

SECTION **EC**

ENGINE CONTROL SYSTEM

CONTENTS

INDEX FOR DTC	8	NATS)	46
DTC No. Index	8	Description	46
Alphabetical Index	11	ON BOARD DIAGNOSTIC (OBD) SYSTEM	47
PRECAUTIONS	14	Introduction	47
Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"	14	Two Trip Detection Logic	47
On Board Diagnostic (OBD) System of Engine and A/T	14	Emission-Related Diagnostic Information	48
Precaution	14	Malfunction Indicator Lamp (MIL)	61
PREPARATION	18	OBD System Operation Chart	65
Special Service Tools	18	BASIC SERVICE PROCEDURE	70
Commercial Service Tools	19	Basic Inspection	70
ENGINE CONTROL SYSTEM	21	Idle Speed and Ignition Timing Check	75
System Diagram	21	VIN Registration	77
Multiport Fuel Injection (MFI) System	22	Accelerator Pedal Released Position Learning	77
Electronic Ignition (EI) System	24	Throttle Valve Closed Position Learning	78
Fuel Cut Control (at No Load and High Engine Speed)	25	Idle Air Volume Learning	78
AIR CONDITIONING CUT CONTROL	26	Fuel Pressure Check	80
Input/Output Signal Chart	26	TROUBLE DIAGNOSIS	83
AUTOMATIC SPEED CONTROL DEVICE (ASCD)..	27	Trouble Diagnosis Introduction	83
System Description	27	DTC Inspection Priority Chart	89
Component Description	28	Fail-Safe Chart	91
CAN COMMUNICATION	29	Symptom Matrix Chart	92
System Description	29	Engine Control Component Parts Location	96
EVAPORATIVE EMISSION SYSTEM	30	Vacuum Hose Drawing	101
Description	30	Circuit Diagram	102
Component Inspection	33	ECM Harness Connector Terminal Layout	104
Removal and Installation	34	ECM Terminals and Reference Value	104
How to Detect Fuel Vapor Leakage	34	CONSULT-II Function (ENGINE)	112
ON BOARD REFUELING VAPOR RECOVERY (ORVR)	37	Generic Scan Tool (GST) Function	125
System Description	37	CONSULT-II Reference Value in Data Monitor	127
Diagnostic Procedure	38	Major Sensor Reference Graph in Data Monitor Mode	131
Component Inspection	41	TROUBLE DIAGNOSIS - SPECIFICATION VALUE	133
POSITIVE CRANKCASE VENTILATION	44	Description	133
Description	44	Testing Condition	133
Component Inspection	44	Inspection Procedure	133
NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-)		Diagnostic Procedure	134
		TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT	143
		Description	143
		Diagnostic Procedure	143

POWER SUPPLY AND GROUND CIRCUIT	144	Component Inspection	185
Wiring Diagram	144	Removal and Installation	186
Diagnostic Procedure	145	DTC P0102, P0103 MAF SENSOR	187
Component Inspection	151	Component Description	187
Ground Inspection	151	CONSULT-II Reference Value in Data Monitor Mode	187
DTC U1000, U1001 CAN COMMUNICATION LINE	152	On Board Diagnosis Logic	187
Description	152	DTC Confirmation Procedure	187
On Board Diagnosis Logic	152	Wiring Diagram	189
DTC Confirmation Procedure	152	Diagnostic Procedure	190
Wiring Diagram	153	Component Inspection	193
Diagnostic Procedure	154	Removal and Installation	194
DTC P0011 IVT CONTROL	155	DTC P0112, P0113 IAT SENSOR	195
Description	155	Component Description	195
CONSULT-II Reference Value in Data Monitor Mode	155	On Board Diagnosis Logic	195
On Board Diagnosis Logic	156	DTC Confirmation Procedure	195
DTC Confirmation Procedure	156	Wiring Diagram	197
Diagnostic Procedure	157	Diagnostic Procedure	198
Component Inspection	158	Component Inspection	200
Removal and Installation	158	Removal and Installation	200
DTC P0031, P0032 HO2S1 HEATER	159	DTC P0117, P0118 ECT SENSOR	201
Description	159	Component Description	201
CONSULT-II Reference Value in Data Monitor Mode	159	On Board Diagnosis Logic	201
On Board Diagnosis Logic	159	DTC Confirmation Procedure	202
DTC Confirmation Procedure	160	Wiring Diagram	203
Wiring Diagram	161	Diagnostic Procedure	204
Diagnostic Procedure	163	Component Inspection	206
Component Inspection	165	Removal and Installation	206
Removal and Installation	165	DTC P0122, P0123 TP SENSOR	207
DTC P0037, P0038 HO2S2 HEATER	166	Component Description	207
Description	166	CONSULT-II Reference Value in Data Monitor Mode	207
CONSULT-II Reference Value in Data Monitor Mode	166	On Board Diagnosis Logic	207
On Board Diagnosis Logic	166	DTC Confirmation Procedure	208
DTC Confirmation Procedure	167	Wiring Diagram	209
Wiring Diagram	168	Diagnostic Procedure	211
Diagnostic Procedure	170	Component Inspection	214
Component Inspection	172	Remove and Installation	214
Removal and Installation	172	DTC P0125 ECT SENSOR	215
DTC P0075 IVT CONTROL SOLENOID VALVE ...	173	Description	215
Component Description	173	On Board Diagnosis Logic	215
CONSULT-II Reference Value in Data Monitor Mode	173	DTC Confirmation Procedure	215
On Board Diagnosis Logic	173	Diagnostic Procedure	216
DTC Confirmation Procedure	173	Component Inspection	217
Wiring Diagram	174	Removal and Installation	217
Diagnostic Procedure	176	DTC P0127 IAT SENSOR	218
Component Inspection	177	Component Description	218
Removal and Installation	177	On Board Diagnosis Logic	218
DTC P0101 MAF SENSOR	178	DTC Confirmation Procedure	218
Component Description	178	Diagnostic Procedure	219
CONSULT-II Reference Value in Data Monitor Mode	178	Component Inspection	220
On Board Diagnosis Logic	178	Removal and Installation	220
DTC Confirmation Procedure	178	DTC P0128 THERMOSTAT FUNCTION	221
Overall Function Check	180	On Board Diagnosis Logic	221
Wiring Diagram	181	DTC Confirmation Procedure	221
Diagnostic Procedure	182	Diagnostic Procedure	221
		Component Inspection	222
		Removal and Installation	222
		DTC P0132 HO2S1	223

Component Description	223	Overall Function Check	273	
CONSULT-II Reference Value in Data Monitor Mode	223	Wiring Diagram	275	A
On Board Diagnosis Logic	223	Diagnostic Procedure	277	
DTC Confirmation Procedure	224	Component Inspection	279	EC
Wiring Diagram	225	Removal and Installation	280	
Diagnostic Procedure	227	DTC P0171 FUEL INJECTION SYSTEM FUNCTION 281		
Component Inspection	228	On Board Diagnosis Logic	281	
Removal and Installation	230	DTC Confirmation Procedure	281	C
DTC P0133 HO2S1	231	Wiring Diagram	283	
Component Description	231	Diagnostic Procedure	285	
CONSULT-II Reference Value in Data Monitor Mode	231	DTC P0172 FUEL INJECTION SYSTEM FUNCTION 289		D
On Board Diagnosis Logic	231	On Board Diagnosis Logic	289	
DTC Confirmation Procedure	232	DTC Confirmation Procedure	289	
Overall Function Check	233	Wiring Diagram	291	E
Wiring Diagram	234	Diagnostic Procedure	293	
Diagnostic Procedure	236	DTC P0181 FTT SENSOR	296	
Component Inspection	240	Component Description	296	F
Removal and Installation	241	On Board Diagnosis Logic	296	
DTC P0134 HO2S1	242	DTC Confirmation Procedure	296	
Component Description	242	Wiring Diagram	298	
CONSULT-II Reference Value in Data Monitor Mode	242	Diagnostic Procedure	299	G
On Board Diagnosis Logic	242	Component Inspection	301	
DTC Confirmation Procedure	243	Removal and Installation	301	
Overall Function Check	244	DTC P0182, P0183 FTT SENSOR	302	H
Wiring Diagram	245	Component Description	302	
Diagnostic Procedure	247	On Board Diagnosis Logic	302	
Component Inspection	249	DTC Confirmation Procedure	302	
Removal and Installation	250	Wiring Diagram	303	I
DTC P0137 HO2S2	251	Diagnostic Procedure	304	
Component Description	251	Component Inspection	306	J
CONSULT-II Reference Value in Data Monitor Mode	251	Removal and Installation	306	
On Board Diagnosis Logic	251	DTC P0222, P0223 TP SENSOR	307	
DTC Confirmation Procedure	252	Component Description	307	K
Overall Function Check	252	CONSULT-II Reference Value in Data Monitor Mode	307	
Wiring Diagram	254	On Board Diagnosis Logic	307	
Diagnostic Procedure	256	DTC Confirmation Procedure	308	
Component Inspection	258	Wiring Diagram	309	L
Removal and Installation	259	Diagnostic Procedure	311	
DTC P0138 HO2S2	260	Component Inspection	314	
Component Description	260	Remove and Installation	314	M
CONSULT-II Reference Value in Data Monitor Mode	260	DTC P0300 - P0304 MULTIPLE CYLINDER MIS- FIRE, NO. 1 - 4 CYLINDER MISFIRE	315	
On Board Diagnosis Logic	260	On Board Diagnosis Logic	315	
DTC Confirmation Procedure	261	DTC Confirmation Procedure	315	
Overall Function Check	262	Diagnostic Procedure	316	
Wiring Diagram	263	DTC P0327, P0328 KS	322	
Diagnostic Procedure	265	Component Description	322	
Component Inspection	270	On Board Diagnosis Logic	322	
Removal and Installation	271	DTC Confirmation Procedure	322	
DTC P0139 HO2S2	272	Wiring Diagram	323	
Component Description	272	Diagnostic Procedure	324	
CONSULT-II Reference Value in Data Monitor Mode	272	Component Inspection	326	
On Board Diagnosis Logic	272	Removal and Installation	326	
DTC Confirmation Procedure	273	DTC P0335 CKP SENSOR (POS)	327	
		Component Description	327	
		CONSULT-II Reference Value in Data Monitor Mode	327	
		On Board Diagnosis Logic	327	

DTC Confirmation Procedure	328	Diagnostic Procedure	382
Wiring Diagram	329	Component Inspection	384
Diagnostic Procedure	331	DTC P0448 EVAP CANISTER VENT CONTROL	
Component Inspection	334	VALVE	386
Removal and Installation	334	Component Description	386
DTC P0340 CMP SENSOR (PHASE)	335	CONSULT-II Reference Value in Data Monitor Mode	386
Component Description	335	On Board Diagnosis Logic	386
On Board Diagnosis Logic	335	DTC Confirmation Procedure	387
DTC Confirmation Procedure	336	Wiring Diagram	388
Wiring Diagram	337	Diagnostic Procedure	389
Diagnostic Procedure	338	Component Inspection	391
Component Inspection	341	DTC P0451 EVAP CONTROL SYSTEM PRESSURE	
Removal and Installation	342	SENSOR	393
DTC P0420 THREE WAY CATALYST FUNCTION	343	Component Description	393
On Board Diagnosis Logic	343	CONSULT-II Reference Value in Data Monitor Mode	393
DTC Confirmation Procedure	343	On Board Diagnosis Logic	393
Overall Function Check	344	DTC Confirmation Procedure	394
Diagnostic Procedure	345	Diagnostic Procedure	394
DTC P0441 EVAP CONTROL SYSTEM	348	Component Inspection	395
System Description	348	DTC P0452 EVAP CONTROL SYSTEM PRESSURE	
On Board Diagnosis Logic	348	SENSOR	396
DTC Confirmation Procedure	349	Component Description	396
Overall Function Check	349	CONSULT-II Reference Value in Data Monitor Mode	396
Diagnostic Procedure	350	On Board Diagnosis Logic	396
DTC P0442 EVAP CONTROL SYSTEM	354	DTC Confirmation Procedure	397
On Board Diagnosis Logic	354	Wiring Diagram	398
DTC Confirmation Procedure	355	Diagnostic Procedure	399
Diagnostic Procedure	357	Component Inspection	402
Component Inspection	363	DTC P0453 EVAP CONTROL SYSTEM PRESSURE	
DTC P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE	364	SENSOR	403
Description	364	Component Description	403
CONSULT-II Reference Value in Data Monitor Mode	364	CONSULT-II Reference Value in Data Monitor Mode	403
On Board Diagnosis Logic	365	On Board Diagnosis Logic	403
DTC Confirmation Procedure	365	DTC Confirmation Procedure	404
Wiring Diagram	366	Wiring Diagram	405
Diagnostic Procedure	368	Diagnostic Procedure	406
Component Inspection	370	Component Inspection	410
Removal and Installation	371	DTC P0455 EVAP CONTROL SYSTEM	411
DTC P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE	372	On Board Diagnosis Logic	411
Description	372	DTC Confirmation Procedure	412
CONSULT-II Reference Value in Data Monitor Mode	372	Diagnostic Procedure	413
On Board Diagnosis Logic	373	DTC P0456 EVAP CONTROL SYSTEM	419
DTC Confirmation Procedure	373	On Board Diagnosis Logic	419
Wiring Diagram	374	DTC Confirmation Procedure	420
Diagnostic Procedure	376	Overall Function Check	421
Component Inspection	377	Diagnostic Procedure	422
Removal and Installation	378	Component Inspection	429
DTC P0447 EVAP CANISTER VENT CONTROL VALVE	379	DTC P0460 FUEL LEVEL SENSOR	430
Component Description	379	Component Description	430
CONSULT-II Reference Value in Data Monitor Mode	379	On Board Diagnosis Logic	430
On Board Diagnosis Logic	379	DTC Confirmation Procedure	430
DTC Confirmation Procedure	380	Diagnostic Procedure	431
Wiring Diagram	381	Removal and Installation	431
		DTC P0461 FUEL LEVEL SENSOR	432
		Component Description	432

