "ON".
 - 8) Repeat step 3 to 5.
 - 9) Select "MODE 3" with GST.
 - 10) If DTC is detected, go to "Diagnostic Procedure", EC-416.
- **When using GST, "DTC Confirmation Procedure" should be performed twice as much as when using CONSULT-II because GST cannot display MODE 7 (1st trip DTC) concerning this diagnosis. Therefore, using CONSULT-II is recommended.**

DTC P0400 EGR FUNCTION (CLOSE)

Wiring Diagram

Wiring Diagram

NFEC0207

EC-EGRC1-01

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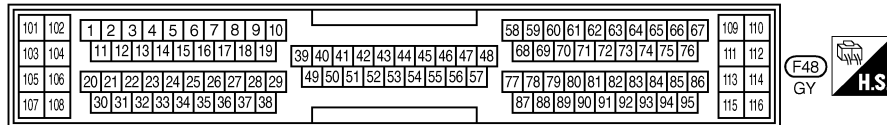
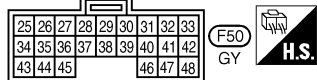
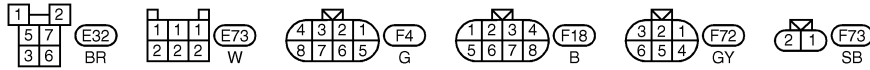
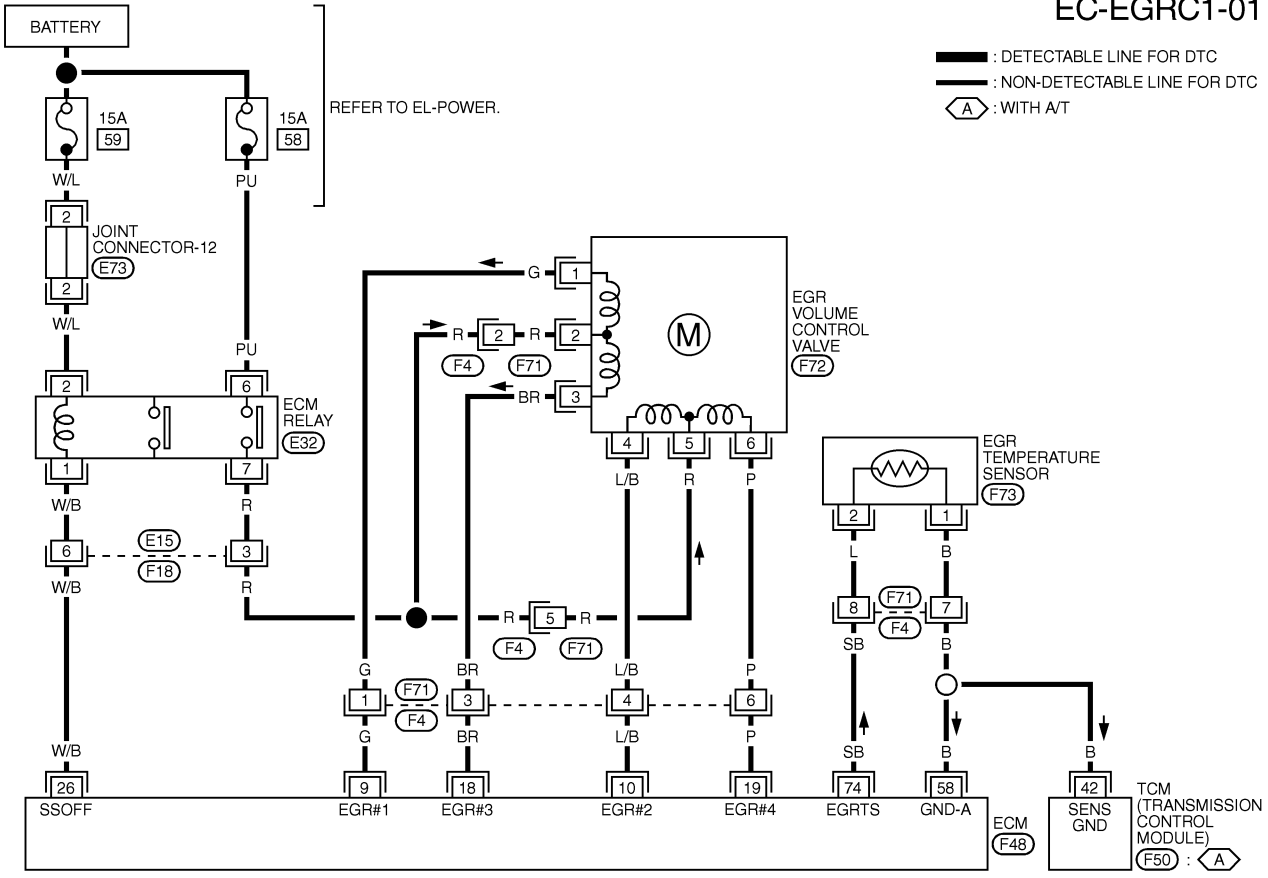
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MEC910C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION: DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
9	G	EGR VOLUME CONTROL VALVE	ENGINE RUNNING AT IDLE SPEED	0.1 - 14V
10	L/B			
18	BR			
19	P			

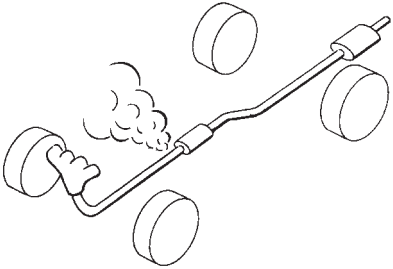
SEF666XB

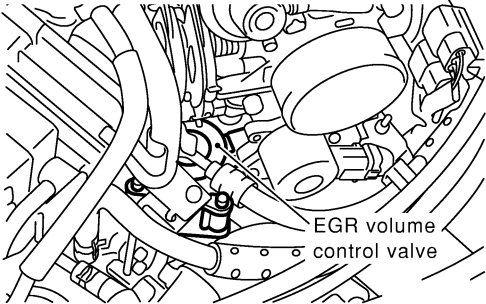
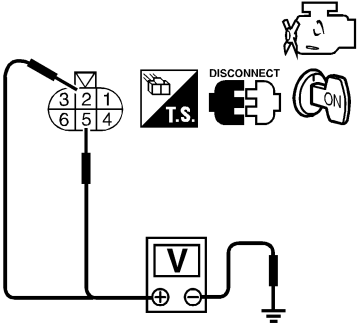
DTC P0400 EGR FUNCTION (CLOSE)

Diagnostic Procedure

Diagnostic Procedure

NFEC0208

1	CHECK EXHAUST SYSTEM		
<p>1. Start engine. 2. Check exhaust pipes and muffler for leaks.</p>			
			
SEF099P			
OK or NG			
OK	▶	GO TO 2.	
NG	▶	Repair or replace exhaust system.	

2	CHECK EGR VOLUME CONTROL VALVE POWER SUPPLY CIRCUIT		
<p>1. Disconnect EGR volume control valve harness connector.</p>			
<p>View with intake air duct removed</p>  <p style="text-align: right;">EGR volume control valve</p>			
SEF265X			
<p>2. Turn ignition switch "ON". 3. Check voltage between EGR volume control valve terminals 2, 5 and ground with CONSULT-II or tester.</p>			
 <p style="text-align: right;">Voltage: Battery voltage</p>			
SEF327X			
OK or NG			
OK	▶	GO TO 4.	
NG	▶	GO TO 3.	

DTC P0400 EGR FUNCTION (CLOSE)

Diagnostic Procedure (Cont'd)

3	DETECT MALFUNCTIONING PART
Check the following. <ul style="list-style-type: none"> ● Harness connectors E15, F18 ● Harness connectors F4, F71 ● Harness for open or short between ECM relay and EGR volume control valve 	
▶	Repair harness or connectors.

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4	CHECK EGR VOLUME CONTROL VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT										
1. Turn ignition switch "OFF". 2. Disconnect ECM harness connector. 3. Check harness continuity between ECM terminals and EGR volume control valve terminals as follows. Refer to Wiring Diagram.											
<table border="1" style="margin: auto;"> <thead> <tr> <th>ECM terminal</th> <th>EGR volume control valve</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">9</td> <td style="text-align: center;">1</td> </tr> <tr> <td style="text-align: center;">10</td> <td style="text-align: center;">4</td> </tr> <tr> <td style="text-align: center;">18</td> <td style="text-align: center;">3</td> </tr> <tr> <td style="text-align: center;">19</td> <td style="text-align: center;">6</td> </tr> </tbody> </table>		ECM terminal	EGR volume control valve	9	1	10	4	18	3	19	6
ECM terminal	EGR volume control valve										
9	1										
10	4										
18	3										
19	6										
MTBL0356											
4. Also check harness for short to ground and short to power. <p style="text-align: center;">OK or NG</p>											
OK	▶ GO TO 6.										
NG	▶ GO TO 5.										

AX

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5	DETECT MALFUNCTIONING PART
Check the following. <ul style="list-style-type: none"> ● Harness connectors F4, F71 ● Harness for open or short between ECM and EGR volume control valve 	
▶	Repair open circuit or short to ground or short to power in harness or connectors.

6	CHECK EGR PASSAGE
Check EGR passage for clogging and cracks. <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 7.
NG	▶ Repair or replace EGR passage.

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7	CHECK EGR TEMPERATURE SENSOR AND CIRCUIT
Refer to "DTC Confirmation Procedure", EC-610. <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 8.
NG	▶ Replace EGR temperature sensor.

HA

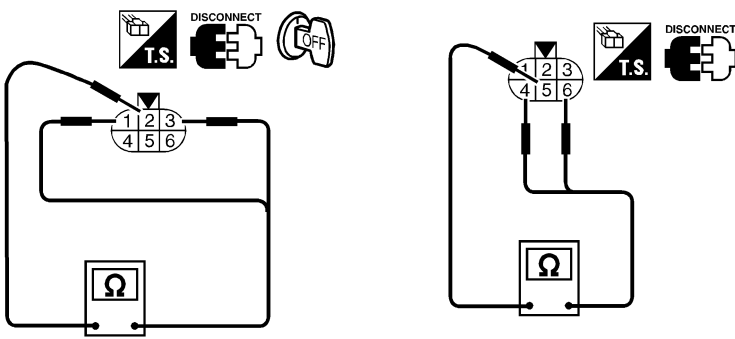
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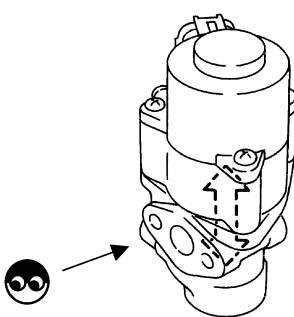
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DTC P0400 EGR FUNCTION (CLOSE)

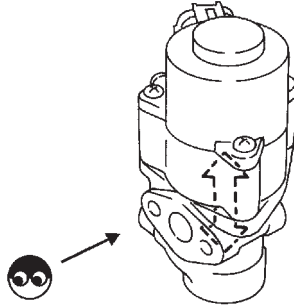
Diagnostic Procedure (Cont'd)

8	CHECK EGR VOLUME CONTROL VALVE-I	
<p>Check resistance between EGR volume control valve terminal 2 and terminals 1, 3, terminal 5 and terminals 4, 6.</p>		
		<p>Resistance: 20.9 - 23.1 Ω [At 20°C (68°F)]</p>
SEF588X		
OK or NG		
OK (With CONSULT-II)	▶	GO TO 9.
OK (Without CONSULT-II)	▶	GO TO 10.
NG	▶	Replace EGR volume control valve.

9	CHECK EGR VOLUME CONTROL VALVE-II																													
<p> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Remove EGR volume control valve. 2. Reconnect ECM harness connector and EGR volume control valve harness connector. 3. Turn ignition switch "ON". 4. Perform "EGR VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II. 5. Check that EGR volume control valve shaft moves smoothly forward and backward according to the valve opening steps. 																														
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">ACTIVE TEST</th> </tr> <tr> <th style="text-align: center;">EGR VOL CONT/V</th> <th style="text-align: center;">20 step</th> </tr> <tr> <th colspan="2" style="text-align: center;">MONITOR</th> </tr> <tr> <th style="text-align: center;">ENG SPEED</th> <th style="text-align: center;">XXX rpm</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>		ACTIVE TEST		EGR VOL CONT/V	20 step	MONITOR		ENG SPEED	XXX rpm																					
ACTIVE TEST																														
EGR VOL CONT/V	20 step																													
MONITOR																														
ENG SPEED	XXX rpm																													
SEF067Y																														
OK or NG																														
OK	▶	GO TO 11.																												
NG	▶	Replace EGR volume control valve.																												

DTC P0400 EGR FUNCTION (CLOSE)

Diagnostic Procedure (Cont'd)

10	CHECK EGR VOLUME CONTROL VALVE-II	
<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Remove EGR volume control valve. 2. Reconnect ECM harness connector and EGR volume control valve harness connector. 3. Turn ignition switch "ON" and "OFF". 4. Check that EGR volume control valve shaft moves smoothly forward and backward according to the ignition switch position. 		
 <p style="text-align: right;">SEF560W</p>		
OK or NG		
OK	▶	GO TO 11.
NG	▶	Replace EGR volume control valve.

11	CHECK INTERMITTENT INCIDENT	
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.		
	▶	INSPECTION END

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DTC P0403 EGR VOLUME CONTROL VALVE (CIRCUIT)

Description

Description SYSTEM DESCRIPTION

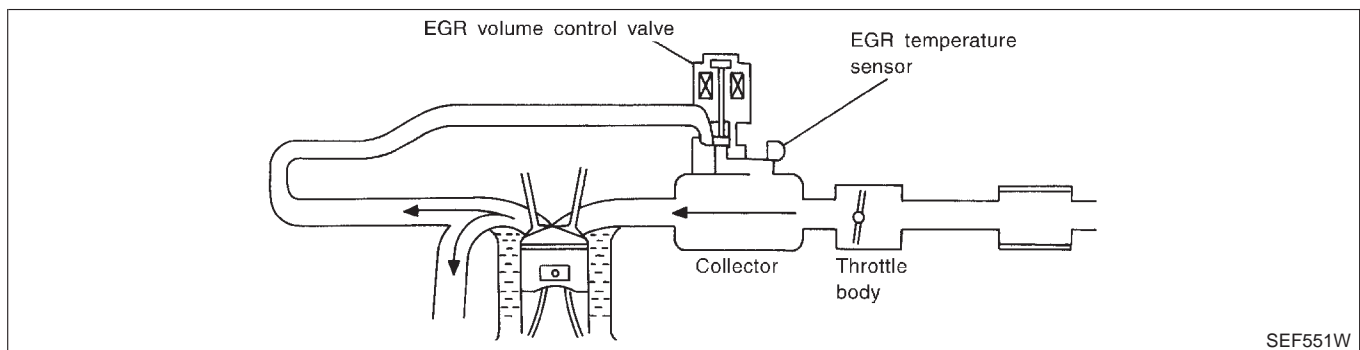
NFEC0497

NFEC0497S01

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS)	Engine speed (POS signal)	EGR volume control	EGR volume control valve
Crankshaft position sensor (REF)	Engine speed (REF signal)		
Vehicle speed sensor	Vehicle speed		
Engine coolant temperature sensor	Engine coolant temperature		
Ignition switch	Start signal		
Throttle position sensor	Throttle position		
Battery	Battery voltage		
Mass air flow sensor	Amount of intake air		
Air conditioner switch	Air conditioner operation		
Power steering oil pressure switch	Power steering load signal		
Electrical load	Electrical load signal		
PNP switch	Park/Neutral position signal		
TCM (Transmission Control Module)	Gear position, shifting signal		

This system controls flow rate of EGR led from exhaust manifold to intake manifold. The opening of the EGR by-pass passage in the EGR volume control valve changes to control the flow rate. A built-in step motor moves the valve in steps corresponding to the ECM output pulses. The opening of the valve varies for optimum engine control. The optimum value stored in the ECM is determined by considering various engine conditions. The EGR volume control valve remains close under the following conditions.

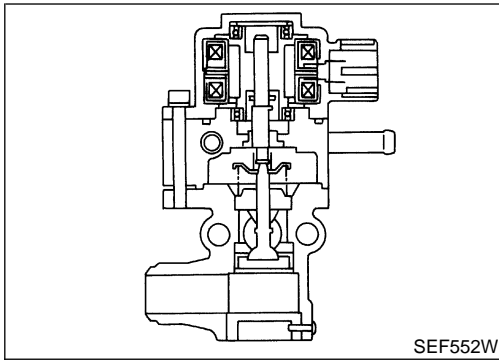
- Engine stopped
- Engine starting
- Engine idling
- Low engine coolant temperature
- Excessively high engine coolant temperature
- High engine speed
- Wide open throttle
- Low battery voltage



SEF551W

DTC P0403 EGR VOLUME CONTROL VALVE (CIRCUIT)

Description (Cont'd)



COMPONENT DESCRIPTION

EGR volume control valve

NFEC0497S02

NFEC0497S0201

The EGR volume control valve uses a step motor to control the flow rate of EGR from exhaust manifold. This motor has four winding phases. It operates according to the output pulse signal of the ECM. Two windings are turned ON and OFF in sequence. Each time an ON pulse is issued, the valve opens or closes, changing the flow rate. When no change in the flow rate is needed, the ECM does not issue the pulse signal. A certain voltage signal is issued so that the valve remains at that particular opening.

GI
MA
EM
LC

CONSULT-II Reference Value in Data Monitor Mode

NFEC0498

Specification data are reference values.

EC

MONITOR ITEM	CONDITION		SPECIFICATION
EGR TEMP SEN	● Engine: After warming up		Less than 4.5V
EGR VOL CON/V	<ul style="list-style-type: none"> ● Engine: After warming up ● Air conditioner switch: "OFF" ● Shift lever: "N" ● No-load 	Idle	0 step
		Revving engine up to 3,000 rpm quickly	10 - 55 step

FE
CL
MT

On Board Diagnosis Logic

NFEC0499

Malfunction is detected when an improper voltage signal is sent to ECM through the valve.

AT

FAIL-SAFE MODE

NFEC0499S02

When the ECM enters the fail-safe mode, the MIL illuminates.

AX

Detected items	Engine operating condition in fail-safe mode
EGR volume control valve circuit	Engine speed will not rise more than 2,800 rpm due to the fuel cut.

SU
BR

Possible Cause

NFEC0500

- Harness or connectors (EGR volume control valve circuit is open or shorted.)
- EGR volume control valve

ST
RS
BT

DTC Confirmation Procedure

NFEC0501

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

SC
EL

TESTING CONDITION:

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

IDX

DTC P0403 EGR VOLUME CONTROL VALVE (CIRCUIT)

DTC Confirmation Procedure (Cont'd)

3	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm
	COOLAN TEMP/S	XXX °C

SEF174Y

WITH CONSULT-II

NFEC0501S01

- 1) Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
- 2) Start engine and warm it up to normal operating temperature.
- 3) Rev engine from idle to 2,000 rpm 10 times.
- 4) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-424.

WITH GST

NFEC0501S02

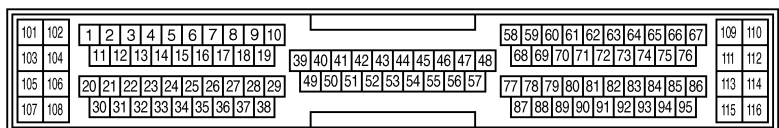
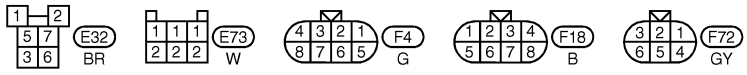
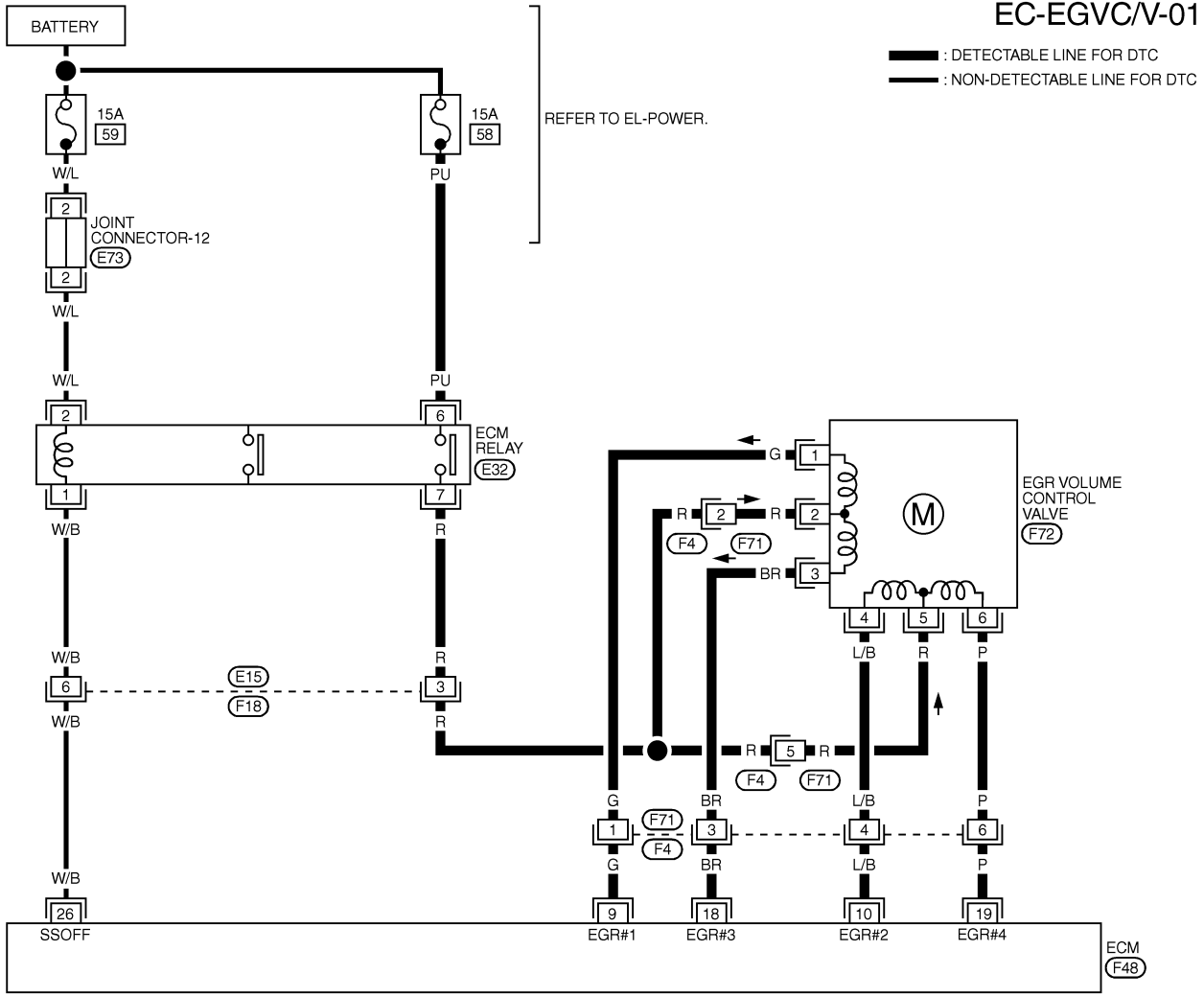
Follow the procedure "With CONSULT-II" above.

DTC P0403 EGR VOLUME CONTROL VALVE (CIRCUIT)

Wiring Diagram

Wiring Diagram

=NFEC0502



MEC740C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.
CAUTION: DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
9	G	EGR VOLUME CONTROL VALVE	ENGINE RUNNING AT IDLE SPEED	0.1 - 14V
10	L/B			
18	BR			
19	P			

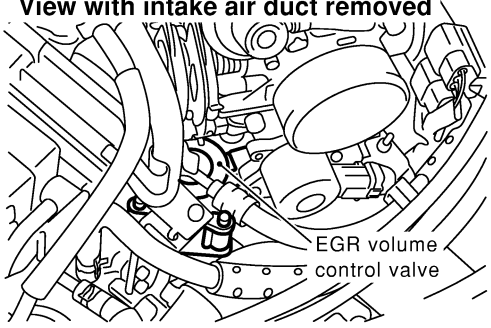
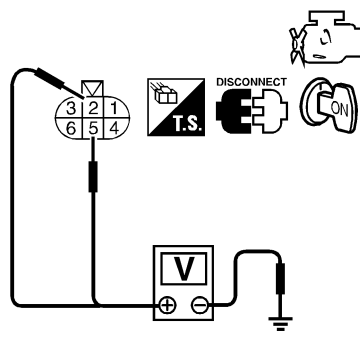
SEF666XB

DTC P0403 EGR VOLUME CONTROL VALVE (CIRCUIT)

Diagnostic Procedure

Diagnostic Procedure

NFEC0503

1	CHECK EGR VOLUME CONTROL VALVE POWER SUPPLY CIRCUIT
<p>1. Disconnect EGR volume control valve harness connector.</p> <p style="text-align: center;">View with intake air duct removed</p>  <p style="text-align: right;">SEF265X</p> <p>2. Turn ignition switch "ON".</p> <p>3. Check voltage between EGR volume control valve terminals 2, 5 and ground with CONSULT-II or tester.</p>  <p style="text-align: center;">Voltage: Battery voltage</p> <p style="text-align: right;">SEF327X</p> <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 3.
NG	▶ GO TO 2.

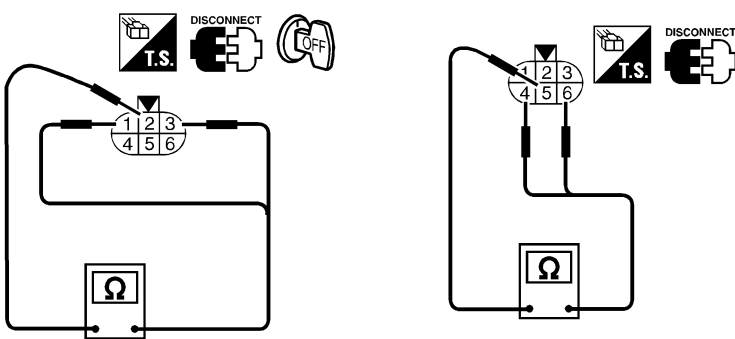
2	DETECT MALFUNCTIONING PART
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors E15, F18 ● Harness connectors F4, F71 ● Harness for open or short between ECM relay and EGR volume control valve 	
▶	Repair harness or connectors.

DTC P0403 EGR VOLUME CONTROL VALVE (CIRCUIT)

Diagnostic Procedure (Cont'd)

3	CHECK EGR VOLUME CONTROL VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT										
<p>1. Turn ignition switch "OFF". 2. disconnect ECM harness connector. 3. Check harness continuity between ECM terminals and EGR volume control valve terminals as follows. Refer to Wiring Diagram.</p>											
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th style="padding: 5px;">ECM terminal</th> <th style="padding: 5px;">EGR volume control valve</th> </tr> </thead> <tbody> <tr> <td style="text-align: center; padding: 5px;">9</td> <td style="text-align: center; padding: 5px;">1</td> </tr> <tr> <td style="text-align: center; padding: 5px;">10</td> <td style="text-align: center; padding: 5px;">4</td> </tr> <tr> <td style="text-align: center; padding: 5px;">18</td> <td style="text-align: center; padding: 5px;">3</td> </tr> <tr> <td style="text-align: center; padding: 5px;">19</td> <td style="text-align: center; padding: 5px;">6</td> </tr> </tbody> </table>		ECM terminal	EGR volume control valve	9	1	10	4	18	3	19	6
ECM terminal	EGR volume control valve										
9	1										
10	4										
18	3										
19	6										
MTBL0356											
<p style="color: blue;">Continuity should exist.</p> <p>4. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>											
OK	▶ GO TO 5.										
NG	▶ GO TO 4.										


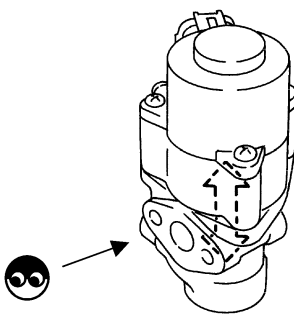
4	DETECT MALFUNCTIONING PART
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors F4, F71 ● Harness for open or short between ECM and EGR volume control valve 	
▶	Repair open circuit or short to ground or short to power in harness or connectors.


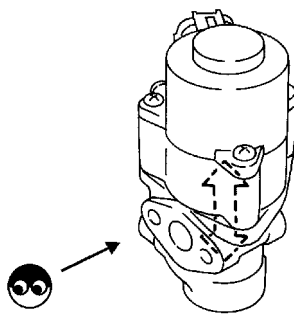
5	CHECK EGR VOLUME CONTROL VALVE-I
<p>Check resistance between EGR volume control valve terminal 2 and terminals 1, 3, terminal 5 and terminals 4, 6.</p>	
	
<p>Resistance: 20.9 - 23.1 Ω [At 20°C (68°F)]</p>	
SEF588X	
OK or NG	
OK (With CONSULT-II)	▶ GO TO 6.
OK (Without CONSULT-II)	▶ GO TO 7.
NG	▶ Replace EGR volume control valve.

GI
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DTC P0403 EGR VOLUME CONTROL VALVE (CIRCUIT)

Diagnostic Procedure (Cont'd)

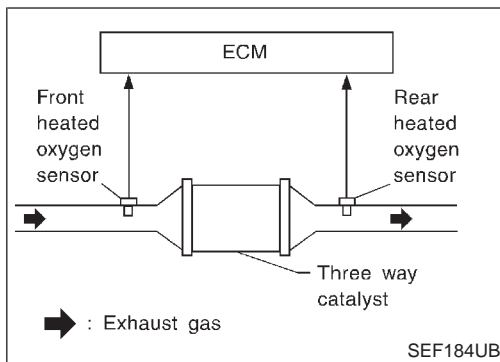
6	CHECK EGR VOLUME CONTROL VALVE-II																								
<p> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Remove EGR volume control valve. 2. Reconnect ECM harness connector and EGR volume control valve harness connector. 3. Turn ignition switch "ON". 4. Perform "EGR VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II. 5. Check that EGR volume control valve shaft moves smoothly forward and backward according to the valve opening steps. 																									
<table border="1" style="display: inline-table; border-collapse: collapse; margin-right: 20px;"> <thead> <tr> <th colspan="2">ACTIVE TEST</th> </tr> <tr> <th>EGR VOL CONT/V</th> <th>20 step</th> </tr> <tr> <th colspan="2">MONITOR</th> </tr> <tr> <th>ENG SPEED</th> <th>XXX rpm</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table> 		ACTIVE TEST		EGR VOL CONT/V	20 step	MONITOR		ENG SPEED	XXX rpm																
ACTIVE TEST																									
EGR VOL CONT/V	20 step																								
MONITOR																									
ENG SPEED	XXX rpm																								
SEF067Y																									
OK or NG																									
OK	▶	GO TO 8.																							
NG	▶	Replace EGR volume control valve.																							

7	CHECK EGR VOLUME CONTROL VALVE-II	
<p> Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Remove EGR volume control valve. 2. Reconnect ECM harness connector and EGR volume control valve harness connector. 3. Turn ignition switch "ON" and "OFF". 4. Check that EGR volume control valve shaft moves smoothly forward and backward according to the ignition switch position. 		
		
SEF560W		
OK or NG		
OK	▶	GO TO 8.
NG	▶	Replace EGR volume control valve.

8	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
▶ INSPECTION END	

DTC P0420 (RIGHT BANK, -B1), P0430 (LEFT BANK, -B2) THREE WAY CATALYST FUNCTION FOR CALIFORNIA

On Board Diagnosis Logic



On Board Diagnosis Logic

NFEC0214

The ECM monitors the switching frequency ratio of front and rear heated oxygen sensors.

A warm-up three way catalyst with high oxygen storage capacity will indicate a low switching frequency of rear heated oxygen sensor. As oxygen storage capacity decreases, the rear heated oxygen sensor switching frequency will increase.

When the frequency ratio of front and rear heated oxygen sensors approaches a specified limit value, the warm-up three way catalyst malfunction is diagnosed.

Malfunction is detected when warm-up three way catalyst does not operate properly, warm-up three way catalyst does not have enough oxygen storage capacity.

GI

MA

EM

LC

EC

FE

CL

MT

Possible Cause

- Warm-up three way catalyst
- Exhaust tube
- Intake air leaks
- Injectors
- Injector leaks
- Spark plug
- Improper ignition timing

NFEC0504

AT

AX

SU

BR

ST

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BT

HA

SC

EL

IDX

DTC P0420 (RIGHT BANK, -B1), P0430 (LEFT BANK, -B2) THREE WAY CATALYST FUNCTION FOR CALIFORNIA

DTC Confirmation Procedure

SRT WORK SUPPORT	
CATALYST	INCMP
EVAP SYSTEM	INCMP
O2 SEN HEATER	CMPLT
O2 SENSOR	INCMP
EGR SYSTEM	INCMP
MONITOR	
ENG SPEED	XXX rpm
THRTL POS SEN	XXX V
B/FUEL SCHDL	XXX msec

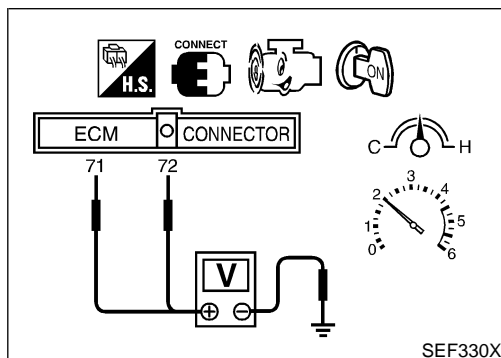
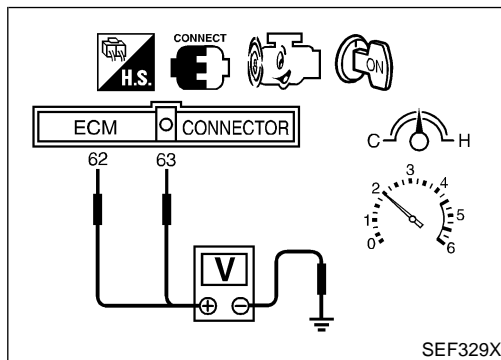
SEF219Y

SRT WORK SUPPORT	
CATALYST	CMPLT
EVAP SYSTEM	INCMP
O2 SEN HEATER	CMPLT
O2 SENSOR	INCMP
EGR SYSTEM	INCMP
MONITOR	
ENG SPEED	XXX rpm
THRTL POS SEN	XXX V
B/FUEL SCHDL	XXX msec

SEF220Y

SELF DIAG RESULTS	
DTC RESULTS	TIME
NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.	

SEF560X



DTC Confirmation Procedure

NFEC0215

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

WITH CONSULT-II

NFEC0215S01

TESTING CONDITION:

- Open engine hood before conducting the following procedure.
- Do not hold engine speed for more than the specified minutes below.

- 1) Turn ignition switch "ON".
- 2) Select "DTC & SRT CONFIRMATION" then "SRT WORK SUPPORT" mode with CONSULT-II.
- 3) Start engine.
- 4) Rev engine up to 3,000±500 rpm and hold it for 3 consecutive minutes then release the accelerator pedal completely.
- 5) Wait 5 seconds at idle.
- 6) Rev engine up to 2,500±500 rpm and maintain it until "INCMP" of CATALYST changes to "CMPLT" (It will take approximately 5 minutes).
If not "CMPLT", stop engine and cool it down to less than 70°C (158°F) and then retest from step 1.
- 7) Select "SELF-DIAG RESULTS" mode with CONSULT-II.
- 8) Confirm that the 1st trip DTC is not detected.
If the 1st trip DTC is detected, go to "Diagnostic Procedure", EC-429.

Overall Function Check

NFEC0216

Use this procedure to check the overall function of the warm-up three way catalyst. During this check, a 1st trip DTC might not be confirmed.

CAUTION:

Always drive vehicle at a safe speed.

WITH GST

NFEC0216S01

- 1) Start engine and drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes.
- 2) Stop vehicle with engine running.
- 3) Set voltmeters probes between ECM terminals 63 (front heated oxygen sensor right bank signal), 62 (front heated oxygen sensor left bank signal) and engine ground, and ECM terminals 72 (rear heated oxygen sensor right bank signal), 71 (rear heated oxygen sensor left bank signal) and engine ground.
- 4) Keep engine speed at 2,000 rpm constant under no load.
- 5) Make sure that the voltage switching frequency (high & low) between ECM terminals 72 and engine ground, or 71 and engine ground is very less than that of ECM terminals 63 and engine ground, or 62 and engine ground.

Switching frequency ratio = A/B

DTC P0420 (RIGHT BANK, -B1), P0430 (LEFT BANK, -B2) THREE WAY CATALYST FUNCTION FOR CALIFORNIA

Overall Function Check (Cont'd)

A: Rear heated oxygen sensor voltage switching frequency

B: Front heated oxygen sensor voltage switching frequency

This ratio should be less than 0.75.

If the ratio is greater than above, it means warm-up three way catalyst does not operate properly. Go to "Diagnostic Procedure", EC-429.

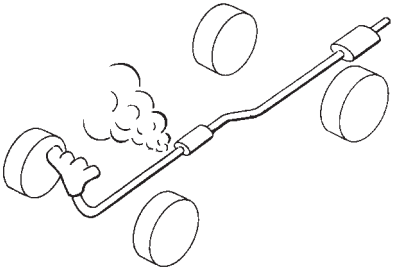
NOTE:

If the voltage at terminal 62 or 63 does not switch periodically more than 5 times within 10 seconds at step 5, perform trouble diagnosis for "DTC P0133, P0153" first. (See EC-237.)

Diagnostic Procedure

NFEC0217

1	CHECK EXHAUST SYSTEM	
Visually check exhaust tubes and muffler for dent.		
OK or NG		
OK	▶	GO TO 2.
NG	▶	Repair or replace.

2	CHECK EXHAUST AIR LEAK	
1. Start engine and run it at idle. 2. Listen for an exhaust air leak before the warm-up three way catalyst.		
		
OK or NG		
SEF099P		
OK	▶	GO TO 3.
NG	▶	Repair or replace.

3	CHECK INTAKE AIR LEAK	
Listen for an intake air leak after the mass air flow sensor.		
OK or NG		
OK	▶	GO TO 4.
NG	▶	Repair or replace.

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DTC P0420 (RIGHT BANK, -B1), P0430 (LEFT BANK, -B2) THREE WAY CATALYST FUNCTION FOR CALIFORNIA

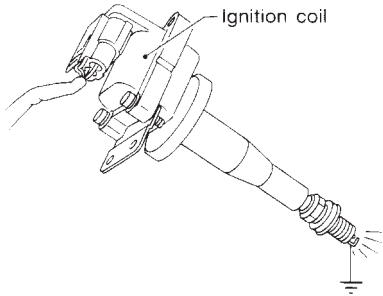
Diagnostic Procedure (Cont'd)

4	CHECK IGNITION TIMING		
Check the following items. Refer to "Basic Inspection", EC-115.			
		Items	Specifications
		Ignition timing	M/T: 15° ± 5° BTDC A/T: 15° ± 5° BTDC (in "P" or "N" position)
		Closed throttle position switch idle position adjustment	Feeler gauge thickness and switch condition 0.05 mm (0.0020 in): ON 0.15 mm (0.0059 in): OFF
		Target idle speed	M/T: 625 ± 50 rpm A/T: 700 ± 50 rpm (in "P" or "N" position)
MTBL0626			
OK or NG			
OK	▶	GO TO 5.	
NG	▶	Follow the "Basic Inspection".	

5	CHECK INJECTORS		
<ol style="list-style-type: none"> 1. Refer to WIRING DIAGRAM for Injectors, EC-706. 2. Stop engine and then turn ignition switch "ON". 3. Check voltage between ECM terminals 101, 102, 103, 104, 105, 107 and ground with CONSULT-II or tester. 			
<p style="text-align: center;">Battery voltage should exist.</p>			
SEF331X			
OK or NG			
OK	▶	GO TO 6.	
NG	▶	Perform "Diagnostic Procedure", "INJECTOR", EC-707.	

DTC P0420 (RIGHT BANK, -B1), P0430 (LEFT BANK, -B2) THREE WAY CATALYST FUNCTION FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

6	CHECK IGNITION SPARK	
<ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Disconnect ignition coil assembly from rocker cover. 3. Connect a known good spark plug to the ignition coil assembly. 4. Place end of spark plug against a suitable ground and crank engine. 5. Check for spark. 		
		
SEF575Q		
OK or NG		
OK	▶	GO TO 7.
NG	▶	Check ignition coil with power transistor and their circuit. Refer to EC-584.

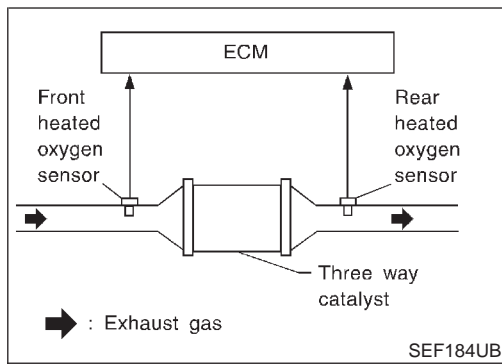
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 IDX

7	CHECK INJECTOR	
<ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Remove injector assembly. Refer to EC-56. Keep fuel hose and all injectors connected to injector gallery. 3. Disconnect all ignition coil harness connectors. 4. Turn ignition switch "ON". Make sure fuel does not drip from injector. 		
OK or NG		
OK (Does not drip.)	▶	GO TO 8.
NG (Drips.)	▶	Replace the injector(s) from which fuel is dripping.

8	CHECK INTERMITTENT INCIDENT	
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.		
Trouble is fixed.	▶	INSPECTION END
Trouble is not fixed.	▶	Replace warm-up three way catalyst.

DTC P0420 (RIGHT BANK, -B1), P0430 (LEFT BANK, -B2) THREE WAY CATALYST FUNCTION EXCEPT FOR CALIFORNIA

On Board Diagnosis Logic



On Board Diagnosis Logic

NFEC0505

The ECM monitors the switching frequency ratio of front and rear heated oxygen sensors.

A warm-up three way catalyst with high oxygen storage capacity will indicate a low switching frequency of rear heated oxygen sensor. As oxygen storage capacity decreases, the rear heated oxygen sensor switching frequency will increase.

When the frequency ratio of front and rear heated oxygen sensors approaches a specified limit value, the warm-up three way catalyst malfunction is diagnosed.

Malfunction is detected when warm-up three way catalyst does not operate properly, warm-up three way catalyst does not have enough oxygen storage capacity.

Possible Cause

NFEC0506

- Warm-up three way catalyst
- Exhaust tube
- Intake air leaks
- Injectors
- Injector leaks
- Spark plug
- Improper ignition timing

DTC P0420 (RIGHT BANK, -B1), P0430 (LEFT BANK, -B2) THREE WAY CATALYST FUNCTION EXCEPT FOR CALIFORNIA

DTC Confirmation Procedure

SRT WORK SUPPORT	
CATALYST	INCMP
EVAP SYSTEM	INCMP
O2 SEN HEATER	CMPLT
O2 SENSOR	INCMP
EGR SYSTEM	INCMP
MONITOR	
ENG SPEED	XXX rpm
THRTL POS SEN	XXX V
B/FUEL SCHDL	XXX msec

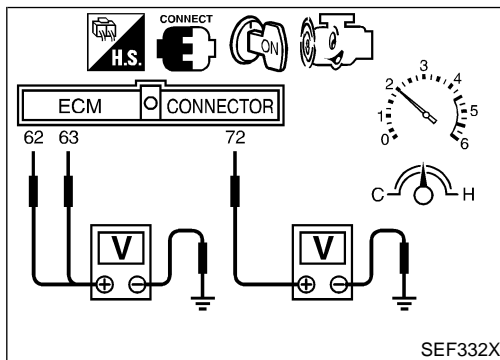
SEF219Y

SRT WORK SUPPORT	
CATALYST	CMPLT
EVAP SYSTEM	INCMP
O2 SEN HEATER	CMPLT
O2 SENSOR	INCMP
EGR SYSTEM	INCMP
MONITOR	
ENG SPEED	XXX rpm
THRTL POS SEN	XXX V
B/FUEL SCHDL	XXX msec

SEF220Y

SELF DIAG RESULTS	
DTC RESULTS	TIME
NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.	

SEF560X



DTC Confirmation Procedure

NFEC0507

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

WITH CONSULT-II

NFEC0507S01

TESTING CONDITION:

- Open engine hood before conducting the following procedure.
- Do not hold engine speed for more than specified minutes below.

- 1) Turn ignition switch "ON".
- 2) Select "DTC & SRT CONFIRMATION" then "SRT WORK SUPPORT" mode with CONSULT-II.
- 3) Start engine.
- 4) Rev engine up to 3,000±500 rpm and hold it for 3 consecutive minutes then release the accelerator pedal completely.
- 5) Wait 5 seconds at idle.
- 6) Rev engine up to 2,500±500 rpm and maintain it until "INCMP" of CATALYST changes to "CMPLT" (It will take approximately 5 minutes).
If not "CMPLT", stop engine and cool it down to less than 70°C (158°F) and then retest from step 1.
- 7) Select "SELF-DIAG RESULTS" mode with CONSULT-II.
- 8) Confirm that the 1st trip DTC is not detected.
If the 1st trip DTC is detected, go to "Diagnostic Procedure", EC-434.

Overall Function Check

NFEC0508

Use this procedure to check the overall function of the warm-up three way catalyst. During this check, a 1st trip DTC might not be confirmed.

CAUTION:

Always drive vehicle at a safe speed.

WITH GST

NFEC0508S01

- 1) Start engine and drive vehicle at a speed of more than 70 km/h (43 MPH) for 2 consecutive minutes.
- 2) Stop vehicle with engine running.
- 3) Set voltmeters probes between ECM terminals 63 (front heated oxygen sensor right bank signal), 62 (front heated oxygen sensor left bank signal) and engine ground, and ECM terminals 72 (rear heated oxygen bank signal) and engine ground.
- 4) Keep engine speed at 2,000 rpm constant under no load.
- 5) Make sure that the voltage switching frequency (high & low) between ECM terminals 72 and engine ground is very less than that of ECM terminals 63 and engine ground, or 62 and engine ground.

Switching frequency ratio = A/B

GI
MA
EM
LC
EC
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BR
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EL
IDX

DTC P0420 (RIGHT BANK, -B1), P0430 (LEFT BANK, -B2) THREE WAY CATALYST FUNCTION EXCEPT FOR CALIFORNIA

Overall Function Check (Cont'd)

A: Rear heated oxygen sensor voltage switching frequency

B: Front heated oxygen sensor voltage switching frequency

This ratio should be less than 0.75.

If the ratio is greater than above, it means warm-up three way catalyst does not operate properly. Go to "Diagnostic Procedure", EC-434.

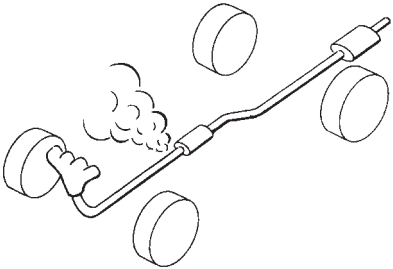
NOTE:

If the voltage at terminal 62 or 63 does not switch periodically more than 5 times within 10 seconds at step 5, perform trouble diagnosis for "DTC P0133, P0153" first. (See EC-237.)

Diagnostic Procedure

NFEC0509

1	CHECK EXHAUST SYSTEM	
Visually check exhaust tubes and muffler for dent.		
OK or NG		
OK	▶	GO TO 2.
NG	▶	Repair or replace.

2	CHECK EXHAUST AIR LEAK	
1. Start engine and run it at idle. 2. Listen for an exhaust air leak before the warm-up three way catalyst.		
		
OK or NG		
SEF099P		
OK	▶	GO TO 3.
NG	▶	Repair or replace.

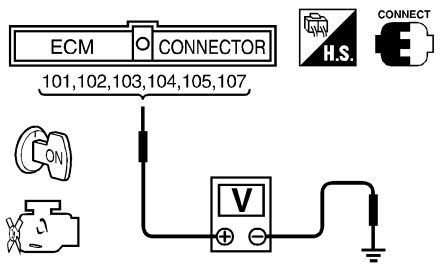
3	CHECK INTAKE AIR LEAK	
Listen for an intake air leak after the mass air flow sensor.		
OK or NG		
OK	▶	GO TO 4.
NG	▶	Repair or replace.

DTC P0420 (RIGHT BANK, -B1), P0430 (LEFT BANK, -B2) THREE WAY CATALYST FUNCTION EXCEPT FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

4	CHECK IGNITION TIMING									
<p>Check the following items. Refer to "Basic Inspection", EC-115.</p> <table border="1" style="width: 100%; border-collapse: collapse; margin: 10px 0;"> <thead> <tr> <th style="width: 40%;">Items</th> <th style="width: 60%;">Specifications</th> </tr> </thead> <tbody> <tr> <td>Ignition timing</td> <td>M/T: $15^\circ \pm 5^\circ$ BTDC A/T: $15^\circ \pm 5^\circ$ BTDC (in "P" or "N" position)</td> </tr> <tr> <td>Closed throttle position switch idle position adjustment</td> <td>Feeler gauge thickness and switch condition 0.05 mm (0.0020 in): ON 0.15 mm (0.0059 in): OFF</td> </tr> <tr> <td>Target idle speed</td> <td>M/T: 625 ± 50 rpm A/T: 700 ± 50 rpm (in "P" or "N" position)</td> </tr> </tbody> </table> <p style="text-align: right; margin-right: 20px;">MTBL0626</p> <p style="text-align: center; margin: 10px 0;">OK or NG</p>			Items	Specifications	Ignition timing	M/T: $15^\circ \pm 5^\circ$ BTDC A/T: $15^\circ \pm 5^\circ$ BTDC (in "P" or "N" position)	Closed throttle position switch idle position adjustment	Feeler gauge thickness and switch condition 0.05 mm (0.0020 in): ON 0.15 mm (0.0059 in): OFF	Target idle speed	M/T: 625 ± 50 rpm A/T: 700 ± 50 rpm (in "P" or "N" position)
Items	Specifications									
Ignition timing	M/T: $15^\circ \pm 5^\circ$ BTDC A/T: $15^\circ \pm 5^\circ$ BTDC (in "P" or "N" position)									
Closed throttle position switch idle position adjustment	Feeler gauge thickness and switch condition 0.05 mm (0.0020 in): ON 0.15 mm (0.0059 in): OFF									
Target idle speed	M/T: 625 ± 50 rpm A/T: 700 ± 50 rpm (in "P" or "N" position)									
OK	▶	GO TO 5.								
NG	▶	Follow the "Basic Inspection".								

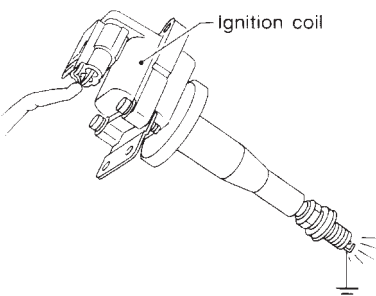
GI
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EC

5	CHECK INJECTORS	
<p>1. Refer to WIRING DIAGRAM for Injectors, EC-706. 2. Stop engine and then turn ignition switch "ON". 3. Check voltage between ECM terminals 101, 102, 103, 104, 105, 107 and ground with CONSULT-II or tester.</p>		
 <p style="text-align: center; margin: 10px 0;">Battery voltage should exist.</p> <p style="text-align: right; margin-right: 20px;">SEF331X</p> <p style="text-align: center; margin: 10px 0;">OK or NG</p>		
OK	▶	GO TO 6.
NG	▶	Perform "Diagnostic Procedure", "INJECTOR", EC-707.

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DTC P0420 (RIGHT BANK, -B1), P0430 (LEFT BANK, -B2) THREE WAY CATALYST FUNCTION EXCEPT FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

6	CHECK IGNITION SPARK	
<ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Disconnect ignition coil assembly from rocker cover. 3. Connect a known good spark plug to the ignition coil assembly. 4. Place end of spark plug against a suitable ground and crank engine. 5. Check for spark. 		
		
SEF575Q		
OK or NG		
OK	▶	GO TO 7.
NG	▶	Check ignition coil with power transistor and their circuit. Refer to EC-584.

7	CHECK INJECTOR	
<ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Remove injector assembly. Refer to EC-56. Keep fuel hose and all injectors connected to injector gallery. 3. Disconnect all ignition coil harness connectors. 4. Turn ignition switch "ON". Make sure fuel does not drip from injector. 		
OK or NG		
OK (Does not drip.)	▶	GO TO 8.
NG (Drips.)	▶	Replace the injector(s) from which fuel is dripping.

8	CHECK INTERMITTENT INCIDENT	
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.		
Trouble is fixed.	▶	INSPECTION END
Trouble is not fixed.	▶	Replace warm-up three way catalyst.

On Board Diagnosis Logic

NFEC0218

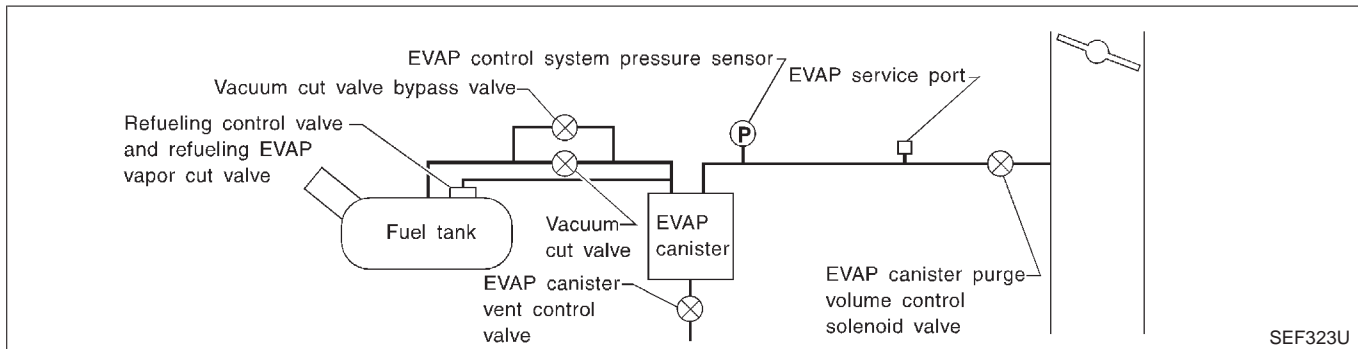
NOTE:

If DTC P0440 is displayed with P1448, perform trouble diagnosis for DTC P1448 first. (See EC-660.)

This diagnosis detects leaks in the EVAP purge line using engine intake manifold vacuum.

If pressure does not increase, the ECM will check for leaks in the line between the fuel tank and EVAP canister purge volume control solenoid valve, under the following "Vacuum test" conditions.

The vacuum cut valve bypass valve is opened to clear the line between the fuel tank and the EVAP canister purge volume control solenoid valve. The EVAP canister vent control valve will then be closed to shut the EVAP purge line off. The EVAP canister purge volume control solenoid valve is opened to depressurize the EVAP purge line using intake manifold vacuum. After this occurs, the EVAP canister purge volume control solenoid valve will be closed.



Malfunction is detected when EVAP control system has a leak, EVAP control system does not operate properly.

CAUTION:

- Use only a genuine NISSAN fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may come on.
- If the fuel filler cap is not tightened properly, the MIL may come on.
- Use only a genuine NISSAN rubber tube as a replacement.

Possible Cause

NFEC0510

- Incorrect fuel tank vacuum relief valve
- Incorrect fuel filler cap used
- Fuel filler cap remains open or fails to close.
- Foreign matter caught in fuel filler cap.
- Leak is in line between intake manifold and EVAP canister purge volume control solenoid valve.
- Foreign matter caught in EVAP canister vent control valve.
- EVAP canister or fuel tank leaks
- EVAP purge line (pipe and rubber tube) leaks

DTC P0440 EVAP CONTROL SYSTEM (SMALL LEAK) (NEGATIVE PRESSURE)

Possible Cause (Cont'd)

- EVAP purge line rubber tube bent.
- Blocked or bent rubber tube to EVAP control system pressure sensor
- Loose or disconnected rubber tube
- EVAP canister vent control valve and the circuit
- EVAP canister purge volume control solenoid valve and the circuit
- Absolute pressure sensor
- Fuel tank temperature sensor
- O-ring of EVAP canister vent control valve is missing or damaged.
- Water separator
- EVAP canister is saturated with water.
- EVAP control system pressure sensor
- Fuel level sensor and the circuit
- Refueling control valve
- ORVR system leaks

5 EVAP SML LEAK P0440/P1440

1)FOR BEST RSLT,PERFORM AT FOLLOWING CONDITIONS.
 -FUEL LEVEL: 1/4-3/4
 -AMBIENT TEMP: 0-30 C(32-86F)
 -OPEN ENGINE HOOD.
 2)START ENG WITH VHCL STOPPED. IF ENG IS ON,STOP FOR 5 SEC. THEN RESTART.
 3)TOUCH START.

SEF565X

5 EVAP SML LEAK P0440/P1440

WAIT
 2 TO 10 MINUTES.
 KEEP ENGINE RUNNING AT IDLE SPEED.

SEF566X

5 EVAP SML LEAK P0440/P1440

MAINTAIN
 1600 - 2100 RPM UNTIL FINAL RESULT APPEARS.
 (APPROX. 3 MINUTES)

1600 rpm 1850 rpm 2100 rpm

SEF874X

5 EVAP SML LEAK P0440/P1440

OK

SELF-DIAG RESULTS

NO DTC DETECTED.
 FURTHER TESTING
 MAY BE REQUIRED.

SEF567X

DTC Confirmation Procedure

NFEC0219

NOTE:

- If DTC P0440 or P1440 is displayed with P1448, perform trouble diagnosis for DTC P1448 first. (See EC-660.)
- 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:

- Perform “DTC WORK SUPPORT” when the fuel level is between 1/4 to 3/4 full and vehicle is placed on flat level surface.
- Always perform test at a temperature of 0 to 30°C (32 to 86°F).

WITH CONSULT-II

NFEC0219S01

- 1) Turn ignition switch “ON”.
- 2) Turn ignition switch “OFF” and wait at least 10 seconds.
- 3) Turn ignition switch “ON” and select “DATA MONITOR” mode with CONSULT-II.
- 4) Make sure that the following conditions are met.
COOLAN TEMP/S: 0 - 70°C (32 - 158°F)
INT/A TEMP SE: 0 - 30°C (32 - 86°F)
- 5) Select “EVAP SML LEAK P0440/P1440” of “EVAPORATIVE SYSTEM” in “DTC WORK SUPPORT” mode with CONSULT-II.
 Follow the instruction displayed.

NOTE:

If the engine speed cannot be maintained within the range displayed on the CONSULT-II screen, go to “Basic Inspection”, EC-115.

- 6) Make sure that “OK” is displayed.
 If “NG” is displayed, refer to “Diagnostic Procedure”, EC-440.

NOTE:

Make sure that EVAP hoses are connected to EVAP canister purge volume control solenoid valve properly.

WITH GST

NFEC0219S02

NOTE:

Be sure to read the explanation of “Driving Pattern” on EC-81 before driving vehicle.

- 1) Start engine.
- 2) Drive vehicle according to “Driving Pattern”, EC-81.
- 3) Stop vehicle.
- 4) Select “MODE 1” with GST.
- If SRT of EVAP system is not set yet, go to the following step.
- If SRT of EVAP system is set, the result will be OK.
- 5) Turn ignition switch “OFF” and wait at least 10 seconds.
- 6) Start engine.
It is not necessary to cool engine down before driving.
- 7) Drive vehicle again according to the “Driving Pattern”, EC-81.
- 8) Stop vehicle.
- 9) Select “MODE 3” with GST.
- If P0440 or P1440 is displayed on the screen, go to “Diagnostic Procedure”, EC-440.
- If P1447 is displayed on the screen, go to “Diagnostic Procedure” for DTC P1447, EC-651.

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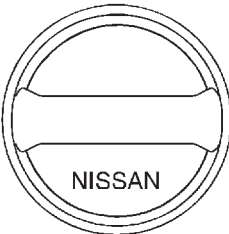
DTC P0440 EVAP CONTROL SYSTEM (SMALL LEAK) (NEGATIVE PRESSURE)

DTC Confirmation Procedure (Cont'd)

- If P0440, P1440 and P1447 are not displayed on the screen, go to the following step.
- 10) Select "MODE 1" with GST.
- If SRT of EVAP system is set, the result will be OK.
 - If SRT of EVAP system is not set, go to step 6.

Diagnostic Procedure

NFEC0220

1		CHECK FUEL FILLER CAP DESIGN
1. Turn ignition switch "OFF". 2. Check for genuine NISSAN fuel filler cap design.		
		
SEF915U		
OK or NG		
OK	▶	GO TO 2.
NG	▶	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.		
OK or NG		
OK	▶	GO TO 3.
NG	▶	<ul style="list-style-type: none">● Open fuel filler cap, then clean cap and fuel filler neck threads using air blower.● Retighten until ratcheting sound is heard.

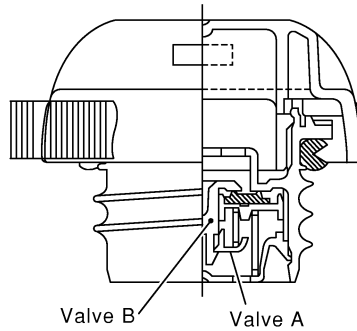
3		CHECK FUEL FILLER CAP FUNCTION
Check for air releasing sound while opening the fuel filler cap.		
OK or NG		
OK	▶	GO TO 5.
NG	▶	GO TO 4.

DTC P0440 EVAP CONTROL SYSTEM (SMALL LEAK) (NEGATIVE PRESSURE)

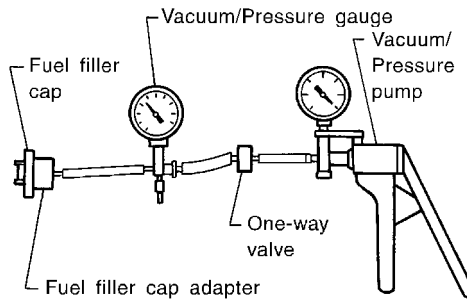
Diagnostic Procedure (Cont'd)

4 CHECK FUEL TANK VACUUM RELIEF VALVE

1. Wipe clean valve housing.
2. Check valve opening pressure and vacuum.



SEF989X



SEF943S

Pressure:

15.3 - 20.0 kPa (0.156 - 0.204 kg/cm², 2.22 - 2.90 psi)

Vacuum:

-6.0 to -3.3 kPa (-0.061 to -0.034 kg/cm², -0.87 to -0.48 psi)

CAUTION:

Use only a genuine fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may come on.

OK or NG

OK	▶	GO TO 5.
NG	▶	Replace fuel filler cap with a genuine one.

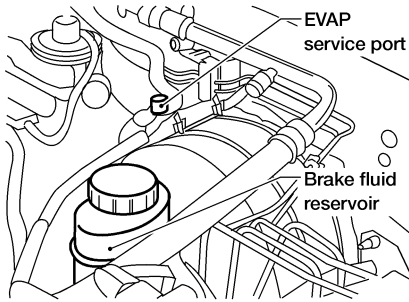
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DTC P0440 EVAP CONTROL SYSTEM (SMALL LEAK) (NEGATIVE PRESSURE)

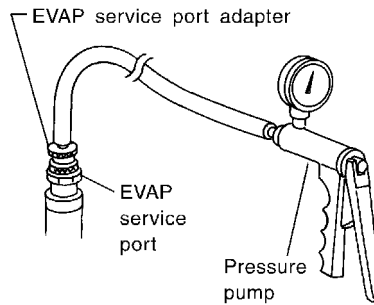
Diagnostic Procedure (Cont'd)

5 INSTALL THE PRESSURE PUMP

To locate the EVAP leak, install EVAP service port adapter and pressure pump to EVAP service port securely.



AEC649A



SEF916U

NOTE:

Improper installation of the EVAP service port adapter to the EVAP service port may cause leaking.

Models with CONSULT-II ►	GO TO 6.
Models without CON- SULT-II ►	GO TO 7.

DTC P0440 EVAP CONTROL SYSTEM (SMALL LEAK) (NEGATIVE PRESSURE)

Diagnostic Procedure (Cont'd)

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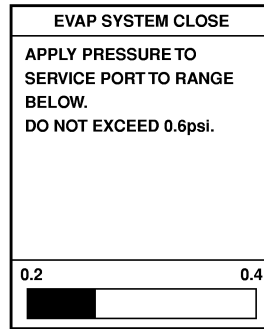
6 CHECK FOR EVAP LEAK

Ⓟ With CONSULT-II

1. Turn ignition switch "ON".
2. Select "EVAP SYSTEM CLOSE" of "WORK SUPPORT" mode with CONSULT-II.
3. Touch "START" and apply pressure into the EVAP line until the pressure indicator reaches the middle of the bar graph.

NOTE:

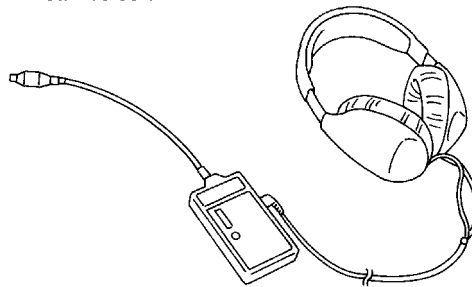
- Never use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm², 0.6 psi) of pressure in the system.



PEF917U

4. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details. Refer to "EVAPORATIVE EMISSION LINE DRAWING", EC-39.

Leak detector



SEF200U

OK or NG

OK ► GO TO 8.

NG ► Repair or replace.

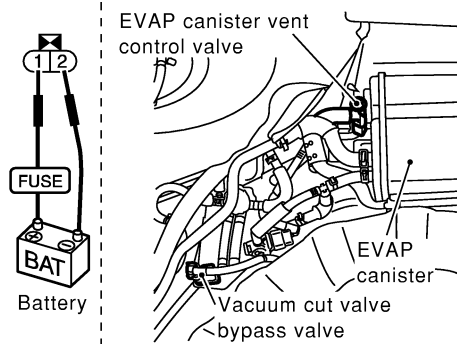
DTC P0440 EVAP CONTROL SYSTEM (SMALL LEAK) (NEGATIVE PRESSURE)

Diagnostic Procedure (Cont'd)

7 CHECK FOR EVAP LEAK

⊗ Without CONSULT-II

1. Turn ignition switch "OFF".
2. Apply 12 volts DC to EVAP canister vent control valve. The valve will close. (Continue to apply 12 volts until the end of test.)
3. Apply 12 volts DC to vacuum cut valve bypass valve. The valve will open. (Continue to apply 12 volts until the end of test.)

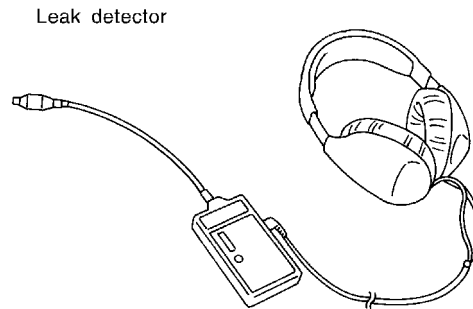


SEF254X

4. Pressurize the EVAP line using pressure pump with 1.3 to 2.7 kPa (10 to 20 mmHg, 0.39 to 0.79 inHg), then remove pump and EVAP service port adapter.

NOTE:

- Never use compressed air or a high pressure pump.
 - Do not exceed 4.12 kPa (0.042 kg/cm², 0.6 psi) of pressure in the system.
5. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details. Refer to "EVAPORATIVE EMISSION LINE DRAWING", EC-39.



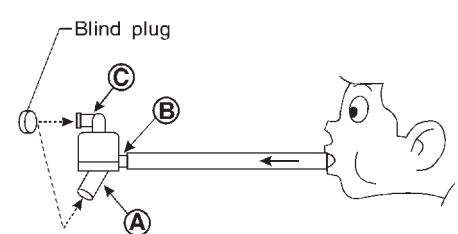
SEF200U

OK or NG

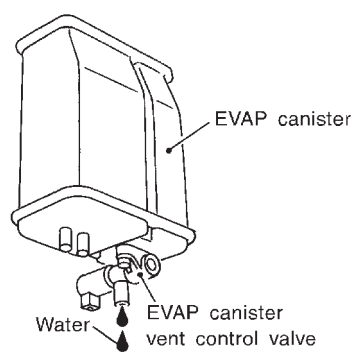
OK	▶	GO TO 8.
NG	▶	Repair or replace.

DTC P0440 EVAP CONTROL SYSTEM (SMALL LEAK) (NEGATIVE PRESSURE)

Diagnostic Procedure (Cont'd)

8	CHECK WATER SEPARATOR	<ol style="list-style-type: none"> 1. Check visually for insect nests in the water separator air inlet. 2. Check visually for cracks or flaws in the appearance. 3. Check visually for cracks or flaws in the hose. 4. Check that A and C are not clogged by blowing air into B with A, and then C plugged. <div style="text-align: center; margin: 10px 0;">  <p style="font-size: small;">* (A) : Bottom hole (To atmosphere) (B) : Emergency tube (From EVAP canister) (C) : Inlet port (To member)</p> </div> <p style="text-align: right; font-size: small;">SEF829T</p> <p>5. In case of NG in items 2 - 4, replace the parts.</p> <p>NOTE:</p> <ul style="list-style-type: none"> ● Do not disassemble water separator. <p style="text-align: center;">OK or NG</p>	GI MA EM LC EC FE CL MT
OK	▶	GO TO 9.	AT
NG	▶	Replace water separator.	AX

9	CHECK EVAP CANISTER VENT CONTROL VALVE, O-RING AND CIRCUIT	Refer to "DTC Confirmation Procedure", EC-460. <p style="text-align: center;">OK or NG</p>	SU BR
OK	▶	GO TO 10.	ST
NG	▶	Repair or replace EVAP canister vent control valve and O-ring or harness/connector.	RS


10	CHECK IF EVAP CANISTER SATURATED WITH WATER	<ol style="list-style-type: none"> 1. Remove EVAP canister with EVAP canister vent control valve attached. 2. Does water drain from the EVAP canister? <div style="text-align: center; margin: 10px 0;">  <p style="font-size: small;">Water</p> </div> <p style="text-align: right; font-size: small;">SEF596U</p> <p style="text-align: center;">Yes or No</p>	BT HA SC EL IDX
Yes	▶	GO TO 11.	
No (With CONSULT-II)	▶	GO TO 13.	
No (Without CONSULT-II)	▶	GO TO 14.	


DTC P0440 EVAP CONTROL SYSTEM (SMALL LEAK) (NEGATIVE PRESSURE)

Diagnostic Procedure (Cont'd)

11	CHECK EVAP CANISTER	
Weigh the EVAP canister with the EVAP canister vent control valve attached. The weight should be less than 1.8 kg (4.0 lb).		
OK or NG		
OK (With CONSULT-II)	▶	GO TO 13.
OK (Without CONSULT-II)	▶	GO TO 14.
NG	▶	GO TO 12.

12	DETECT MALFUNCTIONING PART	
Check the following.		
<ul style="list-style-type: none"> ● EVAP canister for damage ● EVAP hose between EVAP canister and water separator for clogging or poor connection 		
	▶	Repair hose or replace EVAP canister.


13	CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION																					
<p> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Disconnect vacuum hose to EVAP canister purge volume control solenoid valve at EVAP service port. 2. Start engine. 3. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode. 4. Touch "Qu" on CONSULT-II screen to increase "PURG VOL CONT/V" opening to 100.0%. 5. Check vacuum hose for vacuum when revving engine up to 2,000 rpm. 																						
<table border="1" style="margin: auto;"> <tr><th colspan="2">ACTIVE TEST</th></tr> <tr><td>PURG VOL CONT/V</td><td>XXX %</td></tr> <tr><th colspan="2">MONITOR</th></tr> <tr><td>ENG SPEED</td><td>XXX rpm</td></tr> <tr><td>FR O2 MNTR-B1</td><td>LEAN</td></tr> <tr><td>THRTL POS SEN</td><td>XXX V</td></tr> <tr><td>A/F ALPHA-B1</td><td>XXX %</td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>			ACTIVE TEST		PURG VOL CONT/V	XXX %	MONITOR		ENG SPEED	XXX rpm	FR O2 MNTR-B1	LEAN	THRTL POS SEN	XXX V	A/F ALPHA-B1	XXX %						
ACTIVE TEST																						
PURG VOL CONT/V	XXX %																					
MONITOR																						
ENG SPEED	XXX rpm																					
FR O2 MNTR-B1	LEAN																					
THRTL POS SEN	XXX V																					
A/F ALPHA-B1	XXX %																					
Vacuum should exist.																						
SEF224Y																						
OK or NG																						
OK	▶	GO TO 16.																				
NG	▶	GO TO 15.																				

14	CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION	
<p> Without CONSULT-II</p> <ol style="list-style-type: none"> 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. <p>Vacuum should exist.</p>		
OK or NG		
OK	▶	GO TO 17.
NG	▶	GO TO 15.

DTC P0440 EVAP CONTROL SYSTEM (SMALL LEAK) (NEGATIVE PRESSURE)

Diagnostic Procedure (Cont'd)

15	CHECK VACUUM HOSE
Check vacuum hoses for clogging or disconnection. Refer to "Vacuum Hose Drawing", EC-28.	
OK or NG	
OK (With CONSULT-II) ▶	GO TO 16.
OK (Without CONSULT-II) ▶	GO TO 17.
NG ▶	Repair or reconnect the hose.

16	CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE																				
<p> With CONSULT-II</p> <p>1. Start engine.</p> <p>2. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II. Check that engine speed varies according to the valve opening.</p>																					
<table border="1"> <tr> <th colspan="2">ACTIVE TEST</th> </tr> <tr> <td>PURG VOL CONT/V</td> <td>0.0%</td> </tr> <tr> <th colspan="2">MONITOR</th> </tr> <tr> <td>ENG SPEED</td> <td>XXX rpm</td> </tr> <tr> <td>FR O2 MNTR-B1</td> <td>RICH</td> </tr> <tr> <td>FR O2 MNTR-B2</td> <td>RICH</td> </tr> <tr> <td>THRTL POS SEN</td> <td>XXX V</td> </tr> <tr> <td>A/F ALPHA-B1</td> <td>XXX %</td> </tr> <tr> <td>A/F ALPHA-B2</td> <td>XXX %</td> </tr> <tr> <td> </td> <td> </td> </tr> </table>		ACTIVE TEST		PURG VOL CONT/V	0.0%	MONITOR		ENG SPEED	XXX rpm	FR O2 MNTR-B1	RICH	FR O2 MNTR-B2	RICH	THRTL POS SEN	XXX V	A/F ALPHA-B1	XXX %	A/F ALPHA-B2	XXX %		
ACTIVE TEST																					
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A/F ALPHA-B1	XXX %																				
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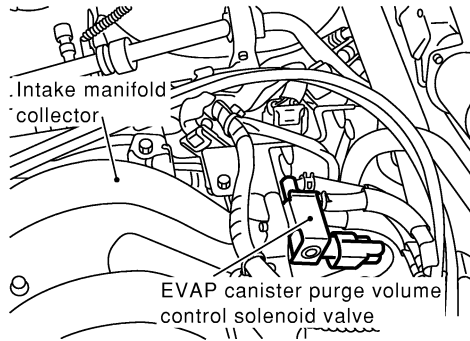
DTC P0440 EVAP CONTROL SYSTEM (SMALL LEAK) (NEGATIVE PRESSURE)

Diagnostic Procedure (Cont'd)

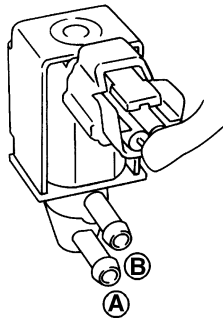
17 CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

With CONSULT-II

Check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.



SEF266X

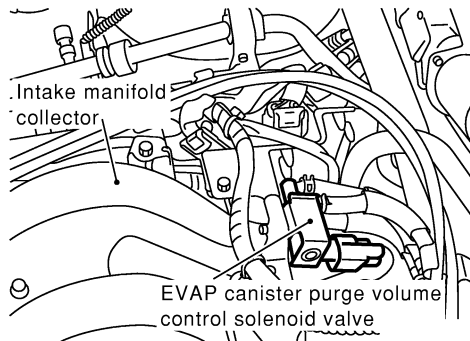


Condition PURG VOL CONT/V value	Air passage continuity between A and B
100.0%	Yes
0.0%	No

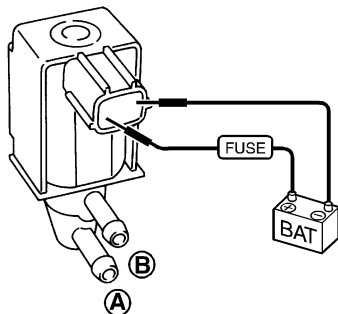
SEF334X

Without CONSULT-II

Check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.



SEF266X



Condition	Air passage continuity between A and B
12V direct current supply between terminals 1 and 2	Yes
No supply	No

SEF335X

OK or NG

OK	▶	GO TO 18.
NG	▶	Replace EVAP canister purge volume control solenoid valve.

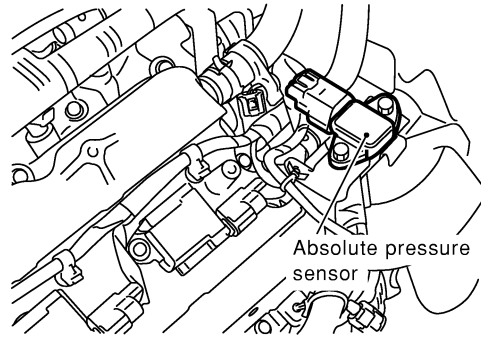
DTC P0440 EVAP CONTROL SYSTEM (SMALL LEAK) (NEGATIVE PRESSURE)

Diagnostic Procedure (Cont'd)

GI
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18 CHECK ABSOLUTE PRESSURE SENSOR

1. Remove absolute pressure sensor with its harness connector connected.

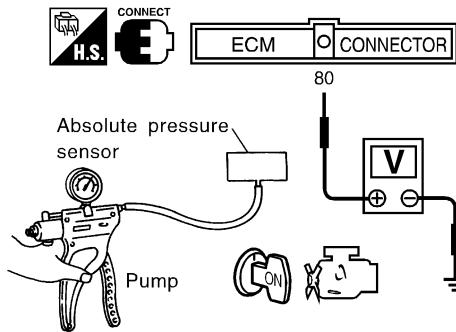


SEF257X

2. Remove hose from absolute pressure sensor.

3. Install a vacuum pump to absolute pressure sensor.

4. Turn ignition switch "ON" and check output voltage between ECM terminal 80 and engine ground under the following conditions.



Applied vacuum kPa (mmHg, inHg)	Voltage V
Not applied	3.2 - 4.8
-26.7 (-200, -7.87)	1.0 to 1.4V lower than above value

SEF300X

CAUTION:

- Always calibrate the vacuum pump gauge when using it.
- Do not apply below -93.3 kPa (-700 mmHg, -27.56 inHg) or over 101.3 kPa (760 mmHg, 29.92 inHg) of pressure.

OK or NG

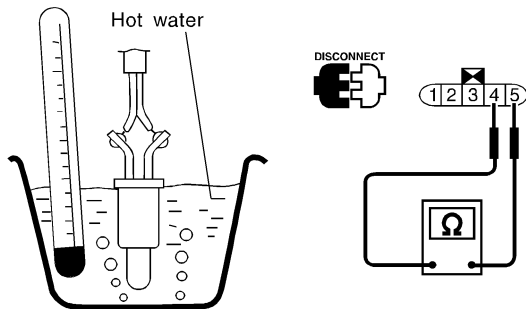
OK ► GO TO 19.

NG ► Replace absolute pressure sensor.

19 CHECK FUEL TANK TEMPERATURE SENSOR

1. Remove fuel level sensor unit.

2. Check resistance between fuel level sensor unit and fuel pump terminals 4 and 5 by heating with hot water or heat gun as shown in the figure.



Temperature °C (°F)	Resistance kΩ
20 (68)	2.3 - 2.7
50 (122)	0.79 - 0.90

SEF587X

OK or NG

OK ► GO TO 20.

NG ► Replace fuel level sensor unit.

DTC P0440 EVAP CONTROL SYSTEM (SMALL LEAK) (NEGATIVE PRESSURE)

Diagnostic Procedure (Cont'd)

20	CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR
<p>1. Remove EVAP control system pressure sensor with its harness connector connected.</p> <p>CAUTION:</p> <ul style="list-style-type: none"> ● Never apply force to the air hole protector of the sensor if equipped. 	
SEF799W	
<p>2. Remove hose from EVAP control system pressure sensor.</p> <p>3. Turn ignition switch "ON".</p> <p>4. Use pump to apply vacuum and pressure to EVAP control system pressure sensor as shown in figure.</p> <p>CAUTION:</p> <ul style="list-style-type: none"> ● Always calibrate the vacuum pump gauge when using it. ● Do not apply below -20 kPa (-150 mmHg, -5.91 inHg) or over 20 kPa (150 mmHg, 5.91 inHg) of pressure. <p>5. Check input voltage between ECM terminal 84 and ground.</p>	
SEF342X	
<p>CAUTION:</p> <ul style="list-style-type: none"> ● Discard and EVAP control system pressure sensor which has been dropped from a height of more than 0.5m (19.7in) onto a hard surface such as a concrete floor; use a new one. 	
OK or NG	
OK	▶ GO TO 21.
NG	▶ Replace EVAP control system pressure sensor.

21	CHECK EVAP PURGE LINE
<p>Check EVAP purge line (pipe, rubber tube, fuel tank and EVAP canister) for cracks or improper connection. Refer to "Evaporative Emission System", EC-35.</p>	
OK or NG	
OK	▶ GO TO 22.
NG	▶ Repair or reconnect the hose.

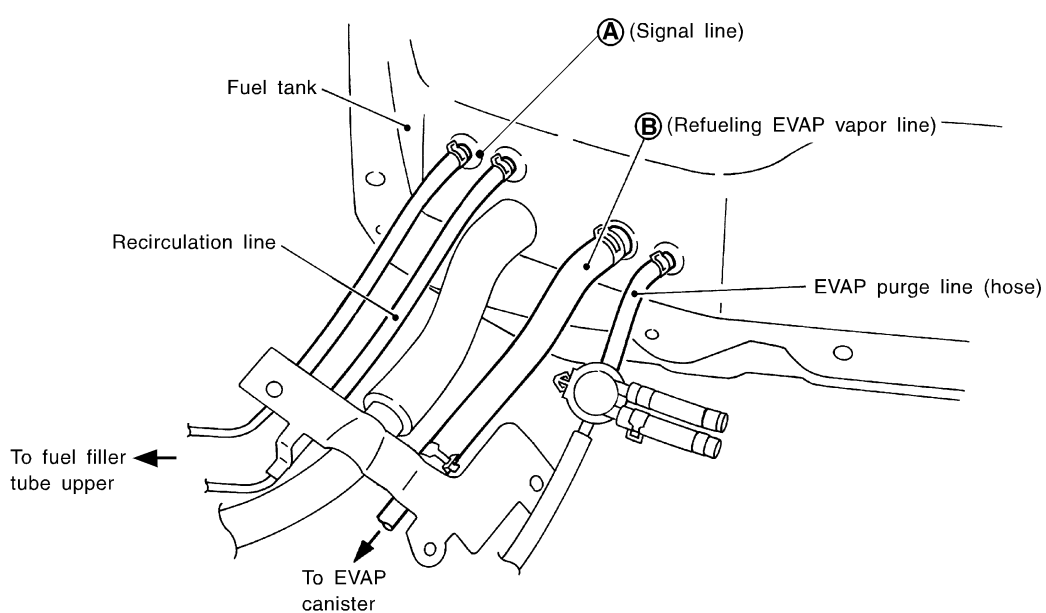
22	CLEAN EVAP PURGE LINE
<p>Clean EVAP purge line (pipe and rubber tube) using air blower.</p>	
▶	GO TO 23.

DTC P0440 EVAP CONTROL SYSTEM (SMALL LEAK) (NEGATIVE PRESSURE)

Diagnostic Procedure (Cont'd)

23	CHECK REFUELING EVAP VAPOR LINE
Check refueling EVAP vapor line between EVAP canister and fuel tank for clogging, kink, looseness and improper connection. For location, refer to "ON BOARD REFUELING VAPOR RECOVERY (ORVR)", EC-42.	
OK or NG	
OK	▶ GO TO 24.
NG	▶ Repair or replace hoses and tubes.

24	CHECK SIGNAL LINE AND RECIRCULATION LINE
Check signal line and recirculation line between filler neck tube and fuel tank for clogging, kink, cracks, looseness and improper connection.	
OK or NG	
OK	▶ GO TO 25.
NG	▶ Repair or replace hoses, tubes or filler neck tube.

25	CHECK REFUELING CONTROL VALVE
<ol style="list-style-type: none"> Remove fuel filler cap. Check air continuity between hose ends A and B. Blow air into the hose end B. Air should flow freely into the fuel tank. Blow air into hose end A and check there is no leakage. Apply pressure to both hose ends A and B [20 kPa (150 mmHg, 5.91 inHg)] using a pressure pump and a suitable 3-way connector. Check that there is no leakage. 	
	
OK or NG	
OK	▶ GO TO 26.
NG	▶ Replace refueling control valve with fuel tank.

26	CHECK FUEL LEVEL SENSOR
Refer to EL-119, "Fuel Level Sensor Unit Check".	
OK or NG	
OK	▶ GO TO 27.
NG	▶ Replace fuel level sensor unit.

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DTC P0440 EVAP CONTROL SYSTEM (SMALL LEAK) (NEGATIVE PRESSURE)

Diagnostic Procedure (Cont'd)

27	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
	▶ INSPECTION END

DTC P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE (CIRCUIT)

Description

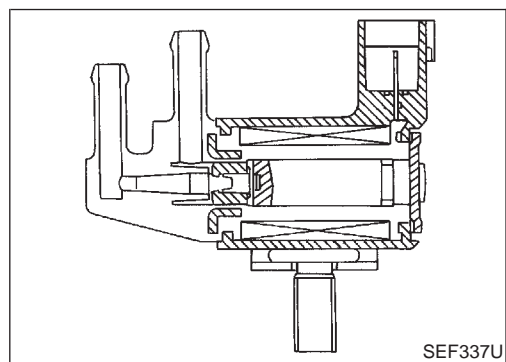
Description SYSTEM DESCRIPTION

NFEC0221

NFEC0221S01

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS)	Engine speed (POS signal)	EVAP canister purge flow control	EVAP canister purge volume control solenoid valve
Crankshaft position sensor (REF)	Engine speed (REF signal)		
Mass air flow sensor	Amount of intake air		
Engine coolant temperature sensor	Engine coolant temperature		
Ignition switch	Start signal		
Throttle position sensor	Throttle position		
Throttle position switch	Closed throttle position		
Front heated oxygen sensors	Density of oxygen in exhaust gas (Mixture ratio feedback signal)		
Fuel tank temperature sensor	Fuel temperature in fuel tank		
Vehicle speed sensor	Vehicle speed		

This system controls flow rate of fuel vapor from the EVAP canister. The opening of the vapor by-pass passage in the EVAP canister purge volume control solenoid valve changes to control the flow rate. The EVAP canister purge volume control solenoid valve repeats ON/OFF operation according to the signal sent from the ECM. The opening of the valve varies for optimum engine control. The optimum value stored in the ECM is determined by considering various engine conditions. When the engine is operating, the flow rate of fuel vapor from the EVAP canister is regulated as the air flow changes.



COMPONENT DESCRIPTION

NFEC0221S02

The EVAP canister purge volume control solenoid valve uses an 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.

CONSULT-II Reference Value in Data Monitor Mode

NFEC0222

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
PURG VOL C/V	● Engine: After warming up ● Air conditioner switch "OFF" ● Shift lever: "N" ● No-load	Idle (Vehicle stopped) 0%
		2,000 rpm —

DTC P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE (CIRCUIT)

On Board Diagnosis Logic

On Board Diagnosis Logic

NFEC0224

Malfunction is detected when an improper voltage signal is sent to ECM through the valve.

Possible Cause

NFEC0511

- Harness or connectors
(The valve circuit is open or shorted.)
- EVAP canister purge volume control solenoid valve

3	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm

SEF058Y

DTC Confirmation Procedure

NFEC0225

NOTE:

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 battery voltage is more than 11V at idle.

WITH CONSULT-II

NFEC0225S01

- 1) Turn ignition switch "ON".
- 2) Select "DATA MONITOR" mode with CONSULT-II.
- 3) Start engine and let it idle for at least 13 seconds.
- 4) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-456.

WITH GST

NFEC0225S02

Follow the procedure "WITH CONSULT-II" above.

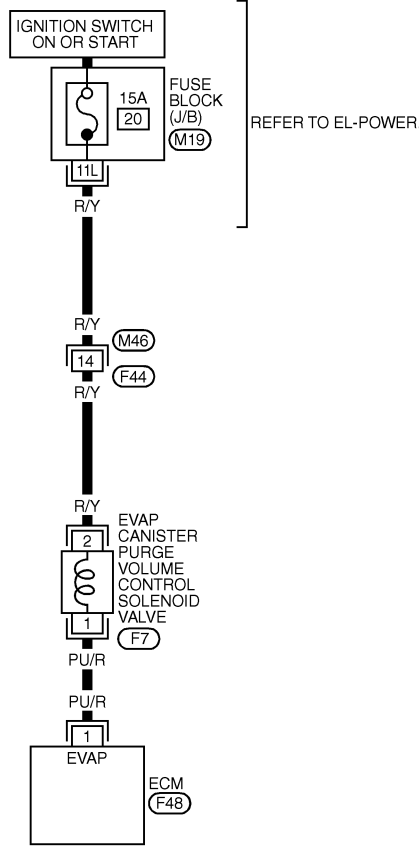
DTC P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE (CIRCUIT)

Wiring Diagram

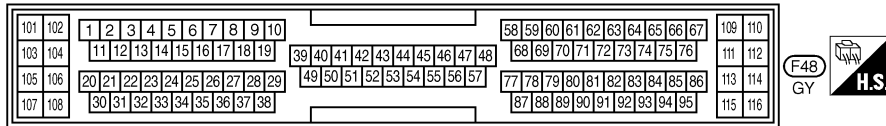
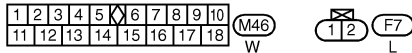
Wiring Diagram

NFEC0226

EC-PGC/V-01



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RS



REFER TO THE FOLLOWING.
 (M19) - FUSE BLOCK-JUNCTION BOX (J/B)

MEC741C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
1	PU/R	EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE	ENGINE RUNNING AT IDLE SPEED	BATTERY VOLTAGE
			ENGINE RUNNING AT 2,000 RPM (MORE THAN 100 SECONDS AFTER STARTING ENGINE)	BATTERY VOLTAGE

HA
SC
EL
IDX

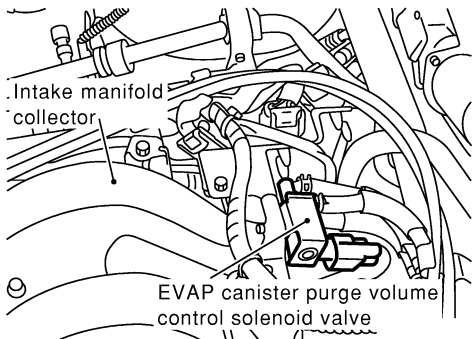
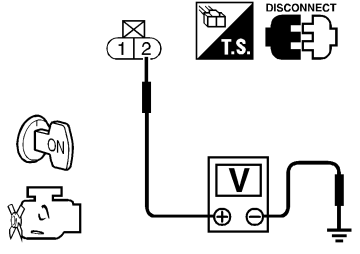
SEF800YA

DTC P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE (CIRCUIT)

Diagnostic Procedure

Diagnostic Procedure

NFEC0227

1	CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT	
<p>1. Turn ignition switch "OFF". 2. Disconnect EVAP canister purge volume control solenoid valve harness connector.</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SEF266X</p> <p>3. Turn ignition switch "ON". 4. Check voltage between EVAP canister purge volume control solenoid valve terminal 2 and ground with CONSULT-II or tester.</p> <div style="text-align: center;">  <p style="text-align: right;">Voltage: Battery voltage</p> </div> <p style="text-align: right;">SEF333X</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 3.
NG	▶	GO TO 2.

2	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors M46, F44 ● Fuse block (J/B) connector M19 ● 15A fuse ● Harness for open or short between EVAP canister purge volume control solenoid valve and fuse 		
	▶	Repair harness or connectors.

DTC P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE (CIRCUIT)

Diagnostic Procedure (Cont'd)

3	CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT	
<p>1. Turn ignition switch "OFF".</p> <p>2. Disconnect ECM harness connector.</p> <p>3. Check harness continuity between ECM terminal 1 and EVAP canister purge volume control solenoid valve terminal 1. Refer to Wiring Diagram. Continuity should exist.</p> <p>4. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>		
OK (With CONSULT-II)	▶	GO TO 4.
OK (Without CONSULT-II)	▶	GO TO 5.
NG	▶	Repair open circuit or short to ground and short to power in harness or connectors.

GI
 MA
 EM
 LC
EC

4	CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION																					
<p>Ⓟ With CONSULT-II</p> <p>1. Start engine.</p> <p>2. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II. Check that engine speed varies according to the valve opening.</p>																						
<table border="1" style="margin: auto; border-collapse: collapse;"> <tr><th colspan="2">ACTIVE TEST</th></tr> <tr><td>PURG VOL CONT/V</td><td style="text-align: center;">0.0%</td></tr> <tr><th colspan="2">MONITOR</th></tr> <tr><td>ENG SPEED</td><td style="text-align: center;">XXX rpm</td></tr> <tr><td>FR O2 MNTR-B1</td><td style="text-align: center;">RICH</td></tr> <tr><td>FR O2 MNTR-B2</td><td style="text-align: center;">RICH</td></tr> <tr><td>THRTL POS SEN</td><td style="text-align: center;">XXX V</td></tr> <tr><td>A/F ALPHA-B1</td><td style="text-align: center;">XXX %</td></tr> <tr><td>A/F ALPHA-B2</td><td style="text-align: center;">XXX %</td></tr> <tr><td> </td><td> </td></tr> </table>			ACTIVE TEST		PURG VOL CONT/V	0.0%	MONITOR		ENG SPEED	XXX rpm	FR O2 MNTR-B1	RICH	FR O2 MNTR-B2	RICH	THRTL POS SEN	XXX V	A/F ALPHA-B1	XXX %	A/F ALPHA-B2	XXX %		
ACTIVE TEST																						
PURG VOL CONT/V	0.0%																					
MONITOR																						
ENG SPEED	XXX rpm																					
FR O2 MNTR-B1	RICH																					
FR O2 MNTR-B2	RICH																					
THRTL POS SEN	XXX V																					
A/F ALPHA-B1	XXX %																					
A/F ALPHA-B2	XXX %																					
SEF068Y																						
OK or NG																						
OK	▶	GO TO 6.																				
NG	▶	GO TO 5.																				

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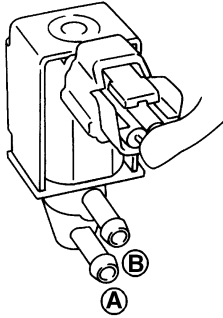
DTC P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE (CIRCUIT)

Diagnostic Procedure (Cont'd)

5 CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

With CONSULT-II

Check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.

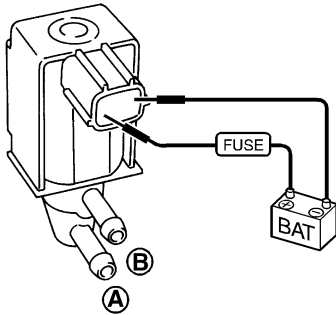


Condition PURG VOL CONT/V value	Air passage continuity between A and B
100.0%	Yes
0.0%	No

SEF334X

Without CONSULT-II

Check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.



Condition	Air passage continuity between A and B
12V direct current supply between terminals 1 and 2	Yes
No supply	No

SEF335X

OK or NG

OK	▶	GO TO 6.
NG	▶	Replace EVAP canister purge volume control solenoid valve.

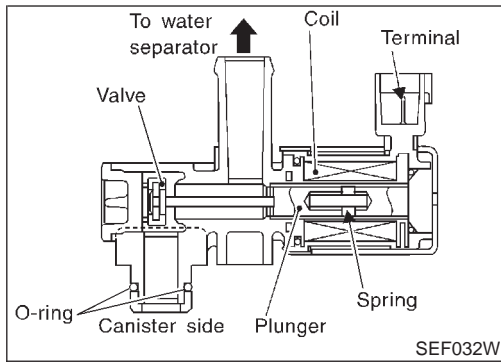
6 CHECK INTERMITTENT INCIDENT

Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.

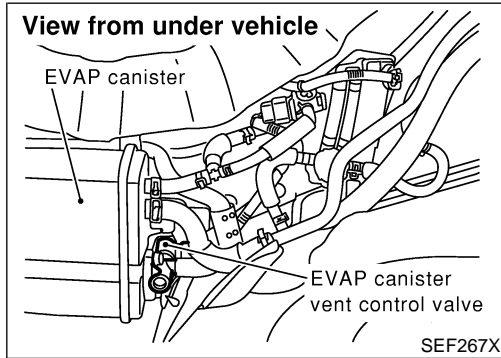
▶ INSPECTION END

DTC P0446 EVAPORATIVE EMISSION (EVAP) CANISTER VENT CONTROL VALVE (CIRCUIT)

Component Description



SEF032W



SEF267X

Component Description

NFEC0228

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 (Small Leak)" diagnosis.

GI

MA

EM

LC

EC

FE

CL

MT

CONSULT-II Reference Value in Data Monitor Mode

NFEC0229

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
VENT CONT/V	● Ignition switch: ON	OFF

AT

AX

SU

BR

On Board Diagnosis Logic

NFEC0231

Malfunction is detected when an improper voltage signal is sent to ECM through EVAP canister vent control valve.

ST

RS

BT

HA

Possible Cause

NFEC0512

- Harness or connectors (The valve circuit is open or shorted.)
- EVAP canister vent control valve

SC

EL

IDX

DTC P0446 EVAPORATIVE EMISSION (EVAP) CANISTER VENT CONTROL VALVE (CIRCUIT)

DTC Confirmation Procedure

DTC Confirmation Procedure

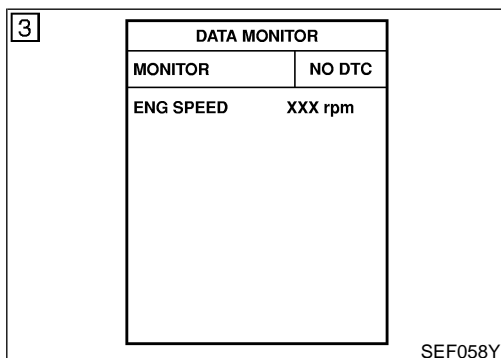
NFEC0232

NOTE:

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 battery voltage is more than 11V at idle.



WITH CONSULT-II

NFEC0232S01

- 1) Turn ignition switch "ON".
- 2) Select "DATA MONITOR" mode with CONSULT-II.
- 3) Start engine and wait at least 8 seconds.
- 4) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-462.

WITH GST

NFEC0232S02

Follow the procedure "WITH CONSULT-II" above.

DTC P0446 EVAPORATIVE EMISSION (EVAP) CANISTER VENT CONTROL VALVE (CIRCUIT)

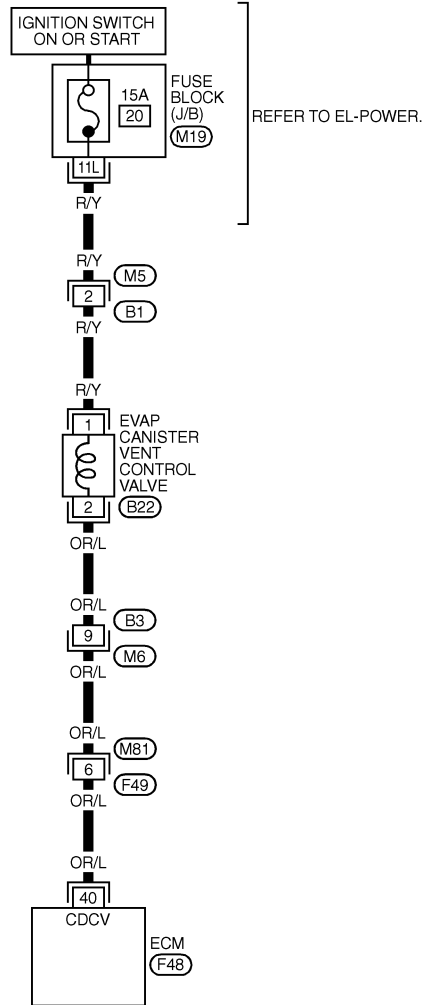
Wiring Diagram

Wiring Diagram

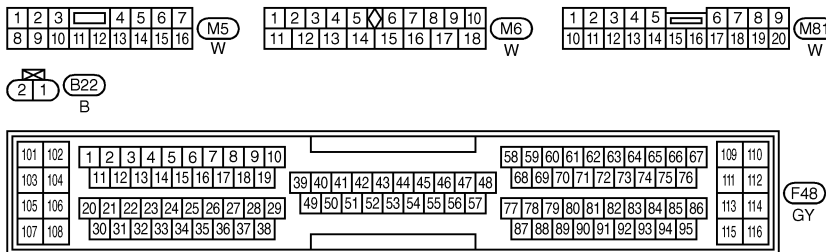
NFEC0233

EC-VENT/V-01

— : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC



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MEC742C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:
 DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
40	OR/L	EVAP CANISTER VENT CONTROL VALVE	IGN ON	BATTERY VOLTAGE

SEF668XB


DTC P0446 EVAPORATIVE EMISSION (EVAP) CANISTER VENT CONTROL VALVE (CIRCUIT)

Diagnostic Procedure

Diagnostic Procedure

NFEC0234

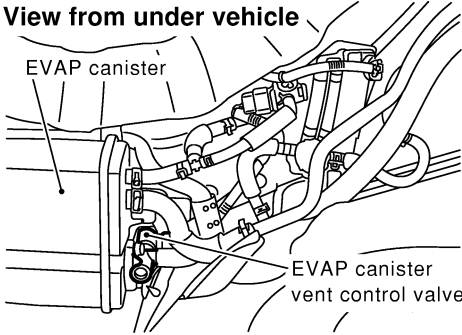
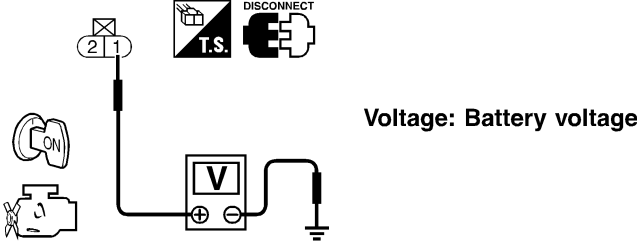
1	INSPECTION START	
Do you have CONSULT-II?		
Yes or No		
Yes	▶	GO TO 2.
No	▶	GO TO 3.

2	CHECK EVAP CANISTER VENT CONTROL VALVE CIRCUIT																					
<p> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Turn ignition switch "OFF" and then turn "ON". 2. Select "VENT CONTROL/V" in "ACTIVE TEST" mode with CONSULT-II. 3. Touch "ON/OFF" on CONSULT-II screen. 																						
<table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <th colspan="2">ACTIVE TEST</th> </tr> <tr> <td style="text-align: center;">VENT CONTROL/V</td> <td style="text-align: center;">OFF</td> </tr> <tr> <th colspan="2">MONITOR</th> </tr> <tr> <td style="text-align: center;">ENG SPEED</td> <td style="text-align: center;">XXX rpm</td> </tr> <tr> <td style="text-align: center;">FR O2 SEN-B1</td> <td style="text-align: center;">XXX V</td> </tr> <tr> <td style="text-align: center;">THRTL POS SEN</td> <td style="text-align: center;">XXX V</td> </tr> <tr> <td style="text-align: center;">A/F ALPHA-B1</td> <td style="text-align: center;">XXX %</td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>			ACTIVE TEST		VENT CONTROL/V	OFF	MONITOR		ENG SPEED	XXX rpm	FR O2 SEN-B1	XXX V	THRTL POS SEN	XXX V	A/F ALPHA-B1	XXX %						
ACTIVE TEST																						
VENT CONTROL/V	OFF																					
MONITOR																						
ENG SPEED	XXX rpm																					
FR O2 SEN-B1	XXX V																					
THRTL POS SEN	XXX V																					
A/F ALPHA-B1	XXX %																					
<p>4. Check for operating sound of the valve. Clicking noise should be heard.</p> <p style="text-align: center;">OK or NG</p>																						
OK	▶	GO TO 7.																				
NG	▶	GO TO 3.																				

SEF221Y

DTC P0446 EVAPORATIVE EMISSION (EVAP) CANISTER VENT CONTROL VALVE (CIRCUIT)

Diagnostic Procedure (Cont'd)

3	CHECK EVAP CANISTER VENT CONTROL VALVE POWER SUPPLY CIRCUIT
<p>1. Turn ignition switch "OFF". 2. Disconnect EVAP canister vent control valve harness connector.</p> <div style="text-align: center;"> <p>View from under vehicle</p>  </div> <p>3. Turn ignition switch "ON". 4. Check voltage between EVAP canister vent control valve terminal 1 and ground with CONSULT-II or tester.</p> <div style="text-align: center;">  <p>Voltage: Battery voltage</p> </div> <p style="text-align: right;">SEF267X</p>	
OK or NG	
OK	▶ GO TO 5.
NG	▶ GO TO 4.

4	DETECT MALFUNCTIONING PART
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors M5, B1 ● Fuse block (J/B) connector M19 ● 15A fuse ● Harness for open or short between EVAP canister vent control valve and fuse 	
▶	Repair harness or connectors.

5	CHECK EVAP CANISTER VENT CONTROL VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT
<p>1. Turn ignition switch "OFF". 2. Disconnect ECM harness connector. 3. Check harness continuity between ECM terminal 40 and EVAP canister vent control valve terminal 2. Refer to Wiring Diagram. Continuity should exist.</p> <p>4. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 7.
NG	▶ GO TO 6.

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DTC P0446 EVAPORATIVE EMISSION (EVAP) CANISTER VENT CONTROL VALVE (CIRCUIT)

Diagnostic Procedure (Cont'd)

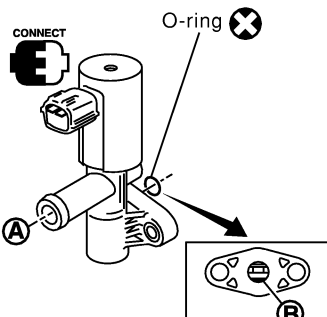
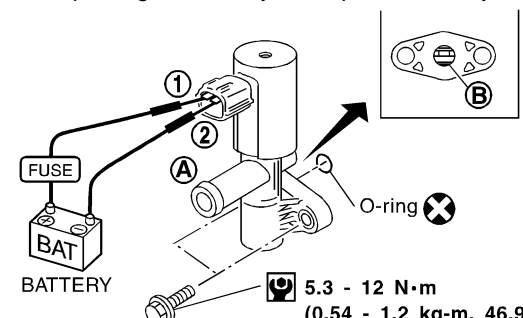
6	DETECT MALFUNCTIONING PART
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors B3, M6 ● Harness connectors M81, F49 ● Harness for open or short between EVAP canister vent control valve and ECM 	
▶	Repair open circuit or short to ground or short to power in harness or connectors.

7	CHECK RUBBER TUBE FOR CLOGGING
<ol style="list-style-type: none"> 1. Disconnect rubber tube connected to EVAP canister vent control valve. 2. Check the rubber tube for clogging. 	
OK or NG	
OK	▶ GO TO 8.
NG	▶ Clean the rubber tube using an air blower.

8	CHECK EVAP CANISTER VENT CONTROL VALVE-I
<ol style="list-style-type: none"> 1. Remove EVAP canister vent control valve from EVAP canister. 2. Check portion B of EVAP canister vent control valve for being rusted. 	
<p style="text-align: right;">SEF337X</p>	
OK or NG	
OK	▶ GO TO 9.
NG	▶ Replace EVAP canister vent control valve.

DTC P0446 EVAPORATIVE EMISSION (EVAP) CANISTER VENT CONTROL VALVE (CIRCUIT)

Diagnostic Procedure (Cont'd)

9	CHECK EVAP CANISTER VENT CONTROL VALVE-II																												
<p>Ⓟ With CONSULT-II</p> <ol style="list-style-type: none"> 1. Reconnect harness connectors disconnected. 2. Turn ignition switch "ON". 3. Perform "VENT CONTROL/V" in "ACTIVE TEST" mode. 4. Check air passage continuity and operation delay time. 																													
		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">ACTIVE TEST</th> </tr> <tr> <th>VENT CONTROL/V</th> <th>OFF</th> </tr> <tr> <th colspan="2">MONITOR</th> </tr> </thead> <tbody> <tr> <td>ENG SPEED</td> <td>XXX rpm</td> </tr> <tr> <td>FR O2 SEN-B1</td> <td>XXX V</td> </tr> <tr> <td>THRTL POS SEN</td> <td>XXX V</td> </tr> <tr> <td>A/F ALPHA-B1</td> <td>XXX %</td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table>	ACTIVE TEST		VENT CONTROL/V	OFF	MONITOR		ENG SPEED	XXX rpm	FR O2 SEN-B1	XXX V	THRTL POS SEN	XXX V	A/F ALPHA-B1	XXX %							<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Condition VENT CONTROL/V</th> <th>Air passage continuity between A and B</th> </tr> </thead> <tbody> <tr> <td>ON</td> <td>No</td> </tr> <tr> <td>OFF</td> <td>Yes</td> </tr> </tbody> </table> <p>Operation takes less than 1 second.</p>	Condition VENT CONTROL/V	Air passage continuity between A and B	ON	No	OFF	Yes
ACTIVE TEST																													
VENT CONTROL/V	OFF																												
MONITOR																													
ENG SPEED	XXX rpm																												
FR O2 SEN-B1	XXX V																												
THRTL POS SEN	XXX V																												
A/F ALPHA-B1	XXX %																												
Condition VENT CONTROL/V	Air passage continuity between A and B																												
ON	No																												
OFF	Yes																												
SEF222Y																													
<p>⊗ Without CONSULT-II</p> <p>Check air passage continuity and operation delay time under the following conditions.</p>																													
		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Condition</th> <th>Air passage continuity between A and B</th> </tr> </thead> <tbody> <tr> <td>12V direct current supply between terminals 1 and 2</td> <td>No</td> </tr> <tr> <td>OFF</td> <td>Yes</td> </tr> </tbody> </table> <p>Operation takes less than 1 second.</p>	Condition	Air passage continuity between A and B	12V direct current supply between terminals 1 and 2	No	OFF	Yes	<p style="text-align: right;">SEF339X</p>																				
Condition	Air passage continuity between A and B																												
12V direct current supply between terminals 1 and 2	No																												
OFF	Yes																												
<p>Make sure new O-ring is installed properly.</p> <p style="text-align: center;">OK or NG</p>																													
OK	▶	GO TO 11.																											
NG	▶	GO TO 10.																											

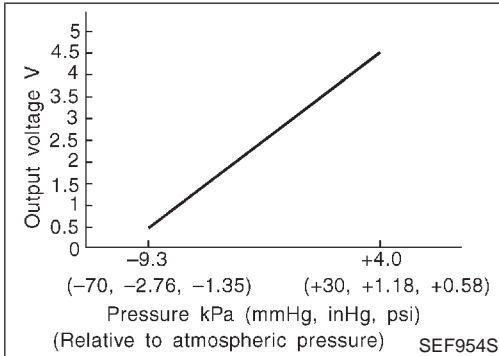
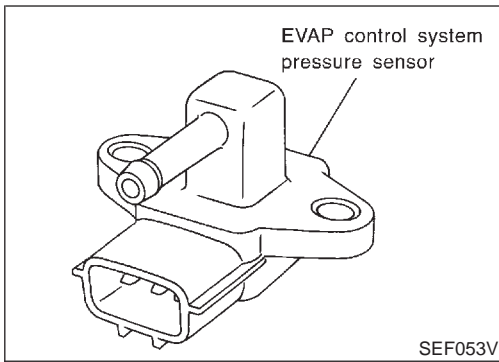
10	CHECK EVAP CANISTER VENT CONTROL VALVE-III		
<ol style="list-style-type: none"> 1. Clean the air passage (Portion A to B) of EVAP canister vent control valve using an air blower. 2. Perform Test No. 9 again. 			
OK or NG			
OK	▶	GO TO 11.	
NG	▶	Replace EVAP canister vent control valve.	

11	CHECK INTERMITTENT INCIDENT		
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.			
▶		INSPECTION END	

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DTC P0450 EVAPORATIVE EMISSION (EVAP) CONTROL SYSTEM PRESSURE SENSOR

Component Description



Component Description

NFEC0235

The EVAP control system pressure sensor detects pressure in the purge line. The sensor output voltage to the ECM increases as pressure increases. The EVAP control system pressure sensor is not used to control the engine system. It is used only for on board diagnosis.

CONSULT-II Reference Value in Data Monitor Mode

NFEC0236

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
EVAP SYS PRES	● Ignition switch: ON	Approx. 3.4V

On Board Diagnosis Logic

NFEC0238

Malfunction is detected when an improper voltage signal from EVAP control system pressure sensor is sent to ECM.

Possible Cause

NFEC0513

- Harness or connectors
(The EVAP control system pressure sensor circuit is open or shorted.)
- Rubber hose to EVAP control system pressure sensor is clogged, vent, kinked, disconnected or improper connection.
- EVAP control system pressure sensor
- EVAP canister vent control valve
- EVAP canister purge volume control solenoid valve
- EVAP canister

DTC P0450 EVAPORATIVE EMISSION (EVAP) CONTROL SYSTEM PRESSURE SENSOR

Possible Cause (Cont'd)

- Rubber hose from EVAP canister vent control valve to water separator

GI

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DTC Confirmation Procedure

NFEC0239

NOTE:

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:

Always perform test at a temperature of 5°C (41°F) or more.

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DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
FUEL T/TMP SE	XXX °C

SEF194Y

WITH CONSULT-II

NFEC0239S01

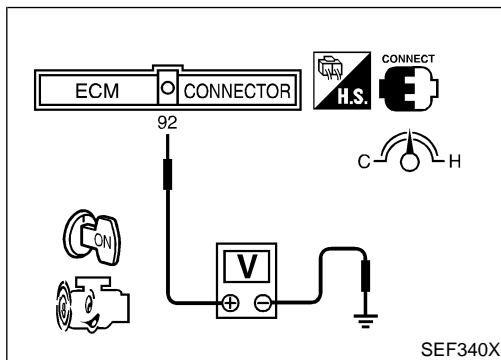
- 1) Start engine and warm it up to normal operating temperature.
- 2) Turn ignition switch "OFF" and wait at least 10 seconds.
- 3) Turn ignition switch "ON".
- 4) Select "DATA MONITOR" mode with CONSULT-II.
- 5) Make sure that "FUEL T/TEMP SE" is more than 0°C (32°F).
- 6) Start engine and wait at least 20 seconds.
- 7) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-469.

AT

AX

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WITH GST

NFEC0239S02

- 1) Start engine and warm it up to normal operating temperature.
- 2) Check that voltage between ECM terminal 92 (Fuel tank temperature sensor signal) and ground is less than 4.2V.
- 3) Turn ignition switch "OFF" and wait at least 10 seconds.
- 4) Start engine and wait at least 20 seconds.
- 5) Select "MODE 7" with GST.
- 6) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-469.

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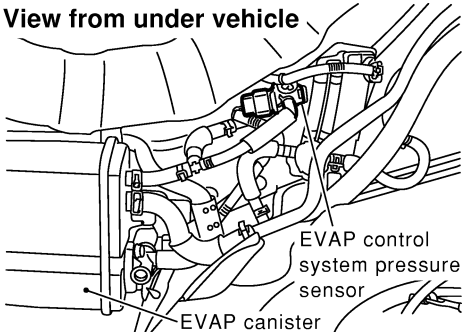
IDX

DTC P0450 EVAPORATIVE EMISSION (EVAP) CONTROL SYSTEM PRESSURE SENSOR

Diagnostic Procedure

Diagnostic Procedure

NFEC0241

1	CHECK RUBBER TUBE		
<p>1. Turn ignition switch "OFF". 2. Check rubber tube connected to the EVAP control system pressure sensor for clogging, vent, kink, disconnection or improper connection.</p>			
<p>View from under vehicle</p> 			
SEF268X			
OK or NG			
OK	▶	GO TO 2.	
NG	▶	Reconnect, repair or replace.	

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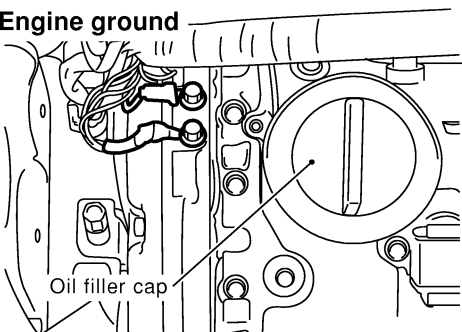
LC

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2	RETIGHTEN GROUND SCREWS		
<p>Loosen and retighten engine ground screws.</p>			
<p>Engine ground</p> 			
SEF255X			
▶		GO TO 3.	

AT

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3	CHECK CONNECTOR		
<p>1. Disconnect EVAP control system pressure sensor harness connector. 2. Check sensor harness connector for water. Water should not exist.</p>			
OK or NG			
OK	▶	GO TO 4.	
NG	▶	Repair or replace harness connector.	

BT

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DTC P0450 EVAPORATIVE EMISSION (EVAP) CONTROL SYSTEM PRESSURE SENSOR

Diagnostic Procedure (Cont'd)

4	CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR POWER SUPPLY CIRCUIT	
<p>1. Turn ignition switch "ON".</p> <p>2. Check voltage between EVAP control system pressure sensor terminal 1 and ground with CONSULT-II or tester.</p>		
SEF341X		
OK	▶	GO TO 6.
NG	▶	GO TO 5.

5	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors B2, M2 ● Harness connectors M81, F49 ● Harness for open or short between EVAP control system pressure sensor and ECM 		
▶ Repair harness or connectors.		

6	CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT	
<p>1. Turn ignition switch "OFF".</p> <p>2. Check harness continuity between EVAP control system pressure sensor terminal 3 and engine ground. Refer to Wiring Diagram. Continuity should exist.</p> <p>3. Also check harness for short to ground and short to power.</p>		
OK or NG		
OK	▶	GO TO 8.
NG	▶	GO TO 7.

7	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors B2, M2 ● Harness connectors M81, F49 ● Harness for open or short between EVAP control system pressure sensor and ECM ● Harness for open or short between EVAP control system pressure sensor and TCM (Transmission Control Module) 		
▶ Repair open circuit or short to ground or short to power in harness or connectors.		

DTC P0450 EVAPORATIVE EMISSION (EVAP) CONTROL SYSTEM PRESSURE SENSOR

Diagnostic Procedure (Cont'd)

8	CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT	
<p>1. Disconnect ECM harness connector.</p> <p>2. Check harness continuity between ECM terminal 84 and EVAP control system pressure sensor terminal 2. Refer to Wiring Diagram. Continuity should exist.</p> <p>3. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>		
OK (With CONSULT-II)	▶	GO TO 10.
OK (Without CONSULT-II)	▶	GO TO 11.
NG	▶	GO TO 9.

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9	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors B2, M2 ● Harness connectors M81, F49 ● Harness for open or short between ECM and EVAP control system pressure sensor 		
▶		Repair open circuit or short to ground or short to power in harness or connectors.

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10	CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE																					
<p> With CONSULT-II</p> <p>1. Start engine.</p> <p>2. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II. Check that engine speed varies according to the valve opening.</p>																						
<table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <th colspan="2">ACTIVE TEST</th> </tr> <tr> <td>PURG VOL CONT/V</td> <td style="text-align: center;">0.0%</td> </tr> <tr> <th colspan="2">MONITOR</th> </tr> <tr> <td>ENG SPEED</td> <td style="text-align: center;">XXX rpm</td> </tr> <tr> <td>FR O2 MNTR-B1</td> <td style="text-align: center;">RICH</td> </tr> <tr> <td>FR O2 MNTR-B2</td> <td style="text-align: center;">RICH</td> </tr> <tr> <td>THRTL POS SEN</td> <td style="text-align: center;">XXX V</td> </tr> <tr> <td>A/F ALPHA-B1</td> <td style="text-align: center;">XXX %</td> </tr> <tr> <td>A/F ALPHA-B2</td> <td style="text-align: center;">XXX %</td> </tr> <tr> <td> </td> <td> </td> </tr> </table>			ACTIVE TEST		PURG VOL CONT/V	0.0%	MONITOR		ENG SPEED	XXX rpm	FR O2 MNTR-B1	RICH	FR O2 MNTR-B2	RICH	THRTL POS SEN	XXX V	A/F ALPHA-B1	XXX %	A/F ALPHA-B2	XXX %		
ACTIVE TEST																						
PURG VOL CONT/V	0.0%																					
MONITOR																						
ENG SPEED	XXX rpm																					
FR O2 MNTR-B1	RICH																					
FR O2 MNTR-B2	RICH																					
THRTL POS SEN	XXX V																					
A/F ALPHA-B1	XXX %																					
A/F ALPHA-B2	XXX %																					
OK or NG																						
OK	▶	GO TO 12.																				
NG	▶	GO TO 11.																				

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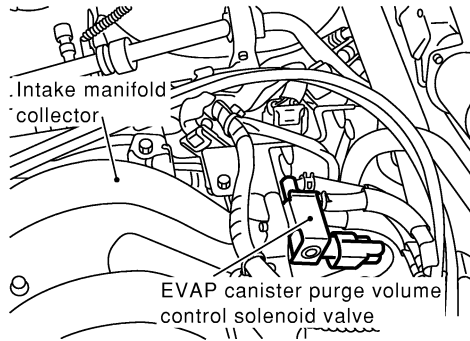
DTC P0450 EVAPORATIVE EMISSION (EVAP) CONTROL SYSTEM PRESSURE SENSOR

Diagnostic Procedure (Cont'd)

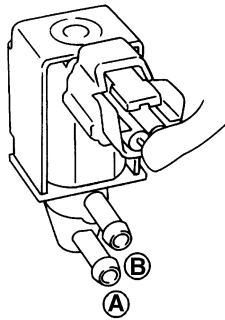
11 CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

With CONSULT-II

Check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.



SEF266X

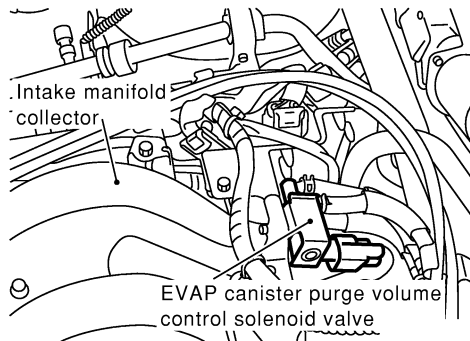


Condition PURG VOL CONT/V value	Air passage continuity between A and B
100.0%	Yes
0.0%	No

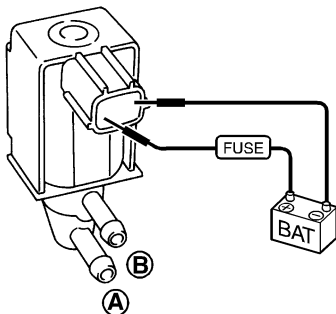
SEF334X

Without CONSULT-II

Check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.



SEF266X



Condition	Air passage continuity between A and B
12V direct current supply between terminals 1 and 2	Yes
No supply	No

SEF335X

OK or NG

OK



GO TO 12.

NG



Replace EVAP canister purge volume control solenoid valve.

DTC P0450 EVAPORATIVE EMISSION (EVAP) CONTROL SYSTEM PRESSURE SENSOR

Diagnostic Procedure (Cont'd)

12	CHECK RUBBER TUBE FOR CLOGGING	
	1. Disconnect rubber tube connected to EVAP canister vent control valve. 2. Check the rubber tube for clogging.	
	OK or NG	
OK	▶	GO TO 13.
NG	▶	Clean the rubber tube using an air blower.

13	CHECK EVAP CANISTER VENT CONTROL VALVE-I	
	1. Remove EVAP canister vent control valve from EVAP canister. 2. Check portion B of EVAP canister vent control valve for being rusted.	
	<p style="text-align: center;"> 5.3 - 12 N·m (0.54 - 1.2 kg-m, 46.9 - 104 in-lb) </p>	
	SEF337X	
	OK or NG	
OK	▶	GO TO 14.
NG	▶	Replace EVAP canister vent control valve.

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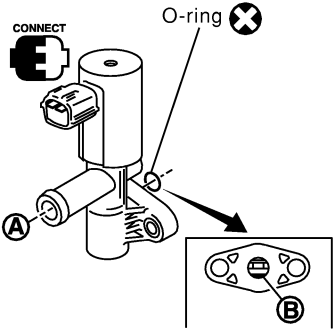

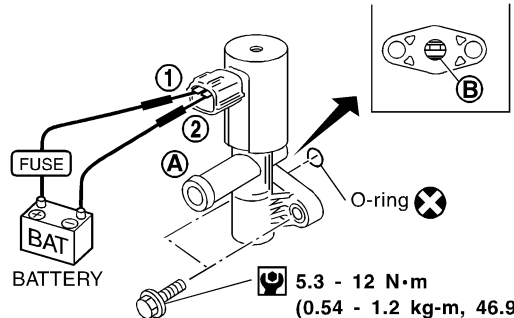
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DTC P0450 EVAPORATIVE EMISSION (EVAP) CONTROL SYSTEM PRESSURE SENSOR

Diagnostic Procedure (Cont'd)

14	CHECK EVAP CANISTER VENT CONTROL VALVE																										
<p> With CONSULT-II</p> <p>1. Perform "VENT CONTROL/V" in "ACTIVE TEST" mode. 2. Check air passage continuity and operation delay time under the following conditions.</p>																											
<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="width: 30%;">  </div> <div style="width: 30%;"> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th colspan="2">ACTIVE TEST</th> </tr> </thead> <tbody> <tr> <td>VENT CONTROL/V</td> <td>OFF</td> </tr> <tr> <th colspan="2">MONITOR</th> </tr> <tr> <td>ENG SPEED</td> <td>XXX rpm</td> </tr> <tr> <td>FR O2 SEN-B1</td> <td>XXX V</td> </tr> <tr> <td>THR TL POS SEN</td> <td>XXX V</td> </tr> <tr> <td>A/F ALPHA-B1</td> <td>XXX %</td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table> </div> <div style="width: 35%;"> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th>Condition VENT CONTROL/V</th> <th>Air passage continuity between A and B</th> </tr> </thead> <tbody> <tr> <td>ON</td> <td>No</td> </tr> <tr> <td>OFF</td> <td>Yes</td> </tr> </tbody> </table> <p>Operation takes less than 1 second.</p> </div> </div>		ACTIVE TEST		VENT CONTROL/V	OFF	MONITOR		ENG SPEED	XXX rpm	FR O2 SEN-B1	XXX V	THR TL POS SEN	XXX V	A/F ALPHA-B1	XXX %							Condition VENT CONTROL/V	Air passage continuity between A and B	ON	No	OFF	Yes
ACTIVE TEST																											
VENT CONTROL/V	OFF																										
MONITOR																											
ENG SPEED	XXX rpm																										
FR O2 SEN-B1	XXX V																										
THR TL POS SEN	XXX V																										
A/F ALPHA-B1	XXX %																										
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SEF222Y																											
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<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="width: 40%;">  <p>5.3 - 12 N·m (0.54 - 1.2 kg-m, 46.9 - 104 in-lb)</p> </div> <div style="width: 55%;"> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th>Condition</th> <th>Air passage continuity between A and B</th> </tr> </thead> <tbody> <tr> <td>12V direct current supply between terminals 1 and 2</td> <td>No</td> </tr> <tr> <td>OFF</td> <td>Yes</td> </tr> </tbody> </table> <p>Operation takes less than 1 second.</p> </div> </div>		Condition	Air passage continuity between A and B	12V direct current supply between terminals 1 and 2	No	OFF	Yes																				
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OFF	Yes																										
SEF339X																											
Make sure new O-ring is installed properly.																											
OK or NG																											
OK	▶	GO TO 16.																									
NG	▶	GO TO 15.																									

15	CHECK EVAP CANISTER VENT CONTROL VALVE-III	
<p>1. Clean the air passage (portion A to B) of EVAP canister vent control valve using an air blower. 2. Perform Test No. 14 again.</p>		
OK or NG		
OK	▶	GO TO 16.
NG	▶	Replace EVAP canister vent control valve.

DTC P0450 EVAPORATIVE EMISSION (EVAP) CONTROL SYSTEM PRESSURE SENSOR

Diagnostic Procedure (Cont'd)

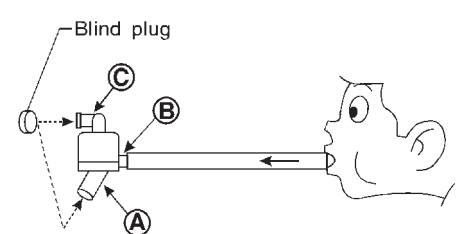
16	CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR
<p>1. Remove EVAP control system pressure sensor with its harness connector connected.</p> <p>CAUTION:</p> <ul style="list-style-type: none"> ● Never apply force to the air hole protector of the sensor if equipped. 	
SEF799W	
<p>2. Remove hose from EVAP control system pressure sensor.</p> <p>3. Turn ignition switch "ON".</p> <p>4. Use pump to apply vacuum and pressure to EVAP control system pressure sensor as shown in figure.</p> <p>CAUTION:</p> <ul style="list-style-type: none"> ● Always calibrate the vacuum pump gauge when using it. ● Do not apply below -20 kPa (-150 mmHg, -5.91 inHg) or over 20 kPa (150 mmHg, 5.91 inHg) of pressure. <p>5. Check input voltage between ECM terminal 84 and ground.</p>	
SEF342X	
<p>CAUTION:</p> <ul style="list-style-type: none"> ● Discard and EVAP control system pressure 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. 	
OK or NG	
OK	▶ GO TO 17.
NG	▶ Replace EVAP control system pressure sensor.

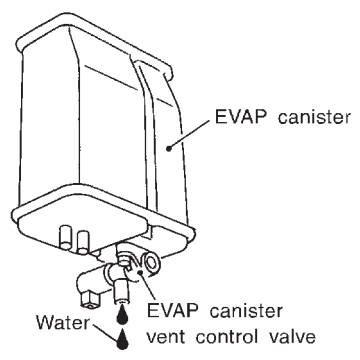
17	CHECK RUBBER TUBE
<p>Check obstructed rubber tube connected to EVAP canister vent control valve.</p>	
OK or NG	
OK	▶ GO TO 18.
NG	▶ Clean rubber tube using an air blower, repair or replace rubber tube.

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DTC P0450 EVAPORATIVE EMISSION (EVAP) CONTROL SYSTEM PRESSURE SENSOR

Diagnostic Procedure (Cont'd)

18	CHECK WATER SEPARATOR
<ol style="list-style-type: none"> 1. Check visually for insect nests in the water separator air inlet. 2. Check visually for cracks or flaws in the appearance. 3. Check visually for cracks or flaws in the hose. 4. Check that A and C are not clogged by blowing air into B with A, and then C plugged. 	
 <p>* A : Bottom hole (To atmosphere) B : Emergency tube (From EVAP canister) C : Inlet port (To member)</p>	
SEF829T	
5. In case of NG in items 2 - 4, replace the parts.	
NOTE:	
<ul style="list-style-type: none"> • Do not disassemble water separator. 	
OK or NG	
OK	▶ GO TO 19.
NG	▶ Replace water separator.

19	CHECK IF EVAP CANISTER SATURATED WITH WATER
<ol style="list-style-type: none"> 1. Remove EVAP canister with EVAP canister vent control valve attached. 2. Check if water will drain from the EVAP canister. 	
	
SEF596U	
Yes or No	
Yes	▶ GO TO 20.
No	▶ GO TO 22.

20	CHECK EVAP CANISTER
Weigh the EVAP canister with the EVAP canister vent control valve attached.	
The weight should be less than 1.8 kg (4.0 lb).	
OK or NG	
OK	▶ GO TO 18.
NG	▶ GO TO 17.

DTC P0450 EVAPORATIVE EMISSION (EVAP) CONTROL SYSTEM PRESSURE SENSOR

Diagnostic Procedure (Cont'd)

21	DETECT MALFUNCTIONING PART	
Check the following. <ul style="list-style-type: none"> ● EVAP canister for damage ● EVAP hose between EVAP canister and water separator for clogging or poor connection 		
▶		Repair hose or replace EVAP canister.

GI

MA

22	CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR SHIELD CIRCUIT FOR OPEN AND SHORT	
1. Reconnect harness connectors disconnected. 2. Disconnect harness connectors B2, M2. 3. Check harness continuity between harness connector M2 terminal 10 and engine ground. Continuity should exist. 4. Also check harness for short to ground and short to power.		
OK or NG		
OK	▶	GO TO 24.
NG	▶	GO TO 23.

EM

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23	DETECT MALFUNCTIONING PART	
Check the following. <ul style="list-style-type: none"> ● Harness connectors B2, M2 ● Harness connectors M81, F49 ● Joint connector-17 ● Harness for open or short between harness connector M2 and engine ground 		
▶		Repair open circuit or short to ground or short to power in harness or connectors.

CL

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24	CHECK INTERMITTENT INCIDENT	
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.		
▶		INSPECTION END

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DTC P0455 EVAP CONTROL SYSTEM (GROSS LEAK)

On Board Diagnosis Logic

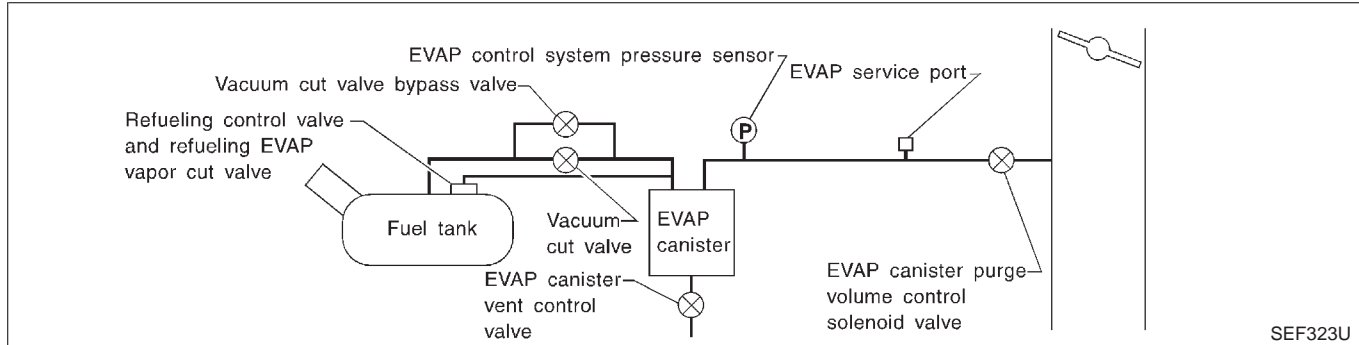
On Board Diagnosis Logic

NFEC0644

NOTE:

If DTC P0455 is displayed with P1448, perform trouble diagnosis for DTC P1448 first. (See EC-660.)

This diagnosis detects a very large leak (fuel filler cap fell off etc.) in EVAP system between the fuel tank and EVAP canister purge volume control solenoid valve.



Malfunction is detected when EVAP control system has a very large leak such as fuel filler cap fell off, EVAP control system does not operate properly.

CAUTION:

- Use only a genuine NISSAN fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may come on.
- If the fuel filler cap is not tightened properly, the MIL may come on.
- Use only a genuine NISSAN rubber tube as a replacement.

Possible Cause

NFEC0645

- Fuel filler cap remains open or fails to close.
- Incorrect fuel tank vacuum relief valve
- Incorrect fuel filler cap used
- 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.
- Blocked or bent rubber tube to EVAP control system pressure sensor
- Loose or disconnected rubber tube
- EVAP canister vent control valve and the circuit
- EVAP canister purge volume control solenoid valve and the circuit
- Absolute pressure sensor
- Fuel tank temperature sensor
- O-ring of EVAP canister vent control valve is missing or damaged.

DTC P0455 EVAP CONTROL SYSTEM (GROSS LEAK)

Possible Cause (Cont'd)

- EVAP control system pressure sensor
- Refueling control valve
- ORVR system leaks

GI

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6 EVAP SML LEAK P0440/P1440

1)FOR BEST RSLT,PERFORM AT FOLLOWING CONDITIONS.
 -FUEL LEVEL: 1/4-3/4
 -AMBIENT TEMP: 0-30 C(32-86F)
 -OPEN ENGINE HOOD.
 2)START ENG WITH VHCL STOPPED. IF ENG IS ON,STOP FOR 5 SEC. THEN RESTART.
 3)TOUCH START.

SEF565X

6 EVAP SML LEAK P0440/P1440

WAIT
 2 TO 10 MINUTES.
 KEEP ENGINE RUNNING AT IDLE SPEED.

SEF566X

6 EVAP SML LEAK P0440/P1440

MAINTAIN
 1600 - 2100 RPM UNTIL FINAL RESULT APPEARS.
 (APPROX. 3 MINUTES)

SEF874X

6 EVAP SML LEAK P0440/P1440

OK

SELF-DIAG RESULTS

NO DTC DETECTED.
 FURTHER TESTING MAY BE REQUIRED.

SEF567X

DTC Confirmation Procedure

NFEC0646

CAUTION:

Never remove fuel filler cap during the DTC Confirmation Procedure.

NOTE:

- If DTC P0455 is displayed with P1448, perform trouble diagnosis for DTC P1448 first. (See EC-660.)
- Make sure that EVAP hoses are connected to EVAP canister purge volume control solenoid valve properly.
- 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:

- Perform “DTC WORK SUPPORT” when the fuel level is between 1/4 to 3/4 full and vehicle is placed on flat level surface.
- Open engine hood before conducting the following procedures.

WITH CONSULT-II

NFEC0646S01

- 1) Tighten fuel filler cap securely until ratcheting sound is heard.
- 2) Turn ignition switch “ON”.
- 3) Turn ignition switch “OFF” and wait at least 10 seconds.
- 4) Turn ignition switch “ON” and select “DATA MONITOR” mode with CONSULT-II.
- 5) Make sure that the following conditions are met.
COOLAN TEMP/S: 0 - 70°C (32 - 158°F)
INT/A TEMP SE: 0 - 60°C (32 - 140°F)
- 6) Select “EVAP SML LEAK P0440/P1440” of “EVAPORATIVE SYSTEM” in “DTC WORK SUPPORT” mode with CONSULT-II.
 Follow the instruction displayed.

NOTE:

If the engine speed cannot be maintained within the range displayed on the CONSULT-II screen, go to “Basic Inspection”, EC-115.

- 7) Make sure that “OK” is displayed.
 If “NG” is displayed, select “SELF-DIAG RESULTS” mode and make sure that “EVAP GROSS LEAK [P0455]” is displayed. If it is displayed, refer to “Diagnostic Procedure”, EC-480.
 If P0440 is displayed, perform “Diagnostic Procedure” for DTC P0440.

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DTC P0455 EVAP CONTROL SYSTEM (GROSS LEAK)

DTC Confirmation Procedure (Cont'd)

WITH GST

NFEC0646S02

NOTE:

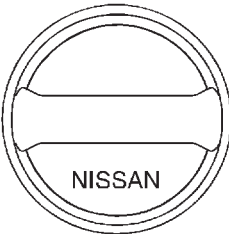
Be sure to read the explanation of "Driving Pattern" on EC-81 before driving vehicle.

- 1) Start engine.
- 2) Drive vehicle according to "Driving Pattern", EC-81.
- 3) Stop vehicle.
- 4) Select "MODE 1" with GST.
 - If SRT of EVAP system is not set yet, go to the following step.
 - If SRT of EVAP system is set, the result will be OK.
- 5) Turn ignition switch "OFF" and wait at least 10 seconds.
- 6) Start engine.

It is not necessary to cool engine down before driving.
- 7) Drive vehicle again according to the "Driving Pattern", EC-81.
- 8) Stop vehicle.
- 9) Select "MODE 3" with GST.
 - If P0455 is displayed on the screen, go to "Diagnostic Procedure", EC-480.
 - If P0440 or P1440 is displayed on the screen, go to "Diagnostic Procedure", for DTC P0440, EC-440.
 - If P1447 is displayed on the screen, go to "Diagnostic Procedure" for DTC P1447, EC-651.
 - If P0455, P0440, P1440 and P1447 are not displayed on the screen, go to the following step.
- 10) Select "MODE 1" with GST.
 - If SRT of EVAP system is set, the result will be OK.
 - If SRT of EVAP system is not set, go to step 6.

Diagnostic Procedure

NFEC0647

1	CHECK FUEL FILLER CAP DESIGN	
1. Turn ignition switch "OFF". 2. Check for genuine NISSAN fuel filler cap design.		
		
OK or NG		
OK	▶	GO TO 2.
NG	▶	Replace with genuine NISSAN fuel filler cap.

SEF915U

DTC P0455 EVAP CONTROL SYSTEM (GROSS LEAK)

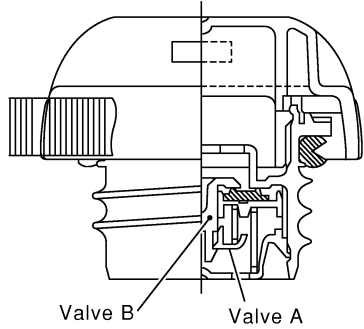
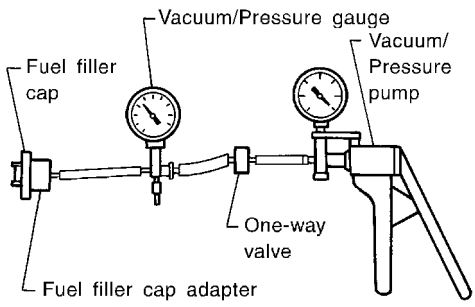
Diagnostic Procedure (Cont'd)

2	CHECK FUEL FILLER CAP INSTALLATION	
Check that the cap is tightened properly by rotating the cap clockwise.		
OK or NG		
OK	▶	GO TO 3.
NG	▶	<ul style="list-style-type: none"> • Open fuel filler cap, then clean cap and fuel filler neck threads using air blower. • Retighten until ratcheting sound is heard.

GI
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3	CHECK FUEL FILLER CAP FUNCTION	
Check for air releasing sound while opening the fuel filler cap.		
OK or NG		
OK	▶	GO TO 5.
NG	▶	GO TO 4.

LC
EC

4	CHECK FUEL TANK VACUUM RELIEF VALVE	
<ol style="list-style-type: none"> 1. Wipe clean valve housing. 2. Check valve opening pressure and vacuum. 		
		
SEF989X		
		
SEF943S		
<p>Pressure: 15.3 - 20.0 kPa (0.156 - 0.204 kg/cm², 2.22 - 2.90 psi)</p> <p>Vacuum: -6.0 to -3.3 kPa (-0.061 to -0.034 kg/cm², -0.87 to -0.48 psi)</p> <p>CAUTION: Use only a genuine fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may come on.</p>		
OK or NG		
OK	▶	GO TO 5.
NG	▶	Replace fuel filler cap with a genuine one.

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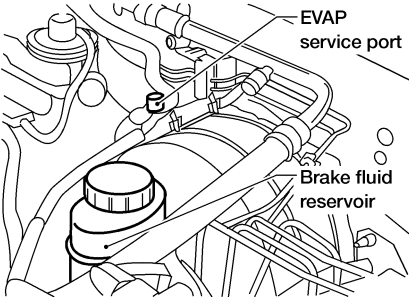
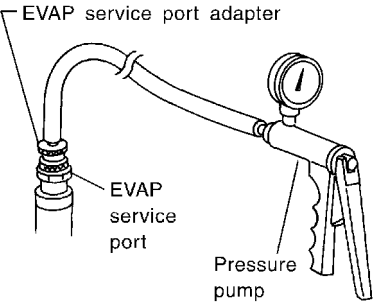
DTC P0455 EVAP CONTROL SYSTEM (GROSS LEAK)

Diagnostic Procedure (Cont'd)

5	CHECK EVAP PURGE LINE
Check EVAP purge line (pipe, rubber tube, fuel tank and EVAP canister) for cracks, improper connection or disconnection. Refer to "Evaporative Emission System", EC-35.	
OK or NG	
OK	▶ GO TO 6.
NG	▶ Repair or reconnect the hose.

6	CLEAN EVAP PURGE LINE
Clean EVAP purge line (pipe and rubber tube) using air blower.	
	▶ GO TO 7.

7	CHECK EVAP CANISTER VENT CONTROL VALVE, O-RING AND CIRCUIT
Refer to "DTC Confirmation Procedure", EC-460.	
OK or NG	
OK	▶ GO TO 8.
NG	▶ Repair or replace EVAP canister vent control valve and O-ring or harness/connector.

8	INSTALL THE PRESSURE PUMP
To locate the EVAP leak, install EVAP service port adapter and pressure pump to EVAP service port securely.	
	
AEC649A	
	
SEF916U	
NOTE:	
Improper installation of the EVAP service port adapter to the EVAP service port may cause leaking.	
Models with CONSULT-II	▶ GO TO 9.
Models without CON-SULT-II	▶ GO TO 10.

DTC P0455 EVAP CONTROL SYSTEM (GROSS LEAK)

Diagnostic Procedure (Cont'd)

9

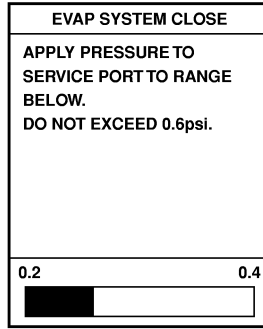
CHECK FOR EVAP LEAK

With CONSULT-II

1. Turn ignition switch "ON".
2. Select "EVAP SYSTEM CLOSE" of "WORK SUPPORT" mode with CONSULT-II.
3. Touch "START" and apply pressure into the EVAP line until the pressure indicator reaches the middle of the bar graph.

NOTE:

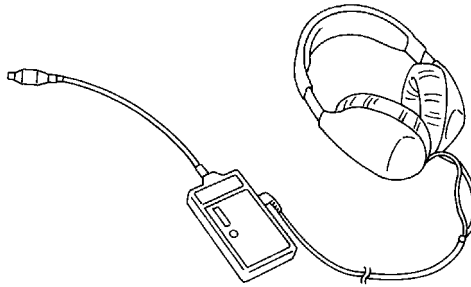
- Never use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm², 0.6 psi) of pressure in the system.



PEF917U

4. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details. Refer to "EVAPORATIVE EMISSION LINE DRAWING", EC-39.

Leak detector



SEF200U

OK or NG

OK



GO TO 11.

NG



Repair or replace.

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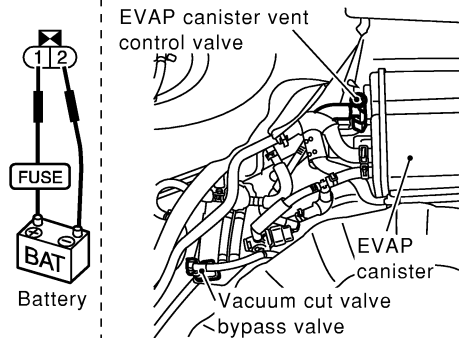
DTC P0455 EVAP CONTROL SYSTEM (GROSS LEAK)

Diagnostic Procedure (Cont'd)

10 CHECK FOR EVAP LEAK

⊗ Without CONSULT-II

1. Turn ignition switch "OFF".
2. Apply 12 volts DC to EVAP canister vent control valve. The valve will close. (Continue to apply 12 volts until the end of test.)
3. Apply 12 volts DC to vacuum cut valve bypass valve. The valve will open. (Continue to apply 12V until the end of test.)



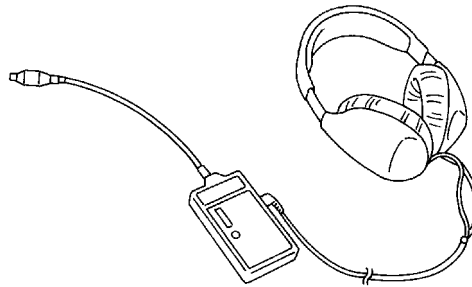
SEF254X

4. Pressurize the EVAP line using pressure pump with 1.3 to 2.7 kPa (10 to 20 mmHg, 0.39 to 0.79 inHg), then remove pump and EVAP service port adapter.

NOTE:

- Never use compressed air or a high pressure pump.
 - Do not exceed 4.12 kPa (0.042 kg/cm², 0.6 psi) of pressure in the system.
5. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details. Refer to "EVAPORATIVE EMISSION LINE DRAWING", EC-39.

Leak detector




SEF200U

OK or NG


OK	▶	GO TO 12.
NG	▶	Repair or replace.

DTC P0455 EVAP CONTROL SYSTEM (GROSS LEAK)

Diagnostic Procedure (Cont'd)

11	CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION																					
<p> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Disconnect vacuum hose to EVAP canister purge volume control solenoid valve at EVAP service port. 2. Start engine. 3. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode. 4. Touch "Qu" on CONSULT-II screen to increase "PURG VOL CONT/V" opening to 100.0%. 5. Check vacuum hose for vacuum when revving engine up to 2,000 rpm. 																						
<table border="1" style="margin: auto;"> <thead> <tr> <th colspan="2">ACTIVE TEST</th> </tr> <tr> <th>PURG VOL CONT/V</th> <th>XXX %</th> </tr> </thead> <tbody> <tr> <td colspan="2" style="text-align: center;">MONITOR</td> </tr> <tr> <th>ENG SPEED</th> <th>XXX rpm</th> </tr> <tr> <td>FR O2 MNTR-B1</td> <td>LEAN</td> </tr> <tr> <td>THRTL POS SEN</td> <td>XXX V</td> </tr> <tr> <td>A/F ALPHA-B1</td> <td>XXX %</td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table> <p style="margin-left: 200px;">Vacuum should exist.</p>			ACTIVE TEST		PURG VOL CONT/V	XXX %	MONITOR		ENG SPEED	XXX rpm	FR O2 MNTR-B1	LEAN	THRTL POS SEN	XXX V	A/F ALPHA-B1	XXX %						
ACTIVE TEST																						
PURG VOL CONT/V	XXX %																					
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ENG SPEED	XXX rpm																					
FR O2 MNTR-B1	LEAN																					
THRTL POS SEN	XXX V																					
A/F ALPHA-B1	XXX %																					
SEF224Y																						
OK or NG																						
OK	▶	GO TO 14.																				
NG	▶	GO TO 13.																				

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12	CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION	
<p> Without CONSULT-II</p> <ol style="list-style-type: none"> 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. <p style="color: blue;">Vacuum should exist.</p>		
OK or NG		
OK	▶	GO TO 15.
NG	▶	GO TO 13.

13	CHECK VACUUM HOSE	
Check vacuum hoses for clogging or disconnection. Refer to "Vacuum Hose Drawing", EC-28.		
OK or NG		
OK (With CONSULT-II)	▶	GO TO 14.
OK (Without CONSULT-II)	▶	GO TO 15.
NG	▶	Repair or reconnect the hose.

DTC P0455 EVAP CONTROL SYSTEM (GROSS LEAK)

Diagnostic Procedure (Cont'd)

14	CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE																				
<p>④ With CONSULT-II</p> <ol style="list-style-type: none">1. Start engine.2. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II. Check that engine speed varies according to the valve opening.																					
<table border="1"><thead><tr><th colspan="2">ACTIVE TEST</th></tr></thead><tbody><tr><td>PURG VOL CONT/V</td><td>0.0%</td></tr><tr><th colspan="2">MONITOR</th></tr><tr><td>ENG SPEED</td><td>XXX rpm</td></tr><tr><td>FR O2 MNTR-B1</td><td>RICH</td></tr><tr><td>FR O2 MNTR-B2</td><td>RICH</td></tr><tr><td>THRTL POS SEN</td><td>XXX V</td></tr><tr><td>A/F ALPHA-B1</td><td>XXX %</td></tr><tr><td>A/F ALPHA-B2</td><td>XXX %</td></tr><tr><td> </td><td> </td></tr></tbody></table>		ACTIVE TEST		PURG VOL CONT/V	0.0%	MONITOR		ENG SPEED	XXX rpm	FR O2 MNTR-B1	RICH	FR O2 MNTR-B2	RICH	THRTL POS SEN	XXX V	A/F ALPHA-B1	XXX %	A/F ALPHA-B2	XXX %		
ACTIVE TEST																					
PURG VOL CONT/V	0.0%																				
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ENG SPEED	XXX rpm																				
FR O2 MNTR-B1	RICH																				
FR O2 MNTR-B2	RICH																				
THRTL POS SEN	XXX V																				
A/F ALPHA-B1	XXX %																				
A/F ALPHA-B2	XXX %																				
SEF068Y																					
OK or NG																					
OK	▶ GO TO 16.																				
NG	▶ GO TO 15.																				

DTC P0455 EVAP CONTROL SYSTEM (GROSS LEAK)

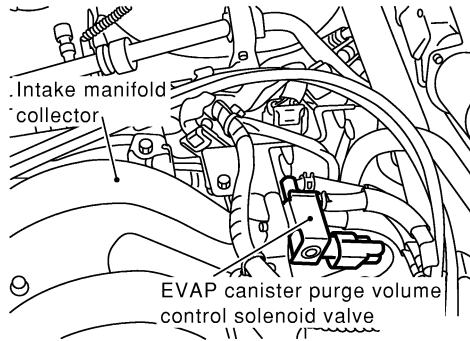
Diagnostic Procedure (Cont'd)

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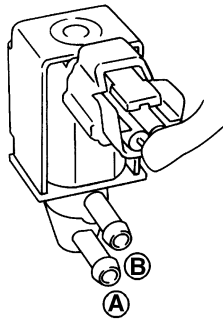
15 CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

With CONSULT-II

Check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.



SEF266X

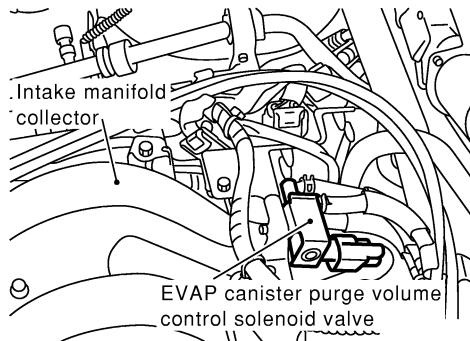


Condition PURG VOL CONT/V value	Air passage continuity between A and B
100.0%	Yes
0.0%	No

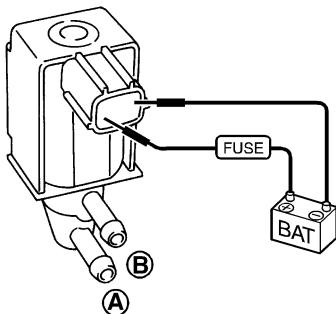
SEF334X

Without CONSULT-II

Check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.



SEF266X



Condition	Air passage continuity between A and B
12V direct current supply between terminals 1 and 2	Yes
No supply	No

SEF335X

OK or NG

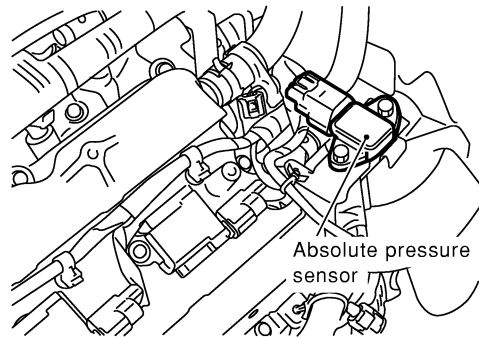
OK	▶	GO TO 16.
NG	▶	Replace EVAP canister purge volume control solenoid valve.

DTC P0455 EVAP CONTROL SYSTEM (GROSS LEAK)

Diagnostic Procedure (Cont'd)

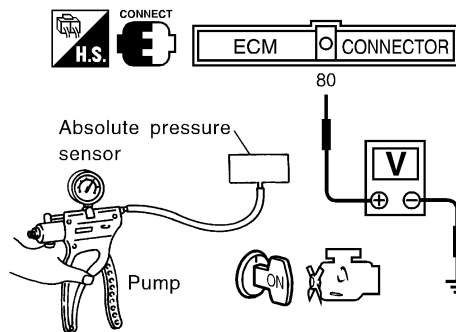
16 CHECK ABSOLUTE PRESSURE SENSOR

1. Remove absolute pressure sensor with its harness connector connected.



SEF257X

2. Remove hose from absolute pressure sensor.
3. Install a vacuum pump to absolute pressure sensor.
4. Turn ignition switch "ON" and check output voltage between ECM terminal 80 and engine ground under the following conditions.



Applied vacuum kPa (mmHg, inHg)	Voltage V
Not applied	3.2 - 4.8
-26.7 (-200, -7.87)	1.0 to 1.4V lower than above value

SEF300X

CAUTION:

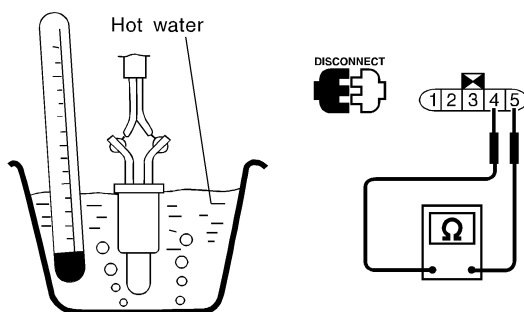
- Always calibrate the vacuum pump gauge when using it.
- Do not apply below -93.3 kPa (-700 mmHg, -27.56 inHg) or over 101.3 kPa (760 mmHg, 29.92 inHg) of pressure.

OK or NG

OK	▶	GO TO 17.
NG	▶	Replace absolute pressure sensor.

17 CHECK FUEL TANK TEMPERATURE SENSOR

1. Remove fuel level sensor unit.
2. Check resistance between fuel level sensor unit and fuel pump terminals 4 and 5 by heating with hot water or heat gun as shown in the figure.



Temperature °C (°F)	Resistance kΩ
20 (68)	2.3 - 2.7
50 (122)	0.79 - 0.90

SEF587X

OK or NG

OK	▶	GO TO 18.
NG	▶	Replace fuel level sensor unit.

DTC P0455 EVAP CONTROL SYSTEM (GROSS LEAK)

Diagnostic Procedure (Cont'd)

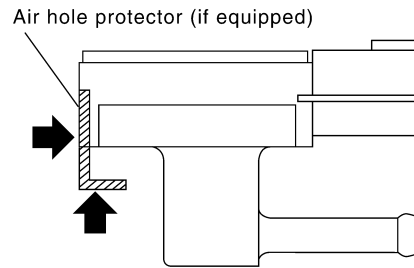
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18 CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

1. Remove EVAP control system pressure sensor with its harness connector connected.

CAUTION:

- Never apply force to the air hole protector of the sensor if equipped.



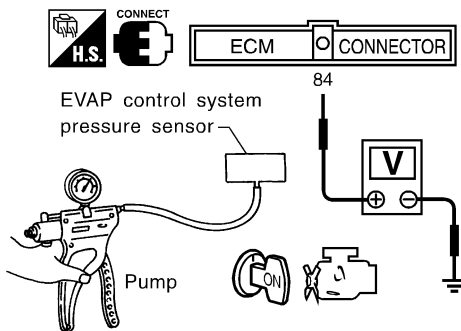
SEF799W

2. Remove hose from EVAP control system pressure sensor.
3. Turn ignition switch "ON".
4. Use pump to apply vacuum and pressure to EVAP control system pressure sensor as shown in figure.

CAUTION:

- Always calibrate the vacuum pump gauge when using it.
- Do not apply below -20 kPa (-150 mmHg , -5.91 inHg) or over 20 kPa (150 mmHg , 5.91 inHg) of pressure.

5. Check input voltage between ECM terminal 84 and ground.



Pressure (Relative to atmospheric pressure)	Voltage V
0 kPa (0 mmHg, 0 inHg)	3.0 - 3.6
-9.3 kPa (-70 mmHg, -2.76 inHg)	0.4 - 0.6

SEF342X

CAUTION:

- Discard and EVAP control system pressure 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.

OK or NG

OK	▶	GO TO 19.
NG	▶	Replace EVAP control system pressure sensor.

19 CHECK REFUELING EVAP VAPOR LINE

Check refueling EVAP vapor line between EVAP canister and fuel tank for clogging, kink, looseness and improper connection. For location, refer to "ON BOARD REFUELING VAPOR RECOVERY (ORVR)", EC-42.

OK or NG

OK	▶	GO TO 20.
NG	▶	Repair or replace hoses and tubes.

20 CHECK SIGNAL LINE AND RECIRCULATION LINE

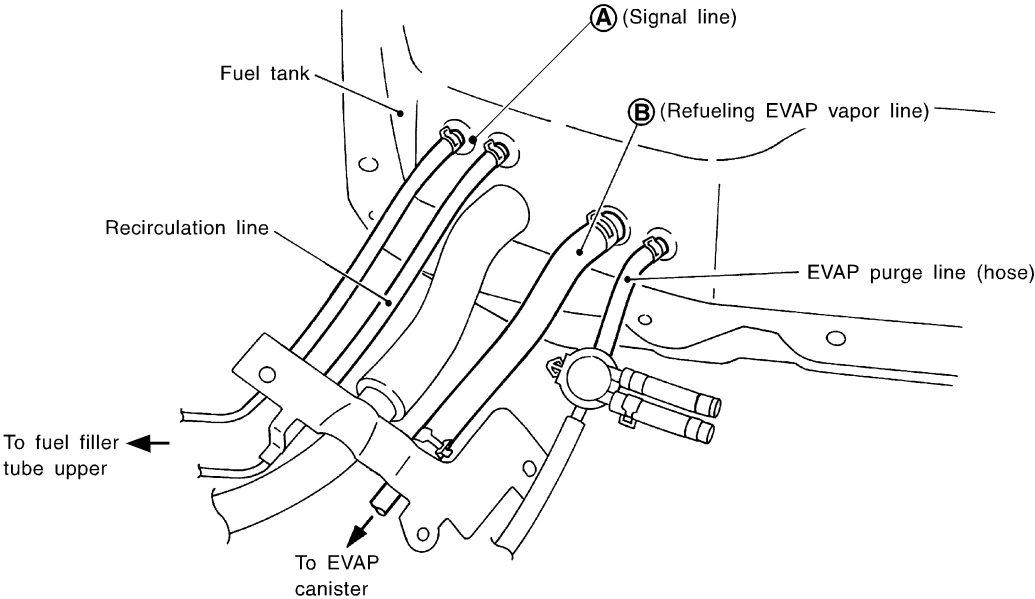
Check signal line and recirculation line between filler neck tube and fuel tank for clogging, kink, cracks, looseness and improper connection.

OK or NG

OK	▶	GO TO 21.
NG	▶	Repair or replace hoses, tubes or filler neck tube.

DTC P0455 EVAP CONTROL SYSTEM (GROSS LEAK)

Diagnostic Procedure (Cont'd)

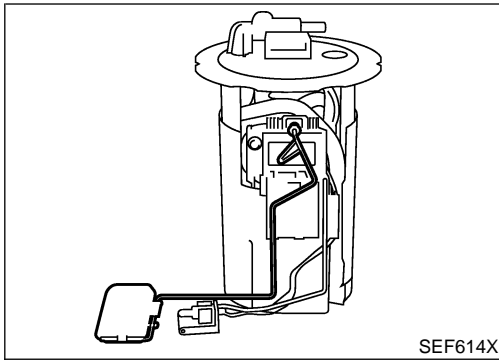
21	CHECK REFUELING CONTROL VALVE
<ol style="list-style-type: none">1. Remove fuel filler cap.2. Check air continuity between hose ends A and B. Blow air into the hose end B. Air should flow freely into the fuel tank.3. Blow air into hose end A and check there is no leakage.4. Apply pressure to both hose ends A and B [20 kPa (150 mmHg, 5.91 inHg)] using a pressure pump and a suitable 3-way connector. Check that there is no leakage.	
 <p>The diagram illustrates the refueling control valve assembly. Key components labeled include: Fuel tank, Recirculation line, EVAP purge line (hose), To fuel filler tube upper, and To EVAP canister. Two specific test points are marked: (A) Signal line and (B) Refueling EVAP vapor line.</p>	
OK or NG	
OK	▶ GO TO 22.
NG	▶ Replace refueling control valve with fuel tank.

SEF141W

22	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
▶ INSPECTION END	

DTC P0460 FUEL LEVEL SENSOR FUNCTION (SLOSH)

Component Description



Component Description

The fuel level sensor is mounted in the fuel level sensor unit. The sensor detects a fuel level in the fuel tank and transmits a signal to the ECM.

It consists of two parts, one is mechanical float and the other side is variable resistor. Fuel level sensor output voltage changes depending on the movement of the fuel mechanical float.

On Board Diagnostic 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.

Malfunction is detected when even though the vehicle is parked, a signal being varied is sent from the fuel level sensor to ECM.

Possible Cause

- Fuel level sensor circuit
(The fuel level sensor circuit is open or shorted.)
- Fuel level sensor

3

DATA MONITOR	
MONITOR	NO DTC
FUEL T/TMP SE	XXX °C
FUEL LEVEL SE	XXX V

SEF195Y

DTC Confirmation Procedure

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

WITH CONSULT-II

- Turn ignition switch "ON".
- Select "DATA MONITOR" mode with CONSULT-II.
- Start engine and wait maximum of 2 consecutive minutes.
- If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-493.

WITH GST

Follow the procedure "WITH CONSULT-II" above.

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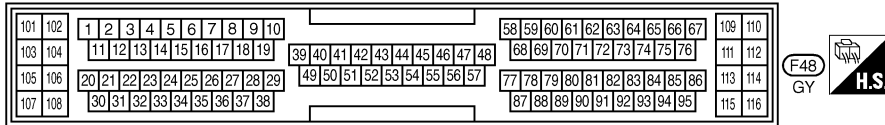
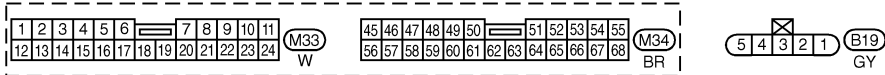
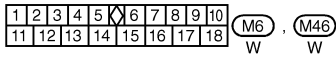
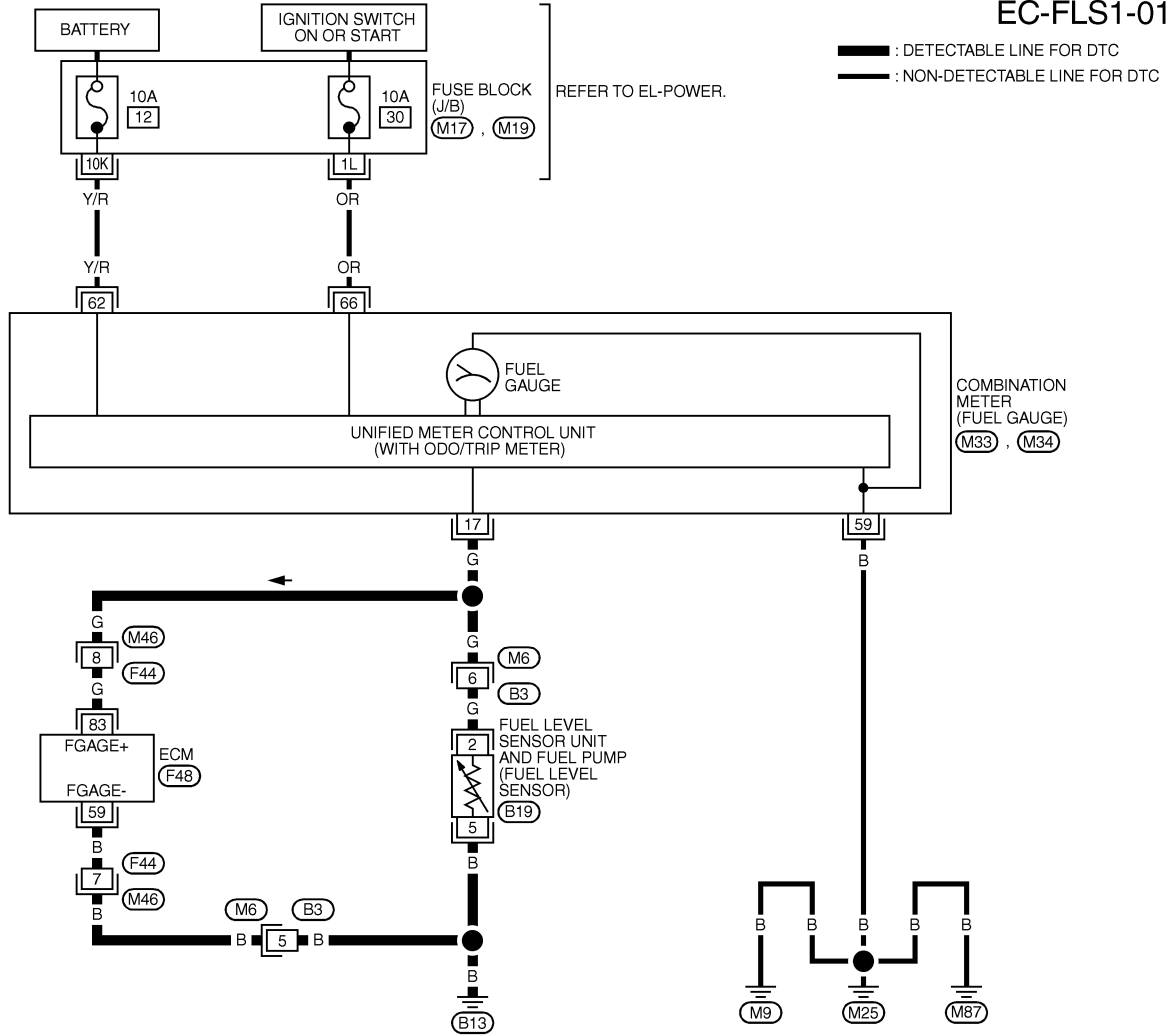
DTC P0460 FUEL LEVEL SENSOR FUNCTION (SLOSH)

Wiring Diagram

Wiring Diagram

NFEC0620

EC-FLS1-01



REFER TO THE FOLLOWING.
 (M17) - FUSE BLOCK - JUNCTION BOX (J/B)
 (M19) - FUSE BLOCK - JUNCTION BOX (J/B)

MEC769C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
59	B	FUEL LEVEL SENSOR GROUND	ENGINE RUNNING AT IDLE SPEED	APPROX. 0V
83	G	FUEL LEVEL SENSOR	IGN ON	APPROX. 0 - 4.8V OUTPUT VOLTAGE VARIES WITH FUEL LEVEL.

SEF711YA

DTC P0460 FUEL LEVEL SENSOR FUNCTION (SLOSH)

Diagnostic Procedure

Diagnostic Procedure

=NFEC0621

1	CHECK FUEL LEVEL SENSOR POWER SUPPLY CIRCUIT	
<p>1. Turn ignition switch "OFF". 2. Disconnect fuel level sensor until and fuel pump harness connector. 3. Turn ignition switch "ON". 4. Check voltage between fuel level sensor unit and fuel pump terminal 2 and ground with CONSULT-II or a tester.</p>		
OK or NG		
OK	▶	GO TO 3.
NG	▶	GO TO 2.

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2	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors M6, B3 ● Harness for open or short between combination meter and fuel level sensor until and fuel pump 		
▶ Repair or replace harness or connectors.		

3	CHECK FUEL LEVEL SENSOR GROUND CIRCUIT FOR OPEN AND SHORT	
<p>1. Turn ignition switch "OFF". 2. Check harness continuity between fuel level sensor unit and fuel pump terminal 5 and body ground. Refer to Wiring Diagram. Continuity should exist. 3. Also check harness for short to ground and short to power.</p>		
OK or NG		
OK	▶	GO TO 4.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

4	CHECK FUEL LEVEL SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT	
<p>1. Disconnect ECM harness connector. 2. Check harness continuity between ECM terminal 83 and fuel level sensor unit and fuel pump terminal 2, ECM terminal 59 and fuel level sensor unit and fuel pump terminal 5. Refer to Wiring Diagram. Continuity should exist. 3. Also check harness for short to ground and short to power.</p>		
OK or NG		
OK	▶	GO TO 6.
NG	▶	GO TO 5.

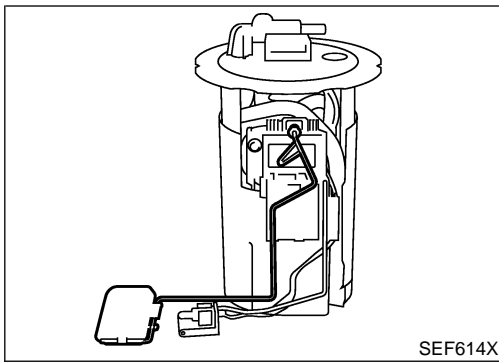
DTC P0460 FUEL LEVEL SENSOR FUNCTION (SLOSH)

Diagnostic Procedure (Cont'd)

5	DETECT MALFUNCTIONING PART
Check the following. <ul style="list-style-type: none">● Harness connectors M6, B3● Harness connectors M46, F44● Harness for open or short between ECM and fuel level sensor	
	▶ Repair open circuit or short to ground or short to power in harness or connectors.
6	CHECK FUEL LEVEL SENSOR
Refer to EL-119, "Fuel Level Sensor Unit Check".	
OK or NG	
OK	▶ GO TO 7.
NG	▶ Replace fuel level sensor unit.
7	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
	▶ INSPECTION END

DTC P0461 FUEL LEVEL SENSOR FUNCTION

Component Description



Component Description

The fuel level sensor is mounted in the fuel level sensor unit. The sensor detects a fuel level in the fuel tank and transmits a signal to the ECM. =NFEC0622

It consists of two parts, one is mechanical float and the other side is variable resistor. Fuel level sensor output voltage changes depending on the movement of the fuel mechanical float.

On Board Diagnostic 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. NFEC0623

Malfunction is detected when 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.

Possible Cause

- Harness or connectors (The level sensor circuit is open or shorted.)
- Fuel level sensor

Overall Function Check

Use this procedure to check the overall function of the fuel level sensor function. During this check, a 1st trip DTC might not be confirmed. NFEC0625

WARNING:

When performing following procedure, be sure to observe the handling of the fuel. Refer to FE-6 "Fuel Tank".

TESTING CONDITION:

Before starting overall function check, preparation of draining fuel and refilling fuel is required.

7	DATA MONITOR	
	MONITOR	NO DTC
	FUEL T/TMP SE	XXX °C
	FUEL LEVEL SE	XXX V

Ⓜ WITH CONSULT-II

NOTE:

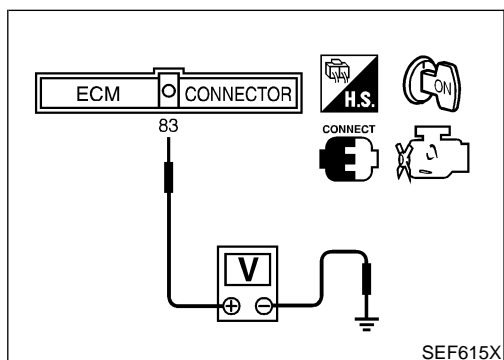
Start from step 11, if it is possible to confirm that the fuel cannot be drained by 30ℓ (7-7/8 US gal, 6-5/8 Imp gal) in advance.

- 1) Prepare a fuel container and a spare hose.
- 2) Release fuel pressure from fuel line, refer to "Fuel Pressure Release", EC-54.
- 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.

DTC P0461 FUEL LEVEL SENSOR FUNCTION

Overall Function Check (Cont'd)

- 5) Turn ignition switch "OFF" and wait at least 10 seconds then turn "ON".
- 6) Select "FUEL LEVEL SE" in "DATA MONITOR" mode with CONSULT-II.
- 7) Check "FUEL LEVEL SE" output voltage and note it.
- 8) Select "FUEL PUMP" in "ACTIVE TEST" mode with CONSULT-II.
- 9) Touch "ON" and drain fuel approximately 30ℓ (7-7/8 US gal, 6-5/8 Imp gal) and stop it.
- 10) Fill fuel into the fuel tank for 30ℓ (7-7/8 US gal, 6-5/8 Imp gal).
- 11) Check "FUEL LEVEL SE" output voltage and note it.
- 12) Check "FUEL LEVEL SE" output voltage and confirm whether the voltage changes more than 0.03V during step 7 to 11.
If NG, check the fuel level sensor, refer to EL-119, "FUEL LEVEL SENSOR UNIT CHECK".



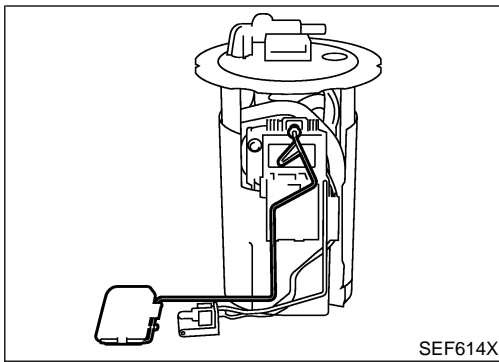
WITH GST

NFEC0625S02

NOTE:

Start from step 11, if it is possible to confirm that the fuel cannot be drained by 30ℓ (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 "Fuel Pressure Release", EC-54.
- 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".
- 6) Set voltmeters probe between ECM terminal 83 (fuel level sensor signal) and ground.
- 7) Turn ignition switch "ON".
- 8) Check voltage between ECM terminal 83 and ground and note it.
- 9) Drain fuel by 30ℓ (7-7/8 US gal, 6-5/8 Imp gal) from the fuel tank using proper equipment.
- 10) Fill fuel into the fuel tank for 30ℓ (7-7/8 US gal, 6-5/8 Imp gal).
- 11) Confirm that the voltage between ECM terminal 83 and ground changes more than 0.03V during step 8 - 10.
If NG, check component of fuel level sensor, refer to EL-119, "FUEL LEVEL SENSOR UNIT CHECK".



Component Description

The fuel level sensor is mounted in the fuel level sensor unit. The sensor detects a fuel level in the fuel tank and transmits a signal to the ECM.

It consists of two parts, one is mechanical float and the other side is variable resistor. Fuel level sensor output voltage changes depending on the movement of the fuel mechanical float.

On Board Diagnostic Logic

ECM receives two signals from the fuel level sensor circuit. One is fuel level sensor power supply circuit, and the other is fuel level sensor ground circuit.

This diagnosis indicates the former, to detect open or short circuit malfunction.

Malfunction is detected when an excessively low or high voltage is sent from the sensor is sent to ECM.

Possible Cause

- Fuel level sensor circuit (The fuel level sensor circuit is open or shorted.)
- Fuel level sensor

DTC Confirmation Procedure

NOTE:

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 11V at ignition switch "ON".

2

DATA MONITOR	
MONITOR	NO DTC
FUEL T/TMP SE	XXX °C
FUEL LEVEL SE	XXX V

SEF195Y

WITH CONSULT-II

- Turn ignition switch "ON".
- Select "DATA MONITOR" mode with CONSULT-II.
- Wait at least 5 seconds.
- If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-499.

WITH GST

Follow the procedure "WITH CONSULT-II" above.