On Board Diagnostic Logic	432	Wiring Diagram	462	
Overall Function Check	432	Diagnostic Procedure	463	A
Diagnostic Procedure	433	DTC P1143 HO2S1	465	
Removal and Installation	433	Component Description	465	EC
DTC P0462, P0463 FUEL LEVEL SENSOR	434	CONSULT-II Reference Value in Data Monitor Mode	465	
Component Description	434	On Board Diagnosis Logic	465	C
On Board Diagnostic Logic	434	DTC Confirmation Procedure	466	
DTC Confirmation Procedure	434	Overall Function Check	466	D
Diagnostic Procedure	435	Diagnostic Procedure	467	
Removal and Installation	435	Component Inspection	469	E
DTC P0500 VSS	436	Removal and Installation	470	
Description	436	DTC P1144 HO2S1	471	
On Board Diagnosis Logic	436	Component Description	471	
DTC Confirmation Procedure	436	CONSULT-II Reference Value in Data Monitor Mode	471	F
Overall Function Check	437	On Board Diagnosis Logic	471	
Diagnostic Procedure	437	DTC Confirmation Procedure	472	G
DTC P0506 ISC SYSTEM	438	Overall Function Check	472	
Description	438	Diagnostic Procedure	473	
On Board Diagnosis Logic	438	Component Inspection	475	
DTC Confirmation Procedure	438	Removal and Installation	476	
Diagnostic Procedure	439	DTC P1148 CLOSED LOOP CONTROL	477	
DTC P0507 ISC SYSTEM	440	On Board Diagnosis Logic	477	H
Description	440	DTC Confirmation Procedure	477	
On Board Diagnosis Logic	440	Overall Function Check	477	
DTC Confirmation Procedure	440	Diagnostic Procedure	477	I
Diagnostic Procedure	441	DTC P1211 TCS CONTROL UNIT	478	
DTC P0550 PSP SENSOR	442	Description	478	J
Component Description	442	On Board Diagnosis Logic	478	
CONSULT-II Reference Value in Data Monitor Mode	442	DTC Confirmation Procedure	478	
On Board Diagnosis Logic	442	Diagnostic Procedure	478	K
DTC Confirmation Procedure	442	DTC P1212 TCS COMMUNICATION LINE	479	
Wiring Diagram	443	Description	479	
Diagnostic Procedure	444	On Board Diagnosis Logic	479	
Component Inspection	446	DTC Confirmation Procedure	479	
Removal and Installation	446	Diagnostic Procedure	479	
DTC P0603 ECM POWER SUPPLY	447	DTC P1217 ENGINE OVER TEMPERATURE	480	
Component Description	447	Description	480	L
On Board Diagnosis Logic	447	CONSULT-II Reference Value in Data Monitor Mode	481	
DTC Confirmation Procedure	447	On Board Diagnosis Logic	481	M
Wiring Diagram	448	Overall Function Check	481	
Diagnostic Procedure	449	Wiring Diagram	484	
DTC P0605 ECM	451	Diagnostic Procedure	485	
Component Description	451	Main 12 Causes of Overheating	491	
On Board Diagnosis Logic	451	Component Inspection	492	
DTC Confirmation Procedure	451	DTC P1225 TP SENSOR	494	
Diagnostic Procedure	452	Component Description	494	
DTC P0643 SENSOR POWER SUPPLY	454	On Board Diagnosis Logic	494	
On Board Diagnosis Logic	454	DTC Confirmation Procedure	494	
DTC Confirmation Procedure	454	Diagnostic Procedure	495	
Wiring Diagram	455	Remove and Installation	495	
Diagnostic Procedure	457	DTC P1226 TP SENSOR	496	
DTC P0850 PNP SWITCH	460	Component Description	496	
Component Description	460	On Board Diagnosis Logic	496	
CONSULT-II Reference Value in Data Monitor Mode	460	DTC Confirmation Procedure	496	
On Board Diagnosis Logic	460	Diagnostic Procedure	497	
DTC Confirmation Procedure	460	Remove and Installation	497	
Overall Function Check	461			

DTC P1564 ASCD STEERING SWITCH	498	DTC P2101 ELECTRIC THROTTLE CONTROL	
Component Description	498	FUNCTION	538
CONSULT-II Reference Value in Data Monitor Mode	498	Description	538
On Board Diagnosis Logic	498	On Board Diagnosis Logic	538
DTC Confirmation Procedure	499	DTC Confirmation Procedure	538
Wiring Diagram	500	Wiring Diagram	539
Diagnostic Procedure	502	Diagnostic Procedure	541
Component Inspection	505	Component Inspection	545
DTC P1572 ASCD BRAKE SWITCH	506	Remove and Installation	545
Component Description	506	DTC P2118 THROTTLE CONTROL MOTOR	546
CONSULT-II Reference Value in Data Monitor Mode	506	Component Description	546
On Board Diagnosis Logic	506	On Board Diagnosis Logic	546
DTC Confirmation Procedure	507	DTC Confirmation Procedure	546
Wiring Diagram	508	Wiring Diagram	547
Diagnostic Procedure	510	Diagnostic Procedure	549
Component Inspection	516	Component Inspection	550
DTC P1574 ASCD VEHICLE SPEED SENSOR	517	Removal and Installation	550
Component Description	517	DTC P2119 ELECTRIC THROTTLE CONTROL	
On Board Diagnosis Logic	517	ACTUATOR	551
DTC Confirmation Procedure	517	Component Description	551
Diagnostic Procedure	518	On Board Diagnosis Logic	551
DTC P1720 VSS	519	DTC Confirmation Procedure	551
Description	519	Diagnostic Procedure	552
CONSULT-II Reference Value in Data Monitor Mode	519	DTC P2122, P2123 APP SENSOR	553
On Board Diagnosis Logic	519	Component Description	553
DTC Confirmation Procedure	519	CONSULT-II Reference Value in Data Monitor Mode	553
Diagnostic Procedure	520	On Board Diagnosis Logic	553
DTC P1800 VIAS CONTROL SOLENOID VALVE .	521	DTC Confirmation Procedure	554
Component Description	521	Wiring Diagram	555
CONSULT-II Reference Value in Data Monitor Mode	521	Diagnostic Procedure	557
On Board Diagnosis Logic	521	Component Inspection	559
DTC Confirmation Procedure	521	Removal and Installation	559
Wiring Diagram	522	DTC P2127, P2128 APP SENSOR	560
Diagnostic Procedure	523	Component Description	560
Component Inspection	524	CONSULT-II Reference Value in Data Monitor Mode	560
Removal and Installation	525	On Board Diagnosis Logic	560
DTC P1805 BRAKE SWITCH	526	DTC Confirmation Procedure	561
Description	526	Wiring Diagram	562
CONSULT-II Reference Value in Data Monitor Mode	526	Diagnostic Procedure	564
On Board Diagnosis Logic	526	Component Inspection	567
DTC Confirmation Procedure	526	Remove and Installation	567
Wiring Diagram	527	DTC P2135 TP SENSOR	568
Diagnostic Procedure	528	Component Description	568
Component Inspection	530	CONSULT-II Reference Value in Data Monitor Mode	568
DTC P2100, P2103 THROTTLE CONTROL MOTOR		On Board Diagnosis Logic	568
RELAY	531	DTC Confirmation Procedure	569
Component Description	531	Wiring Diagram	570
CONSULT-II Reference Value in Data Monitor Mode	531	Diagnostic Procedure	572
On Board Diagnosis Logic	531	Component Inspection	575
DTC Confirmation Procedure	531	Remove and Installation	575
Wiring Diagram	533	DTC P2138 APP SENSOR	576
Diagnostic Procedure	535	Component Description	576
Component Inspection	537	CONSULT-II Reference Value in Data Monitor Mode	576
		On Board Diagnosis Logic	576
		DTC Confirmation Procedure	577

Wiring Diagram	578	IGNITION SIGNAL	623	
Diagnostic Procedure	580	Component Description	623	A
Component Inspection	583	Wiring Diagram	624	
Remove and Installation	583	Diagnostic Procedure	627	
ASCD BRAKE SWITCH	584	Component Inspection	632	EC
Component Description	584	Removal and Installation	633	
CONSULT-II Reference Value in Data Monitor Mode	584	REFRIGERANT PRESSURE SENSOR	634	
Wiring Diagram	585	Component Description	634	C
Diagnostic Procedure	587	Wiring Diagram	635	
Component Inspection	592	Diagnostic Procedure	636	
ASCD INDICATOR	594	Removal and Installation	639	D
Component Description	594	SNOW MODE SWITCH	640	
CONSULT-II Reference Value in Data Monitor Mode	594	Description	640	
Wiring Diagram	595	CONSULT-II Reference Value in the Data Monitor Mode	640	E
Diagnostic Procedure	597	Wiring Diagram	641	
ELECTRICAL LOAD SIGNAL	598	Diagnostic Procedure	643	
CONSULT-II Reference Value in Data Monitor Mode	598	Component Inspection	646	F
Wiring Diagram	599	VIAS	647	
Diagnostic Procedure	600	Description	647	
Wiring Diagram	605	CONSULT-II Reference Value in Data Monitor Mode	648	G
Diagnostic Procedure	606	Wiring Diagram	649	
Wiring Diagram	608	Diagnostic Procedure	651	
Diagnostic Procedure	609	Component Inspection	655	H
FUEL INJECTOR	611	Removal and Installation	656	
Component Description	611	MIL AND DATA LINK CONNECTOR	657	
CONSULT-II Reference Value in Data Monitor Mode	611	Wiring Diagram	657	I
Wiring Diagram	612	SERVICE DATA AND SPECIFICATIONS (SDS) ...	661	
Diagnostic Procedure	613	Fuel Pressure	661	J
Component Inspection	616	Idle Speed and Ignition Timing	661	
Removal and Installation	616	Calculated Load Value	661	
FUEL PUMP	617	Mass Air Flow Sensor	661	
Description	617	Intake Air Temperature Sensor	661	K
CONSULT-II Reference Value in Data Monitor Mode	617	Engine Coolant Temperature Sensor	661	
Wiring Diagram	618	Heated Oxygen Sensor 1 Heater	661	
Diagnostic Procedure	619	Heated Oxygen Sensor 2 Heater	661	L
Component Inspection	622	Crankshaft Position Sensor (POS)	661	
Removal and Installation	622	Camshaft Position Sensor (PHASE)	661	
		Throttle Control Motor	662	
		Fuel Injector	662	M
		Fuel Pump	662	

INDEX FOR DTC

INDEX FOR DTC

PFP:00024

DTC No. Index

ABS00D80

NOTE:

If DTC U1000 or U1001 is displayed with other DTC, first perform the trouble diagnosis for DTC U1000, U1001. Refer to [EC-152, "DTC U1000, U1001 CAN COMMUNICATION LINE"](#) .

DTC*1		Items (CONSULT-II screen terms)	Reference page
CONSULT-II GST*2	ECM*3		
No DTC	Flashing*6	NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.	EC-62
U1000	1000*4	CAN COMM CIRCUIT	EC-152
U1001	1001*4	CAN COMM CIRCUIT	EC-152
P0000	0000	NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.	—
P0011	0011	INT/V TIM CONT-B1	EC-155
P0031	0031	HO2S1 HTR (B1)	EC-159
P0032	0032	HO2S1 HTR (B1)	EC-159
P0037	0037	HO2S2 HTR (B1)	EC-166
P0038	0038	HO2S2 HTR (B1)	EC-166
P0075	0075	INT/V TIM V/CIR-B1	EC-173
P0101	0101	MAF SEN/CIRCUIT	EC-178
P0102	0102	MAF SEN/CIRCUIT	EC-187
P0103	0103	MAF SEN/CIRCUIT	EC-187
P0112	0112	IAT SEN/CIRCUIT	EC-195
P0113	0113	IAT SEN/CIRCUIT	EC-195
P0117	0117	ECT SEN/CIRC	EC-201
P0118	0118	ECT SEN/CIRC	EC-201
P0122	0122	TP SEN 2/CIRC	EC-207
P0123	0123	TP SEN 2/CIRC	EC-207
P0125	0125	ECT SENSOR	EC-215
P0127	0127	IAT SENSOR	EC-218
P0128	0128	THERMSTAT FNCTN	EC-221
P0132	0132	HO2S1 (B1)	EC-223
P0133	0133	HO2S1 (B1)	EC-231
P0134	0134	HO2S1 (B1)	EC-242
P0137	0137	HO2S2 (B1)	EC-251
P0138	0138	HO2S2 (B1)	EC-260
P0139	0139	HO2S2 (B1)	EC-272
P0171	0171	FUEL SYS-LEAN-B1	EC-281
P0172	0172	FUEL SYS-RICH-B1	EC-289
P0181	0181	FTT SENSOR	EC-296
P0182	0182	FTT SEN/CIRCUIT	EC-302
P0183	0183	FTT SEN/CIRCUIT	EC-302
P0222	0222	TP SEN 1/CIRC	EC-307
P0223	0223	TP SEN 1/CIRC	EC-307

INDEX FOR DTC

DTC*1		Items (CONSULT-II screen terms)	Reference page
CONSULT-II GST*2	ECM*3		
P0300	0300	MULTI CYL MISFIRE	EC-315
P0301	0301	CYL 1 MISFIRE	EC-315
P0302	0302	CYL 2 MISFIRE	EC-315
P0303	0303	CYL 3 MISFIRE	EC-315
P0304	0304	CYL 4 MISFIRE	EC-315
P0327	0327	KNOCK SEN/CIRC-B1	EC-322
P0328	0328	KNOCK SEN/CIRC-B1	EC-322
P0335	0335	CKP SEN/CIRCUIT	EC-327
P0340	0340	CMP SEN/CIRC-B1	EC-335
P0420	0420	TW CATALYST SYS-B1	EC-343
P0441	0441	EVAP PURG FLOW/MON	EC-348
P0442	0442	EVAP SMALL LEAK	EC-354
P0443	0443	PURG VOLUME CONT/V	EC-364
P0444	0444	PURG VOLUME CONT/V	EC-372
P0445	0445	PURG VOLUME CONT/V	EC-372
P0447	0447	VENT CONTROL VALVE	EC-379
P0448	0448	VENT CONTROL VALVE	EC-386
P0451	0451	EVAP SYS PRES SEN	EC-393
P0452	0452	EVAP SYS PRES SEN	EC-396
P0453	0453	EVAP SYS PRES SEN	EC-403
P0455	0455	EVAP GROSS LEAK	EC-411
P0456	0456	EVAP VERY SML LEAK	EC-419
P0460	0460	FUEL LEV SEN SLOSH	EC-430
P0461	0461	FUEL LEVEL SENSOR	EC-432
P0462	0462	FUEL LEVL SEN/CIRC	EC-434
P0463	0463	FUEL LEVL SEN/CIRC	EC-434
P0500	0500	VEH SPEED SEN/CIRC*5	EC-436
P0506	0506	ISC SYSTEM	EC-438
P0507	0507	ISC SYSTEM	EC-440
P0550	0550	PW ST P SEN/CIRC	EC-442
P0603	0603	ECM BACK UP/CIRC	EC-447
P0605	0605	ECM	EC-451
P0643	0643	SENSOR POWER/CIRC	EC-454
P0705	0705	PNP SW/CIRC	AT-96
P0710	0710	ATF TEMP SEN/CIRC	AT-101
P0720	0720	VEH SPD SEN/CIR AT*5	AT-106
P0725	0725	ENGINE SPEED SIG	AT-112
P0731	0731	A/T 1ST GR FNCTN	AT-116
P0732	0732	A/T 2ND GR FNCTN	AT-121
P0733	0733	A/T 3RD GR FNCTN	AT-126
P0734	0734	A/T 4TH GR FNCTN	AT-131
P0740	0740	TCC SOLENOID/CIRC	AT-138

INDEX FOR DTC

DTC*1		Items (CONSULT-II screen terms)	Reference page
CONSULT-II GST*2	ECM*3		
P0744	0744	A/T TCC S/V FNCTN	AT-143
P0745	0745	L/PRESS SOL/CIRC	AT-151
P0750	0750	SFT SOL A/CIRC	AT-157
P0755	0755	SFT SOL B/CIRC	AT-162
P0850	0850	P-N POS SW/CIRCUIT	EC-460
P1143	1143	HO2S1 (B1)	EC-465
P1144	1144	HO2S1 (B1)	EC-471
P1148	1148	CLOSED LOOP-B1	EC-477
P1211	1211	TCS C/U FUNCTION	EC-478
P1212	1212	TCS/CIRC	EC-479
P1217	1217	ENG OVER TEMP	EC-480
P1225	1225	CTP LEARNING	EC-494
P1226	1226	CTP LEARNING	EC-496
P1564	1564	ASCD SW	EC-498
P1572	1572	ASCD BRAKE SW	EC-506
P1574	1574	ASCD VHL SPD SEN	EC-517
P1610 - P1615	1610 - 1615	NATS MALFUNCTION	EC-46
P1705	1705	TP SEN/CIRC A/T	AT-167
P1720	1720	V/SP SEN (A/T OUT)	EC-519
P1760	1760	O/R CLTCH SOL/CIRC	AT-172
P1800	1800	VIAS S/V CIRC	EC-521
P1805	1805	BRAKE SW/CIRCUIT	EC-526
P2100	2100	ETC MOT PWR	EC-531
P2101	2101	ETC FUNCTION/CIRC	EC-538
P2103	2103	ETC MOT PWR	EC-531
P2118	2118	ETC MOT	EC-546
P2119	2119	ETC ACTR	EC-551
P2122	2122	APP SEN 1/CIRC	EC-553
P2123	2123	APP SEN 1/CIRC	EC-553
P2127	2127	APP SEN 2/CIRC	EC-560
P2128	2128	APP SEN 2/CIRC	EC-560
P2135	2135	TP SENSOR	EC-568
P2138	2138	APP SENSOR	EC-576

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

*2: This number is prescribed by SAE J2012.

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

*4: The troubleshooting for this DTC needs CONSULT-II.

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

*6: When engine is running.

INDEX FOR DTC

Alphabetical Index

ABS00D7Z

NOTE:

If DTC U1000 or U1001 is displayed with other DTC, first perform the trouble diagnosis for DTC U1000, U1001. Refer to [EC-152, "DTC U1000, U1001 CAN COMMUNICATION LINE"](#).

Items (CONSULT-II screen terms)	DTC*1		Reference page
	CONSULT-II GST*2	ECM*3	
A/T 1ST GR FNCTN	P0731	0731	AT-116
A/T 2ND GR FNCTN	P0732	0732	AT-121
A/T 3RD GR FNCTN	P0733	0733	AT-126
A/T 4TH GR FNCTN	P0734	0734	AT-131
A/T TCC S/V FNCTN	P0744	0744	AT-143
APP SEN 1/CIRC	P2122	2122	EC-553
APP SEN 1/CIRC	P2123	2123	EC-553
APP SEN 2/CIRC	P2127	2127	EC-560
APP SEN 2/CIRC	P2128	2128	EC-560
APP SENSOR	P2138	2138	EC-576
ASCD BRAKE SW	P1572	1572	EC-506
ASCD SW	P1564	1564	EC-498
ASCD VHL SPD SEN	P1574	1574	EC-517
ATF TEMP SEN/CIRC	P0710	0710	AT-101
BRAKE SW/CIRCUIT	P1805	1805	EC-526
CAN COMM CIRCUIT	U1000	1000*4	EC-152
CAN COMM CIRCUIT	U1001	1001*4	EC-152
CKP SEN/CIRCUIT	P0335	0335	EC-327
CLOSED LOOP-B1	P1148	1148	EC-477
CMP SEN/CIRC-B1	P0340	0340	EC-335
CTP LEARNING	P1225	1225	EC-494
CTP LEARNING	P1226	1226	EC-496
CYL 1 MISFIRE	P0301	0301	EC-315
CYL 2 MISFIRE	P0302	0302	EC-315
CYL 3 MISFIRE	P0303	0303	EC-315
CYL 4 MISFIRE	P0304	0304	EC-315
ECM	P0605	0605	EC-451
ECM BACK UP/CIRC	P0603	0603	EC-447
ECT SEN/CIRC	P0117	0117	EC-201
ECT SEN/CIRC	P0118	0118	EC-201
ECT SENSOR	P0125	0125	EC-215
ENG OVER TEMP	P1217	1217	EC-480
ENGINE SPEED SIG	P0725	0725	AT-112
ETC ACTR	P2119	2119	EC-551
ETC FUNCTION/CIRC	P2101	2101	EC-538
ETC MOT	P2118	2118	EC-546
ETC MOT PWR	P2103	2103	EC-531
ETC MOT PWR	P2100	2100	EC-531
EVAP GROSS LEAK	P0455	0455	EC-411

INDEX FOR DTC

Items (CONSULT-II screen terms)	DTC*1		Reference page
	CONSULT-II GST*2	ECM*3	
EVAP PURG FLOW/MON	P0441	0441	EC-348
EVAP SMALL LEAK	P0442	0442	EC-354
EVAP SYS PRES SEN	P0451	0451	EC-393
EVAP SYS PRES SEN	P0452	0452	EC-396
EVAP SYS PRES SEN	P0453	0453	EC-403
EVAP VERY SML LEAK	P0456	0456	EC-419
FTT SEN/CIRCUIT	P0182	0182	EC-302
FTT SEN/CIRCUIT	P0183	0183	EC-302
FTT SENSOR	P0181	0181	EC-296
FUEL LEV SEN SLOSH	P0460	0460	EC-430
FUEL LEVEL SENSOR	P0461	0461	EC-432
FUEL LEVL SEN/CIRC	P0462	0462	EC-434
FUEL LEVL SEN/CIRC	P0463	0463	EC-434
FUEL SYS-LEAN-B1	P0171	0171	EC-281
FUEL SYS-RICH-B1	P0172	0172	EC-289
HO2S1 (B1)	P0132	0132	EC-223
HO2S1 (B1)	P0133	0133	EC-231
HO2S1 (B1)	P0134	0134	EC-242
HO2S1 (B1)	P1143	1143	EC-465
HO2S1 (B1)	P1144	1144	EC-471
HO2S1 HTR (B1)	P0031	0031	EC-159
HO2S1 HTR (B1)	P0032	0032	EC-159
HO2S2 (B1)	P0137	0137	EC-251
HO2S2 (B1)	P0138	0138	EC-260
HO2S2 (B1)	P0139	0139	EC-272
HO2S2 HTR (B1)	P0037	0037	EC-166
HO2S2 HTR (B1)	P0038	0038	EC-166
IAT SEN/CIRCUIT	P0112	0112	EC-195
IAT SEN/CIRCUIT	P0113	0113	EC-195
IAT SENSOR	P0127	0127	EC-218
INT/V TIM CONT-B1	P0011	0011	EC-155
INT/V TIM V/CIR-B1	P0075	0075	EC-173
ISC SYSTEM	P0506	0506	EC-438
ISC SYSTEM	P0507	0507	EC-440
KNOCK SEN/CIRC-B1	P0327	0327	EC-322
KNOCK SEN/CIRC-B1	P0328	0328	EC-322
L/PRESS SOL/CIRC	P0745	0745	AT-151
MAF SEN/CIRCUIT	P0101	0101	EC-178
MAF SEN/CIRCUIT	P0102	0102	EC-187
MAF SEN/CIRCUIT	P0103	0103	EC-187
MULTI CYL MISFIRE	P0300	0300	EC-315
NATS MALFUNCTION	P1610 - P1615	1610 - 1615	EC-46

INDEX FOR DTC

Items (CONSULT-II screen terms)	DTC*1		Reference page
	CONSULT-II GST*2	ECM*3	
NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.	No DTC	Flashing*6	EC-62
NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.	P0000	0000	—
O/R CLTCH SOL/CIRC	P1760	1760	AT-172
P-N POS SW/CIRCUIT	P0850	0850	EC-460
PNP SW/CIRC	P0705	0705	AT-96
PURG VOLUME CONT/V	P0444	0444	EC-372
PURG VOLUME CONT/V	P0445	0445	EC-372
PURG VOLUME CONT/V	P0443	0443	EC-364
PW ST P SEN/CIRC	P0550	0550	EC-442
SENSOR POWER/CIRC	P0643	0643	EC-454
SFT SOL A/CIRC	P0750	0750	AT-157
SFT SOL B/CIRC	P0755	0755	AT-162
TCC SOLENOID/CIRC	P0740	0740	AT-138
TCS C/U FUNCTION	P1211	1211	EC-478
TCS/CIRC	P1212	1212	EC-479
THERMSTAT FNCTN	P0128	0128	EC-221
TP SEN 1/CIRC	P0222	0222	EC-307
TP SEN 1/CIRC	P0223	0223	EC-307
TP SEN 2/CIRC	P0122	0122	EC-207
TP SEN 2/CIRC	P0123	0123	EC-207
TP SENSOR	P2135	2135	EC-568
TP SEN/CIRC A/T	P1705	1705	AT-167
TW CATALYST SYS-B1	P0420	0420	EC-343
V/SP SEN (A/T OUT)	P1720	1720	EC-519
VEH SPD SEN/CIR AT*5	P0720	0720	AT-106
VEH SPEED SEN/CIRC*5	P0500	0500	EC-436
VENT CONTROL VALVE	P0447	0447	EC-379
VENT CONTROL VALVE	P0448	0448	EC-386
VIAS S/V CIRC	P1800	1800	EC-521

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

*2: This number is prescribed by SAE J2012.