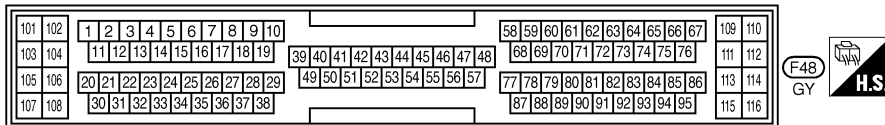
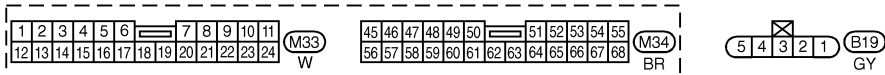
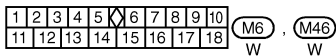
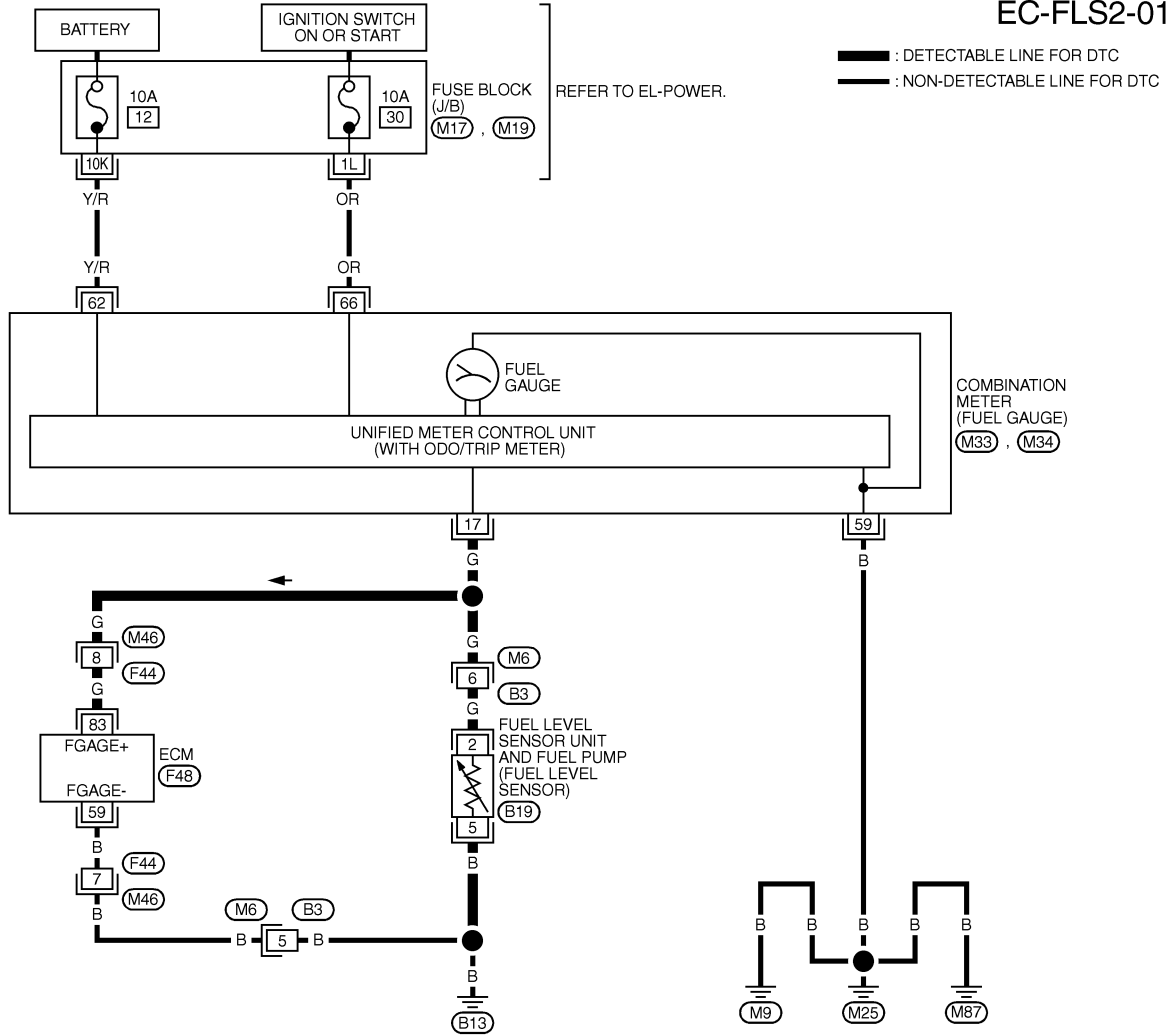
DTC P0464 FUEL LEVEL SENSOR CIRCUIT

Wiring Diagram

Wiring Diagram

NFEC0630

EC-FLS2-01



REFER TO THE FOLLOWING.
 (M17) - FUSE BLOCK - JUNCTION BOX (J/B)
 (M19) - FUSE BLOCK - JUNCTION BOX (J/B)

MEC831C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

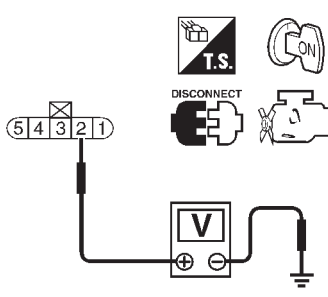
DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
59	B	FUEL LEVEL SENSOR GROUND	ENGINE RUNNING AT IDLE SPEED	APPROX. 0V
83	G	FUEL LEVEL SENSOR	IGN ON	APPROX. 0 - 4.8V OUTPUT VOLTAGE VARIES WITH FUEL LEVEL.

SEF711YA

Diagnostic Procedure

=NFEC0631

1	CHECK FUEL LEVEL SENSOR POWER SUPPLY CIRCUIT	
<p>1. Turn ignition switch "OFF". 2. Disconnect fuel level sensor until and fuel pump harness connector. 3. Turn ignition switch "ON". 4. Check voltage between fuel level sensor unit and fuel pump terminal 2 and ground with CONSULT-II or tester.</p>		
		
SEF524Z		
OK or NG		
OK	▶	GO TO 3.
NG	▶	GO TO 2.

GI

MA

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EC

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MT

2	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors M6, B3 ● Harness for open or short between combination meter and fuel level sensor until and fuel pump 		
▶ Repair or replace harness or connectors.		

AT

AX

3	CHECK FUEL LEVEL SENSOR GROUND CIRCUIT FOR OPEN AND SHORT	
<p>1. Turn ignition switch "OFF". 2. Check harness continuity between fuel level sensor unit and fuel pump terminal 5 and body ground. Refer to Wiring Diagram. Continuity should exist. 3. Also check harness for short to ground and short to power.</p>		
OK or NG		
OK	▶	GO TO 4.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

SU

BR

ST

RS

4	CHECK FUEL LEVEL SENSOR GROUND CIRCUIT FOR OPEN AND SHORT	
<p>1. Disconnect ECM harness connector. 2. Check harness continuity between ECM terminal 83 and fuel level sensor unit and fuel pump terminal 2. Refer to Wiring Diagram. Continuity should exist. 3. Also check harness for short to ground and short to power.</p>		
OK or NG		
OK	▶	GO TO 6.
NG	▶	GO TO 5.

BT

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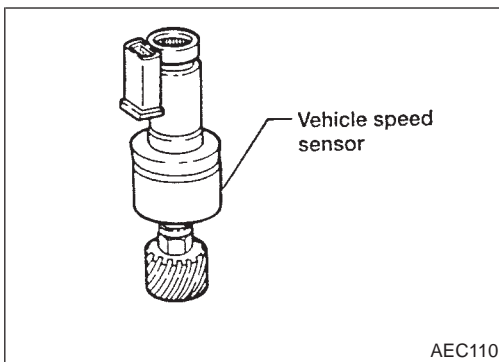
DTC P0464 FUEL LEVEL SENSOR CIRCUIT

Diagnostic Procedure (Cont'd)

5	DETECT MALFUNCTIONING PART
Check the following. <ul style="list-style-type: none">● Harness connectors M6, B3● Harness connectors M46, F44● Harness for open or short between ECM and fuel level sensor	
	▶ Repair open circuit or short to ground or short to power in harness on connectors.
6	CHECK FUEL LEVEL SENSOR
Refer to EL-119, "Fuel Level Sensor Unit Check".	
OK or NG	
OK	▶ GO TO 7.
NG	▶ Replace fuel level sensor unit.
7	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
	▶ INSPECTION END

DTC P0500 VEHICLE SPEED SENSOR (VSS)

Component Description



Component Description

The vehicle speed sensor is installed in the transaxle. It contains a pulse generator which provides a vehicle speed signal to the speedometer. The speedometer then sends a signal to the ECM. =NFEC0242

GI

MA

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LC

On Board Diagnosis Logic

Malfunction is detected when the almost 0 km/h (0 MPH) signal from vehicle speed sensor is sent to ECM even when vehicle is being driven. NFEC0244

EC

FE

CL

MT

Possible Cause

- Harness or connector (The vehicle speed sensor circuit is open or shorted.) NFEC0514
- Vehicle speed sensor

AT

AX

SU

BR

DTC Confirmation Procedure

CAUTION:

Always drive vehicle at a safe speed. NFEC0245

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test. NFEC0245

TESTING CONDITION:

Steps 1 and 2 may be conducted with the drive wheels lifted in the shop or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle. NFEC0245S01

ST

RS

BT

HA

SC

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
B/FUEL SCHDL	XXX msec
PW/ST SIGNAL	OFF
VHCL SPEED SE	XXX km/h

5

SEF196Y

WITH CONSULT-II

- 1) Start engine (TCS switch "OFF"). NFEC0245S01
- 2) Read "VHCL SPEED SE" in "DATA MONITOR" mode with CONSULT-II. The vehicle speed on CONSULT-II should exceed 10 km/h (6 MPH) when rotating wheels with suitable gear position. If NG, go to "Diagnostic Procedure", EC-504. If OK, go to following step.
- 3) Select "DATA MONITOR" mode with CONSULT-II.
- 4) Warm engine up to normal operating temperature.

EL

IDX

DTC P0500 VEHICLE SPEED SENSOR (VSS)

DTC Confirmation Procedure (Cont'd)

- 5) Maintain the following conditions for at least 10 consecutive seconds.

ENG SPEED	1,400 - 2,400 rpm (A/T) 1,900 - 3,000 rpm (M/T)
COOLAN TEMP/S	More than 70°C (158°F)
B/FUEL SCHDL	4 - 8 msec (A/T) 4.8 - 9 msec (M/T)
Selector lever	Suitable position
PW/ST SIGNAL	OFF

- 6) If 1st trip DTC is detected, go to “Diagnostic Procedure”, EC-504.

Overall Function Check

Use this procedure to check the overall function of the vehicle speed sensor circuit. During this check, a 1st trip DTC might not be confirmed.

NFEC0246



WITH GST

NFEC0246S01

- 1) Lift up drive wheels.
- 2) Start engine.
- 3) Read vehicle speed sensor signal in “MODE 1” with GST. The vehicle speed sensor on GST should be able to exceed 10 km/h (6 MPH) when rotating wheels with suitable gear position.
- 4) If NG, go to “Diagnostic Procedure”, EC-504.

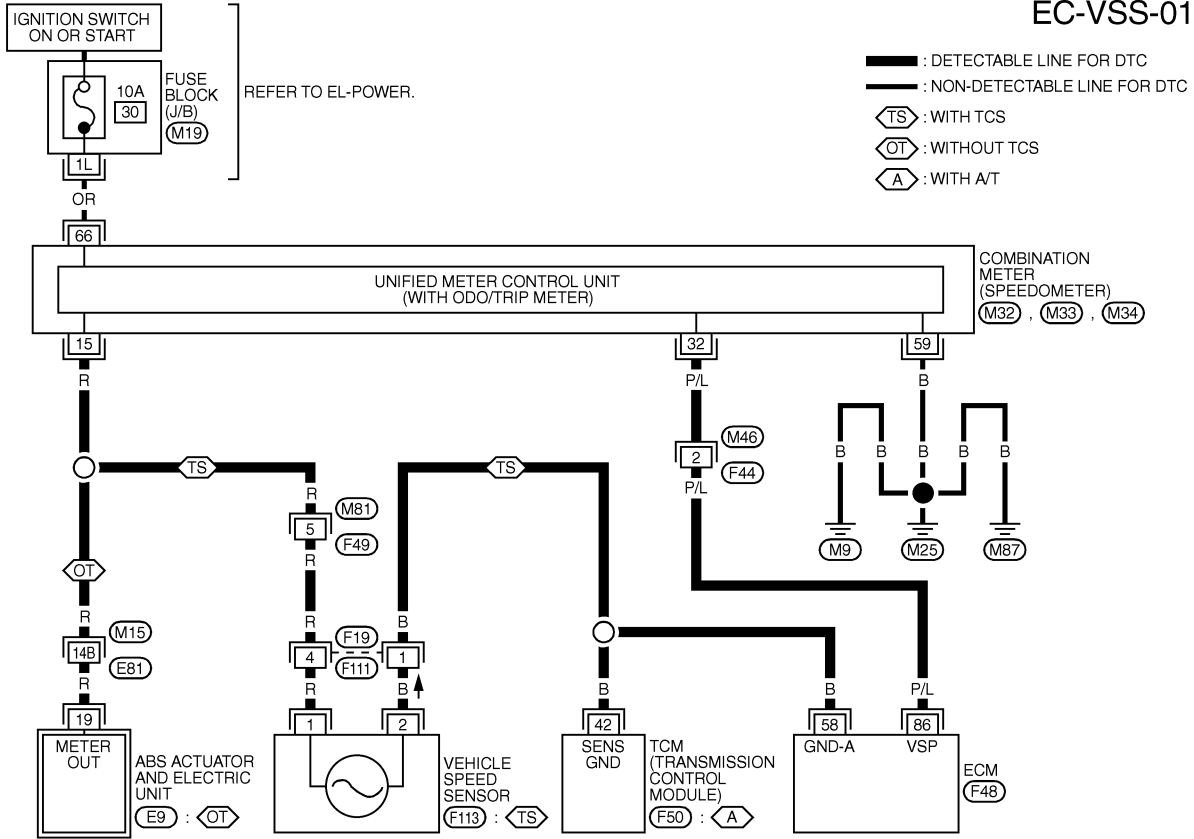
DTC P0500 VEHICLE SPEED SENSOR (VSS)

Wiring Diagram

Wiring Diagram

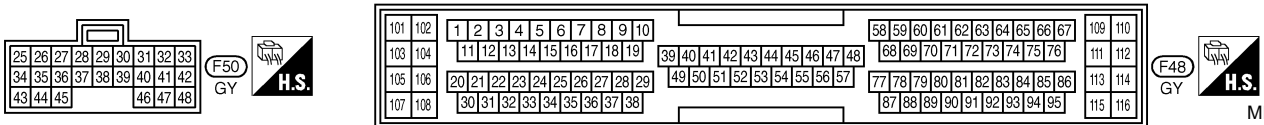
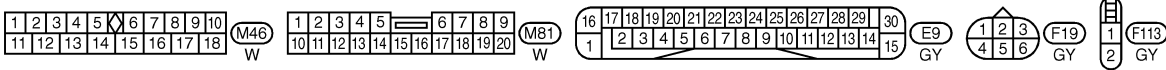
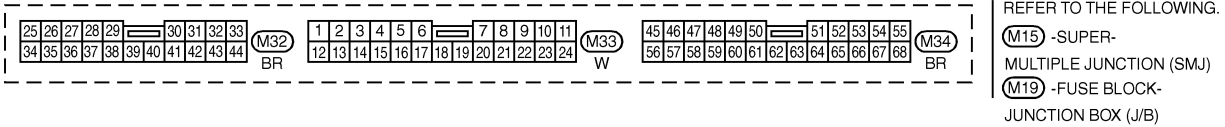
NFEC0247

EC-VSS-01



- : DETECTABLE LINE FOR DTC
- - - : NON-DETECTABLE LINE FOR DTC
- ⬡ (TS) : WITH TCS
- ⬡ (OT) : WITHOUT TCS
- ⬡ (A) : WITH A/T

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MEC912C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
86	P/L	VEHICLE SPEED SENSOR	VEHICLE DRIVING AT 10 KM/H (6 MPH) IN 1ST GEAR POSITION UNDER LIFTED UP CONDITION	APPROX. 2.0V
			VEHICLE DRIVING AT 30 KM/H (19 MPH) IN 2ND GEAR POSITION UNDER LIFTED UP CONDITION	APPROX. 2.5V

SEF799YA

DTC P0500 VEHICLE SPEED SENSOR (VSS)

Diagnostic Procedure

Diagnostic Procedure

NFEC0248

1	CHECK VEHICLE SPEED SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT
1. Turn ignition switch "OFF". 2. Disconnect ECM harness connector and combination meter harness connector. 3. Check harness continuity between ECM terminal 86 and combination meter terminal 32. Refer to Wiring Diagram. Continuity should exist. 4. Also check harness for short to ground and short to power. <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 3.
NG	▶ GO TO 2.
2	DETECT MALFUNCTIONING PART
Check the following. <ul style="list-style-type: none">● Harness connectors M46, F44● Harness for open or short between ECM and combination meter	
	▶ Repair open circuit or short to ground or short to power in harness or connectors.
3	CHECK SPEEDOMETER FUNCTION
Make sure that speedometer functions properly. <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 5.
NG	▶ GO TO 4.
4	CHECK SPEEDOMETER CIRCUIT FOR OPEN AND SHORT
Check the following. <ul style="list-style-type: none">● Harness connectors M81, F49● Harness connectors F19, F111● Harness connectors M15, E81● Harness for open or short between combination meter and vehicle speed sensor● Harness for open or short between vehicle speed sensor and ECM● Harness for open or short between vehicle speed sensor and TCM (Transmission control module)● Harness for open or short between ABS actuator and electrical unit and combination meter. <p style="text-align: center;">OK or NG</p>	
OK	▶ Check combination meter and vehicle speed sensor. Refer to EL section.
NG	▶ Repair open circuit or short to ground or short to power in harness or connectors.
5	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
	▶ INSPECTION END

DTC P0505 IDLE AIR CONTROL VALVE (IACV) — AUXILIARY AIR CONTROL (AAC) VALVE

Description

Description SYSTEM DESCRIPTION

NFEC0249

NFEC0249S01

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS)	Engine speed (POS signal)	Idle air control	IACV-AAC valve
Crankshaft position sensor (REF)	Engine speed (REF signal)		
Mass air flow sensor	Amount of intake air		
Engine coolant temperature sensor	Engine coolant temperature		
Ignition switch	Start signal		
Throttle position sensor	Throttle position		
Park/neutral position (PNP) switch	Park/neutral position		
Air conditioner switch	Air conditioner operation		
Power steering oil pressure switch	Power steering load signal		
Battery	Battery voltage		
Vehicle speed sensor	Vehicle speed		
Ambient air temperature switch	Ambient air temperature		
Intake air temperature sensor	Intake air temperature		
Absolute pressure sensor	Ambient barometric pressure		

GI

MA

EM

LC

EC

FE

CL

MT

AT

This system automatically controls engine idle speed to a specified level. Idle speed is controlled through fine adjustment of the amount of air which by-passes the throttle valve via IACV-AAC valve. The IACV-AAC valve changes the opening of the air by-pass passage to control the amount of auxiliary air. This valve is actuated by a step motor built into the valve, which moves the valve in the axial direction in steps corresponding to the ECM output signals. One step of IACV-AAC valve movement causes the respective opening of the air by-pass passage. (i.e. when the step advances, the opening is enlarged.) The opening of the 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 then controls the step position of the IACV-AAC valve so that engine speed coincides with the target value memorized in 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 warm up, deceleration, and engine load (air conditioner, power steering and cooling fan operation).

AX

SU

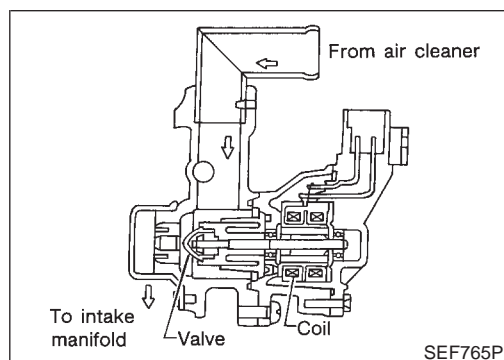
BR

ST

RS

BT

HA



COMPONENT DESCRIPTION IACV-AAC Valve

NFEC0249S02

NFEC0249S0201

The IACV-AAC valve is operated by a step motor for centralized control of auxiliary air supply. This motor has four winding phases and is actuated by the output signals of ECM which turns ON and OFF two windings each in sequence. Each time the IACV-AAC valve opens or closes to change the auxiliary air quantity, the ECM sends a pulse signal to the step motor. When no change in the auxiliary air quantity is needed, the ECM does not issue the pulse signal. A certain voltage signal is issued so that the valve remains at that particular opening.

SC

EL

IDX

DTC P0505 IDLE AIR CONTROL VALVE (IACV) — AUXILIARY AIR CONTROL (AAC) VALVE

CONSULT-II Reference Value in Data Monitor Mode

CONSULT-II Reference Value in Data Monitor Mode

NFEC0250

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
IACV-AAC/V	<ul style="list-style-type: none">● Engine: After warming up● Air conditioner switch: "OFF"● Shift lever: "N"● No-load	Idle	2 - 10 step
		2,000 rpm	—

On Board Diagnosis Logic

NFEC0252

Malfunction is detected when

- (Malfunction A) the IACV-AAC valve does not operate properly,
- (Malfunction B) the IACV-AAC valve does not operate properly.

Possible Cause

NFEC0515

MALFUNCTION A

NFEC0515S01

- Harness or connectors
(The IACV-AAC valve circuit is open.)
- IACV-AAC valve

MALFUNCTION B

NFEC0515S02

- Harness or connectors
(The IACV-AAC valve circuit is shorted.)
- Air control valve (Power steering)
- IACV-AAC valve

DTC Confirmation Procedure

NFEC0253

NOTE:

- If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.
- Perform "PROCEDURE FOR MALFUNCTION A" first. If 1st trip DTC cannot be confirmed, perform "PROCEDURE FOR MALFUNCTION B".
- If the target idle speed is out of the specified value, perform "Idle Air Volume Learning", EC-72, before conducting "DTC Confirmation Procedure". For the target idle speed, refer to the "Service Data and Specifications (SDS)", EC-739.

DTC P0505 IDLE AIR CONTROL VALVE (IACV) — AUXILIARY AIR CONTROL (AAC) VALVE

DTC Confirmation Procedure (Cont'd)

2	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm

SEF058Y

PROCEDURE FOR MALFUNCTION A

NFEC0253S01

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is more than 10.5V with ignition switch "ON".

With CONSULT-II

NFEC0253S0101

- 1) Turn ignition switch "ON".
- 2) Select "DATA MONITOR" mode with CONSULT-II.
- 3) Start engine and let it idle.
- 4) Keep engine speed at 2,500 rpm for three seconds, then let it idle for three seconds.

Do not rev engine to more than 3,000 rpm.

- 5) Perform step 4 once more.
- 6) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-509.

With GST

NFEC0253S0102

Follow the procedure "With CONSULT-II" above.

4	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm
	COOLAN TEMP/S	XXX °C

SEF174Y

PROCEDURE FOR MALFUNCTION B

NFEC0253S02

TESTING CONDITION:

- Before performing the following procedure, confirm that battery voltage is more than 11V at idle.
- Always perform the test at a temperature above -10°C (14°F).

With CONSULT-II

NFEC0253S0201

- 1) Open engine hood.
- 2) Start engine and warm it up to normal operating temperature.
- 3) Turn ignition switch "OFF" and wait at least 10 seconds.
- 4) Turn ignition switch "ON" again and select "DATA MONITOR" mode with CONSULT-II
- 5) Start engine and run it for at least 1 minute at idle speed.
- 6) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-509.

With GST

NFEC0253S0202

Follow the procedure "With CONSULT-II" above.

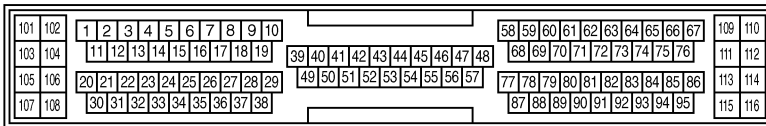
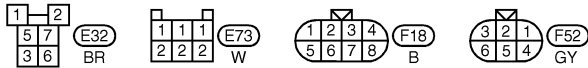
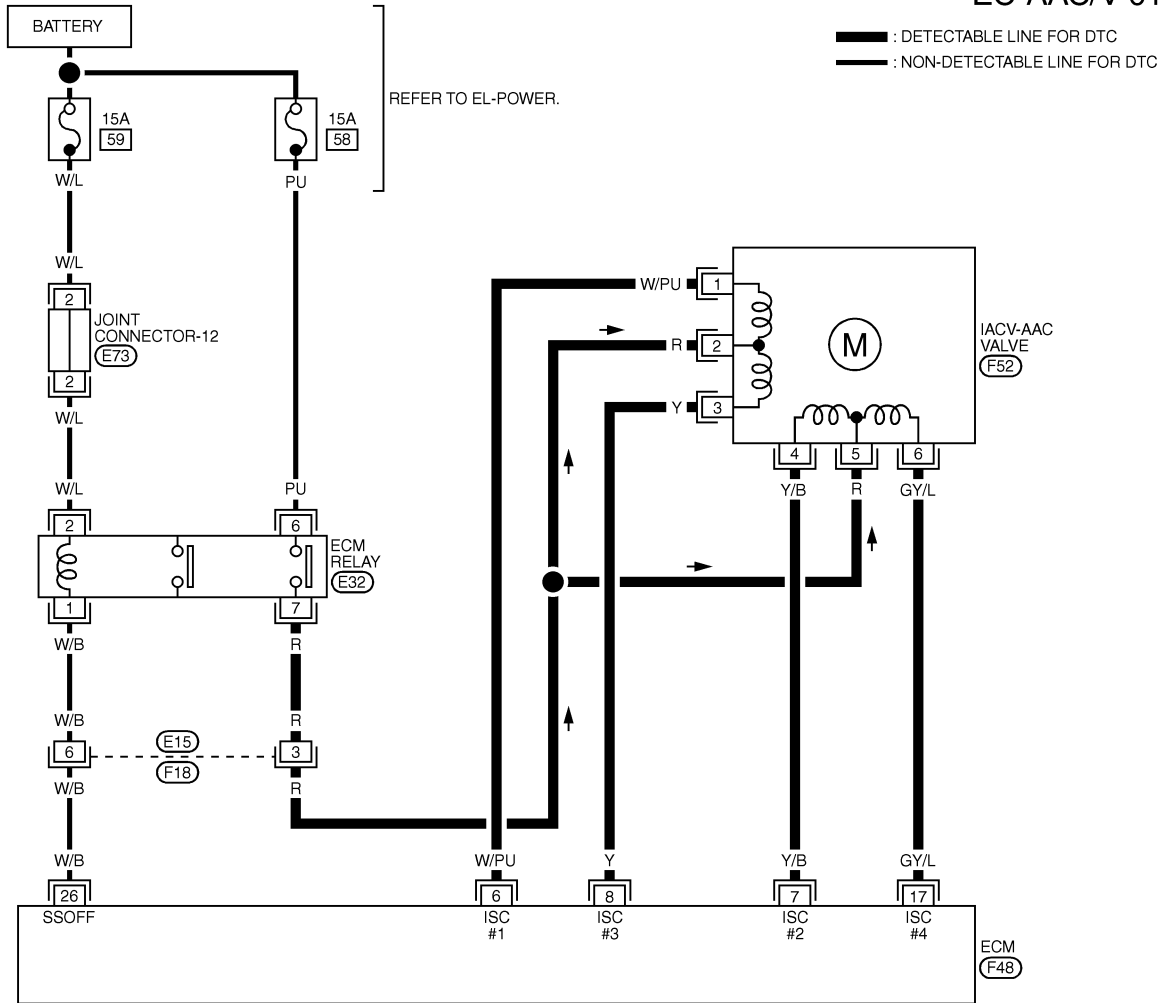
DTC P0505 IDLE AIR CONTROL VALVE (IACV) — AUXILIARY AIR CONTROL (AAC) VALVE

Wiring Diagram

Wiring Diagram

NFEC0254

EC-AAC/V-01



MEC745C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
6	W/PU	IACV-AAC VALVE	ENGINE RUNNING AT IDLE SPEED	0.1 - 14V
7	Y/B			
8	Y			
17	GY/L			

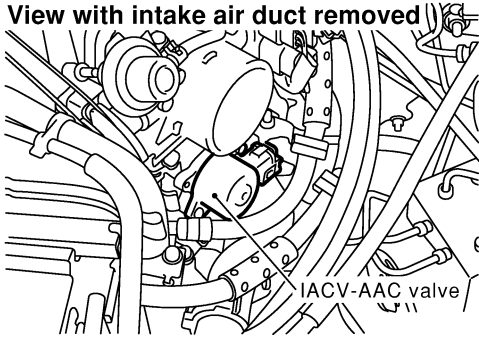
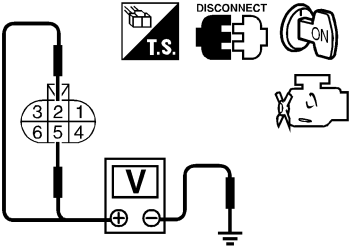
SEF625XB

DTC P0505 IDLE AIR CONTROL VALVE (IACV) — AUXILIARY AIR CONTROL (AAC) VALVE

Diagnostic Procedure

Diagnostic Procedure

NFEC0255

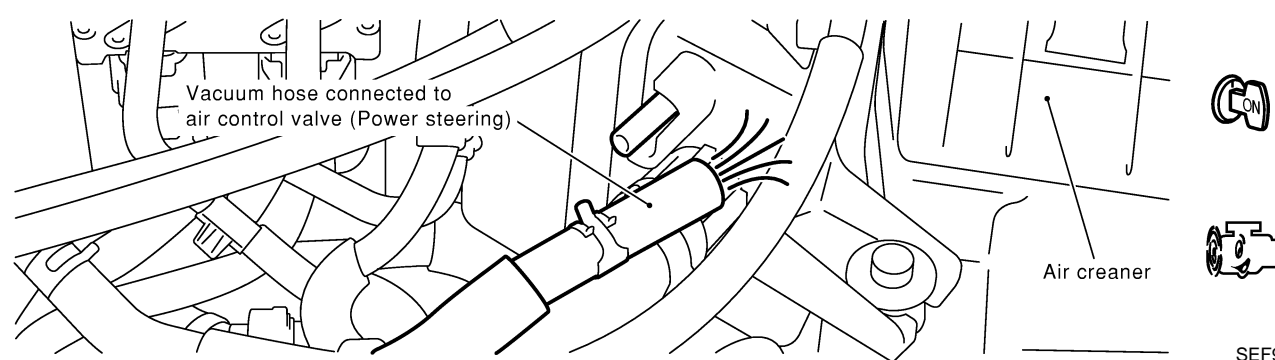
1	CHECK IACV-AAC VALVE POWER SUPPLY CIRCUIT	<p>1. Stop engine. 2. Disconnect IACV-AAC valve harness connector.</p> <div style="text-align: center;">  <p>View with intake air duct removed</p> <p>IACV-AAC valve</p> </div> <p>3. Turn ignition switch "ON". 4. Check voltage between IACV-AAC valve terminals 2, 5 and ground with CONSULT-II or tester.</p> <div style="text-align: center;">  <p>Voltage: Battery voltage</p> </div> <p style="text-align: right;">SEF269X</p> <p style="text-align: right;">SEF343X</p> <p style="text-align: center;">OK or NG</p>	<p>GI</p> <p>MA</p> <p>EM</p> <p>LC</p> <p>EC</p> <p>FE</p> <p>CL</p> <p>MT</p> <p>AT</p> <p>AX</p> <p>SU</p> <p>BR</p>	
	OK	▶	GO TO 3.	
	NG	▶	GO TO 2.	

2	DETECT MALFUNCTIONING PART	<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors E15, F18 ● Harness for open or short between IACV-AAC valve and ECM relay <p style="text-align: center;">▶</p> <p>Repair harness or connectors.</p>	<p>ST</p> <p>RS</p> <p>BT</p> <p>HA</p> <p>SC</p> <p>EL</p> <p>IDX</p>
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DTC P0505 IDLE AIR CONTROL VALVE (IACV) — AUXILIARY AIR CONTROL (AAC) VALVE

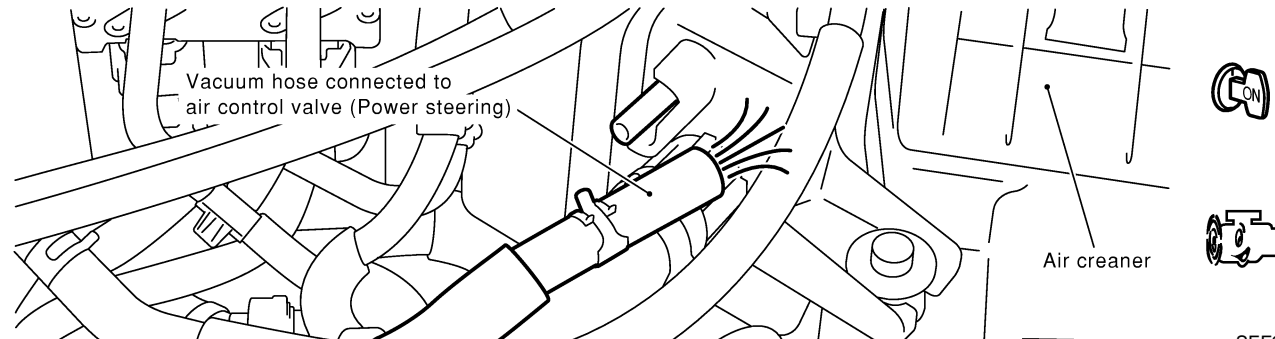
Diagnostic Procedure (Cont'd)

3	CHECK IACV-AAC VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT											
<ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Disconnect ECM harness connector. 3. Check harness continuity between ECM terminals and IACV-AAC valve terminals as follows. Refer to Wiring Diagram. 												
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th style="padding: 5px;">ECM terminal</th> <th style="padding: 5px;">IACV-AAC valve terminal</th> </tr> </thead> <tbody> <tr> <td style="text-align: center; padding: 5px;">6</td> <td style="text-align: center; padding: 5px;">1</td> </tr> <tr> <td style="text-align: center; padding: 5px;">7</td> <td style="text-align: center; padding: 5px;">4</td> </tr> <tr> <td style="text-align: center; padding: 5px;">8</td> <td style="text-align: center; padding: 5px;">3</td> </tr> <tr> <td style="text-align: center; padding: 5px;">17</td> <td style="text-align: center; padding: 5px;">6</td> </tr> </tbody> </table>			ECM terminal	IACV-AAC valve terminal	6	1	7	4	8	3	17	6
ECM terminal	IACV-AAC valve terminal											
6	1											
7	4											
8	3											
17	6											
MTBL0354												
<p style="color: blue; font-weight: bold;">Continuity should exist.</p> <ol style="list-style-type: none"> 4. Also check harness for short to ground and short to power. 												
OK or NG												
OK	▶	GO TO 4.										
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.										

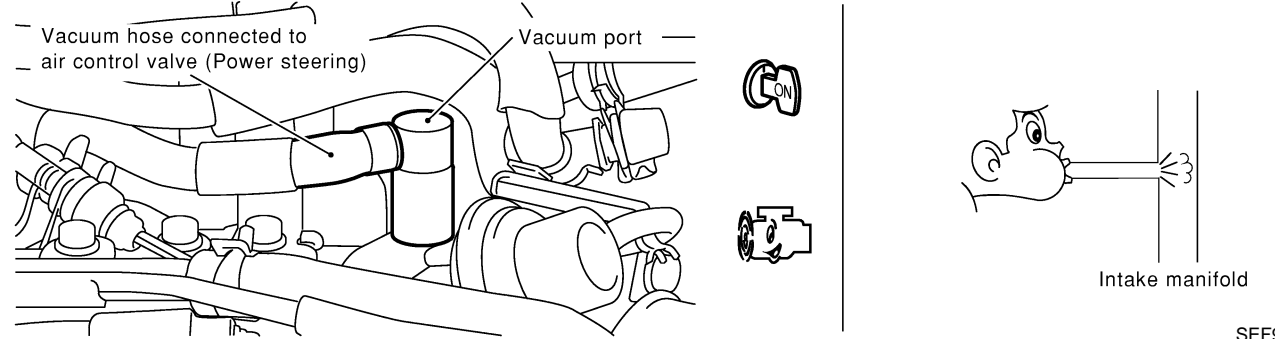
4	CHECK AIR CONTROL VALVE (POWER STEERING) OPERATION-I	
<ol style="list-style-type: none"> 1. Reconnect ECM harness connector and IACV-AAC valve harness connector. 2. Disconnect vacuum hose connected to air control valve (Power steering) at intake air duct. 3. Start engine and let it idle. 4. Check vacuum hose for vacuum existence. 		
		
<p style="color: blue; font-weight: bold;">Vacuum slightly exists or does not exist.</p>		
OK or NG		
OK	▶	GO TO 5.
NG	▶	Replace air control valve (Power steering).

DTC P0505 IDLE AIR CONTROL VALVE (IACV) — AUXILIARY AIR CONTROL (AAC) VALVE

Diagnostic Procedure (Cont'd)

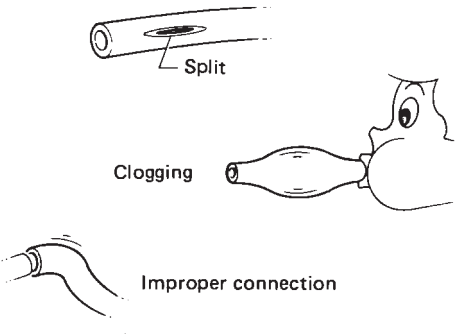
5	CHECK AIR CONTROL VALVE (POWER STEERING) OPERATION-II	
<p>Check vacuum hose for vacuum existence when steering wheel is turned.</p>  <p>Vacuum hose connected to air control valve (Power steering)</p> <p>Air cleaner</p> <p style="text-align: right;">SEF971X</p>		
Vacuum should exist.		
OK or NG		
OK	▶	GO TO 8.
NG	▶	GO TO 6.

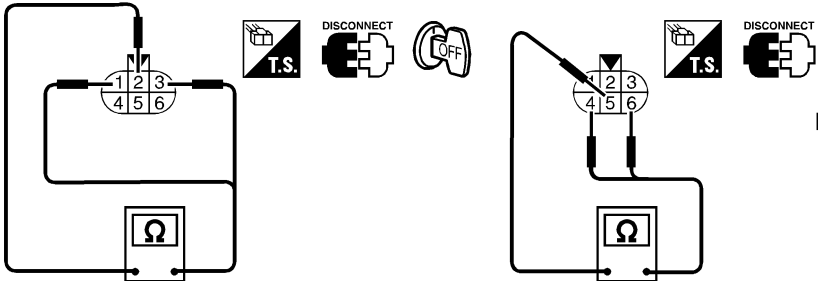
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IDX

6	CHECK VACUUM PORT	
<ol style="list-style-type: none"> 1. Stop engine. 2. Disconnect vacuum hose connected to air control valve (Power steering) at vacuum port. 3. Blow air into vacuum port. 4. Check that air flows freely.  <p>Vacuum hose connected to air control valve (Power steering)</p> <p>Vacuum port</p> <p>Intake manifold</p> <p style="text-align: right;">SEF972X</p>		
OK or NG		
OK	▶	GO TO 7.
NG	▶	Repair or clean vacuum port.

DTC P0505 IDLE AIR CONTROL VALVE (IACV) — AUXILIARY AIR CONTROL (AAC) VALVE

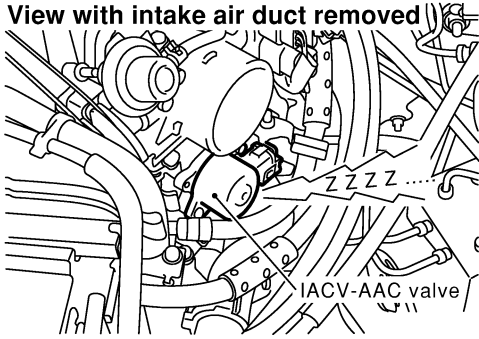
Diagnostic Procedure (Cont'd)

7	CHECK VACUUM HOSES AND TUBES
<p>1. Disconnect vacuum hoses between air control valve (Power steering) and vacuum port, air control valve (Power steering) and intake air duct.</p> <p>2. Check the hoses and tubes for crack, clogging, improper connection or disconnection.</p>	
	
SEF109L	
OK or NG	
OK	▶ GO TO 8.
NG	▶ Repair hoses or tubes.

8	CHECK IACV-AAC VALVE-I
<p>1. Disconnect IACV-AAC valve harness connector.</p> <p>2. Check resistance between IACV-AAC valve terminal 2 and terminals 1, 3, terminal 5 and terminals 4, 6.</p>	
	
<p>Resistance: Approximately 22Ω [at 20°C (68°F)]</p>	
SEF344X	
OK or NG	
OK	▶ GO TO 9.
NG	▶ Replace IACV-AAC valve assembly.

DTC P0505 IDLE AIR CONTROL VALVE (IACV) — AUXILIARY AIR CONTROL (AAC) VALVE

Diagnostic Procedure (Cont'd)

9	CHECK IACV-AAC VALVE-II	
<ol style="list-style-type: none"> 1. Reconnect IACV-AAC valve harness connector and ECM harness connector. 2. Turn ignition switch "ON" and "OFF", and ensure the IACV-AAC valve makes operating sound according to the ignition switch position. 		
<p>View with intake air duct removed</p> 		
SEF589X		
OK or NG		
OK	▶	GO TO 11.
NG	▶	GO TO 10.

GI

MA

EM

LC

EC

FE

CL

10	REPLACE IACV-AAC VALVE	
<ol style="list-style-type: none"> 1. Replace IACV-AAC valve assembly. 2. Perform "Idle Air Volume Learning", EC-72. Is the result CMPLT or INCMP? 		
CMPLT or INCMP		
CMPLT	▶	INSPECTION END
INCMP	▶	Follow the construction of "Idle Air Volume Learning".

MT

AT

AX

SU

11	CHECK TARGET IDLE SPEED	
<ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Reconnect all harness connectors and vacuum hoses. 3. Start engine and warm it up to normal operating temperature. 4. Also warm up transmission to normal operating temperature. <ul style="list-style-type: none"> ● For A/T models with CONSULT-II, drive vehicle until "FLUID TEMP SE" in "DATA MONITOR" mode of "A/T" system indicates less than 0.9V. ● For A/T models without CONSULT-II and M/T models, drive vehicle for 10 minutes. 5. Stop vehicle with engine running. 6. Check target idle speed. M/T: 625±50 rpm A/T: 700±50 rpm (in "P" or "N" position) 		
OK or NG		
OK	▶	GO TO 12.
NG	▶	Perform "Idle Air Volume Learning", EC-72

BR

ST

RS

BT

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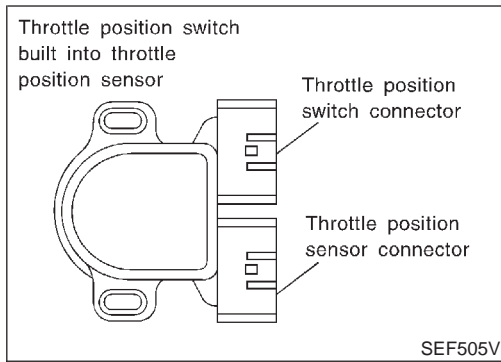
12	CHECK INTERMITTENT INCIDENT	
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.		
	▶	INSPECTION END

EL

IDX

DTC P0510 CLOSED THROTTLE POSITION SWITCH

Component Description



Component Description

NFEC0256

A closed throttle position switch and wide open throttle position switch are built into the throttle position sensor unit. The wide open throttle position switch is used only for A/T control.

When the throttle valve is in the closed position, the closed throttle position switch sends a voltage signal to the ECM. The ECM only uses this signal to open or close the EVAP canister purge volume control solenoid valve when the throttle position sensor is malfunctioning.

CONSULT-II Reference Value in Data Monitor Mode

NFEC0257

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION	
CLSD THL/P SW*	● Engine: After warming up, idle the engine	Throttle valve: Idle position	ON
		Throttle valve: Slightly open	OFF

*: This item is not available.

On Board Diagnosis Logic

NFEC0259

Malfunction is detected when battery voltage from the closed throttle position switch is sent to ECM with the throttle valve opened.

Possible Cause

NFEC0516

- Harness or connectors
(The closed throttle position switch circuit is shorted.)
- Closed throttle position switch
- Throttle position sensor

DTC P0510 CLOSED THROTTLE POSITION SWITCH

DTC Confirmation Procedure

NFEC0260

4	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm
	COOLAN TEMP/S	XXX °C
	CLSD THL/P SW	ON

SEF197Y

6	DATA MONITOR	
	MONITOR	NO DTC
	COOLAN TEMP/S	XXX °C
	VHCL SPEED SE	XXX km/h
	THRTL POS SEN	XXX V

SEF198Y

DTC Confirmation Procedure

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

WITH CONSULT-II

NFEC0260S01

- 1) Start engine and warm it up to normal operating temperature.
- 2) Turn ignition switch "OFF", wait at least 10 seconds and then start engine.
- 3) Select "CLSD THL/P SW" in "DATA MONITOR" mode. If "CLSD THL/P SW" is not available, go to step 5.
- 4) Check the signal under the following conditions.

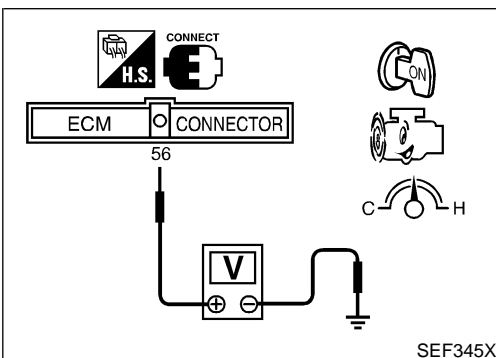
Condition	Signal indication
Throttle valve: Idle position	ON
Throttle valve: Slightly open	OFF

If the result is NG, go to "Diagnostic Procedure", EC-518.
If OK, go to following step.

- 5) Select "DATA MONITOR" mode with CONSULT-II.
- 6) Drive the vehicle for at least 5 consecutive seconds under the following condition.

THRTL POS SEN	More than 2.5V
VHCL SPEED SE	More than 4 km/h (2 MPH)
Selector lever	Suitable position
Driving location	Driving vehicle uphill (Increased engine load) will help maintain the driving conditions required for this test.

- 7) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-518.



Overall Function Check

NFEC0261

Use this procedure to check the overall function of the closed throttle position switch circuit. During this check, a 1st trip DTC might not be confirmed.

WITH GST

NFEC0261S01

- 1) Start engine and warm it up to normal operating temperature.
- 2) Check the voltage between ECM terminal 56 (Closed throttle position switch signal) and ground under the following conditions.

At idle: Battery voltage

EC-515

GI

MA

EM

LC

EC

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MT

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AX

SU

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ST

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HA

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EL

IDX

DTC P0510 CLOSED THROTTLE POSITION SWITCH

Overall Function Check (Cont'd)

At 2,000 rpm: Approximately 0V

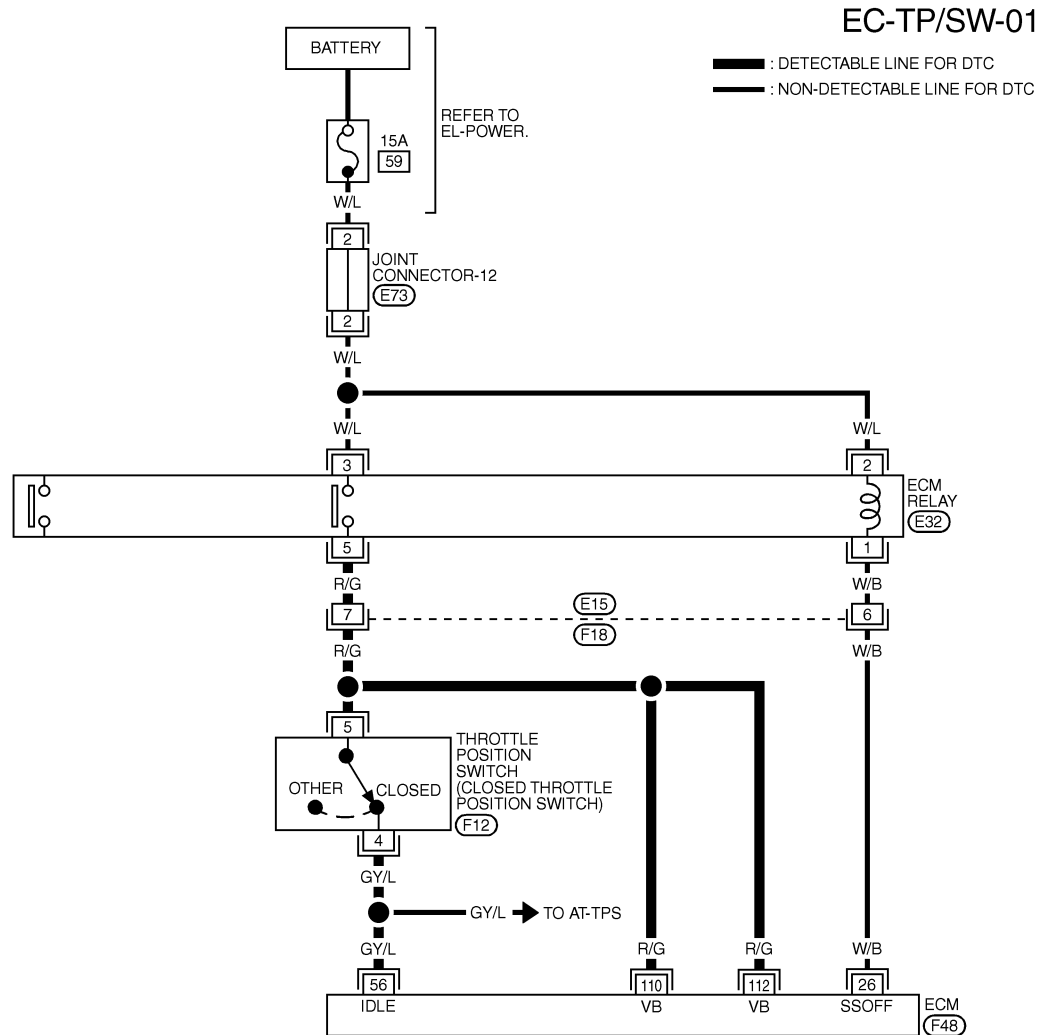
- 3) If NG, go to "Diagnostic Procedure", EC-518.

DTC P0510 CLOSED THROTTLE POSITION SWITCH

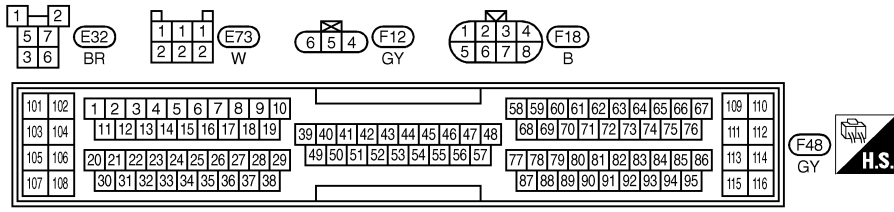
Wiring Diagram

Wiring Diagram

=NFEC0262



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MEC746C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.
CAUTION:
 DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
5	R/G	THROTTLE POSITION SWITCH (CLOSED POSITION)	ENGINE RUNNING WITH ACCELERATOR PEDAL FULLY RELEASED UNDER WARM-UP CONDITION	BATTERY VOLTAGE
			IGN ON WITH ACCELERATOR PEDAL DEPRESSED	APPROX. 0V

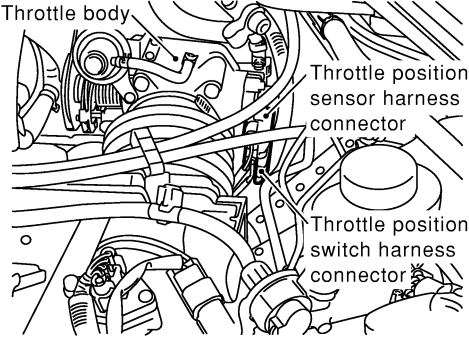
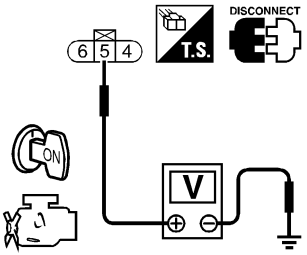
SEF626XC

DTC P0510 CLOSED THROTTLE POSITION SWITCH

Diagnostic Procedure

Diagnostic Procedure

NFEC0263

1	CHECK CLOSED THROTTLE POSITION SWITCH POWER SUPPLY CIRCUIT	
<p>1. Turn ignition switch "OFF". 2. Disconnect throttle position switch harness connector.</p> <div style="text-align: center;">  <p>Throttle body</p> <p>Throttle position sensor harness connector</p> <p>Throttle position switch harness connector</p> </div> <p>3. Turn ignition switch "ON". 4. Check voltage between throttle position switch terminal 5 and engine ground with CONSULT-II or tester.</p> <div style="text-align: center;">  <p>Voltage: Battery voltage</p> </div> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 3.
NG	▶	GO TO 2.

SEF260X

SEF346X

2	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors E15, F18 ● Harness for open or short between throttle position switch and ECM relay ● Harness for open or short between throttle position switch and ECM <p style="text-align: center;">▶ Repair harness or connectors.</p>		

3	CHECK CLOSED THROTTLE POSITION SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT	
<p>1. Turn ignition switch "OFF". 2. Disconnect ECM harness connector. 3. Check harness continuity between ECM terminal 56 and throttle position switch terminal 4. Refer to Wiring Diagram. Continuity should exist. 4. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 4.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

DTC P0510 CLOSED THROTTLE POSITION SWITCH

Diagnostic Procedure (Cont'd)

4 CHECK IGNITION TIMING AND ENGINE IDLE SPEED	
Check the following items. Refer to "Basic Inspection", EC-115.	
Items	Specifications
Ignition timing	M/T: $15^\circ \pm 5^\circ$ BTDC A/T: $15^\circ \pm 5^\circ$ BTDC (in "P" or "N" position)
Idle speed	M/T: 625 ± 50 rpm A/T: 700 ± 50 rpm (in "P" or "N" position)
MTBL0627	
Models with CONSULT-II	▶ GO TO 6.
Models without CON-SULT-II	▶ GO TO 6.

5 CHECK THROTTLE POSITION SWITCH	
<p>Ⓟ With CONSULT-II</p> <ol style="list-style-type: none"> Start engine and warm it up to normal operating temperature. Turn ignition switch "OFF". Remove vacuum hose connected to throttle opener. Connect suitable vacuum hose to vacuum pump and the throttle opener. Apply vacuum [more than -40.0 kPa (-300 mmHg, -11.81 inHg)] until the throttle drum becomes free from the rod of the throttle opener. 	
SEF793W	
<ol style="list-style-type: none"> Turn ignition switch "ON". Select "DATA MONITOR" mode with CONSULT-II. Check indication of "CLSD THL/P SW" under the following conditions. Measurement must be made with throttle position switch installed in vehicle. 	
Throttle valve conditions	CLSD THL/P SW
Completely closed	ON
Partially open or completely open	OFF
MTBL0355	
OK or NG	
OK (With CONSULT-II)	▶ GO TO 8.
OK (Without CONSULT-II)	▶ GO TO 9.
NG	▶ GO TO 7.

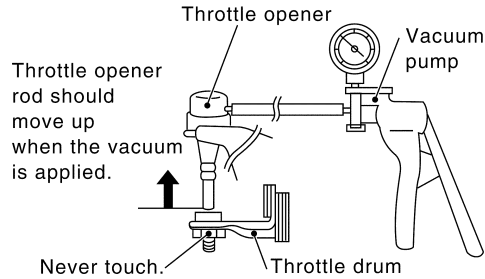
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DTC P0510 CLOSED THROTTLE POSITION SWITCH

Diagnostic Procedure (Cont'd)

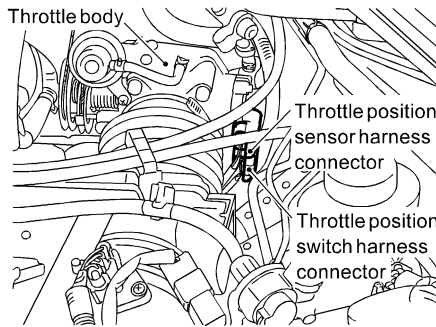
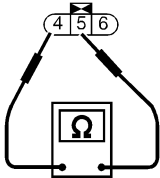
6 CHECK THROTTLE POSITION SWITCH

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch "OFF".
3. Remove vacuum hose connected to throttle opener.
4. Connect suitable vacuum hose to vacuum pump and the throttle opener.
5. Apply vacuum [more than -40.0 kPa (-300 mmHg, -11.81 inHg)] until the throttle drum becomes free from the rod of the throttle opener.



SEF793W

6. Disconnect closed throttle position switch harness connector.
7. Check continuity between closed throttle position switch terminals 4 and 5 under the following conditions. Resistance measurement must be made with throttle position switch installed in vehicle.



Throttle valve conditions	Continuity
Completely closed	Yes
Partially open or completely open	No

SEF347X

OK or NG

OK (With CONSULT-II)	▶	GO TO 8.
OK (Without CONSULT-II)	▶	GO TO 9.
NG	▶	GO TO 7.

DTC P0510 CLOSED THROTTLE POSITION SWITCH

Diagnostic Procedure (Cont'd)

7	ADJUST THROTTLE POSITION SWITCH									
Check the following items. Refer to "Basic Inspection", EC-115.										
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 40%;">Items</th> <th style="width: 60%;">Specifications</th> </tr> </thead> <tbody> <tr> <td>Ignition timing</td> <td>M/T: 15° ± 5° BTDC A/T: 15° ± 5° BTDC (in "P" or "N" position)</td> </tr> <tr> <td>Closed throttle position switch idle position adjustment</td> <td>Feeler gauge thickness and switch condition 0.05 mm (0.0020 in): ON 0.15 mm (0.0059 in): OFF</td> </tr> <tr> <td>Target idle speed</td> <td>M/T: 625 ± 50 rpm A/T: 700 ± 50 rpm (in "P" or "N" position)</td> </tr> </tbody> </table>			Items	Specifications	Ignition timing	M/T: 15° ± 5° BTDC A/T: 15° ± 5° BTDC (in "P" or "N" position)	Closed throttle position switch idle position adjustment	Feeler gauge thickness and switch condition 0.05 mm (0.0020 in): ON 0.15 mm (0.0059 in): OFF	Target idle speed	M/T: 625 ± 50 rpm A/T: 700 ± 50 rpm (in "P" or "N" position)
Items	Specifications									
Ignition timing	M/T: 15° ± 5° BTDC A/T: 15° ± 5° BTDC (in "P" or "N" position)									
Closed throttle position switch idle position adjustment	Feeler gauge thickness and switch condition 0.05 mm (0.0020 in): ON 0.15 mm (0.0059 in): OFF									
Target idle speed	M/T: 625 ± 50 rpm A/T: 700 ± 50 rpm (in "P" or "N" position)									
MTBL0626										
Is it possible to adjust closed throttle position switch?										
Yes or No										
Yes (With CONSULT-II) ▶	GO TO 9.									
Yes (Without CONSULT-II) ▶	GO TO 9.									
No ▶	Replace throttle position switch.									

GI
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EM
LC

EC

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CL

8	CHECK THROTTLE POSITION SENSOR									
<p>Ⓟ With CONSULT-II</p> <ol style="list-style-type: none"> Start engine and warm it up to normal operating temperature. Stop engine (ignition switch OFF). Remove the vacuum hose connected to the throttle opener. Connect suitable vacuum hose to the vacuum pump and the opener. Apply vacuum [more than -40.0 kPa (-300 mmHg, -11.81 inHg)] until the throttle drum becomes free from the rod of the throttle opener. 										
SEF793W										
<ol style="list-style-type: none"> Turn ignition switch ON. Select "DATA MONITOR" mode with CONSULT-II. Check voltage of "THRTL POS SEN" under the following conditions. <p>Voltage measurement must be made with throttle position sensor installed in vehicle.</p> <table border="1" style="width: 100%; border-collapse: collapse; margin: 10px auto;"> <thead> <tr> <th style="width: 50%;">Throttle valve conditions</th> <th style="width: 50%;">THRTL POS SEN</th> </tr> </thead> <tbody> <tr> <td>Completely closed (a)</td> <td>0.15 - 0.85V</td> </tr> <tr> <td>Partially open</td> <td>Between (a) and (b)</td> </tr> <tr> <td>Completely open (b)</td> <td>3.5 - 4.7V</td> </tr> </tbody> </table>			Throttle valve conditions	THRTL POS SEN	Completely closed (a)	0.15 - 0.85V	Partially open	Between (a) and (b)	Completely open (b)	3.5 - 4.7V
Throttle valve conditions	THRTL POS SEN									
Completely closed (a)	0.15 - 0.85V									
Partially open	Between (a) and (b)									
Completely open (b)	3.5 - 4.7V									
MTBL0230										
OK or NG										
OK ▶	GO TO 10.									
NG ▶	Replace throttle position sensor.									

MT

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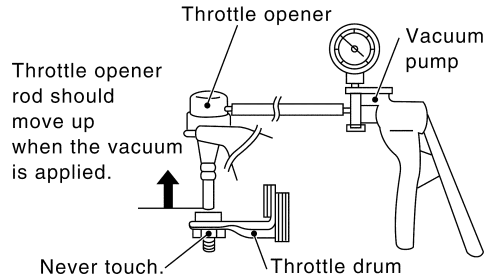
IDX

DTC P0510 CLOSED THROTTLE POSITION SWITCH

Diagnostic Procedure (Cont'd)

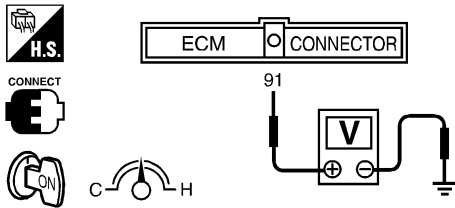
9 CHECK THROTTLE POSITION SENSOR

1. Start engine and warm it up to normal operating temperature.
2. Stop engine (ignition switch OFF).
3. Remove the vacuum hose connected to the throttle opener.
4. Connect suitable vacuum hose to the vacuum pump and the opener.
5. Apply vacuum [more than -40.0 kPa (-300 mmHg, -11.81 inHg)] until the throttle drum becomes free from the rod of the throttle opener.



SEF793W

6. Turn ignition switch ON.
7. Check voltage between ECM terminal 91 (Throttle position sensor signal) and ground.
Voltage measurement must be made with throttle position sensor installed in vehicle.



Throttle valve conditions	Voltage
Completely closed (a)	0.15 - 0.85V
Partially open	Between (a) and (b)
Completely open (b)	3.5 - 4.7V

SEF348X

OK or NG

OK	▶	GO TO 10.
NG	▶	Replace throttle position sensor.

10 CHECK INTERMITTENT INCIDENT

Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.

▶ **INSPECTION END**

System Description

NFEC0264

This circuit line (LAN) is used to control the smooth shifting up and down of A/T during the hard acceleration/ deceleration.

Pulse signals are exchanged between ECM and TCM (Transmission Control Module).

Be sure to erase the malfunction information such as DTC not only in TCM but also ECM after the A/T related repair.

GI

MA

EM

LC

On Board Diagnosis Logic

NFEC0266

Malfunction is detected when ECM receives incorrect voltage from TCM (Transmission Control Module) continuously.

EC

FE

CL

MT

Possible Cause

NFEC0517

- Harness or connectors
[The communication line circuit between ECM and TCM (Transmission Control Module) is open or shorted.]
- TCM
- Dead (Weak) battery

AT

AX

SU

BR

3	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm

SEF058Y

DTC Confirmation Procedure

NFEC0267

NOTE:

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 10.5V at idle.

Ⓜ WITH CONSULT-II

NFEC0267S01

- 1) Turn ignition switch "ON".
- 2) Select "DATA MONITOR" mode with CONSULT-II.
- 3) Start engine and let it idle for at least 2 seconds.
- 4) If DTC is detected, go to "Diagnostic Procedure", EC-525.

ST

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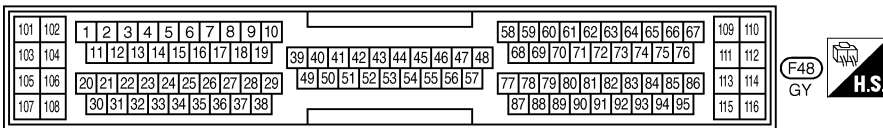
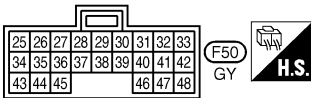
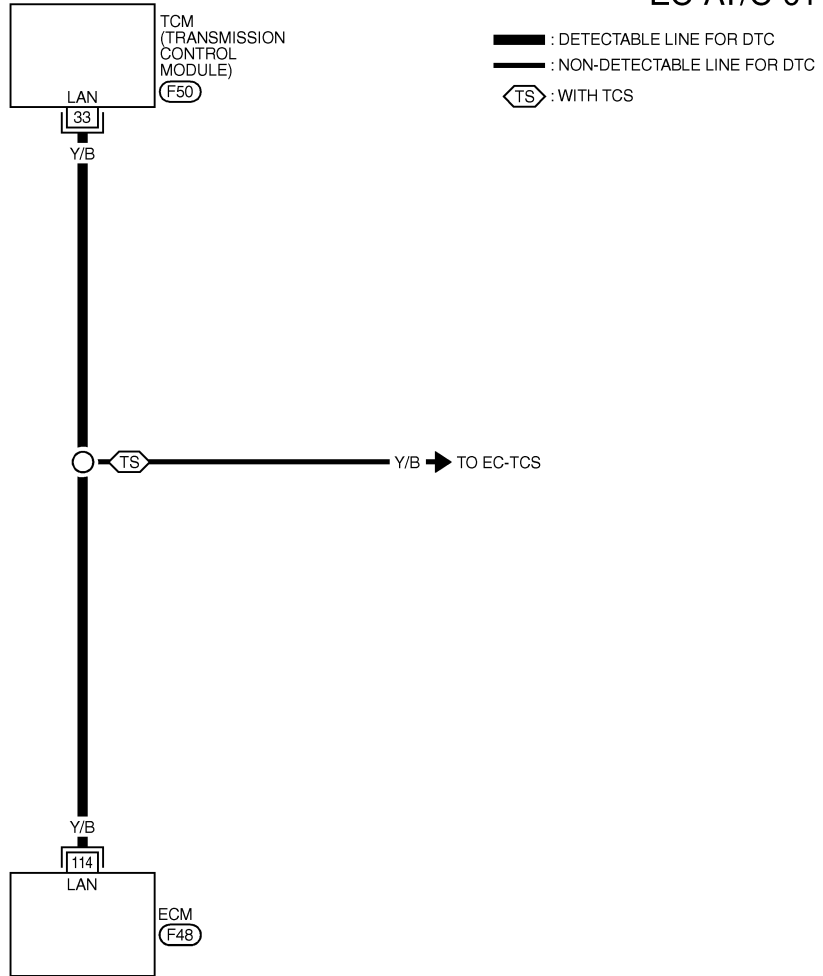
DTC P0600 A/T COMMUNICATION LINE

Wiring Diagram

Wiring Diagram

NFEC0269

EC-AT/C-01



MEC747C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

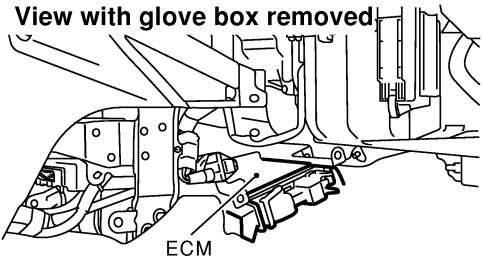
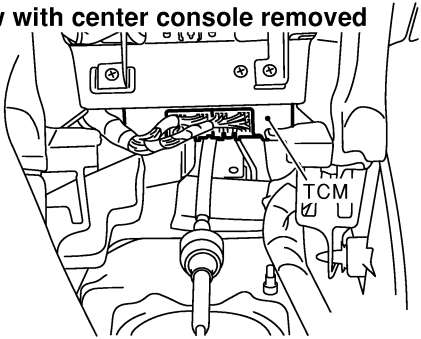
DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
114	Y/B	COMMUNICATION LINE (LAN)	ENGINE RUNNING AT IDLE SPEED	APPROX. 2V

SEF629XB

Diagnostic Procedure

NFEC0270

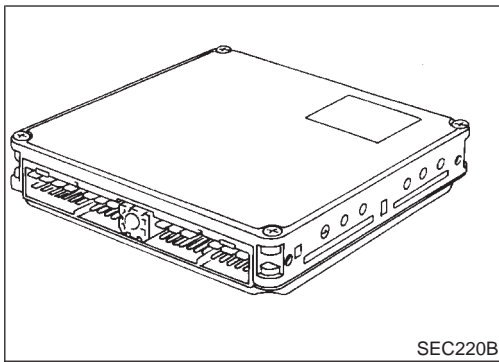
1	CHECK A/T CONTROL INPUT SIGNAL CIRCUIT FOR OPEN		
		<p>1. Turn ignition switch "OFF".</p> <p>2. Disconnect ECM harness connector and TCM (Transmission Control Module) harness connector.</p> <div style="text-align: center;"> <p>View with glove box removed</p>  <p>ECM</p> </div> <div style="text-align: center;"> <p>View with center console removed</p>  <p>TCM</p> </div>	<p>GI</p> <p>MA</p> <p>EM</p> <p>LC</p> <p>EC</p> <p>FE</p> <p>CL</p> <p>MT</p> <p>AT</p> <p>AX</p> <p>SU</p> <p>BR</p>
		<p>3. Check harness continuity between ECM terminal 114 and TCM terminal 33. Refer to Wiring Diagram. Continuity should exist.</p> <p style="text-align: center;">OK or NG</p>	<p>SEF270X</p> <p>SEF271X</p>
	OK	▶	GO TO 2.
	NG	▶	Repair harness or connectors.

2	CHECK A/T CONTROL INPUT SIGNAL CIRCUIT FOR SHORT		
		<p>1. Check harness continuity between ECM terminal 114 and ground. Refer to Wiring Diagram. Continuity should not exist.</p> <p>2. Also check harness for short to power.</p> <p style="text-align: center;">OK or NG</p>	<p>ST</p> <p>RS</p> <p>BT</p> <p>HA</p>
	OK	▶	GO TO 3.
	NG	▶	Repair short to ground or short to power in harness or connectos.

3	CHECK INTERMITTENT INCIDENT		
		Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	<p>SC</p> <p>EL</p> <p>IDX</p>
		▶	INSPECTION END

DTC P0605 ECM

Component Description



Component Description

The ECM consists of a microcomputer, diagnostic test mode selector, and connectors for signal input and output and for power supply. The unit controls the engine. NFEC0271

On Board Diagnosis Logic

Malfunction is detected when ECM calculation function is malfunctioning. NFEC0272

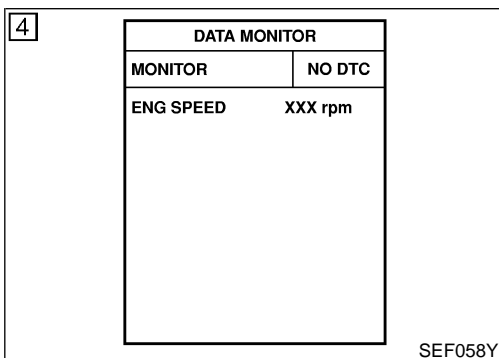
Possible Cause

- ECM NFEC0518

DTC Confirmation Procedure

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test. NFEC0273



④ WITH CONSULT-II



- 1) Turn ignition switch "ON". NFEC0273S01
- 2) Select "DATA MONITOR" mode with CONSULT-II.
- 3) Start engine.
- 4) Run engine for at least 30 seconds at idle speed.
- 5) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-527.

④ WITH GST

Follow the procedure "WITH CONSULT-II" above. NFEC0273S02

Diagnostic Procedure

NFEC0274

1	INSPECTION START	
<p> With CONSULT-II</p> <ol style="list-style-type: none"> Turn ignition switch "ON". Select "SELF DIAG RESULTS" mode with CONSULT-II. Touch "ERASE". Perform "DTC Confirmation Procedure". See EC-526. Is the 1st trip DTC P0605 displayed again? 		
<p> With GST</p> <ol style="list-style-type: none"> Turn ignition switch "ON". Select MODE 4 with GST. Touch "ERASE". Perform "DTC Confirmation Procedure". See EC-526. Is the 1st trip DTC P0605 displayed again? 		
Yes or No		
Yes	▶	GO TO 2.
No	▶	INSPECTION END

2	REPLACE ECM	
<ol style="list-style-type: none"> Replace ECM. Perform initialization of NVIS (NATS) system and registration of all NVIS (NATS) ignition key IDs. Refer to "NVIS (Nissan Vehicle Immobilizer System — NATS)", EC-89. Perform "Idle Air Volume Learning", EC-72, Is the result CMPLT or INCMP? 		
CMPLT or INCMP		
CMPLT	▶	INSPECTION END
INCMP	▶	Follow the construction of "Idle Air Volume Learning".

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DTC P1126 THERMOSTAT FUNCTION

On Board Diagnosis Logic

NFEC0519

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 open stuck. Malfunction is detected when the engine coolant temperature does not reach to specified temperature even though the engine has run long enough.

Possible Cause

NFEC0520

- Thermostat function
- Leakage from sealing portion of thermostat
- Engine coolant temperature sensor

DTC Confirmation Procedure

NFEC0521

NOTE:

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:

- For best results, perform at ambient temperature of -10°C (14°F) or higher.
- For best results, perform at engine coolant temperature of -10°C (14°F) to 60°C (140°F).

Ⓜ WITH CONSULT-II

NFEC0521S01

- 1) Replace thermostat with new one. Refer to LC-14, “Thermostat”. Use only a genuine NISSAN thermostat as a replacement. If an incorrect thermostat is used, the MIL may come on.
- 2) Turn ignition switch “ON”.
- 3) Select “COOLAN TEMP/S” in “DATA MONITOR” mode with CONSULT-II.
- 4) Check that the “COOLAN TEMP/S” is above 60°C (140°F).
If it is below 60°C (140°F), go to following step.
If it is above 60°C (140°F), stop engine and cool down the engine to less than 60°C (140°F), then retry from step 1.
- 5) Drive vehicle for 10 consecutive minutes under the following conditions.

VHCL SPEED SE	80 - 120 km/h (50 - 75 MPH)
---------------	-----------------------------

If 1st trip DTC is detected, go to “Diagnostic Procedure”, EC-529.

Ⓜ WITH GST

NFEC0521S02

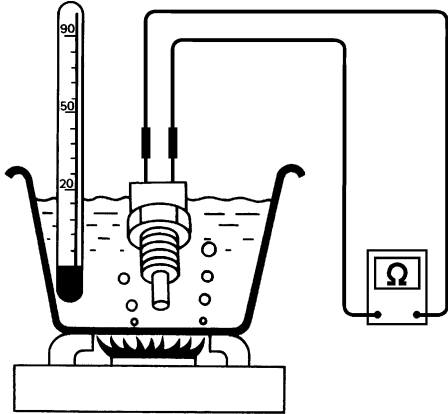
- 1) Follow the procedure “WITH CONSULT-II” above.

Diagnostic Procedure

NFEC0522

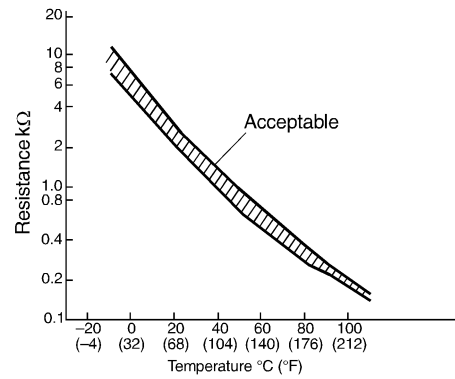
1 CHECK ENGINE COOLANT TEMPERATURE SENSOR

1. Turn ignition switch OFF.
2. Remove engine coolant temperature sensor.
3. Check resistance between engine coolant temperature sensor terminals under the following conditions.



<Reference data>

Temperature °C (°F)	Resistance kΩ
20 (68)	2.1 - 2.9
50 (122)	0.68 - 1.00
90 (194)	0.236 - 0.260



SEF304X

OK or NG

- | | | |
|----|---|--------------------------------------------|
| OK | ▶ | INSPECTION END |
| NG | ▶ | Replace engine coolant temperature sensor. |

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DTC P1130 SWIRL CONTROL VALVE CONTROL SOLENOID VALVE FOR CALIFORNIA

Description

Description

If DTC P1130 is displayed with P1165, first perform trouble diagnosis for DTC P1165, EC-556. NFEC0523

SYSTEM DESCRIPTION

NFEC0523S01

Sensor	Input Signal to ECM	ECM function	Actuator
Throttle position sensor	Throttle position	Swirl control valve control	Swirl control valve control solenoid valve ↓ Vacuum signal Swirl control valve actuator ↓ Swirl control valve
Ignition switch	Start signal		
Crankshaft position sensor (POS)	Engine speed (POS signal)		
Crankshaft position sensor (REF)	Engine speed (REF signal)		
Mass air flow sensor	Amount of intake air		
Engine coolant temperature sensor	Engine coolant temperature		

This system has a swirl control valve in the intake passage of each cylinder.

While idling and during low engine speed operation, the swirl control valve closes. Thus the velocity of the air in the intake passage increases, promoting the vaporization of the fuel and producing a swirl in the combustion chamber.

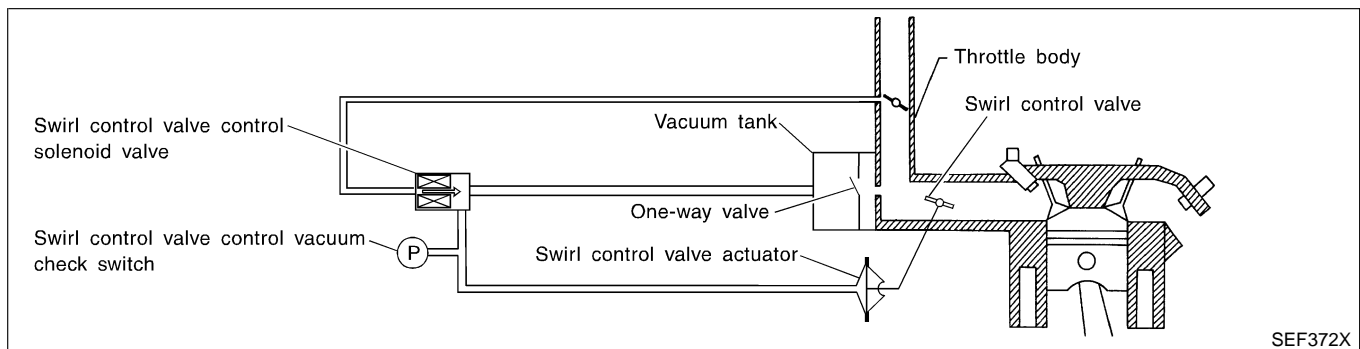
Because of this operation, this system tends to increase the burning speed of the gas mixture, improve fuel consumption, and increase the stability in running conditions.

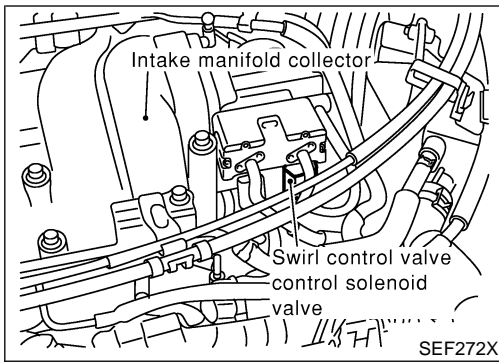
Also, except when idling and during low engine speed operation, this system opens the swirl control valve. In this condition, this system tends to increase power by improving intake efficiency via reduction of intake flow resistance, intake flow.

The solenoid valve controls swirl control valve's shut/open condition. This solenoid valve is operated by the ECM.

Throttle position sensor (Idle position)	Engine speed	Swirl control valve control solenoid valve	Swirl control valve
ON	Below 3,200 rpm	ON	Closed
OFF	Less than 3,200 rpm	ON	Closed
	More than 3,600 rpm	OFF	Open

When engine coolant temperature is below 10°C (50°F) and above 55°C (131°F), swirl control valve is kept open regardless of above condition.





COMPONENT DESCRIPTION

Swirl Control Valve Control Solenoid Valve

NFEC0523S02

NFEC0523S0201

The swirl control valve control solenoid valve responds to signals from the ECM. When the ECM sends an ON (ground) signal, the solenoid valve is bypassed to apply intake manifold vacuum to the swirl control valve actuator. This operation closes the swirl control valve. When the ECM sends an OFF signal, the vacuum signal is cut and the swirl control valve opens.

GI
MA
EM
LC

CONSULT-II Reference Value in Data Monitor Mode

NFEC0524

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
SWRL CONT S/V	● Engine speed: Idle Engine coolant temperature is between 15°C (59°F) to 50°C (122°F).	ON
	Engine coolant temperature is above 55°C (131°F).	OFF

EC
FE
CL
MT

On Board Diagnosis Logic

NFEC0526

Malfunction is detected when

(Malfunction A) An improper voltage signal is sent to ECM through swirl control valve control solenoid valve,

(Malfunction B) The vacuum signal is not sent to swirl control valve under specified driving conditions, even though swirl control valve control solenoid valve is ON,

(Malfunction C) The vacuum signal is sent to swirl control valve even though swirl control valve control solenoid valve is OFF.

AT
AX
SU
BR

Possible Cause

NFEC0527

MALFUNCTION A

NFEC0527S01

- Harness or connectors (The swirl control valve control solenoid valve circuit is open or shorted.)
- Swirl control valve control solenoid valve

ST
RS
BT

MALFUNCTION B

NFEC0527S02

- Harness or connector (The swirl control valve control solenoid valve circuit is open.)
- Swirl control valve control solenoid valve
- Intake system (Intake air leaks)
- Hoses and tubes between intake manifold, vacuum tank and swirl control valve actuator
- Swirl control valve actuator
- Swirl control valve control vacuum check switch
- Mass air flow sensor
- Crankshaft position sensor (REF)
- Throttle position sensor

HA
SC
EL
IDX

DTC P1130 SWIRL CONTROL VALVE CONTROL SOLENOID VALVE FOR CALIFORNIA

Possible Cause (Cont'd)

MALFUNCTION C

NFEC0527S03

- Harness or connector
(The swirl control valve control solenoid valve circuit is shorted.)
- Swirl control valve control vacuum check switch
- Crankshaft position sensor (REF)
- Throttle position sensor
- Hoses and tubes between air cleaner and swirl control valve vacuum check switch
- Swirl control valve control solenoid valve

DTC Confirmation Procedure

NFEC0528

Perform "Procedure for malfunction A" first. If the 1st trip DTC cannot be confirmed, perform "Procedure for malfunction B". If the 1st trip DTC is not confirmed on "Procedure for malfunction B", perform "Procedure for malfunction C".

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

2	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm

SEF058Y

PROCEDURE FOR MALFUNCTION A

NFEC0528S01

With CONSULT-II

NFEC0528S0101

- 1) Turn ignition switch "ON".
- 2) Select "DATA MONITOR" mode with CONSULT-II.
- 3) Wait at least 5 seconds.
If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-535.

With GST

NFEC0528S0102

Follow the procedure "With CONSULT-II" above.

4	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm
	COOLAN TEMP/S	XXX °C

SEF174Y

PROCEDURE FOR MALFUNCTION B

NFEC0528S02

TESTING CONDITION:

- Always perform the test at a temperature above 5°C (41°F).
- Before performing the following procedure, confirm that battery voltage is more than 10V at idle, then stop engine immediately.

With CONSULT-II

NFEC0528S0201

- 1) Turn ignition switch "OFF" and wait at least 10 seconds.
- 2) Turn ignition switch "ON".
- 3) Check "COOLAN TEMP/S" in "DATA MONITOR" mode with CONSULT-II.
- 4) Confirm COOLAN TEMP/S value is 40°C (104°F) or less.
If the value is more than 40°C (104°F), park the vehicle in a cool place and retry from step 1.
- 5) Start engine and wait until COOLAN TEMP/S value increases to more than 55°C (131°F).
If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-535.

With GST

NFEC0528S0202

Follow the procedure "With CONSULT-II" above.

DTC P1130 SWIRL CONTROL VALVE CONTROL SOLENOID VALVE FOR CALIFORNIA

DTC Confirmation Procedure (Cont'd)

4	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm
	COOLAN TEMP/S	XXX °C

SEF174Y

PROCEDURE FOR MALFUNCTION C

NFEC0528S03

TESTING CONDITION:

- Always perform the test at a temperature above 5°C (41°F).
- Before performing the following procedure, confirm that battery voltage is more than 10V at idle.

Ⓜ With CONSULT-II

NFEC0528S0301

- 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" again and select "DATA MONITOR" mode with CONSULT-II.
- 4) Start engine and let it idle for at least 20 seconds. If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-535.

Ⓜ With GST

NFEC0528S0302

Follow the procedure "With CONSULT-II" above.

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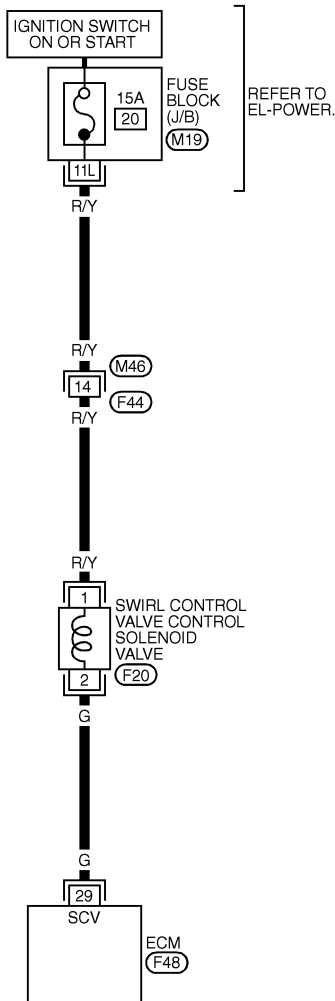
DTC P1130 SWIRL CONTROL VALVE CONTROL SOLENOID VALVE FOR CALIFORNIA

Wiring Diagram

Wiring Diagram

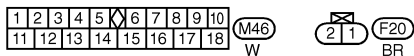
NFEC0529

EC-SWL/V-01

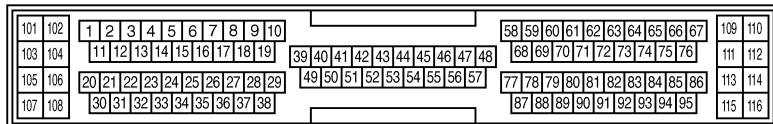


— : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC

REFER TO EL-POWER.



REFER TO THE FOLLOWING.
 (M19) - FUSE BLOCK-JUNCTION BOX (J/B)



MEC749C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
29	G	SWIRL CONTROL VALVE CONTROL SOLENOID VALVE	ENGINE RUNNING AT IDLE SPEED WITH ENGINE COOLANT TEMPERATURE BETWEEN 15°C (59°F) AND 50°C (122°F).	0 - 1V
			ENGINE RUNNING AT IDLE SPEED WITH ENGINE COOLANT TEMPERATURE ABOVE 55°C (131°F).	BATTERY VOLTAGE

SEF627XB

DTC P1130 SWIRL CONTROL VALVE CONTROL SOLENOID VALVE FOR CALIFORNIA

Diagnostic Procedure

Diagnostic Procedure PROCEDURE A

NFEC0530

NFEC0530S01

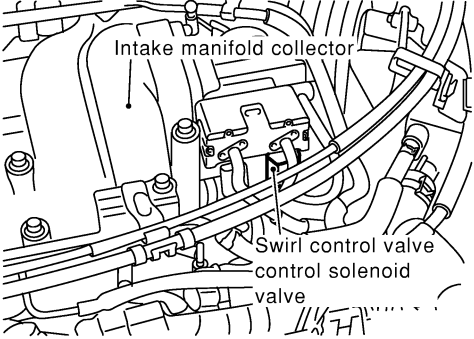
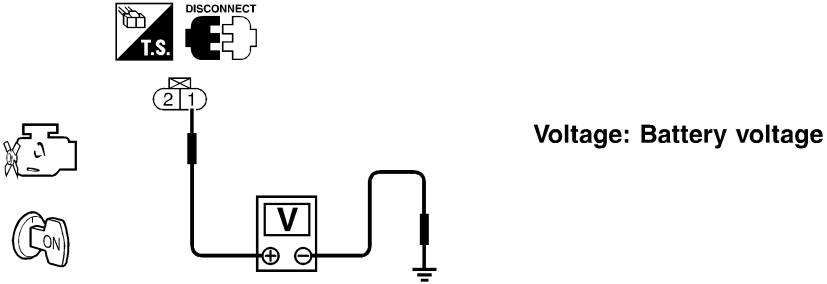
1	INSPECTION START	
Do you have CONSULT-II?		
Yes or No		
Yes	▶	GO TO 2.
No	▶	GO TO 3.

2	CHECK SWIRL CONTROL VALVE CONTROL SOLENOID VALVE CIRCUIT																									
<p>Ⓟ With CONSULT-II</p> <ol style="list-style-type: none"> 1. Turn ignition switch "ON". 2. Select "SWIRL CONT SOL/V" in "ACTIVE TEST" mode with CONSULT-II. 3. Touch "ON" and "OFF" on CONSULT-II screen. 																										
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th colspan="2">ACTIVE TEST</th> </tr> <tr> <th>SWIRL CONT SOL/V</th> <th>OFF</th> </tr> <tr> <th colspan="2">MONITOR</th> </tr> <tr> <th>ENG SPEED</th> <th>XXX rpm</th> </tr> <tr> <th>IACV-AAC/V</th> <th>XXX step</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>			ACTIVE TEST		SWIRL CONT SOL/V	OFF	MONITOR		ENG SPEED	XXX rpm	IACV-AAC/V	XXX step														
ACTIVE TEST																										
SWIRL CONT SOL/V	OFF																									
MONITOR																										
ENG SPEED	XXX rpm																									
IACV-AAC/V	XXX step																									
<p>4. Make sure that clicking sound is heard from the swirl control valve control solenoid valve.</p> <p style="text-align: center;">OK or NG</p>																										
OK	▶	GO TO 6.																								
NG	▶	GO TO 3.																								

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DTC P1130 SWIRL CONTROL VALVE CONTROL SOLENOID VALVE FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

3	CHECK SWIRL CONTROL VALVE CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT	
<ol style="list-style-type: none"> Turn ignition switch "OFF". Disconnect swirl control valve control solenoid valve harness connector. 		
		