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

*4: The troubleshooting for this DTC needs CONSULT-II.

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

*6: When engine is running.

PRECAUTIONS

PRECAUTIONS

PF0:00001

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

ABS00DCS

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. Information necessary to service the system safely is included in the SRS and SB section of this Service Manual.

WARNING:

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

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

ABS00CKO

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

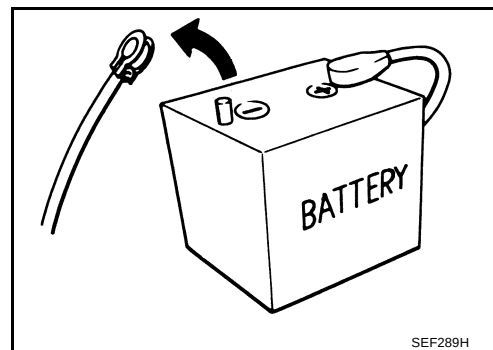
CAUTION:

- Be sure to turn the ignition switch OFF and disconnect the battery ground cable before any repair or inspection work. The open/short circuit of related switches, sensors, solenoid valves, etc. will cause the MIL to light up.
- Be sure to connect and lock the connectors securely after work. A loose (unlocked) connector will cause the MIL to light up due to the open circuit. (Be sure the connector is free from water, grease, dirt, bent terminals, etc.)
- Certain systems and components, especially those related to OBD, may use a new style slide-locking type harness connector. For description and how to disconnect, refer to [PG-46, "HARNESS CONNECTOR"](#).
- Be sure to route and secure the harnesses properly after work. The interference of the harness with a bracket, etc. may cause the MIL to light up due to the short circuit.
- Be sure to connect rubber tubes properly after work. A misconnected or disconnected rubber tube may cause the MIL to light up due to the malfunction of the EVAP system or fuel injection system, etc.
- Be sure to erase the unnecessary malfunction information (repairs completed) from the ECM and TCM (Transmission control module) before returning the vehicle to the customer.

Precaution

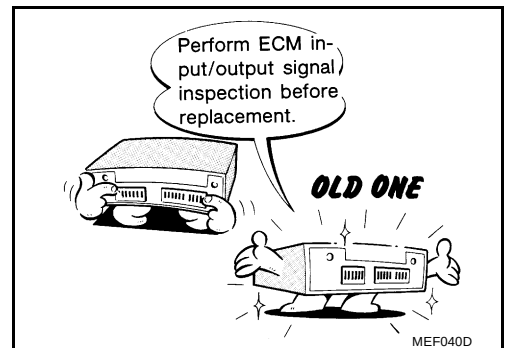
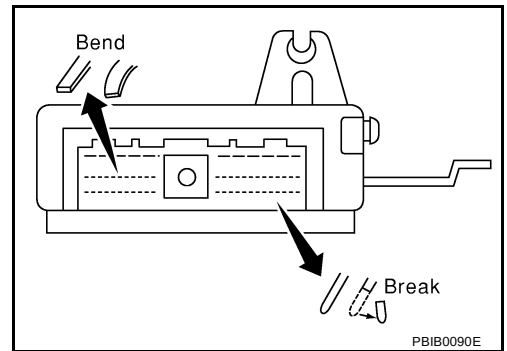
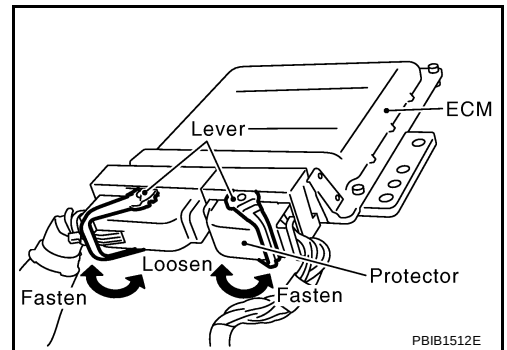
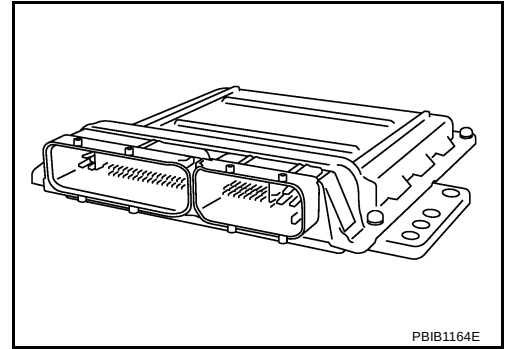
ABS00CKP

- Always use a 12 volt battery as power source.
- Do not attempt to disconnect battery cables while engine is running.
- Before connecting or disconnecting the ECM harness connector, turn ignition switch OFF and disconnect battery ground cable. Failure to do so may damage the ECM because battery voltage is applied to ECM even if ignition switch is turned OFF.
- Before removing parts, turn ignition switch OFF and then disconnect battery ground cable.



PRECAUTIONS

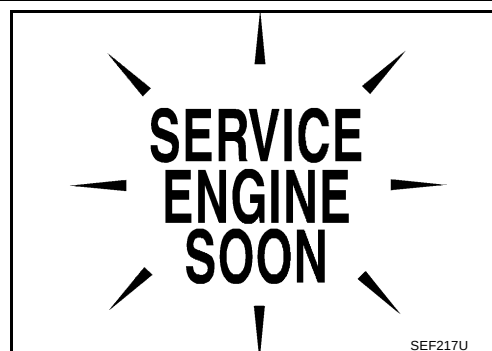
- Do not disassemble ECM.
- If battery cable is disconnected, the memory will return to the initial ECM values.
The ECM will now start to self-control at its initial values. Engine operation can vary slightly when the cable is disconnected. However, this is not an indication of a malfunction. Do not replace parts because of a slight variation.
- If the battery is disconnected, the following emission related diagnostic information will be lost within 24 hours.
 - Diagnostic trouble codes
 - 1st trip diagnostic trouble codes
 - Freeze frame data
 - 1st freeze frame data
 - System readiness test (SRT) codes
 - Test values
- When connecting ECM harness connector, fasten it securely with a lever as far as it will go as shown in the figure.
- When connecting or disconnecting pin connectors into or from ECM, take care not to damage pin terminals (bend or break).
Make sure that there are not any bends or breaks on ECM pin terminal, when connecting pin connectors.
- Securely connect ECM harness connectors.
A poor connection can cause an extremely high (surge) voltage to develop in coil and condenser, thus resulting in damage to ICs.
- Keep engine control system harness at least 10 cm (4 in) away from adjacent harness, to prevent engine control system malfunctions due to receiving external noise, degraded operation of ICs, etc.
- Keep engine control system parts and harness dry.
- Before replacing ECM, perform "ECM Terminals and Reference Value" inspection and make sure ECM functions properly. Refer to [EC-104, "ECM Terminals and Reference Value"](#).
- 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 electric throttle control actuator.
- Even a slight leak in the air intake system can cause serious incidents.
- Do not shock or jar the camshaft position sensor (PHASE), crankshaft position sensor (POS).



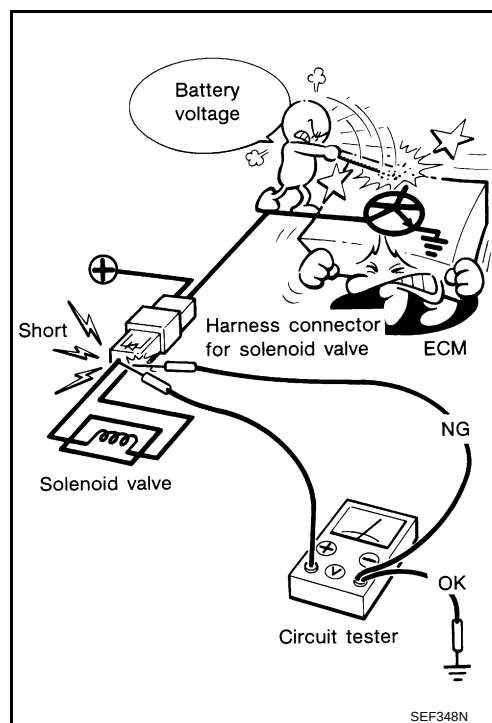
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PRECAUTIONS

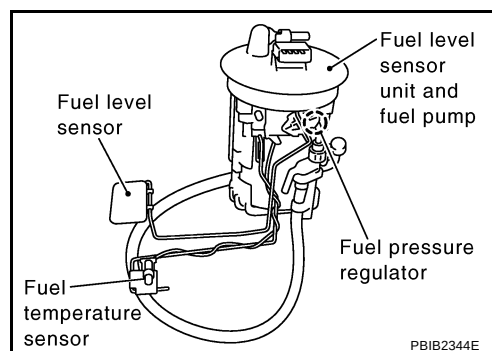
- After performing each TROUBLE DIAGNOSIS, perform DTC Confirmation Procedure or Overall Function Check. The DTC should not be displayed in the DTC Confirmation Procedure if the repair is completed. The Overall Function Check should be a good result if the repair is completed.



- When measuring ECM signals with a circuit tester, connect a break-out box (SST) and Y-cable adapter (SST) between the ECM and ECM harness connector.
- 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 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.

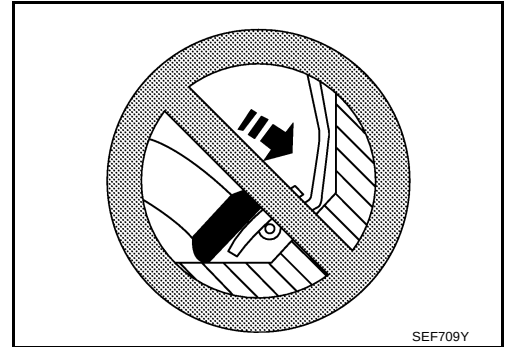


- Do not operate fuel pump when there is no fuel in lines.
- Tighten fuel hose clamps to the specified torque.

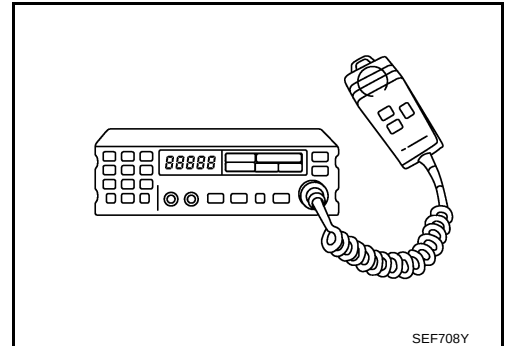


PRECAUTIONS

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



- When installing C.B. ham radio or a mobile phone, be sure to observe the following as it may adversely affect electronic control systems depending on installation location.
 - Keep the antenna as far as possible from the electronic control units.
 - Keep the antenna feeder line more than 20 cm (8 in) away from the harness of electronic controls. Do not let them run parallel for a long distance.
 - Adjust the antenna and feeder line so that the standing-wave ratio can be kept smaller.
 - Be sure to ground the radio to vehicle body.