SEF272X		
<ol style="list-style-type: none"> Turn ignition switch "ON". Check voltage between swirl control valve control solenoid valve terminal 1 and ground with CONSULT-II or tester. 		
		
OK or NG		
OK	▶	GO TO 5.
NG	▶	GO TO 4.

4	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors M46, F44 ● 15A fuse ● Harness for open or short between swirl control valve control solenoid valve and fuse 		
▶ Repair harness or connectors.		

5	CHECK SWIRL CONTROL VALVE CONTROL SOLENOID VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT	
<ol style="list-style-type: none"> Turn ignition switch "OFF". Disconnect ECM harness connector. Check harness continuity between ECM terminal 29 and swirl control valve control solenoid valve terminal 2. Refer to Wiring Diagram. Continuity should exist. Also check harness for short to ground and short to power. 		
OK or NG		
OK	▶	GO TO 6.
NG	▶	Repair open circuit, short to ground or short to power in harness connectors.

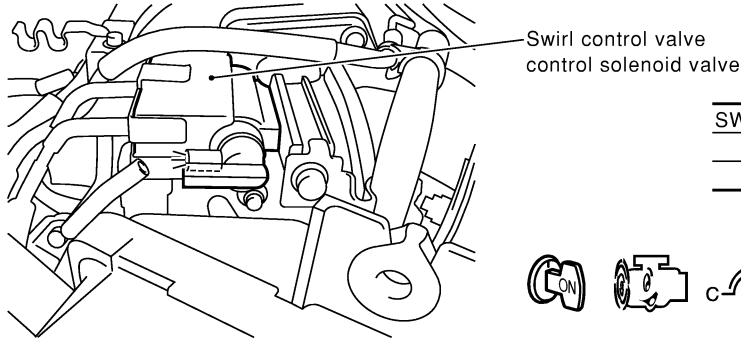
DTC P1130 SWIRL CONTROL VALVE CONTROL SOLENOID VALVE FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

6 CHECK SWIRL CONTROL VALVE CONTROL SOLENOID VALVE

With CONSULT-II

1. Reconnect the disconnected harness connectors.
2. Start engine and let it idle.
3. Remove vacuum hose connected to swirl control valve actuator.
4. Select "SWIRL CONT SOL/V" in "ACTIVE TEST" mode with CONSULT-II.
5. Touch "ON" and "OFF" on CONSULT-II screen.
6. Check vacuum existence and operation delay time under the following conditions.



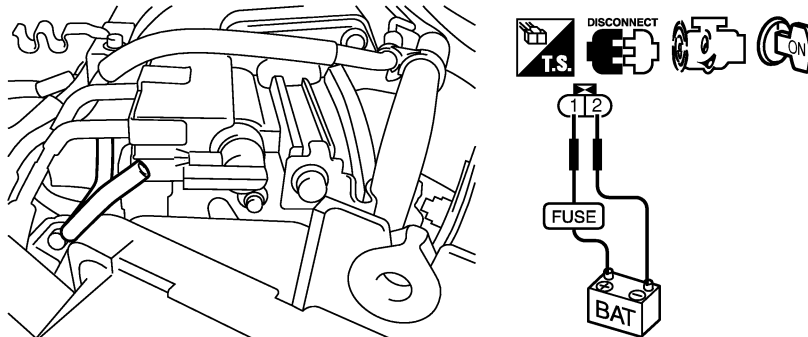
SWIRL CONT SOL/V	Vacuum
ON	should exist.
OFF	should not exist.

Operation takes less than 1 second.

SEF046Y

Without CONSULT-II

1. Reconnect ECM harness connector.
2. Remove vacuum hose connected to swirl control valve actuator.
3. Start engine and let it idle.
4. Apply 12V of direct current between swirl control valve control solenoid valve terminals 1 and 2.
5. Check vacuum existence and operation delay time under the following conditions.



Condition	Vacuum
12V direct current supply	Should exist.
No supply	Should not exist.

Operation takes less than 1 second.

SEF047Y

OK or NG

- | | | |
|----|---|---------------------------------------------|
| OK | ▶ | GO TO 7. |
| NG | ▶ | Replace intake manifold collector assembly. |

7 CHECK INTERMITTENT INCIDENT

Perform "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.

▶ **INSPECTION END**

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DTC P1130 SWIRL CONTROL VALVE CONTROL SOLENOID VALVE FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

PROCEDURE B

NFEC0530S02

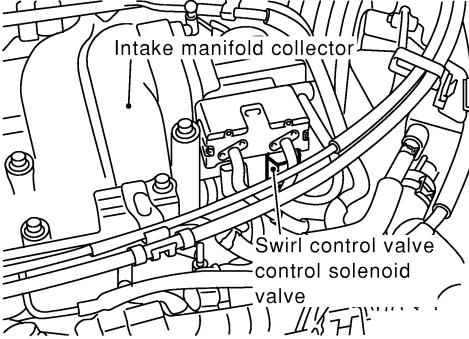
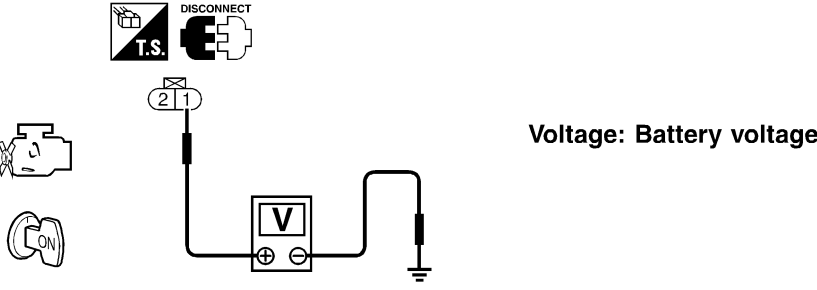
1	CHECK INTAKE SYSTEM	
1. Start engine and let it idle. 2. Check intake air system for air leaks.		
OK or NG		
OK (With CONSULT-II)	▶	GO TO 2.
OK (Without CONSULT-II)	▶	GO TO 3.
NG	▶	Repair intake system.

2	CHECK SWIRL CONTROL VALVE CONTROL SOLENOID VALVE CIRCUIT																			
(📱) With CONSULT-II 1. Select "SWIRL CONT SOL/V" in "ACTIVE TEST" mode with CONSULT-II. 2. Touch "ON" and "OFF" on CONSULT-II screen.																				
<table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <th colspan="2">ACTIVE TEST</th> </tr> <tr> <td>SWIRL CONT SOL/V</td> <td style="text-align: center;">OFF</td> </tr> <tr> <th colspan="2">MONITOR</th> </tr> <tr> <td>ENG SPEED</td> <td style="text-align: center;">XXX rpm</td> </tr> <tr> <td>IACV-AAC/V</td> <td style="text-align: center;">XXX step</td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>			ACTIVE TEST		SWIRL CONT SOL/V	OFF	MONITOR		ENG SPEED	XXX rpm	IACV-AAC/V	XXX step								
ACTIVE TEST																				
SWIRL CONT SOL/V	OFF																			
MONITOR																				
ENG SPEED	XXX rpm																			
IACV-AAC/V	XXX step																			
3. Make sure that clicking sound is heard from the swirl control valve control solenoid valve.																				
OK or NG																				
OK	▶	GO TO 6.																		
NG	▶	GO TO 3.																		

SEF069Y

DTC P1130 SWIRL CONTROL VALVE CONTROL SOLENOID VALVE FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

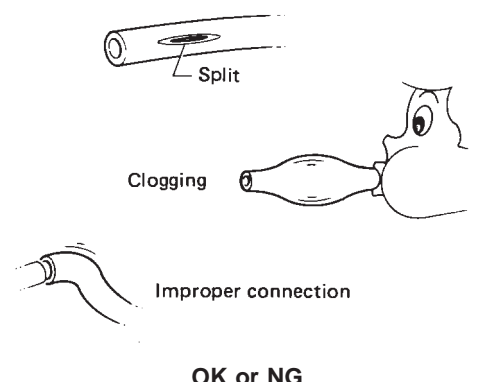
3	CHECK SWIRL CONTROL VALVE CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT	
<ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Disconnect swirl control valve control solenoid valve harness connector. 		GI MA EM LC EC FE CL MT AT AX SU
		SEF272X
<ol style="list-style-type: none"> 3. Turn ignition switch "ON". 4. Check voltage between swirl control valve control solenoid valve terminal 1 and ground with CONSULT-II or tester. 		EC FE CL MT AT AX SU
		SEF619X
OK or NG		
OK	▶	GO TO 5.
NG	▶	GO TO 4.

4	DETECT MALFUNCTIONING PART	
Check the following. <ul style="list-style-type: none"> ● Harness connectors M46, F44 ● 15A fuse ● Harness for open or short between swirl control valve control solenoid valve and fuse 		BR ST RS
▶		Repair harness or connectors.

5	CHECK SWIRL CONTROL VALVE CONTROL SOLENOID VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT	
<ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Disconnect ECM harness connector. 3. Check harness continuity between ECM terminal 29 and swirl control valve control solenoid valve terminal 2. Refer to Wiring Diagram. Continuity should exist. 4. Also check harness for short to ground and short to power. 		BT HA SC EL IDX
OK or NG		
OK	▶	GO TO 6.
NG	▶	Repair open circuit, short to ground or short to power in harness connectors.

DTC P1130 SWIRL CONTROL VALVE CONTROL SOLENOID VALVE FOR CALIFORNIA

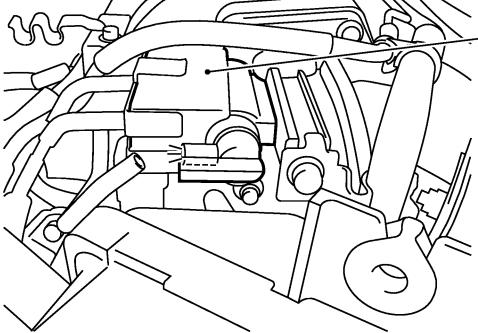

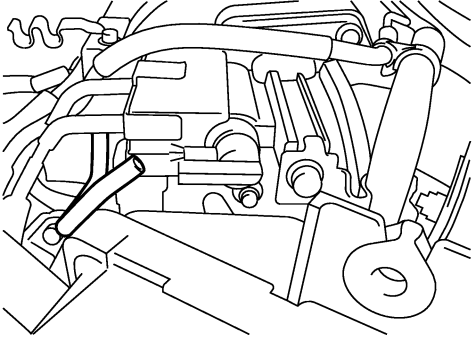
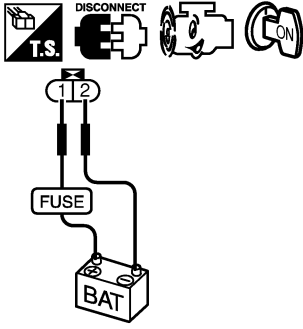
Diagnostic Procedure (Cont'd)

6	CHECK HOSES
<p>Check hoses and tubes between intake manifold, and swirl control valve actuator for crack, clogging, improper connection or disconnection.</p> <div data-bbox="568 273 1055 651"><p>Split</p><p>Clogging</p><p>Improper connection</p><p>OK or NG</p></div>	
OK	▶ GO TO 7.
NG	▶ Repair hoses or tubes.

SEF109L

DTC P1130 SWIRL CONTROL VALVE CONTROL SOLENOID VALVE FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

7	CHECK SWIRL CONTROL VALVE CONTROL SOLENOID VALVE						
<p>Ⓟ With CONSULT-II</p> <ol style="list-style-type: none"> 1. Reconnect the disconnected harness connectors. 2. Start engine and let it idle. 3. Remove vacuum hose connected to swirl control valve actuator. 4. Select "SWIRL CONT SOL/V" in "ACTIVE TEST" mode with CONSULT-II. 5. Touch "ON" and "OFF" on CONSULT-II screen. 6. Check vacuum existence and operation delay time under the following conditions. 							
<div style="display: flex; align-items: flex-start;">  <div style="margin-right: 20px;"> <p>Swirl control valve control solenoid valve</p> </div> <table border="1" style="margin-right: 20px;"> <thead> <tr> <th>SWIRL CONT SOL/V</th> <th>Vacuum</th> </tr> </thead> <tbody> <tr> <td>ON</td> <td>should exist.</td> </tr> <tr> <td>OFF</td> <td>should not exist.</td> </tr> </tbody> </table> <p style="margin-right: 20px;">Operation takes less than 1 second.</p>  </div> <p style="text-align: right;">SEF046Y</p>		SWIRL CONT SOL/V	Vacuum	ON	should exist.	OFF	should not exist.
SWIRL CONT SOL/V	Vacuum						
ON	should exist.						
OFF	should not exist.						
<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Reconnect ECM harness connector. 2. Remove vacuum hose connected to swirl control valve actuator. 3. Start engine and let it idle. 4. Apply 12V of direct current between swirl control valve control solenoid valve terminals 1 and 2. 5. Check vacuum existence and operation delay time under the following conditions. 							
<div style="display: flex; align-items: flex-start;">  <div style="margin-right: 20px;"> <p>DISCONNECT T.S.</p>  </div> <table border="1" style="margin-right: 20px;"> <thead> <tr> <th>Condition</th> <th>Vacuum</th> </tr> </thead> <tbody> <tr> <td>12V direct current supply</td> <td>Should exist.</td> </tr> <tr> <td>No supply</td> <td>Should not exist.</td> </tr> </tbody> </table> <p style="margin-right: 20px;">Operation takes less than 1 second.</p> <p style="text-align: center;">OK or NG</p> </div> <p style="text-align: right;">SEF047Y</p>		Condition	Vacuum	12V direct current supply	Should exist.	No supply	Should not exist.
Condition	Vacuum						
12V direct current supply	Should exist.						
No supply	Should not exist.						
OK	▶ GO TO 8.						
NG	▶ Replace intake manifold collector assembly.						

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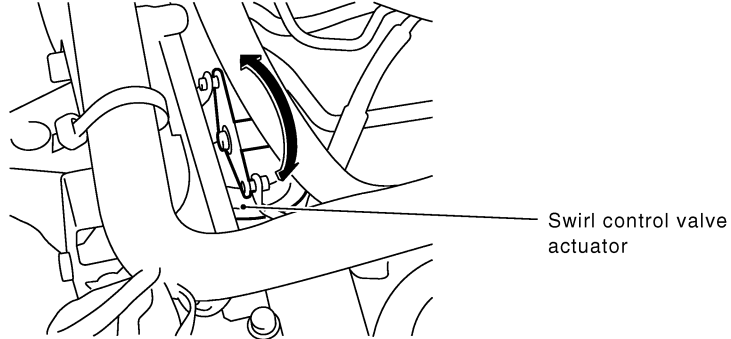
DTC P1130 SWIRL CONTROL VALVE CONTROL SOLENOID VALVE FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

8 CHECK SWIRL CONTROL VALVE ACTUATOR

🔧 With CONSULT-II

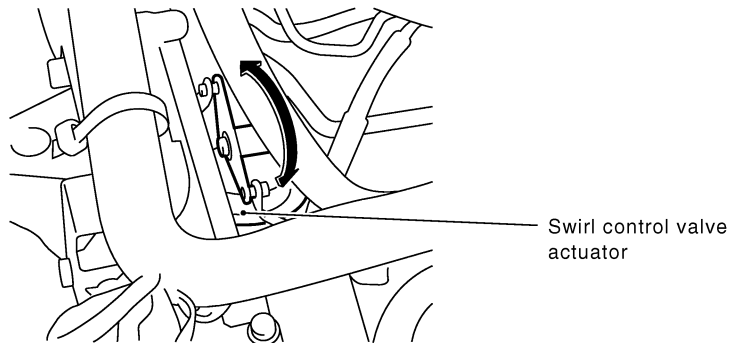
1. Reconnect vacuum hose between swirl control valve actuator and swirl control valve control solenoid valve.
2. Start engine and let it idle.
3. Select "SWIRL CONT SOL/V" in "ACTIVE TEST" mode.
4. Touch "ON" and "OFF" on CONSULT-II screen.
5. Make sure that swirl control valve actuator rod moves according to "SWIRL CONT SOL/V" indication.



SEF621X

⊗ Without CONSULT-II

1. Reconnect vacuum hose between swirl control valve actuator and swirl control valve control solenoid valve.
2. Start engine and let it idle.
3. Apply 12V direct current between swirl control valve control solenoid valve terminals 1 and 2.
4. Make sure that swirl control valve actuator rod moves according to 12V direct current being applied.



SEF621X

OK or NG

OK	▶	GO TO 9.
NG	▶	Replace swirl control valve and actuator.

DTC P1130 SWIRL CONTROL VALVE CONTROL SOLENOID VALVE FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

9 CHECK SWIRL CONTROL VALVE CONTROL VACUUM CHECK SWITCH

- Turn ignition switch "OFF".
- Disconnect vacuum hose connected to swirl control valve control vacuum check switch.
- Attach vacuum pump to swirl control valve control vacuum check switch.
- Turn ignition switch "ON".
- Check voltage between ECM terminal 55 and ground under the following conditions.

Applied pressure	Voltage V
More than -20.0 kPa (-150 mmHg, -5.91 inHg)	Engine ground
-20.0 to -23.0 kPa (-150 to -172 mmHg, -5.91 to -6.77 inHg)	Engine ground or Approx. 4.8
Less than -23.0 kPa (-172 mmHg, -6.77 inHg)	Approx. 4.8

SEF709X

OK or NG

OK	▶	GO TO 10.
NG	▶	Replace swirl control valve control vacuum check switch.

10 CHECK MASS AIR FLOW SENSOR

- Reconnect harness connectors disconnected.
- Start engine and warm it up to normal operating temperature.
- Check voltage between ECM terminal 61 (Mass air flow sensor signal) and ground.

Condition	Voltage V
Ignition switch "ON" (Engine stopped.)	Approx. 1.0
Idle (Engine is warmed-up to normal operating temperature.)	1.2 - 1.8
2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.6 - 2.2
Idle to about 4,000 rpm*	1.2 - 1.8 to Approx. 4.0

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

SEF298X

4. If the voltage is out of specification, disconnect MAFS harness connector and connect it again. Then repeat above check.

OK or NG

OK (With CONSULT-II)	▶	GO TO 11.
OK (Without CONSULT-II)	▶	GO TO 12.
NG	▶	Replace mass air flow sensor.

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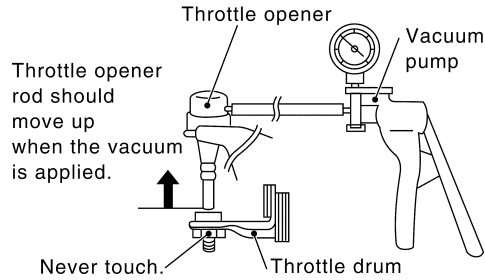
DTC P1130 SWIRL CONTROL VALVE CONTROL SOLENOID VALVE FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

11 CHECK THROTTLE POSITION SENSOR

With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Stop engine (ignition switch OFF).
3. Remove the vacuum hose connected to the throttle opener.
4. Connect suitable vacuum hose to the vacuum pump and the opener.
5. Apply vacuum [more than -40.0 kPa (-300 mmHg, -11.81 inHg)] until the throttle drum becomes free from the rod of the throttle opener.



SEF793W

6. Turn ignition switch ON.
7. Select "DATA MONITOR" mode with CONSULT-II.
8. Check voltage of "THRTL POS SEN" under the following conditions.
Voltage measurement must be made with throttle position sensor installed in vehicle.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
THRTL POS SEN	XXX V

Throttle valve conditions	THRTL POS SEN
Completely closed (a)	0.15 - 0.85V
Partially open	Between (a) and (b)
Completely open (b)	3.5 - 4.7V

SEF062Y

OK or NG

- | | | |
|----|---|-----------|
| OK | ▶ | GO TO 14. |
| NG | ▶ | GO TO 13. |

DTC P1130 SWIRL CONTROL VALVE CONTROL SOLENOID VALVE FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

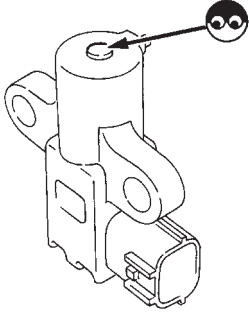
12	CHECK THROTTLE POSITION SENSOR								
<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Stop engine (ignition switch OFF). 3. Remove the vacuum hose connected to the throttle opener. 4. Connect suitable vacuum hose to the vacuum pump and the opener. 5. Apply vacuum [more than -40.0 kPa (-300 mmHg, -11.81 inHg)] until the throttle drum becomes free from the rod of the throttle opener. 									
SEF793W									
<ol style="list-style-type: none"> 6. Turn ignition switch ON. 7. Check voltage between ECM terminal 91 (Throttle position sensor signal) and ground. Voltage measurement must be made with throttle position sensor installed in vehicle. 									
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th style="padding: 5px;">Throttle valve conditions</th> <th style="padding: 5px;">Voltage</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">Completely closed (a)</td> <td style="padding: 5px;">0.15 - 0.85V</td> </tr> <tr> <td style="padding: 5px;">Partially open</td> <td style="padding: 5px;">Between (a) and (b)</td> </tr> <tr> <td style="padding: 5px;">Completely open (b)</td> <td style="padding: 5px;">3.5 - 4.7V</td> </tr> </tbody> </table>		Throttle valve conditions	Voltage	Completely closed (a)	0.15 - 0.85V	Partially open	Between (a) and (b)	Completely open (b)	3.5 - 4.7V
Throttle valve conditions	Voltage								
Completely closed (a)	0.15 - 0.85V								
Partially open	Between (a) and (b)								
Completely open (b)	3.5 - 4.7V								
MTBL0231									
OK or NG									
OK	▶ GO TO 14.								
NG	▶ GO TO 13.								

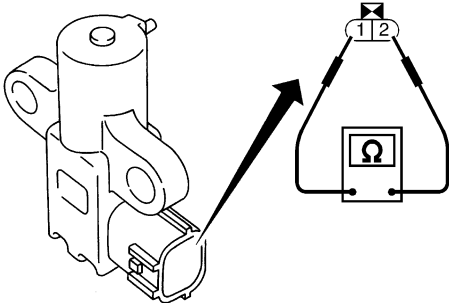
13	ADJUST CLOSED THROTTLE POSITION SWITCH								
Adjust closed throttle position switch. Refer to "Basic Inspection", EC-115.									
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th style="padding: 5px;">Items</th> <th style="padding: 5px;">Specifications</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">Ignition timing</td> <td style="padding: 5px;">M/T: 15° ± 5° BTDC A/T: 15° ± 5° BTDC (in "P" or "N" position)</td> </tr> <tr> <td style="padding: 5px;">Closed throttle position switch idle position adjustment</td> <td style="padding: 5px;">Feeler gauge thickness and switch condition 0.05 mm (0.0020 in): ON 0.15 mm (0.0059 in): OFF</td> </tr> <tr> <td style="padding: 5px;">Target idle speed</td> <td style="padding: 5px;">M/T: 625 ± 50 rpm A/T: 700 ± 50 rpm (in "P" or "N" position)</td> </tr> </tbody> </table>		Items	Specifications	Ignition timing	M/T: 15° ± 5° BTDC A/T: 15° ± 5° BTDC (in "P" or "N" position)	Closed throttle position switch idle position adjustment	Feeler gauge thickness and switch condition 0.05 mm (0.0020 in): ON 0.15 mm (0.0059 in): OFF	Target idle speed	M/T: 625 ± 50 rpm A/T: 700 ± 50 rpm (in "P" or "N" position)
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Target idle speed	M/T: 625 ± 50 rpm A/T: 700 ± 50 rpm (in "P" or "N" position)								
MTBL0626									
OK or NG									
OK	▶ GO TO 14.								
NG	▶ Replace throttle position sensor. To adjust it, perform "Basic Inspection", EC-115.								

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DTC P1130 SWIRL CONTROL VALVE CONTROL SOLENOID VALVE FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

14	CHECK CRANKSHAFT POSITION SENSOR (REF)-I		
<p>1. Turn ignition switch "OFF". 2. Loosen the fixing bolts and remove the CKPS (REF). 3. Visually check the CKPS (REF) for chipping.</p>			
			
SEF585P			
OK or NG			
OK	▶	GO TO 15.	
NG	▶	Replace crankshaft position sensor (REF).	

15	CHECK CRANKSHAFT POSITION SENSOR (REF)-II		
Check resistance between CKPS (REF) terminals 1 and 2.			
			
<p>Resistance: Approximately 470 - 570 Ω [AT 20°C (68°F)]</p>			
SEF350X			
OK or NG			
OK	▶	GO TO 16.	
NG	▶	Replace crankshaft position sensor (REF).	

16	CHECK INTERMITTENT INCIDENT		
Perform "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.			
▶		INSPECTION END	

PROCEDURE C

NFEC0530S03

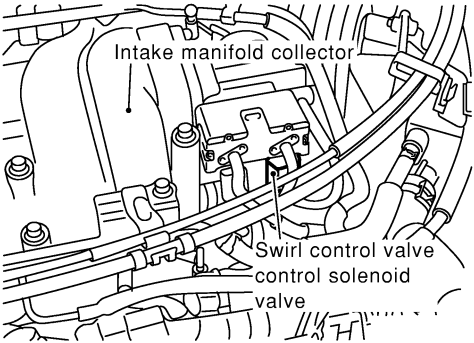
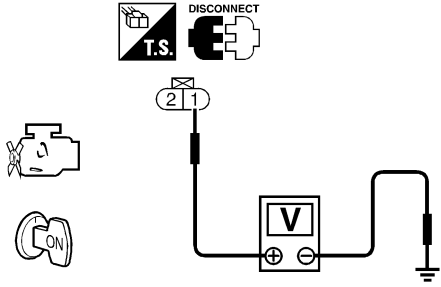
1	INSPECTION START		
Do you have CONSULT-II?			
Yes or No			
Yes	▶	GO TO 2.	
No	▶	GO TO 3.	

DTC P1130 SWIRL CONTROL VALVE CONTROL SOLENOID VALVE FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

2	CHECK SWIRL CONTROL VALVE CONTROL SOLENOID VALVE CIRCUIT																								
<p>Ⓟ With CONSULT-II</p> <ol style="list-style-type: none"> Turn ignition switch "OFF". Select "SWIRL CONT SOL/V" in "ACTIVE TEST" mode with CONSULT-II. Touch "ON" and "OFF" on CONSULT-II screen. 																									
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th colspan="2">ACTIVE TEST</th> </tr> <tr> <th>SWIRL CONT SOL/V</th> <th>OFF</th> </tr> <tr> <th colspan="2">MONITOR</th> </tr> <tr> <th>ENG SPEED</th> <th>XXX rpm</th> </tr> <tr> <th>IACV-AAC/V</th> <th>XXX step</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>		ACTIVE TEST		SWIRL CONT SOL/V	OFF	MONITOR		ENG SPEED	XXX rpm	IACV-AAC/V	XXX step														
ACTIVE TEST																									
SWIRL CONT SOL/V	OFF																								
MONITOR																									
ENG SPEED	XXX rpm																								
IACV-AAC/V	XXX step																								
<p>4. Make sure that clicking sound is heard from the swirl control valve control solenoid valve.</p> <p style="text-align: right;">SEF069Y</p>																									
OK or NG																									
OK	▶ GO TO 6.																								
NG	▶ GO TO 3.																								

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3	CHECK SWIRL CONTROL VALVE CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT
<ol style="list-style-type: none"> Turn ignition switch "OFF". Disconnect swirl control valve control solenoid valve harness connector. 	
 <p style="text-align: right;">SEF272X</p>	
<ol style="list-style-type: none"> Turn ignition switch "ON". Check voltage between swirl control valve control solenoid valve terminal 1 and ground with CONSULT-II or tester. 	
 <p style="text-align: right;">Voltage: Battery voltage</p> <p style="text-align: right;">SEF619X</p>	
OK or NG	
OK	▶ GO TO 5.
NG	▶ GO TO 4.

DTC P1130 SWIRL CONTROL VALVE CONTROL SOLENOID VALVE FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

4	DETECT MALFUNCTIONING PART
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors M46, F44 ● 15A fuse ● Harness for open or short between swirl control valve control solenoid valve and fuse 	
▶	Repair harness or connectors.

5	CHECK SWIRL CONTROL VALVE CONTROL SOLENOID VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT
<p>1. Turn ignition switch "OFF".</p> <p>2. Disconnect ECM harness connector.</p> <p>3. Check harness continuity between ECM terminal 29 and terminal 2. Refer to Wiring Diagram. Continuity should exist.</p> <p>4. Also, check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 6.
NG	▶ Repair open circuit, short to ground or short to power in harness connectors.

6	CHECK HOSES
<p>Check hoses and tubes between air cleaner and swirl control valve vacuum check switch for clogging or improper connection.</p> <div style="text-align: center; margin: 20px 0;"> </div> <p style="text-align: right; margin-right: 50px;">SEF109L</p> <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 7.
NG	▶ Repair hoses or tubes.

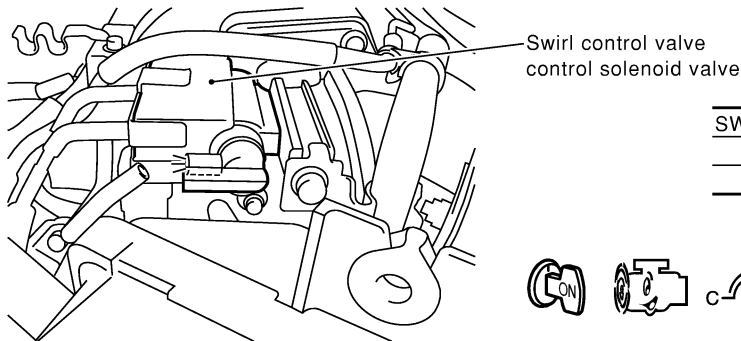
DTC P1130 SWIRL CONTROL VALVE CONTROL SOLENOID VALVE FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

7 CHECK SWIRL CONTROL VALVE CONTROL SOLENOID VALVE

Ⓟ With CONSULT-II

1. Reconnect the disconnected harness connectors.
2. Start engine and let it idle.
3. Remove vacuum hose connected to swirl control valve actuator.
4. Select "SWIRL CONT SOL/V" in "ACTIVE TEST" mode with CONSULT-II.
5. Touch "ON" and "OFF" on CONSULT-II screen.
6. Check vacuum existence and operation delay time under the following conditions.



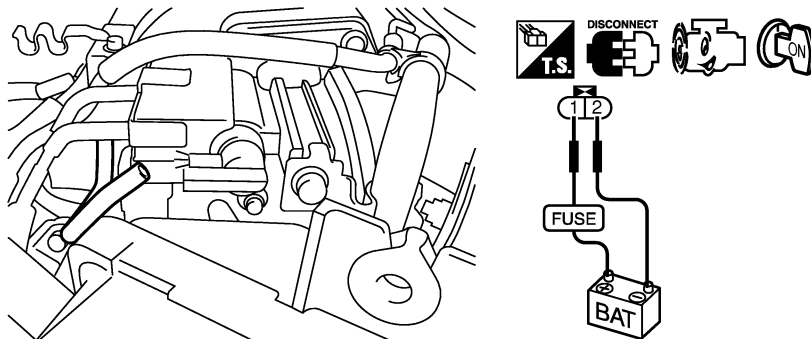
SWIRL CONT SOL/V	Vacuum
ON	should exist.
OFF	should not exist.

Operation takes less than 1 second.

SEF046Y

ⓧ Without CONSULT-II

1. Reconnect ECM harness connector.
2. Remove vacuum hose connected to swirl control valve actuator.
3. Start engine and let it idle.
4. Apply 12V of direct current between swirl control valve control solenoid valve terminals 1 and 2.
5. Check vacuum existence and operation delay time under the following conditions.



Condition	Vacuum
12V direct current supply	Should exist.
No supply	Should not exist.

Operation takes less than 1 second.

SEF047Y

OK or NG

OK	▶	GO TO 8.
NG	▶	Replace intake manifold collector assembly.

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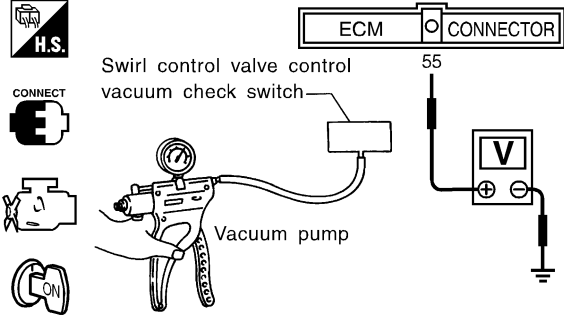
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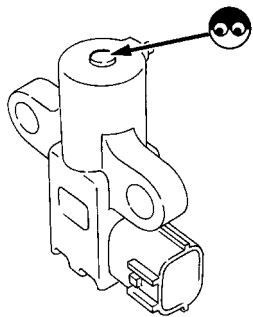
EL

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DTC P1130 SWIRL CONTROL VALVE CONTROL SOLENOID VALVE FOR CALIFORNIA

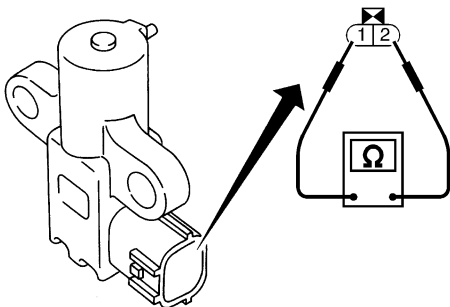
Diagnostic Procedure (Cont'd)

8	CHECK SWIRL CONTROL VALVE CONTROL VACUUM CHECK SWITCH									
<ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Disconnect vacuum hose connected to swirl control valve control vacuum check switch. 3. Attach vacuum pump to swirl control valve control vacuum check switch. 4. Turn ignition switch "ON". 5. Check voltage between ECM terminal 55 and ground under the following conditions. 										
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Applied pressure</th> <th style="text-align: center;">Voltage V</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">More than -20.0 kPa (-150 mmHg, -5.91 inHg)</td> <td style="text-align: center;">Engine ground</td> </tr> <tr> <td style="text-align: center;">-20.0 to -23.0 kPa (-150 to -172 mmHg, -5.91 to -6.77 inHg)</td> <td style="text-align: center;">Engine ground or Approx. 4.8</td> </tr> <tr> <td style="text-align: center;">Less than -23.0 kPa (-172 mmHg, -6.77 inHg)</td> <td style="text-align: center;">Approx. 4.8</td> </tr> </tbody> </table>	Applied pressure	Voltage V	More than -20.0 kPa (-150 mmHg, -5.91 inHg)	Engine ground	-20.0 to -23.0 kPa (-150 to -172 mmHg, -5.91 to -6.77 inHg)	Engine ground or Approx. 4.8	Less than -23.0 kPa (-172 mmHg, -6.77 inHg)	Approx. 4.8	SEF709X
Applied pressure	Voltage V									
More than -20.0 kPa (-150 mmHg, -5.91 inHg)	Engine ground									
-20.0 to -23.0 kPa (-150 to -172 mmHg, -5.91 to -6.77 inHg)	Engine ground or Approx. 4.8									
Less than -23.0 kPa (-172 mmHg, -6.77 inHg)	Approx. 4.8									
OK or NG										
OK	▶	GO TO 9.								
NG	▶	Replace swirl control valve control vacuum check switch.								

9	CHECK CRANKSHAFT POSITION SENSOR (REF)-I	
<ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Loosen the fixing bolts and remove the CKPS (REF). 3. Visually check the CKPS (REF) for chipping. 		
		
OK or NG		
OK	▶	GO TO 10.
NG	▶	Replace crankshaft position sensor (REF).

DTC P1130 SWIRL CONTROL VALVE CONTROL SOLENOID VALVE FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

10	CHECK CRANKSHAFT POSITION SENSOR (REF)-II	
Check resistance between CKPS (REF) terminals 1 and 2.		
		<p>Resistance: Approximately 470 - 570 Ω [AT 20°C (68°F)]</p>
OK or NG		SEF350X
OK (With CONSULT-II)	▶	GO TO 11.
OK (Without CONSULT-II)	▶	GO TO 12.
NG	▶	Replace crankshaft position sensor (REF).

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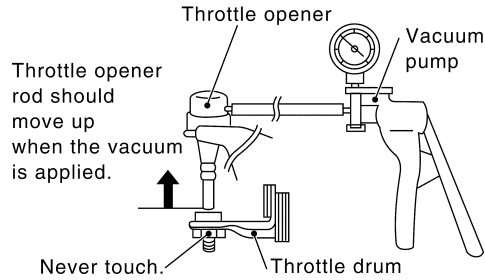
DTC P1130 SWIRL CONTROL VALVE CONTROL SOLENOID VALVE FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

11 CHECK THROTTLE POSITION SENSOR

With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Stop engine (ignition switch OFF).
3. Remove the vacuum hose connected to the throttle opener.
4. Connect suitable vacuum hose to the vacuum pump and the opener.
5. Apply vacuum [more than -40.0 kPa (-300 mmHg, -11.81 inHg)] until the throttle drum becomes free from the rod of the throttle opener.



SEF793W

6. Turn ignition switch ON.
7. Select "DATA MONITOR" mode with CONSULT-II.
8. Check voltage of "THRTL POS SEN" under the following conditions.
Voltage measurement must be made with throttle position sensor installed in vehicle.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
THRTL POS SEN	XXX V

Throttle valve conditions	THRTL POS SEN
Completely closed (a)	0.15 - 0.85V
Partially open	Between (a) and (b)
Completely open (b)	3.5 - 4.7V

SEF062Y

OK or NG

- | | | |
|----|---|-----------|
| OK | ▶ | GO TO 14. |
| NG | ▶ | GO TO 13. |

DTC P1130 SWIRL CONTROL VALVE CONTROL SOLENOID VALVE FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

12	CHECK THROTTLE POSITION SENSOR								
<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Stop engine (ignition switch OFF). 3. Remove the vacuum hose connected to the throttle opener. 4. Connect suitable vacuum hose to the vacuum pump and the opener. 5. Apply vacuum [more than -40.0 kPa (-300 mmHg, -11.81 inHg)] until the throttle drum becomes free from the rod of the throttle opener. 									
SEF793W									
<ol style="list-style-type: none"> 6. Turn ignition switch ON. 7. Check voltage between ECM terminal 91 (Throttle position sensor signal) and ground. Voltage measurement must be made with throttle position sensor installed in vehicle. 									
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th style="padding: 5px;">Throttle valve conditions</th> <th style="padding: 5px;">Voltage</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">Completely closed (a)</td> <td style="padding: 5px;">0.15 - 0.85V</td> </tr> <tr> <td style="padding: 5px;">Partially open</td> <td style="padding: 5px;">Between (a) and (b)</td> </tr> <tr> <td style="padding: 5px;">Completely open (b)</td> <td style="padding: 5px;">3.5 - 4.7V</td> </tr> </tbody> </table>		Throttle valve conditions	Voltage	Completely closed (a)	0.15 - 0.85V	Partially open	Between (a) and (b)	Completely open (b)	3.5 - 4.7V
Throttle valve conditions	Voltage								
Completely closed (a)	0.15 - 0.85V								
Partially open	Between (a) and (b)								
Completely open (b)	3.5 - 4.7V								
MTBL0231									
OK or NG									
OK	▶	GO TO 14.							
NG	▶	GO TO 13.							

13	ADJUST CLOSED THROTTLE POSITION SWITCH								
Adjust closed throttle position switch. Refer to "Basic Inspection", EC-115.									
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Closed throttle position switch idle position adjustment	Feeler gauge thickness and switch condition 0.05 mm (0.0020 in): ON 0.15 mm (0.0059 in): OFF								
Target idle speed	M/T: 625 ± 50 rpm A/T: 700 ± 50 rpm (in "P" or "N" position)								
MTBL0626									
OK or NG									
OK	▶	GO TO 14.							
NG	▶	Replace throttle position sensor. To adjust it, perform "Basic Inspection", EC-115.							

14	CHECK INTERMITTENT INCIDENT
Perform "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
▶	INSPECTION END

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DTC P1148 (RIGHT BANK, -B1), P1168 (LEFT BANK, -B2) CLOSED LOOP CONTROL

On Board Diagnosis Logic

On Board Diagnosis Logic

★ The closed loop control has the one trip detection logic.

NFEC0282

Malfunction is detected when the closed loop control function for right bank does not operate even when vehicle is driving in the specified condition, the closed loop control function for left bank does not operate even when vehicle is driving in the specified condition.

Possible Cause

NFEC0531

- The front heated oxygen sensor circuit is open or shorted.
- Front heated oxygen sensor
- Front heated oxygen sensor heater

DTC Confirmation Procedure

NFEC0283

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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:

- Never raise engine speed above 3,600 rpm during the “DTC Confirmation Procedure”. If the engine speed limit is exceeded, retry the procedure from step 2.
- Before performing the following procedure, confirm that battery voltage is more than 11V at idle.

3	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm
	COOLAN TEMP/S	XXX °C
	FR O2 SEN-B1	XXX V
	RR O2 SEN-B2	XXX V

SEF063Y

WITH CONSULT-II

NFEC0283S01

- 1) Start engine and warm it up to normal operating temperature.
- 2) Select “DATA MONITOR” mode with CONSULT-II.
- 3) Hold engine speed at 2,000 rpm and check one of the following.
 - “FR O2 SEN-B1 (-B2)” voltage should go above 0.70V at least once.
 - “FR O2 SEN-B1 (-B2)” voltage should go below 0.21V at least once.If the check result is NG, perform “Diagnosis Procedure”, EC-555.

EC-554

DTC P1148 (RIGHT BANK, -B1), P1168 (LEFT BANK, -B2) CLOSED LOOP CONTROL

DTC Confirmation Procedure (Cont'd)

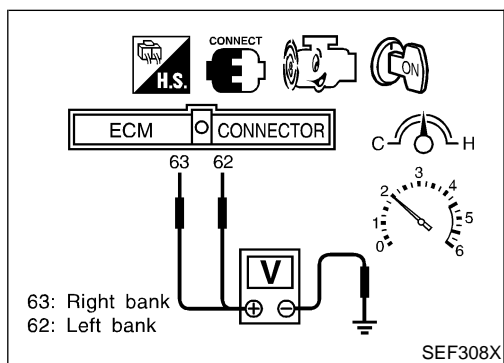
If the check result is OK, perform the following step.

- 4) Let engine idle at least 5 minutes.
- 5) Maintain the following condition at least 50 consecutive seconds.

B/FUEL SCHDL	3 msec or more
ENG SPEED	1,800 - 3,000 rpm
Selector lever	Suitable position
VHCL SPEED SE	More than 70 km/h (43 MPH)

During this test, P0130 and/or P0150 may be displayed on CONSULT-II screen.

- 6) If DTC is detected, go to "Diagnostic Procedure", EC-555.



Overall Function Check

Use this procedure to check the overall function of the closed loop control. During this check, a DTC might not be confirmed.

WITH GST

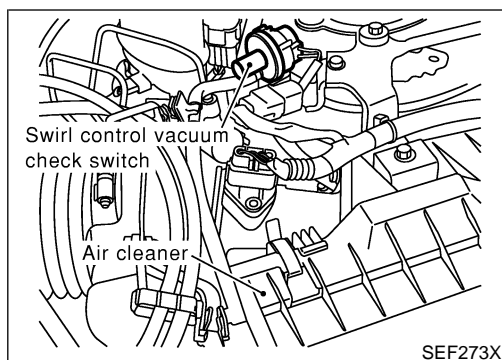
- 1) Start engine and warm it up to normal operating temperature.
- 2) Set voltmeter probes between ECM terminal 63 (Front heated oxygen sensor right bank signal) or 62 (Front heated oxygen sensor left bank signal) and engine ground.
- 3) Check the following with engine speed held at 2,000 rpm constant under no-load.
 - The voltage should go above 0.70V at least once.
 - The voltage should go below 0.21V at least once.
- 4) If NG, go to "Diagnostic Procedure", EC-555.

Diagnostic Procedure

Perform trouble diagnosis for "DTC P0133, P0153", EC-237.

DTC P1165 SWIRL CONTROL VALVE CONTROL VACUUM CHECK SWITCH FOR CALIFORNIA

Component Description



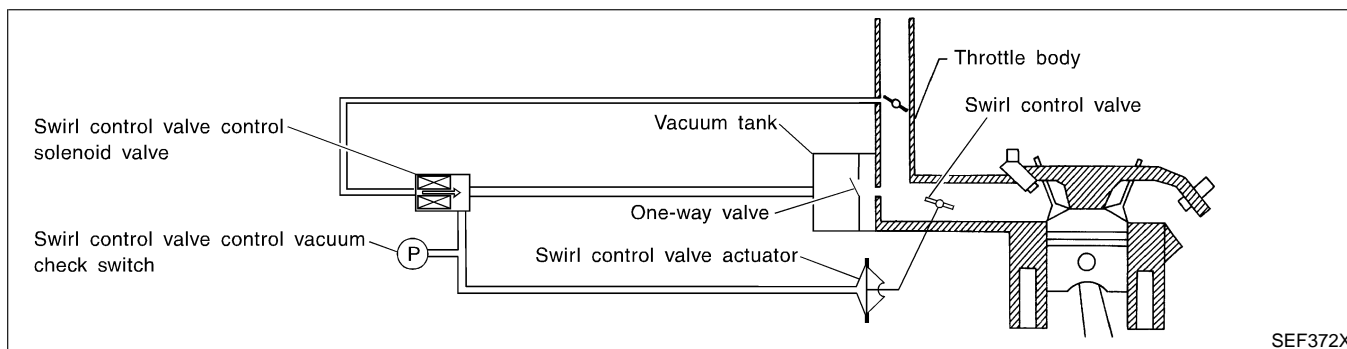
Component Description

NFEC0532

The swirl control valve control vacuum check switch detects vacuum signal to the swirl control valve, and sends "ON" or "OFF" signal to the ECM.

When vacuum is supplied to the valve, the swirl control valve control vacuum check switch sends "OFF" signal to the ECM.

The swirl control valve control vacuum check switch is not used to control the engine system, it is used for on board diagnosis.



CONSULT-II Reference Value in Data Monitor Mode

NFEC0533

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
SWL CON VC SW	<ul style="list-style-type: none"> Engine speed: Idle Engine coolant temperature is between 15°C (59°F) to 50°C (122°F). 	OFF
	<ul style="list-style-type: none"> Engine speed: Idle Engine coolant temperature is above 55°C (131°F). 	ON

On Board Diagnosis Logic

NFEC0535

Malfunction is detected when the swirl control valve control vacuum check switch remains "OFF" under specified engine conditions.

Possible Cause

NFEC0536

- Harness or connectors
(Swirl control valve control vacuum check switch circuit is open.)
- Hoses
(Hoses are clogged or connected incorrectly.)
- Swirl control valve control solenoid valve
- Swirl control valve control vacuum check switch

DTC P1165 SWIRL CONTROL VALVE CONTROL VACUUM CHECK SWITCH FOR CALIFORNIA

DTC Confirmation Procedure

3	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm

SEF058Y

DTC Confirmation Procedure

NFEC0537

NOTE:

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:

Always perform the test at a temperature above 5°C (41°F).

Ⓜ WITH CONSULT-II

NFEC0537S01

- 1) Turn ignition switch "OFF" and wait at least 10 seconds.
- 2) Turn ignition switch "ON".
- 3) Select "DATA MONITOR" mode with CONSULT-II and wait at least 5 seconds.
If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-559.

Ⓜ WITH GST

NFEC0537S02

Follow the procedure "WITH CONSULT-II" above.

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DTC P1165 SWIRL CONTROL VALVE CONTROL VACUUM CHECK SWITCH FOR CALIFORNIA

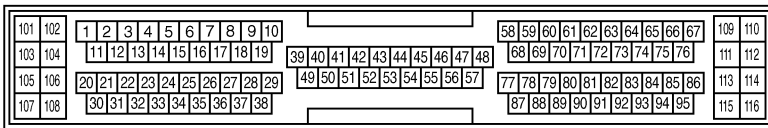
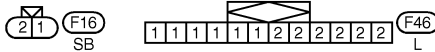
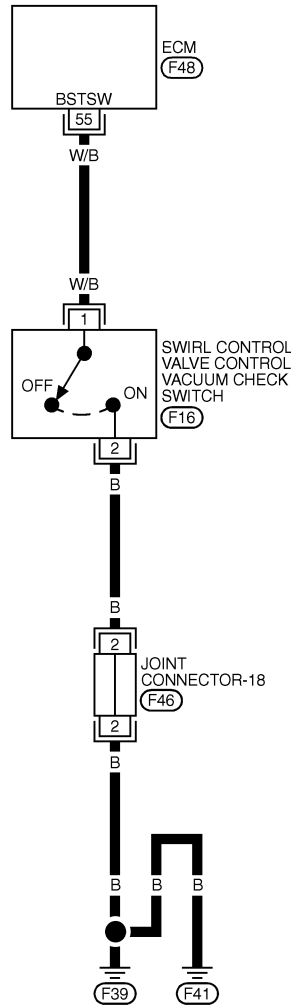
Wiring Diagram

Wiring Diagram

NFEC0538

EC-S/VCSW-01

— : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC



MEC750C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
55	W/B	SWIRL CONTROL VALVE CONTROL VACUUM CHECK SWITCH	ENGINE RUNNING AT IDLE SPEED WITH ENGINE COOLANT TEMPERATURE BETWEEN 15°C (59°F) AND 50°C (122°F).	APPROX. 5V
			ENGINE RUNNING AT IDLE SPEED WITH ENGINE COOLANT TEMPERATURE ABOVE 55°C (131°F).	0 - 1V

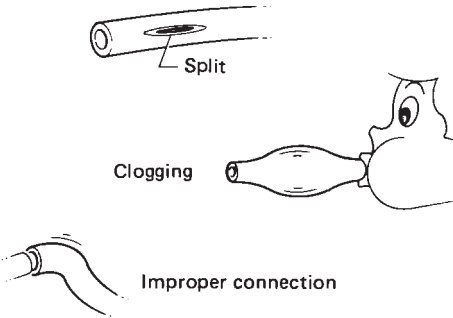
SEF628XB

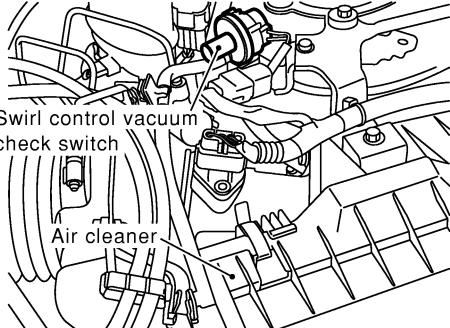
DTC P1165 SWIRL CONTROL VALVE CONTROL VACUUM CHECK SWITCH FOR CALIFORNIA

Diagnostic Procedure

Diagnostic Procedure

NFEC0539

1	CHECK HOSES		
		<p>1. Turn ignition switch "OFF".</p> <p>2. Check hose for clogging or improper connection.</p>	
			SEF109L
		OK or NG	
OK	▶	GO TO 2.	
NG	▶	Repair or reconnect the hose.	

2	CHECK SWIRL CONTROL VALVE CONTROL VACUUM CHECK SWITCH GROUND CIRCUIT FOR OPEN AND SHORT		
		1. Disconnect swirl control valve control vacuum check switch harness connector.	
			SEF273X
		<p>2. Check harness continuity between terminal 2 and ground. Refer to Wiring Diagram. Continuity should exist.</p> <p>3. Also check harness for short to ground and short to power.</p>	
		OK or NG	
OK	▶	GO TO 4.	
NG	▶	GO TO 3.	

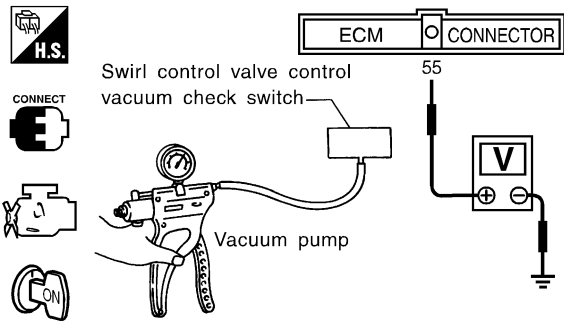
3	DETECT MALFUNCTIONING PART		
		<p>Check the following.</p> <ul style="list-style-type: none"> ● Joint connector-18 ● Harness for open or short between swirl control valve control vacuum check switch and engine ground 	
		▶	Repair open circuit, short to ground or short to power in harness connectors.

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DTC P1165 SWIRL CONTROL VALVE CONTROL VACUUM CHECK SWITCH FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

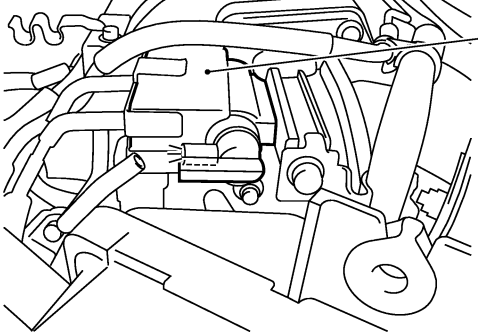
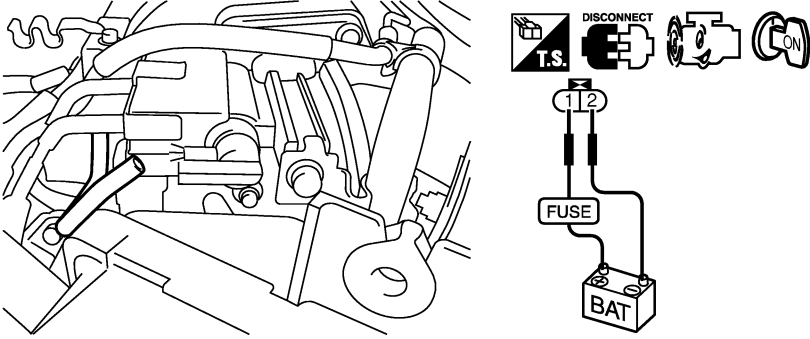
4	CHECK SWIRL CONTROL VALVE CONTROL VACUUM CHECK SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT
<ol style="list-style-type: none"> 1. Disconnect ECM harness connector. 2. Check harness continuity between ECM terminal 55 and swirl control valve control vacuum check switch terminal 1. Refer to Wiring Diagram. Continuity should exist. 3. Also check harness for short to ground and short to power. <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 5.
NG	▶ Repair open circuit, short to ground or short to power in harness connectors.

5	CHECK SWIRL CONTROL VALVE CONTROL VACUUM CHECK SWITCH
<ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Disconnect vacuum hose connected to swirl control valve control vacuum check switch. 3. Attach vacuum pump to swirl control valve control vacuum check switch. 4. Turn ignition switch "ON". 5. Check voltage between ECM terminal 55 and ground under the following conditions. 	
	
SEF709X	
OK or NG	
OK	▶ GO TO 6.
NG	▶ Replace swirl control valve control vacuum check switch.

Applied pressure	Voltage V
More than -20.0 kPa (-150 mmHg, -5.91 inHg)	Engine ground
-20.0 to -23.0 kPa (-150 to -172 mmHg, -5.91 to -6.77 inHg)	Engine ground or Approx. 4.8
Less than -23.0 kPa (-172 mmHg, -6.77 inHg)	Approx. 4.8

DTC P1165 SWIRL CONTROL VALVE CONTROL VACUUM CHECK SWITCH FOR CALIFORNIA

Diagnostic Procedure (Cont'd)

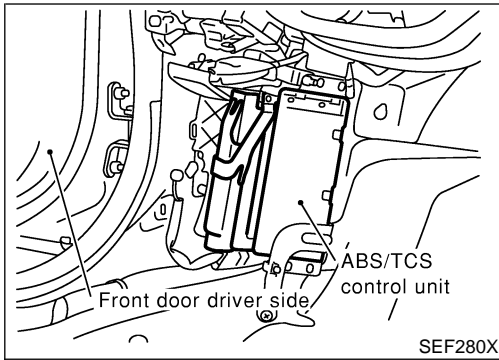
6	CHECK SWIRL CONTROL VALVE CONTROL SOLENOID VALVE							
<p>Ⓟ With CONSULT-II</p> <ol style="list-style-type: none"> 1. Reconnect the disconnected harness connectors. 2. Start engine and let it idle. 3. Remove vacuum hose connected to swirl control valve actuator. 4. Select "SWIRL CONT SOL/V" in "ACTIVE TEST" mode with CONSULT-II. 5. Touch "ON" and "OFF" on CONSULT-II screen. 6. Check vacuum existence and operation delay time under the following conditions. 								
								
		<table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <th>SWIRL CONT SOL/V</th> <th>Vacuum</th> </tr> <tr> <td>ON</td> <td>should exist.</td> </tr> <tr> <td>OFF</td> <td>should not exist.</td> </tr> </table> <p style="text-align: center;">Operation takes less than 1 second.</p>	SWIRL CONT SOL/V	Vacuum	ON	should exist.	OFF	should not exist.
SWIRL CONT SOL/V	Vacuum							
ON	should exist.							
OFF	should not exist.							
SEF046Y								
<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Reconnect ECM harness connector. 2. Remove vacuum hose connected to swirl control valve actuator. 3. Start engine and let it idle. 4. Apply 12V of direct current between swirl control valve control solenoid valve terminals and 2. 5. Check vacuum existence and operation delay time under the following conditions. 								
								
		<table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <th>Condition</th> <th>Vacuum</th> </tr> <tr> <td>12V direct current supply</td> <td>Should exist.</td> </tr> <tr> <td>No supply</td> <td>Should not exist.</td> </tr> </table> <p style="text-align: center;">Operation takes less than 1 second.</p>	Condition	Vacuum	12V direct current supply	Should exist.	No supply	Should not exist.
Condition	Vacuum							
12V direct current supply	Should exist.							
No supply	Should not exist.							
SEF047Y								
OK or NG								
OK	▶	GO TO 7.						
NG	▶	Replace intake manifold collector assembly.						

7	CHECK INTERMITTENT INCIDENT	
Perform "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.		
		▶ INSPECTION END

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DTC P1211 ABS/TCS CONTROL UNIT

Description



Description

The malfunction information related to ABS/TCS control unit is transferred through the line (LAN) from ABS/TCS control unit to ECM. NFEC0540

Be sure to erase the malfunction information such as DTC not only for ABS/TCS control unit but also for ECM after the ABS/TCS related repair.

DTC ERASING PROCEDURE FOR ABS/TCS RELATED REPAIR

- 1) Turn ignition switch "OFF" and then turn it "ON". NFEC0540S01
- 2) Connect CONSULT-II and select "ABS".
- 3) Select "ABS" and touch "SELF-DIAG RESULTS".
- 4) Touch "ERASE".
- 5) Touch "BACK" then erase malfunction code which has been stored in the TCM or ECM.

On Board Diagnosis Logic

Freeze frame data is not stored in the ECM for the ABS/TCS control unit. The MIL will not light up for ABS/TCS control unit. Malfunction is detected when NFEC0542

(Malfunction A) ECM receives incorrect voltage from ABS/TCS control unit continuously,

(Malfunction B) TCS operation (Fuel cut) continues for an abnormally long time.

Possible Cause

- ABS/TCS control unit NFEC0543
- TCS related parts (Refer to BR section.)

3	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm

SEF058Y

DTC Confirmation Procedure

Perform "Procedure for malfunction A" first. If the 1st trip DTC cannot be confirmed, perform "Overall Function Check", "Procedure for malfunction B". NFEC0544

PROCEDURE FOR MALFUNCTION A

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is more than 10.5V at idle. NFEC0544S01

With CONSULT-II

- 1) Turn ignition switch "ON". NFEC0544S0101

DTC P1211 ABS/TCS CONTROL UNIT

DTC Confirmation Procedure (Cont'd)

- 2) Select "DATA MONITOR" mode with CONSULT-II.
- 3) Start engine and let it idle for at least 3 seconds.
- 4) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-563.

GI

MA

EM

LC

Overall Function Check

Use this procedure to check the overall function of ABS/TCS control unit. During this check, a DTC might not be confirmed.

NFEC0545

EC

PROCEDURE FOR MALFUNCTION B

NFEC0545S01

FE

- 1) Lift up driving wheels.
- 2) Start engine and warm it up to normal operating temperature.
- 3) Place TCS OFF switch in "ON" position.
- 4) Drive vehicle with "D" position (OD "ON" or "OFF") and check engine running conditions as follows.

CL

MT

Engine speed ("D" position)	Engine running condition
Idle	Normal
More than 1,600 rpm	Rough

AT

- 5) If NG, go to "Diagnostic Procedure", EC-563.

AX

SU

BR

Diagnostic Procedure

If the trouble is duplicated after "Procedure for malfunction A", perform "Procedure A". If the trouble is duplicated after "Procedure for malfunction B", perform "Procedure B".

NFEC0546

ST

RS

PROCEDURE A

Go to "SELF-DIAGNOSIS PROCEDURE" of "TROUBLE DIAGNOSES" in BR section.

NFEC0546S01

BT

PROCEDURE B

NFEC0546S02

HA

1	CHECK DRIVING CONDITION	
Ask a customer if he or she has driven the vehicle under abnormal condition such as:		
<ul style="list-style-type: none"> ● driving with front wheels slipping for a long time. ● driving with front wheels lifted up for a long time. 		
Yes or No		
Yes	▶	INSPECTION END (NO FAILURE)
No	▶	Go to BR-154, "Poor Acceleration".

SC

EL

IDX

DTC P1212 ABS/TCS COMMUNICATION LINE

Description

Description

This circuit line is used to control the smooth engine operation of ABS/TCS during the TCS operation. Pulse signals are exchanged between ECM and ABS/TCS control unit. NFEC0547

Be sure to erase the malfunction information such as DTC not only in ABS/TCS control unit but also ECM after the ABS/TCS related repair.

DTC ERASING PROCEDURE FOR ABS/TCS RELATED REPAIR

- 1) Turn ignition switch "OFF" and then turn it "ON". NFEC0547S01
- 2) Connect CONSULT-II and select "ABS".
- 3) Select "ABS" and touch "SELF-DIAG RESULTS".
- 4) Touch "ERASE".
- 5) Touch "BACK" then erase malfunction code which has been stored in the TCM or ECM.

On Board Diagnosis Logic

Freeze frame data is not stored in the ECM for the ABS/TCS communication line. The MIL will not light up for the ABS/TCS communication line. NFEC0549

Malfunction is detected when ECM receives incorrect voltage from ABS/TCS control unit continuously.

Possible Cause

- Harness or connectors
(The communication line circuit between ECM and ABS/TCS control unit is open or shorted.) NFEC0550
- ABS/TCS control unit
- Dead (Weak) battery

3	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm

SEF058Y

DTC Confirmation Procedure

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is more than 10.5V at idle. NFEC0551

WITH CONSULT-II

- 1) Turn ignition switch "ON". NFEC0551S01
- 2) Select "DATA MONITOR" mode with CONSULT-II.
- 3) Start engine and let it idle for at least 3 seconds.
- 4) If a 1st trip DTC is detected, go to "Diagnostic Procedure", EC-566.

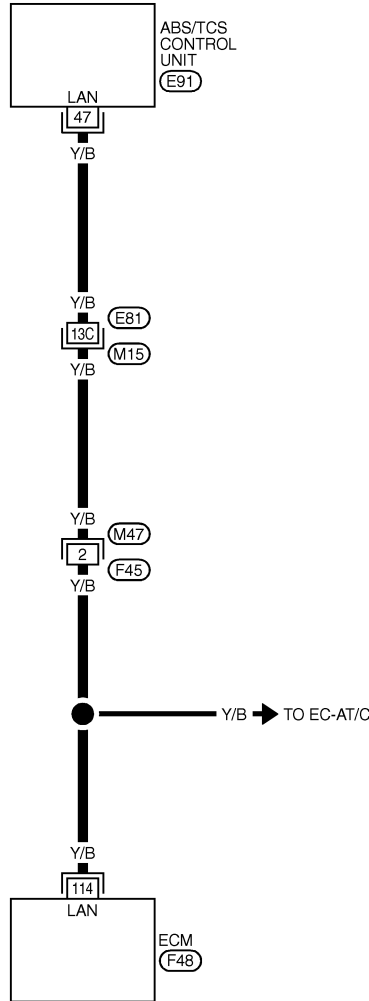
DTC P1212 ABS/TCS COMMUNICATION LINE

Wiring Diagram

Wiring Diagram

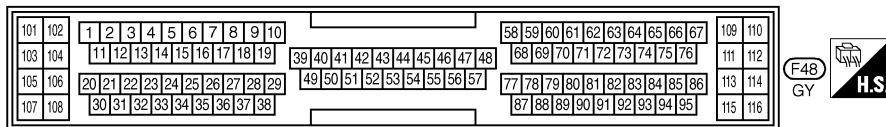
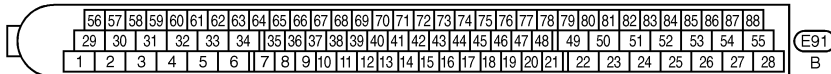
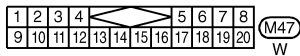
NFEC0552

EC-TCS-01



— : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC

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REFER TO THE FOLLOWING.
 (M15), (E81) -SUPER
 MULTIPLE JUNCTION (SMJ)

MEC758C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
114	Y/B	COMMUNICATION LINE (LAN)	ENGINE RUNNING AT IDLE SPEED	APPROX. 2V

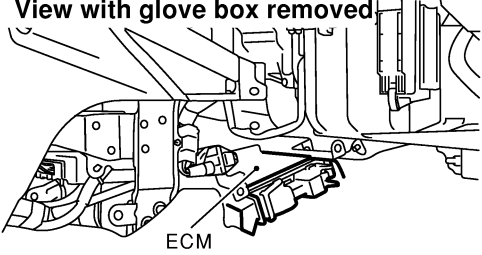
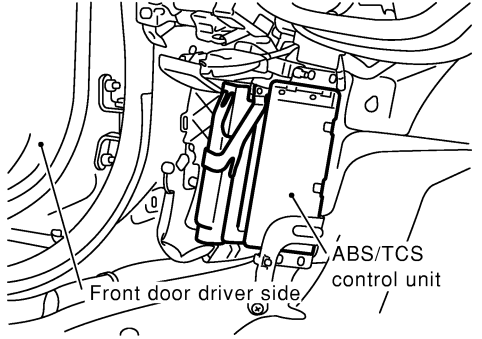
SEF629XB

DTC P1212 ABS/TCS COMMUNICATION LINE

Diagnostic Procedure

Diagnostic Procedure

NFEC0553

1	CHECK INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT
<p>1. Turn ignition switch "OFF". 2. Disconnect ECM harness connector and ABS/TCS control unit harness connector.</p> <p style="text-align: center;">View with glove box removed</p>  <p style="text-align: center;">ECM</p>  <p style="text-align: center;">Front door driver side ABS/TCS control unit</p> <p style="text-align: right;">SEF270X</p> <p style="text-align: right;">SEF280X</p> <p>3. Check harness continuity between ECM terminal 114 and ABS/TCS control unit terminal 47. Continuity should exist. 4. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 3.
NG	▶ GO TO 2.

2	DETECT MALFUNCTIONING PART
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors E81, M15 ● Harness connectors M47, F45 ● Check harness for open or short between ECM and ABS/TCS control unit. 	
▶	Repair open circuit or short to ground or short to power in harness or connectors.

3	CHECK INTERMITTENT INCIDENT
<p>Perform "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.</p>	
▶	INSPECTION END

DTC P1217 ENGINE OVER TEMPERATURE (OVERHEAT)

System Description

System Description

COOLING FAN CONTROL

NFEC0554

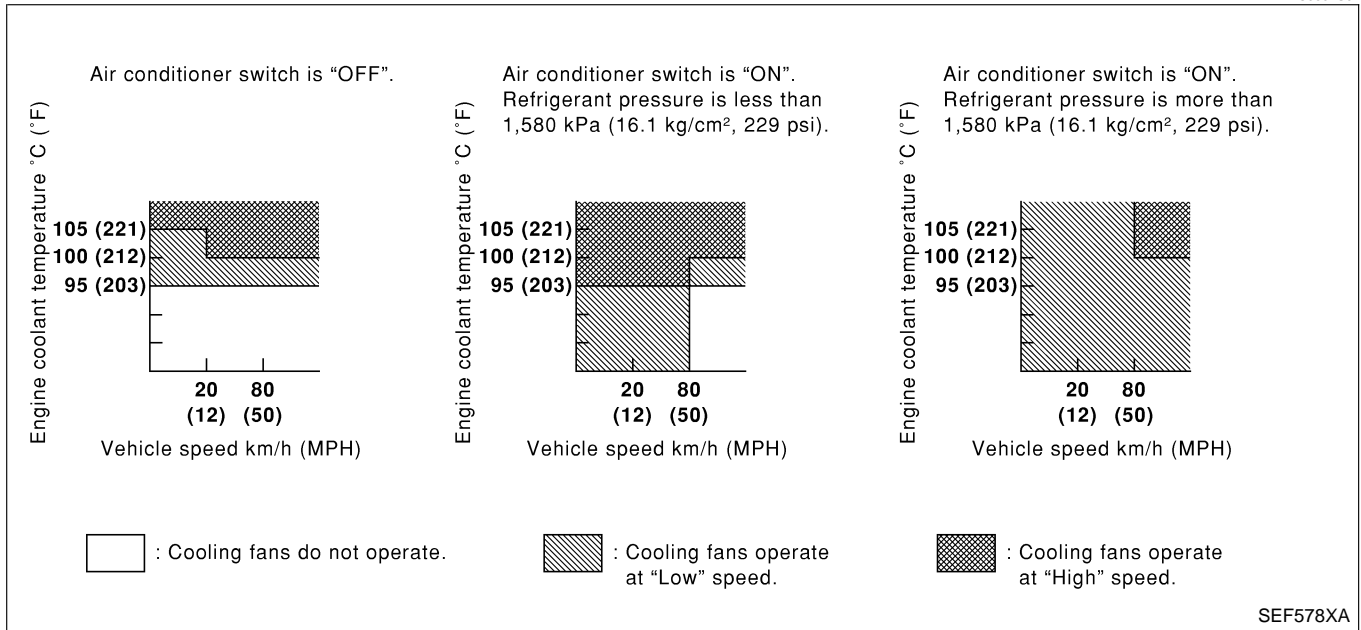
NFEC0554S01

Sensor	Input Signal to ECM	ECM function	Actuator
Vehicle speed sensor	Vehicle speed	Cooling fan control	Cooling fan relay(s)
Engine coolant temperature sensor	Engine coolant temperature		
Air conditioner switch	Air conditioner "ON" signal		
Ignition switch	Start signal		

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

OPERATION

NFEC0554S02



SEF578XA

CONSULT-II Reference Value in Data Monitor Mode

Specification data are reference values.

NFEC0555

MONITOR ITEM	CONDITION	SPECIFICATION
AIR COND SIG	● Engine: After warming up, idle the engine	Air conditioner switch: OFF OFF
		Air conditioner switch: ON (Compressor operates) ON
COOLING FAN	● After warming up engine, idle the engine.	Engine coolant temperature is 94°C (201°F) or less OFF
	● Air conditioner switch: OFF	Engine coolant temperature is between 95°C (203°F) and 104°C (219°F) LOW
		Engine coolant temperature is 105°C (221°F) or more HIGH

DTC P1217 ENGINE OVER TEMPERATURE (OVERHEAT)

On Board Diagnosis Logic

On Board Diagnosis Logic

=NFEC0557

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.

Malfunction is detected when cooling fan does not operate properly (Overheat), cooling fan system does not operate properly (Overheat) and engine coolant was not added to the system using the proper filling method.

Possible Cause

NFEC0563

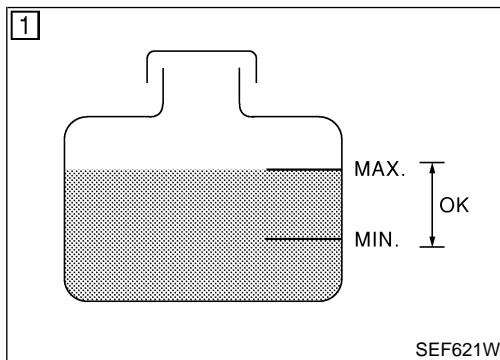
- Harness or connectors
(The cooling fan circuit is open or shorted.)
- Cooling fan
- Radiator hose
- Radiator
- Radiator cap
- Water pump
- Thermostat

For more information, refer to "MAIN 12 CAUSES OF OVERHEATING", EC-583.

CAUTION:

When a malfunction is indicated, be sure to replace the coolant following the procedure in the MA-14, "Changing Engine Coolant". Also, replace the engine oil.

- 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, "Anti-freeze Coolant Mixture Ratio".
- 2) After refilling coolant, run engine to ensure that no water-flow noise is emitted.



ACTIVE TEST	
COOLING FAN	OFF
MONITOR	
COOLAN TEMP/S	XXX °C

Overall Function Check

NFEC0558

Use this procedure to check the overall function of the cooling fan. During this check, a 1st trip DTC might not be confirmed.

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.

WITH CONSULT-II

NFEC0558S01

- 1) Check the coolant level in the reservoir tank and radiator.
Allow engine to cool before checking coolant level.
If the coolant level in the reservoir tank and/or radiator is below the proper range, skip the following steps and go to "Diagnostic Procedure", EC-572.
- 2) Confirm whether customer filled the coolant or not. If customer filled the coolant, skip the following steps and go to "Diagnostic Procedure", EC-572.
- 3) Turn ignition switch "ON".
- 4) Perform "COOLING FAN" in "ACTIVE TEST" mode with CONSULT-II.

DTC P1217 ENGINE OVER TEMPERATURE (OVERHEAT)

Overall Function Check (Cont'd)

5) If the results are NG, go to "Diagnostic Procedure", EC-572.

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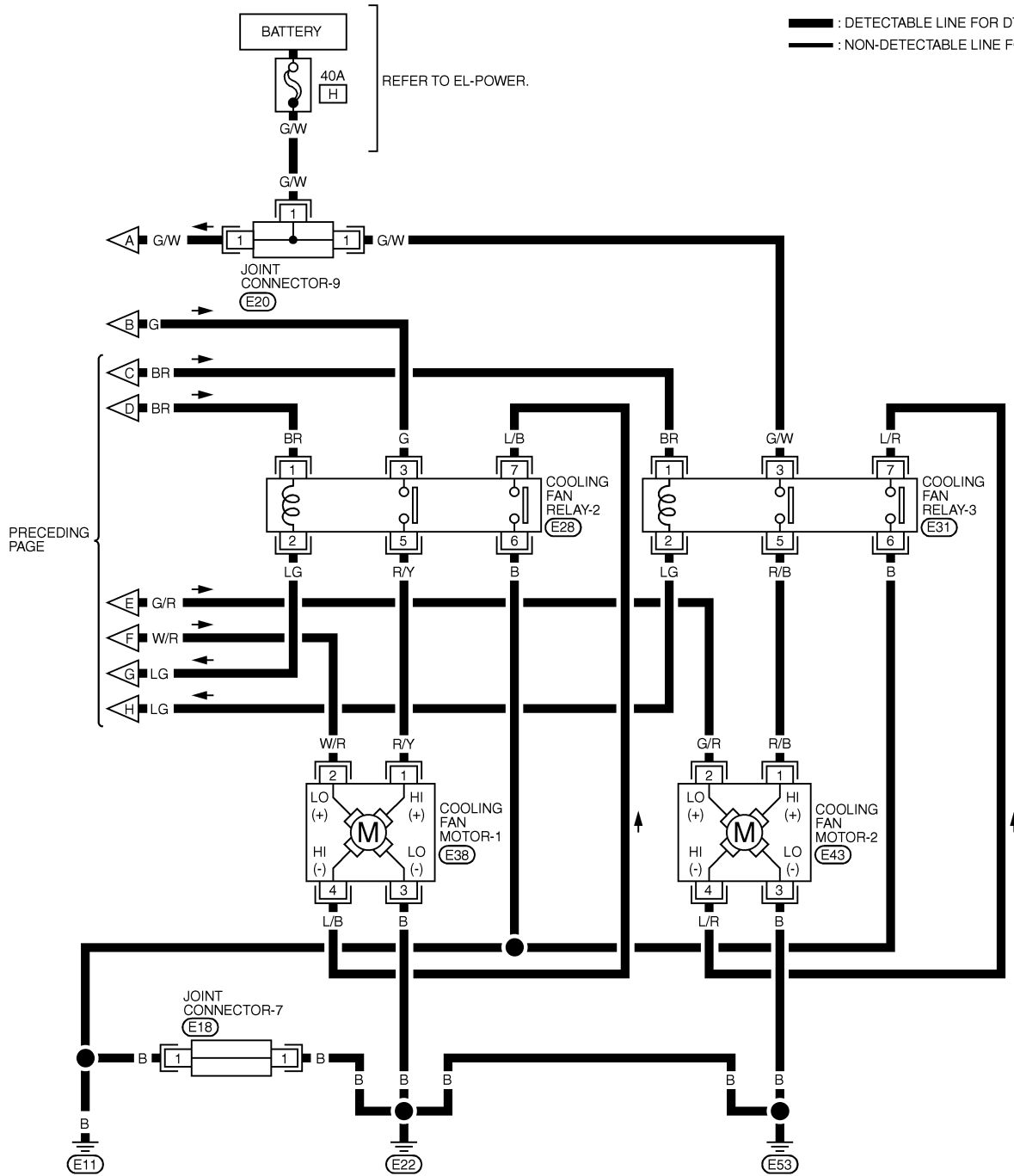
IDX

DTC P1217 ENGINE OVER TEMPERATURE (OVERHEAT)

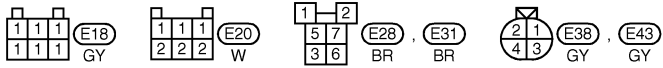
Wiring Diagram (Cont'd)

EC-COOL/F-02

— : DETECTABLE LINE FOR DTC
 - - - : NON-DETECTABLE LINE FOR DTC



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MEC879C

DTC P1217 ENGINE OVER TEMPERATURE (OVERHEAT)

Wiring Diagram (Cont'd)

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

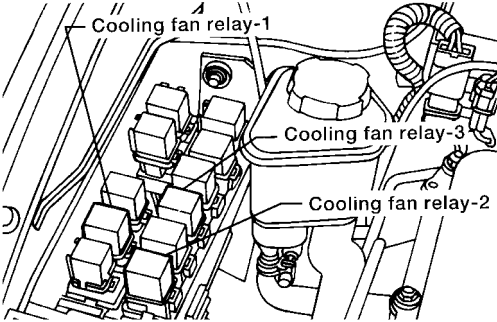
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
34	LG	COOLING FAN RELAY (HIGH)	ENGINE RUNNING WITH COOLING FAN NOT OPERATING	BATTERY VOLTAGE
			ENGINE RUNNING WITH COOLING FAN OPERATING AT HIGH SPEED	0 - 1.0V
35	BR/R	COOLING FAN RELAY (LOW)	ENGINE RUNNING WITH COOLING FAN NOT OPERATING	BATTERY VOLTAGE
			ENGINE RUNNING WITH COOLING FAN OPERATING AT LOW SPEED	0 - 1.0V

SEF630XB

Diagnostic Procedure

NFEC0560

1	INSPECTION START	
Do you have CONSULT-II?		
Yes or No		
Yes	▶	GO TO 2.
No	▶	GO TO 4.

2	CHECK COOLING FAN LOW SPEED OPERATION																									
<p>Ⓜ With CONSULT-II</p> <p>1. Disconnect cooling fan relays-2 and -3.</p>																										
																										
<p>2. Turn ignition switch "ON".</p> <p>3. Perform "COOLING FAN" in "ACTIVE TEST" mode with CONSULT-II.</p>																										
<table border="1"> <thead> <tr> <th colspan="2">ACTIVE TEST</th> </tr> <tr> <th>COOLING FAN</th> <th>OFF</th> </tr> <tr> <th colspan="2">MONITOR</th> </tr> <tr> <th>COOLANT TEMP/S</th> <th>XXX °C</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>			ACTIVE TEST		COOLING FAN	OFF	MONITOR		COOLANT TEMP/S	XXX °C																
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COOLING FAN	OFF																									
MONITOR																										
COOLANT TEMP/S	XXX °C																									
<p>4. Make sure that cooling fans-1 and -2 operate at low speed.</p>																										
OK or NG																										
OK	▶	GO TO 3.																								
NG	▶	Check cooling fan low speed control circuit. (Go to PROCEDURE A, EC-578.)																								

AEC707

SEF646X

DTC P1217 ENGINE OVER TEMPERATURE (OVERHEAT)

Diagnostic Procedure (Cont'd)

3	CHECK COOLING FAN HIGH SPEED OPERATION																									
<p>Ⓟ With CONSULT-II</p> <ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Reconnect cooling fan relays-2 and -3. 3. Disconnect cooling fan relay-1. 4. Turn ignition switch "ON". 5. Perform "COOLING FAN" in "ACTIVE TEST" mode with CONSULT-II. 																										
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th colspan="2">ACTIVE TEST</th> </tr> <tr> <th>COOLING FAN</th> <th>OFF</th> </tr> <tr> <th colspan="2">MONITOR</th> </tr> <tr> <th>COOLAN TEMP/S</th> <th>XXX °C</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>			ACTIVE TEST		COOLING FAN	OFF	MONITOR		COOLAN TEMP/S	XXX °C																
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COOLAN TEMP/S	XXX °C																									
SEF111X																										
<p>6. Make sure that cooling fans-1 and -2 operate at higher speed than low speed.</p> <p style="text-align: center;">OK or NG</p>																										
OK	▶	GO TO 6.																								
NG	▶	Check cooling fan high speed control circuit. (Go to PROCEDURE B, EC-581.)																								

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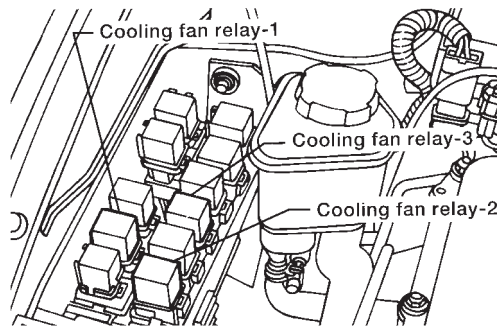
DTC P1217 ENGINE OVER TEMPERATURE (OVERHEAT)

Diagnostic Procedure (Cont'd)

4 CHECK COOLING FAN LOW SPEED OPERATION

⊗ Without CONSULT-II

1. Disconnect cooling fan relays-2 and -3.



AEC707

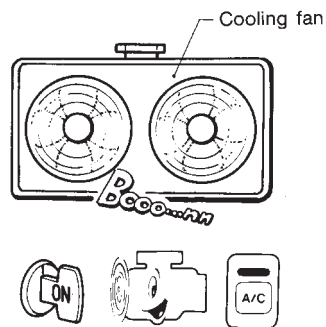
2. Start engine and let it idle.

3. Set temperature lever at full cold position.

4. Turn air conditioner switch "ON".

5. Turn blower fan switch "ON".

6. Make sure that cooling fans-1 and -2 operate at low speed.



SEC163BA

OK or NG

OK	▶	GO TO 5.
NG	▶	Check cooling fan low speed control circuit. (Go to PROCEDURE A, EC-578.)

DTC P1217 ENGINE OVER TEMPERATURE (OVERHEAT)

Diagnostic Procedure (Cont'd)

5	CHECK COOLING FAN HIGH SPEED OPERATION
<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none"> Turn ignition switch "OFF". Reconnect cooling fan relays-2 and -3. Disconnect cooling fan relay-1. Turn air conditioner switch and blower fan switch "OFF". Disconnect engine coolant temperature sensor harness connector. Connect 150Ω resistor to engine coolant temperature sensor harness connector. Restart engine and make sure that cooling fans-1 and -2 operate at higher speed than low speed. 	
MEF613EA	
OK or NG	
OK	▶ GO TO 6.
NG	▶ Check cooling fan high speed control circuit. (Go to PROCEDURE B, EC-581.)

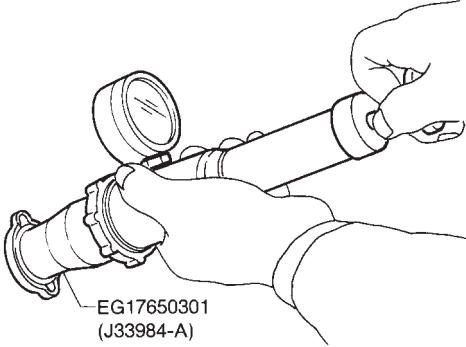
6	CHECK COOLING SYSTEM FOR LEAK
<p>Apply pressure to the cooling system with a tester, and check if the pressure drops.</p> <p>Testing pressure: 157 kPa (1.6 kg/cm², 23 psi)</p> <p>CAUTION: Higher than the specified pressure may cause radiator damage.</p>	
SLC754A	
<p>Pressure should not drop.</p> <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 8.
NG	▶ GO TO 7.

7	DETECT MALFUNCTIONING PART
<p>Check the following for leak.</p> <ul style="list-style-type: none"> Hose Radiator Water pump (Refer to LC-10, "Water Pump".) 	
	▶ Repair or replace.

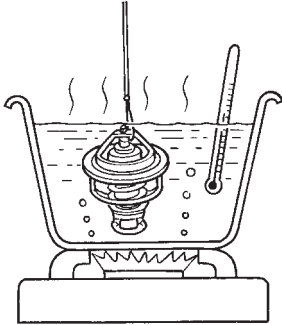
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DTC P1217 ENGINE OVER TEMPERATURE (OVERHEAT)

Diagnostic Procedure (Cont'd)

8	CHECK RADIATOR CAP
Apply pressure to cap with a tester and check radiator cap relief pressure.	
	
Radiator cap relief pressure: 59 - 98 kPa (0.6 - 1.0 kg/cm², 9 - 14 psi)	
OK or NG	
OK	▶ GO TO 9.
NG	▶ Replace radiator cap.

SLC755A

9	CHECK THERMOSTAT
1. Remove thermostat. 2. Check valve seating condition at normal room temperatures. It should seat tightly. 3. Check valve opening temperature and valve lift.	
	
Valve opening temperature: 82°C (180°F) [standard] Valve lift: More than 8.6 mm/95°C (0.339 in/203°F)	
4. Check if valve is closed at 5°C (9°F) below valve opening temperature. For details, refer to LC-14, "Thermostat".	
OK or NG	
OK	▶ GO TO 10.
NG	▶ Replace thermostat.

SLC343

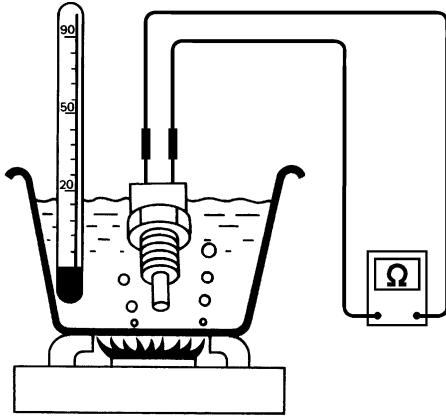
DTC P1217 ENGINE OVER TEMPERATURE (OVERHEAT)

Diagnostic Procedure (Cont'd)

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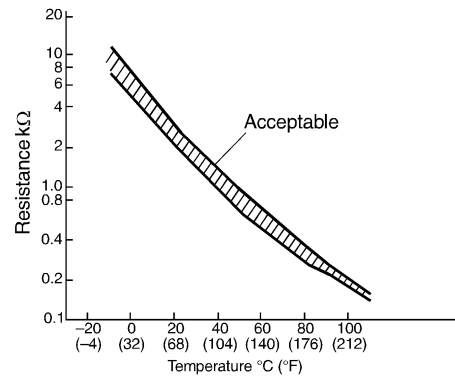
10 CHECK ENGINE COOLANT TEMPERATURE SENSOR

1. Remove engine coolant temperature sensor.
2. Check resistance between engine coolant temperature sensor terminals 1 and 2 as shown in the figure.



<Reference data>

Temperature °C (°F)	Resistance kΩ
20 (68)	2.1 - 2.9
50 (122)	0.68 - 1.00
90 (194)	0.236 - 0.260



SEF304X

OK or NG

- | | | |
|----|---|--------------------------------------------|
| OK | ▶ | GO TO 11. |
| NG | ▶ | Replace engine coolant temperature sensor. |

11 CHECK MAIN 12 CAUSES

If the cause cannot be isolated, go to "MAIN 12 CAUSES OF OVERHEATING", EC-583.

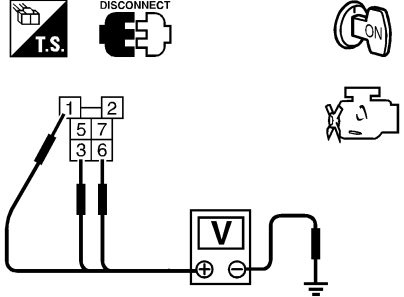
▶ INSPECTION END

DTC P1217 ENGINE OVER TEMPERATURE (OVERHEAT)

Diagnostic Procedure (Cont'd)

PROCEDURE A

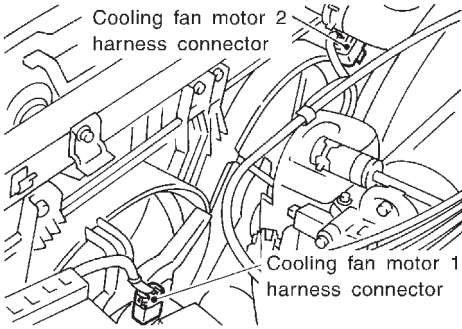
=NFEC0560S01

1	CHECK COOLING FAN POWER SUPPLY CIRCUIT
<p>1. Turn ignition switch "OFF". 2. Disconnect cooling fan relay-1. 3. Turn ignition switch "ON". 4. Check voltage between cooling fan relay-1 terminals 1, 3, 6 and ground with CONSULT-II or tester.</p>	
 <p>Voltage: Battery voltage</p>	
SEF590X	
OK or NG	
OK	▶ GO TO 3.
NG	▶ GO TO 2.

2	DETECT MALFUNCTIONING PART
<p>Check the following.</p> <ul style="list-style-type: none">● Joint connector-8● Joint connector-9● 15A fuse● 40A fusible links● Harness for open or short between cooling fan relay-1 and fuse● Harness for open or short between cooling fan relay-1 and battery	
	▶ Repair open circuit or short to ground or short to power in harness or connectors.