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PREPARATION

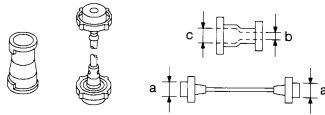
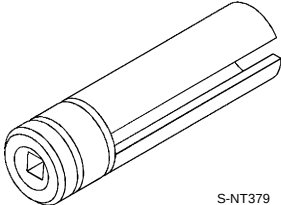
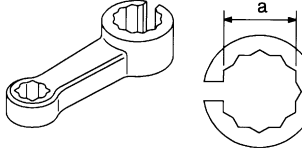
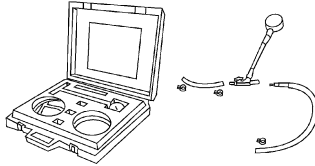
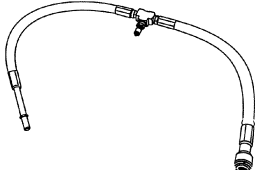
PREPARATION

PFP:00002

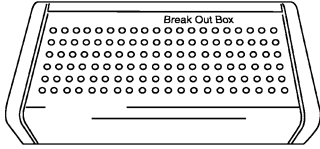
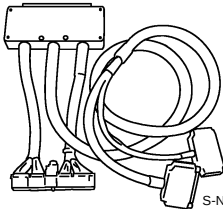
Special Service Tools

ABS00CKR

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

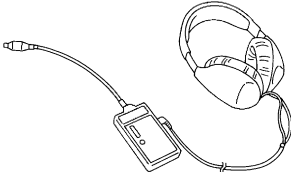
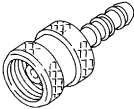
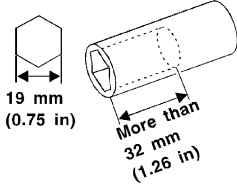
Tool number (Kent-Moore No.) Tool name	Description
EG17650301 (J-33984-A) Radiator cap tester adapter  S-NT564	Adapting radiator cap tester to radiator cap and radiator filler neck a: 28 (1.10) dia. b: 31.4 (1.236) dia. c: 41.3 (1.626) dia. Unit: mm (in)
KV10117100 (J-36471-A) Heated oxygen sensor wrench  S-NT379	Loosening or tightening heated oxygen sensors with 22 mm (0.87 in) hexagon nut
KV10114400 (J-38365) Heated oxygen sensor wrench  S-NT636	Loosening or tightening heated oxygen sensors a: 22 mm (0.87 in)
(J-44321) Fuel pressure gauge kit  LEC642	Checking fuel pressure
(J-44321-6) Fuel pressure adapter  LBIA0376E	Connecting fuel pressure gauge to quick connector type fuel lines.
(J-45488) Quick connector release  PBIC0198E	Remove fuel tube quick connectors in engine room.

PREPARATION

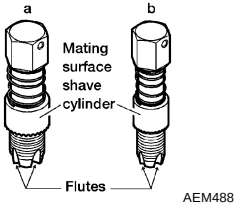
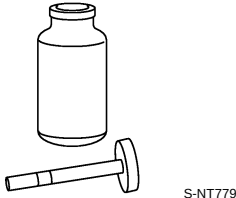
Tool number (Kent-Moore No.) Tool name		Description	A
KV109E0010 (J-46209) Break-out box		Measuring ECM signals with a circuit tester	EC
	S-NT825		C
KV109E0080 (J-45819) Y-cable adapter		Measuring ECM signals with a circuit tester	D
	S-NT826		E

Commercial Service Tools

ABS00CKS

Tool name (Kent-Moore No.)		Description	G
Leak detector i.e.: (J-41416)		Locating the EVAP leak	H
	S-NT703		I
EVAP service port adapter i.e.: (J-41413-OBD)		Applying positive pressure through EVAP service port	J
	S-NT704		K
Fuel filler cap adapter i.e.: (J-41416)		Checking fuel tank vacuum relief valve opening pressure	L
	S-NT815		M
Socket wrench		Removing and installing engine coolant temperature sensor	
	S-NT705		

PREPARATION

Tool name (Kent-Moore No.)	Description
Oxygen sensor thread cleaner i.e.: (J-43897-18) (J-43897-12) 	Reconditioning the exhaust system threads before installing a new oxygen sensor. Use with anti-seize lubricant shown below. a: 18 mm diameter with pitch 1.5 mm for Zirconia Oxygen Sensor b: 12 mm diameter with pitch 1.25 mm for Titania Oxygen Sensor
Anti-seize lubricant i.e.: (Permatex™ 133AR or equivalent meeting MIL specification MIL-A-907) 	Lubricating oxygen sensor thread cleaning tool when reconditioning exhaust system threads.

ENGINE CONTROL SYSTEM

System Diagram

PFP:23710

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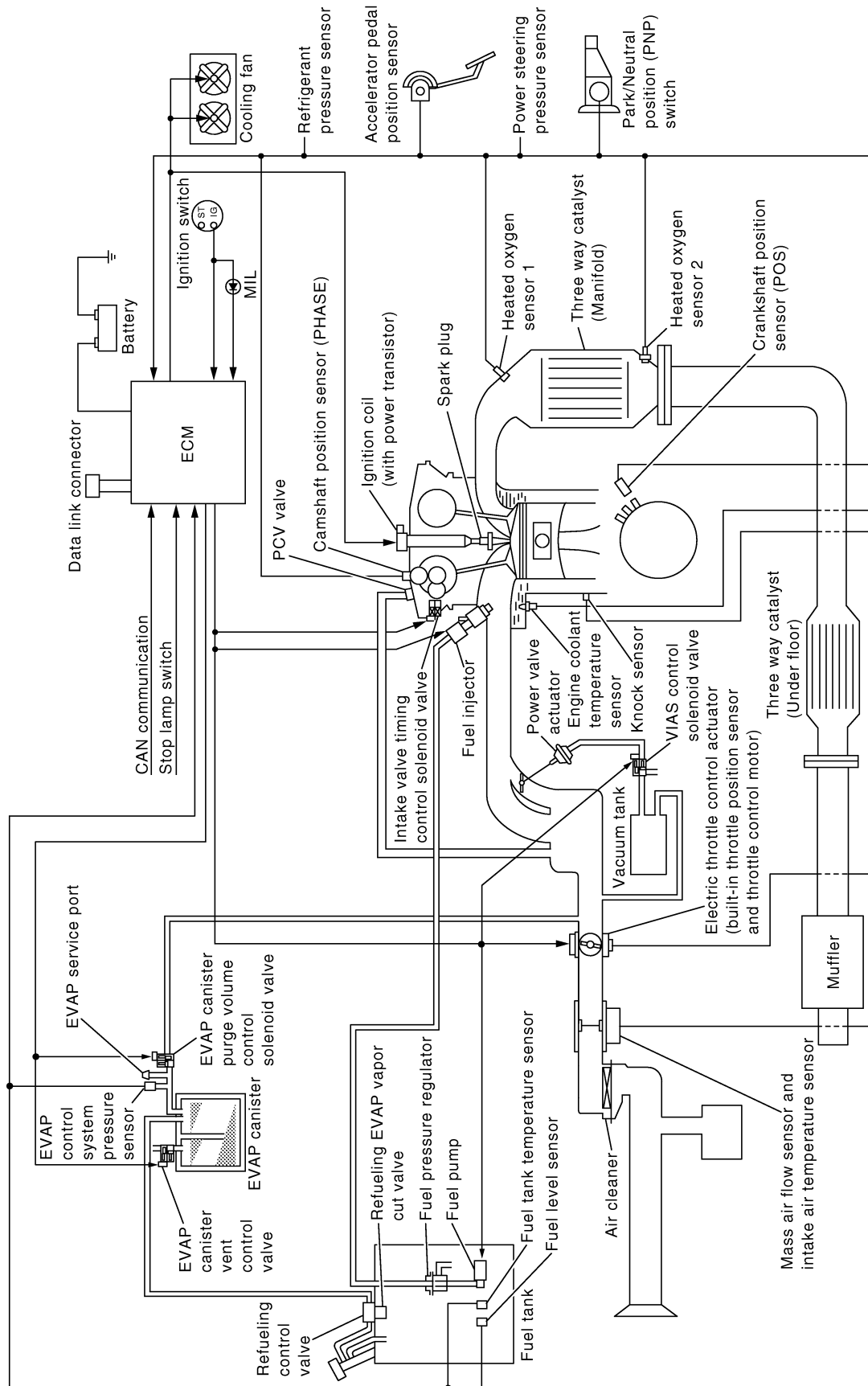
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PBIB2361E

ENGINE CONTROL SYSTEM

Multiport Fuel Injection (MFI) System INPUT/OUTPUT SIGNAL CHART

ABS00CKW

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS)	Engine speed* ³	Fuel injection & mixture ratio control	Fuel injector
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		
Accelerator pedal position sensor	Accelerator pedal position		
Park/neutral position (PNP) switch	Gear position		
Knock sensor	Engine knocking condition		
Power steering pressure sensor	Power steering operation		
Heated oxygen sensor 1	Density of oxygen in exhaust gas		
Heated oxygen sensor 2* ¹	Density of oxygen in exhaust gas		
Wheel sensor	Vehicle speed* ²		
Air conditioner switch	Air conditioner operation		
Battery	Battery voltage* ³		

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

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

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

SYSTEM DESCRIPTION

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

VARIOUS FUEL INJECTION INCREASE/DECREASE COMPENSATION

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

<Fuel increase>

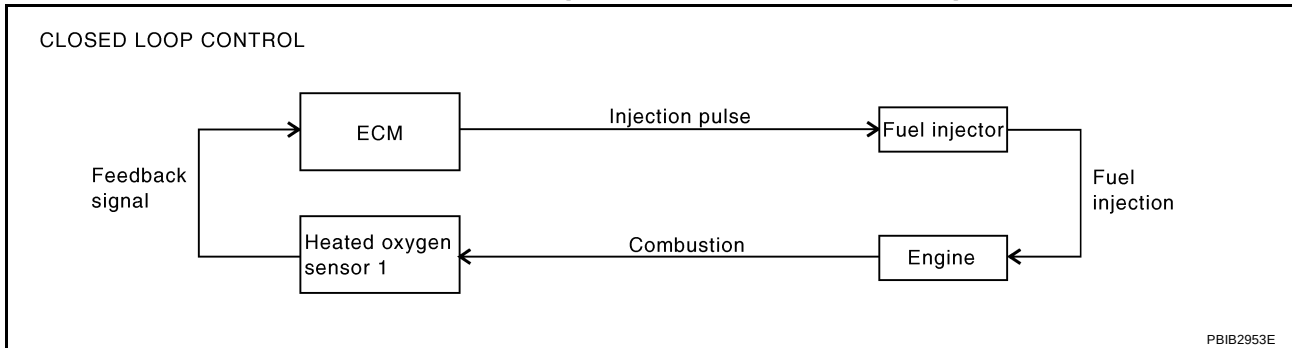
- During warm-up
- When starting the engine
- During acceleration
- Hot-engine operation
- When selector lever is changed from N to D (A/T models)
- High-load, high-speed operation

<Fuel decrease>

- During deceleration
- During high engine speed operation

ENGINE CONTROL SYSTEM

MIXTURE RATIO FEEDBACK CONTROL (CLOSED LOOP CONTROL)



The mixture ratio feedback system provides the best air-fuel mixture ratio for driveability and emission control. The three way catalyst (manifold) can then better reduce CO, HC and NOx emissions. This system uses heated oxygen sensor 1 in the exhaust manifold to monitor whether the engine operation is rich or lean. The ECM adjusts the injection pulse width according to the sensor voltage signal. For more information about heated oxygen sensor 1, refer to [EC-223, "DTC P0132 HO2S1"](#). This maintains the mixture ratio within the range of stoichiometric (ideal air-fuel mixture).

This stage is referred to as the closed loop control condition.

Heated oxygen sensor 2 is located downstream of the three way catalyst (manifold). Even if the switching characteristics of heated oxygen sensor 1 shift, the air-fuel ratio is controlled to stoichiometric by the signal from heated oxygen sensor 2.

Open Loop Control

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

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

MIXTURE RATIO SELF-LEARNING CONTROL

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

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

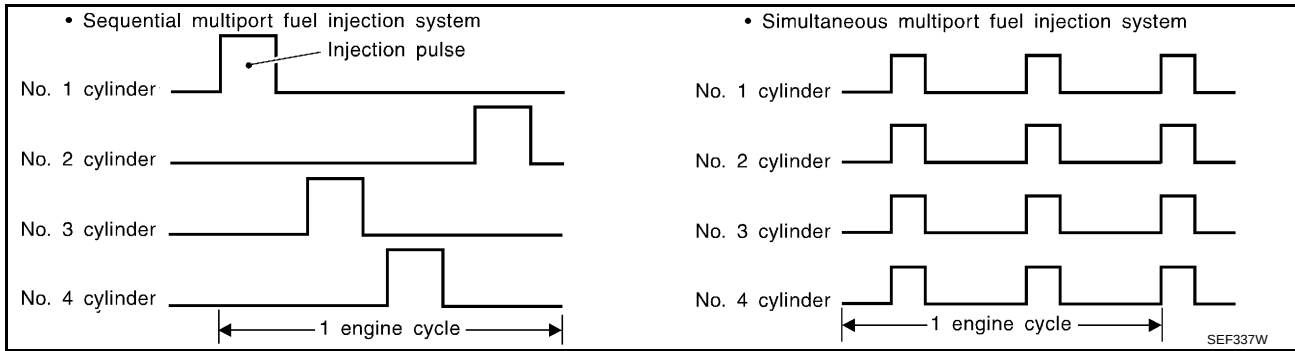
"Fuel trim" refers to the feedback compensation value compared against the basic injection duration. Fuel trim includes short term fuel trim and long term fuel trim.

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

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

ENGINE CONTROL SYSTEM

FUEL INJECTION TIMING



Two types of systems are used.

Sequential Multiport Fuel Injection System

Fuel is injected into each cylinder during each engine cycle according to the firing order. This system is used when the engine is running.

Simultaneous Multiport Fuel Injection System

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

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

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

FUEL SHUT-OFF

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

Electronic Ignition (EI) System INPUT/OUTPUT SIGNAL CHART

ABS00CKX

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS)	Engine speed*2 Piston position	Ignition timing control	Power transistor
Camshaft position sensor (PHASE)			
Mass air flow sensor	Amount of intake air		
Engine coolant temperature sensor	Engine coolant temperature		
Throttle position sensor	Throttle position		
Accelerator pedal position sensor	Accelerator pedal position		
Knock sensor	Engine knocking		
Park/neutral position (PNP) switch	Gear position		
Wheel sensor	Vehicle speed*1		
Battery	Battery voltage*2		

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

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

SYSTEM DESCRIPTION

Firing order: 1-3-4-2

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

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

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

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

ENGINE CONTROL SYSTEM

- 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.

Fuel Cut Control (at No Load and High Engine Speed) INPUT/OUTPUT SIGNAL CHART

ABS00CKZ

Sensor	Input Signal to ECM	ECM func- tion	Actuator
Park/neutral position (PNP) switch	Neutral position	Fuel cut control	Fuel injector
Accelerator pedal position sensor	Accelerator pedal position		
Engine coolant temperature sensor	Engine coolant temperature		
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed		
Wheel sensor	Vehicle speed*		

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

SYSTEM DESCRIPTION

If the engine speed is above 1,800 rpm under no load (for example, the shift position is neutral and engine speed is over 1,800 rpm) fuel will be cut off after some time. The exact time when the fuel is cut off varies based on engine speed.

Fuel cut will be operated until the engine speed reaches 1,500 rpm, then fuel cut will be cancelled.

NOTE:

This function is different from deceleration control listed under [EC-22, "Multiport Fuel Injection \(MFI\) System"](#).

AIR CONDITIONING CUT CONTROL

AIR CONDITIONING CUT CONTROL

PFP:23710

Input/Output Signal Chart

ABS00DCO

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 position		
Accelerator pedal position sensor	Accelerator pedal position		
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed*2		
Engine coolant temperature sensor	Engine coolant temperature		
Refrigerant pressure sensor	Refrigerant pressure		
Power steering pressure sensor	Power steering operation		
Wheel sensor	Vehicle speed*1		
Battery	Battery voltage*2		

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

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

SYSTEM DESCRIPTION

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

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

AUTOMATIC SPEED CONTROL DEVICE (ASCD)

AUTOMATIC SPEED CONTROL DEVICE (ASCD)

PFP:18930

System Description

ABS00D04

INPUT/OUTPUT SIGNAL CHART

Sensor	Input signal to ECM	ECM function	Actuator
ASCD brake switch	Brake pedal operation	ASCD vehicle speed control	Electric throttle control actuator
Stop lamp switch	Brake pedal operation		
ASCD clutch switch (M/T models)	Clutch pedal operation		
ASCD steering switch	ASCD steering switch operation		
Park/Neutral position (PNP) switch	Gear position		
Wheel sensor	Vehicle speed*		
TCM(A/T models)	Powertrain revolution*		

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

BASIC ASCD SYSTEM

Refer to Owner's Manual for ASCD operating instructions.

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

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

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

NOTE:

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

SET OPERATION

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

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

ACCELERATE OPERATION

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

And then ASCD will keep the new set speed.

CANCEL OPERATION

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

- CANCEL switch is depressed
- Brake pedal is depressed
- Clutch pedal is depressed or shift position is changed to the neutral position (M/T models)
- Selector lever is changed to N, P, R position (A/T models)
- Vehicle speed decreased to 13km/h (8MPH) lower than the set speed
- VDC/TCS system is operated

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

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

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

AUTOMATIC SPEED CONTROL DEVICE (ASCD)

COAST OPERATION

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

RESUME OPERATION

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

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

Component Description

ABS00D05

ASCD STEERING SWITCH

Refer to [EC-498](#) .

ASCD BRAKE SWITCH

Refer to [EC-506](#) and [EC-584](#) .

ASCD CLUTCH SWITCH

Refer to [EC-506](#) .

STOP LAMP SWITCH

Refer to [EC-506](#) , [EC-526](#) and [EC-584](#) .

ELECTRIC THROTTLE CONTROL ACTUATOR

Refer to [EC-531](#) , [EC-538](#) , [EC-546](#) and [EC-551](#) .

ASCD INDICATOR

Refer to [EC-594](#) .

CAN COMMUNICATION

PFP:23710

A

System Description

ABS00DCQ

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

Refer to [LAN-21. "CAN Communication Unit"](#) , about CAN communication for detail.

EC

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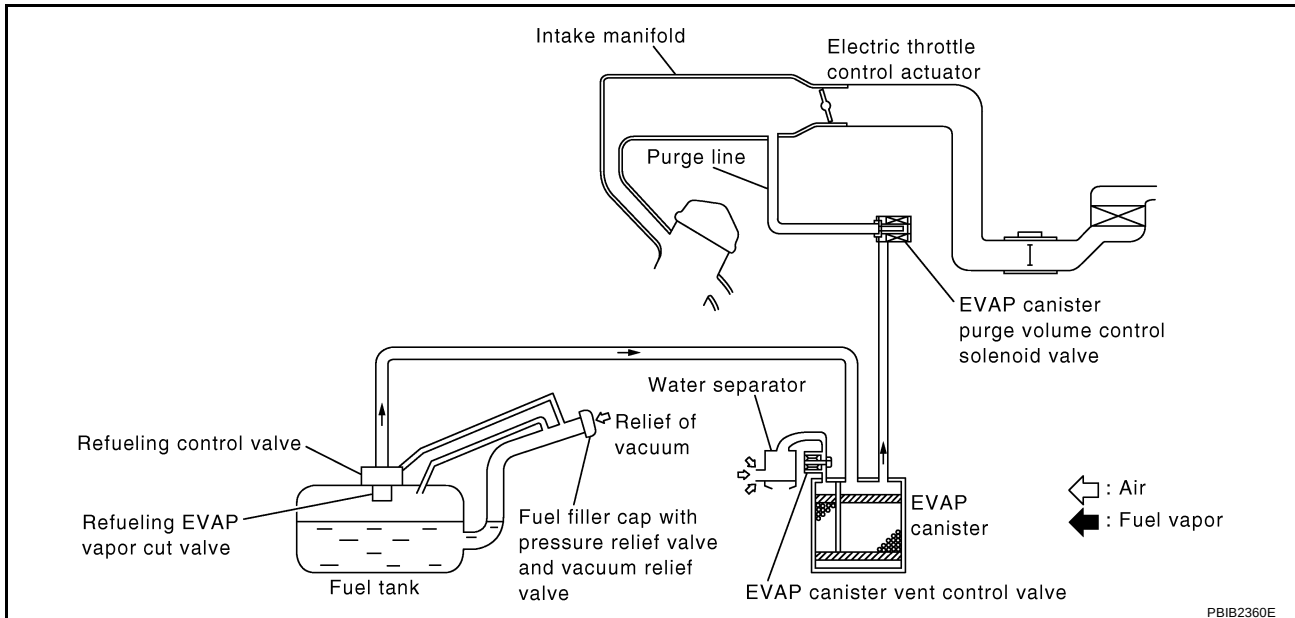
EVAPORATIVE EMISSION SYSTEM

EVAPORATIVE EMISSION SYSTEM

PFP:14950

Description SYSTEM DESCRIPTION

ABS00CZV



The evaporative emission system is used to reduce hydrocarbons emitted into the atmosphere from the fuel system. This reduction of hydrocarbons is accomplished by activated charcoals in the EVAP canister.

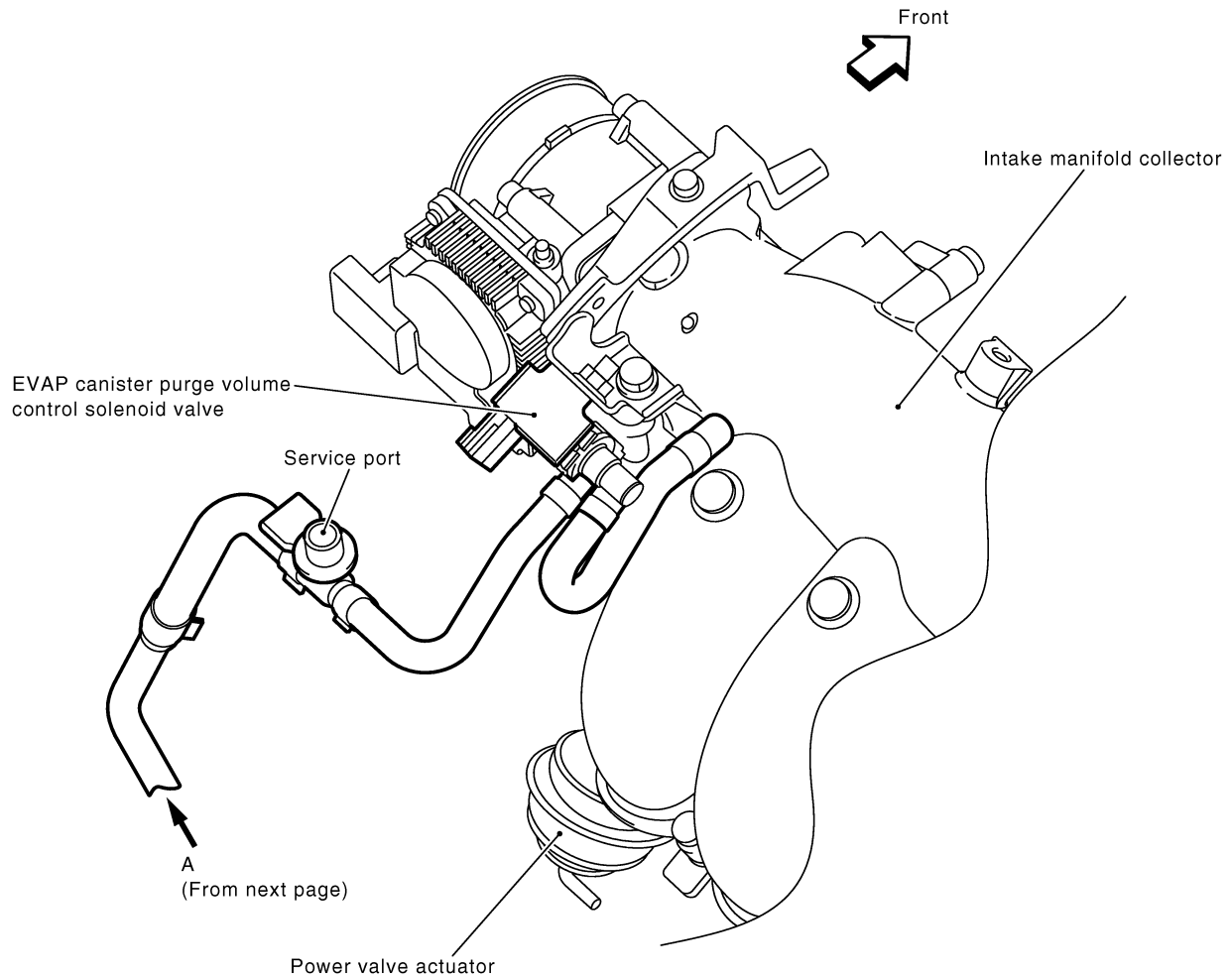
The fuel vapor in the sealed fuel tank is led into the EVAP canister which contains activated carbon and the vapor is stored there when the engine is not operating or when refueling to the fuel tank.

The vapor in the EVAP canister is purged by the air through the purge line to the intake manifold when the engine is operating. EVAP canister purge volume control solenoid valve is controlled by ECM. When the engine operates, the flow rate of vapor controlled by EVAP canister purge volume control solenoid valve is proportionally regulated as the air flow increases.

EVAP canister purge volume control solenoid valve also shuts off the vapor purge line during decelerating and idling.