DTC P1217 ENGINE OVER TEMPERATURE (OVERHEAT)

Diagnostic Procedure (Cont'd)

3	CHECK COOLING FAN GROUND CIRCUIT FOR OPEN AND SHORT	
<ol style="list-style-type: none"> Turn ignition switch "OFF". Disconnect cooling fan motor-1 harness connector and cooling fan motor-2 harness connector. 		
		
SEF304V		
<ol style="list-style-type: none"> Check harness continuity between cooling fan relay-1 terminal 5 and cooling fan motor-1 terminal 2, cooling fan motor-1 terminal 3 and body ground. Refer to Wiring Diagram. Continuity should exist. Also check harness for short to ground and short to power. Check harness continuity between cooling fan relay-1 terminal 7 and cooling fan motor-2 terminal 2, cooling fan motor-2 terminal 3 and body ground. Refer to Wiring Diagram. Continuity should exist. Also check harness for short to ground and short to power. 		
OK or NG		
OK	▶	GO TO 4.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

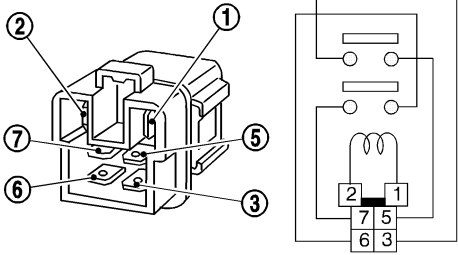
4	CHECK COOLING FAN OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT	
<ol style="list-style-type: none"> Disconnect ECM harness connector. Check harness continuity between ECM terminal 35 and cooling fan relay-1 terminal 2. Refer to Wiring Diagram. Continuity should exist. Also check harness for short to ground and short to power. 		
OK or NG		
OK	▶	GO TO 6.
NG	▶	GO TO 5.

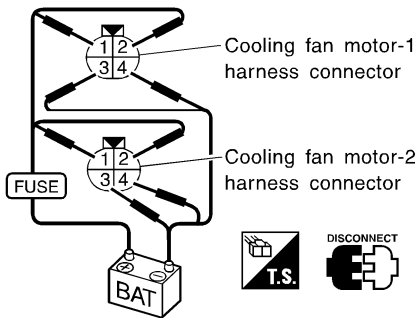
5	DETECT MALFUNCTIONING PART	
Check the following. <ul style="list-style-type: none"> Harness connectors E8, F17 Harness for open or short between cooling fan relay-1 and ECM 		
	▶	Repair open circuit or short to ground or short to power in harness or connectors.

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DTC P1217 ENGINE OVER TEMPERATURE (OVERHEAT)

Diagnostic Procedure (Cont'd)

6	CHECK COOLING FAN RELAY-1								
Check continuity between cooling fan relay-1 terminals 3 and 5, 6 and 7 under the following conditions.									
		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 70%;">Conditions</th> <th style="width: 30%;">Continuity</th> </tr> </thead> <tbody> <tr> <td>12V direct current supply between terminals 1 and 2</td> <td style="text-align: center;">Yes</td> </tr> <tr> <td>No current supply</td> <td style="text-align: center;">No</td> </tr> </tbody> </table>		Conditions	Continuity	12V direct current supply between terminals 1 and 2	Yes	No current supply	No
Conditions	Continuity								
12V direct current supply between terminals 1 and 2	Yes								
No current supply	No								
SEF591X									
OK or NG									
OK	▶	GO TO 7.							
NG	▶	Replace cooling fan relay.							

7	CHECK COOLING FAN MOTORS-1 AND -2																						
Supply battery voltage between the following terminals and check operation.																							
		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2"></th> <th rowspan="2">Speed</th> <th colspan="2">Terminals</th> </tr> <tr> <th>(+)</th> <th>(-)</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Cooling fan motor-1</td> <td>Low</td> <td style="text-align: center;">2</td> <td style="text-align: center;">3</td> </tr> <tr> <td>High</td> <td style="text-align: center;">1, 2</td> <td style="text-align: center;">3, 4</td> </tr> <tr> <td rowspan="2">Cooling fan motor-2</td> <td>Low</td> <td style="text-align: center;">2</td> <td style="text-align: center;">3</td> </tr> <tr> <td>High</td> <td style="text-align: center;">1, 2</td> <td style="text-align: center;">3, 4</td> </tr> </tbody> </table>			Speed	Terminals		(+)	(-)	Cooling fan motor-1	Low	2	3	High	1, 2	3, 4	Cooling fan motor-2	Low	2	3	High	1, 2	3, 4
	Speed	Terminals																					
		(+)	(-)																				
Cooling fan motor-1	Low	2	3																				
	High	1, 2	3, 4																				
Cooling fan motor-2	Low	2	3																				
	High	1, 2	3, 4																				
SEF592X																							
OK or NG																							
OK	▶	GO TO 8.																					
NG	▶	Replace cooling fan motors.																					

8	CHECK INTERMITTENT INCIDENT		
Perform "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.			
▶		INSPECTION END	

DTC P1217 ENGINE OVER TEMPERATURE (OVERHEAT)

Diagnostic Procedure (Cont'd)

PROCEDURE B

=NFEC0560S02

1	CHECK COOLING FAN POWER SUPPLY CIRCUIT	
<p>1. Turn ignition switch "OFF". 2. Disconnect cooling fan relays-2 and -3. 3. Turn ignition switch "ON". 4. Check voltage between cooling fan relays-2 and -3 terminals 1, 3 and ground with CONSULT-II or tester.</p>		
OK or NG		
OK	▶	GO TO 3.
NG	▶	GO TO 2.

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SEF593X

2	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ul style="list-style-type: none"> ● Joint connector-8 ● Joint connector-9 ● Harness for open or short between cooling fan relays-2 and joint connectors-8, -9 ● Harness for open or short between cooling fan relays-3 and joint connectors-8, -9 		
▶		Repair harness or connectors.

AT

AX

SU

3	CHECK COOLING FAN GROUND CIRCUIT FOR OPEN AND SHORT	
<p>1. Turn ignition switch "OFF". 2. Disconnect cooling fan motor-1 harness connector and cooling fan motor-2 harness connector. 3. Check harness continuity between cooling fan relay-2 terminal 5 and cooling fan motor-1 terminal 1, cooling fan relay-2 terminal 7 and cooling fan motor-1 terminal 4, cooling fan relay-2 terminal 6 and body ground. Refer to Wiring Diagram. Continuity should exist. 4. Also check harness for short to ground and short to power. 5. Check harness continuity between cooling fan relay-3 terminal 5 and cooling fan motor-2 terminal 1, cooling fan relay-3 terminal 7 and cooling fan motor-2 terminal 4, cooling fan relay-3 terminal 6 and body ground. Refer to Wiring Diagram. Continuity should exist. 6. Also check harness for short to ground and short to power.</p>		
OK or NG		
OK	▶	GO TO 4.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

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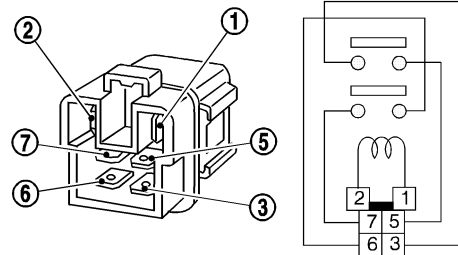
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DTC P1217 ENGINE OVER TEMPERATURE (OVERHEAT)

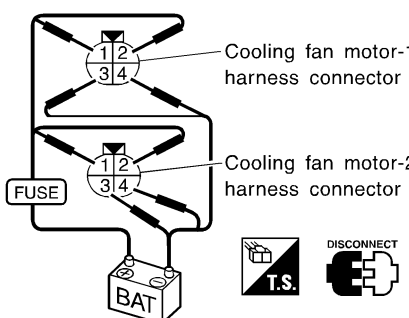
Diagnostic Procedure (Cont'd)

4	CHECK COOLING FAN OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT	
1. Disconnect ECM harness connector. 2. Check harness continuity between ECM terminal 34 and cooling fan relay-2 terminal 2, cooling fan relay-3 terminal 2. Refer to Wiring Diagram. Continuity should exist. 3. Also check harness for short to ground and short to power.		
OK or NG		
OK	▶	GO TO 6.
NG	▶	GO TO 5.

5	DETECT MALFUNCTIONING PART	
Check the following. <ul style="list-style-type: none"> ● Harness connectors E8, E17 ● Joint connector-10 ● Harness for open or short between cooling fan relays-2 and -3 and ECM 		
▶		Repair open circuit or short to ground or short to power in harness or connectors.

6	CHECK COOLING FAN RELAYS-2 AND -3	
Check continuity between cooling fan relay-2, -3 terminals 3 and 5, 6 and 7 under the following conditions.		
		
SEF591X		
OK or NG		
OK	▶	GO TO 7.
NG	▶	Replace cooling fan relays.

Conditions	Continuity
12V direct current supply between terminals 1 and 2	Yes
No current supply	No

7	CHECK COOLING FAN MOTORS	
Supply battery voltage between the following terminals and check operation.		
		
SEF592X		
OK or NG		
OK	▶	GO TO 8.
NG	▶	Replace cooling fan motors.

	Speed	Terminals	
		(+)	(-)
Cooling fan motor-1	Low	2	3
	High	1, 2	3, 4
Cooling fan motor-2	Low	2	3
	High	1, 2	3, 4

DTC P1217 ENGINE OVER TEMPERATURE (OVERHEAT)

Diagnostic Procedure (Cont'd)

8	CHECK INTERMITTENT INCIDENT
1. Perform "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
	INSPECTION END

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Main 12 Causes of Overheating

NFEC0561

Engine	Step	Inspection item	Equipment	Standard	Reference page
OFF	1	<ul style="list-style-type: none"> Blocked radiator Blocked condenser Blocked radiator grille Blocked bumper 	<ul style="list-style-type: none"> Visual 	No blocking	—
	2	<ul style="list-style-type: none"> Coolant mixture 	<ul style="list-style-type: none"> Coolant tester 	50 - 50% coolant mixture	See MA-11, "RECOMMENDED FLUIDS AND LUBRICANTS".
	3	<ul style="list-style-type: none"> Coolant level 	<ul style="list-style-type: none"> Visual 	Coolant up to MAX level in reservoir tank and radiator filler neck	See MA-14, "Changing Engine Coolant".
	4	<ul style="list-style-type: none"> Radiator cap 	<ul style="list-style-type: none"> Pressure tester 	59 - 98 kPa (0.6 - 1.0 kg/cm ² , 9 - 14 psi) (Limit)	See LC-9, "System Check".
ON*2	5	<ul style="list-style-type: none"> Coolant leaks 	<ul style="list-style-type: none"> Visual 	No leaks	See LC-9, "System Check".
ON*2	6	<ul style="list-style-type: none"> Thermostat 	<ul style="list-style-type: none"> Touch the upper and lower radiator hoses 	Both hoses should be hot	See LC-14, "Thermostat" and LC-16, "Radiator".
ON*1	7	<ul style="list-style-type: none"> Cooling fan 	<ul style="list-style-type: none"> CONSULT-II 	Operating	See trouble diagnosis for DTC P1217 (EC-567).
OFF	8	<ul style="list-style-type: none"> Combustion gas leak 	<ul style="list-style-type: none"> Color checker chemical tester 4 Gas analyzer 	Negative	—
ON*3	9	<ul style="list-style-type: none"> Coolant temperature gauge 	<ul style="list-style-type: none"> Visual 	Gauge less than 3/4 when driving	—
		<ul style="list-style-type: none"> Coolant overflow to reservoir tank 	<ul style="list-style-type: none"> Visual 	No overflow during driving and idling	See MA-14, "Changing Engine Coolant".
OFF*4	10	<ul style="list-style-type: none"> Coolant return from reservoir tank to radiator 	<ul style="list-style-type: none"> Visual 	Should be initial level in reservoir tank	See MA-13, "ENGINE MAINTENANCE".
OFF	11	<ul style="list-style-type: none"> Cylinder head 	<ul style="list-style-type: none"> Straight gauge feeler gauge 	0.1 mm (0.004 in) Maximum distortion (warping)	See EM-42, "Inspection".
	12	<ul style="list-style-type: none"> Cylinder block and pistons 	<ul style="list-style-type: none"> Visual 	No scuffing on cylinder walls or piston	See EM-61, "Inspection".

*1: Turn the ignition switch ON.

*2: Engine running at 3,000 rpm for 10 minutes.

*3: Drive at 90 km/h (55 MPH) for 30 minutes and then let idle for 10 minutes.

*4: After 60 minutes of cool down time.

For more information, refer to LC-21, "OVERHEATING CAUSE ANALYSIS".

DTC P1320 IGNITION SIGNAL

Component Description

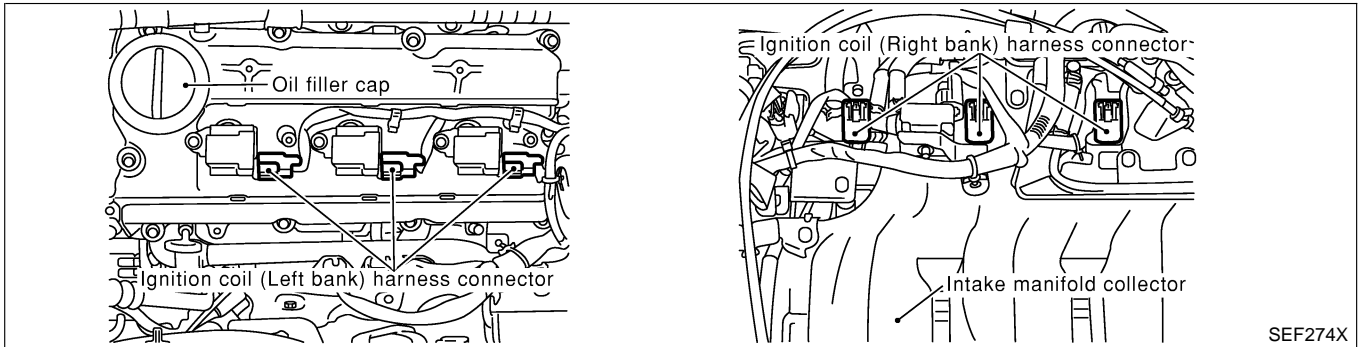
Component Description

NFEC0286

IGNITION COIL & POWER TRANSISTOR

NFEC0286S01

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.



On Board Diagnosis Logic

NFEC0288

Malfunction is detected when the ignition signal in the primary circuit is not sent to ECM during engine cranking or running.

Possible Cause

NFEC0572

- Harness or connectors (The ignition primary circuit is open or shorted.)
- Power transistor unit built into ignition coil
- Condenser
- Crankshaft position sensor (REF)
- Crankshaft position sensor (REF) circuit

3	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm

SEF058Y

DTC Confirmation Procedure

NFEC0289

NOTE:

- If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.
- If DTC P1320 is displayed with DTC P0335, P0340, P1335 or P1336, perform trouble diagnosis for DTC P0335, P0340, P1335 or P1336 first. Refer to EC-397, EC-405, EC-595 or EC-601.

DTC P1320 IGNITION SIGNAL

DTC Confirmation Procedure (Cont'd)

WITH CONSULT-II

NFEC0289S01

- 1) Turn ignition switch "ON".
- 2) Select "DATA MONITOR" mode with CONSULT-II.
- 3) Start engine. (If engine does not run, turn ignition switch to "START" for at least 5 seconds.)
- 4) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-589.

GI

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WITH GST

NFEC0289S02

Follow the procedure "WITH CONSULT-II" above.

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DTC P1320 IGNITION SIGNAL

Wiring Diagram

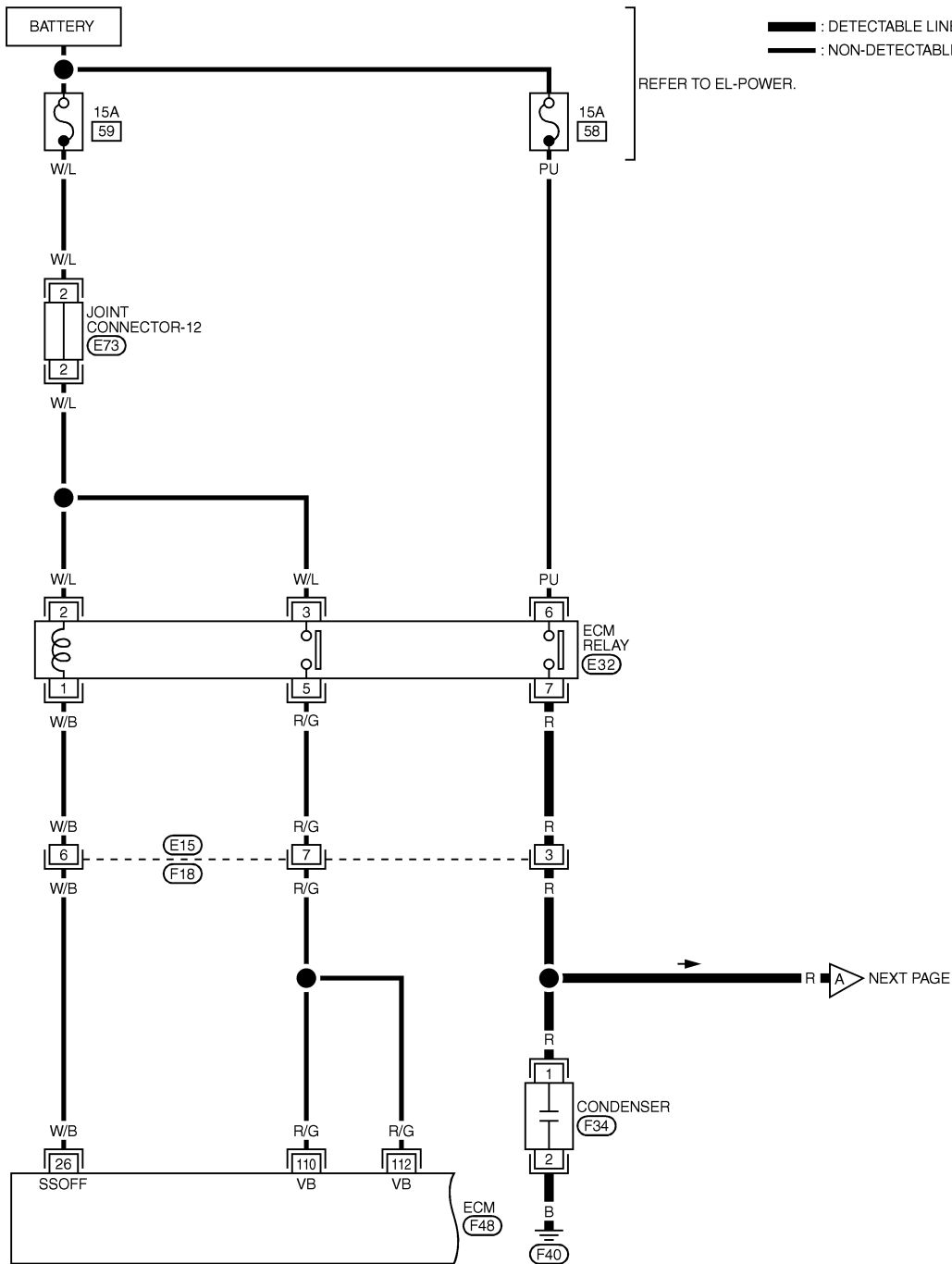
Wiring Diagram

NFEC0290

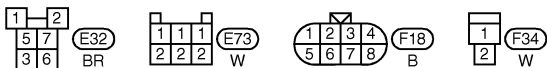
EC-IGN/SG-01

— : DETECTABLE LINE FOR DTC
 - - - : NON-DETECTABLE LINE FOR DTC

REFER TO EL-POWER.



▶ NEXT PAGE



101	102	1	2	3	4	5	6	7	8	9	10					58	59	60	61	62	63	64	65	66	67	109	110								
103	104	11	12	13	14	15	16	17	18	19		39	40	41	42	43	44	45	46	47	48	68	69	70	71	72	73	74	75	76		111	112		
105	106	20	21	22	23	24	25	26	27	28	29	49	50	51	52	53	54	55	56	57		77	78	79	80	81	82	83	84	85	86		113	114	
107	108	30	31	32	33	34	35	36	37	38																								115	116



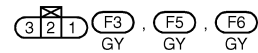
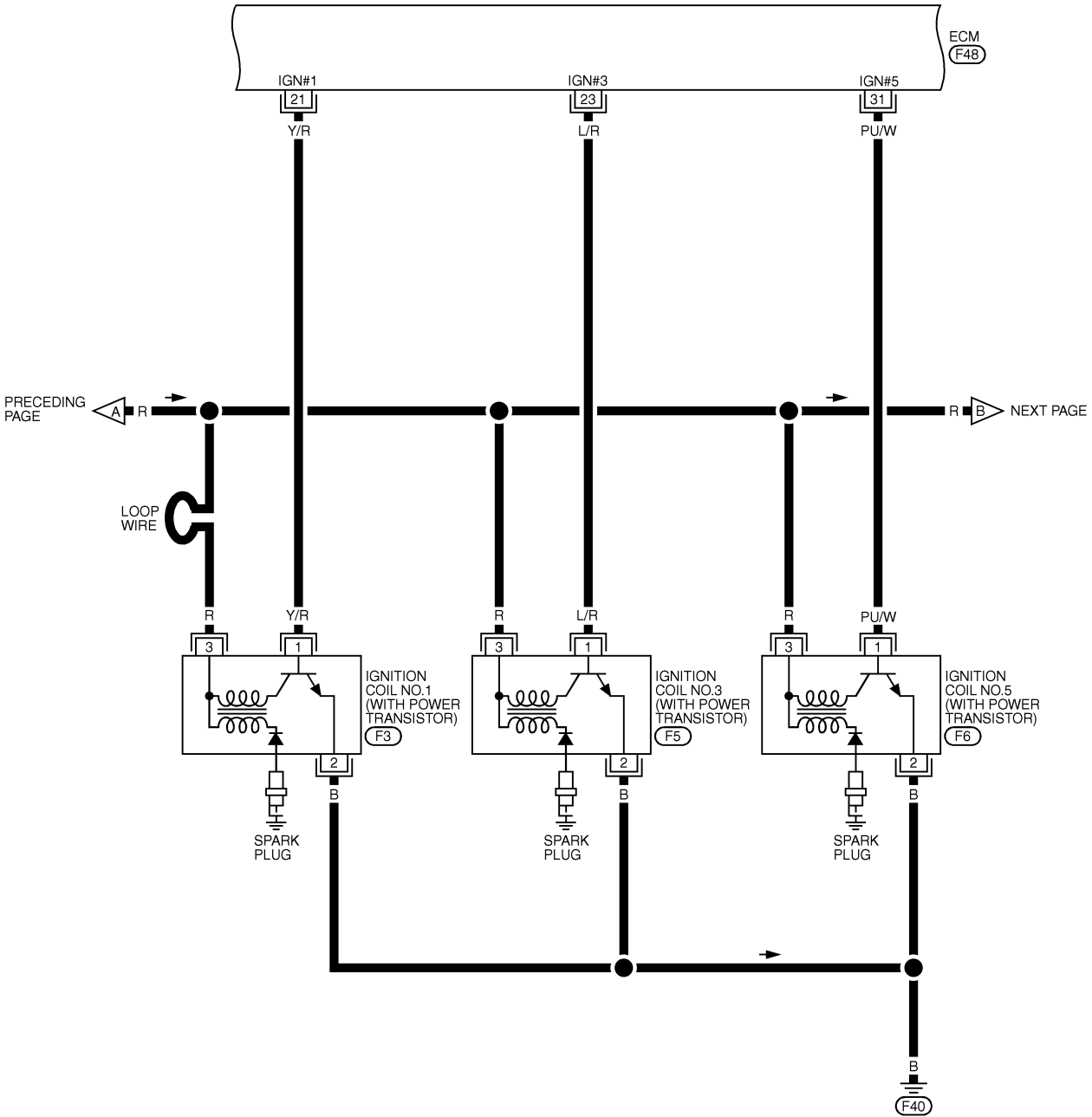
MEC751C

DTC P1320 IGNITION SIGNAL

Wiring Diagram (Cont'd)

EC-IGN/SG-02

— : DETECTABLE LINE FOR DTC
 - - - : NON-DETECTABLE LINE FOR DTC



101	102	1	2	3	4	5	6	7	8	9	10					58	59	60	61	62	63	64	65	66	67	109	110							
103	104	11	12	13	14	15	16	17	18	19		39	40	41	42	43	44	45	46	47	48	68	69	70	71	72	73	74	75	76	111	112		
105	106	20	21	22	23	24	25	26	27	28	29		49	50	51	52	53	54	55	56	57	77	78	79	80	81	82	83	84	85	86	113	114	
107	108	30	31	32	33	34	35	36	37	38																							115	116



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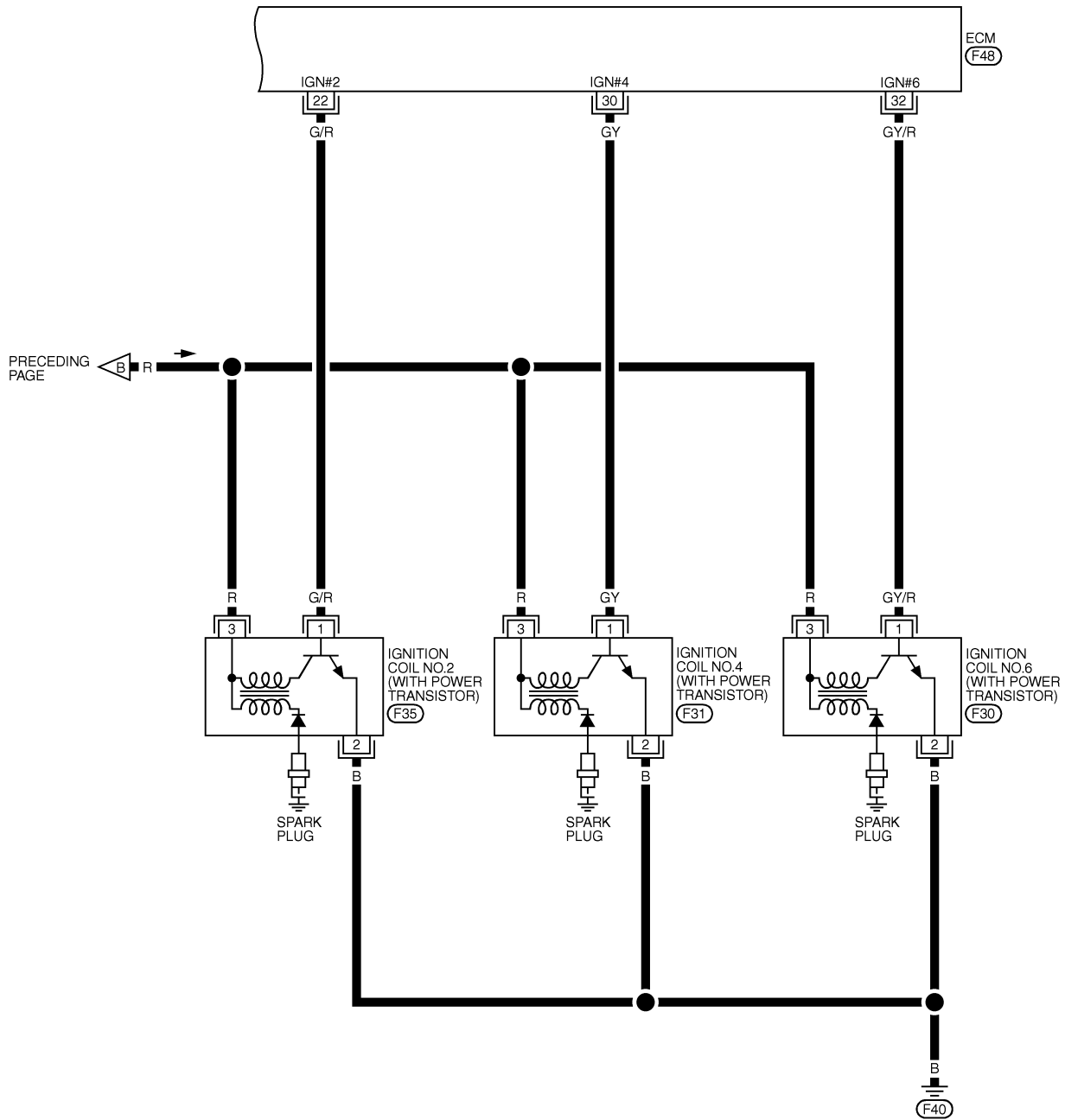
MEC752C

DTC P1320 IGNITION SIGNAL

Wiring Diagram (Cont'd)

EC-IGN/SG-03

— : DETECTABLE LINE FOR DTC
 - - - : NON-DETECTABLE LINE FOR DTC



3 2 1 F30 F31 F35
 GY GY GY

101	102	1	2	3	4	5	6	7	8	9	10					58	59	60	61	62	63	64	65	66	67	109	110							
103	104	11	12	13	14	15	16	17	18	19		39	40	41	42	43	44	45	46	47	48	68	69	70	71	72	73	74	75	76	111	112		
105	106	20	21	22	23	24	25	26	27	28	29		49	50	51	52	53	54	55	56	57	77	78	79	80	81	82	83	84	85	86	113	114	
107	108	30	31	32	33	34	35	36	37	38																							115	116

F48
 GY

MEC753C

DTC P1320 IGNITION SIGNAL

Wiring Diagram (Cont'd)

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
21	Y/R	IGNITION SIGNAL NO. 1	ENGINE RUNNING AT IDLE SPEED UNDER WARM UP CONDITION	0 - 0.2V ★
22	G/R	IGNITION SIGNAL NO. 2		
23	L/R	IGNITION SIGNAL NO. 3	ENGINE RUNNING AT 2,500 RPM	0 - 0.2V ★
30	GY	IGNITION SIGNAL NO. 4		
31	PU/W	IGNITION SIGNAL NO. 5		
32	GY/R	IGNITION SIGNAL NO. 6		

★ : AVERAGE VOLTAGE FOR PULSE SIGNAL (ACTUAL PULSE SIGNAL CAN BE CONFIRMED BY OSCILLOSCOPE.)

SEF798YA

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Diagnostic Procedure

NFEC0291

1	CHECK ENGINE START	
Turn ignition switch "OFF", and restart engine. Is engine running?		
Yes or No		
Yes (With CONSULT-II)	▶	GO TO 2.
Yes (Without CONSULT-II)	▶	GO TO 12.
No	▶	GO TO 3.

AT

AX

SU

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2	SEARCH FOR MALFUNCTIONING CIRCUIT																	
<p> With CONSULT-II</p> <p>1. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT-II.</p> <p>2. Search for circuit which does not produce a momentary engine speed drop.</p>																		
<table border="1"> <thead> <tr> <th colspan="2">ACTIVE TEST</th> </tr> </thead> <tbody> <tr> <td>POWER BALANCE</td> <td></td> </tr> <tr> <th colspan="2">MONITOR</th> </tr> <tr> <td>ENG SPEED</td> <td>XXX rpm</td> </tr> <tr> <td>MAS A/F SE-B1</td> <td>XXX V</td> </tr> <tr> <td>IACV-AAC/V</td> <td>XXX step</td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> </tbody> </table>			ACTIVE TEST		POWER BALANCE		MONITOR		ENG SPEED	XXX rpm	MAS A/F SE-B1	XXX V	IACV-AAC/V	XXX step				
ACTIVE TEST																		
POWER BALANCE																		
MONITOR																		
ENG SPEED	XXX rpm																	
MAS A/F SE-B1	XXX V																	
IACV-AAC/V	XXX step																	
▶		GO TO 12.																

RS

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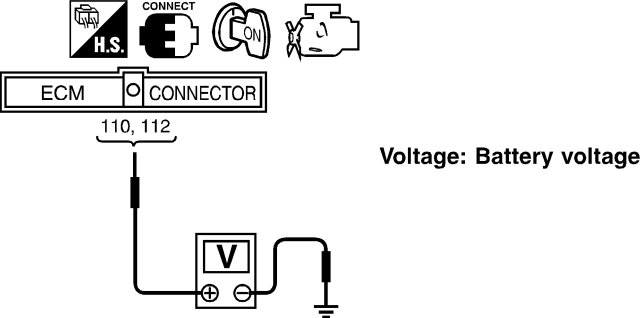
EL

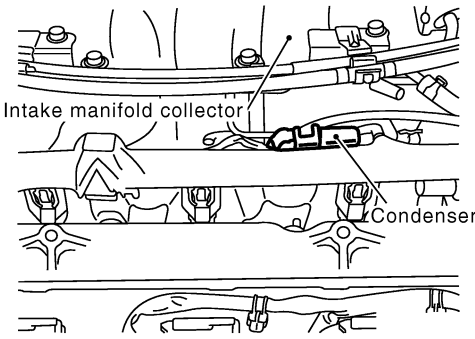
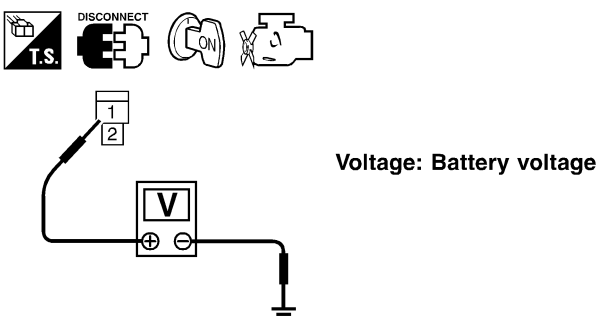
IDX

SEF190Y

DTC P1320 IGNITION SIGNAL

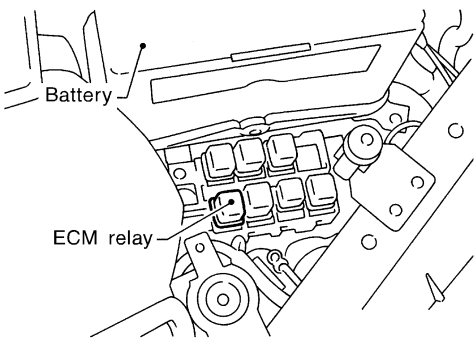
Diagnostic Procedure (Cont'd)

3	CHECK IGNITION COIL POWER SUPPLY CIRCUIT-I	<p>1. Turn ignition switch ON.</p> <p>2. Check voltage between ECM terminals 110, 112 and ground with CONSULT-II or tester.</p> <div style="text-align: center;">  <p style="text-align: center;">Voltage: Battery voltage</p> </div> <p style="text-align: right;">SEF366X</p> <p style="text-align: center;">OK or NG</p>
OK	▶	GO TO 4.
NG	▶	Go to TROUBLE DIAGNOSIS FOR POWER SUPPLY, EC-162.

4	CHECK IGNITION COIL POWER SUPPLY CIRCUIT-II	<p>1. Turn ignition switch OFF.</p> <p>2. Disconnect condenser harness connector.</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SEF275X</p> <p>3. Turn ignition switch ON.</p> <p>4. Check voltage between condenser terminal 1 and ground with CONSULT-II or tester.</p> <div style="text-align: center;">  <p style="text-align: center;">Voltage: Battery voltage</p> </div> <p style="text-align: right;">SEF367X</p> <p style="text-align: center;">OK or NG</p>
OK	▶	GO TO 10.
NG	▶	GO TO 5.

DTC P1320 IGNITION SIGNAL

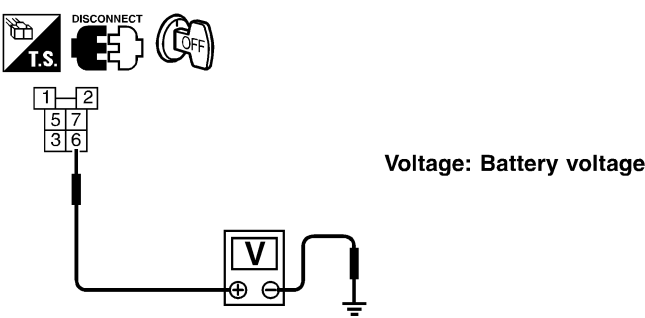
Diagnostic Procedure (Cont'd)

5	CHECK IGNITION COIL POWER SUPPLY CIRCUIT-III	
<p>1. Turn ignition switch OFF. 2. Disconnect ECM relay.</p>		
		
SEF589PB		
<p>3. Check harness continuity between ECM relay terminal 7 and condenser terminal 1. Refer to Wiring Diagram. Continuity should exist.</p> <p>4. Also check harness for short to ground and short to power.</p>		
OK or NG		
OK	▶	GO TO 7.
NG	▶	GO TO 6.

GI
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6	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors F18, E15 ● Harness for open or short between ECM relay and condenser 		
▶ Repair open circuit or short to ground or short to power in harness or connectors.		

FE
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7	CHECK IGNITION COIL POWER SUPPLY CIRCUIT-IV	
<p>Check voltage between ECM relay terminal 6 and ground with CONSULT-II or tester.</p>		
		
SEF368X		
OK or NG		
OK	▶	GO TO 9.
NG	▶	GO TO 8.

SU
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8	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ul style="list-style-type: none"> ● 15A fuse ● Harness for open and short between ECM relay and fuse 		
▶ Repair or replace harness or connectors.		

EL
IDX

DTC P1320 IGNITION SIGNAL

Diagnostic Procedure (Cont'd)

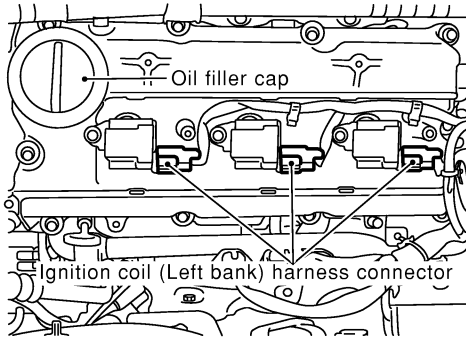
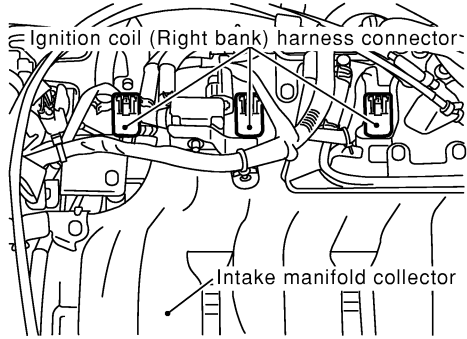
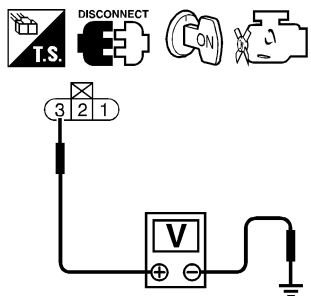
9	CHECK ECM RELAY								
1. Apply 12V direct current between ECM relay terminals 1 and 2. 2. Check continuity between ECM relay terminals 3 and 5, 6 and 7.									
		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Condition</th> <th style="width: 50%;">Continuity</th> </tr> </thead> <tbody> <tr> <td>12V direct current supply between terminals 1 and 2</td> <td style="text-align: center;">Yes</td> </tr> <tr> <td>OFF</td> <td style="text-align: center;">No</td> </tr> </tbody> </table>		Condition	Continuity	12V direct current supply between terminals 1 and 2	Yes	OFF	No
Condition	Continuity								
12V direct current supply between terminals 1 and 2	Yes								
OFF	No								
SEF296X									
OK or NG									
OK	▶	GO TO 17.							
NG	▶	Replace ECM relay.							

10	CHECK CONDENSER GROUND CIRCUIT FOR OPEN AND SHORT		
1. Turn ignition switch OFF. 2. Check harness continuity between condenser terminal 2 and engine ground. Refer to Wiring Diagram. <b style="color: blue;">Continuity should exist. 3. Also check harness for short to ground and short to power.			
OK or NG			
OK	▶	GO TO 11.	
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.	

11	CHECK CONDENSER		
Check resistance between condenser terminals 1 and 2.			
		Resistance: Above 1MΩ at 25°C (77°F)	
		SEF369X	
OK or NG			
OK	▶	GO TO 12.	
NG	▶	Replace condenser.	

DTC P1320 IGNITION SIGNAL

Diagnostic Procedure (Cont'd)

12	CHECK IGNITION COIL POWER SUPPLY CIRCUIT-V
<ol style="list-style-type: none"> 1. Turn ignition switch OFF. 2. Reconnect harness connectors disconnected. 3. Disconnect ignition coil harness connector. 	
<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>Oil filler cap</p> <p>Ignition coil (Left bank) harness connector</p> </div> <div style="text-align: center;">  <p>Ignition coil (Right bank) harness connector</p> <p>Intake manifold collector</p> </div> </div>	
SEF274X	
<ol style="list-style-type: none"> 4. Turn ignition switch ON. 5. Check voltage between ignition coil terminal 3 and ground with CONSULT-II or tester. 	
 <p style="text-align: center;">Voltage: Battery voltage</p>	
SEF370X	
OK or NG	
OK	▶ GO TO 14.
NG	▶ GO TO 13.

13	DETECT MALFUNCTIONING PART
Check the harness for open or short between ignition coil and harness connector F18.	
▶	Repair or replace harness or connectors.

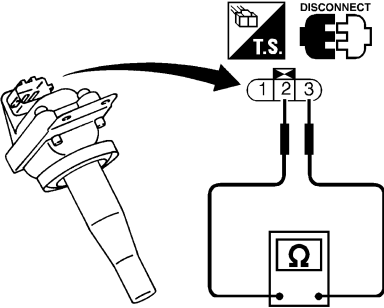
14	CHECK IGNITION COIL GROUND CIRCUIT FOR OPEN AND SHORT
<ol style="list-style-type: none"> 1. Turn ignition switch OFF. 2. Check harness continuity between ignition coil terminal 2 and engine ground. Refer to Wiring Diagram. Continuity should exist. 3. Also check harness for short to ground and short to power. 	
OK or NG	
OK	▶ GO TO 15.
NG	▶ Repair open circuit or short to ground or short to power in harness or connectors.

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DTC P1320 IGNITION SIGNAL

Diagnostic Procedure (Cont'd)

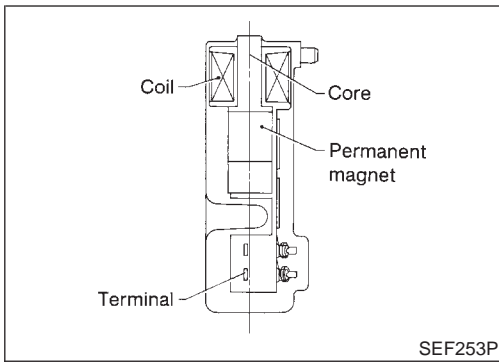
15	CHECK IGNITION COIL OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT	
<p>1. Disconnect ECM harness connector. 2. Check harness continuity between ECM terminals 21, 22, 23, 30, 31, 32 and ignition coil terminal 1. Refer to Wiring Diagram. Continuity should exist. 3. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 16.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

16	CHECK IGNITION COIL WITH POWER TRANSISTOR									
<p>Check resistance between ignition coil terminals 2 and 3.</p> <div style="display: flex; align-items: center; justify-content: center;">  <table border="1" style="margin-left: 20px; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Terminals</th> <th style="text-align: center;">Resistance</th> <th style="text-align: center;">Result</th> </tr> </thead> <tbody> <tr> <td rowspan="2" style="text-align: center;">2 and 3</td> <td style="text-align: center;">Not 0Ω</td> <td style="text-align: center;">OK</td> </tr> <tr> <td style="text-align: center;">0Ω</td> <td style="text-align: center;">NG</td> </tr> </tbody> </table> </div> <p style="text-align: right; margin-top: 10px;">SEF371X</p> <p style="text-align: center;">OK or NG</p>			Terminals	Resistance	Result	2 and 3	Not 0Ω	OK	0Ω	NG
Terminals	Resistance	Result								
2 and 3	Not 0Ω	OK								
	0Ω	NG								
OK	▶	GO TO 17.								
NG	▶	Replace ignition coil with power transistor.								

17	CHECK INTERMITTENT INCIDENT	
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.		
▶	INSPECTION END	

DTC P1335 CRANKSHAFT POSITION SENSOR (CKPS) (REF)

Component Description



Component Description

NFEC0573

The crankshaft position sensor (REF) is located on the oil pan (upper) facing the crankshaft pulley. It detects the TDC (Top Dead Center) signal (120° signal).

The sensor consists of a permanent magnet, core and coil.

When engine is running, the gap between the sensor and the crankshaft pulley will periodically change. Permeability near the sensor also changes.

Due to the permeability change, the magnetic flux near the core is changed. Therefore, the voltage signal generated in the coil is changed.

The ECM receives the voltage signal and detects the TDC signal (120° signal).

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CONSULT-II Reference Value in Data Monitor Mode

NFEC0574

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
CKPS-RPM (POS)	<ul style="list-style-type: none"> Tachometer: Connect Run engine and compare tachometer indication with the CONSULT-II value. 	Almost the same speed as the CONSULT-II value.
ENG SPEED		

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On Board Diagnosis Logic

NFEC0576

Malfunction is detected when

(Malfunction A) 120° signal is not entered to ECM for the first few seconds during engine cranking,

(Malfunction B) 120° signal is not entered to ECM during engine running,

(Malfunction C) 120° signal cycle excessively changes during engine running.

FAIL-SAFE MODE

NFEC0576S01

When the ECM enters the fail-safe mode, the MIL illuminates.

Detected items	Engine operating condition in fail-safe mode
Crankshaft position sensor (REF) circuit	Compression TDC signal (120° signal) is controlled by camshaft position sensor (PHASE) signal and crankshaft position sensor (POS) signal. Ignition timing will be delayed 0° to 2°.

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DTC P1335 CRANKSHAFT POSITION SENSOR (CKPS) (REF)

Possible Cause

Possible Cause

NFEC0577

- Harness or connectors
(The crankshaft position sensor (REF) circuit is open or shorted.)
- Crankshaft position sensor (REF)
- Starter motor (Refer to SC section.)
- Starting system circuit (Refer to SC section.)
- Dead (Weak) battery

DTC Confirmation Procedure

NFEC0578

NOTE:

- Perform “PROCEDURE FOR MALFUNCTION A” first. If 1st trip DTC cannot be confirmed, perform “PROCEDURE FOR MALFUNCTION B AND C”.
- 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 10.5V at idle.

2	DATA MONITOR	
	MONITOR	NO DTC
	COOLAN TEMP/S	XXX °C

SEF013Y

PROCEDURE FOR MALFUNCTION A

NFEC0578S01

With CONSULT-II

NFEC0578S0101

- 1) Turn ignition switch “ON”.
- 2) Select “DATA MONITOR” mode with CONSULT-II.
- 3) Crank engine for at least 2 seconds.
- 4) If 1st trip DTC is detected, go to “Diagnostic Procedure”, EC-598.

With GST

NFEC0578S0102

Follow the procedure “With CONSULT-II” above.

3	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm

SEF058Y

PROCEDURE FOR MALFUNCTION B AND C

NFEC0578S02

With CONSULT-II

NFEC0578S0201

- 1) Turn ignition switch “ON”.
- 2) Select “DATA MONITOR” mode with CONSULT-II.
- 3) Start engine and run it for at least 2 seconds at idle speed.
- 4) If 1st trip DTC is detected, go to “Diagnostic Procedure”, EC-598.

With GST

NFEC0578S0202

Follow the procedure “With CONSULT-II” above.

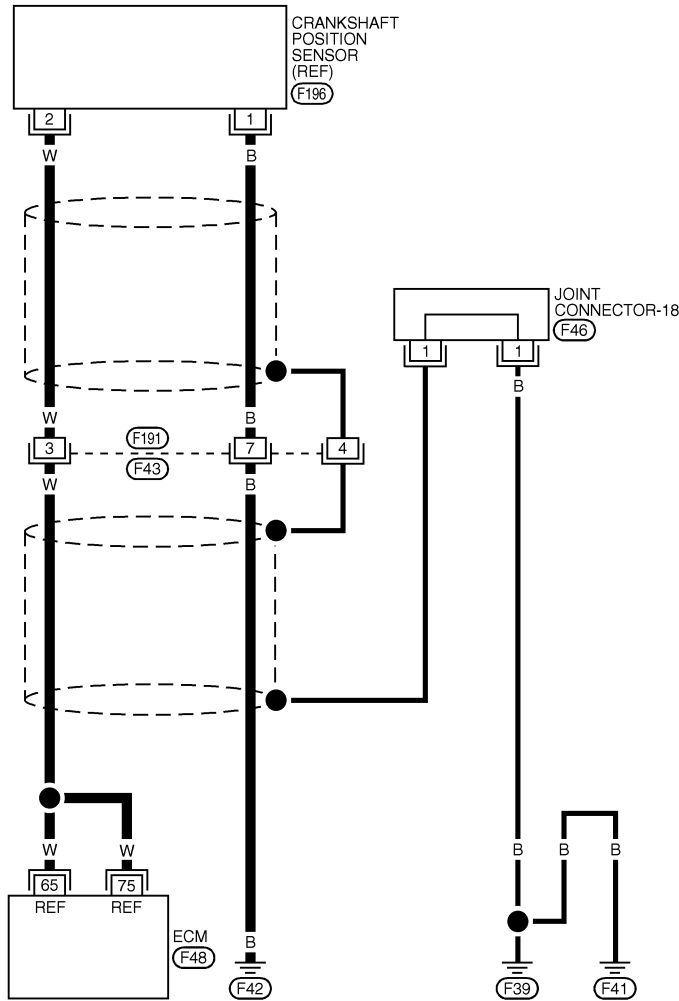
DTC P1335 CRANKSHAFT POSITION SENSOR (CKPS) (REF)

Wiring Diagram

Wiring Diagram

NFEC0579

EC-REF-01



— : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC

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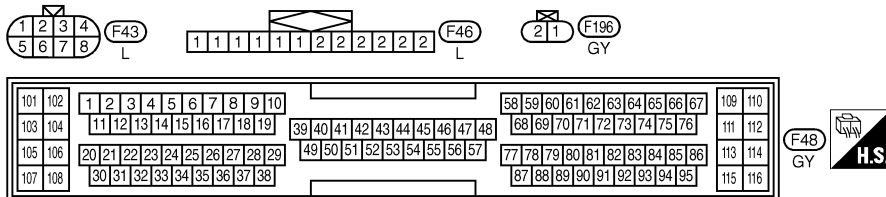
MEC754C

HA

SC

EL

IDX



ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
65 75	W W	CRANKSHAFT POSITION SENSOR (REF)	ENGINE RUNNING AT IDLE SPEED UNDER WARM-UP CONDITION	APPROX. 2.3V★ (AC VOLTAGE) 10 ms

★ : AVERAGE VOLTAGE FOR PULSE SIGNAL (ACTUAL PULSE SIGNAL CAN BE CONFIRMED BY OSCILLOSCOPE.)

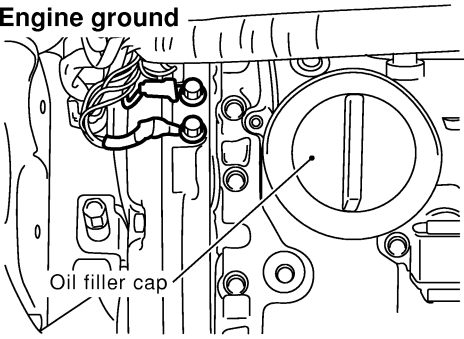
SEF797YA

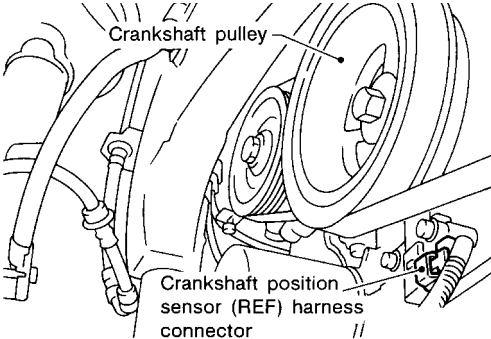
DTC P1335 CRANKSHAFT POSITION SENSOR (CKPS) (REF)

Diagnostic Procedure

Diagnostic Procedure

NFEC0580

1	RETIGHTEN GROUND SCREWS	<p>1. Turn ignition switch "OFF". 2. Loosen and retighten engine ground screws.</p> <div style="text-align: center;"><p>The diagram shows a cross-section of an engine block. Several ground screws are visible, with lines pointing to them from the label 'Engine ground'. An 'Oil filler cap' is also labeled with a line pointing to it.</p></div>	SEF255X
▶ GO TO 2.			

2	CHECK CKPS (REF) INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT	<p>1. Disconnect CKPS (REF) harness connector.</p> <div style="text-align: center;"><p>The diagram shows the crankshaft pulley and the CKPS (REF) harness connector. Labels include 'Crankshaft pulley' and 'Crankshaft position sensor (REF) harness connector'.</p></div>	SEF591PA
		<p>2. Disconnect ECM harness connector. 3. Check harness continuity between ECM terminals 65, 75 and CKPS (REF) terminal 2. Refer to Wiring Diagram. Continuity should exist. 4. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>	
OK ▶		GO TO 4.	
NG ▶		GO TO 3.	

3	DETECT MALFUNCTIONING PART	<p>Check the following.</p> <ul style="list-style-type: none">● Harness connectors F43, F191● Harness for open or short between crankshaft position sensor (REF) and ECM	
▶		Repair open circuit or short to ground or short to power in harness or connectors.	

DTC P1335 CRANKSHAFT POSITION SENSOR (CKPS) (REF)

Diagnostic Procedure (Cont'd)

4	CHECK CKPS (REF) GROUND CIRCUIT FOR OPEN AND SHORT	
1. Turn ignition switch "OFF". 2. Check harness continuity between CKPS (REF) terminal 1 and engine ground. Continuity should exist. 3. Also check harness for short to ground and short to power.		
OK or NG		
OK	▶	GO TO 6.
NG	▶	GO TO 5.

GI

MA

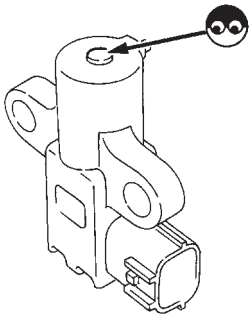
EM

LC

5	DETECT MALFUNCTIONING PART	
Check the following. <ul style="list-style-type: none"> ● Harness connectors F43, F191 ● Harness for open or short between crankshaft position sensor (REF) and engine ground 		
▶ Repair open circuit or short to ground or short to power in harness or connector.		

EC

FE

6	CHECK CKPS (REF)-I	
1. Loosen the fixing bolts and remove the CKPS (REF). 2. Visually check the CKPS (REF) for chipping.		
		
SEF585P		
OK or NG		
OK	▶	GO TO 7.
NG	▶	Replace crankshaft position sensor (REF).

CL

MT

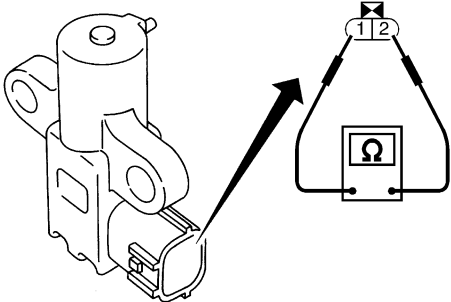
AT

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7	CHECK CKPS (REF)-II	
Check resistance between CKPS (REF) terminals 1 and 2.		
		
Resistance: Approximately 470 - 570 Ω [AT 20°C (68°F)]		
SEF350X		
OK or NG		
OK	▶	GO TO 8.
NG	▶	Replace crankshaft position sensor (REF).

RS

BT

HA

SC

EL

IDX

DTC P1335 CRANKSHAFT POSITION SENSOR (CKPS) (REF)

Diagnostic Procedure (Cont'd)

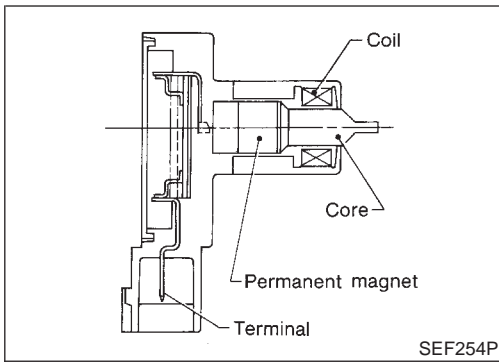
8	CHECK CKPS (REF) SHIELD CIRCUIT FOR OPEN AND SHORT
1. Turn ignition switch "OFF". 2. Disconnect harness connectors F43, F191. 3. Check harness continuity between harness connector F43 terminal 4 and engine ground. Continuity should exist. 4. Also check harness for short to ground and short to power.	
OK or NG	
OK	▶ GO TO 10.
NG	▶ GO TO 9.

9	DETECT MALFUNCTIONING PART
Check the following. <ul style="list-style-type: none">● Harness connectors F43, F191● Joint connector-18● Harness for open or short between harness connector F43 and engine ground	
	▶ Repair open circuit or short to ground or short to power in harness or connectors.

10	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
	▶ INSPECTION END

DTC P1336 CRANKSHAFT POSITION SENSOR (CKPS) (POS) (COG)

Component Description



Component Description

NFEC0292

The crankshaft position sensor (POS) is located on the oil pan facing the gear teeth (cogs) of the signal plate (flywheel). It detects the crankshaft position signal (1° signal).

The sensor consists of a permanent magnet, core and coil.

When engine is running, the gap between the sensor and the gear teeth (cogs) will periodically change. Permeability near the sensor also changes.

Due to the permeability change, the magnetic flux near the core is changed. Therefore, the voltage signal generated in the coil is changed.

The ECM receives the voltage signal and detects the crankshaft position signal (1° signal).

GI

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CONSULT-II Reference Value in Data Monitor Mode

NFEC0581

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
CKPS-RPM (POS)	<ul style="list-style-type: none"> Tachometer: Connect Run engine and compare tachometer indication with the CONSULT-II value. 	Almost the same speed as the CONSULT-II value.
ENG SPEED		

AT

AX

SU

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On Board Diagnosis Logic

NFEC0294

Malfunction is detected when chipping of the signal plate (flywheel or drive plate) gear tooth (cog) is detected by the ECM.

ST

RS

BT

HA

Possible Cause

NFEC0582

- Harness or connectors
- Crankshaft position sensor (POS)
- Signal plate (Drive plate/Flywheel)

SC

EL

IDX

DTC P1336 CRANKSHAFT POSITION SENSOR (CKPS) (POS) (COG)

DTC Confirmation Procedure

DTC Confirmation Procedure

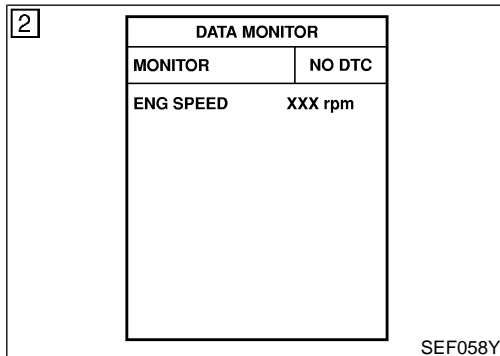
NFEC0295

NOTE:

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 10.5V.



WITH CONSULT-II

NFEC0295S01

- 1) Turn ignition switch "ON" and select "DATA MONITOR" mode with CONSULT-II.
- 2) Start engine and run it for at least 70 seconds at idle speed.
- 3) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-604.

WITH GST

NFEC0295S02

Follow the procedure "WITH CONSULT-II" above.

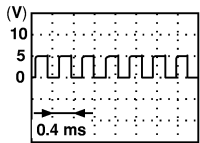
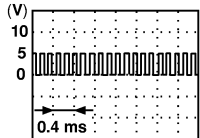
DTC P1336 CRANKSHAFT POSITION SENSOR (CKPS) (POS) (COG)

Wiring Diagram (Cont'd)

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

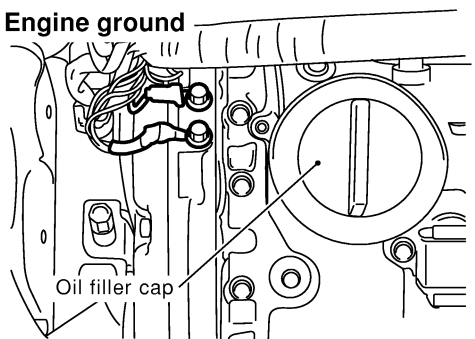
DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
85	W	CRANKSHAFT POSITION SENSOR (POS)	ENGINE RUNNING AT IDLE SPEED UNDER WARM UP CONDITION	APPROX. 2.4V 
			ENGINE RUNNING AT 2,000 RPM	APPROX. 2.3V 

SEF795YA

Diagnostic Procedure

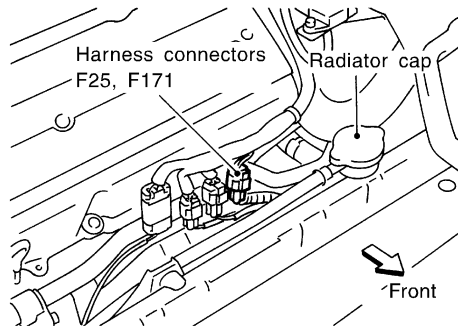
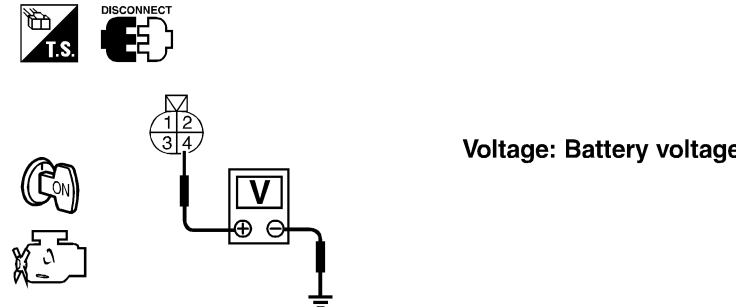
NFEC0297

1	RETIGHTEN GROUND SCERWS
<p>1. Turn ignition switch "OFF". 2. Loosen and retighten engine ground screws.</p> <div style="text-align: center;">  </div>	
▶	GO TO 2.

SEF255X

DTC P1336 CRANKSHAFT POSITION SENSOR (CKPS) (POS) (COG)

Diagnostic Procedure (Cont'd)

2	CHECK CKPS (POS) POWER SUPPLY CIRCUIT								
		<p>1. Disconnect harness connectors F25, F171.</p> 	<p>GI</p> <p>MA</p> <p>EM</p> <p>LC</p>						
		<p>2. Check voltage between harness connector F25 terminal 4 and ground with CONSULT-II or tester.</p> 	<p>SEF511WB</p> <p>EC</p> <p>FE</p> <p>CL</p> <p>MT</p>						
		<p>3. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>	<p>AT</p> <p>AX</p>						
		<table border="0" style="width: 100%;"> <tr> <td style="width: 20%;">OK</td> <td style="width: 5%; text-align: center;">▶</td> <td style="width: 75%;">GO TO 4.</td> </tr> <tr> <td>NG</td> <td style="text-align: center;">▶</td> <td>GO TO 3.</td> </tr> </table>	OK	▶	GO TO 4.	NG	▶	GO TO 3.	<p>SEF323X</p> <p>AT</p> <p>AX</p> <p>SU</p>
OK	▶	GO TO 4.							
NG	▶	GO TO 3.							

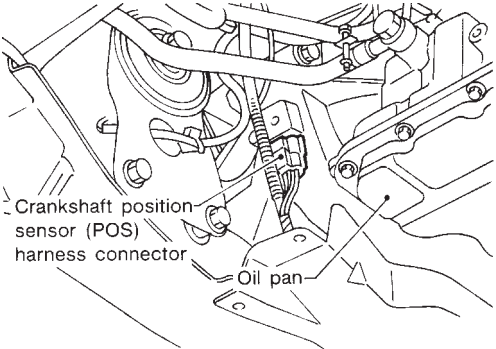
3	DETECT MALFUNCTIONING PART		
		<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors F25, F171 ● Harness connectors E15, F18 ● Harness for open or short between ECM and crankshaft position sensor (POS) ● Harness for open or short between ECM relay and crankshaft position sensor (POS) 	<p>BR</p> <p>ST</p>
		▶ Repair open circuit or short to ground or short to power in harness or connectors.	<p>RS</p>

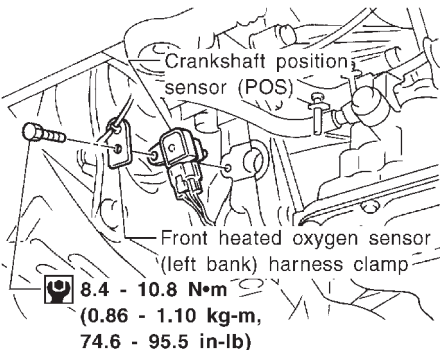
4	CHECK CKPS (POS) GROUND CIRCUIT FOR OPEN AND SHORT								
		<p>1. Check harness continuity between harness connector F25 terminal 2 and engine ground. Refer to Wiring Diagram. Continuity should exist.</p> <p>2. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>	<p>BT</p> <p>HA</p>						
		<table border="0" style="width: 100%;"> <tr> <td style="width: 20%;">OK</td> <td style="width: 5%; text-align: center;">▶</td> <td style="width: 75%;">GO TO 5.</td> </tr> <tr> <td>NG</td> <td style="text-align: center;">▶</td> <td>Repair open circuit or short to ground or short to power in harness or connectors.</td> </tr> </table>	OK	▶	GO TO 5.	NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.	<p>SC</p> <p>EL</p> <p>IDX</p>
OK	▶	GO TO 5.							
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.							

DTC P1336 CRANKSHAFT POSITION SENSOR (CKPS) (POS) (COG)

Diagnostic Procedure (Cont'd)

5	CHECK CKPS (POS) INPUT SIGNAL CIRCUIT	
<p>1. Disconnect ECM harness connector. 2. Check harness continuity between ECM terminal 85 and harness connector F25 terminal 1. Refer to Wiring Diagram. Continuity should exist. 3. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 6.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

6	CHECK CKPS (POS) SUB-HARNESS CIRCUIT FOR OPEN AND SHORT									
<p>1. Disconnect CKPS (POS) harness connector.</p> <div style="text-align: center;">  <p>Labels: Crankshaft position sensor (POS) harness connector, Oil pan</p> </div> <p style="text-align: right;">SEF367Q</p> <p>2. Check harness continuity between CKPS (POS) terminals and harness connector F171 terminals as follows.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>CKPS (POS) terminal</th> <th>Harness connector F171 terminal</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">2</td> </tr> <tr> <td style="text-align: center;">2</td> <td style="text-align: center;">1</td> </tr> <tr> <td style="text-align: center;">3</td> <td style="text-align: center;">4</td> </tr> </tbody> </table> <p style="text-align: right;">MTBL0352</p> <p>Continuity should exist.</p> <p>3. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>			CKPS (POS) terminal	Harness connector F171 terminal	1	2	2	1	3	4
CKPS (POS) terminal	Harness connector F171 terminal									
1	2									
2	1									
3	4									
OK	▶	GO TO 7.								
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.								

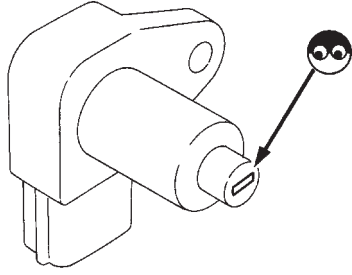
7	CHECK CKPS (POS) INSTALLATION	
<p>Check that CKPS (POS) and front HO2S (Left bank) harness clamp are installed correctly as shown below.</p> <div style="text-align: center;">  <p>Labels: Crankshaft position sensor (POS), Front heated oxygen sensor (left bank) harness clamp</p> <p>8.4 - 10.8 N•m (0.86 - 1.10 kg-m, 74.6 - 95.5 in-lb)</p> </div> <p style="text-align: right;">SEM222F</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 8.
NG	▶	Install CKPS (POS) correctly.

DTC P1336 CRANKSHAFT POSITION SENSOR (CKPS) (POS) (COG)

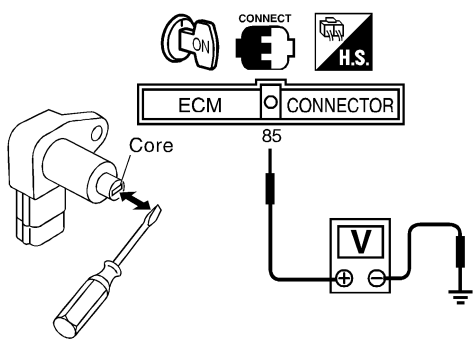
Diagnostic Procedure (Cont'd)

8	CHECK IMPROPER INSTALLATION	
<ol style="list-style-type: none"> Loosen and retighten the fixing bolt of the crankshaft position sensor (POS). Reconnect harness connectors disconnected. Perform "DTC Confirmation Procedure", EC-602 again. 		
Is a 1st trip DTC P1336 detected?		
Yes	▶	GO TO 9.
No	▶	INSPECTION END

GI
MA
EM

9	CHECK CRANKSHAFT POSITION SENSOR (POS)	
<ol style="list-style-type: none"> Disconnect crankshaft position sensor (POS) harness connector. Loosen the fixing bolt of the sensor. Remove the sensor. Visually check the sensor for chipping. 		
		
SEF587P		
OK or NG		
OK	▶	GO TO 10.
NG	▶	Replace crankshaft position sensor (POS).

LC
EC
FE
CL
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AX

10	CHECK CRANKSHAFT POSITION SENSOR (POS)-II									
<ol style="list-style-type: none"> Reconnect harness connectors disconnected. Turn ignition switch ON. Check voltage between ECM terminal 85 and ground by briefly touching the sensor core with a flat-bladed screwdriver. 										
										
<table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>ECM terminal</th> <th>Condition</th> <th>Voltage</th> </tr> </thead> <tbody> <tr> <td rowspan="2">85</td> <td>Contacted</td> <td>Approximately 5V</td> </tr> <tr> <td>Pulled away</td> <td>Approximately 0V</td> </tr> </tbody> </table>			ECM terminal	Condition	Voltage	85	Contacted	Approximately 5V	Pulled away	Approximately 0V
ECM terminal	Condition	Voltage								
85	Contacted	Approximately 5V								
	Pulled away	Approximately 0V								
<p>There should be a steady 5V as the flat-bladed screwdriver is drawn away slowly.</p>										
SEF324X										
OK or NG										
OK	▶	GO TO 11.								
NG	▶	Replace crankshaft position sensor (POS).								

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RS
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IDX

DTC P1336 CRANKSHAFT POSITION SENSOR (CKPS) (POS) (COG)

Diagnostic Procedure (Cont'd)

11	CHECK CKPS (POS) SHIELD CIRCUIT FOR OPEN AND SHORT
1. Disconnect harness connectors F25, F171. 2. Check harness continuity between harness connector F25 terminal 3 and engine ground. Refer to Wiring Diagram. Continuity should exist. 3. Also check harness for short to ground and short to power.	
OK or NG	
OK	▶ GO TO 13.
NG	▶ GO TO 12.

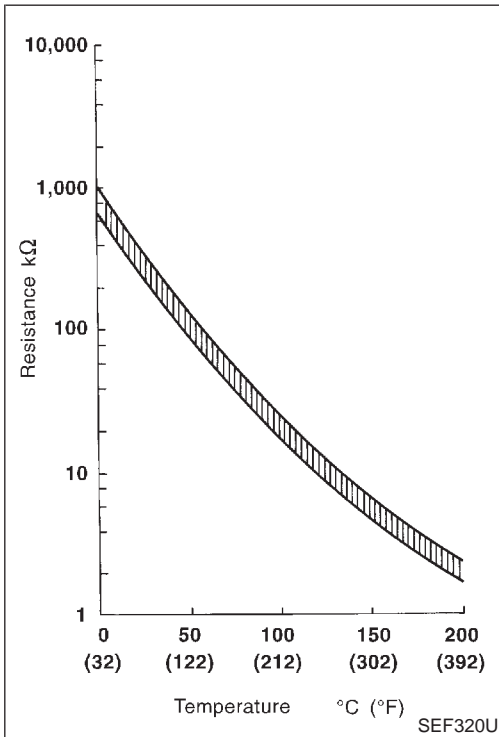
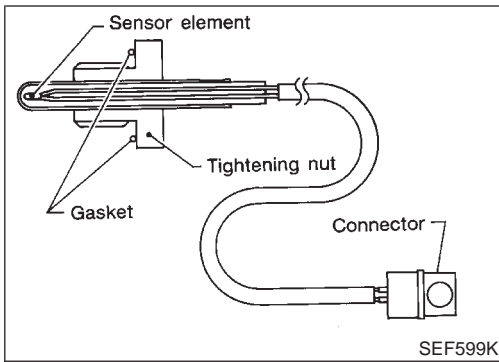
12	DETECT MALFUNCTIONING PART
Check the following. <ul style="list-style-type: none">● Harness connectors F25, F171● Joint connector-18● Harness for open or short between harness connector F25 and engine ground	
	▶ Repair open circuit or short to ground or short to power in harness or connectors.

13	CHECK GEAR TOOTH
Visually check for chipping signal plate (flywheel or drive plate) gear tooth (cog).	
OK or NG	
OK	▶ GO TO 14.
NG	▶ Replace the signal plate (flywheel or drive plate).

14	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
	▶ INSPECTION END

DTC P1401 EGR TEMPERATURE SENSOR

Component Description



Component Description

NFEC0305

The EGR temperature sensor detects temperature changes in the EGR passage way. When the EGR volume control valve opens, hot exhaust gases flow, and the temperature in the passage way changes. The EGR temperature sensor is a thermistor that modifies a voltage signal sent from the ECM. This modified signal then returns to the ECM as an input signal. As the temperature increases, EGR temperature sensor resistance decreases.

This sensor is not directly used to control the engine system. It is used only for the on board diagnosis.

<Reference data>

EGR temperature °C (°F)	Voltage* V	Resistance MΩ
0 (32)	4.61	0.68 - 1.11
50 (122)	2.53	0.09 - 0.12
100 (212)	0.87	0.017 - 0.024

*: These data are reference values and are measured between ECM terminal 74 (EGR temperature sensor) and ground.

CAUTION:

Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

When EGR system is operating.

Voltage: 0 - 1.5V

On Board Diagnosis Logic

NFEC0306

Malfunction is detected when

(Malfunction A) an excessively low voltage from the EGR temperature sensor is sent to ECM even when engine coolant temperature is low,

(Malfunction B) an excessively high voltage from the EGR temperature sensor is sent to ECM even when engine coolant temperature is high.

Possible Cause

NFEC0583

MALFUNCTION A

NFEC0583S02

- Harness or connectors (The EGR temperature sensor circuit is shorted.)
- EGR temperature sensor
- Malfunction of EGR function

MALFUNCTION B

NFEC0583S03

- Harness or connectors (The EGR temperature sensor circuit is open.)
- EGR temperature sensor

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DTC P1401 EGR TEMPERATURE SENSOR

Possible Cause (Cont'd)

- Malfunction of EGR function

DTC Confirmation Procedure

Perform "PROCEDURE FOR MALFUNCTION A" first. If 1st trip DTC cannot be confirmed, perform "PROCEDURE FOR MALFUNCTION B".

NFEC0307

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

4	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm
	COOLAN TEMP/S	XXX °C

SEF174Y

PROCEDURE FOR MALFUNCTION A

NFEC0307S01

With CONSULT-II

NFEC0307S0101

- 1) Turn ignition switch "ON".
- 2) Select "DATA MONITOR" mode with CONSULT-II.
- 3) Verify that "COOLAN TEMP/S" is less than 40°C (104°F).
If the engine coolant temperature is above the range, cool the engine down.
- 4) Start engine and let it idle for at least 8 seconds.
- 5) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-613.

With GST

NFEC0307S0102

Follow the procedure "With CONSULT-II" above.

DTC P1401 EGR TEMPERATURE SENSOR

DTC Confirmation Procedure (Cont'd)

4	ACTIVE TEST	
	EGR VOL CONT/V	50 step
	MONITOR	
	ENG SPEED	XXX rpm
	EGR TEMP SEN	XXX V

SEF200Y

6	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm
	COOLAN TEMP/S	XXX °C
	VHCL SPEED SE	XXX km/h
	THRTL POS SEN	XXX V
	B/FUEL SCHDL	XXX msec

SEF201Y

PROCEDURE FOR MALFUNCTION B

NFEC0307S02

CAUTION:

Always drive vehicle at a safe speed.

TESTING CONDITION:

Always perform the test at a temperature above -10°C (14°F).

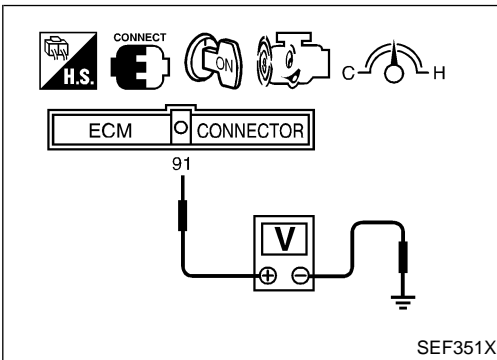
With CONSULT-II

NFEC0307S0201

- 1) Start engine and warm it up to normal operating temperature.
- 2) Select "EGR VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II.
- 3) Hold engine speed at 1,500 rpm.
- 4) Touch "Qu" and set the EGR volume control valve opening to 50 step and check EGR TEMP SEN.
EGR TEMP SEN should decrease to less than 1.0V.
If the check result is NG, go to "Diagnostic Procedure", EC-613.
If the check result is OK, go to the following step.
- 5) Turn ignition switch "OFF" and wait at least 10 seconds.
- 6) Start engine and maintain the following conditions for at least 5 consecutive seconds.

ENG SPEED	1,200 - 2,400 rpm
VHCL SPEED SE	10 km/h (6 MPH) or more
B/FUEL SCHDL	More than 4 msec
THRTL POS SEN	0.65 - 1.08V
Selector lever	Suitable position

- 7) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-613.



With GST

NFEC0307S0202

- 1) Start engine and warm it up to normal operating temperature.
- 2) Turn ignition switch "OFF" and wait at least 10 seconds, then turn "ON".
- 3) Select "MODE 1" with GST and maintain the following conditions for at least 5 consecutive seconds.

Engine speed	1,200 - 2,400 rpm
Vehicle speed	10 km/h (6 MPH) or more
Voltage between ECM terminal 91 and ground	0.65 - 1.08V
Selector lever	Suitable position

- 4) Select "MODE 7" with GST.
- 5) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-613.

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DTC P1401 EGR TEMPERATURE SENSOR

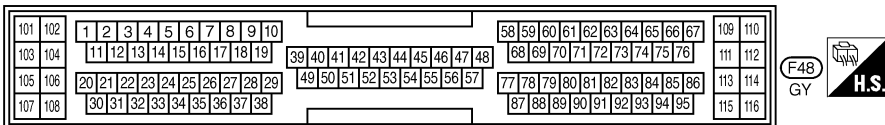
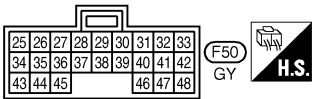
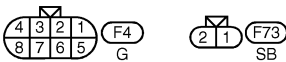
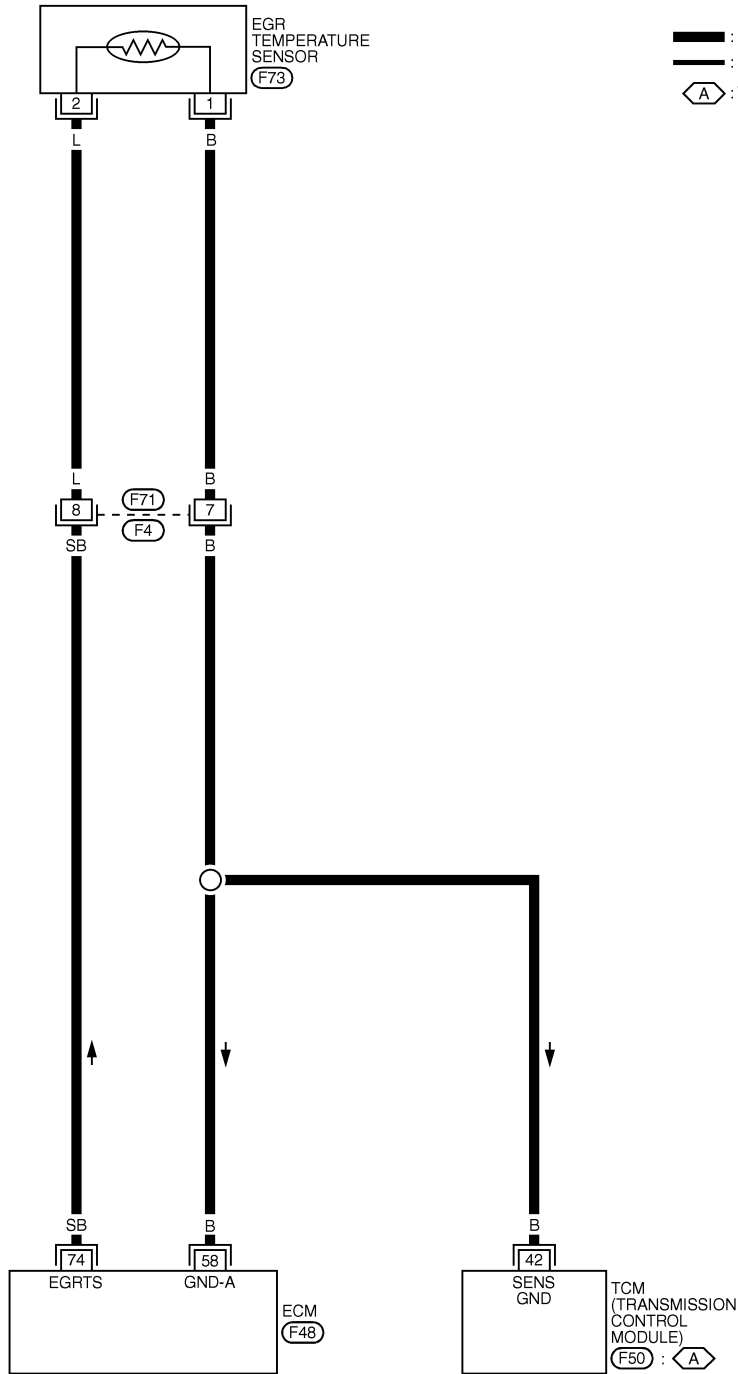
Wiring Diagram

Wiring Diagram

NFEC0309

EC-EGR/TS-01

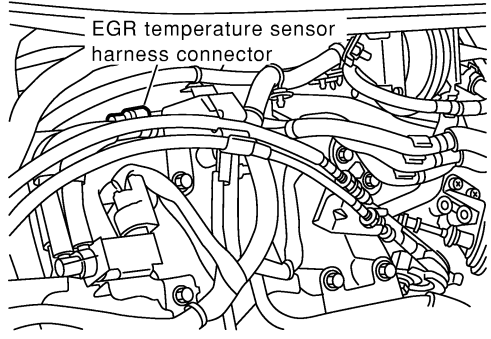
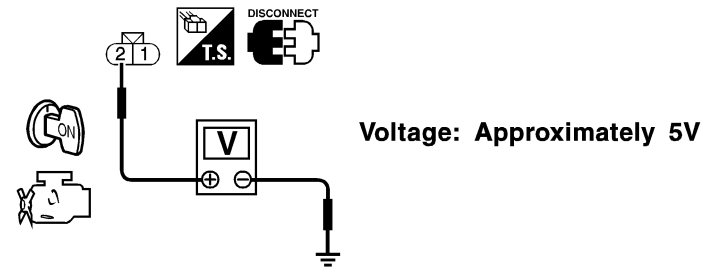
-  : DETECTABLE LINE FOR DTC
-  : NON-DETECTABLE LINE FOR DTC
-  : WITH A/T



MEC913C

Diagnostic Procedure

NFEC0310

1	CHECK EGR TEMPERATURE SENSOR POWER SUPPLY CIRCUIT	<p>1. Turn ignition switch "OFF". 2. Disconnect EGR temperature sensor harness connector.</p> <div style="text-align: center;">  <p>EGR temperature sensor harness connector</p> </div> <p>3. Turn ignition switch "ON". 4. Check voltage between EGR temperature sensor terminal 2 and ground with CONSULT-II or tester.</p> <div style="text-align: center;">  <p>Voltage: Approximately 5V</p> </div> <p style="text-align: center;">OK or NG</p>	<p>SEF277X</p> <p>SEF896X</p>
OK	▶	GO TO 3.	
NG	▶	GO TO 2.	

2	DETECT MALFUNCTIONING PART	<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors F4, F71 ● Harness for open or short between ECM and EGR temperature sensor <p style="text-align: right;">▶ Repair or replace harness or connectors.</p>	
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3	CHECK EGR TEMPERATURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT	<p>1. Turn ignition switch "OFF". 2. Check harness continuity between EGR temperature sensor terminal 1 and engine ground. Refer to Wiring Diagram. Continuity should exist. 3. Also check harness for short to ground or short to power.</p> <p style="text-align: center;">OK or NG</p>	
OK	▶	GO TO 5.	
NG	▶	GO TO 4.	

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DTC P1401 EGR TEMPERATURE SENSOR

Diagnostic Procedure (Cont'd)

4	DETECT MALFUNCTIONING PART
Check the following. <ul style="list-style-type: none"> ● Harness connectors F4, F71 ● Harness for open or short between ECM and EGR temperature sensor ● Harness for open or short between TCM (Transmission Control Module) and EGR temperature sensor 	
▶	Repair open circuit or short to ground or short to power in harness or connector.

5	CHECK EGR TEMPERATURE SENSOR												
1. Remove EGR temperature sensor. 2. Check resistance between EGR temperature sensor terminals 1 and 2 under the following conditions.													
<p style="text-align: center;">Resistance $k\Omega$</p> <p style="text-align: center;">Temperature $^{\circ}C$ ($^{\circ}F$)</p>	<p style="text-align: center;"><Reference data></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">EGR temperature $^{\circ}C$ ($^{\circ}F$)</th> <th style="text-align: center;">Voltage V</th> <th style="text-align: center;">Resistance $M\Omega$</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0 (32)</td> <td style="text-align: center;">4.61</td> <td style="text-align: center;">0.68 - 1.11</td> </tr> <tr> <td style="text-align: center;">50 (122)</td> <td style="text-align: center;">2.53</td> <td style="text-align: center;">0.09 - 0.12</td> </tr> <tr> <td style="text-align: center;">100 (212)</td> <td style="text-align: center;">0.87</td> <td style="text-align: center;">0.017 - 0.024</td> </tr> </tbody> </table>	EGR temperature $^{\circ}C$ ($^{\circ}F$)	Voltage V	Resistance $M\Omega$	0 (32)	4.61	0.68 - 1.11	50 (122)	2.53	0.09 - 0.12	100 (212)	0.87	0.017 - 0.024
EGR temperature $^{\circ}C$ ($^{\circ}F$)	Voltage V	Resistance $M\Omega$											
0 (32)	4.61	0.68 - 1.11											
50 (122)	2.53	0.09 - 0.12											
100 (212)	0.87	0.017 - 0.024											
SEF353X													
OK or NG													
OK	▶ GO TO 6.												
NG	▶ Replace EGR temperature sensor.												

DTC P1401 EGR TEMPERATURE SENSOR

Diagnostic Procedure (Cont'd)


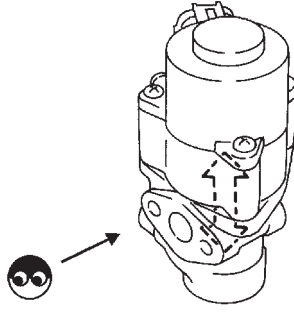
6	CHECK EGR VOLUME CONTROL VALVE-I	
<ol style="list-style-type: none"> 1. Disconnect EGR volume control valve. 2. Check resistance between EGR volume control valve terminal 2 and terminals 1, 3, terminal 5 and terminals 4, 6. 		
		<p>Resistance: 20.9 - 23.1 Ω [At 20°C (68°F)]</p>
OK or NG		
OK (With CONSULT-II)	▶	GO TO 7.
OK (Without CONSULT-II)	▶	GO TO 8.
NG	▶	Replace EGR volume control valve.

7	CHECK EGR VOLUME CONTROL VALVE-II																									
<p> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Remove EGR volume control valve. 2. Reconnect ECM harness connector and EGR volume control valve harness connector. 3. Turn ignition switch ON. 4. Perform "EGR VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II. 5. Check that EGR volume control valve shaft moves smoothly forward and backward according to the valve opening steps. 																										
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th colspan="2">ACTIVE TEST</th> </tr> <tr> <th>EGR VOL CONT/V</th> <th>20 step</th> </tr> <tr> <th colspan="2">MONITOR</th> </tr> <tr> <th>ENG SPEED</th> <th>XXX rpm</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>		ACTIVE TEST		EGR VOL CONT/V	20 step	MONITOR		ENG SPEED	XXX rpm																	
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DTC P1401 EGR TEMPERATURE SENSOR

Diagnostic Procedure (Cont'd)

8	CHECK EGR VOLUME CONTROL VALVE-II
<p> Without CONSULT-II</p> <ol style="list-style-type: none">1. Remove EGR volume control valve.2. Reconnect ECM harness connector and EGR volume control valve harness connector.3. Turn ignition switch ON and OFF.4. Check that EGR volume control valve shaft moves smoothly forward and backward according to the ignition switch position. <div data-bbox="584 399 876 714" style="text-align: center;"></div> <p style="text-align: center;">OK or NG</p> <p style="text-align: right;">SEF560W</p>	
OK	▶ GO TO 9.
NG	▶ Replace EGR volume control valve.