EVAPORATIVE EMISSION SYSTEM

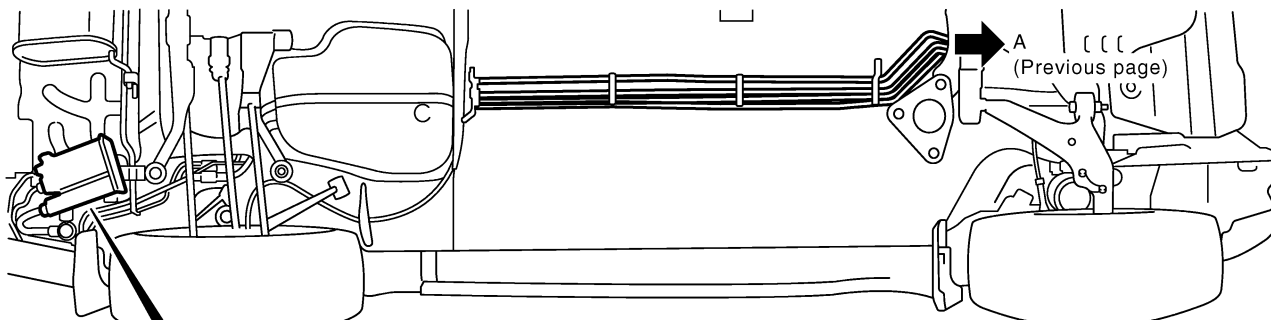
EVAPORATIVE EMISSION LINE DRAWING



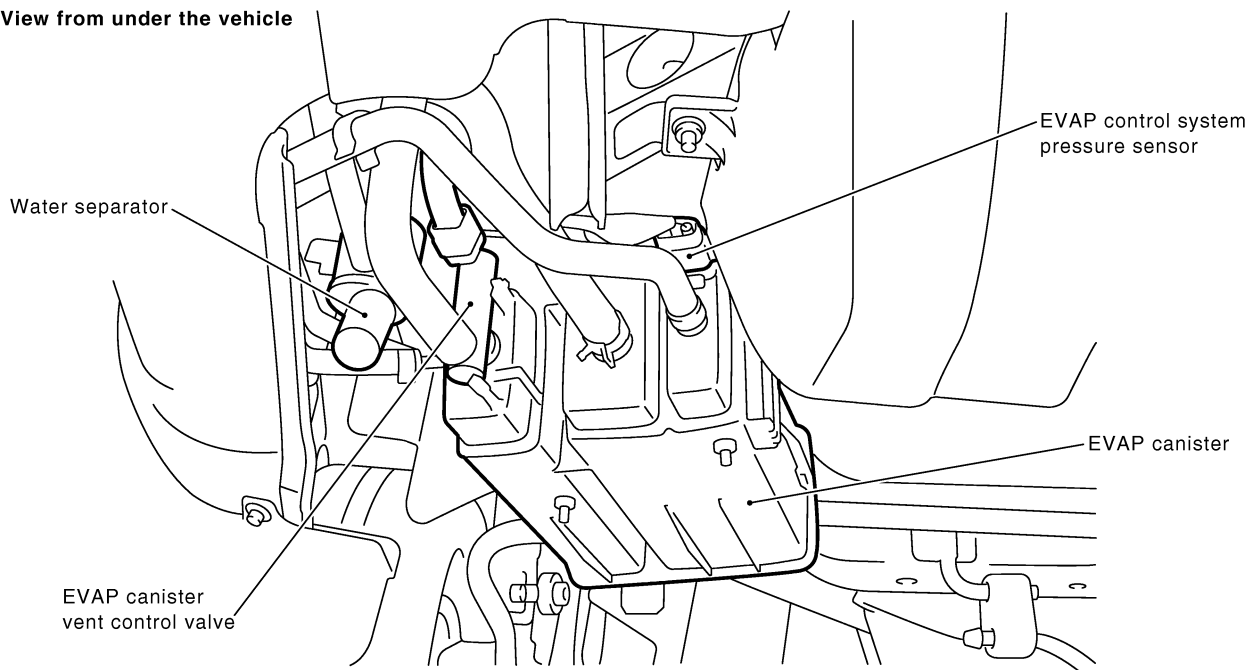
NOTE: Do not use soapy water or any type of solvent while installing vacuum hose or purge hoses.

PBIB2363E

EVAPORATIVE EMISSION SYSTEM



View from under the vehicle



PBIB2352E

EVAPORATIVE EMISSION SYSTEM

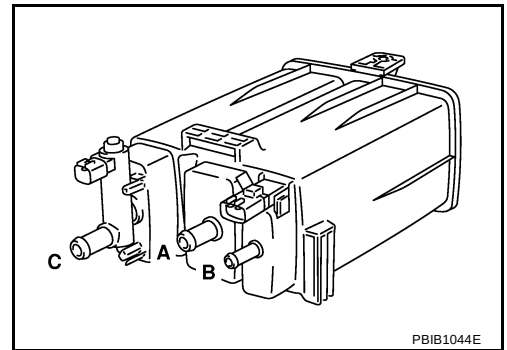
Component Inspection

EVAP CANISTER

ABS00CZW

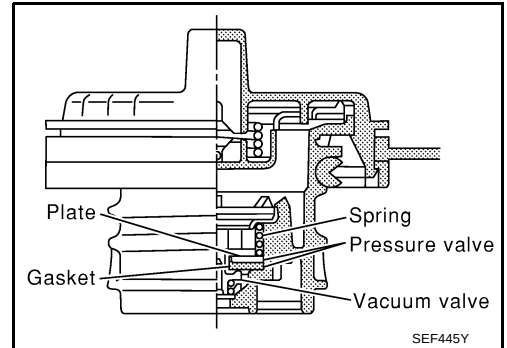
Check EVAP canister as follows:

1. Block port **B**.
2. Blow air into port **A** and check that it flows freely out of port **C**.
3. Release blocked port **B**.
4. Apply vacuum pressure to port **B** and check that vacuum pressure exists at the ports **A** and **C**.
5. Block port **A** and **B**.
6. Apply pressure to port **C** and check that there is no leakage.



FUEL TANK VACUUM RELIEF VALVE (BUILT INTO FUEL FULLER CAP)

1. Wipe clean valve housing.



2. Check valve opening pressure and vacuum.

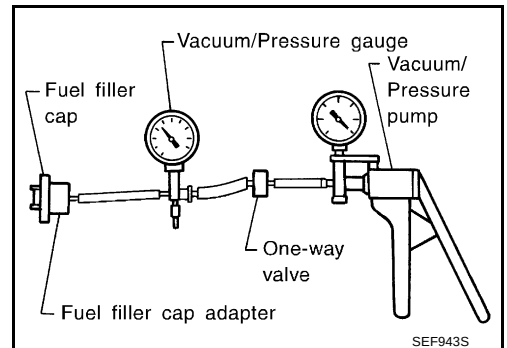
Pressure: 15.3 - 20.0 kPa
(0.156 - 0.204 kg/cm², 2.22 - 2.90 psi)

Vacuum: -6.0 to -3.4 kPa
(-0.061 to -0.035 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.



EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to [EC-370, "Component Inspection"](#).

FUEL TANK TEMPERATURE SENSOR

Refer to [EC-301, "Component Inspection"](#).

EVAP CANISTER VENT CONTROL VALVE

Refer to [EC-384, "Component Inspection"](#).

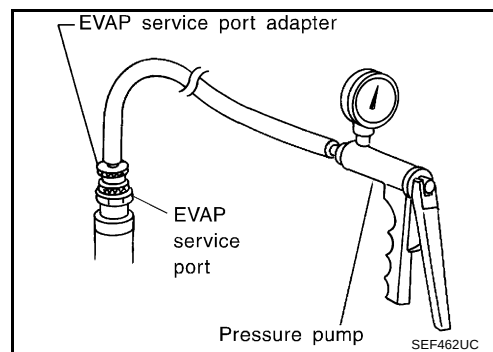
EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-395, "Component Inspection"](#).

EVAPORATIVE EMISSION SYSTEM

EVAP SERVICE PORT

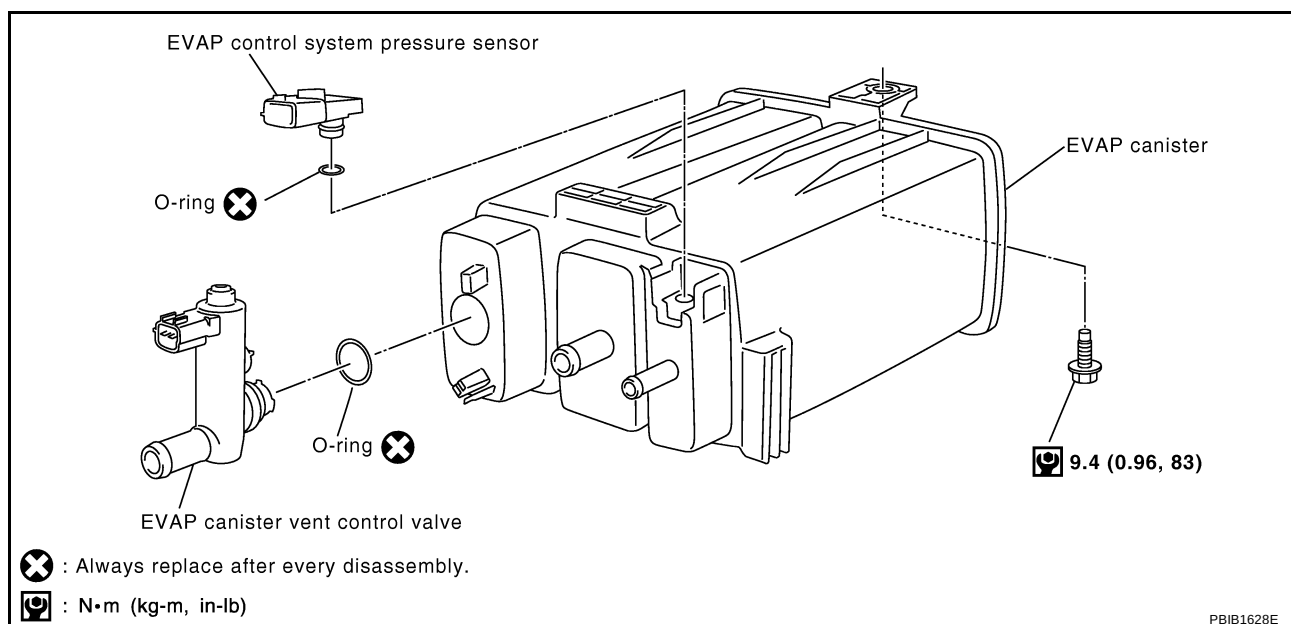
Positive pressure is delivered to the EVAP system through the EVAP service port. If fuel vapor leakage in the EVAP system occurs, use a leak detector to locate the leak.



ABS00CZX

Removal and Installation EVAP CANISTER

Tighten EVAP canister as shown in the figure.

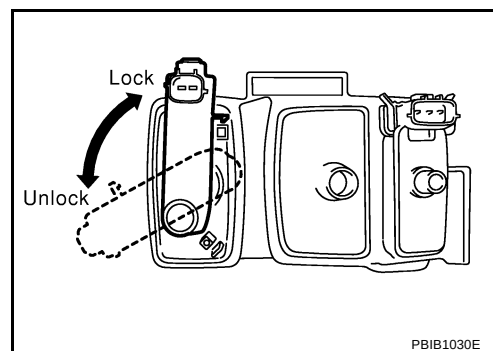


PBIB1628E

EVAP CANISTER VENT CONTROL VALVE

1. Turn EVAP canister vent control valve counterclockwise.
2. Remove the EVAP canister vent control valve.

Always replace O-ring with a new one.



PBIB1030E

How to Detect Fuel Vapor Leakage

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.

NOTE:

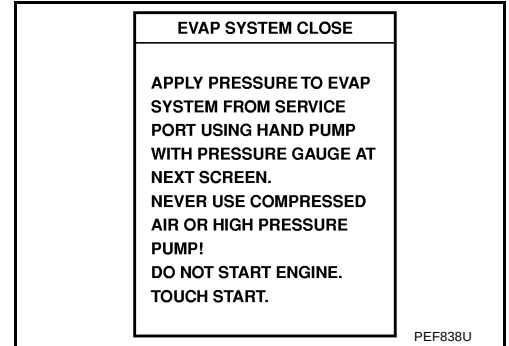
- Do not start engine.
- Improper installation of EVAP service port adapter to the EVAP service port may cause a leak.