9	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
▶	INSPECTION END

DTC P1402 EGR FUNCTION (OPEN)

Description

Description SYSTEM DESCRIPTION

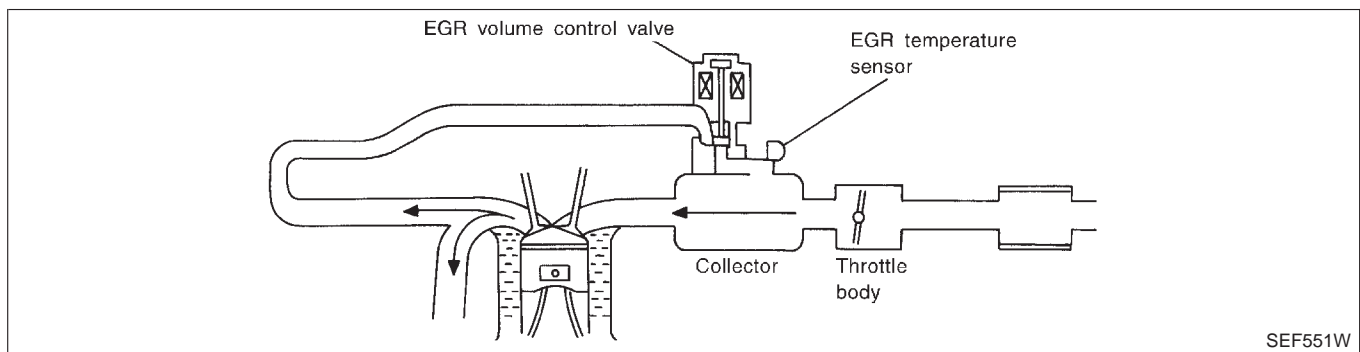
NFEC0311

NFEC0311S01

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS)	Engine speed (POS signal)	EGR volume control	EGR volume control valve
Crankshaft position sensor (REF)	Engine speed (REF signal)		
Vehicle speed sensor	Vehicle speed		
Engine coolant temperature sensor	Engine coolant temperature		
Ignition switch	Start signal		
Throttle position sensor	Throttle position		
Battery	Battery voltage		
Mass air flow sensor	Amount of intake air		
Air conditioner switch	Air conditioner operation		
Power steering oil pressure switch	Power steering load signal		
Electrical load	Electrical load signal		
Park/Neutral position switch	Park/Neutral position		
TCM (Transmission Control Module)	Gear position, shifting signal		

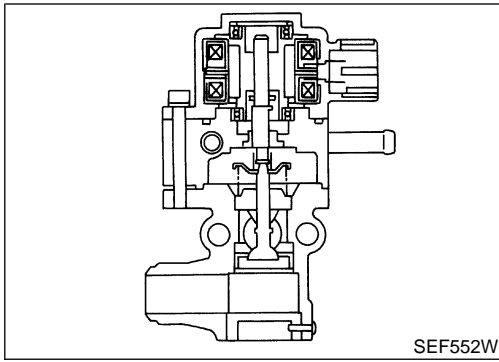
This system controls flow rate of EGR led from exhaust manifold to intake manifold. The opening of the EGR by-pass passage in the EGR volume control valve changes to control the flow rate. A built-in step motor moves the valve in steps corresponding to the ECM output pulses. The opening of the valve varies for optimum engine control. The optimum value stored in the ECM is determined by considering various engine conditions. The EGR volume control valve remains close under the following conditions.

- Engine stopped
- Engine starting
- Engine idling
- Low engine coolant temperature
- Excessively high engine coolant temperature
- High engine speed
- Wide open throttle
- Low battery voltage



DTC P1402 EGR FUNCTION (OPEN)

Description (Cont'd)



COMPONENT DESCRIPTION

NFEC0311S02

EGR Volume Control Valve

NFEC0311S0203

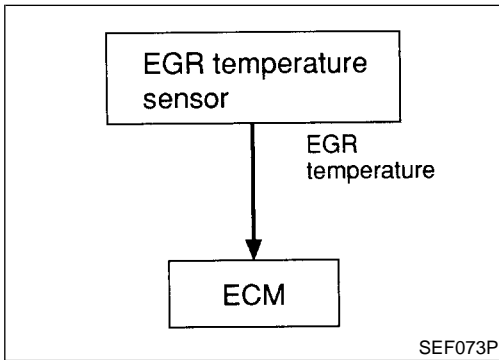
The EGR volume control valve uses a step motor to control the flow rate of EGR from exhaust manifold. This motor has four winding phases. It operates according to the output pulse signal of the ECM. Two windings are turned ON and OFF in sequence. Each time an ON pulse is issued, the valve opens or closes, changing the flow rate. When no change in the flow rate is needed, the ECM does not issue the pulse signal. A certain voltage signal is issued so that the valve remains at that particular opening.

CONSULT-II Reference Value in Data Monitor Mode

NFEC0584

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
EGR TEMP SEN	● Engine: After warming up		Less than 4.5V
EGR VOL CON/V	● Engine: After warming up ● Air conditioner switch: "OFF" ● Shift lever: "N" ● No-load	Idle	0 step
		Revsing engine up to 3,000 rpm quickly	10 - 55 step



On Board Diagnosis Logic

NFEC0312

If the EGR temperature sensor detects EGR flow under the condition that does not call for EGR, a high-flow malfunction is diagnosed.

Malfunction is detected when EGR flow is detected under condition that does not call for EGR.

NOTE:

Diagnosis for this DTC will occur when engine coolant temperature is below 50 to 60°C (122 to 140°F). Therefore, it will be better to turn ignition switch "ON" (start engine) at the engine coolant temperature below 30°C (86°F) when starting DTC confirmation procedure.

Possible Cause

NFEC0586

- Harness or connectors (EGR volume control valve circuit is open or shorted.)
- EGR volume control valve leaking or stuck open
- EGR temperature sensor

DTC P1402 EGR FUNCTION (OPEN)

DTC Confirmation Procedure

NFEC0313

DATA MONITOR	
MONITOR	NO DTC
COOLAN TEMP/S	XXX °C
EGR TEMP SEN	XXX V

SEF202Y

4

EGR SYSTEM P1402	
OUT OF CONDITION	
MONITOR	
ENG SPEED	XXX rpm
THRTL POS SEN	XXX V
B/FUEL SCHDL	XXX msec

SEF203Y

4

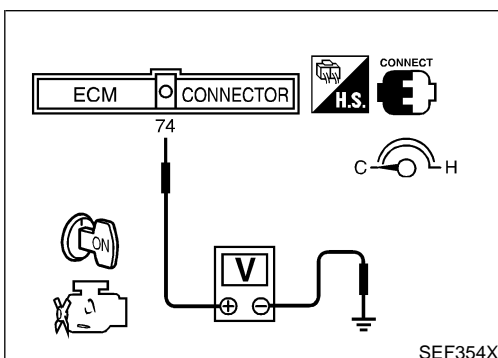
EGR SYSTEM P1402	
TESTING	
MONITOR	
ENG SPEED	XXX rpm
THRTL POS SEN	XXX V
B/FUEL SCHDL	XXX msec

SEF204Y

4

EGR SYSTEM P1402	
COMPLETED	

SEF236Y



DTC Confirmation Procedure

NOTE:

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:

- Always perform the test at a temperature above -10°C (14°F).
- Engine coolant temperature and EGR temperature must be verified in “DATA MONITOR” mode with CONSULT-II before starting DTC WORK SUPPORT test. If it is out of range below, the test cannot be conducted.

COOLAN TEMP/S: -10 to 35°C (14 to 95°F)*

EGR TEMP SEN: Less than 4.8V

If the values are out of the ranges indicated above, park the vehicle in a cool place and allow the engine temperature to stabilize. Do not attempt to reduce the engine coolant temperature or EGR temperature with a fan or means other than ambient air. Doing so may produce an inaccurate diagnostic result.

*: Although CONSULT-II screen displays “ -10 to 40°C (14 to 104°F)” as a range of engine coolant temperature, ignore it.

WITH CONSULT-II

NFEC0313S01

- 1) Turn ignition switch “OFF”, and wait at least 10 seconds, and then turn “ON”.
- 2) Select “EGR SYSTEM P1402” of “EGR SYSTEM” in “DTC WORK SUPPORT” mode with CONSULT-II.
- 3) Touch “START”.
- 4) Start engine and let it idle until “TESTING” on CONSULT-II screen is turned to “COMPLETED”. (It will take 80 seconds or more.)
If “TESTING” is not displayed after 5 minutes, turn ignition “OFF” and cool the engine coolant temperature to the range of -10 to 35°C (14 to 95°F). Retry from step 1.
- 5) Make sure that “OK” is displayed after touching “SELF-DIAG RESULTS”. If “NG” is displayed, refer to “Diagnostic Procedure”, EC-621.

WITH GST

NFEC0313S02

- 1) Turn ignition switch “ON” and select “MODE 1” with GST.
- 2) Check that engine coolant temperature is within the range of -10 to 35°C (14 to 95°F).
- 3) Check that voltage between ECM terminal 74 (EGR temperature sensor signal) and ground is less than 4.8V.
- 4) Start engine and let it idle for at least 80 seconds.
- 5) Stop engine.
- 6) Perform from step 1 to 4.
- 7) Select “MODE 3” with GST.
- 8) If DTC is detected, go to “Diagnostic Procedure”, EC-621.

- When using GST, “DTC Confirmation Procedure” should be performed twice as much as when using CONSULT-II because GST cannot display MODE 7 (1st trip DTC) concerning this diagnosis. Therefore, using CONSULT-II is recommended.

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DTC P1402 EGR FUNCTION (OPEN)

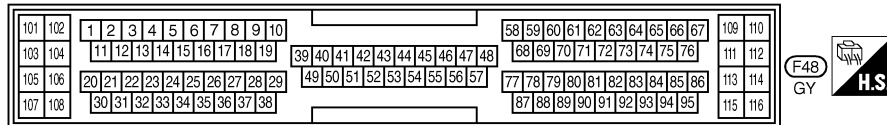
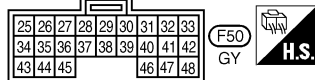
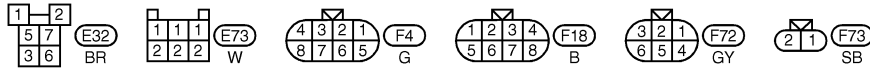
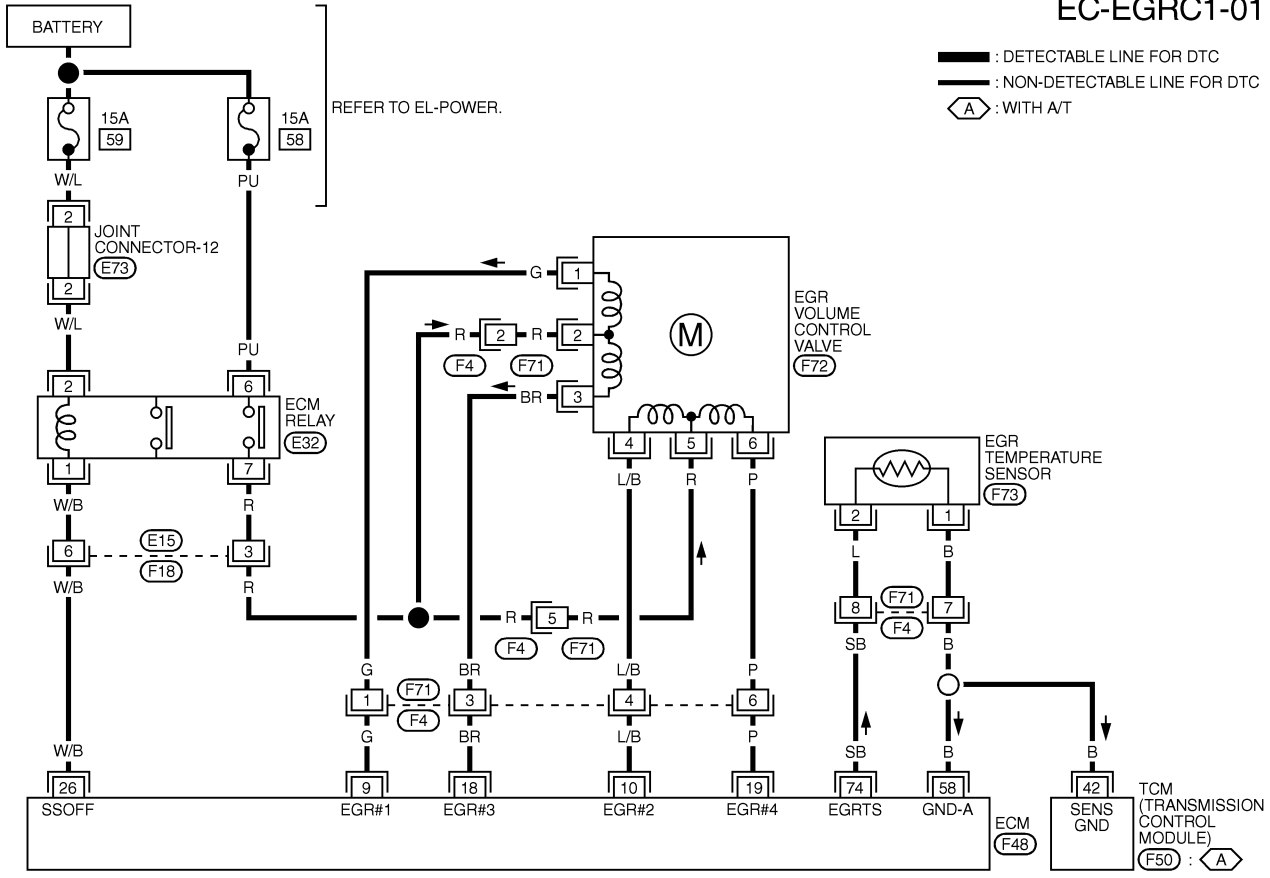
Wiring Diagram

Wiring Diagram

NFEC0314

EC-EGRC1-01

: DETECTABLE LINE FOR DTC
 : NON-DETECTABLE LINE FOR DTC
 : WITH A/T



MEC910C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
9	G	EGR VOLUME CONTROL VALVE	ENGINE RUNNING AT IDLE SPEED	0.1 - 14V
10	L/B			
18	BR			
19	P			

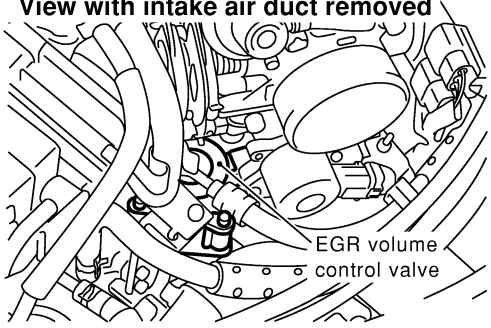
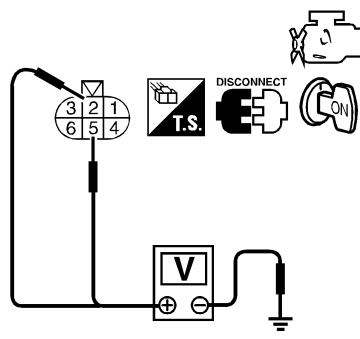
SEF666XB

DTC P1402 EGR FUNCTION (OPEN)

Diagnostic Procedure

Diagnostic Procedure

NFEC0315

1	CHECK EGR VOLUME CONTROL VALVE POWER SUPPLY CIRCUIT	GI MA EM LC EC FE CL MT AT AX SU
<p>1. Disconnect EGR volume control valve harness connector.</p> <p style="text-align: center;">View with intake air duct removed</p>  <p style="text-align: right;">EGR volume control valve</p> <p style="text-align: right;">SEF265X</p> <p>2. Turn ignition switch ON.</p> <p>3. Check voltage between EGR volume control valve terminals 2, 5 and ground with CONSULT-II or tester.</p>  <p style="text-align: center;">Voltage: Battery voltage</p> <p style="text-align: center;">SEF327X</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 3.
NG	▶	GO TO 2.

2	DETECT MALFUNCTIONING PART	BR ST RS BT HA SC EL IDX
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors E15, F18 ● Harness connectors F4, F71 ● Harness for open or short between ECM relay and EGR volume control valve 		
	▶	Repair harness or connectors.

DTC P1402 EGR FUNCTION (OPEN)

Diagnostic Procedure (Cont'd)

3	CHECK EGR VOLUME CONTROL VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT										
<p>1. Turn ignition switch OFF. 2. Disconnect ECM harness connector. 3. Check harness continuity between ECM terminals and EGR volume control valve terminals as follows. Refer to Wiring Diagram.</p> <table border="1"><thead><tr><th>ECM terminal</th><th>EGR volume control valve</th></tr></thead><tbody><tr><td>9</td><td>1</td></tr><tr><td>10</td><td>4</td></tr><tr><td>18</td><td>3</td></tr><tr><td>19</td><td>6</td></tr></tbody></table> <p style="text-align: right;">MTBL0356</p> <p>Continuity should exist.</p> <p>4. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>		ECM terminal	EGR volume control valve	9	1	10	4	18	3	19	6
ECM terminal	EGR volume control valve										
9	1										
10	4										
18	3										
19	6										
OK	▶ GO TO 5.										
NG	▶ GO TO 4.										

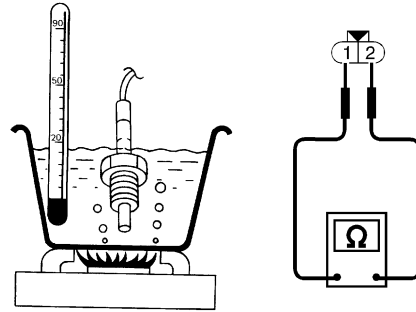
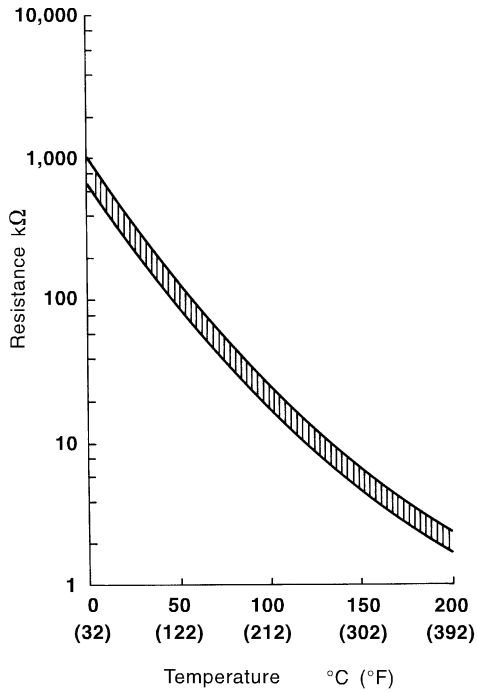
4	DETECT MALFUNCTIONING PART
<p>Check the following.</p> <ul style="list-style-type: none">● Harness connectors F4, F71● Harness for open or short between ECM and EGR volume control valve	
	▶ Repair open circuit or short to ground or short to power in harness or connectors.

DTC P1402 EGR FUNCTION (OPEN)

Diagnostic Procedure (Cont'd)

5 CHECK EGR TEMPERATURE SENSOR

1. Remove EGR temperature sensor.
2. Check resistance between EGR temperature sensor terminals 1 and 2 under the following conditions.



<Reference data>

EGR temperature °C (°F)	Voltage V	Resistance MΩ
0 (32)	4.61	0.68 - 1.11
50 (122)	2.53	0.09 - 0.12
100 (212)	0.87	0.017 - 0.024

SEF353X

OK or NG

OK	▶	GO TO 6.
NG	▶	Replace EGR temperature sensor.

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DTC P1402 EGR FUNCTION (OPEN)

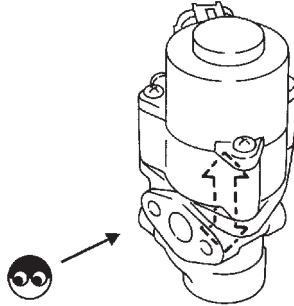
Diagnostic Procedure (Cont'd)

6	CHECK EGR VOLUME CONTROL VALVE-I	
<p>Check resistance between EGR volume control valve terminal 2 and terminals 1, 3, terminal 5 and terminals 4, 6.</p>		
		<p>Resistance: 20.9 - 23.1 Ω [At 20°C (68°F)]</p>
SEF588X		
OK or NG		
OK (With CONSULT-II)	▶	GO TO 7.
OK (Without CONSULT-II)	▶	GO TO 8.
NG	▶	Replace EGR volume control valve.

7	CHECK EGR VOLUME CONTROL VALVE-II																													
<p> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Remove EGR volume control valve. 2. Reconnect ECM harness connector and EGR volume control valve harness connector. 3. Turn ignition switch "ON". 4. Perform "EGR VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II. 5. Check that EGR volume control valve shaft moves smoothly forward and backward according to the valve opening steps. 																														
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">ACTIVE TEST</th> </tr> <tr> <th style="text-align: center;">EGR VOL CONT/V</th> <th style="text-align: center;">20 step</th> </tr> <tr> <th colspan="2" style="text-align: center;">MONITOR</th> </tr> <tr> <th style="text-align: center;">ENG SPEED</th> <th style="text-align: center;">XXX rpm</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>		ACTIVE TEST		EGR VOL CONT/V	20 step	MONITOR		ENG SPEED	XXX rpm																					
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ENG SPEED	XXX rpm																													
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OK or NG																														
OK	▶	GO TO 9.																												
NG	▶	Replace EGR volume control valve.																												

DTC P1402 EGR FUNCTION (OPEN)

Diagnostic Procedure (Cont'd)

8	CHECK EGR VOLUME CONTROL VALVE-II	
<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Remove EGR volume control valve. 2. Reconnect ECM harness connector and EGR volume control valve harness connector. 3. Turn ignition switch ON and OFF. 4. Check that EGR volume control valve shaft moves smoothly forward and backward according to the ignition switch position. 		
		
SEF560W		
OK or NG		
OK	▶	GO TO 9.
NG	▶	Replace EGR volume control valve.

9	CHECK INTERMITTENT INCIDENT	
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.		
	▶	INSPECTION END

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DTC P1440 EVAP CONTROL SYSTEM (SMALL LEAK) (POSITIVE PRESSURE)

On Board Diagnosis Logic

On Board Diagnosis Logic

NFEC0316

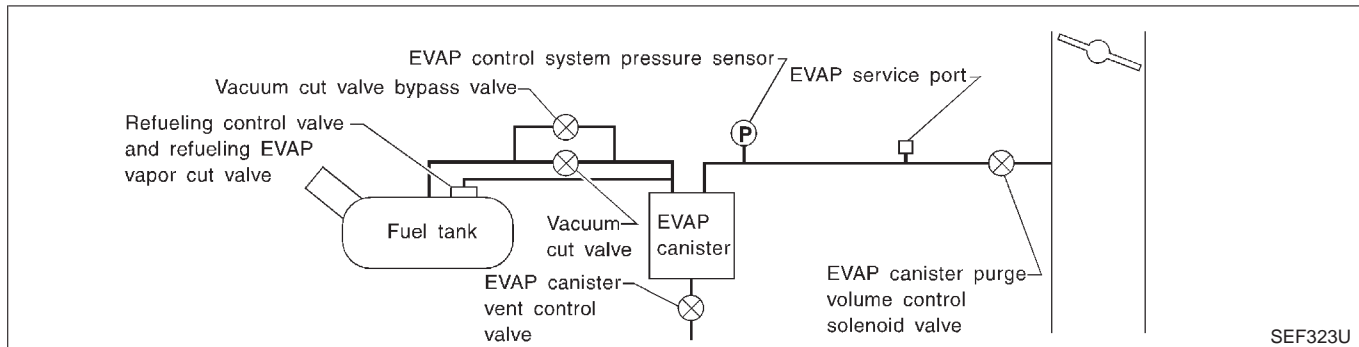
NOTE:

If DTC P1440 is displayed with P1448, perform trouble diagnosis for DTC P1448 first. (See EC-660.)

This diagnosis detects leaks in the EVAP purge line using of vapor pressure in the fuel tank.

The EVAP canister vent control valve is closed to shut the EVAP purge line. The vacuum cut valve bypass valve will then be opened to clear the line between the fuel tank and the EVAP canister purge volume control solenoid valve. The EVAP control system pressure sensor can now monitor the pressure inside the fuel tank.

If pressure increases, the ECM will check for leaks in the line between the vacuum cut valve and EVAP canister purge volume control solenoid valve.



Malfunction is detected when EVAP control system has a leak, EVAP control system does not operate properly.

CAUTION:

- Use only a genuine NISSAN fuel filler cap as a replacement. If an incorrect fuel filler cap is used, the MIL may come on.
- If the fuel filler cap is not tightened properly, the MIL may come on.
- Use only a genuine NISSAN rubber tube as a replacement.

Possible Cause

NFEC0587

- Incorrect fuel tank vacuum relief valve
- Incorrect fuel filler cap used
- Fuel filler cap remains open or fails to close.
- Foreign matter caught in fuel filler cap.
- Leak is in line between intake manifold and EVAP canister purge volume control solenoid valve.
- Foreign matter caught in EVAP canister vent control valve.
- EVAP canister or fuel tank leaks
- EVAP purge line (pipe and rubber tube) leaks

DTC P1440 EVAP CONTROL SYSTEM (SMALL LEAK) (POSITIVE PRESSURE)

Possible Cause (Cont'd)

- EVAP purge line rubber tube bent. GI
- Blocked or bent rubber tube to EVAP control system pressure sensor
- Loose or disconnected rubber tube
- EVAP canister vent control valve and the circuit MA
- EVAP canister purge volume control solenoid valve
- Absolute pressure sensor
- Fuel tank temperature sensor EM
- O-ring of EVAP canister vent control valve is missing or damaged. LC
- Water separator
- EVAP canister is saturated with water.
- Fuel level sensor and the circuit **EC**
- EVAP control system pressure sensor
- Refueling control valve FE
- ORVR system leaks

DTC Confirmation Procedure

Refer to "P0440 EVAP CONTROL SYSTEM (SMALL LEAK) (NEGATIVE PRESSURE)", EC-437. ^{NFEC0317} AT

Diagnostic Procedure

Refer to "P0440 EVAP CONTROL SYSTEM (SMALL LEAK) (NEGATIVE PRESSURE)", EC-437. ^{NFEC0643} ST

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DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Description

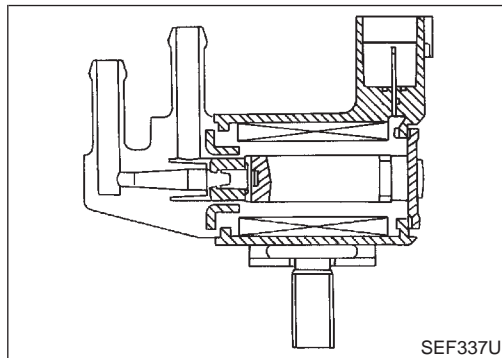
Description SYSTEM DESCRIPTION

NFEC0319

NFEC0319S01

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS)	Engine speed (POS signal)	EVAP canister purge flow control	EVAP canister purge volume control solenoid valve
Crankshaft position sensor (REF)	Engine speed (REF signal)		
Mass air flow sensor	Amount of intake air		
Engine coolant temperature sensor	Engine coolant temperature		
Ignition switch	Start signal		
Throttle position sensor	Throttle position		
Throttle position switch	Closed throttle position		
Front heated oxygen sensors	Density of oxygen in exhaust gas (Mixture ratio feedback signal)		
Fuel tank temperature sensor	Fuel temperature in fuel tank		
Vehicle speed sensor	Vehicle speed		

This system controls flow rate of fuel vapor from the EVAP canister. The opening of the vapor by-pass passage in the EVAP canister purge volume control solenoid valve changes to control the flow rate. The EVAP canister purge volume control solenoid valve repeats ON/OFF operation according to the signal sent from the ECM. The opening of the valve varies for optimum engine control. The optimum value stored in the ECM is determined by considering various engine conditions. When the engine is operating, the flow rate of fuel vapor from the EVAP canister is regulated as the air flow changes.



COMPONENT DESCRIPTION

NFEC0319S02

The EVAP canister purge volume control solenoid valve uses an 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.

CONSULT-II Reference Value in Data Monitor Mode

NFEC0320

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION	
PURG VOL C/V	● Engine: After warming up ● Air conditioner switch "OFF" ● Shift lever: "N" ● No-load	Idle (Vehicle stopped)	0%
		2,000 rpm	—

On Board Diagnosis Logic

Malfunction is detected when the canister purge flow is detected during the specified driving conditions, even when EVAP canister purge volume control solenoid valve is completely closed.

NFEC0322

GI

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Possible Cause

NFEC0588

- 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.)

EC

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DTC Confirmation Procedure

NFEC0323

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

AT

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TESTING CONDITION:

Always perform test at a temperature of 5°C (41°F) or more.

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DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

DTC Confirmation Procedure (Cont'd)

6	PURG VOL CN/V P1444	
	OUT OF CONDITION	
	MONITOR	
	ENG SPEED	XXX rpm
THRTL POS SEN	XXX V	
B/FUEL SCHDL	XXX msec	

SEF205Y

6	PURG VOL CN/V P1444	
	TESTING	
	MONITOR	
	ENG SPEED	XXX rpm
THRTL POS SEN	XXX V	
B/FUEL SCHDL	XXX msec	

SEF206Y

6	PURG VOL CN/V P1444	
	COMPLETED	

SEF237Y

WITH CONSULT-II

NFEC0323S01

- 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 with CONSULT-II.
- 5) Touch "START".
- 6) Start engine and let it idle until "TESTING" on CONSULT-II changes to "COMPLETED". (It will take for approximately 10 seconds.)
If "TESTING" is not displayed after 5 minutes, retry from step 2.
- 7) Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS". If "NG" is displayed, refer to "Diagnostic Procedure", EC-632.

WITH GST

NFEC0323S02

- 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) Select "MODE 7" with GST.
- 5) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-632.

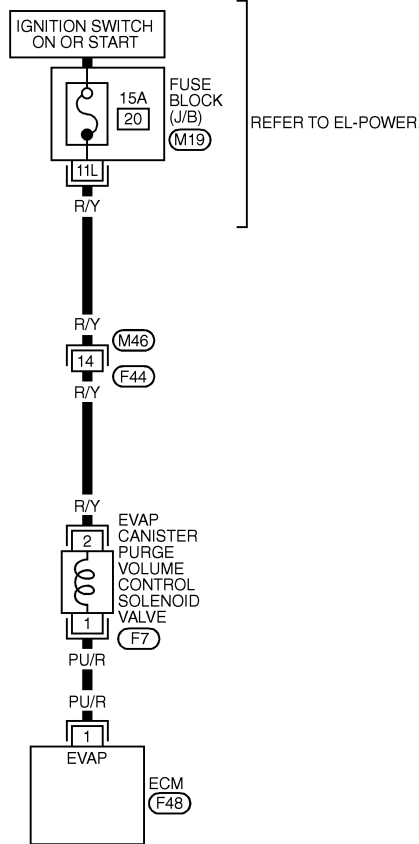
DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Wiring Diagram

Wiring Diagram

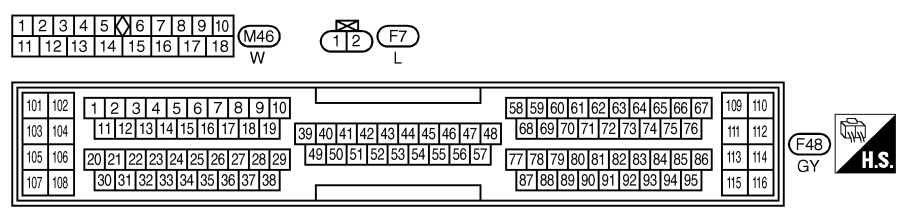
NFEC0324

EC-PGC/V-01



— : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC

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REFER TO THE FOLLOWING.
 (M19) - FUSE BLOCK-JUNCTION BOX (J/B)

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 RS

MEC741C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
1	PU/R	EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE	ENGINE RUNNING AT IDLE SPEED	BATTERY VOLTAGE
			ENGINE RUNNING AT 2,000 RPM (MORE THAN 100 SECONDS AFTER STARTING ENGINE)	BATTERY VOLTAGE

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 EL
 IDX

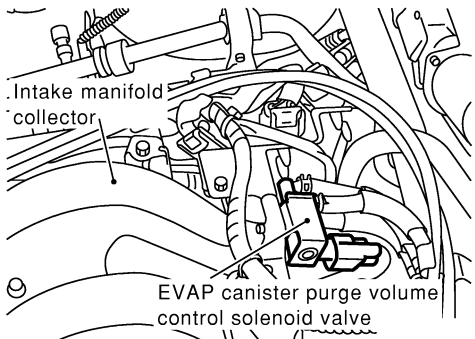
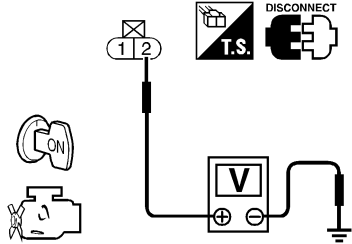
SEF800YA

DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Diagnostic Procedure

Diagnostic Procedure

NFEC0325

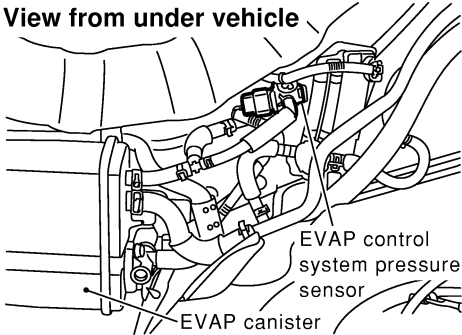
1	CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT	
<p>1. Turn ignition switch "OFF". 2. Disconnect EVAP canister purge volume control solenoid valve harness connector.</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SEF266X</p> <p>3. Turn ignition switch "ON". 4. Check voltage between EVAP canister purge volume control solenoid valve terminal 1 and engine ground with CONSULT-II or tester.</p> <div style="text-align: center;">  <p style="text-align: right;">Voltage: Battery voltage</p> </div> <p style="text-align: right;">SEF333X</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 3.
NG	▶	GO TO 2.

2	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors M46, F44 ● Fuse block (J/B) connector M19 ● 15A fuse ● Harness for open or short between EVAP canister purge volume control solenoid valve and fuse 		
▶		Repair harness or connectors.

3	CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT	
<p>1. Turn ignition switch "OFF". 2. Disconnect ECM harness connector. 3. Check harness continuity between ECM terminal 1 and EVAP canister purge volume control solenoid valve terminal 2. Refer to Wiring Diagram. Continuity should exist. 4. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 4.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Diagnostic Procedure (Cont'd)

4	CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR HOSE	
<p>Check disconnection or improper connection of hose connected to EVAP control system pressure sensor.</p> <div style="text-align: center;"> <p>View from under vehicle</p>  </div> <p style="text-align: right;">SEF268X</p>		
OK or NG		
OK	▶	GO TO 5.
NG	▶	Repair it.

5	CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR	
<p>1. Disconnect EVAP control system pressure sensor harness connector. 2. Check connectors for water. Water should not exist.</p>		
OK or NG		
OK	▶	GO TO 6.
NG	▶	Replace EVAP control system pressure sensor.

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DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

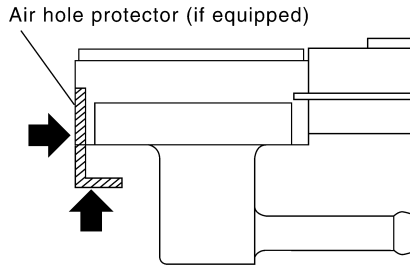
Diagnostic Procedure (Cont'd)

6 CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

1. Remove EVAP control system pressure sensor with its harness connector connected.

CAUTION:

- Never apply force to the air hole protector of the sensor if equipped.



SEF799W

2. Remove hose from EVAP control system pressure sensor.

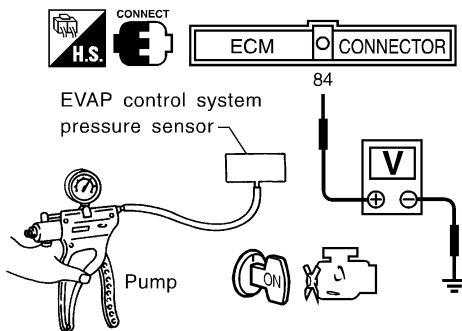
3. Turn ignition switch "ON".

4. Use pump to apply vacuum and pressure to EVAP control system pressure sensor as shown in figure.

CAUTION:

- Always calibrate the vacuum pump gauge when using it.
- Do not apply below -20 kPa (-150 mmHg , -5.91 inHg) or over 20 kPa (150 mmHg , 5.91 inHg) of pressure.

5. Check input voltage between ECM terminal 84 and ground.



Pressure (Relative to atmospheric pressure)	Voltage V
0 kPa (0 mmHg, 0 inHg)	3.0 - 3.6
-9.3 kPa (-70 mmHg , -2.76 inHg)	0.4 - 0.6

SEF342X

CAUTION:


- Discard and EVAP control system pressure sensor which has been dropped from a height of more than 0.5m (19.7in) onto a hard surface such as a concrete floor; use a new one.

OK or NG


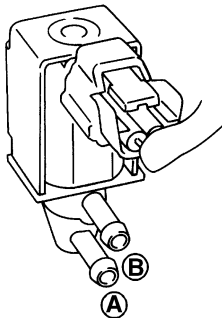
OK (With CONSULT-II)	▶	GO TO 7.
OK (Without CONSULT-II)	▶	GO TO 8.
NG	▶	Replace EVAP control system pressure sensor.

DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE


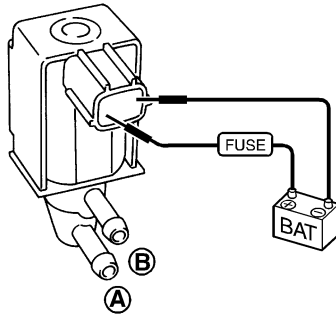
Diagnostic Procedure (Cont'd)

7	CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE																					
<p> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Reconnect harness connectors disconnected. 3. Start engine. 4. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II. Check that engine speed varies according to the valve opening. 																						
<table border="1" style="margin: auto; border-collapse: collapse;"> <tr><th colspan="2">ACTIVE TEST</th></tr> <tr><td>PURG VOL CONT/V</td><td style="text-align: center;">0.0%</td></tr> <tr><th colspan="2">MONITOR</th></tr> <tr><td>ENG SPEED</td><td style="text-align: center;">XXX rpm</td></tr> <tr><td>FR O2 MNTR-B1</td><td style="text-align: center;">RICH</td></tr> <tr><td>FR O2 MNTR-B2</td><td style="text-align: center;">RICH</td></tr> <tr><td>THRTL POS SEN</td><td style="text-align: center;">XXX V</td></tr> <tr><td>A/F ALPHA-B1</td><td style="text-align: center;">XXX %</td></tr> <tr><td>A/F ALPHA-B2</td><td style="text-align: center;">XXX %</td></tr> <tr><td> </td><td> </td></tr> </table>			ACTIVE TEST		PURG VOL CONT/V	0.0%	MONITOR		ENG SPEED	XXX rpm	FR O2 MNTR-B1	RICH	FR O2 MNTR-B2	RICH	THRTL POS SEN	XXX V	A/F ALPHA-B1	XXX %	A/F ALPHA-B2	XXX %		
ACTIVE TEST																						
PURG VOL CONT/V	0.0%																					
MONITOR																						
ENG SPEED	XXX rpm																					
FR O2 MNTR-B1	RICH																					
FR O2 MNTR-B2	RICH																					
THRTL POS SEN	XXX V																					
A/F ALPHA-B1	XXX %																					
A/F ALPHA-B2	XXX %																					
SEF068Y																						
OK or NG																						
OK	▶	GO TO 9.																				
NG	▶	GO TO 8.																				

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8	CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE							
<p> With CONSULT-II</p> <p>Check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.</p>								
								
SEF334X								
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Condition PURG VOL CONT/V value</th> <th style="width: 50%;">Air passage continuity between A and B</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">100.0%</td> <td style="text-align: center;">Yes</td> </tr> <tr> <td style="text-align: center;">0.0%</td> <td style="text-align: center;">No</td> </tr> </tbody> </table>			Condition PURG VOL CONT/V value	Air passage continuity between A and B	100.0%	Yes	0.0%	No
Condition PURG VOL CONT/V value	Air passage continuity between A and B							
100.0%	Yes							
0.0%	No							

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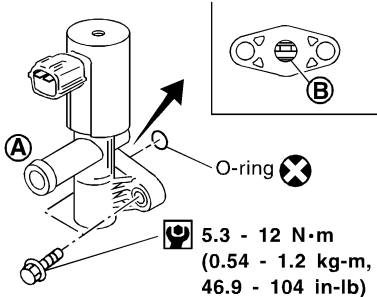
<p> Without CONSULT-II</p> <p>Check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.</p>		
		
SEF335X		
OK or NG		
OK	▶	GO TO 9.
NG	▶	Replace EVAP canister purge volume control solenoid valve.

BT
 HA
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DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Diagnostic Procedure (Cont'd)

9		CHECK RUBBER TUBE FOR CLOGGING
1. Disconnect rubber tube connected to EVAP canister vent control valve. 2. Check the rubber tube for clogging.		
OK or NG		
OK	▶	GO TO 10.
NG	▶	Clean the rubber tube using an air blower.

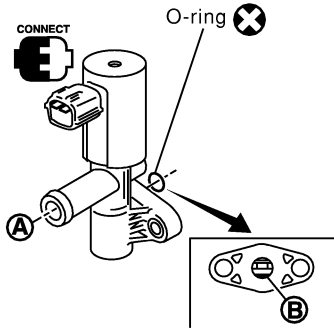
10		CHECK EVAP CANISTER VENT CONTROL VALVE-I
1. Remove EVAP canister vent control valve from EVAP canister. 2. Check portion B of EVAP canister vent control valve for being rusted.		
		
OK or NG		
OK	▶	GO TO 11.
NG	▶	Replace EVAP canister vent control valve.

DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Diagnostic Procedure (Cont'd)

11 CHECK EVAP CANISTER VENT CONTROL VALVE-II

- With CONSULT-II**
1. Reconnect harness connectors disconnected.
 2. Turn ignition switch "ON".
 3. Perform "VENT CONTROL/V" in "ACTIVE TEST" mode.
 4. Check air passage continuity and operation delay time.



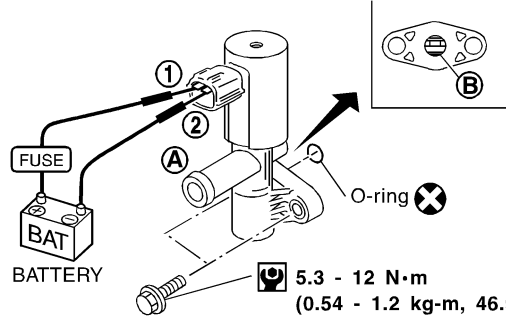
ACTIVE TEST	
VENT CONTROL/V	OFF
MONITOR	
ENG SPEED	XXX rpm
FR O2 SEN-B1	XXX V
THRTL POS SEN	XXX V
A/F ALPHA-B1	XXX %

Condition VENT CONTROL/V	Air passage continuity between A and B
ON	No
OFF	Yes

Operation takes less than 1 second.

SEF222Y

- Without CONSULT-II**
Check air passage continuity and operation delay time under the following conditions.



Condition	Air passage continuity between A and B
12V direct current supply between terminals 1 and 2	No
OFF	Yes

Operation takes less than 1 second.

SEF339X

Make sure new O-ring is installed properly.

OK or NG

OK	▶	GO TO 13.
NG	▶	GO TO 12.

12 CHECK EVAP CANISTER VENT CONTROL VALVE-III

1. Clean the air passage (Portion A to B) of EVAP canister vent control valve using an air blower.
2. Perform procedure 9 again.

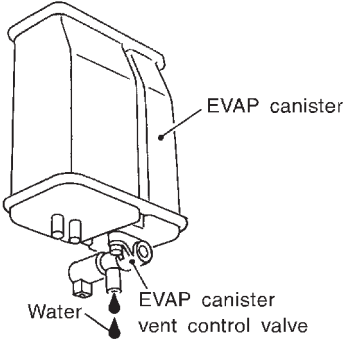
OK or NG

OK	▶	GO TO 13.
NG	▶	Replace EVAP canister vent control valve.

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DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Diagnostic Procedure (Cont'd)

13	CHECK IF EVAP CANISTER SATURATED WITH WATER	
<p>1. Remove EVAP canister with EVAP canister vent control valve attached. 2. Check if water will drain from the EVAP canister.</p>		
		
SEF596U		
Yes or No		
Yes	▶	GO TO 14.
No	▶	GO TO 17.

14	CHECK EVAP CANISTER	
<p>Weigh the EVAP canister with the EVAP canister vent control valve attached. The weight should be less than 1.8 kg (4.0 lb).</p>		
OK or NG		
OK	▶	GO TO 16.
NG	▶	GO TO 15.

15	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ul style="list-style-type: none"> ● EVAP canister for damage ● EVAP hose between EVAP canister and water separator for clogging or poor connection 		
▶		Repair hose or replace EVAP canister.

DTC P1444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Diagnostic Procedure (Cont'd)

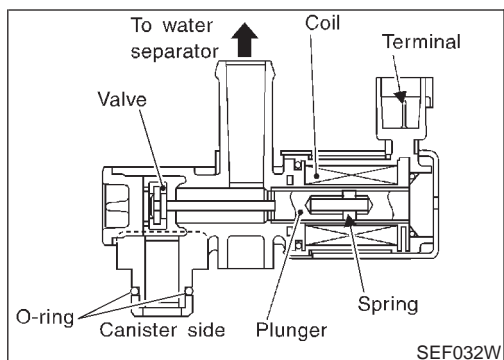
16	CHECK WATER SEPARATOR	
	<ol style="list-style-type: none"> 1. Check visually for insect nests in the water separator air inlet. 2. Check visually for cracks or flaws in the appearance. 3. Check visually for cracks or flaws in the hose. 4. Check that A and C are not clogged by blowing air into B with A, and then C plugged. 	
	<p style="text-align: center;">* (A) : Bottom hole (To atmosphere) (B) : Emergency tube (From EVAP canister) (C) : Inlet port (To member)</p>	
		SEF829T
	5. In case of NG in items 2 - 4, replace the parts.	
	NOTE:	
	<ul style="list-style-type: none"> ● Do not disassemble water separator. 	
	OK or NG	
OK	▶	GO TO 17.
NG	▶	Clean or replace water separator.

17	CHECK INTERMITTENT INCIDENT	
	Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
	▶	INSPECTION END

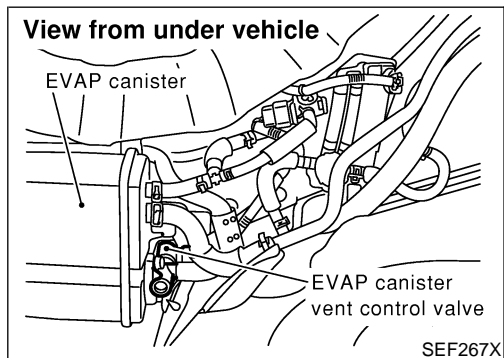
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DTC P1446 EVAPORATIVE EMISSION (EVAP) CANISTER VENT CONTROL VALVE (CLOSE)

Component Description



SEF032W



SEF267X

Component Description

NFEC0326

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 (Small Leak)" diagnosis.

CONSULT-II Reference Value in Data Monitor Mode

NFEC0327

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
VENT CONT/V	● Ignition switch: ON	OFF

On Board Diagnosis Logic

NFEC0329

Malfunction is detected when EVAP canister vent control valve remains closed under specified driving conditions.

Possible Cause

NFEC0589

- EVAP canister vent control valve
- EVAP control system pressure sensor and the circuit
- Blocked rubber tube to EVAP canister vent control valve
- Water separator
- EVAP canister is saturated with water.

DTC P1446 EVAPORATIVE EMISSION (EVAP) CANISTER VENT CONTROL VALVE (CLOSE)

DTC Confirmation Procedure

4	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm
	COOLAN TEMP/S	XXX °C
	VHCL SPEED SE	XXX km/h
	THRTL POS SEN	XXX V
	B/FUEL SCHDL	XXX msec

SEF201Y

DTC Confirmation Procedure

NFEC0330

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

Ⓜ WITH CONSULT-II

NFEC0330S01

- 1) Turn ignition switch "ON".
- 2) Select "DATA MONITOR" mode with CONSULT-II.
- 3) Start engine.
- 4) Drive vehicle at a speed of approximately 80 km/h (50 MPH) for a maximum of 15 minutes.

NOTE:

If a malfunction exists, NG result may be displayed quicker.

- 5) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-643.

Ⓜ WITH GST

NFEC0330S02

Follow the procedure "WITH CONSULT-II" above.

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DTC P1446 EVAPORATIVE EMISSION (EVAP) CANISTER VENT CONTROL VALVE (CLOSE)

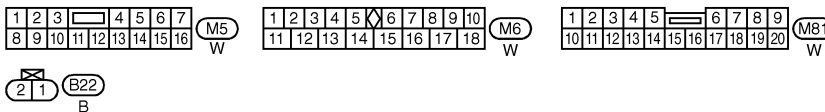
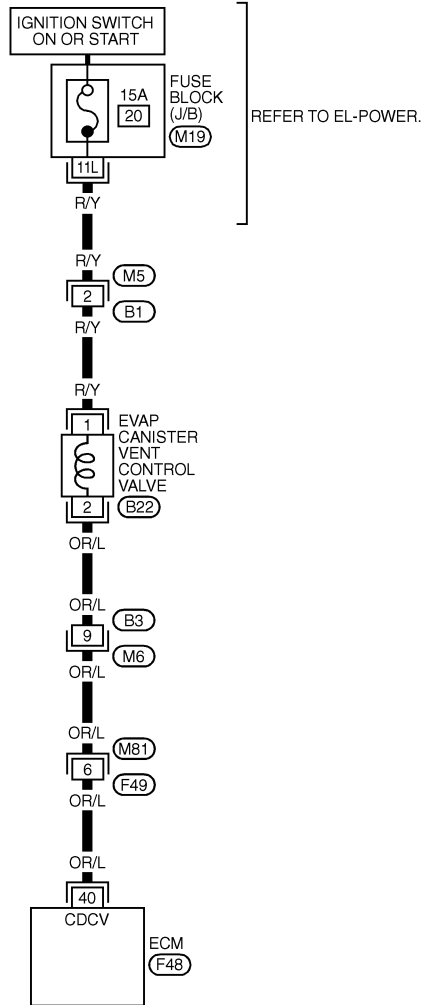
Wiring Diagram

Wiring Diagram

NFEC0331

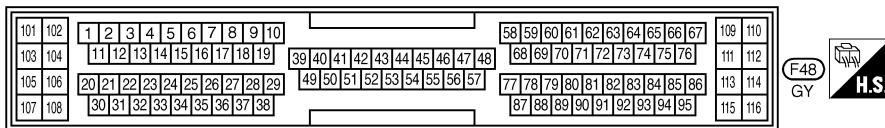
EC-VENT/V-01

— : DETECTABLE LINE FOR DTC
 - - - : NON-DETECTABLE LINE FOR DTC



REFER TO THE FOLLOWING.

(M19) - FUSE BLOCK-JUNCTION BOX (J/B)



MEC742C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
40	OR/L	EVAP CANISTER VENT CONTROL VALVE	IGN ON	BATTERY VOLTAGE

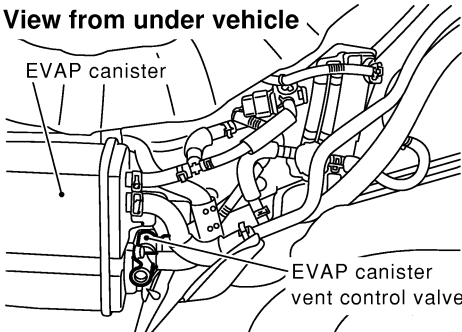
SEF668XB

DTC P1446 EVAPORATIVE EMISSION (EVAP) CANISTER VENT CONTROL VALVE (CLOSE)

Diagnostic Procedure

Diagnostic Procedure

NFEC0332

1	CHECK RUBBER TUBE		
<ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Disconnect rubber tube connected to EVAP canister vent control valve. 3. Check the rubber tube for clogging. 			
<p>View from under vehicle</p> 			
SEF267X			
OK or NG			
OK	▶	GO TO 2.	
NG	▶	Clean rubber tube using an air blower.	

GI

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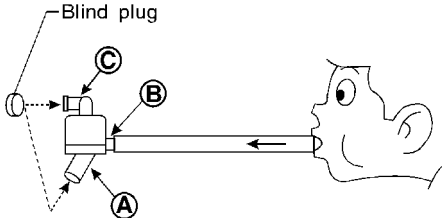
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2	CHECK WATER SEPARATOR		
<ol style="list-style-type: none"> 1. Check visually for insect nests in the water separator air inlet. 2. Check visually for cracks or flaws in the appearance. 3. Check visually for cracks or flaws in the hose. 4. Check that A and C are not clogged by blowing air into B with A, and then C plugged. 			
 <p style="text-align: center;">* (A) : Bottom hole (To atmosphere) (B) : Emergency tube (From EVAP canister) (C) : Inlet port (To member)</p>			
SEF829T			
5. In case of NG in items 2 - 4, replace the parts.			
NOTE:			
<ul style="list-style-type: none"> ● Do not disassemble water separator. 			
OK or NG			
OK	▶	GO TO 3.	
NG	▶	Clean or replace water separator.	

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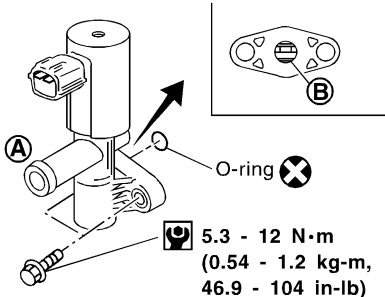
IDX

DTC P1446 EVAPORATIVE EMISSION (EVAP) CANISTER VENT CONTROL VALVE (CLOSE)

Diagnostic Procedure (Cont'd)

3 CHECK EVAP CANISTER VENT CONTROL VALVE-I

1. Remove EVAP canister vent control valve from EVAP canister.
2. Check portion **B** of EVAP canister vent control valve for being rusted.




SEF337X

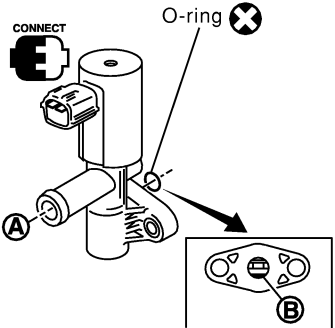
OK or NG

OK	▶	GO TO 4.
NG	▶	Replace EVAP canister vent control valve.

4 CHECK EVAP CANISTER VENT CONTROL VALVE-II

 **With CONSULT-II**

1. Turn ignition switch ON.
2. Perform "VENT CONTROL/V" in "ACTIVE TEST" mode.
3. Check air passage continuity and operation delay time.




ACTIVE TEST	
VENT CONTROL/V	OFF
MONITOR	
ENG SPEED	XXX rpm
FR O2 SEN-B1	XXX V
THRTL POS SEN	XXX V
A/F ALPHA-B1	XXX %

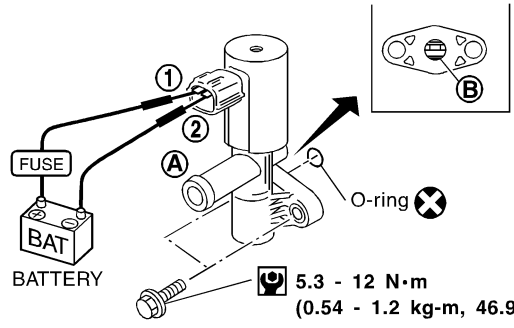
Condition VENT CONTROL/V	Air passage continuity between A and B
ON	No
OFF	Yes

Operation takes less than 1 second.

SEF222Y

 **Without CONSULT-II**

Check air passage continuity and operation delay time under the following conditions.



Condition	Air passage continuity between A and B
12V direct current supply between terminals 1 and 2	No
OFF	Yes

Operation takes less than 1 second.

SEF339X

Make sure new O-ring is installed properly.

OK or NG

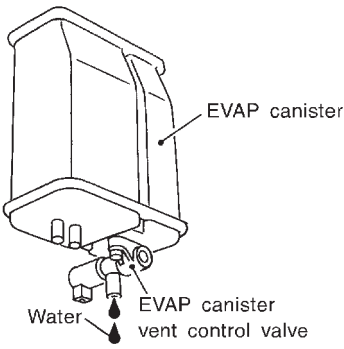
OK	▶	GO TO 6.
NG	▶	GO TO 5.

DTC P1446 EVAPORATIVE EMISSION (EVAP) CANISTER VENT CONTROL VALVE (CLOSE)

Diagnostic Procedure (Cont'd)

5	CHECK EVAP CANISTER VENT CONTROL VALVE-III	
1. Clean the air passage (Portion A to B) of EVAP canister vent control valve using an air blower. 2. Perform the procedure 4 again.		
OK or NG		
OK	▶	GO TO 6.
NG	▶	Replace EVAP canister vent control valve.

GI
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6	CHECK IF EVAP CANISTER SATURATED WITH WATER	
1. Remove EVAP canister with EVAP canister vent control valve attached. 2. Check if water will drain from the EVAP canister.		
		
Yes or No		
Yes	▶	GO TO 7.
No	▶	GO TO 9.

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7	CHECK EVAP CANISTER	
Weigh the EVAP canister with the EVAP canister vent control valve attached. The weight should be less than 1.8 kg (4.0 lb).		
OK or NG		
OK	▶	GO TO 9.
NG	▶	GO TO 8.

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8	DETECT MALFUNCTIONING PART	
Check the following. <ul style="list-style-type: none"> ● EVAP canister for damage ● EVAP hose between EVAP canister and water separator for clogging or poor connection 		
▶ Repair hose or replace EVAP canister.		

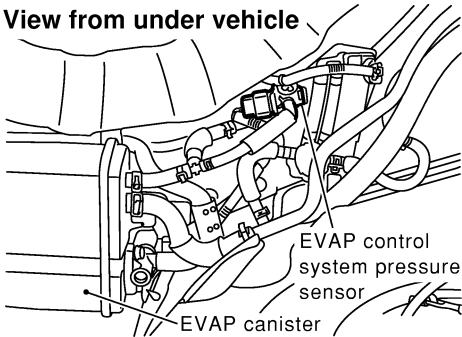
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9	CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR HOSE	
Check disconnection or improper connection of hose connected to EVAP control system pressure sensor.		
OK or NG		
OK	▶	GO TO 10.
NG	▶	Repair it.

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DTC P1446 EVAPORATIVE EMISSION (EVAP) CANISTER VENT CONTROL VALVE (CLOSE)

Diagnostic Procedure (Cont'd)

10	CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR
<p>1. Disconnect EVAP control system pressure sensor harness connector.</p> <p style="text-align: center;">View from under vehicle</p>  <p style="text-align: right;">SEF268X</p> <p>2. Check connectors for water. Water should not exist.</p> <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 11.
NG	▶ Replace EVAP control system pressure sensor.

DTC P1446 EVAPORATIVE EMISSION (EVAP) CANISTER VENT CONTROL VALVE (CLOSE)

Diagnostic Procedure (Cont'd)

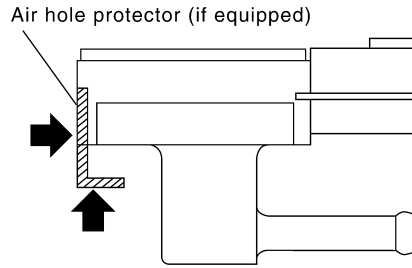
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11 CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

1. Remove EVAP control system pressure sensor with its harness connector connected.

CAUTION:

- Never apply force to the air hole protector of the sensor if equipped.



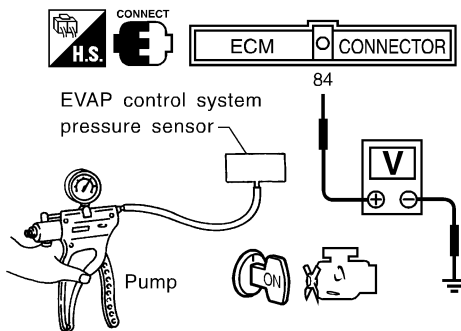
SEF799W

2. Remove hose from EVAP control system pressure sensor.
3. Turn ignition switch "ON".
4. Use pump to apply vacuum and pressure to EVAP control system pressure sensor as shown in figure.

CAUTION:

- Always calibrate the vacuum pump gauge when using it.
- Do not apply below -20 kPa (-150 mmHg, -5.91 inHg) or over 20 kPa (150 mmHg, 5.91 inHg) of pressure.

5. Check input voltage between ECM terminal 84 and ground.



Pressure (Relative to atmospheric pressure)	Voltage V
0 kPa (0 mmHg, 0 inHg)	3.0 - 3.6
-9.3 kPa (-70 mmHg, -2.76 inHg)	0.4 - 0.6

SEF342X

CAUTION:

- Discard and EVAP control system pressure 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.

OK or NG

OK	▶	GO TO 12.
NG	▶	Replace EVAP control system pressure sensor.

12 CHECK INTERMITTENT INCIDENT

Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.

▶ INSPECTION END

DTC P1447 EVAPORATIVE EMISSION (EVAP) CONTROL SYSTEM PURGE FLOW MONITORING

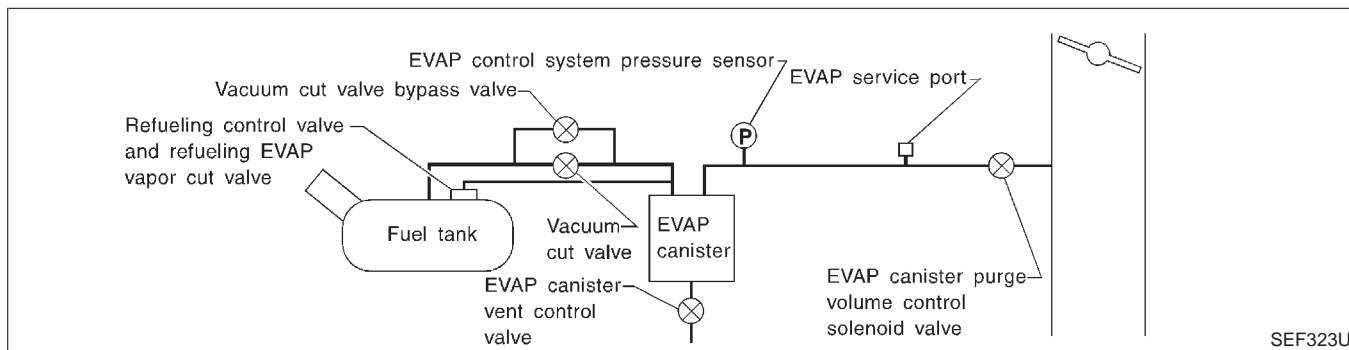
System Description

System Description

NFEC0333

NOTE:

If DTC P1447 is displayed with P0510, perform trouble diagnosis for DTC P0510 first. (See EC-514.)



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.

On Board Diagnosis Logic

NFEC0334

Under normal conditions (non-closed throttle), sensor output voltage indicates if pressure drop and purge flow are adequate. If not, a fault is determined.

Malfunction is detected when EVAP control system does not operate properly, EVAP control system has a leak between intake manifold and EVAP control system pressure sensor.

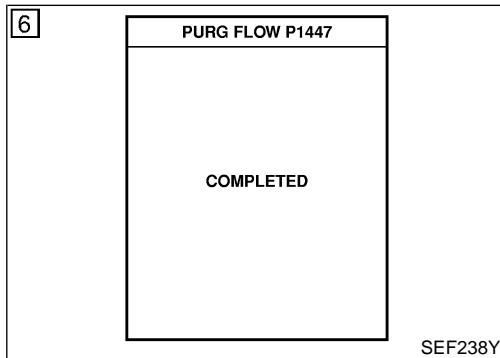
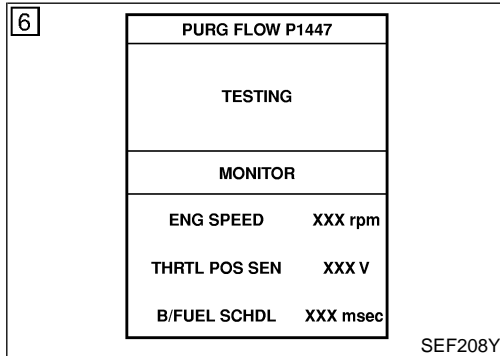
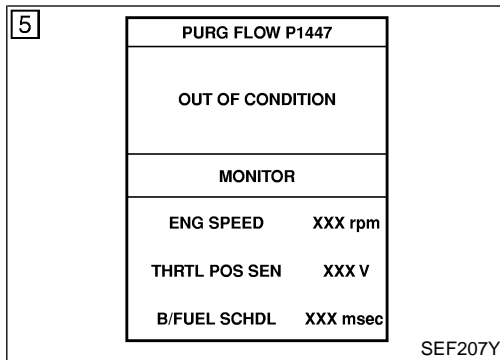
Possible Cause

NFEC0590

- 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
- Closed throttle position switch
- Blocked purge port
- EVAP canister vent control valve

DTC P1447 EVAPORATIVE EMISSION (EVAP) CONTROL SYSTEM PURGE FLOW MONITORING

DTC Confirmation Procedure



DTC Confirmation Procedure

NFEC0335

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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:

Always perform test at a temperature of 5°C (41°F) or more.

WITH CONSULT-II

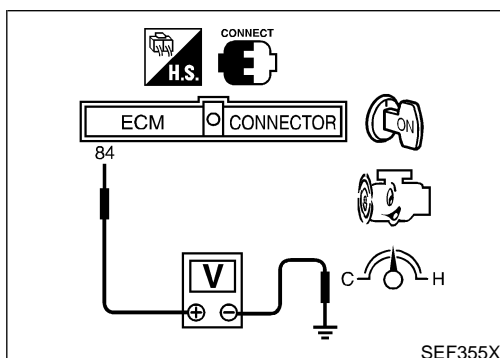
NFEC0335S01

- 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 70 seconds.
- 4) Select "PURG FLOW P1447" of "EVAPORATIVE SYSTEM" in "DTC CONFIRMATION" mode with CONSULT-II.
- 5) Touch "START".
If "COMPLETED" is displayed, go to step 7.
- 6) When the following conditions are met, "TESTING" will be displayed on the CONSULT-II screen. Maintain the conditions continuously until "TESTING" changes to "COMPLETED". (It will take at least 35 seconds.)

Selector lever	Suitable position
Vehicle speed	32 - 120 km/h (20 - 75 MPH)
ENG SPEED	500 - 3,000 rpm
B/FUEL SCHDL	1.3 - 8.1 msec
Engine coolant temperature	70 - 100°C (158 - 212°F)

If "TESTING" is not changed for a long time, retry from step 2.

- 7) Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS". If "NG" is displayed, refer to "Diagnostic Procedure", EC-651.



Overall Function Check

NFEC0336

Use this procedure 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.

WITH GST

NFEC0336S01

- 1) Lift up drive wheels.
- 2) Start engine (TCS switch "OFF") and warm it up to normal operating temperature.
- 3) Turn ignition switch "OFF", wait at least 10 seconds.
- 4) Start engine and wait at least 70 seconds.

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DTC P1447 EVAPORATIVE EMISSION (EVAP) CONTROL SYSTEM PURGE FLOW MONITORING

Overall Function Check (Cont'd)

- 5) Set voltmeter probes to ECM terminals 84 (EVAP control system pressure sensor signal) and ground.
- 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
Steering wheel	Fully turned
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 0.1V less than the value at idle speed (measured at step 6) for at least 1 second.
- 9) If NG, go to "Diagnostic Procedure", EC-651.

DTC P1447 EVAPORATIVE EMISSION (EVAP) CONTROL SYSTEM PURGE FLOW MONITORING

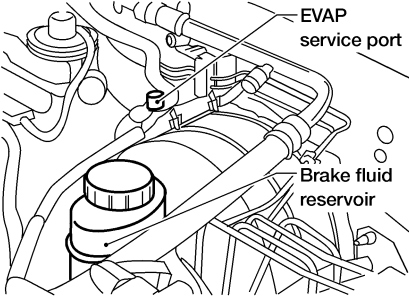
Diagnostic Procedure

Diagnostic Procedure

=NFEC0337

1	CHECK EVAP CANISTER	
1. Turn ignition switch "OFF". 2. Check EVAP canister for cracks.		
OK or NG		
OK (With CONSULT-II)	▶	GO TO 2.
OK (Without CONSULT-II)	▶	GO TO 3.
NG	▶	Replace EVAP canister.

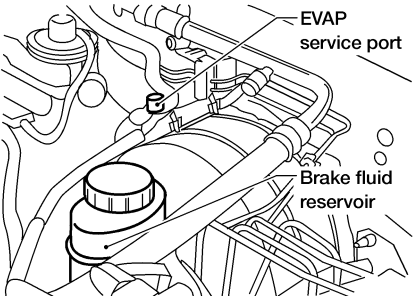
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2	CHECK PURGE FLOW																											
Ⓟ With CONSULT-II 1. Disconnect vacuum hose connected to EVAP canister purge volume control solenoid valve at EVAP service port and install vacuum gauge.																												
																												
AEC649A																												
2. Start engine and let it idle. 3. Select "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II. 4. Rev engine up to 2,000 rpm. 5. Touch "Qd" and "Qu" on CONSULT-II screen to adjust "PURG VOL CONT/V" opening and check vacuum existence.																												
<table border="1" style="display: inline-table; margin-right: 20px;"> <thead> <tr><th colspan="2">ACTIVE TEST</th></tr> </thead> <tbody> <tr><td>PURG VOL CONT/V</td><td>XXX %</td></tr> <tr><th colspan="2">MONITOR</th></tr> <tr><td>ENG SPEED</td><td>XXX rpm</td></tr> <tr><td>FR O2 MNTR-B1</td><td>LEAN</td></tr> <tr><td>THRTL POS SEN</td><td>XXX V</td></tr> <tr><td>A/F ALPHA-B1</td><td>XXX %</td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table> <table border="1" style="display: inline-table;"> <thead> <tr><th>PURG VOL CONT/V</th><th>VACUUM</th></tr> </thead> <tbody> <tr><td>100.0%</td><td>Should exist</td></tr> <tr><td>0.0%</td><td>Should not exist</td></tr> </tbody> </table>			ACTIVE TEST		PURG VOL CONT/V	XXX %	MONITOR		ENG SPEED	XXX rpm	FR O2 MNTR-B1	LEAN	THRTL POS SEN	XXX V	A/F ALPHA-B1	XXX %							PURG VOL CONT/V	VACUUM	100.0%	Should exist	0.0%	Should not exist
ACTIVE TEST																												
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PURG VOL CONT/V	VACUUM																											
100.0%	Should exist																											
0.0%	Should not exist																											
OK or NG																												
SEF225Y																												
OK	▶	GO TO 7.																										
NG	▶	GO TO 4.																										

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DTC P1447 EVAPORATIVE EMISSION (EVAP) CONTROL SYSTEM PURGE FLOW MONITORING

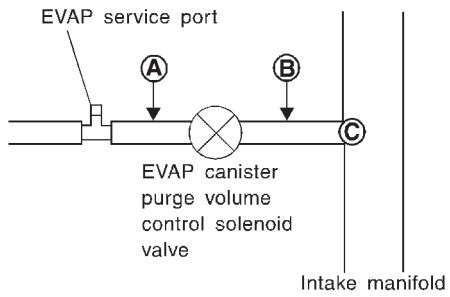
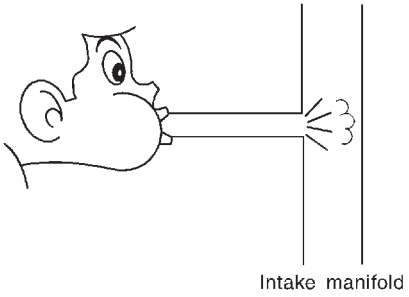
Diagnostic Procedure (Cont'd)

3	CHECK PURGE FLOW		
<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none"> 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. 			
 <p style="text-align: right; margin-right: 50px;">AEC649A</p>			
<ol style="list-style-type: none"> 4. Start engine and let it idle for at least 80 seconds. 5. Check vacuum gauge indication when revving engine up to 2,000 rpm. Vacuum should exist. 6. Release the accelerator pedal fully and let idle. Vacuum should not exist. <p style="text-align: center;">OK or NG</p>			
OK		▶	GO TO 7.
NG		▶	GO TO 4.

4	CHECK EVAP PURGE LINE		
<ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Check EVAP purge line for improper connection or disconnection. Refer to "EVAPORATIVE EMISSION LINE DRAWING", EC-39. <p style="text-align: center;">OK or NG</p>			
OK (With CONSULT-II)		▶	GO TO 5.
OK (Without CONSULT-II)		▶	GO TO 6.
NG		▶	Repair it.

DTC P1447 EVAPORATIVE EMISSION (EVAP) CONTROL SYSTEM PURGE FLOW MONITORING


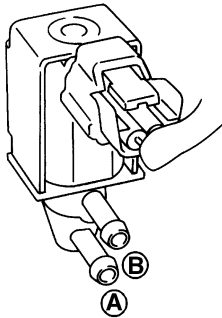

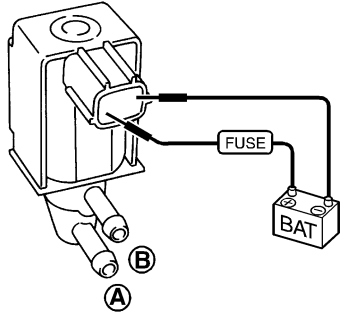
Diagnostic Procedure (Cont'd)

5	CHECK EVAP PURGE HOSE AND PURGE PORT	<p>1. Disconnect purge hoses connected to EVAP service port A and EVAP canister purge volume control solenoid valve B.</p> <div style="text-align: center;">  <p style="font-size: small;">EVAP service port A B EVAP canister purge volume control solenoid valve Intake manifold C</p> </div> <p>2. Blow air into each hose and EVAP purge port C.</p> <p>3. Check that air flows freely.</p> <div style="text-align: center;">  <p style="font-size: small;">Intake manifold</p> </div> <p style="text-align: right; font-size: x-small;">SEF367U</p>	GI MA EM LC EC FE CL MT AT AX SU
OK or NG		SEF368U	
OK	▶	GO TO 6.	
NG	▶	Repair or clean hoses and/or purge port.	

6	CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE	<p> With CONSULT-II</p> <p>1. Start engine.</p> <p>2. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II. Check that engine speed varies according to the valve opening.</p> <div style="text-align: center; margin: 10px 0;"> <table border="1" style="border-collapse: collapse; font-size: x-small;"> <tr><th colspan="2">ACTIVE TEST</th></tr> <tr><td>PURG VOL CONT/V</td><td style="text-align: center;">0.0%</td></tr> <tr><th colspan="2">MONITOR</th></tr> <tr><td>ENG SPEED</td><td style="text-align: center;">XXX rpm</td></tr> <tr><td>FR O2 MNTR-B1</td><td style="text-align: center;">RICH</td></tr> <tr><td>FR O2 MNTR-B2</td><td style="text-align: center;">RICH</td></tr> <tr><td>THRTL POS SEN</td><td style="text-align: center;">XXX V</td></tr> <tr><td>A/F ALPHA-B1</td><td style="text-align: center;">XXX %</td></tr> <tr><td>A/F ALPHA-B2</td><td style="text-align: center;">XXX %</td></tr> <tr><td> </td><td> </td></tr> </table> </div> <p style="text-align: right; font-size: x-small;">SEF068Y</p>	ACTIVE TEST		PURG VOL CONT/V	0.0%	MONITOR		ENG SPEED	XXX rpm	FR O2 MNTR-B1	RICH	FR O2 MNTR-B2	RICH	THRTL POS SEN	XXX V	A/F ALPHA-B1	XXX %	A/F ALPHA-B2	XXX %			BR ST RS BT HA SC EL IDX
ACTIVE TEST																							
PURG VOL CONT/V	0.0%																						
MONITOR																							
ENG SPEED	XXX rpm																						
FR O2 MNTR-B1	RICH																						
FR O2 MNTR-B2	RICH																						
THRTL POS SEN	XXX V																						
A/F ALPHA-B1	XXX %																						
A/F ALPHA-B2	XXX %																						
OK or NG																							
OK	▶	GO TO 8.																					
NG	▶	GO TO 7.																					

DTC P1447 EVAPORATIVE EMISSION (EVAP) CONTROL SYSTEM PURGE FLOW MONITORING

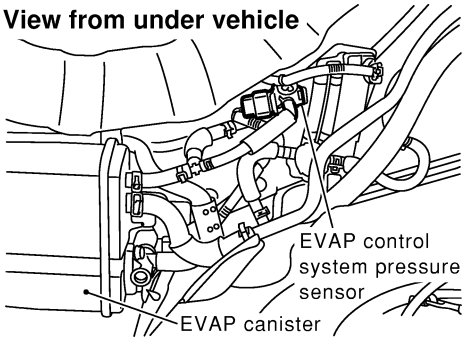
Diagnostic Procedure (Cont'd)

7	CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE							
<p> With CONSULT-II Check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.</p>								
								
<table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Condition PURG VOL CONT/V value</th> <th style="text-align: center;">Air passage continuity between A and B</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">100.0%</td> <td style="text-align: center;">Yes</td> </tr> <tr> <td style="text-align: center;">0.0%</td> <td style="text-align: center;">No</td> </tr> </tbody> </table>			Condition PURG VOL CONT/V value	Air passage continuity between A and B	100.0%	Yes	0.0%	No
Condition PURG VOL CONT/V value	Air passage continuity between A and B							
100.0%	Yes							
0.0%	No							
SEF334X								
<p> Without CONSULT-II Check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.</p>								
								
<table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Condition</th> <th style="text-align: center;">Air passage continuity between A and B</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">12V direct current supply between terminals 1 and 2</td> <td style="text-align: center;">Yes</td> </tr> <tr> <td style="text-align: center;">No supply</td> <td style="text-align: center;">No</td> </tr> </tbody> </table>			Condition	Air passage continuity between A and B	12V direct current supply between terminals 1 and 2	Yes	No supply	No
Condition	Air passage continuity between A and B							
12V direct current supply between terminals 1 and 2	Yes							
No supply	No							
SEF335X								
OK or NG								
OK	▶	GO TO 8.						
NG	▶	Replace EVAP canister purge volume control solenoid valve.						

8	CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR HOSE	
<p>1. Turn ignition switch "OFF". 2. Check disconnection or improper connection of hose connected to EVAP control system pressure sensor.</p>		
OK or NG		
OK	▶	GO TO 9.
NG	▶	Repair it.

DTC P1447 EVAPORATIVE EMISSION (EVAP) CONTROL SYSTEM PURGE FLOW MONITORING

Diagnostic Procedure (Cont'd)

9	CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR	
<p>1. Disconnect EVAP control system pressure sensor harness connector.</p> <div style="text-align: center;"> <p>View from under vehicle</p>  </div>		
<p>2. Check connectors for water. Water should not exist.</p> <p style="text-align: right;">SEF268X</p>		
OK or NG		
OK	▶	GO TO 10.
NG	▶	Replace EVAP control system pressure sensor.

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10	CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR FUNCTION	
<p>Refer to "DTC Confirmation Procedure" for DTC P0450, EC-467.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 11.
NG	▶	Replace EVAP control system pressure sensor.

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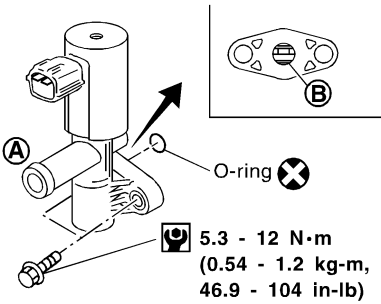
AX

11	CHECK RUBBER TUBE FOR CLOGGING	
<p>1. Disconnect rubber tube connected to EVAP canister vent control valve. 2. Check the rubber tube for clogging.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 12.
NG	▶	Clean the rubber tube using an air blower.

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12	CHECK EVAP CANISTER VENT CONTROL VALVE-I	
<p>1. Remove EVAP canister vent control valve from EVAP canister. 2. Check portion B of EVAP canister vent control valve for being rusted.</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SEF337X</p>		
OK or NG		
OK	▶	GO TO 13.
NG	▶	Replace EVAP canister vent control valve.

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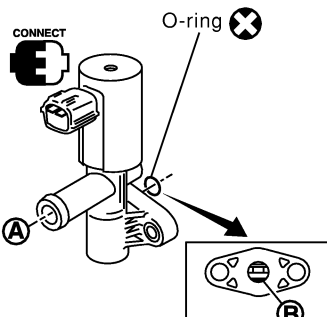
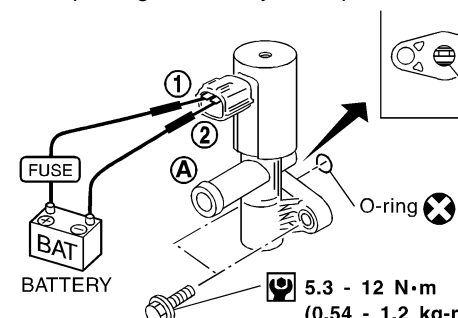
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DTC P1447 EVAPORATIVE EMISSION (EVAP) CONTROL SYSTEM PURGE FLOW MONITORING

Diagnostic Procedure (Cont'd)

13	CHECK EVAP CANISTER VENT CONTROL VALVE-II																										
<p>With CONSULT-II</p> <ol style="list-style-type: none"> 1. Reconnect harness connectors disconnected. 2. Turn ignition switch "ON". 3. Perform "VENT CONTROL/V" in "ACTIVE TEST" mode. 4. Check air passage continuity and operation delay time. 																											
<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="width: 30%;">  </div> <div style="width: 30%;"> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th colspan="2">ACTIVE TEST</th> </tr> </thead> <tbody> <tr> <td>VENT CONTROL/V</td> <td>OFF</td> </tr> <tr> <th colspan="2">MONITOR</th> </tr> <tr> <td>ENG SPEED</td> <td>XXX rpm</td> </tr> <tr> <td>FR O2 SEN-B1</td> <td>XXX V</td> </tr> <tr> <td>THRTL POS SEN</td> <td>XXX V</td> </tr> <tr> <td>A/F ALPHA-B1</td> <td>XXX %</td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table> </div> <div style="width: 35%;"> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th>Condition VENT CONTROL/V</th> <th>Air passage continuity between A and B</th> </tr> </thead> <tbody> <tr> <td>ON</td> <td>No</td> </tr> <tr> <td>OFF</td> <td>Yes</td> </tr> </tbody> </table> <p style="text-align: center;">Operation takes less than 1 second.</p> </div> </div>		ACTIVE TEST		VENT CONTROL/V	OFF	MONITOR		ENG SPEED	XXX rpm	FR O2 SEN-B1	XXX V	THRTL POS SEN	XXX V	A/F ALPHA-B1	XXX %							Condition VENT CONTROL/V	Air passage continuity between A and B	ON	No	OFF	Yes
ACTIVE TEST																											
VENT CONTROL/V	OFF																										
MONITOR																											
ENG SPEED	XXX rpm																										
FR O2 SEN-B1	XXX V																										
THRTL POS SEN	XXX V																										
A/F ALPHA-B1	XXX %																										
Condition VENT CONTROL/V	Air passage continuity between A and B																										
ON	No																										
OFF	Yes																										
SEF222Y																											
<p>Without CONSULT-II</p> <p>Check air passage continuity and operation delay time under the following conditions.</p>																											
<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="width: 40%;">  </div> <div style="width: 55%;"> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th>Condition</th> <th>Air passage continuity between A and B</th> </tr> </thead> <tbody> <tr> <td>12V direct current supply between terminals 1 and 2</td> <td>No</td> </tr> <tr> <td>OFF</td> <td>Yes</td> </tr> </tbody> </table> <p style="text-align: center;">Operation takes less than 1 second.</p> </div> </div>		Condition	Air passage continuity between A and B	12V direct current supply between terminals 1 and 2	No	OFF	Yes																				
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OFF	Yes																										
SEF339X																											
<p>Make sure new O-ring is installed properly.</p> <p style="text-align: center;">OK or NG</p>																											
OK	▶	GO TO 15.																									
NG	▶	GO TO 14.																									

14	CHECK EVAP CANISTER VENT CONTROL VALVE-III	
<ol style="list-style-type: none"> 1. Clean the air passage (Portion A to B) of EVAP canister vent control valve using an air blower. 2. Perform Test No. 13 again. 		
OK or NG		
OK (With CONSULT-II)	▶	GO TO 16.
OK (Without CONSULT-II)	▶	GO TO 16.
NG	▶	Replace EVAP canister vent control valve.

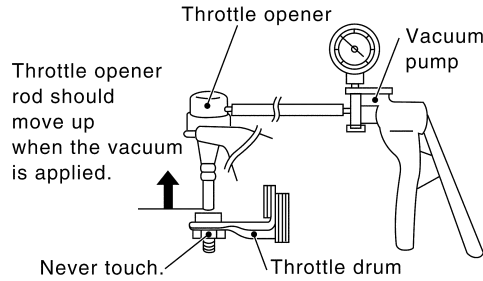
DTC P1447 EVAPORATIVE EMISSION (EVAP) CONTROL SYSTEM PURGE FLOW MONITORING

Diagnostic Procedure (Cont'd)

15 CHECK THROTTLE POSITION SWITCH

With CONSULT-II

1. Install all removed parts.
2. Start engine and warm it up to normal operating temperature.
3. Turn ignition switch "OFF".
4. Remove vacuum hose connected to throttle opener.
5. Connect suitable vacuum hose to vacuum pump and the throttle opener.
6. Apply vacuum [more than -40.0 kPa (-300 mmHg, -11.81 inHg)] until the throttle drum becomes free from the rod of the throttle opener.



SEF793W

7. Turn ignition switch "ON".
8. Select "DATA MONITOR" mode with CONSULT-II.
9. Check indication of "CLSD THL/P SW" under the following conditions.
Measurement must be made with throttle position switch installed in vehicle.

Throttle valve conditions	CLSD THL/P SW
Completely closed	ON
Partially open or completely open	OFF

MTBL0355

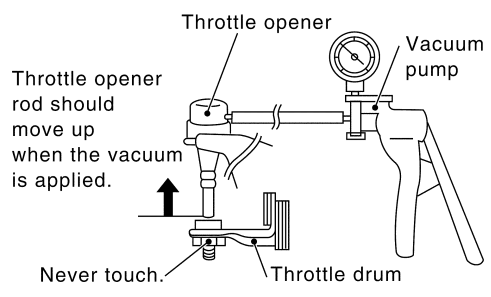
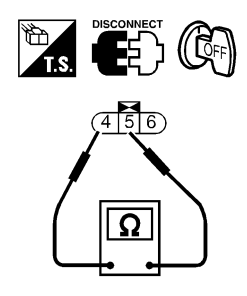
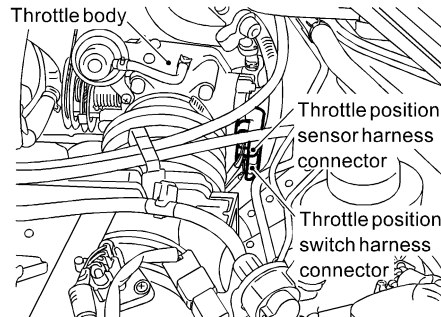
OK or NG

OK	▶	GO TO 18.
NG	▶	GO TO 17.

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DTC P1447 EVAPORATIVE EMISSION (EVAP) CONTROL SYSTEM PURGE FLOW MONITORING

Diagnostic Procedure (Cont'd)

16	CHECK THROTTLE POSITION SWITCH						
<ol style="list-style-type: none"> 1. Install all removed parts. 2. Start engine and warm it up to normal operating temperature. 3. Turn ignition switch "OFF". 4. Remove vacuum hose connected to throttle opener. 5. Connect suitable vacuum hose to vacuum pump and the throttle opener. 6. Apply vacuum [more than -40.0 kPa (-300 mmHg, -11.81 inHg)] until the throttle drum becomes free from the rod of the throttle opener. 							
							
SEF793W							
<ol style="list-style-type: none"> 7. Disconnect closed throttle position switch harness connector. 8. Check continuity between closed throttle position switch terminals 4 and 5 under the following conditions. Resistance measurement must be made with throttle position switch installed in vehicle. 							
<div style="display: flex; align-items: flex-start;"> <div style="margin-right: 20px;">  </div> <div style="margin-right: 20px;">  </div> <div> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Throttle valve conditions</th> <th style="text-align: center;">Continuity</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Completely closed</td> <td style="text-align: center;">Yes</td> </tr> <tr> <td style="text-align: center;">Partially open or completely open</td> <td style="text-align: center;">No</td> </tr> </tbody> </table> </div> </div>		Throttle valve conditions	Continuity	Completely closed	Yes	Partially open or completely open	No
Throttle valve conditions	Continuity						
Completely closed	Yes						
Partially open or completely open	No						
SEF347X							
OK or NG							
OK	▶ GO TO 18.						
NG	▶ GO TO 17.						

17	ADJUST THROTTLE POSITION SWITCH								
<p>Check the following items. Refer to "Basic Inspection", EC-115.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Items</th> <th style="text-align: center;">Specifications</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Ignition timing</td> <td style="text-align: center;">15° ± 2° BTDC</td> </tr> <tr> <td style="text-align: center;">Closed throttle position switch idle position adjustment</td> <td style="text-align: center;">Feeler gauge thickness and switch condition 0.05 mm (0.0020 in): ON 0.15 mm (0.0059 in): OFF</td> </tr> <tr> <td style="text-align: center;">Target idle speed</td> <td style="text-align: center;">M/T: 625 ± 50 A/T: 700 ± 50 rpm (in "P" or "N" position)</td> </tr> </tbody> </table>		Items	Specifications	Ignition timing	15° ± 2° BTDC	Closed throttle position switch idle position adjustment	Feeler gauge thickness and switch condition 0.05 mm (0.0020 in): ON 0.15 mm (0.0059 in): OFF	Target idle speed	M/T: 625 ± 50 A/T: 700 ± 50 rpm (in "P" or "N" position)
Items	Specifications								
Ignition timing	15° ± 2° BTDC								
Closed throttle position switch idle position adjustment	Feeler gauge thickness and switch condition 0.05 mm (0.0020 in): ON 0.15 mm (0.0059 in): OFF								
Target idle speed	M/T: 625 ± 50 A/T: 700 ± 50 rpm (in "P" or "N" position)								
MTBL0374									
<p>Is it possible to adjust closed throttle position switch?</p> <p style="text-align: center;">Yes or No</p>									
Yes	▶ GO TO 18.								
No	▶ Replace throttle position switch.								

DTC P1447 EVAPORATIVE EMISSION (EVAP) CONTROL SYSTEM PURGE FLOW MONITORING

Diagnostic Procedure (Cont'd)

18	CHECK EVAP PURGE LINE	
Inspect EVAP purge line (pipe and rubber tube). Check for evidence of leaks. Refer to "EVAPORATIVE EMISSION LINE DRAWING", EC-39.		
OK or NG		
OK	▶	GO TO 19.
NG	▶	Replace it.

19	CLEAN EVAP PURGE LINE	
Clean EVAP purge line (pipe and rubber tube) using air blower.		
	▶	GO TO 20.

20	CHECK INTERMITTENT INCIDENT	
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.		
	▶	INSPECTION END

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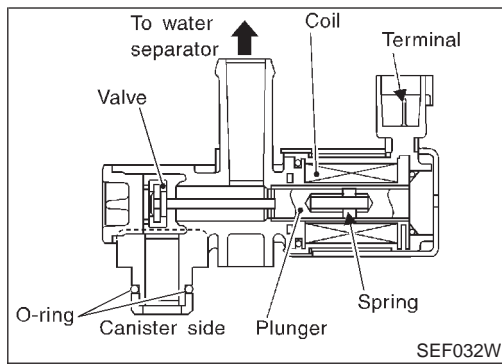
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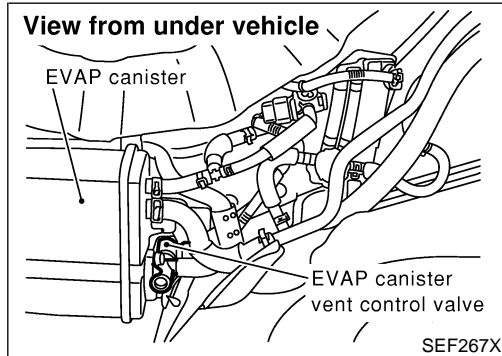
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DTC P1448 EVAPORATIVE EMISSION (EVAP) CANISTER VENT CONTROL VALVE (OPEN)

Component Description



SEF032W



SEF267X

Component Description

NFEC0338

NOTE:

If DTC P1448 is displayed with P0440, perform trouble diagnosis for DTC P1448 first.

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 (Small Leak)" diagnosis.

CONSULT-II Reference Value in Data Monitor Mode

NFEC0339

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
VENT CONT/V	● Ignition switch: ON	OFF

On Board Diagnosis Logic

NFEC0341

Malfunction is detected when EVAP canister vent control valve remains opened under specified driving conditions.

Possible Cause

NFEC0591

- EVAP canister vent control valve
- EVAP control system pressure sensor and circuit
- Blocked rubber tube to EVAP canister vent control valve
- Water separator
- EVAP canister is saturated with water.
- Vacuum cut valve

DTC P1448 EVAPORATIVE EMISSION (EVAP) CANISTER VENT CONTROL VALVE (OPEN)

DTC Confirmation Procedure

DTC Confirmation Procedure

NFEC0342

NOTE:

- If DTC P1448 is displayed with P0440 or P1440, perform trouble diagnosis for DTC P1448 first.
- If “DTC Confirmation Procedure” has been previously conducted, always turn ignition switch “OFF” and wait at least 10 seconds before conducting the next test.

EVAP SML LEAK P0440/P1440

1)FOR BEST RSLT,PERFORM AT FOLLOWING CONDITIONS.
 -FUEL LEVEL: 1/4-3/4
 -AMBIENT TEMP: 0-30 C(32-86F)
 -OPEN ENGINE HOOD.
 2)START ENG WITH VHCL STOPPED. IF ENG IS ON,STOP FOR 5 SEC. THEN RESTART.
 3)TOUCH START.

SEF565X

EVAP SML LEAK P0440/P1440

WAIT
2 TO 10 MINUTES.
KEEP ENGINE RUNNING
AT IDLE SPEED.

SEF566X

EVAP SML LEAK P0440/P1440

OK

SELF-DIAG RESULTS

NO DTC DETECTED.
FURTHER TESTING
MAY BE REQUIRED.

SEF567X

ACTIVE TEST	
VENT CONTROL/V	OFF
MONITOR	
ENG SPEED	XXX rpm
FR O2 SEN-B1	XXX V
THRTL POS SEN	XXX V
A/F ALPHA-B1	XXX %

SEF223Y

WITH CONSULT-II

NFEC0342S01

TESTING CONDITION:

- Perform “DTC WORK SUPPORT” when the fuel level is between 1/4 to 3/4 full and vehicle is placed on flat level surface.
 - Always perform test at a temperature of 0 to 30°C (32 to 86°F).
- 1) Turn ignition switch “ON”.
 - 2) Turn ignition switch “OFF” and wait at least 10 seconds.
 - 3) Turn ignition switch “ON” and select “DATA MONITOR” mode with CONSULT-II.
 - 4) Make sure that the following conditions are met.

COOLAN TEMP/S	0 - 70°C (32 - 158°F)
INT/A TEMP SE	0 - 30°C (32 - 86°F)

- 5) Select “EVAP SML LEAK P0440/P1440” of “EVAPORATIVE SYSTEM” in “DTC WORK SUPPORT” mode with CONSULT-II.
Follow the instruction displayed.
If the engine speed cannot be maintained within the range displayed on the CONSULT-II screen, go to “Basic Inspection”, EC-115.
- 6) Make sure that “OK” is displayed.
If “NG” is displayed, go to the following step.

NOTE:

Make sure that EVAP hoses are connected to EVAP canister purge volume control solenoid valve properly.

- 7) Stop engine and wait at least 10 seconds, then turn “ON”.
- 8) Disconnect hose from water separator.
- 9) Select “VENT CONTROL/V” of “ACTIVE TEST” mode with CONSULT-II.
- 10) Touch “ON” and “OFF” alternately.

- 11) Make sure the following.

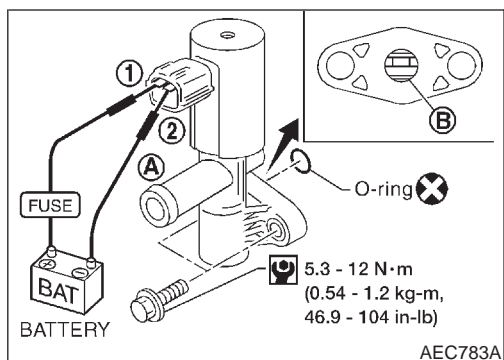
Condition VENT CONTROL/V	Air passage continuity between A and B
ON	No
OFF	Yes

If the result is NG, go to “Diagnostic Procedure”, EC-664.
If the result is OK, go to “Diagnostic Procedure” for DTC P0440, EC-440.

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DTC P1448 EVAPORATIVE EMISSION (EVAP) CANISTER VENT CONTROL VALVE (OPEN)

Overall Function Check



Overall Function Check

Use this procedure to check the overall function of the EVAP canister vent control valve circuit. During this check, a DTC might not be confirmed. NFEC0343

WITH GST

- 1) Disconnect hose from water separator. NFEC0343S01
- 2) Disconnect EVAP canister vent control valve harness connector.
- 3) Verify the following.

Condition	Air passage continuity
12V direct current supply between terminals 1 and 2	No
No supply	Yes

If the result is NG, go to “Diagnostic Procedure”, EC-664.
 If the result is OK, go to “Diagnostic Procedure” for DTC P0440, EC-440.

DTC P1448 EVAPORATIVE EMISSION (EVAP) CANISTER VENT CONTROL VALVE (OPEN)

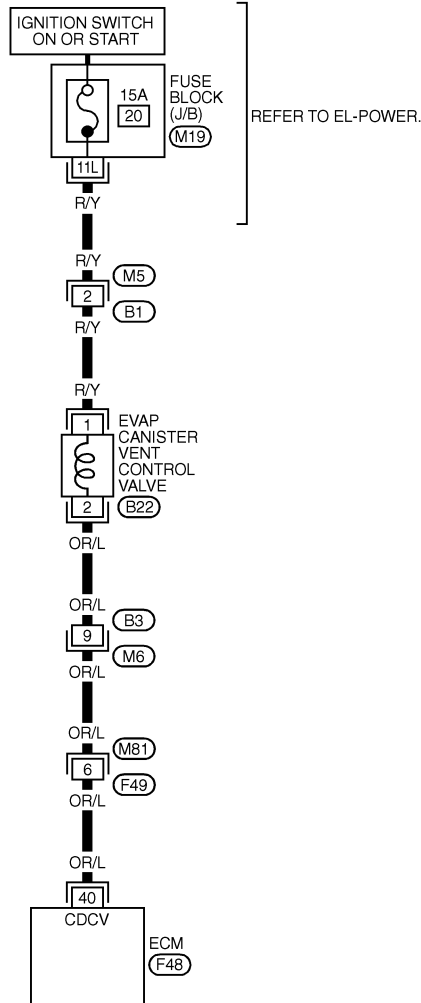
Wiring Diagram

Wiring Diagram

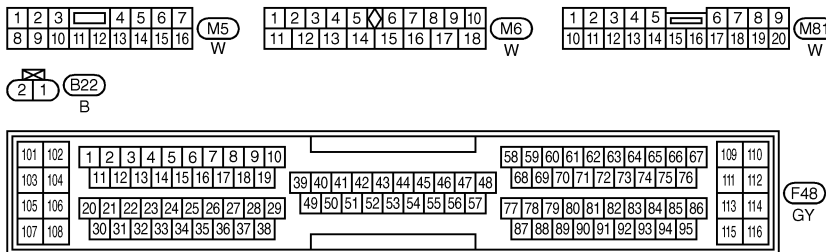
NFEC0344

EC-VENT/V-01

— : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC



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REFER TO THE FOLLOWING.
 (M19) - FUSE BLOCK-JUNCTION BOX (J/B)

MEC742C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:
 DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
40	OR/L	EVAP CANISTER VENT CONTROL VALVE	IGN ON	BATTERY VOLTAGE

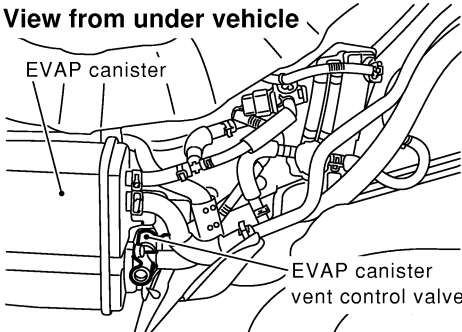
SEF668XB

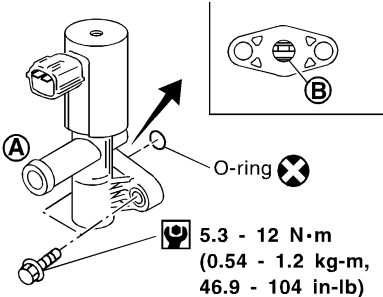
DTC P1448 EVAPORATIVE EMISSION (EVAP) CANISTER VENT CONTROL VALVE (OPEN)

Diagnostic Procedure

Diagnostic Procedure

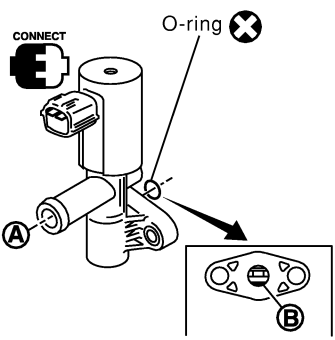
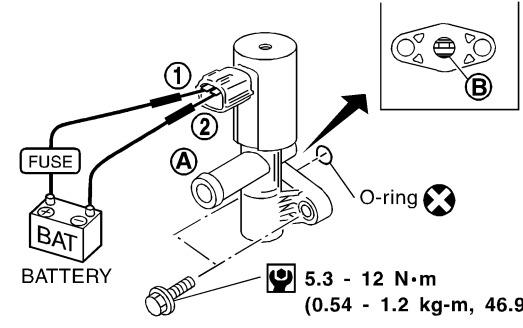
NFEC0345

1	CHECK RUBBER TUBE		
<ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Disconnect rubber tube connected to EVAP canister vent control valve. 3. Check the rubber tube for clogging. 			
<p>View from under vehicle</p> 			
SEF267X			
OK or NG			
OK	▶	GO TO 2.	
NG	▶	Clean rubber tube using an air blower.	

2	CHECK EVAP CANISTER VENT CONTROL VALVE-I		
<ol style="list-style-type: none"> 1. Remove EVAP canister vent control valve from EVAP canister. 2. Check portion B of EVAP canister vent control valve for being rusted. 			
			
SEF337X			
OK or NG			
OK	▶	GO TO 3.	
NG	▶	Replace EVAP canister vent control valve.	

DTC P1448 EVAPORATIVE EMISSION (EVAP) CANISTER VENT CONTROL VALVE (OPEN)

Diagnostic Procedure (Cont'd)

3	CHECK EVAP CANISTER VENT CONTROL VALVE-II	<p>With CONSULT-II</p> <ol style="list-style-type: none"> Turn ignition switch ON. Perform "VENT CONTROL/V" in "ACTIVE TEST" mode. Check air passage continuity and operation delay time. <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="width: 30%;">  </div> <div style="width: 30%;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">ACTIVE TEST</th> </tr> </thead> <tbody> <tr> <td>VENT CONTROL/V</td> <td>OFF</td> </tr> <tr> <th colspan="2">MONITOR</th> </tr> <tr> <td>ENG SPEED</td> <td>XXX rpm</td> </tr> <tr> <td>FR O2 SEN-B1</td> <td>XXX V</td> </tr> <tr> <td>THRTL POS SEN</td> <td>XXX V</td> </tr> <tr> <td>A/F ALPHA-B1</td> <td>XXX %</td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table> </div> <div style="width: 35%;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Condition VENT CONTROL/V</th> <th>Air passage continuity between A and B</th> </tr> </thead> <tbody> <tr> <td>ON</td> <td>No</td> </tr> <tr> <td>OFF</td> <td>Yes</td> </tr> </tbody> </table> <p>Operation takes less than 1 second.</p> </div> </div> <p style="text-align: right;">SEF222Y</p>	ACTIVE TEST		VENT CONTROL/V	OFF	MONITOR		ENG SPEED	XXX rpm	FR O2 SEN-B1	XXX V	THRTL POS SEN	XXX V	A/F ALPHA-B1	XXX %							Condition VENT CONTROL/V	Air passage continuity between A and B	ON	No	OFF	Yes
ACTIVE TEST																												
VENT CONTROL/V	OFF																											
MONITOR																												
ENG SPEED	XXX rpm																											
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Condition VENT CONTROL/V	Air passage continuity between A and B																											
ON	No																											
OFF	Yes																											
		<p>Without CONSULT-II</p> <p>Check air passage continuity and operation delay time under the following conditions.</p> <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="width: 30%;">  </div> <div style="width: 35%;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Condition</th> <th>Air passage continuity between A and B</th> </tr> </thead> <tbody> <tr> <td>12V direct current supply between terminals 1 and 2</td> <td>No</td> </tr> <tr> <td>OFF</td> <td>Yes</td> </tr> </tbody> </table> <p>Operation takes less than 1 second.</p> </div> </div> <p style="text-align: right;">SEF339X</p> <p>Make sure new O-ring is installed properly.</p> <p style="text-align: center;">OK or NG</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">OK</td> <td style="width: 10%; text-align: center;">▶</td> <td>GO TO 5.</td> </tr> <tr> <td>NG</td> <td style="text-align: center;">▶</td> <td>GO TO 4.</td> </tr> </table>	Condition	Air passage continuity between A and B	12V direct current supply between terminals 1 and 2	No	OFF	Yes	OK	▶	GO TO 5.	NG	▶	GO TO 4.														
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12V direct current supply between terminals 1 and 2	No																											
OFF	Yes																											
OK	▶	GO TO 5.																										
NG	▶	GO TO 4.																										

4	CHECK EVAP CANISTER VENT CONTROL VALVE-III	<ol style="list-style-type: none"> Clean the air passage (Portion A to B) of EVAP canister vent control valve using an air blower. Perform Test No. 3 again. <p style="text-align: center;">OK or NG</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">OK</td> <td style="width: 10%; text-align: center;">▶</td> <td>GO TO 5.</td> </tr> <tr> <td>NG</td> <td style="text-align: center;">▶</td> <td>Replace EVAP canister vent control valve.</td> </tr> </table>	OK	▶	GO TO 5.	NG	▶	Replace EVAP canister vent control valve.
OK	▶	GO TO 5.						
NG	▶	Replace EVAP canister vent control valve.						

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DTC P1448 EVAPORATIVE EMISSION (EVAP) CANISTER VENT CONTROL VALVE (OPEN)

Diagnostic Procedure (Cont'd)

5	CHECK VACUUM CUT VALVE
<p>1. Turn ignition switch OFF. 2. Remove vacuum cut valve. 3. Check vacuum cut valve as follows:</p>	
SEF379Q	
<p>a. Plug port C and D with fingers. b. Apply vacuum to port A and check that there is no suction from port B. c. Apply vacuum to port B and check that there is suction from port A. d. Blow air in port B and check that there is a resistance to flow out of port A. e. Open port C and D. f. Blow air in port A check that air flows freely out of port C. g. Blow air in port B check that air flows freely out of port D.</p>	
OK or NG	
OK	▶ GO TO 6.
NG	▶ Replace vacuum cut valve.

6	CHECK IF EVAP CANISTER SATURATED WITH WATER
<p>1. Remove EVAP canister with EVAP canister vent control valve attached. 2. Check if water will drain from the EVAP canister.</p>	
SEF596U	
Yes or No	
Yes	▶ GO TO 7.
No	▶ GO TO 9.

7	CHECK EVAP CANISTER
<p>Weigh the EVAP canister with the EVAP canister vent control valve attached. The weight should be less than 1.8 kg (4.0 lb).</p>	
OK or NG	
OK	▶ GO TO 9.
NG	▶ GO TO 8.

DTC P1448 EVAPORATIVE EMISSION (EVAP) CANISTER VENT CONTROL VALVE (OPEN)

Diagnostic Procedure (Cont'd)

8	DETECT MALFUNCTIONING PART
Check the following. <ul style="list-style-type: none"> ● EVAP canister for damage ● EVAP hose between EVAP canister and water separator for clogging or poor connection 	
▶	Repair hose or replace EVAP canister.

GI

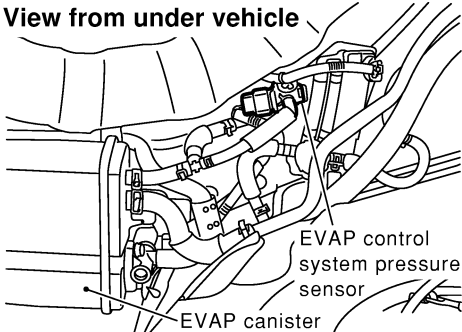
MA

9	CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR HOSE
Check disconnection or improper connection of hose connected to EVAP control system pressure sensor.	
OK or NG	
OK	▶ GO TO 10.
NG	▶ Repair it.

EM

LC

EC

10	CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR
1. Disconnect EVAP control system pressure sensor harness connector.	
<p>View from under vehicle</p>  <p style="text-align: right;">SEF268X</p>	
2. Check connectors for water. Water should not exist.	
OK or NG	
OK	▶ GO TO 11.
NG	▶ Replace EVAP control system pressure sensor.

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DTC P1448 EVAPORATIVE EMISSION (EVAP) CANISTER VENT CONTROL VALVE (OPEN)

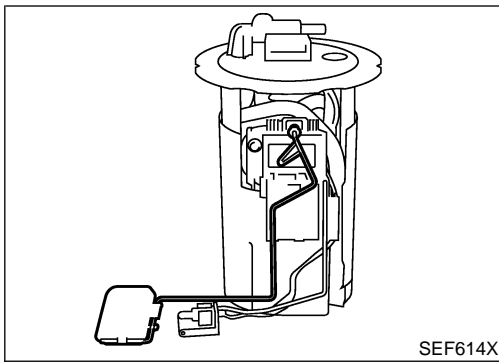
Diagnostic Procedure (Cont'd)

11	CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR
<p>1. Remove EVAP control system pressure sensor with its harness connector connected.</p> <p>CAUTION:</p> <ul style="list-style-type: none"> ● Never apply force to the air hole protector of the sensor if equipped. 	
SEF799W	
<p>2. Remove hose from EVAP control system pressure sensor.</p> <p>3. Turn ignition switch "ON".</p> <p>4. Use pump to apply vacuum and pressure to EVAP control system pressure sensor as shown in figure.</p> <p>CAUTION:</p> <ul style="list-style-type: none"> ● Always calibrate the vacuum pump gauge when using it. ● Do not apply below -20 kPa (-150 mmHg, -5.91 inHg) or over 20 kPa (150 mmHg, 5.91 inHg) of pressure. <p>5. Check input voltage between ECM terminal 84 and ground.</p>	
SEF342X	
<p>CAUTION:</p> <ul style="list-style-type: none"> ● Discard and EVAP control system pressure 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. 	
OK or NG	
OK	▶ GO TO 12.
NG	▶ Replace EVAP control system pressure sensor.

12	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
▶	INSPECTION END

DTC P1464 FUEL LEVEL SENSOR CIRCUIT (GROUND SIGNAL)

Component Description



Component Description

NFEC0632

The fuel level sensor is mounted in the fuel level sensor unit. The sensor detects a fuel level in the fuel tank and transmits a signal to the ECM.

It consists of two parts, one is mechanical float and the other side is variable resistor. Fuel level sensor output voltage changes depending on the movement of the fuel mechanical float.

GI

MA

EM

LC

On Board Diagnostic Logic

NFEC0633

ECM receives two signals from the fuel level sensor.

One is fuel level sensor power supply circuit, and the other is fuel level sensor ground circuit.

This diagnosis indicates the latter to detect open circuit malfunction. Malfunction is detected when a high voltage from the sensor is sent to ECM.

EC

FE

CL

MT

Possible Cause

NFEC0634

- Fuel level sensor circuit
(The fuel level sensor circuit is open or shorted.)

AT

AX

SU

BR

DTC Confirmation Procedure

NFEC0635

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

ST

RS

BT

HA

3

DATA MONITOR	
MONITOR	NO DTC
FUEL T/TMP SE	XXX °C
FUEL LEVEL SE	XXX V

SEF195Y

WITH CONSULT-II

NFEC0635S01

- Turn ignition switch "ON".
- Select "DATA MONITOR" mode with CONSULT-II.
- Wait at least 5 seconds.
- If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-671.

SC

EL

IDX

WITH GST

NFEC0635S02

Follow the procedure "WITH CONSULT-II" above.

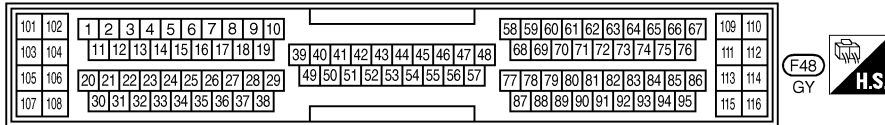
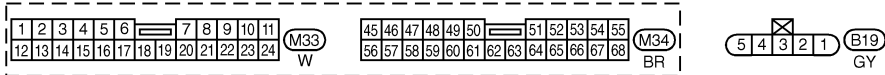
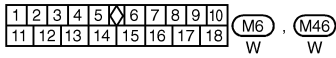
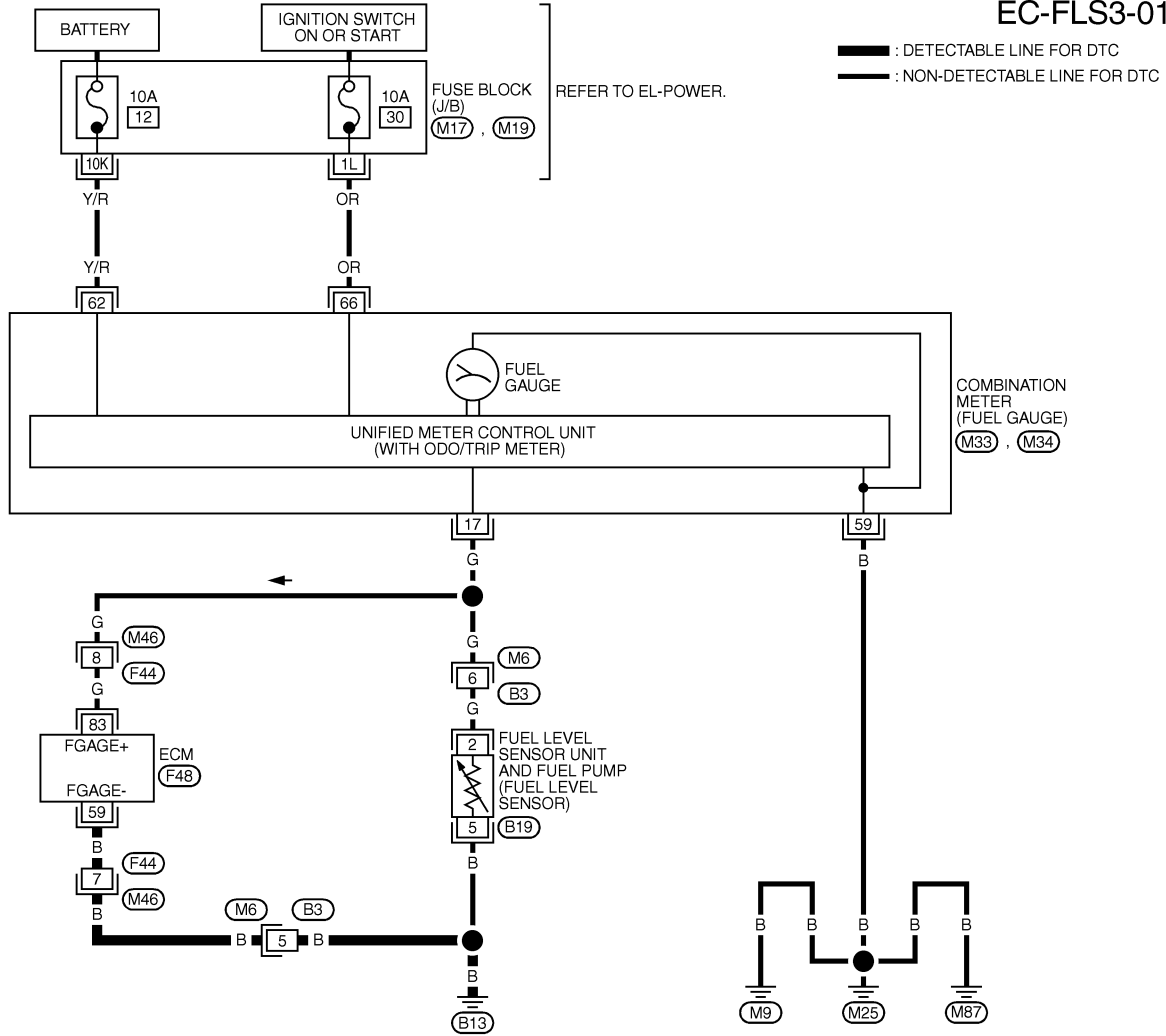
DTC P1464 FUEL LEVEL SENSOR CIRCUIT (GROUND SIGNAL)

Wiring Diagram

Wiring Diagram

NFEC0640

EC-FLS3-01



REFER TO THE FOLLOWING.
 (M17) - FUSE BLOCK - JUNCTION BOX (J/B)
 (M19) - FUSE BLOCK - JUNCTION BOX (J/B)

MEC832C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
59	B	FUEL LEVEL SENSOR GROUND	ENGINE RUNNING AT IDLE SPEED	APPROX. 0V
83	G	FUEL LEVEL SENSOR	IGN ON	APPROX. 0 - 4.8V OUTPUT VOLTAGE VARIES WITH FUEL LEVEL.

SEF711YA

DTC P1464 FUEL LEVEL SENSOR CIRCUIT (GROUND SIGNAL)

Diagnostic Procedure

Diagnostic Procedure

=NFEC0641

1	CHECK FUEL LEVEL SENSOR GROUND CIRCUIT FOR OPEN AND SHORT	
<p>1. Turn ignition switch "OFF".</p> <p>2. Disconnect ECM harness connector.</p> <p>3. Check harness continuity between ECM terminal 59 and body ground. Refer to Wiring Diagram. Continuity should exist.</p> <p>4. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 3.
NG	▶	GO TO 2.

GI
MA
EM
LC

2	DETECT MALFUNCTIONING PART	
<p>1. Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors F44, M46 ● Harness connectors M6, B3 ● Harness for open and short between ECM and body ground 		
▶		Replace open circuit or short to ground or short to power in harness or connectors.

EC
FE
CL

3	CHECK FUEL LEVEL SENSOR	
Refer to EL-119, "Fuel Level Sensor Unit Check".		
OK or NG		
OK	▶	GO TO 4.
NG	▶	Replace fuel level sensor unit.

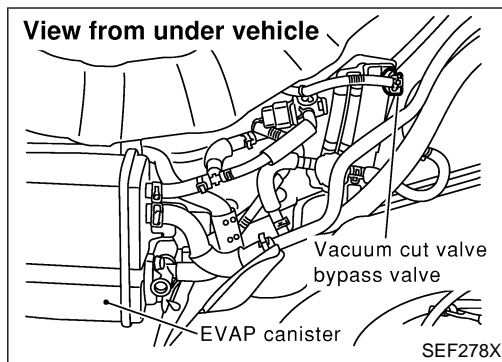
MT
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4	CHECK INTERMITTENT INCIDENT	
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161		
OK or NG		
▶		INSPECTION END

SU
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EL
IDX

DTC P1490 VACUUM CUT VALVE BYPASS VALVE (CIRCUIT)

Description



Description

COMPONENT DESCRIPTION

=NFEC0346

NFEC0346S01

The vacuum cut valve and vacuum cut valve bypass valve are installed in parallel on the EVAP purge line between the fuel tank and the EVAP canister.

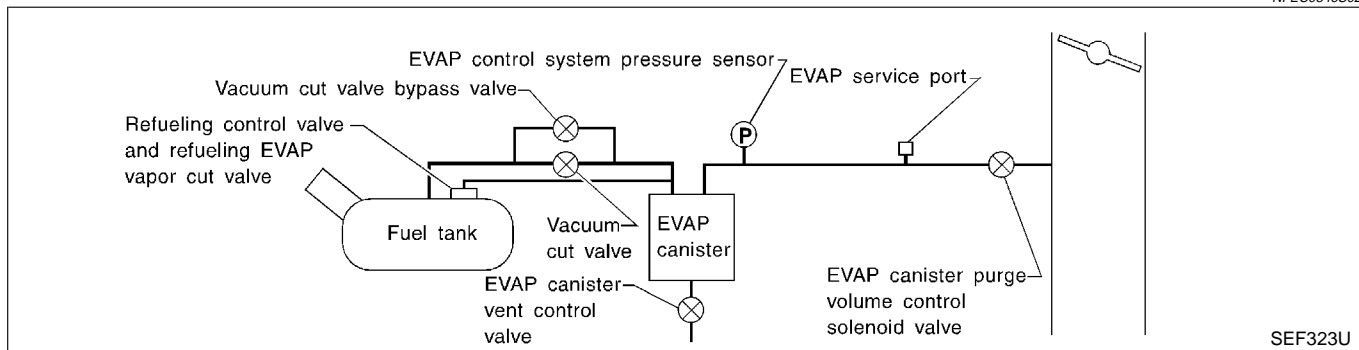
The vacuum cut valve prevents the intake manifold vacuum from being applied to the fuel tank.

The vacuum cut valve bypass valve is a solenoid type valve and generally remains closed. It opens only for on board diagnosis.

The vacuum cut valve bypass valve responds to signals from the ECM. When the ECM sends an ON (ground) signal, the valve is opened. The vacuum cut valve is then bypassed to apply intake manifold vacuum to the fuel tank.

EVAPORATIVE EMISSION SYSTEM DIAGRAM

NFEC0346S02



CONSULT-II Reference Value in Data Monitor Mode

NFEC0347

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
VC/V BYPASS/V	● Ignition switch: ON	OFF

On Board Diagnosis Logic

NFEC0349

Malfunction is detected when an improper voltage signal is sent to ECM through vacuum cut valve bypass valve.

DTC P1490 VACUUM CUT VALVE BYPASS VALVE (CIRCUIT)

Possible Cause

Possible Cause

NFEC0592

- Harness or connectors
(The vacuum cut valve bypass valve circuit is open or shorted.)
- Vacuum cut valve bypass valve

GI

MA

EM

LC

DTC Confirmation Procedure

NFEC0350

NOTE:

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 11V at idle speed.

EC

FE

CL

MT

3	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm

SEF058Y

WITH CONSULT-II

NFEC0350S01

- 1) Turn ignition switch "ON".
- 2) Select "DATA MONITOR" mode with CONSULT-II.
- 3) Start engine and wait at least 5 seconds.
- 4) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-675.

AT

AX

WITH GST

NFEC0350S02

Follow the procedure "WITH CONSULT-II" above.

SU

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DTC P1490 VACUUM CUT VALVE BYPASS VALVE (CIRCUIT)

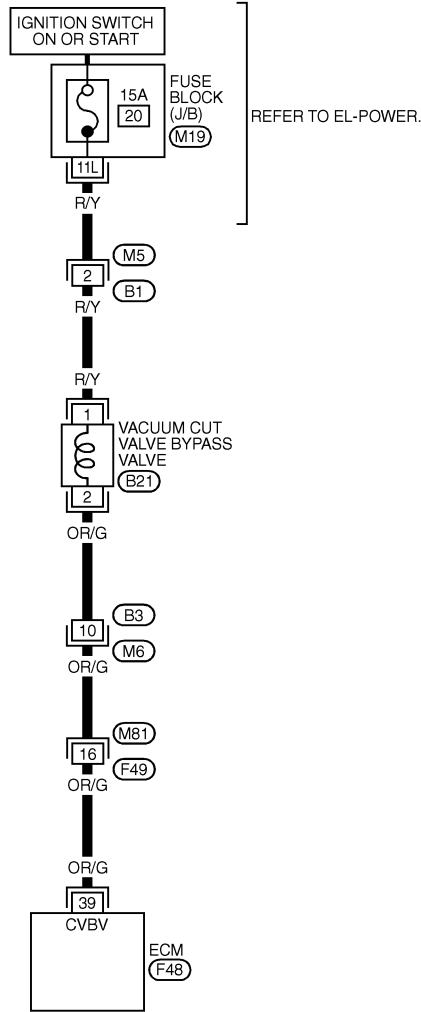
Wiring Diagram

Wiring Diagram

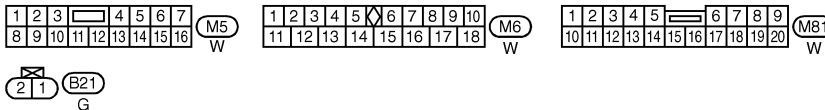
NFEC0351

EC-BYPS/V-01

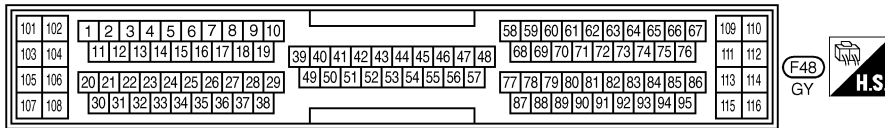
— : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC



REFER TO EL-POWER.



REFER TO THE FOLLOWING.
 (M19) - FUSE BLOCK-JUNCTION BOX (J/B)



MEC756C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
39	OR/G	VACUUM CUT VALVE BYPASS VALVE	IGN ON	BATTERY VOLTAGE

SEF634XB

DTC P1490 VACUUM CUT VALVE BYPASS VALVE (CIRCUIT)


Diagnostic Procedure

Diagnostic Procedure

NFEC0352

1	INSPECTION START	
Do you have CONSULT-II?		
Yes or No		
Yes	▶	GO TO 2.
No	▶	GO TO 3.

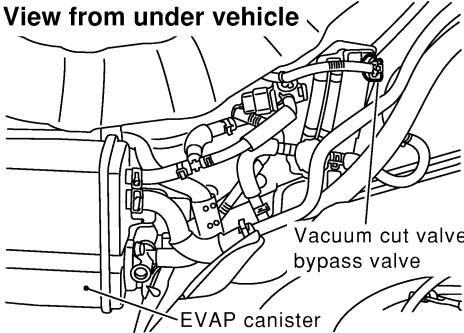

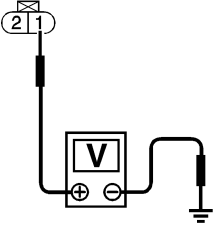
GI
MA
EM

2	CHECK VACUUM CUT VALVE BYPASS VALVE CIRCUIT																					
<p> With CONSULT-II</p> <ol style="list-style-type: none"> Turn ignition switch "OFF" and then "ON". Select "VC/V BYPASS/V" in "ACTIVE TEST" mode with CONSULT-II. Touch "ON/OFF" on CONSULT-II screen. 																						
<table border="1" style="margin: auto;"> <tr> <th colspan="2">ACTIVE TEST</th> </tr> <tr> <td>VC/V BYPASS/V</td> <td>OFF</td> </tr> <tr> <th colspan="2">MONITOR</th> </tr> <tr> <td>ENG SPEED</td> <td>XXX rpm</td> </tr> <tr> <td>FR O2 MNTR-B1</td> <td>RICH</td> </tr> <tr> <td>THRTL POS SEN</td> <td>XXX V</td> </tr> <tr> <td>A/F ALPHA-B1</td> <td>XXX %</td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>			ACTIVE TEST		VC/V BYPASS/V	OFF	MONITOR		ENG SPEED	XXX rpm	FR O2 MNTR-B1	RICH	THRTL POS SEN	XXX V	A/F ALPHA-B1	XXX %						
ACTIVE TEST																						
VC/V BYPASS/V	OFF																					
MONITOR																						
ENG SPEED	XXX rpm																					
FR O2 MNTR-B1	RICH																					
THRTL POS SEN	XXX V																					
A/F ALPHA-B1	XXX %																					
SEF209Y																						
4. Make sure that clicking sound is heard from the vacuum cut valve bypass valve.																						
OK or NG																						
OK	▶	GO TO 7.																				
NG	▶	GO TO 3.																				

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DTC P1490 VACUUM CUT VALVE BYPASS VALVE (CIRCUIT)

Diagnostic Procedure (Cont'd)

3	CHECK VACUUM CUT VALVE BYPASS VALVE POWER SUPPLY CIRCUIT
<p>1. Turn ignition switch "OFF". 2. Disconnect vacuum cut valve bypass valve harness connector.</p> <div style="text-align: center;"> <p>View from under vehicle</p>  <p>Vacuum cut valve bypass valve EVAP canister</p> </div> <p style="text-align: right;">SEF278X</p> <p>3. Turn ignition switch "ON". 4. Check voltage between vacuum cut valve bypass valve terminal 1 and ground with CONSULT-II or tester.</p> <div style="text-align: center;">  <p>Voltage: Battery voltage</p>  <p>OK or NG</p> </div> <p style="text-align: right;">SEF356X</p>	
OK	▶ GO TO 5.
NG	▶ GO TO 4.

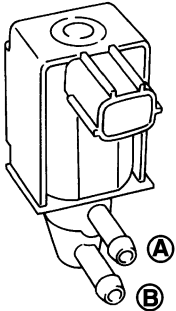
4	DETECT MALFUNCTIONING PART
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors M5, B1 ● Fuse block (J/B) connector M19 ● 15A fuse ● Harness for open or short between vacuum cut valve bypass valve and fuse 	
▶	Repair harness or connectors.

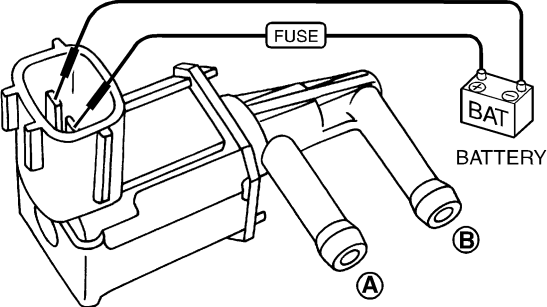
5	CHECK VACUUM CUT VALVE BYPASS VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT
<p>1. Turn ignition switch "OFF". 2. Disconnect ECM harness connector. 3. Check harness continuity between ECM terminal 39 and vacuum cut valve bypass valve terminal 2. Refer to Wiring Diagram. Continuity should exist. 4. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 7.
NG	▶ GO TO 6.

DTC P1490 VACUUM CUT VALVE BYPASS VALVE (CIRCUIT)

Diagnostic Procedure (Cont'd)

6	DETECT MALFUNCTIONING PART
Check the following. <ul style="list-style-type: none"> ● Harness connectors B3, M6 ● Harness connectors M81, F49 ● Harness for open or short between vacuum cut valve bypass valve and ECM 	
▶	Repair open circuit or short to ground or short to power in harness or connectors.

7	CHECK VACUUM CUT VALVE BYPASS VALVE																										
Ⓜ With CONSULT-II <ol style="list-style-type: none"> 1. Reconnect harness disconnected connectors. 2. Turn ignition switch ON. 3. Perform "VC/V BYPASS/V" in "ACTIVE TEST" mode. 4. Check air passage continuity and operation delay time under the following conditions. 																											
<div style="display: flex; align-items: flex-start;"> <div style="flex: 1;">  </div> <div style="flex: 1;"> <table border="1" style="margin-left: 20px;"> <thead> <tr> <th colspan="2">ACTIVE TEST</th> </tr> <tr> <th>VC/V BYPASS/V</th> <th>OFF</th> </tr> </thead> <tbody> <tr> <th colspan="2">MONITOR</th> </tr> <tr> <td>ENG SPEED</td> <td>XXX rpm</td> </tr> <tr> <td>FR O2 MNTR-B1</td> <td>RICH</td> </tr> <tr> <td>THRTL POS SEN</td> <td>XXX V</td> </tr> <tr> <td>A/F ALPHA-B1</td> <td>XXX %</td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table> </div> <div style="flex: 1; margin-left: 20px;"> <table border="1" style="margin-left: 20px;"> <thead> <tr> <th>Condition VC/V BYPASS/V</th> <th>Air passage continuity between A and B</th> </tr> </thead> <tbody> <tr> <td>ON</td> <td>Yes</td> </tr> <tr> <td>OFF</td> <td>No</td> </tr> </tbody> </table> <p style="text-align: center; margin-top: 10px;">Operation takes less than 1 second.</p> </div> </div>		ACTIVE TEST		VC/V BYPASS/V	OFF	MONITOR		ENG SPEED	XXX rpm	FR O2 MNTR-B1	RICH	THRTL POS SEN	XXX V	A/F ALPHA-B1	XXX %							Condition VC/V BYPASS/V	Air passage continuity between A and B	ON	Yes	OFF	No
ACTIVE TEST																											
VC/V BYPASS/V	OFF																										
MONITOR																											
ENG SPEED	XXX rpm																										
FR O2 MNTR-B1	RICH																										
THRTL POS SEN	XXX V																										
A/F ALPHA-B1	XXX %																										
Condition VC/V BYPASS/V	Air passage continuity between A and B																										
ON	Yes																										
OFF	No																										
SEF226Y																											

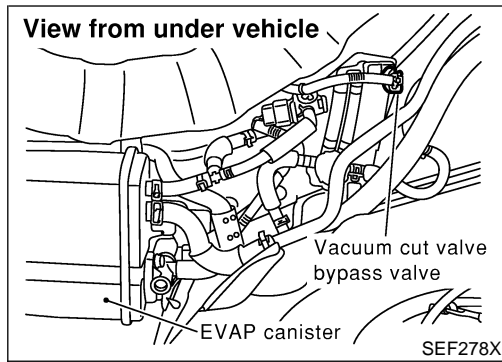
⊗ Without CONSULT-II <p>Check air passage continuity and operation delay time under the following conditions.</p>							
<div style="display: flex; align-items: flex-start;"> <div style="flex: 1;">  </div> <div style="flex: 1; margin-left: 20px;"> <table border="1" style="margin-left: 20px;"> <thead> <tr> <th>Condition</th> <th>Air passage continuity between A and B</th> </tr> </thead> <tbody> <tr> <td>12V direct current supply between terminals 1 and 2</td> <td>Yes</td> </tr> <tr> <td>No supply</td> <td>No</td> </tr> </tbody> </table> <p style="text-align: center; margin-top: 10px;">Operation takes less than 1 second.</p> </div> </div>		Condition	Air passage continuity between A and B	12V direct current supply between terminals 1 and 2	Yes	No supply	No
Condition	Air passage continuity between A and B						
12V direct current supply between terminals 1 and 2	Yes						
No supply	No						
SEF358X							
OK or NG							
OK	▶	GO TO 8.					
NG	▶	Replace vacuum cut valve bypass valve.					

8	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
▶	INSPECTION END

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DTC P1491 VACUUM CUT VALVE BYPASS VALVE

Description



Description

COMPONENT DESCRIPTION

NFEC0353

NFEC0353S01

The vacuum cut valve and vacuum cut valve bypass valve are installed in parallel on the EVAP purge line between the fuel tank and the EVAP canister.

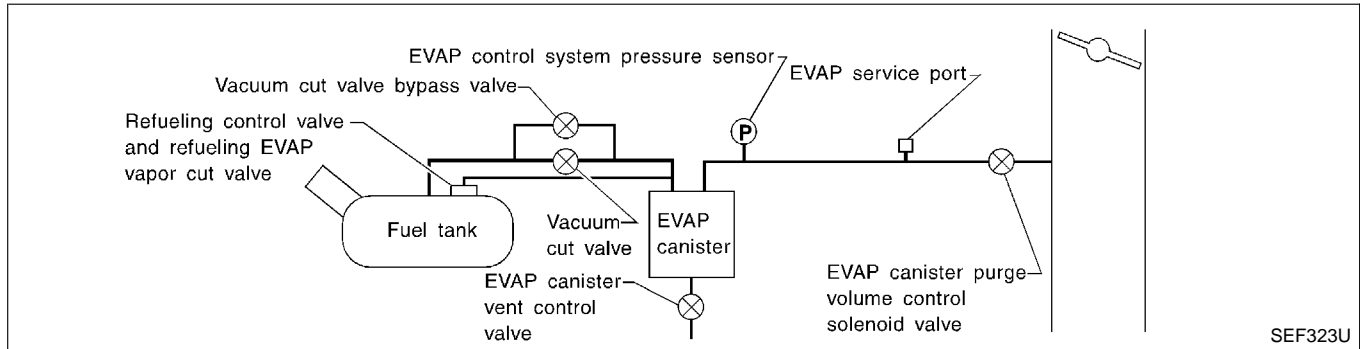
The vacuum cut valve prevents the intake manifold vacuum from being applied to the fuel tank.

The vacuum cut valve bypass valve is a solenoid type valve and generally remains closed. It opens only for on board diagnosis.

The vacuum cut valve bypass valve responds to signals from the ECM. When the ECM sends an ON (ground) signal, the valve is opened. The vacuum cut valve is then bypassed to apply intake manifold vacuum to the fuel tank.

EVAPORATIVE EMISSION SYSTEM DIAGRAM

NFEC0353S02



CONSULT-II Reference Value in Data Monitor Mode

NFEC0354

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
VC/V BYPASS/V	● Ignition switch: ON	OFF

On Board Diagnosis Logic

NFEC0356

Malfunction is detected when vacuum cut valve bypass valve does not operate properly.

Possible Cause

NFEC0593

- Vacuum cut valve bypass valve
- Vacuum cut valve
- Bypass hoses for clogging
- EVAP control system pressure sensor and circuit
- EVAP canister vent control valve
- Hose between fuel tank and vacuum cut valve clogged
- Hose between vacuum cut valve and EVAP canister clogged
- EVAP canister
- EVAP purge port of fuel tank for clogging

GI

MA

EM

LC

7	VC CUT/V BP/V P1491	
	OUT OF CONDITION	
	MONITOR	
	ENG SPEED	XXX rpm
	VHCL SPEED SE	XXX km/h
	B/FUEL SCHDL	XXX msec

SEF210Y

DTC Confirmation Procedure

NFEC0357

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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:

Always perform test at a temperature of 5 to 30°C (41 to 86°F).

WITH CONSULT-II

NFEC0357S01

- 1) Turn ignition switch "ON".
- 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 let it idle for at least 70 seconds.
- 5) Select "VC CUT/V BP/V P1491" of "EVAPORATIVE SYSTEM" in "DTC WORK SUPPORT" mode with CONSULT-II.
- 6) Touch "START".
- 7) When the following conditions are met, "TESTING" will be displayed on the CONSULT-II screen. Maintain the conditions continuously until "TESTING" changes to "COMPLETED". (It will take at least 30 seconds.)

7	VC CUT/V BP/V P1491	
	TESTING	
	MONITOR	
	ENG SPEED	XXX rpm
	VHCL SPEED SE	XXX km/h
	B/FUEL SCHDL	XXX msec

SEF211Y

7	VC CUT/V BP/V P1491	
	COMPLETED	

SEF239Y

ENG SPEED	1,000 - 3,000 rpm
Selector lever	Suitable position
Vehicle speed	35 - 120 km/h (22 - 75 MPH)
B/FUEL SCHDL	1.3 - 8.1 msec

If "TESTING" is not displayed after 5 minutes, retry from step 3.

- 8) Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS". If "NG" is displayed, refer to "Diagnostic Procedure", EC-682.

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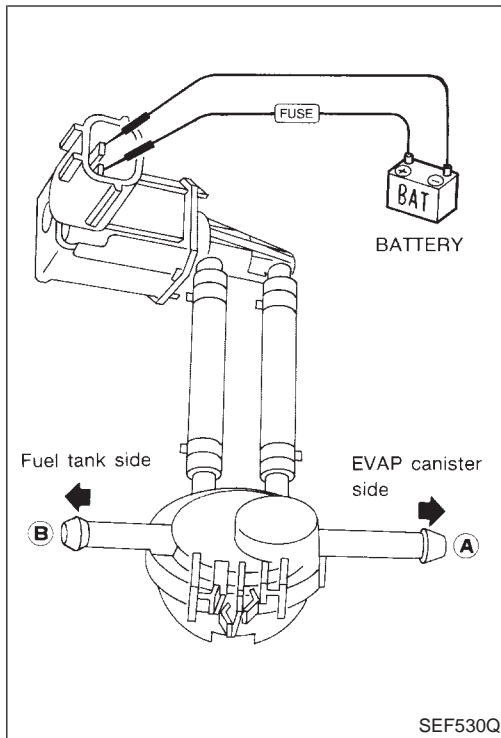
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DTC P1491 VACUUM CUT VALVE BYPASS VALVE

Overall Function Check



Overall Function Check

NFEC0358

Use this procedure to check the overall function of vacuum cut valve bypass valve. During this check, the 1st trip DTC might not be confirmed.

WITH GST

NFEC0358S01

- 1) Remove vacuum cut valve and vacuum cut valve bypass valve as an assembly.
- 2) Apply vacuum to port **A** and check that there is no suction from port **B**.
- 3) Apply vacuum to port **B** and check that there is suction from port **A**.
- 4) Blow air in port **B** and check that there is a resistance to flow out of port **A**.
- 5) Supply battery voltage to the terminal.
- 6) Blow air in port **A** and check that air flows freely out of port **B**.
- 7) Blow air in port **B** and check that air flows freely out of port **A**.
- 8) If NG, go to "Diagnostic Procedure", EC-682.

DTC P1491 VACUUM CUT VALVE BYPASS VALVE

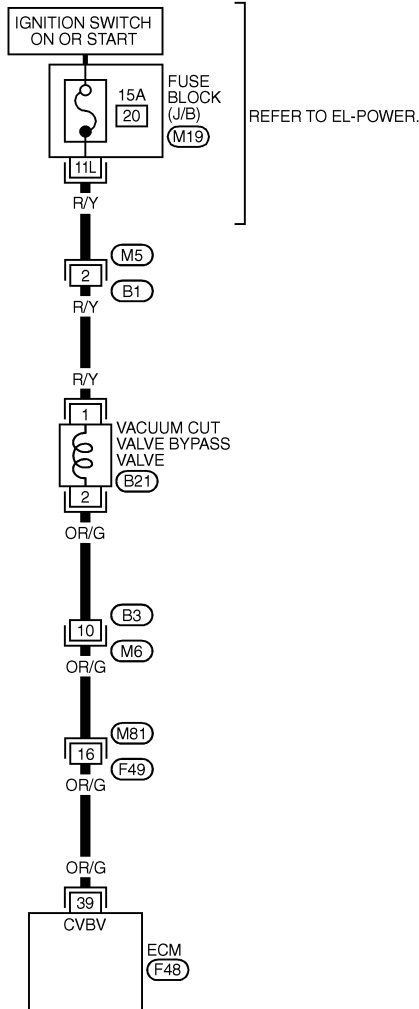
Wiring Diagram

Wiring Diagram

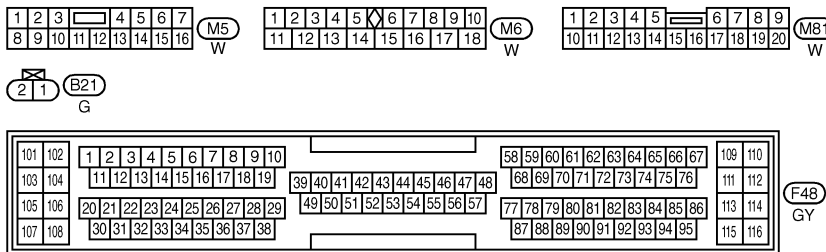
NFEC0359

EC-BYPS/V-01

— : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC



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MEC756C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
39	OR/G	VACUUM CUT VALVE BYPASS VALVE	IGN ON	BATTERY VOLTAGE

SEF634XB


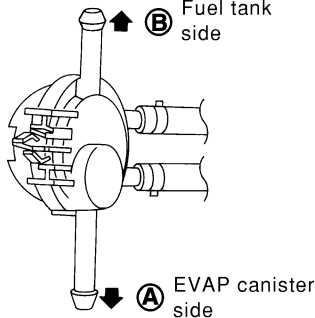
DTC P1491 VACUUM CUT VALVE BYPASS VALVE

Diagnostic Procedure

Diagnostic Procedure

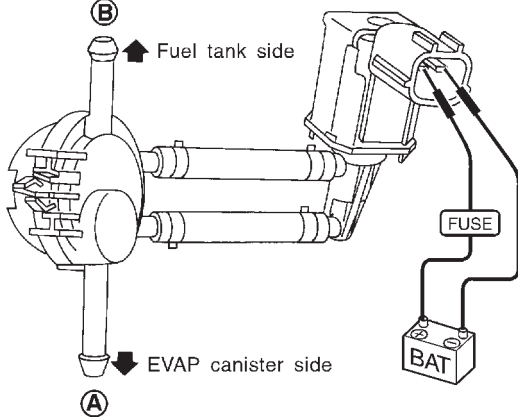
NFEC0360

1	INSPECTION START	
Do you have CONSULT-II?		
Yes or No		
Yes	▶	GO TO 2.
No	▶	GO TO 3.

2	CHECK VACUUM CUT VALVE BYPASS VALVE OPERATION																					
<p> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Remove vacuum cut valve and vacuum cut valve bypass valve as an assembly. 3. Apply vacuum to port A and check that there is no suction from port B. 4. Apply vacuum to port B and check that there is suction from port A. 5. Blow air in port B and check that there is a resistance to flow out of port A. 6. Turn ignition switch "ON". 7. Select "VC/V BYPASS/V" in "ACTIVE TEST" mode with CONSULT-II and touch "ON". 8. Blow air in port A and check that air flows freely out of port B. 9. Blow air in port B and check that air flows freely out of port A. 																						
																						
<table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2">ACTIVE TEST</th> </tr> <tr> <th>VC/V BYPASS/V</th> <th>OFF</th> </tr> <tr> <th colspan="2">MONITOR</th> </tr> </thead> <tbody> <tr> <td>ENG SPEED</td> <td>XXX rpm</td> </tr> <tr> <td>FR O2 MNTR-B1</td> <td>RICH</td> </tr> <tr> <td>THRTL POS SEN</td> <td>XXX V</td> </tr> <tr> <td>A/F ALPHA-B1</td> <td>XXX %</td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table>			ACTIVE TEST		VC/V BYPASS/V	OFF	MONITOR		ENG SPEED	XXX rpm	FR O2 MNTR-B1	RICH	THRTL POS SEN	XXX V	A/F ALPHA-B1	XXX %						
ACTIVE TEST																						
VC/V BYPASS/V	OFF																					
MONITOR																						
ENG SPEED	XXX rpm																					
FR O2 MNTR-B1	RICH																					
THRTL POS SEN	XXX V																					
A/F ALPHA-B1	XXX %																					
SEF309Y																						
OK or NG																						
OK	▶	GO TO 4.																				
NG	▶	GO TO 5.																				

DTC P1491 VACUUM CUT VALVE BYPASS VALVE

Diagnostic Procedure (Cont'd)

3	CHECK VACUUM CUT VALVE BYPASS VALVE OPERATION
<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Remove vacuum cut valve and vacuum cut valve bypass valve as an assembly. 3. Apply vacuum to port A and check that there is no suction from port B. 4. Apply vacuum to port B and check that there is suction from port A. 5. Blow air in port B and check that there is a resistance to flow out of port A. 6. Disconnect vacuum cut valve bypass valve harness connector. 7. Supply battery voltage to the terminal. 8. Blow air in port A and check that air flows freely out of port B. 9. Blow air in port B and check that air flows freely out of port A. 	
	
OK or NG	
OK	▶ GO TO 4.
NG	▶ GO TO 7.

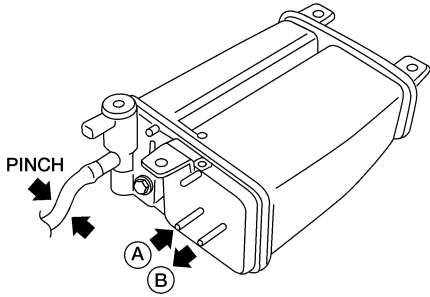
4	CHECK EVAP PURGE LINE
Check EVAP purge line between EVAP canister and fuel tank for clogging or disconnection.	
OK or NG	
OK	▶ GO TO 5.
NG	▶ Repair it.

5	CHECK EVAP PURGE PORT
Check EVAP purge port of fuel tank for clogging.	
OK or NG	
OK	▶ GO TO 6.
NG	▶ Clean EVAP purge port.

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DTC P1491 VACUUM CUT VALVE BYPASS VALVE

Diagnostic Procedure (Cont'd)

6		CHECK EVAP CANISTER
1. Pinch the fresh air hose. 2. Blow air into port A and check that it flows freely out of port B .		
		
AEC630A		
OK or NG		
OK	▶	GO TO 12.
NG	▶	Replace EVAP canister.

7		CHECK BYPASS HOSE
Check bypass hoses for clogging.		
OK or NG		
OK	▶	GO TO 8.
NG	▶	Repair or replace hoses.

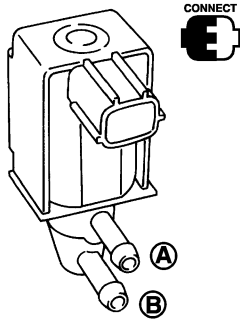
DTC P1491 VACUUM CUT VALVE BYPASS VALVE

Diagnostic Procedure (Cont'd)

8 CHECK VACUUM CUT VALVE BYPASS VALVE

With CONSULT-II

1. Perform "VC/V BYPASS/V" in "ACTIVE TEST" mode.
2. Check air passage continuity and operation delay time under the following conditions.



ACTIVE TEST	
VC/V BYPASS/V	OFF
MONITOR	
ENG SPEED	XXX rpm
FR O2 MNTR-B1	RICH
THRTL POS SEN	XXX V
A/F ALPHA-B1	XXX %

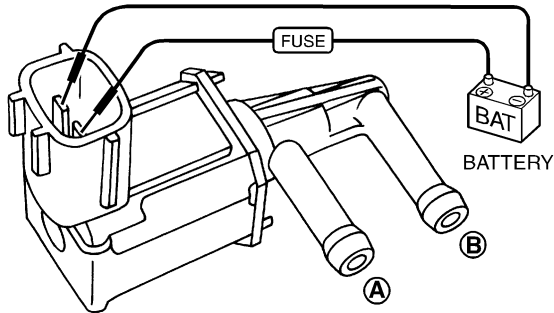
Condition VC/V BYPASS/V	Air passage continuity between A and B
ON	Yes
OFF	No

Operation takes less than 1 second.

SEF226Y

Without CONSULT-II

- Check air passage continuity and operation delay time under the following conditions.



Condition	Air passage continuity between A and B
12V direct current supply between terminals 1 and 2	Yes
No supply	No

Operation takes less than 1 second.

SEF358X

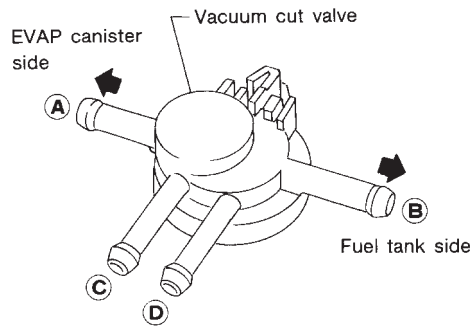
OK or NG

OK	▶	GO TO 9.
NG	▶	Replace vacuum cut valve bypass valve.

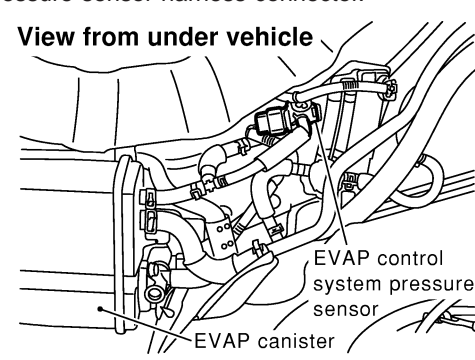
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DTC P1491 VACUUM CUT VALVE BYPASS VALVE

Diagnostic Procedure (Cont'd)

9	CHECK VACUUM CUT VALVE
<p>Check vacuum cut valve as follows:</p> <div style="text-align: center;">  </div>	
SEF379Q	
<ol style="list-style-type: none"> a. Plug port C and D with fingers. b. Apply vacuum to port A and check that there is no suction from port B. c. Apply vacuum to port B and check that there is suction from port A. d. Blow air in port B and check that there is a resistance to flow out of port A. e. Open port C and D. f. Blow air in port A check that air flows freely out of port C. g. Blow air in port B check that air flows freely out of port D. 	
OK or NG	
OK	▶ GO TO 10.
NG	▶ Replace vacuum cut valve.

10	CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR HOSE
<ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Check disconnection or improper connection of hose connected to EVAP control system pressure sensor. 	
OK or NG	
OK	▶ GO TO 11.
NG	▶ Repair or replace.

11	CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR
<ol style="list-style-type: none"> 1. Disconnect EVAP control system pressure sensor harness connector. <div style="text-align: center;">  </div>	
SEF268X	
<ol style="list-style-type: none"> 2. Check connectors for water. Water should not exist. 	
OK or NG	
OK	▶ GO TO 12.
NG	▶ Replace EVAP control system pressure sensor.

DTC P1491 VACUUM CUT VALVE BYPASS VALVE

Diagnostic Procedure (Cont'd)

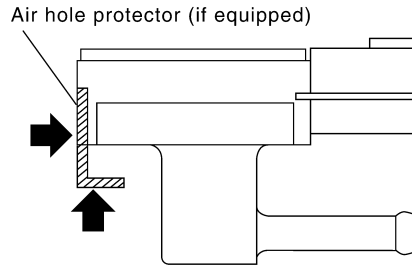
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12 CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

1. Remove EVAP control system pressure sensor with its harness connector connected.

CAUTION:

- Never apply force to the air hole protector of the sensor if equipped.



SEF799W

2. Remove hose from EVAP control system pressure sensor.

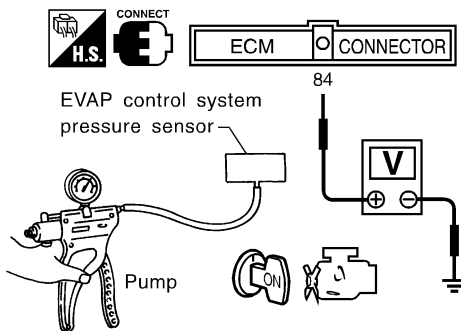
3. Turn ignition switch "ON".

4. Use pump to apply vacuum and pressure to EVAP control system pressure sensor as shown in figure.

CAUTION:

- Always calibrate the vacuum pump gauge when using it.
- Do not apply below -20 kPa (-150 mmHg, -5.91 inHg) or over 20 kPa (150 mmHg, 5.91 inHg) of pressure.

5. Check input voltage between ECM terminal 84 and ground.



Pressure (Relative to atmospheric pressure)	Voltage V
0 kPa (0 mmHg, 0 inHg)	3.0 - 3.6
-9.3 kPa (-70 mmHg, -2.76 inHg)	0.4 - 0.6

SEF342X

CAUTION:

- Discard and EVAP control system pressure 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.

OK or NG

OK ► GO TO 13.

NG ► Replace EVAP control system pressure sensor.

13 CHECK RUBBER TUBE FOR CLOGGING

1. Disconnect rubber tube connected to EVAP canister vent control valve.

2. Check the rubber tube for clogging.

OK or NG

OK ► GO TO 14.

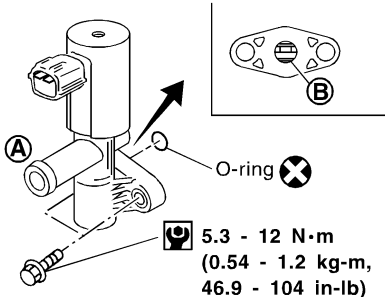
NG ► Clean the rubber tube using an air blower.

DTC P1491 VACUUM CUT VALVE BYPASS VALVE

Diagnostic Procedure (Cont'd)

14 CHECK EVAP CANISTER VENT CONTROL VALVE-I

1. Remove EVAP canister vent control valve from EVAP canister.
2. Check portion **B** of EVAP canister vent control valve for being rusted.




SEF337X

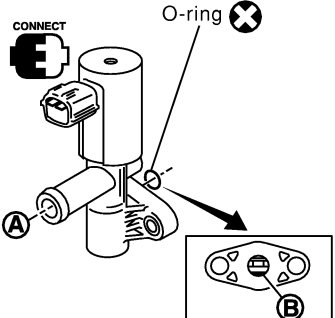
OK or NG

OK	▶	GO TO 15.
NG	▶	Replace EVAP canister vent control valve.

15 CHECK EVAP CANISTER VENT CONTROL VALVE-II

 **With CONSULT-II**

1. Reconnect harness disconnected connectors.
2. Turn ignition switch ON.
3. Perform "VENT CONTROL/V" in "ACTIVE TEST" mode.
4. Check air passage continuity and operation delay time.




ACTIVE TEST	
VENT CONTROL/V	OFF
MONITOR	
ENG SPEED	XXX rpm
FR O2 SEN-B1	XXX V
THRTL POS SEN	XXX V
A/F ALPHA-B1	XXX %

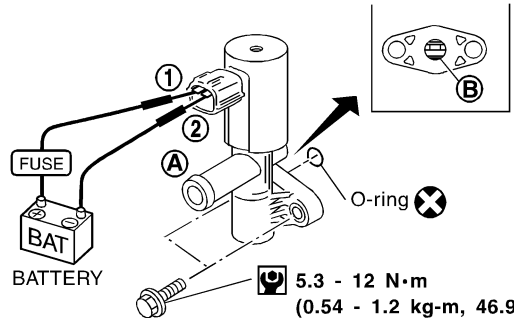
Condition VENT CONTROL/V	Air passage continuity between A and B
ON	No
OFF	Yes

Operation takes less than 1 second.

SEF222Y

 **Without CONSULT-II**

Check air passage continuity and operation delay time under the following conditions.



Condition	Air passage continuity between A and B
12V direct current supply between terminals 1 and 2	No
OFF	Yes

Operation takes less than 1 second.

SEF339X

Make sure new O-ring is installed properly.

OK or NG

OK	▶	GO TO 17.
NG	▶	GO TO 16.

DTC P1491 VACUUM CUT VALVE BYPASS VALVE

Diagnostic Procedure (Cont'd)

16	CHECK EVAP CANISTER VENT CONTROL VALVE-III
1. Clean the air passage (Portion A to B) of EVAP canister vent control valve using an air blower. 2. Perform the Test No. 15 again.	
OK or NG	
OK	▶ GO TO 17.
NG	▶ Replace EVAP canister vent control valve.

17	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
	▶ INSPECTION END

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DTC P1605 A/T DIAGNOSIS COMMUNICATION LINE

Component Description

Component Description

The malfunction information related to A/T (Automatic Transmission) is transferred through the line (circuit) from TCM (Transmission control module) to ECM. Therefore, be sure to erase the malfunction information such as DTC not only in TCM (Transmission control module) but also ECM after the A/T related repair.

NFEC0361

On Board Diagnosis Logic

Malfunction is detected when an incorrect signal from TCM (Transmission control module) is sent to ECM.

NFEC0363

Possible Cause

- Harness or connectors
[The communication line circuit between ECM and TCM (Transmission control module) is open or shorted.]
- Dead (Weak) battery
- TCM (Transmission control module)

NFEC0594

3	DATA MONITOR	
	MONITOR	NO DTC
	ENG SPEED	XXX rpm

SEF058Y

DTC Confirmation Procedure

NOTE:

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 10.5V at idle.

Ⓟ WITH CONSULT-II

- 1) Turn ignition switch "ON".
- 2) Select "DATA MONITOR" mode with CONSULT-II.
- 3) Start engine and wait at least 40 seconds.
- 4) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-692.

NFEC0364S01

Ⓟ WITH GST

Follow the procedure "WITH CONSULT-II" above.

NFEC0364S02

DTC P1605 A/T DIAGNOSIS COMMUNICATION LINE

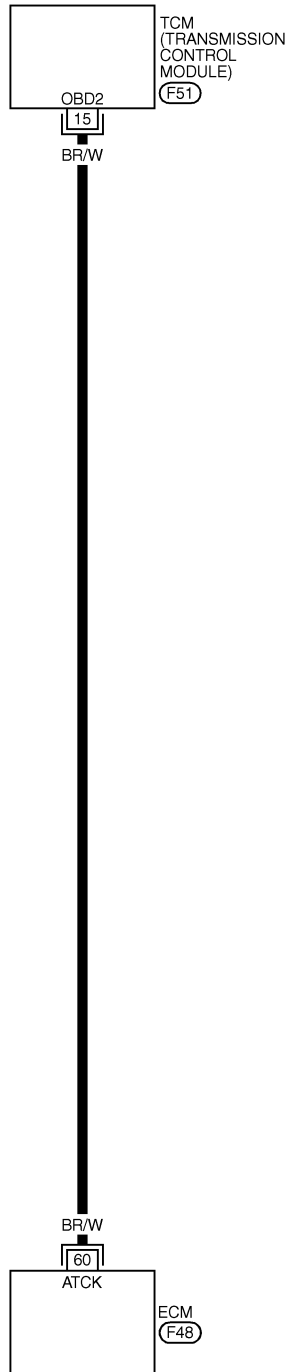
Wiring Diagram

Wiring Diagram

=NFEC0365

EC-ATDIAG-01

— : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC



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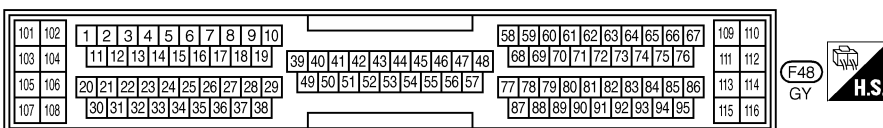
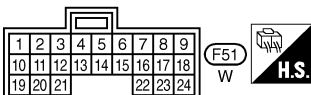
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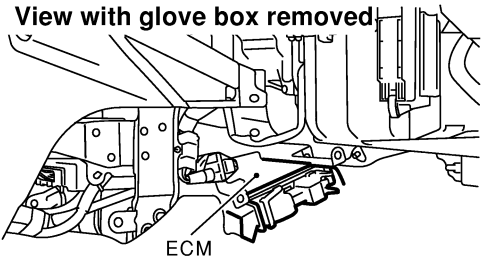
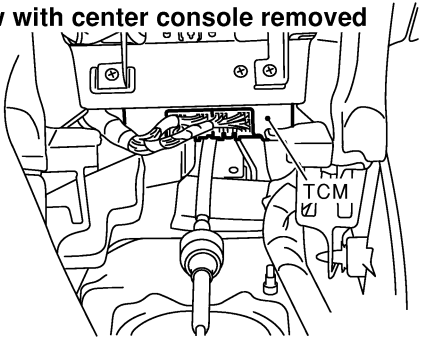


DTC P1605 A/T DIAGNOSIS COMMUNICATION LINE

Diagnostic Procedure

Diagnostic Procedure

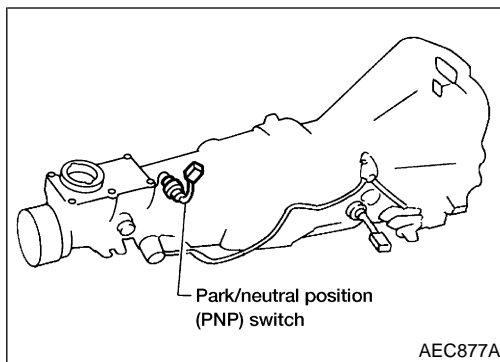
NFEC0366

1	CHECK A/T DIAGNOSIS COMMUNICATION LINE INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT	
<p>1. Turn ignition switch "OFF". 2. Disconnect ECM harness connector and TCM (Transmission Control Module) harness connector.</p>		
<p>View with glove box removed</p>  <p>ECM</p>		
SEF270X		
<p>View with center console removed</p>  <p>TCM</p>		
SEF271X		
<p>3. Check harness continuity between ECM terminal 60 and TCM terminal 15. Refer to Wiring Diagram. Continuity should exist.</p> <p>4. Also check harness for short to ground and short to power.</p>		
OK or NG		
OK	▶	GO TO 2.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

2	CHECK INTERMITTENT INCIDENT	
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.		
	▶	INSPECTION END

DTC P1706 PARK/NEUTRAL POSITION (PNP) SWITCH

Component Description



Component Description

NFEC0367

When the gear position is "P" (A/T models only) or "N", park/neutral position (PNP) switch is "ON".

ECM detects the position because the continuity of the line (the "ON" signal) exists.

For A/T models, the park/neutral position (PNP) switch assembly also includes a transmission range switch to detect selector lever position.

GI

MA

EM

LC

CONSULT-II Reference Value in Data Monitor Mode

NFEC0368

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
P/N POSI SW	● Ignition switch: ON	Shift lever: "P" or "N" ON
		Except above OFF

EC

FE

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MT

On Board Diagnosis Logic

NFEC0370

Malfunction is detected when the signal of the park/neutral position (PNP) switch is not changed in the process of engine starting and driving.

AT

AX

SU

BR

Possible Cause

NFEC0595

- Harness or connectors
[The park/neutral position (PNP) switch circuit is open or shorted.]
- Park/neutral position (PNP) switch

ST

RS

BT

HA

DTC Confirmation Procedure

NFEC0371

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

If "DTC Confirmation Procedure" has been previously conducted, always turn ignition switch "OFF" and wait at least 10 seconds before conducting the next test.

EL

IDX

DTC P1706 PARK/NEUTRAL POSITION (PNP) SWITCH

DTC Confirmation Procedure (Cont'd)

2

DATA MONITOR	
MONITOR	NO DTC
P/N POSI SW	ON

SEF212Y

5

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
VHCL SPEED SE	XXX km/h
P/N POSI SW	OFF
B/FUEL SCHDL	XXX msec

SEF213Y

WITH CONSULT-II

NFEC0371S01

- 1) Turn ignition switch "ON".
- 2) Select "P/N POSI SW" in "DATA MONITOR" mode with CONSULT-II. Then check the "P/N POSI SW" signal under the following conditions.

Position (Selector lever)	Known-good signal
"N" and "P" position	ON
Except the above position	OFF

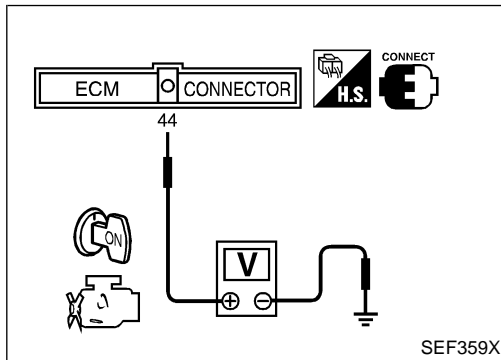
If NG, go to "Diagnostic Procedure", EC-696.

If OK, go to following step.

- 3) Select "DATA MONITOR" mode with CONSULT-II.
- 4) Start engine and warm it up to normal operating temperature.
- 5) Maintain the following conditions for at least 60 consecutive seconds.

ENG SPEED	1,800 - 2,600 rpm (A/T) 1,600 - 2,400 rpm (M/T)
COOLAN TEMP/S	More than 70°C (158°F)
B/FUEL SCHDL	2 - 10 msec
VHCL SPEED SE	70 - 100 km/h (43 - 75 MPH)
Selector lever	Suitable position

- 6) If 1st trip DTC is detected, go to "Diagnostic Procedure", EC-696.



Overall Function Check

NFEC0372

Use this procedure to check the overall function of the park/neutral position (PNP) switch circuit. During this check, a 1st trip DTC might not be confirmed.

WITH GST

NFEC0372S01

- 1) Turn ignition switch "ON".
- 2) Check voltage between ECM terminal 44 and body ground under the following conditions.

Condition (Gear position)	Voltage V (Known good data)
"P" and "N" position	Approx. 0
Except the above position	Battery voltage

- 3) If NG, go to "Diagnostic Procedure", EC-696.

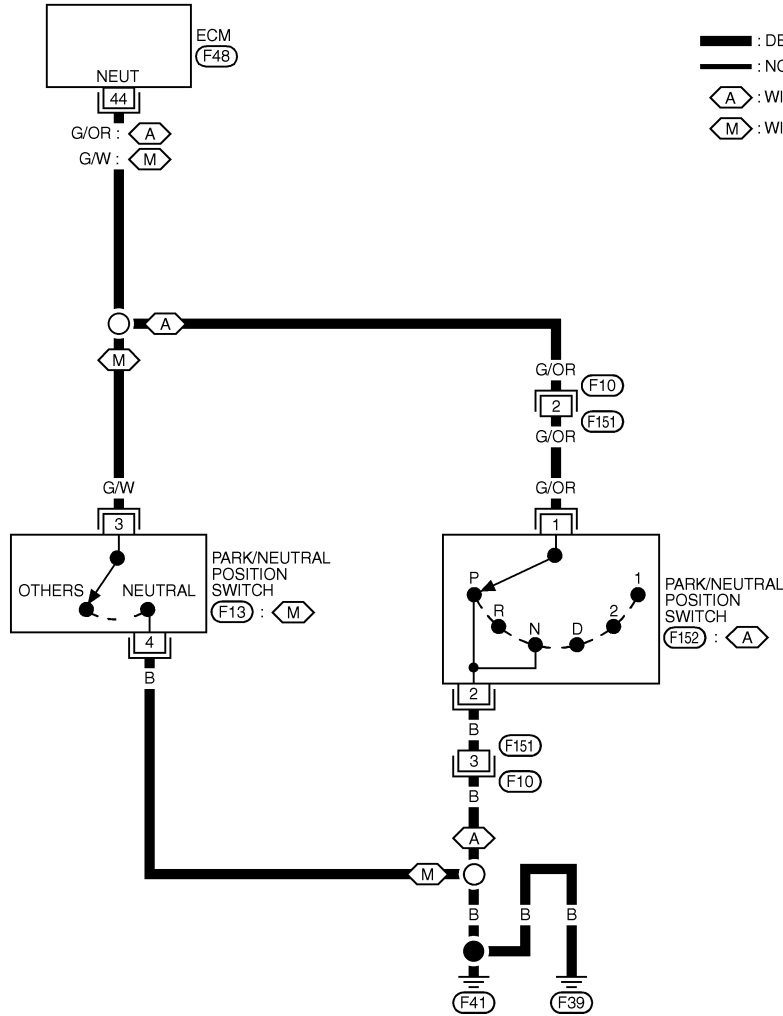
DTC P1706 PARK/NEUTRAL POSITION (PNP) SWITCH

Wiring Diagram

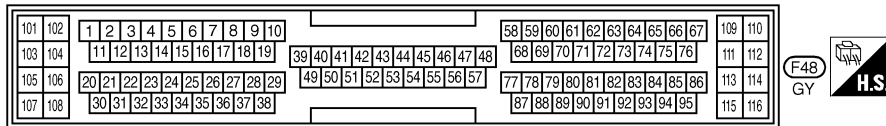
Wiring Diagram

NFEC0373

EC-PNP/SW-01



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MEC757C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
44	G/OR (A/T) G/W (M/T)	PARK/NEUTRAL POSITION (PNP) SWITCH	IGN ON WITH GEAR POSITION "N" OR "P"(A/T), GEAR POSITION NEUTRAL (M/T)	APPROX. 0V
			IGN ON WITHOUT THE ABOVE GEAR POSITION	BATTERY VOLTAGE

SEF635XB

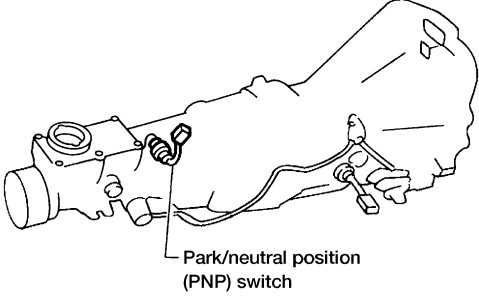
DTC P1706 PARK/NEUTRAL POSITION (PNP) SWITCH

Diagnostic Procedure

Diagnostic Procedure FOR M/T MODELS

NFEC0374

NFEC0374S01

1	
CHECK PNP SWITCH GROUND CIRCUIT FOR OPEN AND SHORT	
1. Turn ignition switch "OFF". 2. Disconnect park/neutral position (PNP) switch harness connector.	
	
3. Check harness continuity between PNP switch terminal 4 and engine ground. Refer to Wiring Diagram. Continuity should exist.	
4. Also check harness for short to ground and short to power.	
OK or NG	
OK	▶ GO TO 2.
NG	▶ Repair open circuit or short to ground or short to power in harness or connectors.

AEC877A

2	
CHECK PNP SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT	
1. Disconnect ECM harness connector. 2. Check harness continuity between ECM terminal 44 and PNP switch terminal 3. Refer to Wiring Diagram. Continuity should exist.	
3. Also check harness for short to ground and short to power.	
OK or NG	
OK	▶ GO TO 3.
NG	▶ Repair open circuit or short to ground or short to power in harness or connectors.

3	
CHECK PARK/NEUTRAL POSITION (PNP) SWITCH	
Refer to MT-9, "Position Switch Check".	
OK or NG	
OK	▶ GO TO 4.
NG	▶ Replace park/neutral position (PNP) switch.

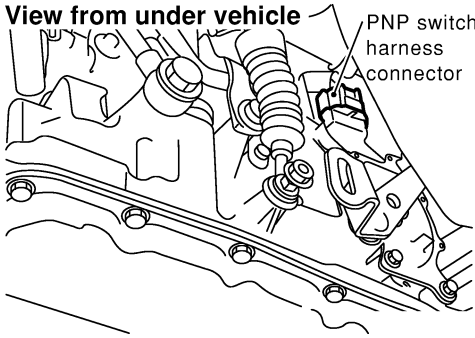
4	
CHECK INTERMITTENT INCIDENT	
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
	▶ INSPECTION END

DTC P1706 PARK/NEUTRAL POSITION (PNP) SWITCH

Diagnostic Procedure (Cont'd)

FOR A/T MODELS

=NFEC0374S02

1	CHECK PNP SWITCH GROUND CIRCUIT FOR OPEN AND SHORT						
<p>1. Turn ignition switch "OFF". 2. Disconnect park/neutral position (PNP) switch harness connector.</p> <div style="text-align: center;">  <p style="font-size: small;">View from under vehicle</p> <p style="font-size: small;">PNP switch harness connector</p> </div> <p style="text-align: right; font-size: x-small;">SEF279X</p> <p>3. Check harness continuity between PNP switch terminal 2 and engine ground. Refer to Wiring Diagram. Continuity should exist.</p> <p>4. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">OK</td> <td style="width: 10%; text-align: center;">▶</td> <td>GO TO 3.</td> </tr> <tr> <td>NG</td> <td style="text-align: center;">▶</td> <td>GO TO 2.</td> </tr> </table>		OK	▶	GO TO 3.	NG	▶	GO TO 2.
OK	▶	GO TO 3.					
NG	▶	GO TO 2.					

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2	DETECT MALFUNCTIONING PART			
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors F10, F151 ● Harness for open or short between park/neutral position (PNP) switch and engine ground <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;"></td> <td style="width: 10%; text-align: center;">▶</td> <td>Repair open circuit or short to ground or short to power in harness or connectors.</td> </tr> </table>			▶	Repair open circuit or short to ground or short to power in harness or connectors.
	▶	Repair open circuit or short to ground or short to power in harness or connectors.		

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3	CHECK PNP SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT						
<p>1. Disconnect ECM harness connector. 2. Check harness continuity between ECM terminal 44 and PNP switch terminal 1. Refer to Wiring Diagram. Continuity should exist.</p> <p>3. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">OK</td> <td style="width: 10%; text-align: center;">▶</td> <td>GO TO 5.</td> </tr> <tr> <td>NG</td> <td style="text-align: center;">▶</td> <td>GO TO 4.</td> </tr> </table>		OK	▶	GO TO 5.	NG	▶	GO TO 4.
OK	▶	GO TO 5.					
NG	▶	GO TO 4.					

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4	DETECT MALFUNCTIONING PART			
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors F10, F151 ● Harness for open or short between ECM and park/neutral position (PNP) switch <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;"></td> <td style="width: 10%; text-align: center;">▶</td> <td>Repair open circuit or short to ground or short to power in harness or connectors.</td> </tr> </table>			▶	Repair open circuit or short to ground or short to power in harness or connectors.
	▶	Repair open circuit or short to ground or short to power in harness or connectors.		

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5	CHECK PARK/NEUTRAL POSITION (PNP) SWITCH						
<p>Refer to AT-105, "Diagnostic Procedure".</p> <p style="text-align: center;">OK or NG</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">OK</td> <td style="width: 10%; text-align: center;">▶</td> <td>GO TO 6.</td> </tr> <tr> <td>NG</td> <td style="text-align: center;">▶</td> <td>Replace park/neutral position (PNP) switch.</td> </tr> </table>		OK	▶	GO TO 6.	NG	▶	Replace park/neutral position (PNP) switch.
OK	▶	GO TO 6.					
NG	▶	Replace park/neutral position (PNP) switch.					

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DTC P1706 PARK/NEUTRAL POSITION (PNP) SWITCH

Diagnostic Procedure (Cont'd)

6	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
▶	INSPECTION END

VARIABLE INDUCTION AIR CONTROL SYSTEM (VIAS)

Description

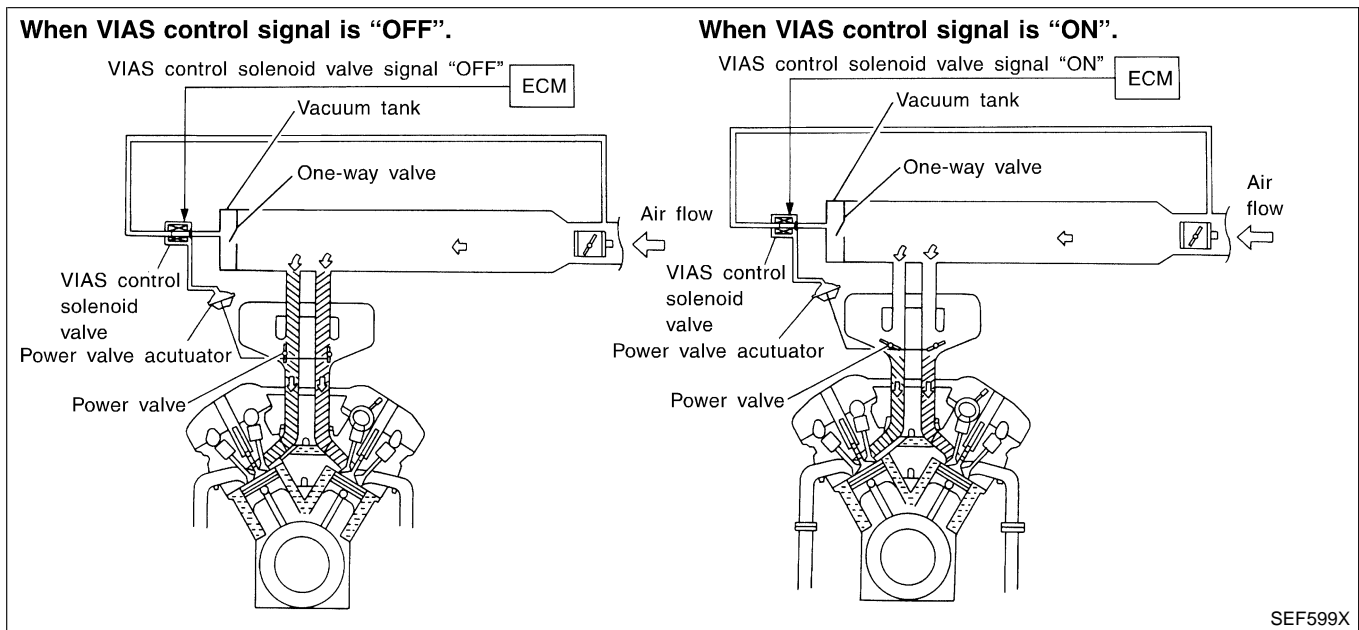
Description SYSTEM DESCRIPTION

NFEC0596

NFEC0596S01

Sensor	Input Signal to ECM	ECM function	Actuator
Mass air flow sensor	Amount of intake air	VIAS control	VIAS control solenoid valve
Throttle position sensor	Throttle position		
Closed throttle position	Throttle valve idle position		
Ignition switch	Start signal		
Crankshaft position sensor (POS)	Engine speed (POS signal)		
Crankshaft position sensor (REF)	Engine speed (REF signal)		
Engine coolant temperature sensor	Engine coolant temperature		

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When the engine is running at low or medium speed, the power valve is fully closed. Under this condition, the effective suction port length is equivalent to the total length of the intake manifold collector's suction port including the intake valve. This long suction port provides increased air intake which results in improved suction efficiency and higher torque generation.

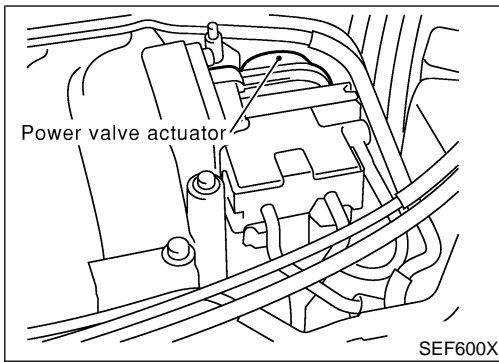
The surge tank and one-way valve are provided. When engine is running at high speed, the ECM sends the signal to the VIAS control solenoid valve. This signal introduces the intake manifold vacuum into the power valve actuator and therefore opens the power valve to two suction passages together in the collector.

Under this condition, the effective port length is equivalent to the length of the suction port provided independently for each cylinder. This shortened port length results in enhanced engine output with reduced suction resistance under high speeds.

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VARIABLE INDUCTION AIR CONTROL SYSTEM (VIAS)

Description (Cont'd)



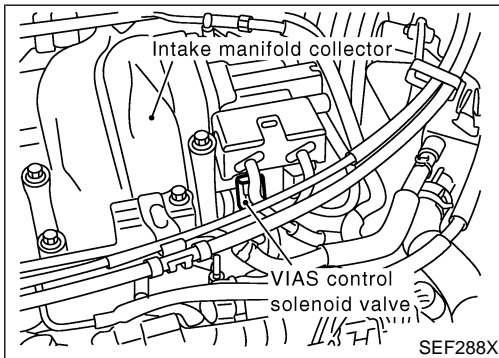
COMPONENT DESCRIPTION

NFEC0596S02

Power Valve

NFEC0596S0201

The power valve is installed in intake manifold collector and used to control the suction passage of the variable induction air control system. It is set in the fully closed or fully opened position by the power valve actuator operated by the vacuum stored in the surge tank. The vacuum in the surge tank is controlled by the VIAS control solenoid valve.



VIAS Control Solenoid Valve

NFEC0596S0202

The VIAS control solenoid valve cuts the intake manifold vacuum signal for power valve control. It responds to ON/OFF signals from the ECM. When the solenoid is off, the vacuum signal from the intake manifold is cut. When the ECM sends an ON signal the coil pulls the plunger downward and feeds the vacuum signal to the power valve actuator.

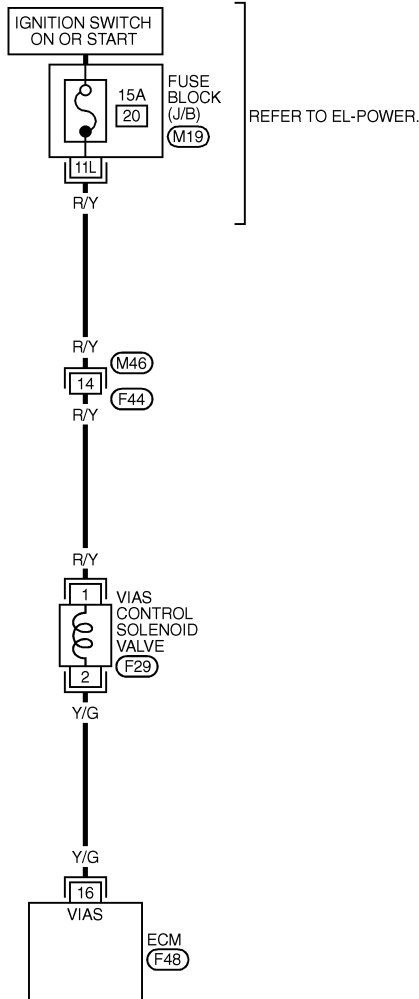
VARIABLE INDUCTION AIR CONTROL SYSTEM (VIAS)

Wiring Diagram

Wiring Diagram

NFEC0597

EC-VIAS/V-01



— : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC

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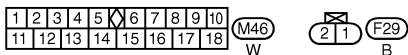
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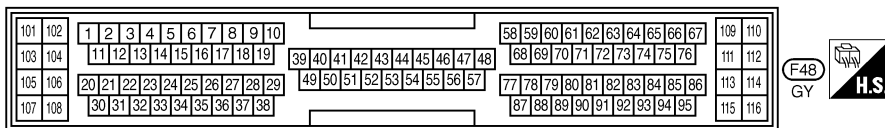
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REFER TO THE FOLLOWING.

(M19) - FUSE BLOCK - JUNCTION BOX (J/B)



MEC768C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
16	Y/G	VIAS CONTROL SOLENOID VALVE	ENGINE RUNNING AT IDLE SPEED	BATTERY VOLTAGE
			ENGINE RUNNING ABOVE 5,000 RPM	0 - 1.0V

SEF636XB

VARIABLE INDUCTION AIR CONTROL SYSTEM (VIAS)

Diagnostic Procedure

Diagnostic Procedure

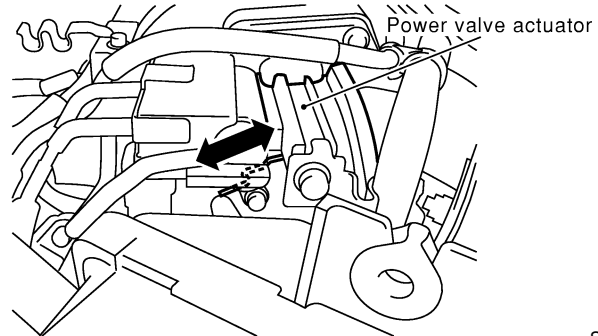
NFEC0598

1 CHECK OVERALL FUNCTION

With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Perform "VIAS SOL VALVE" in "ACTIVE TEST" mode with CONSULT-II.
3. Turn VIAS control solenoid valve "ON" and "OFF", and make sure that power valve actuator rod moves.

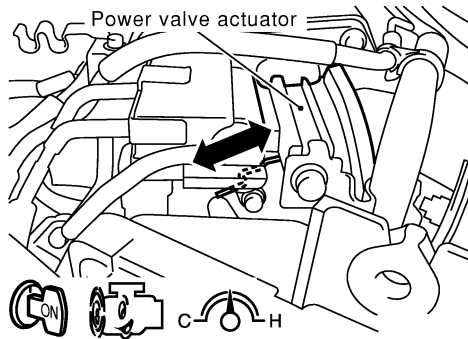
ACTIVE TEST	
VIAS SOLENOID/V	OFF
MONITOR	
ENG SPEED	XXX rpm
IACV-AAC/V	XXX step



SEF051Y

Without CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Rev engine quickly up to above 5,000 rpm and make sure that power valve actuator rod moves.



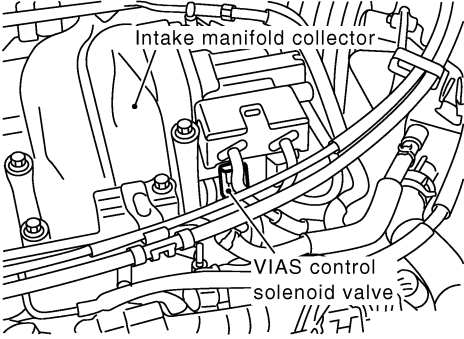
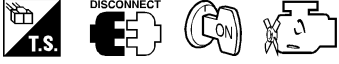
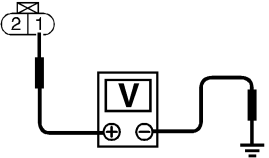
OK or NG

SEF052Y

OK	▶	INSPECTION END
NG	▶	GO TO 2.

VARIABLE INDUCTION AIR CONTROL SYSTEM (VIAS)

Diagnostic Procedure (Cont'd)

2	CHECK VIAS CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT	
<p>1. Stop engine. 2. Disconnect VIAS control solenoid valve harness connector.</p> <div style="text-align: center;">  <p>Intake manifold collector</p> <p>VIAS control solenoid valve</p> </div> <p>3. Turn ignition switch "ON". 4. Check voltage between terminal 1 and ground with CONSULT-II or tester.</p> <div style="text-align: center;">  </div> <div style="text-align: center;">  <p>Voltage: Battery voltage</p> </div> <p style="text-align: right;">SEF288X</p>		
OK or NG		
OK	▶	GO TO 4.
NG	▶	GO TO 3.

3	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors M46, F44 ● 15A fuse ● Harness continuity between fuse and VIAS control solenoid valve 		
▶		Repair harness or connectors.

4	CHECK VIAS CONTROL SOLENOID VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT	
<p>1. Turn ignition switch "OFF". 2. Disconnect ECM harness connector. 3. Check harness continuity between ECM terminal 16 and terminal 2. Refer to Wiring Diagram. Continuity should exist. 4. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 5.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

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VARIABLE INDUCTION AIR CONTROL SYSTEM (VIAS)

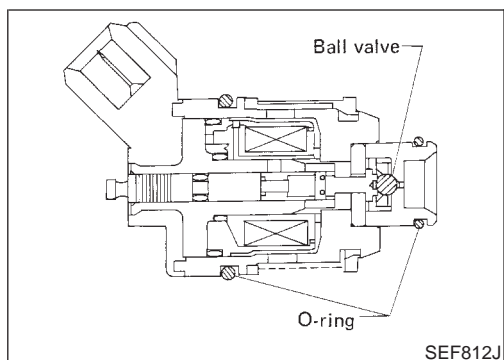
Diagnostic Procedure (Cont'd)

5	RETEST OVERALL FUNCTION
1. Reconnect harness connectors disconnected. 2. Perform Test No. 1 again.	
OK or NG	
OK	▶ INSPECTION END
NG	▶ GO TO 6.

6	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
OK or NG	
OK	▶ Replace VIAS control solenoid valve as intake manifold collector assembly.
NG	▶ Repair or replace harness or connectors.

INJECTOR

Component Description



Component Description

The fuel injector is a small, precise solenoid valve. When the ECM supplies a ground to the injector circuit, the coil in the injector is energized. The energized coil pulls the needle valve back and allows fuel to flow through the injector into the intake manifold. The amount of fuel injected depends upon the injection pulse duration. Pulse duration is the length of time the injector remains open. The ECM controls the injection pulse duration based on engine fuel needs.

NFEC0383

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CONSULT-II Reference Value in Data Monitor Mode

NFEC0384

EC

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
INJ PULSE-B2 INJ PULSE-B1	<ul style="list-style-type: none"> ● Engine: After warming up ● Air conditioner switch: "OFF" ● Shift lever: "N" ● No-load 	Idle	2.4 - 3.2 msec
		2,000 rpm	1.9 - 2.8 msec
B/FUEL SCHDL	ditto	Idle	2.0 - 3.2 msec
		2,000 rpm	1.4 - 2.6 msec

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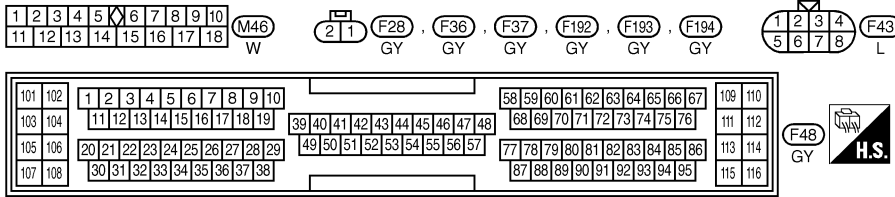
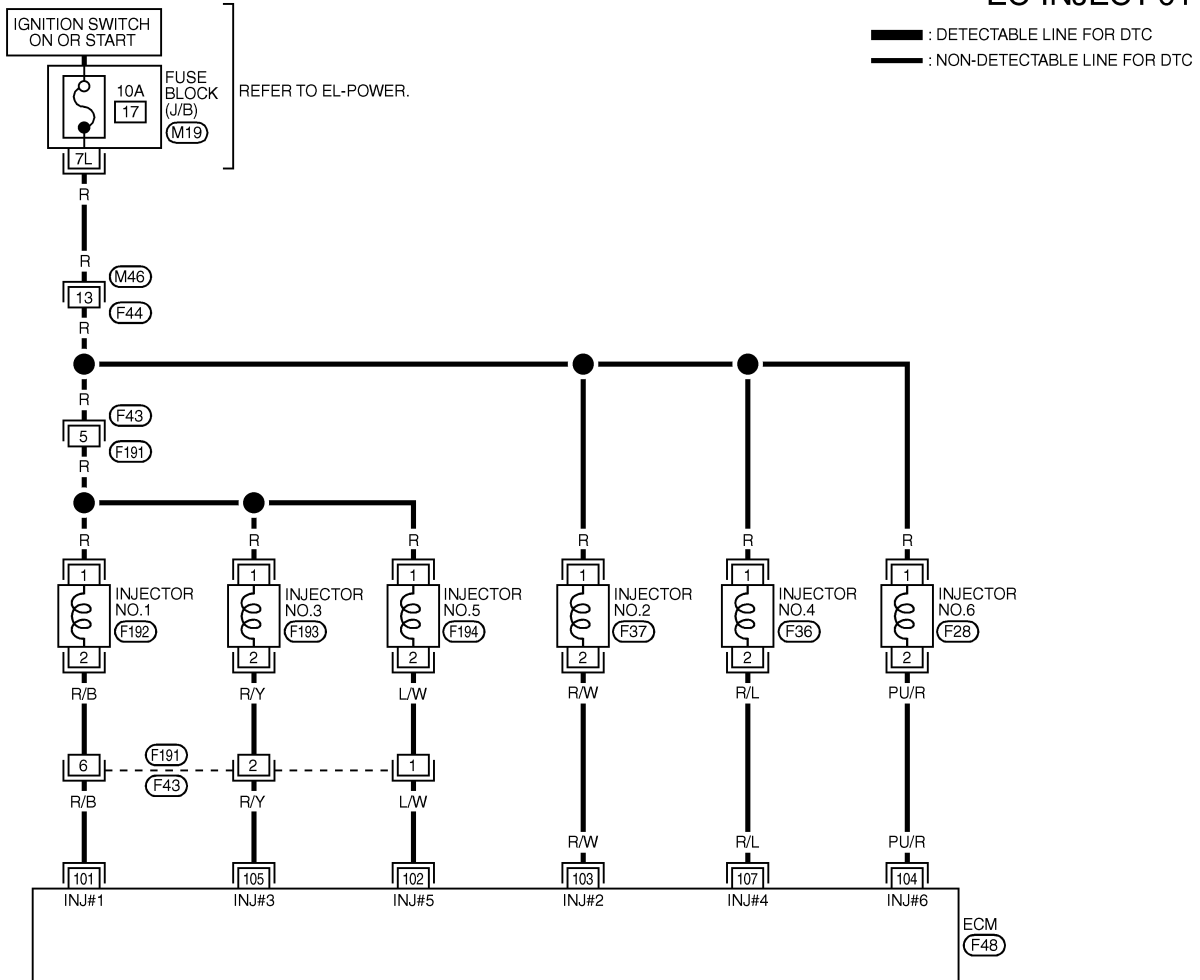
INJECTOR

Wiring Diagram

Wiring Diagram

NFEC0386

EC-INJECT-01



REFER TO THE FOLLOWING.
 (M19) - FUSE BLOCK-JUNCTION BOX (J/B)

MEC761C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
101	R/B	INJECTOR NO. 1	ENGINE RUNNING AT IDLE SPEED UNDER WARM-UP CONDITION	BATTERY VOLTAGE
102	L/W	INJECTOR NO. 5		
103	R/W	INJECTOR NO. 2		
104	PU/R	INJECTOR NO. 6		
105	R/Y	INJECTOR NO. 3		
107	R/L	INJECTOR NO. 4		

SEF796YA

Diagnostic Procedure

NFEC0387

1	INSPECTION START	
Turn ignition switch to "START". Is any cylinder ignited?		
Yes or No		
Yes	▶	GO TO 2.
No	▶	GO TO 3.

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2	CHECK OVERALL FUNCTION																	
<p> With CONSULT-II</p> <ol style="list-style-type: none"> Start engine. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT-II. 																		
<table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <th colspan="2">ACTIVE TEST</th> </tr> <tr> <td>POWER BALANCE</td> <td></td> </tr> <tr> <th colspan="2">MONITOR</th> </tr> <tr> <td>ENG SPEED</td> <td>XXX rpm</td> </tr> <tr> <td>MAS A/F SE-B1</td> <td>XXX V</td> </tr> <tr> <td>IACV-AAC/V</td> <td>XXX step</td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>			ACTIVE TEST		POWER BALANCE		MONITOR		ENG SPEED	XXX rpm	MAS A/F SE-B1	XXX V	IACV-AAC/V	XXX step				
ACTIVE TEST																		
POWER BALANCE																		
MONITOR																		
ENG SPEED	XXX rpm																	
MAS A/F SE-B1	XXX V																	
IACV-AAC/V	XXX step																	
<p>3. Make sure that each circuit produces a momentary engine speed drop.</p>																		
<p> Without CONSULT-II</p> <ol style="list-style-type: none"> Start engine. Listen to each injector operating sound. 																		
<p>Clicking noise should be heard.</p>																		
OK or NG																		
OK	▶	INSPECTION END																
NG	▶	GO TO 3.																

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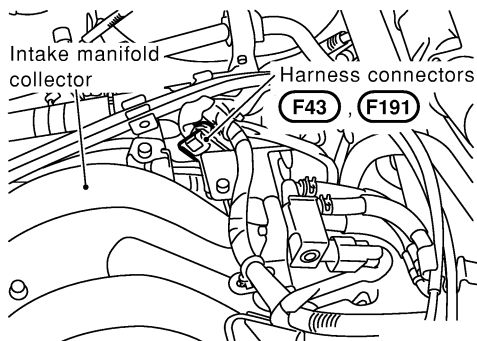
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INJECTOR

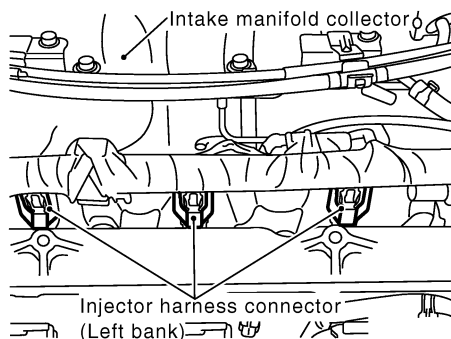
Diagnostic Procedure (Cont'd)

3 CHECK INJECTOR POWER SUPPLY CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect injector harness connectors (Left bank) and harness connectors F43, F191 (Right bank).

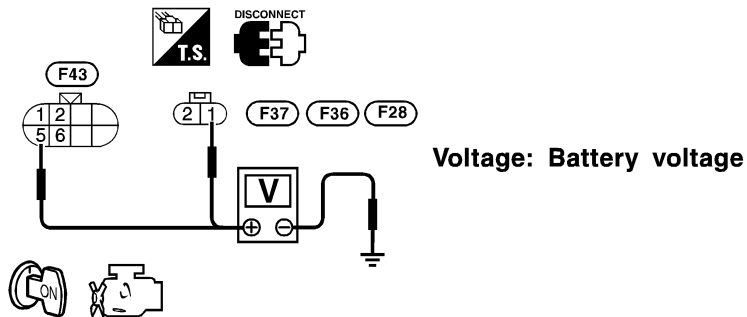


SEF276X



SEF281X

3. Turn ignition switch "ON".
4. Check voltage between injector terminal 1 and ground, harness connector F43 terminal 5 and ground with CONSULT-II or tester.



SEF897X

OK or NG

OK	▶	GO TO 5.
NG	▶	GO TO 4.

4 DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M46, F44
- Harness connectors F43, F191
- Fuse block (J/B) connector M19
- 10A fuse
- Harness for open or short between injector and fuse
- Harness for open or short between harness connector F43 and fuse

▶ Repair harness or connectors.

INJECTOR

Diagnostic Procedure (Cont'd)

5	CHECK INJECTOR OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT							
<p>1. Turn ignition switch "OFF".</p> <p>2. Disconnect ECM harness connector.</p> <p>3. Check harness continuity between injector terminal 2 and ECM terminals 103, 104, 107, harness connector F191 terminals 6, 2, 1 and ECM terminals 101, 105, 102. Refer to Wiring Diagram.</p> <p style="color: blue;">Continuity should exist.</p> <p>4. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>								
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">OK</td> <td style="width: 10%; text-align: center;">▶</td> <td>GO TO 7.</td> </tr> <tr> <td>NG</td> <td style="text-align: center;">▶</td> <td>GO TO 6.</td> </tr> </table>			OK	▶	GO TO 7.	NG	▶	GO TO 6.
OK	▶	GO TO 7.						
NG	▶	GO TO 6.						

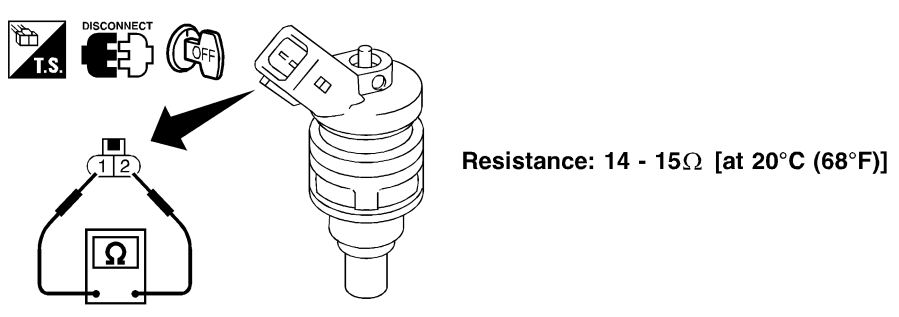
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6	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors F43, F191 ● Harness for open or short between harness connector F191 and ECM ● Harness for open or short between ECM and injector 		
▶ Repair open circuit or short to ground or short to power in harness or connectors.		

EC
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7	CHECK SUB-HARNESS CIRCUIT FOR OPEN AND SHORT (RIGHT BANK)							
<p>1. Remove intake manifold collector.</p> <p>2. Disconnect injector harness connectors (Right bank).</p> <p>3. Check harness continuity between the following terminals. Refer to Wiring Diagram.</p>								
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th style="padding: 5px;">Harness connector F191</th> <th style="padding: 5px;">Injector F192, F193, F194</th> </tr> </thead> <tbody> <tr> <td style="text-align: center; padding: 5px;">5</td> <td style="text-align: center; padding: 5px;">1</td> </tr> <tr> <td style="text-align: center; padding: 5px;">6, 2, 1</td> <td style="text-align: center; padding: 5px;">2</td> </tr> </tbody> </table>			Harness connector F191	Injector F192, F193, F194	5	1	6, 2, 1	2
Harness connector F191	Injector F192, F193, F194							
5	1							
6, 2, 1	2							
MTBL0359								
<p style="color: blue;">Continuity should exist.</p> <p style="text-align: center;">OK or NG</p>								
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">OK</td> <td style="width: 10%; text-align: center;">▶</td> <td>GO TO 8.</td> </tr> <tr> <td>NG</td> <td style="text-align: center;">▶</td> <td>Repair open circuit or short to ground or short to power in harness or connectors.</td> </tr> </table>			OK	▶	GO TO 8.	NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.
OK	▶	GO TO 8.						
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.						

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8	CHECK INJECTOR							
<p>1. Disconnect injector harness connector.</p> <p>2. Check resistance between terminals as shown in the figure.</p>								
								
SEF964X								
<p style="text-align: center;">OK or NG</p>								
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">OK</td> <td style="width: 10%; text-align: center;">▶</td> <td>GO TO 9.</td> </tr> <tr> <td>NG</td> <td style="text-align: center;">▶</td> <td>Replace injector.</td> </tr> </table>			OK	▶	GO TO 9.	NG	▶	Replace injector.
OK	▶	GO TO 9.						
NG	▶	Replace injector.						

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INJECTOR

Diagnostic Procedure (Cont'd)

9	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
▶	INSPECTION END

START SIGNAL

CONSULT-II Reference Value in Data Monitor Mode

CONSULT-II Reference Value in Data Monitor Mode

NFEC0388

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
START SIGNAL	● Ignition switch: ON → START → ON	OFF → ON → OFF

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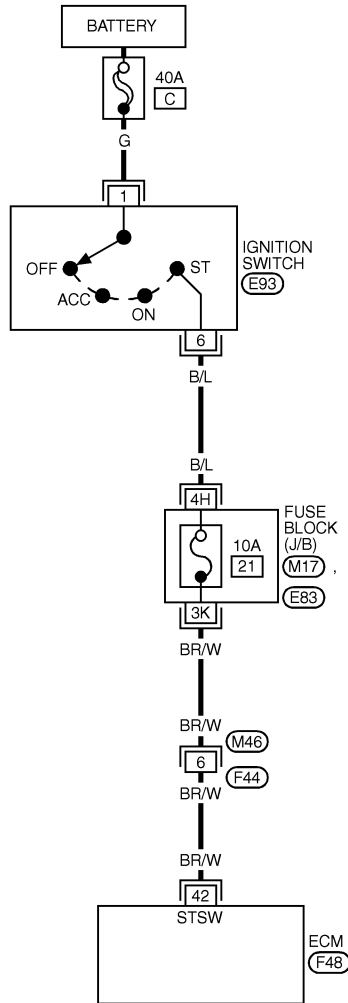
START SIGNAL

Wiring Diagram

Wiring Diagram

=NFEC0390

EC-S/SIG-01



: DETECTABLE LINE FOR DTC
 : NON-DETECTABLE LINE FOR DTC

REFER TO EL-POWER.

1	2	3	4	5	6	7	8	9	10	(M46) W
11	12	13	14	15	16	17	18			

3	5	1	(E93) W
4	2	6	

101	102	1	2	3	4	5	6	7	8	9	10	39	40	41	42	43	44	45	46	47	48	58	59	60	61	62	63	64	65	66	67	109	110																
103	104	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	49	50	51	52	53	54	55	56	57	68	69	70	71	72	73	74	75	76	111	112
105	106	20	21	22	23	24	25	26	27	28	29	49	50	51	52	53	54	55	56	57	77	78	79	80	81	82	83	84	85	86	113	114																	
107	108	30	31	32	33	34	35	36	37	38	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	115	116																		



REFER TO THE FOLLOWING.

- (M17) - FUSE BLOCK-JUNCTION BOX (J/B)
- (E83) - FUSE BLOCK-JUNCTION BOX (J/B)

MEC762C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
42	BR/W	START SIGNAL	IGN ON	APPROX 0V
			IGN START	9 - 12V

SEF638XB

START SIGNAL


Diagnostic Procedure

Diagnostic Procedure

NFEC0391


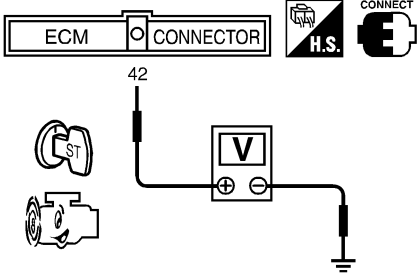
1	INSPECTION START	
Do you have CONSULT-II?		
Yes or No		
Yes	▶	GO TO 2.
No	▶	GO TO 3.

GI
MA
EM

2	CHECK OVERALL FUNCTION													
<p> With CONSULT-II</p> <p>1. Turn ignition switch "ON". 2. Check "START SIGNAL" in "DATA MONITOR" mode with CONSULT-II under the following conditions.</p>														
<table border="1" style="margin: auto;"> <thead> <tr> <th colspan="2">DATA MONITOR</th> </tr> <tr> <th>MONITOR</th> <th>NO DTC</th> </tr> </thead> <tbody> <tr> <td>START SIGNAL</td> <td>OFF</td> </tr> <tr> <td>CLSD THL POS</td> <td>ON</td> </tr> <tr> <td>AIR COND SIG</td> <td>OFF</td> </tr> <tr> <td>P/N POSI SW</td> <td>ON</td> </tr> </tbody> </table>			DATA MONITOR		MONITOR	NO DTC	START SIGNAL	OFF	CLSD THL POS	ON	AIR COND SIG	OFF	P/N POSI SW	ON
DATA MONITOR														
MONITOR	NO DTC													
START SIGNAL	OFF													
CLSD THL POS	ON													
AIR COND SIG	OFF													
P/N POSI SW	ON													
<table border="1" style="margin: auto;"> <thead> <tr> <th>Condition</th> <th>"START SIGNAL"</th> </tr> </thead> <tbody> <tr> <td>Ignition switch "ON"</td> <td>OFF</td> </tr> <tr> <td>Ignition switch "START"</td> <td>ON</td> </tr> </tbody> </table>			Condition	"START SIGNAL"	Ignition switch "ON"	OFF	Ignition switch "START"	ON						
Condition	"START SIGNAL"													
Ignition switch "ON"	OFF													
Ignition switch "START"	ON													
SEF072Y														
OK or NG														
OK	▶	INSPECTION END												
NG	▶	GO TO 4.												

LC
EC

FE
CL
MT
AT

3	CHECK OVERALL FUNCTION							
<p> Without CONSULT-II</p> <p>Check voltage between ECM terminal 42 and ground under the following conditions.</p>								
								
<table border="1" style="margin: auto;"> <thead> <tr> <th>Condition</th> <th>Voltage</th> </tr> </thead> <tbody> <tr> <td>Ignition switch "START"</td> <td>Battery voltage</td> </tr> <tr> <td>Other positions</td> <td>Approximately 0V</td> </tr> </tbody> </table>			Condition	Voltage	Ignition switch "START"	Battery voltage	Other positions	Approximately 0V
Condition	Voltage							
Ignition switch "START"	Battery voltage							
Other positions	Approximately 0V							
SEF362X								
OK or NG								
OK	▶	INSPECTION END						
NG	▶	GO TO 4.						

AX
SU

BR
ST

RS
BT

HA
SC

4	CHECK STARTING SYSTEM	
Turn ignition switch "OFF", then turn it to "START".		
Does starter motor operate?		
Yes or No		
Yes	▶	GO TO 5.
No	▶	Refer to SC-6, "STARTING SYSTEM".

EL
IDX

START SIGNAL

Diagnostic Procedure (Cont'd)

5	CHECK FUSE
1. Turn ignition switch "OFF". 2. Disconnect 10A fuse. 3. Check if 10A fuse is OK.	
OK or NG	
OK	▶ GO TO 6.
NG	▶ Replace 10A fuse.

6	CHECK START SIGNAL INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT
1. Disconnect ECM harness connector. 2. Disconnect ignition switch harness connector. 3. Check harness continuity between ECM terminal 42 and fuse block, ignition switch and fuse block. Refer to Wiring Diagram. Continuity should exist. 4. Also check harness for short to ground and short to power.	
OK or NG	
OK	▶ GO TO 8.
NG	▶ GO TO 7.

7	DETECT MALFUNCTIONING PART
Check the following. <ul style="list-style-type: none">● Harness connectors M46, F44● Fuse block (J/B) connectors M17, E83● Harness for open or short between ignition switch and fuse● Harness for open or short between ECM and fuse	
	▶ Repair open circuit or short to ground or short to power in harness or connectors.

8	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
	▶ INSPECTION END

FUEL PUMP

System Description

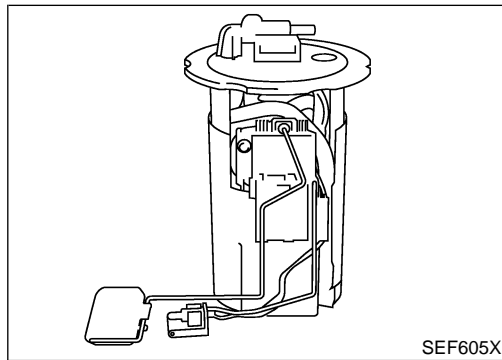
System Description

NFEC0392

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS)	Engine speed (POS signal)	Fuel pump control	Fuel pump relay
Crankshaft position sensor (REF)	Engine speed (REF signal)		
Ignition switch	Start signal		

The ECM activates the fuel pump for several seconds after the ignition switch is turned on to improve engine startability. If the ECM receives a 120° signal from the crankshaft position sensor (REF), it knows that the engine is rotating, and causes the pump to operate. If the 120° signal is not received when the ignition switch is on, the engine stalls. The ECM stops pump operation and prevents battery discharging, thereby improving safety. The ECM does not directly drive the fuel pump. It controls the ON/OFF fuel pump relay, which in turn controls the fuel pump.

Condition	Fuel pump operation
Ignition switch is turned to ON.	Operates for 1 second.
Engine running and cranking	Operates.
When engine is stopped	Stops in 1.5 seconds.
Except as shown above	Stops.



Component Description

NFEC0393

The fuel pump with a fuel damper is an in-tank type (the pump and damper are located in the fuel tank).

CONSULT-II Reference Value in Data Monitor Mode

NFEC0394

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
FUEL PUMP RLY	<ul style="list-style-type: none"> Ignition switch is turned to ON. (Operates for 1 second.) Engine running and cranking 	ON
	Except as shown above	OFF

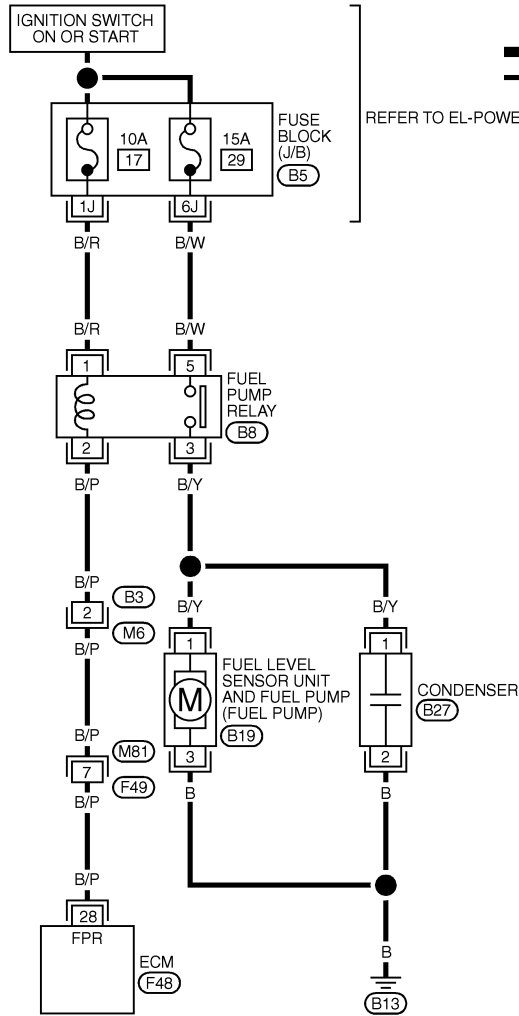
FUEL PUMP

Wiring Diagram

Wiring Diagram

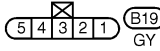
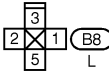
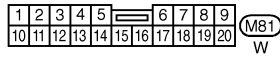
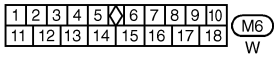
NFEC0396

EC-F/PUMP-01



— : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC

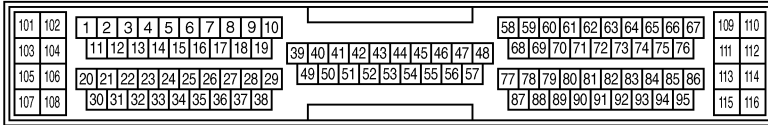
REFER TO EL-POWER.



REFER TO THE FOLLOWING.

(B5) - FUSE BLOCK-

JUNCTION BOX (J/B)



MEC938C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

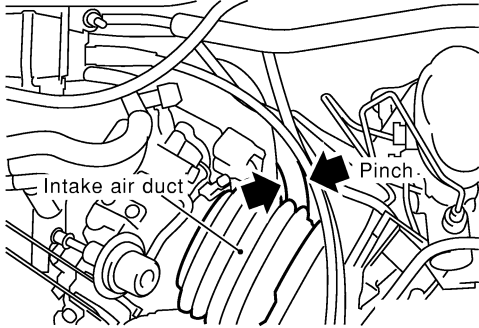
DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

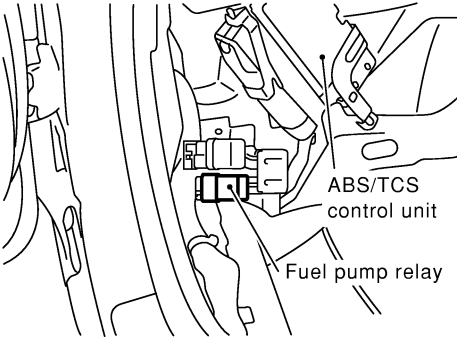
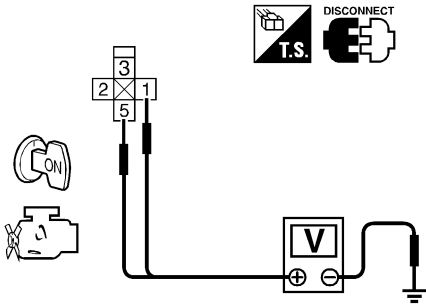
TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
28	B/P	FUEL PUMP RELAY	FOR 1 SECOND AFTER IGN ON	0 - 1.5V
			ENGINE RUNNING	
			MORE THAN 1 SECOND AFTER IGN ON	BATTERY VOLTAGE (11 - 14V)

SEF639XB

Diagnostic Procedure

NFEC0397

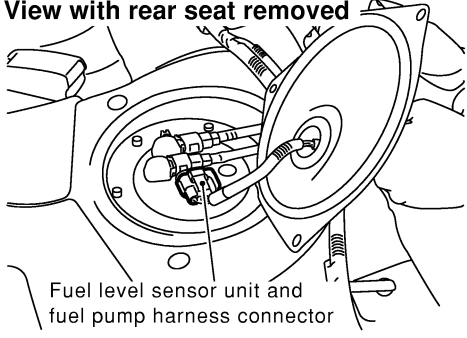
1	CHECK OVERALL FUNCTION	<p>1. Turn ignition switch "ON". 2. Pinch fuel feed hose with two fingers.</p> <div style="text-align: center;">  <p>Intake air duct Pinch</p> </div> <p style="text-align: right;">SEF606X</p> <p>Fuel pressure pulsation should be felt on the fuel feed hose for 1 second after ignition switch is turned "ON".</p> <p style="text-align: center;">OK or NG</p>	GI MA EM LC EC FE CL MT
OK	▶	INSPECTION END	CL
NG	▶	GO TO 2.	MT

2	CHECK FUEL PUMP RELAY POWER SUPPLY CIRCUIT	<p>1. Turn ignition switch "OFF". 2. Disconnect fuel pump relay.</p> <div style="text-align: center;">  <p>ABS/TCS control unit Fuel pump relay</p> </div> <p style="text-align: right;">SEF284X</p> <p>3. Turn ignition switch "ON". 4. Check voltage between terminals 1, 5 and ground with CONSULT-II or tester.</p> <div style="text-align: center;">  <p>Voltage: Battery voltage</p> </div> <p style="text-align: right;">SEF898X</p> <p style="text-align: center;">OK or NG</p>	AT AX SU BR ST RS BT HA SC EL IDX
OK	▶	GO TO 4.	BT
NG	▶	GO TO 3.	HA

FUEL PUMP

Diagnostic Procedure (Cont'd)

3	DETECT MALFUNCTIONING PART
<p>Check the following.</p> <ul style="list-style-type: none"> ● Fuse block (J/B) connector B5 ● 10A fuse ● 15A fuse ● Harness for open or short between fuse and fuel pump relay 	
▶	Repair harness or connectors.

4	CHECK FUEL PUMP POWER SUPPLY AND GROUND CIRCUIT FOR OPEN AND SHORT
<p>1. Turn ignition switch "OFF".</p> <p>2. Disconnect fuel level sensor unit and fuel pump harness connector.</p>	
<p>View with rear seat removed</p>  <p>Fuel level sensor unit and fuel pump harness connector</p> <p style="text-align: right;">SEF263X</p>	
<p>3. Check harness continuity between fuel pump terminal 3 and body ground, fuel pump terminal 1 and fuel pump relay terminal 3. Refer to Wiring Diagram.</p> <p style="padding-left: 40px;">Continuity should exist.</p>	
<p>4. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 6.
NG	▶ GO TO 5.

5	DETECT MALFUNCTIONING PART
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness for open or short between fuel pump relay and fuel pump ● Harness for open or short between fuel pump and body ground 	
▶	Repair open circuit or short to ground or short to power in harness or connectors.

6	CHECK FUEL PUMP RELAY OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT
<p>1. Disconnect ECM harness connector.</p> <p>2. Check harness continuity between ECM terminal 28 and fuel pump relay terminal 2. Refer to Wiring Diagram.</p> <p style="padding-left: 40px;">Continuity should exist.</p>	
<p>3. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 8.
NG	▶ GO TO 7.

7	DETECT MALFUNCTIONING PART
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors B3, M6 ● Harness connectors M81, F49 ● Harness for open or short between ECM and fuel pump relay 	
▶	Repair open circuit or short to ground or short to power in harness or connectors.

FUEL PUMP

Diagnostic Procedure (Cont'd)

GI
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8 CHECK FUEL PUMP RELAY

With CONSULT-II

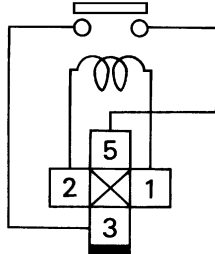
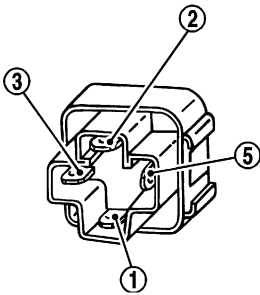
1. Reconnect fuel pump relay, fuel level sensor unit and fuel pump harness connector and ECM harness connector.
2. Turn ignition switch "ON".
3. Turn fuel pump relay "ON" and "OFF" in "ACTIVE TEST" mode with CONSULT-II and check operating sound.

ACTIVE TEST	
FUEL PUMP RELAY	ON
MONITOR	
ENG SPEED	XXX rpm

SEF073Y

Without CONSULT-II

Check continuity between terminals 3 and 5 under the following conditions.



Conditions	Continuity
12V direct current supply between terminals 1 and 2	Yes
No current supply	No

SEF608X

OK or NG

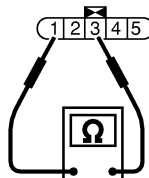
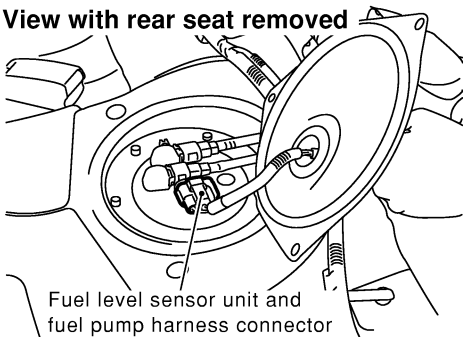
OK ► GO TO 9.

NG ► Replace fuel pump relay.

9 CHECK FUEL PUMP

1. Disconnect fuel level sensor unit and fuel pump harness connector.
2. Check resistance between fuel level sensor unit and fuel pump terminals 1 and 3.

View with rear seat removed



Resistance: 0.2 - 5.0 Ω [at 25°C (77°F)]

SEF609X

OK or NG

OK ► GO TO 10.

NG ► Replace fuel pump.

FUEL PUMP

Diagnostic Procedure (Cont'd)

10	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
▶	INSPECTION END

ELECTRONIC CONTROLLED ENGINE MOUNT

System Description

System Description

NFEC0599

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS)	Engine speed (POS signal)	Engine mount control	Electronic controlled engine mount
Crankshaft position sensor (REF)	Engine speed (REF signal)		
Vehicle speed sensor	Vehicle speed		

The ECM controls the engine mount operation corresponding to the engine speed and the vehicle speed. The control system has 2-step control [soft/hard].

Vehicle condition	Engine mount control
Idle (with vehicle stopped)	Soft
Driving	Hard

CONSULT-II Reference Value in Data Monitor Mode

NFEC0600

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
ENGINE MOUNT	● Engine: Running	Idle
		2,000 rpm

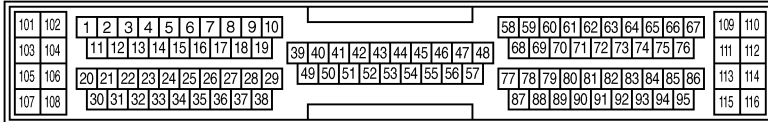
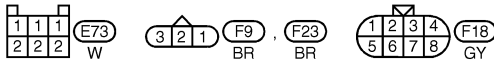
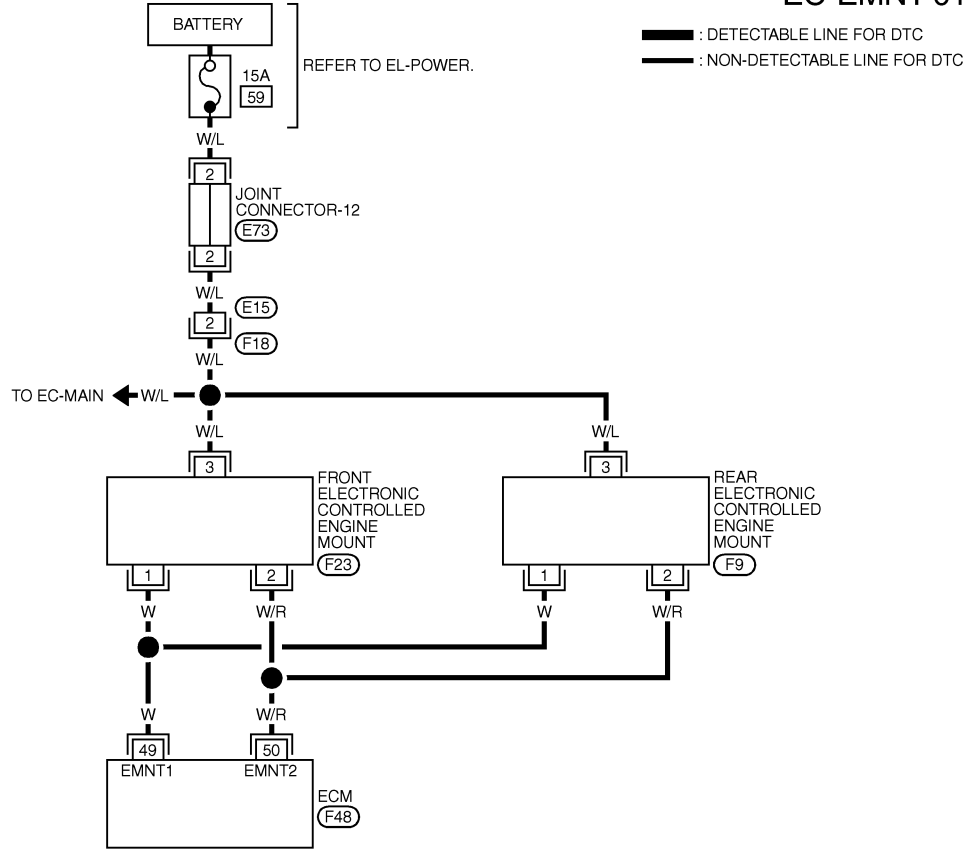
ELECTRONIC CONTROLLED ENGINE MOUNT

Wiring Diagram

Wiring Diagram

NFEC0602

EC-EMNT-01



MEC764C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

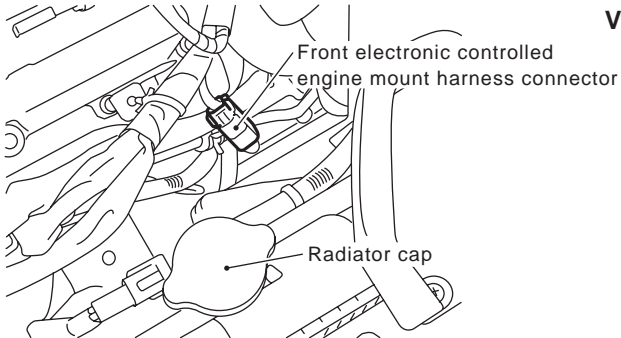
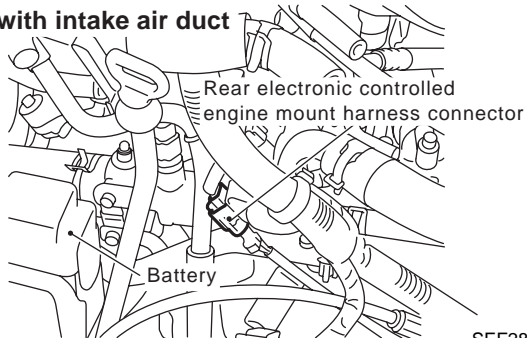
DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
49	W	ELECTRONIC CONTROLLED ENGINE MOUNT-1	ENGINE RUNNING AT IDLE SPEED	0 - 1.0V
			ENGINE RUNNING AT 2,000 RPM	BATTERY VOLTAGE
50	W/R	ELECTRONIC CONTROLLED ENGINE MOUNT-2	ENGINE RUNNING AT IDLE SPEED	BATTERY VOLTAGE
			ENGINE RUNNING AT 2,000 RPM	0 - 1.0V

SEF640XB

Diagnostic Procedure

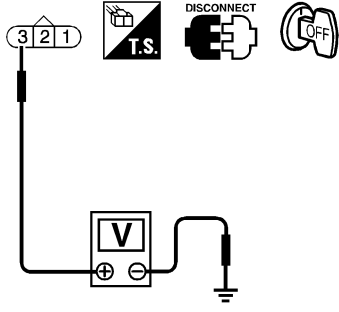
NFEC0603

1	CHECK THE OVERALL FUNCTION	<p>④ With CONSULT-II</p> <ol style="list-style-type: none"> 1. After warming up engine, run it at idle speed. 2. Shift selector lever to "D" range while depressing the brake pedal and pulling the parking brake control lever. 3. Perform "ENGINE MOUNTING" in "ACTIVE TEST" mode with CONSULT-II and check that the body vibration changes according to switching the condition (With vehicle stopped). <div style="text-align: center; margin: 10px 0;"> <table border="1" style="border-collapse: collapse; width: 150px; margin: 0 auto;"> <thead> <tr> <th colspan="2">ACTIVE TEST</th> </tr> <tr> <th>ENG MOUNTING</th> <th>IDLE</th> </tr> <tr> <th colspan="2">MONITOR</th> </tr> <tr> <th>ENG SPEED</th> <th>XXX rpm</th> </tr> <tr> <th>COOLAN TEMP/S</th> <th>XXX °C</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table> </div> <p style="text-align: right; margin-right: 20px;">SEF074Y</p>	ACTIVE TEST		ENG MOUNTING	IDLE	MONITOR		ENG SPEED	XXX rpm	COOLAN TEMP/S	XXX °C														
ACTIVE TEST																										
ENG MOUNTING	IDLE																									
MONITOR																										
ENG SPEED	XXX rpm																									
COOLAN TEMP/S	XXX °C																									
		<p>⊗ Without CONSULT</p> <ol style="list-style-type: none"> 1. After warming up engine, run it at idle speed. 2. Shift selector lever to "D" range while depressing the brake pedal and pulling the parking brake control lever. 3. Disconnect front or rear electronic controlled engine mount harness connector when engine speed is more than 1,000 rpm. <div style="display: flex; justify-content: space-around; align-items: flex-start; margin: 10px 0;"> <div style="text-align: center;">  <p style="font-size: small;">Front electronic controlled engine mount harness connector</p> <p style="font-size: small;">Radiator cap</p> </div> <div style="text-align: center;"> <p>View with intake air duct</p>  <p style="font-size: small;">Rear electronic controlled engine mount harness connector</p> <p style="font-size: small;">Battery</p> </div> </div> <p style="text-align: right; margin-right: 20px;">SEF285X</p> <ol style="list-style-type: none"> 4. When returning engine speed to idle speed, check that the body vibration increases, compared with the condition of the above step 2 (With vehicle stopped). <p style="text-align: center; margin: 10px 0;">OK or NG</p>																								
OK	▶	INSPECTION END																								
NG	▶	GO TO 2.																								

GI
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ELECTRONIC CONTROLLED ENGINE MOUNT

Diagnostic Procedure (Cont'd)

2	CHECK ELECTRONIC CONTROLLED ENGINE MOUNT POWER SUPPLY CIRCUIT	
<p>1. Turn ignition switch "OFF". 2. Disconnect front or rear electronic controlled engine mount harness connector. 3. Check voltage between electronic controlled engine mount terminal 3 and ground with CONSULT-II or tester.</p>		
 <p style="text-align: right;">Voltage: Battery voltage</p>		
SEF899X		
OK or NG		
OK	▶	GO TO 4.
NG	▶	GO TO 3.

3	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors E15, F18 ● 15A fuse ● Harness for open or short between electronic controlled engine mount and battery 		
▶		Repair harness or connectors.

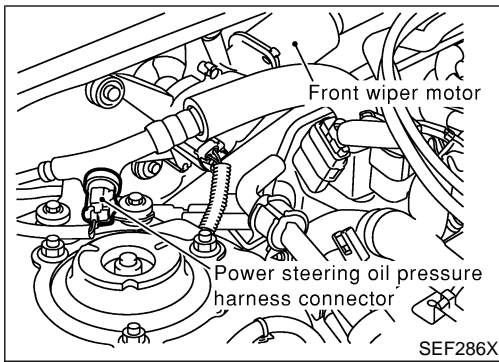
4	CHECK ELECTRONIC CONTROLLED ENGINE MOUNT OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT	
<p>1. Disconnect ECM harness connector. 2. Check harness continuity between ECM terminal 49 and electronic controlled engine mount terminal 1, ECM terminal 50 and electronic controlled engine mount terminal 2. Refer to Wiring Diagram. Continuity should exist. 3. Also check harness for short to ground and short to power.</p>		
OK or NG		
OK	▶	GO TO 5.
NG	▶	Repair open circuit, short to ground or short to power in harness connectors.

5	CHECK ELECTRONIC CONTROLLED ENGINE MOUNT	
<p>Visually check front and rear electronic controlled engine mount.</p>		
OK or NG		
OK	▶	GO TO 6.
NG	▶	Replace front or rear engine mount assembly.

6	CHECK INTERMITTENT INCIDENT	
<p>Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.</p>		
▶		INSPECTION END

POWER STEERING OIL PRESSURE SWITCH

Component Description



Component Description

NFEC0398

The power steering oil pressure switch is attached to the power steering high-pressure tube and detects a power steering load. When a power steering load is detected, it signals the ECM. The ECM adjusts the IACV-AAC valve to increase the idle speed and adjust for the increased load.

CONSULT-II Reference Value in Data Monitor Mode

NFEC0399

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
PW/ST SIGNAL	<ul style="list-style-type: none"> Engine: After warming up, idle the engine 	Steering wheel in neutral position (forward direction)	OFF
		The steering wheel is fully turned.	ON

GI

MA

EM

LC

EC

FE

CL

MT

AT

AX

SU

BR

ST

RS

BT

HA

SC

EL

IDX

POWER STEERING OIL PRESSURE SWITCH


Diagnostic Procedure

Diagnostic Procedure


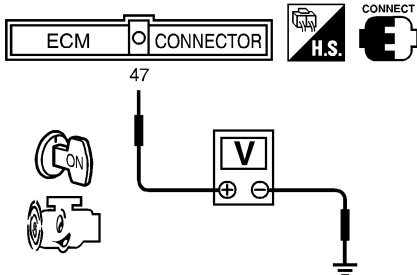
NFEC0402

1	INSPECTION START	
Do you have CONSULT-II?		
Yes or No		
Yes	▶	GO TO 2.
No	▶	GO TO 3.

GI
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2	CHECK OVERALL FUNCTION											
<p> With CONSULT-II</p> <p>1. Start engine. 2. Check "PW/ST SIGNAL" in "DATA MONITOR" mode with CONSULT-II under the following conditions.</p>												
<table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="2">DATA MONITOR</th> </tr> <tr> <th>MONITOR</th> <th>NO DTC</th> </tr> </thead> <tbody> <tr> <td>PW/ST SIGNAL</td> <td>OFF</td> </tr> </tbody> </table> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td>Steering is in neutral position</td> <td>OFF</td> </tr> <tr> <td>Steering is turned</td> <td>ON</td> </tr> </table>			DATA MONITOR		MONITOR	NO DTC	PW/ST SIGNAL	OFF	Steering is in neutral position	OFF	Steering is turned	ON
DATA MONITOR												
MONITOR	NO DTC											
PW/ST SIGNAL	OFF											
Steering is in neutral position	OFF											
Steering is turned	ON											
SEF228Y												
OK or NG												
OK	▶	INSPECTION END										
NG	▶	GO TO 4.										

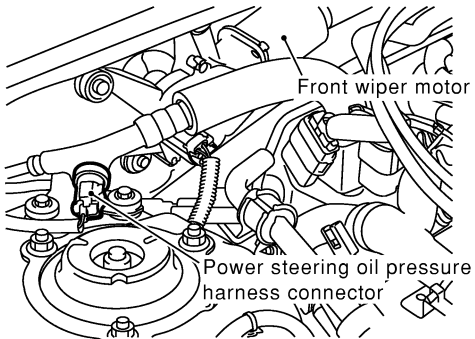
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3	CHECK OVERALL FUNCTION							
<p> Without CONSULT-II</p> <p>1. Start engine. 2. Check voltage between ECM terminal 47 and ground under the following conditions.</p>								
 <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Conditions</th> <th>Voltage</th> </tr> </thead> <tbody> <tr> <td>Steering is neutral position.</td> <td>Approximately 5V</td> </tr> <tr> <td>Steering is turned to full position.</td> <td>Approximately 0V</td> </tr> </tbody> </table>			Conditions	Voltage	Steering is neutral position.	Approximately 5V	Steering is turned to full position.	Approximately 0V
Conditions	Voltage							
Steering is neutral position.	Approximately 5V							
Steering is turned to full position.	Approximately 0V							
SEF363X								
OK or NG								
OK	▶	INSPECTION END						
NG	▶	GO TO 4.						

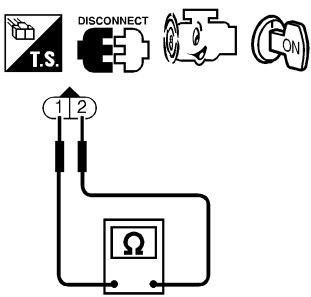
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POWER STEERING OIL PRESSURE SWITCH

Diagnostic Procedure (Cont'd)

4	CHECK POWER STEERING OIL PRESSURE SWITCH GROUND CIRCUIT FOR OPEN AND SHORT	
<ol style="list-style-type: none"> 1. Turn ignition switch "OFF". 2. Disconnect power steering oil pressure switch harness connector. 		
		
SEF286X		
<ol style="list-style-type: none"> 3. Check harness continuity between power steering oil pressure switch terminal 1 and engine ground. Refer to Wiring Diagram. Continuity should exist. 4. Also check harness for short to ground and short to power. 		
OK or NG		
OK	▶	GO TO 5.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

5	CHECK POWER STEERING OIL PRESSURE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT	
<ol style="list-style-type: none"> 1. Disconnect ECM harness connector. 2. Check harness continuity between ECM terminal 47 and power steering oil pressure switch terminal 2. Refer to Wiring Diagram. Continuity should exist. 3. Also check harness for short to ground and short to power. 		
OK or NG		
OK	▶	GO TO 6.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

6	CHECK POWER STEERING OIL PRESSURE SWITCH	
<ol style="list-style-type: none"> 1. Disconnect power steering oil pressure switch harness connector then start engine. 2. Check continuity between power steering oil pressure switch terminals 1 and 2 under the following conditions. 		
		
SEF364X		
OK or NG		
OK	▶	GO TO 7.
NG	▶	Replace power steering oil pressure switch.

POWER STEERING OIL PRESSURE SWITCH

Diagnostic Procedure (Cont'd)

7	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
▶	INSPECTION END

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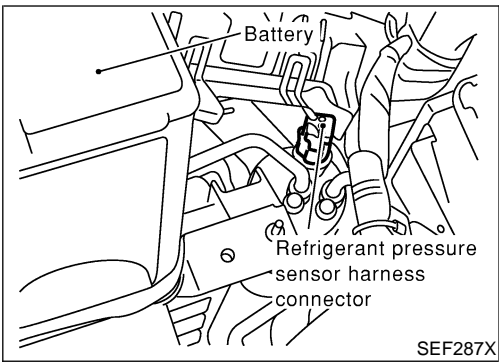
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REFRIGERANT PRESSURE SENSOR

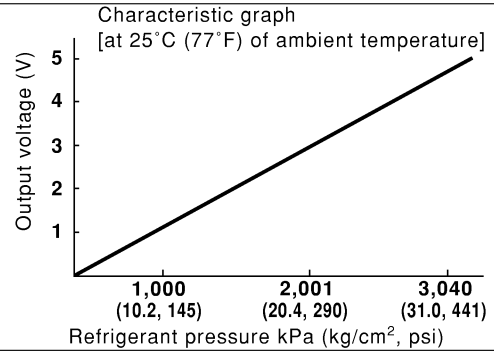
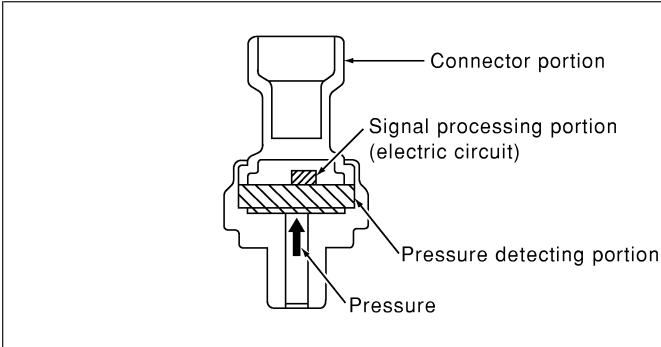
Description



Description

NFEC0636

The refrigerant pressure sensor is installed at the liquid tank 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.



SEF099XA

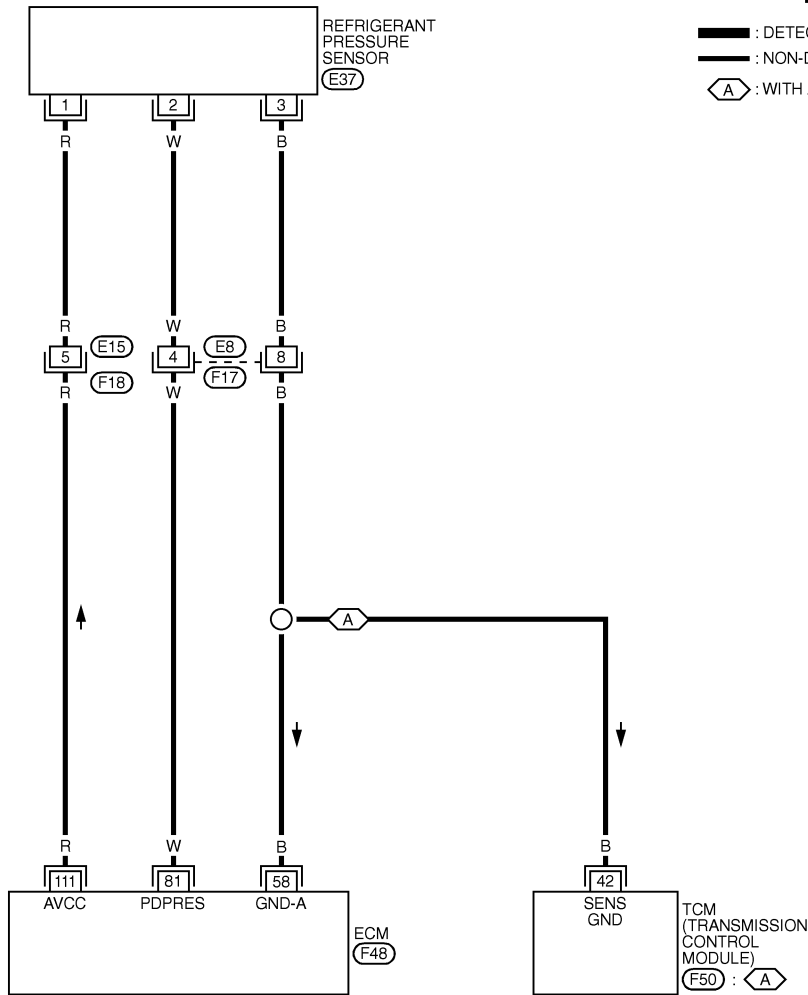
REFRIGERANT PRESSURE SENSOR

Wiring Diagram

Wiring Diagram

NFEC0637

EC-RP/SEN-01



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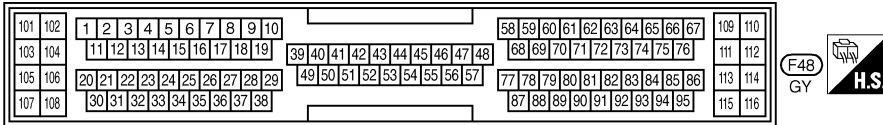
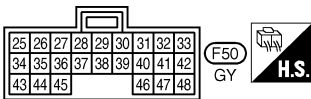
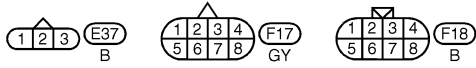
MEC770C

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ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
58	B	SENSOR'S GROUND	ENGINE RUNNING AT IDLE SPEED UNDER WARM-UP CONDITION	0V
81	W	REFRIGERANT PRESSURE SENSOR	ENGINE RUNNING UNDER WARM-UP CONDITION WITH A/C SWITCH AND BLOWER SWITCH ON	0.36 - 3.88V
111	R	SENSOR'S POWER SUPPLY	IGN ON	APPROX. 5V

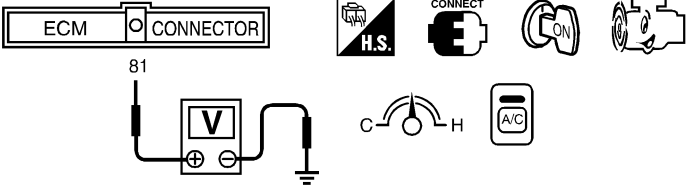
SEF643XB

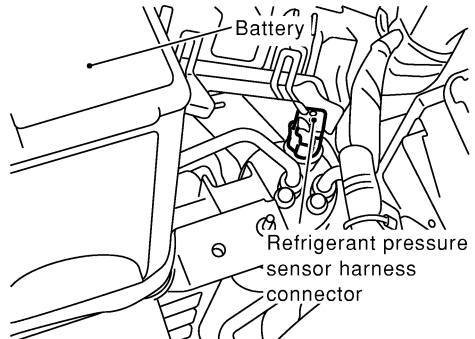
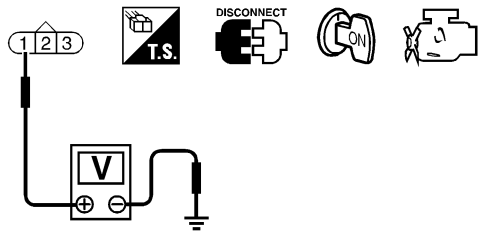
REFRIGERANT PRESSURE SENSOR

Diagnostic Procedure

Diagnostic Procedure

NFEC0638

1	CHECK REFRIGERANT PRESSURE SENSOR OVERALL FUNCTION	
<ol style="list-style-type: none"> 1. Start engine and warm it up to normal operating temperature. 2. Turn A/C switch and blower switch "ON". 3. Check voltage between ECM terminal 81 and ground with CONSULT-II or tester. 		
		
Voltage: 0.36 - 3.88V		
SEF617X		
OK or NG		
OK	▶	INSPECTION END
NG	▶	GO TO 2.

2	CHECK REFRIGERANT PRESSURE SENSOR POWER SUPPLY CIRCUIT	
<ol style="list-style-type: none"> 1. Turn A/C switch and blower switch "OFF". 2. Stop engine. 3. Disconnect refrigerant pressure sensor harness connector. 		
		
SEF287X		
<ol style="list-style-type: none"> 4. Turn ignition switch "ON". 5. Check voltage between refrigerant pressure sensor terminal 1 and ground with CONSULT-II or tester. 		
		
Voltage: Approximately 5V		
SEF618X		
OK or NG		
OK	▶	GO TO 4.
NG	▶	GO TO 3.

REFRIGERANT PRESSURE SENSOR

Diagnostic Procedure (Cont'd)

3	DETECT MALFUNCTIONING PART
Check the following. <ul style="list-style-type: none"> ● Harness connectors E15, F18 ● Harness for open or short between ECM and refrigerant pressure sensor 	
▶	Repair harness or connectors.

GI
MA

4	CHECK REFRIGERANT PRESSURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT
1. Turn ignition switch "OFF". 2. Check harness continuity between refrigerant pressure sensor terminal 3 and engine ground. Refer to Wiring Diagram. Continuity should exist. 3. Also check harness for short to ground and short to power.	
OK or NG	
OK	▶ GO TO 6.
NG	▶ GO TO 5.

EM
LC
EC

5	DETECT MALFUNCTIONING PART
Check the following. <ul style="list-style-type: none"> ● Harness connectors E8, F17 ● Harness for open or short between ECM and refrigerant pressure sensor ● Harness for open or short between TCM (Transmission control module) and refrigerant pressure sensor 	
▶	Repair open circuit or short to ground or short to power in harness or connectors.

FE
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6	CHECK REFRIGERANT PRESSURE SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT
1. Disconnect ECM harness connector. 2. Check harness continuity between ECM terminal 81 and refrigerant pressure sensor terminal 2. Refer to Wiring Diagram. Continuity should exist. 3. Also check harness for short to ground and short to power.	
OK or NG	
OK	▶ GO TO 8.
NG	▶ GO TO 7.

AX
SU
BR
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7	DETECT MALFUNCTIONING PART
Check the following. <ul style="list-style-type: none"> ● Harness connectors E8, F17 ● Harness for open or short between ECM and refrigerant pressure sensor 	
▶	Repair open circuit or short to ground or short to power in harness or connectors.

RS
BT

8	CHECK REFRIGERANT PRESSURE SENSOR
Refer to HA-81, "Refrigerant pressure sensor".	
OK or NG	
OK	▶ GO TO 9.
NG	▶ Replace refrigerant pressure sensor.

HA
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9	CHECK INTERMITTENT INCIDENT
Refer to "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.	
▶	INSPECTION END

IDX

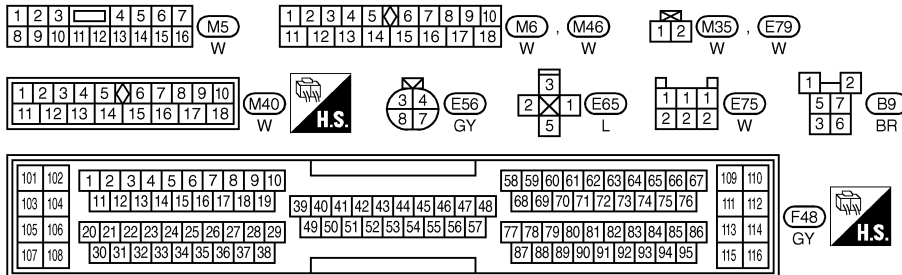
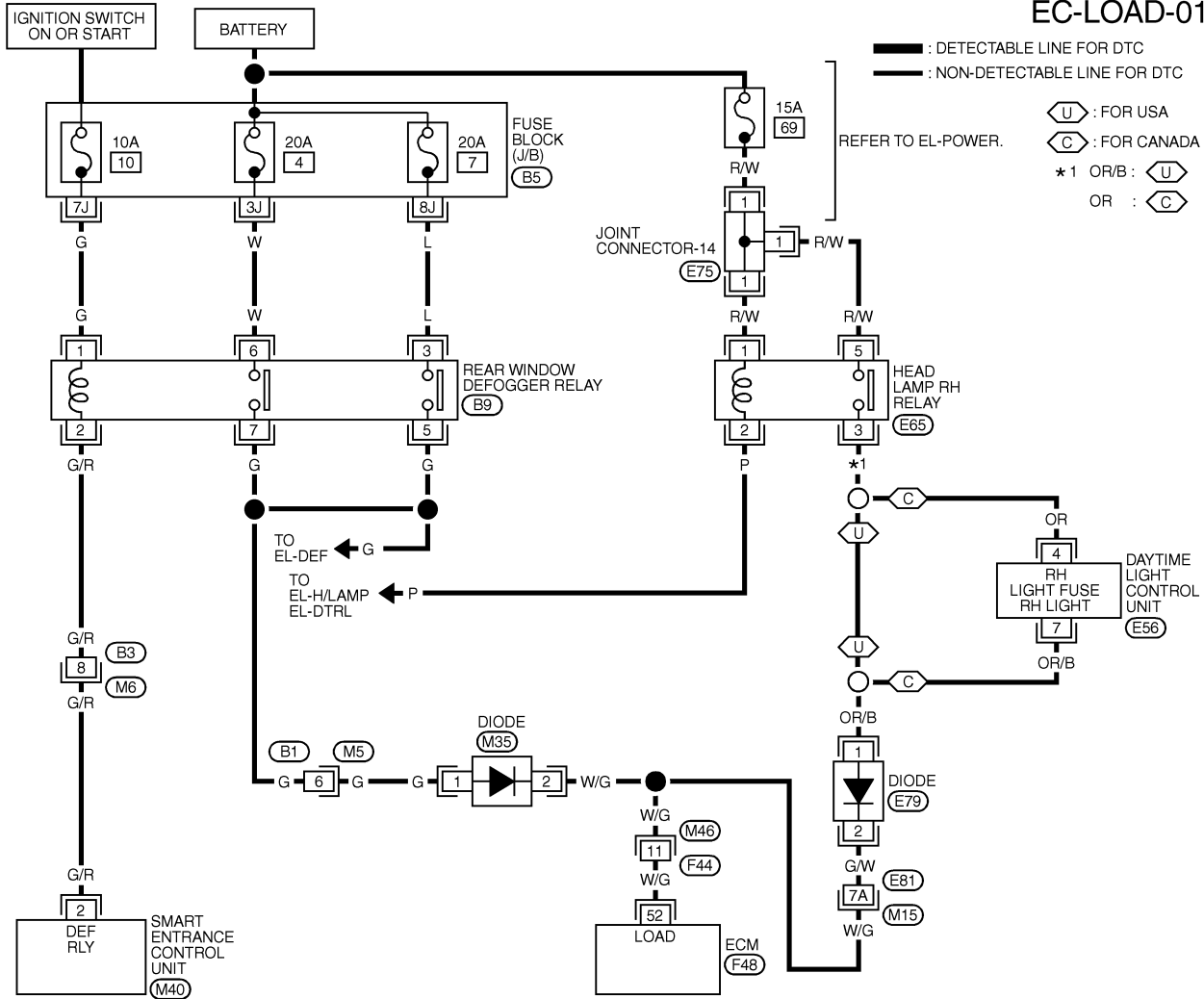
ELECTRICAL LOAD SIGNAL

Wiring Diagram

Wiring Diagram

NFEC0604

EC-LOAD-01



REFER TO THE FOLLOWING.
 (M15), (E81) -SUPER
 MULTIPLE JUNCTION (SMJ)
 (B5) -FUSE BLOCK-
 JUNCTION BOX (J/B)

MEC914C

ECM TERMINALS AND REFERENCE VALUE MEASURED BETWEEN EACH TERMINAL AND GROUND.

CAUTION:

DO NOT USE ECM GROUND TERMINALS WHEN MEASURING INPUT/OUTPUT VOLTAGE. DOING SO MAY RESULT IN DAMAGE TO THE ECM'S TRANSISTOR. USE A GROUND OTHER THAN ECM TERMINALS, SUCH AS THE GROUND.

TERMINAL	WIRE COLOR	ITEM	CONDITION	DATA (DC)
52	W/G	ELECTRICAL LOAD SIGNAL	IGN ON WITH REAR WINDOW DEFOGGER SWITCH ON OR LIGHTING SWITCH ON AT 1ST POSITION	BATTERY VOLTAGE
			IGN ON UNDER EXCEPT ABOVE CONDITION	0V

SEF642XB

Diagnostic Procedure

NFEC0605

1	CHECK LOAD SIGNAL CIRCUIT OVERALL FUNCTION-I							
<p>1. Turn ignition switch "ON". 2. Check voltage between ECM terminal 52 and ground under the following conditions.</p>								
<table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="width: 60%;">Condition</th> <th>Voltage</th> </tr> </thead> <tbody> <tr> <td>Rear window defogger switch "ON"</td> <td>BATTERY VOLTAGE</td> </tr> <tr> <td>Rear window defogger switch "OFF"</td> <td>0V</td> </tr> </tbody> </table>			Condition	Voltage	Rear window defogger switch "ON"	BATTERY VOLTAGE	Rear window defogger switch "OFF"	0V
Condition	Voltage							
Rear window defogger switch "ON"	BATTERY VOLTAGE							
Rear window defogger switch "OFF"	0V							
SEF610X								
OK or NG								
OK	▶	GO TO 2.						
NG	▶	GO TO 3.						

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2	CHECK LOAD SIGNAL CIRCUIT OVERALL FUNCTION-II							
<p>Check voltage between ECM terminal 52 and ground under the following conditions.</p>								
<table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="width: 60%;">Condition</th> <th>Voltage</th> </tr> </thead> <tbody> <tr> <td>Lighting switch "ON" at 1st position</td> <td>BATTERY VOLTAGE</td> </tr> <tr> <td>Lighting switch "OFF"</td> <td>0V</td> </tr> </tbody> </table>			Condition	Voltage	Lighting switch "ON" at 1st position	BATTERY VOLTAGE	Lighting switch "OFF"	0V
Condition	Voltage							
Lighting switch "ON" at 1st position	BATTERY VOLTAGE							
Lighting switch "OFF"	0V							
SEF611X								
OK or NG								
OK	▶	INSPECTION END						
NG	▶	GO TO 7.						

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3	CHECK REAR WINDOW DEFOGGER FUNCTION	
<p>1. Start engine. 2. Turn "ON" the rear window defogger switch. 3. Check the rear windshield. Is the rear windshield heated up?</p>		
Yes or No		
Yes	▶	GO TO 4.
No	▶	Refer to EL-151, "Rear Window Defogger".

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ELECTRICAL LOAD SIGNAL

Diagnostic Procedure (Cont'd)

4	CHECK REAR WINDOW DEFOGGER INPUT SIGNAL CIRCUIT FOR OPEN OR SHORT							
<ol style="list-style-type: none"> 1. Stop engine. 2. Disconnect ECM harness connector. 3. Disconnect rear window defogger relay. 4. Check harness continuity between ECM terminal 52 and rear window defogger relay terminals 5 and 7. 								
<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>CONDITION 1</p> </div> <div style="text-align: center;"> <p>CONDITION 2</p> </div> </div>								
		<table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="width: 10%;">CONDITION</th> <th style="width: 90%;">CONTINUITY</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">Should exist.</td> </tr> <tr> <td style="text-align: center;">2</td> <td style="text-align: center;">Should not exist.</td> </tr> </tbody> </table>	CONDITION	CONTINUITY	1	Should exist.	2	Should not exist.
CONDITION	CONTINUITY							
1	Should exist.							
2	Should not exist.							
<p>5. Also check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>								
OK	▶	GO TO 6.						
NG	▶	GO TO 5.						

SEF612X

5	DETECT MALFUNCTIONING PART	
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors B1, M5 ● Harness connectors M46, F44 ● Diode M35 ● Harness for open and short between ECM and rear window defogger relay 		
▶		Repair open circuit or short to ground or short to power in harness or connectors.

6	CHECK INTERMITTENT INCIDENT	
Perform "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.		
▶		INSPECTION END

7	CHECK HEADLAMP FUNCTION	
<ol style="list-style-type: none"> 1. Start engine. 2. Turn the lighting switch "ON" at 1st position with high beam. 3. Check that headlamps are illuminated. 		
OK or NG		
OK	▶	GO TO 8.
NG	▶	Refer to EL-33, "HEADLAMP (FOR USA)" or "EL-47, "HEADLAMP (FOR CANADA) — DAYTIME LIGHT SYSTEM".

ELECTRICAL LOAD SIGNAL

Diagnostic Procedure (Cont'd)

8	CHECK HEADLAMP INPUT SIGNAL CIRCUIT FOR OPEN OR SHORT
<p>1. Stop engine. 2. Disconnect ECM harness connector. 3. Disconnect headlamp RH relay (Models for USA), daytime light control unit harness connector (Models for Canada). 4. Check harness continuity between ECM terminal 52 and headlamp RH relay terminal 3 or daytime light control unit terminal 7 under the following conditions.</p>	
<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>CONDITION 1</p> </div> <div style="text-align: center;"> <p>CONDITION 2</p> </div> </div>	
<p>5. Also check harness for short to ground and short to power.</p>	
OK or NG	
OK	▶ GO TO 10.
NG	▶ GO TO 9.

CONDITION	CONTINUITY
1	Should exist.
2	Should not exist.

SEF613X

9	DETECT MALFUNCTIONING PART
<p>Check the following.</p> <ul style="list-style-type: none"> ● Harness connectors E81, M15 ● Harness connectors M46, F44 ● Diode E79 ● Harness for open and short between ECM and headlamp RH relay or daytime light control unit 	
▶	Repair open circuit or short to ground or short to power in harness or connectors.

10	CHECK INTERMITTENT INCIDENT
<p>Perform "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT", EC-161.</p>	
▶	INSPECTION END

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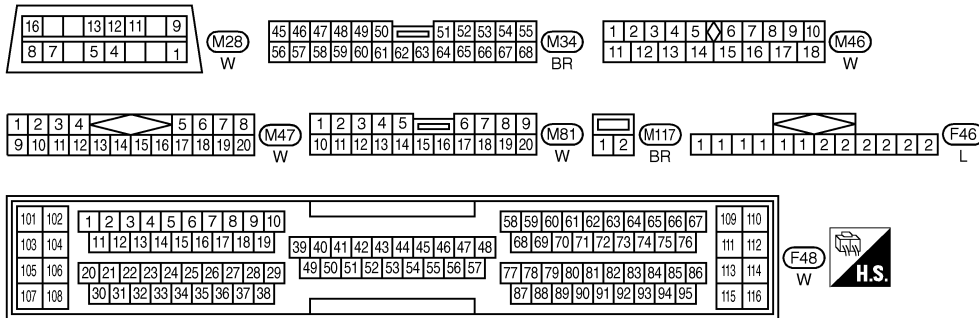
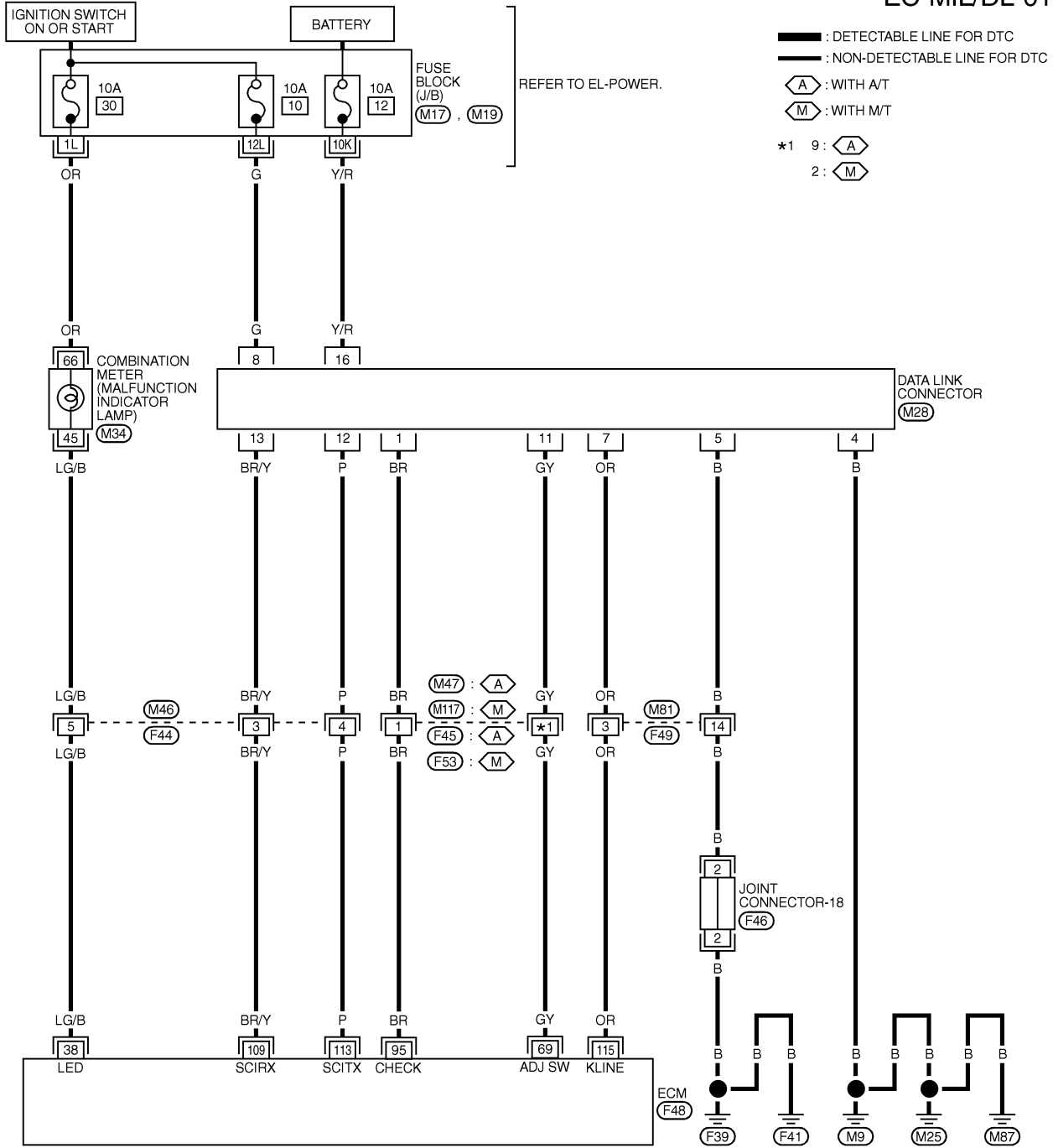
MIL & DATA LINK CONNECTORS

Wiring Diagram

Wiring Diagram

NFEC0407

EC-MIL/DL-01



REFER TO THE FOLLOWING.
 (M17) - FUSE BLOCK-JUNCTION BOX (J/B)
 (M19) - FUSE BLOCK-JUNCTION BOX (J/B)

MEC767C

SERVICE DATA AND SPECIFICATIONS (SDS)

Fuel Pressure Regulator

Fuel Pressure Regulator

NFEC0408

Fuel pressure at idling kPa (kg/cm ² , psi)	
Vacuum hose is connected.	Approximately 235 (2.4, 34)
Vacuum hose is disconnected.	Approximately 294 (3.0, 43)

Idle Speed and Ignition Timing

NFEC0409

Target idle speed*1	No-load*2 (in "P" or N" position)	M/T: 625±50 rpm A/T: 700±50 rpm
Air conditioner: ON	In "P" or N" position	825 rpm or more
Ignition timing*1	In "P" or N" position	15°±5° BTDC
Throttle position sensor idle position		0.15 - 0.85V

*1: Throttle position sensor harness connector connected

*2: Under the following conditions:

- Air conditioner switch: OFF
- Electric load: OFF (Lights, heater fan & rear window defogger)
- Steering wheel: Kept in straight-ahead position

Mass Air Flow Sensor

NFEC0411

Supply voltage	Battery voltage (11 - 14)V
Output voltage at idle	1.2 - 1.8*V
Mass air flow (Using CONSULT-II or GST)	2.0 - 6.0 g-m/sec at idle* 7.0 - 20.0 g-m/sec at 2,500 rpm*

*: Engine is warmed up to normal operating temperature and running under no-load.

Engine Coolant Temperature Sensor

NFEC0412

Temperature °C (°F)	Resistance kΩ
20 (68)	2.1 - 2.9
50 (122)	0.68 - 1.00
90 (194)	0.236 - 0.260

EGR Temperature Sensor

NFEC0413

EGR temperature °C (°F)	Voltage V	Resistance MΩ
0 (32)	4.61	0.68 - 1.11
50 (122)	2.53	0.09 - 0.12
100 (212)	0.87	0.017 - 0.024

Front Heated Oxygen Sensor Heater

NFEC0414

Resistance [at 25°C (77°F)]	2.3 - 4.3Ω
-----------------------------	------------

Fuel Pump

NFEC0415

Resistance [at 25°C (77°F)]	0.2 - 5.0Ω
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IACV-AAC Valve

NFEC0416

Resistance [at 20°C (68°F)]	Approximately 22Ω
-----------------------------	-------------------

SERVICE DATA AND SPECIFICATIONS (SDS)

Injector

Injector		<small>NFEC0417</small>
Resistance [at 20°C (68°F)]	14 - 15Ω	

Resistor		<small>NFEC0418</small>
Resistance [at 25°C (77°F)]	Approximately 2.2 kΩ	

Throttle Position Sensor		<small>NFEC0419</small>
Throttle valve conditions	Voltage (at normal operating temperature, engine off, ignition switch ON, throttle opener disengaged)	
Completely closed (a)	0.15 - 0.85V	
Partially open	Between (a) and (b)	
Completely open (b)	3.5 - 4.7V	

Calculated Load Value		<small>NFEC0420</small>
	Calculated load value % (Using CONSULT-II or GST)	
At idle	14.0 - 33.0	
At 2,500 rpm	12.0 - 25.0	

Intake Air Temperature Sensor		<small>NFEC0421</small>
Temperature °C (°F)	Resistance kΩ	
20 (68)	2.1 - 2.9	
80 (176)	0.27 - 0.38	

Rear Heated Oxygen Sensor Heater		<small>NFEC0422</small>
Resistance [at 25°C (77°F)]	2.3 - 4.3Ω	

Crankshaft Position Sensor (REF)		<small>NFEC0423</small>
Resistance [at 20°C (68°F)]	470 - 570Ω	

Fuel Tank Temperature Sensor		<small>NFEC0424</small>
Temperature °C (°F)	Resistance kΩ	
20 (68)	2.3 - 2.7	
50 (122)	0.79 - 0.90	

Camshaft Position Sensor (PHASE)			<small>NFEC0639</small>
Resistance [at 20°C (68°F)]	HITACHI make	1,440 - 1,760Ω	
	MITSUBISHI make	2,090 - 2,550Ω	