ABS00CZY

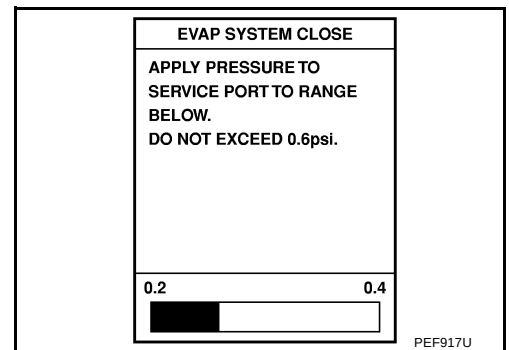
EVAPORATIVE EMISSION SYSTEM

WITH CONSULT-II

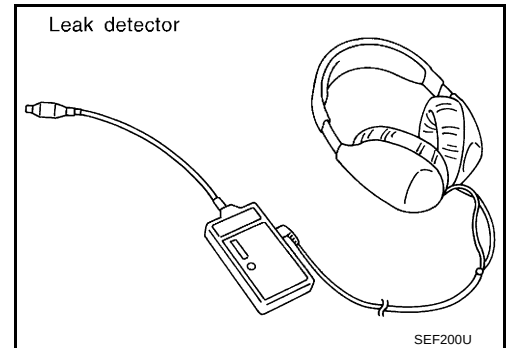
1. Attach the EVAP service port adapter securely to the EVAP service port.
2. Also attach the pressure pump and hose to the EVAP service port adapter.
3. Turn ignition switch ON.
4. Select the "EVAP SYSTEM CLOSE" of "WORK SUPPORT MODE" with CONSULT-II.
5. Touch "START". A bar graph (Pressure indicating 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.

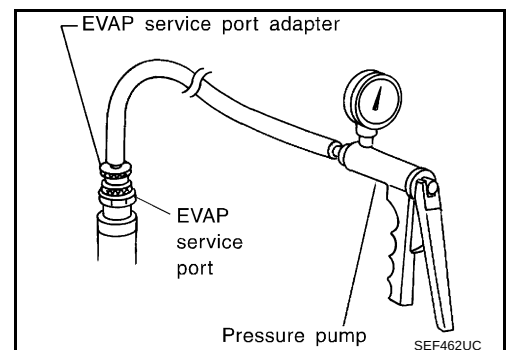


8. Locate the leak using a leak detector.
Refer to [EC-31, "EVAPORATIVE EMISSION LINE DRAWING"](#).



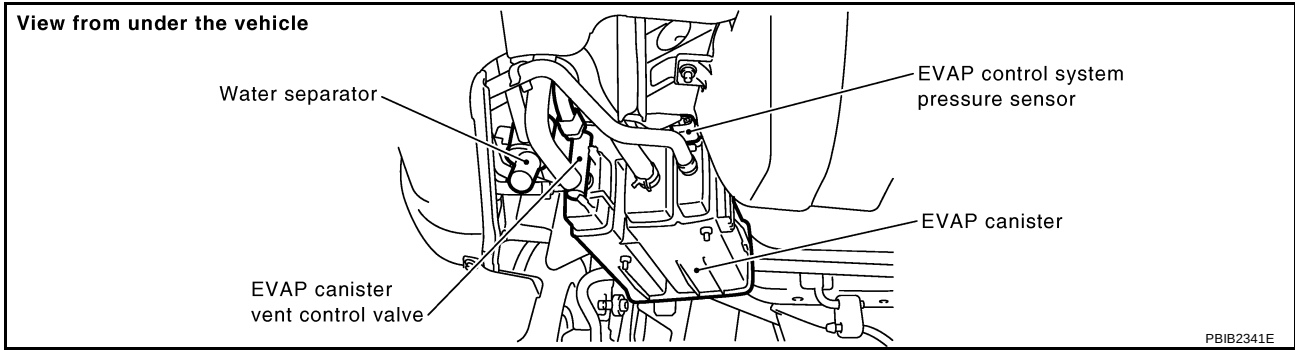
WITHOUT CONSULT-II

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.



EVAPORATIVE EMISSION SYSTEM

3. Apply battery voltage between the terminals EVAP canister vent control 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 [EC-31, "EVAPORATIVE EMISSION LINE DRAWING"](#) .

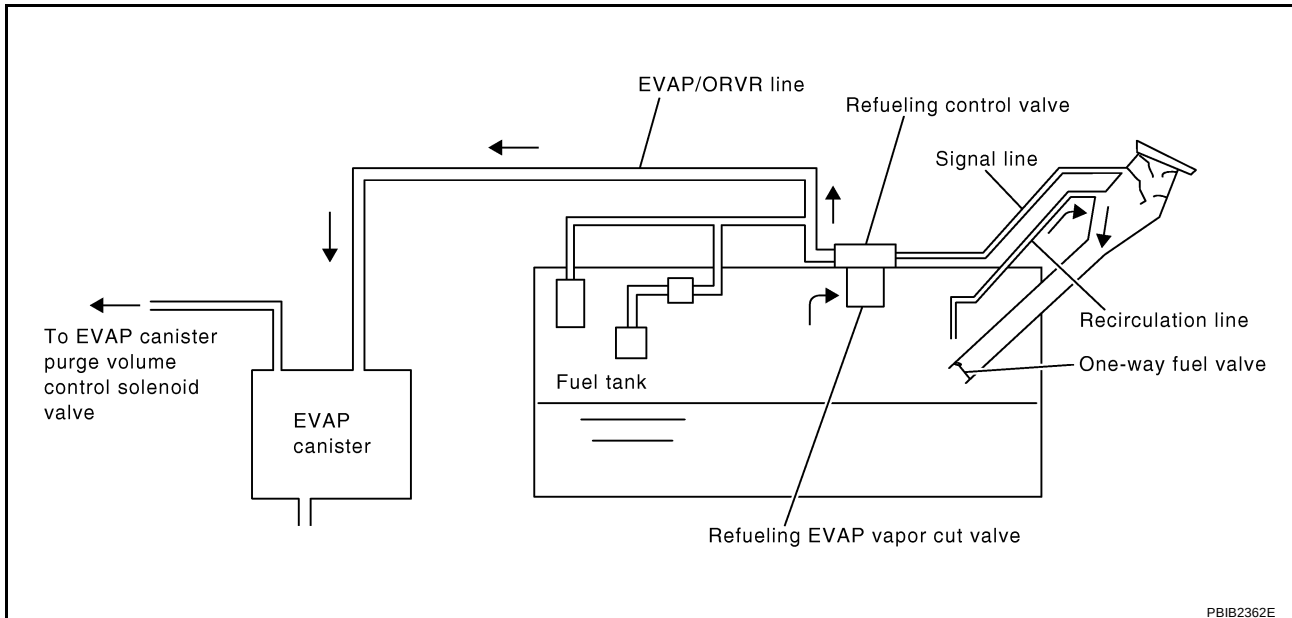
ON BOARD REFUELING VAPOR RECOVERY (ORVR)

ON BOARD REFUELING VAPOR RECOVERY (ORVR)

PFP:00032

System Description

ABS00CZZ



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 EVAP/ORVR line to the EVAP canister. The vapor is absorbed by the EVAP canister and the air is released to the atmosphere.

When the refueling has reached the full level of the fuel tank, the refueling EVAP vapor cut valve is closed and refueling is stopped because of auto shut-off. The vapor which was absorbed by the EVAP canister is purged during driving.

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:
 - Put drained fuel in an explosion-proof container and put lid on securely.
 - Release fuel pressure from fuel line. Refer to [EC-80, "FUEL PRESSURE RELEASE"](#).
 - 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.

ON BOARD REFUELING VAPOR RECOVERY (ORVR)

Diagnostic Procedure

ABS00D00

SYMPTOM: FUEL ODOR FROM EVAP CANISTER IS STRONG.

1. CHECK EVAP CANISTER

1. Remove EVAP canister with EVAP canister vent control valve and EVAP control system pressure sensor attached.
2. Weigh the EVAP canister with EVAP canister vent control valve and EVAP control system pressure sensor attached.

The weight should be less than 2.5 kg (5.5 lb).

OK or NG

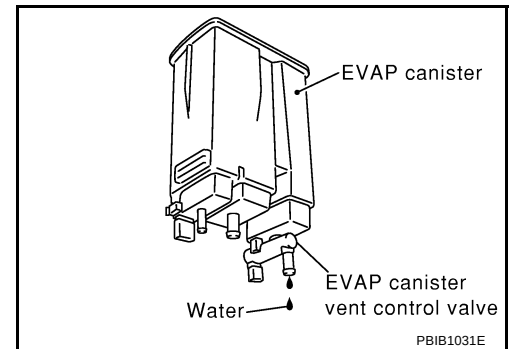
- OK >> GO TO 2.
NG >> GO TO 3.

2. CHECK IF EVAP CANISTER SATURATED WITH WATER

Does water drain from the EVAP canister?

Yes or No

- Yes >> GO TO 3.
No >> GO TO 5.



3. REPLACE EVAP CANISTER

Replace EVAP canister with a new one.

>> GO TO 4.

4. CHECK WATER SEPARATOR

Refer to [EC-41, "Component Inspection"](#).

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.

6. CHECK REFUELING CONTROL VALVE

Refer to [EC-41, "Component Inspection"](#).

OK or NG

- OK >> GO TO 7.
NG >> Replace refueling control valve.

ON BOARD REFUELING VAPOR RECOVERY (ORVR)

7. CHECK REFUELING EVAP VAPOR CUT VALVE

Refer to [EC-41, "Component Inspection"](#) .

OK or NG

OK >> **INSPECTION END**

NG >> Replace refueling EVAP vapor cut valve with fuel tank.

SYMPTOM: CANNOT REFUEL/FUEL ODOR FROM THE FUEL FILLER OPENING IS STRONG WHILE REFUELING.

1. CHECK EVAP CANISTER

1. Remove EVAP canister with EVAP canister vent control valve and EVAP control system pressure sensor attached.
2. Weigh the EVAP canister with EVAP canister vent control valve and EVAP control system pressure sensor attached.

The weight should be less than 2.5 kg (5.5 lb).

OK or NG

OK >> GO TO 2.

NG >> GO TO 3.

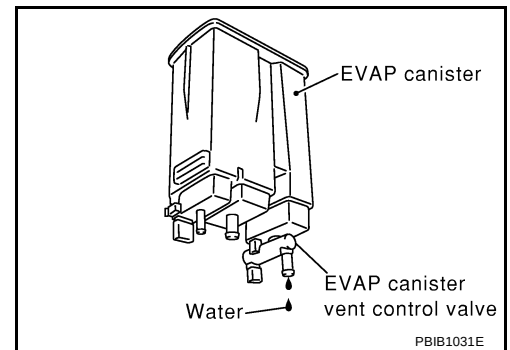
2. CHECK IF EVAP CANISTER SATURATED WITH WATER

Does water drain from the EVAP canister?

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

Refer to [EC-42, "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 vehicle water separator for clogging or poor connection.

>> Repair or replace EVAP hose.

ON BOARD REFUELING VAPOR RECOVERY (ORVR)

6. CHECK VENT HOSES AND VENT TUBES

Check hoses and tubes between EVAP canister and refueling EVAP vapor cut 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 recirculation line for clogging, dents and cracks.

OK or NG

OK >> GO TO 8.

NG >> Replace filler neck tube.

8. CHECK REFUELING CONTROL VALVE

Refer to [EC-41, "Component Inspection"](#) .

OK or NG

OK >> GO TO 9.

NG >> Replace refueling control valve.

9. CHECK REFUELING EVAP VAPOR CUT VALVE

Refer to [EC-41, "Component Inspection"](#) .

OK or NG

OK >> GO TO 10.

NG >> Replace refueling EVAP vapor cut valve with fuel tank.

10. CHECK FUEL FILLER TUBE

Check filler neck tube and hose connected to the fuel tank for clogging, dents and cracks.

OK or NG

OK >> GO TO 11.

NG >> Replace fuel filler tube.

11. CHECK ONE-WAY FUEL VALVE-I

Check one-way valve for clogging.

OK or NG

OK >> GO TO 12.

NG >> Repair or replace one-way fuel valve with fuel tank.

12. CHECK ONE-WAY FUEL VALVE-II

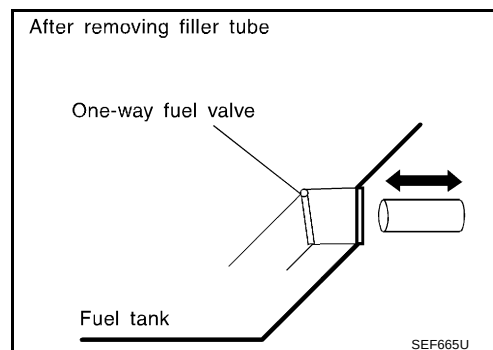
1. Make sure that fuel is drained from the tank.
2. Remove fuel filler tube and hose.
3. Check one-way fuel valve for operation as follows.
When a stick is inserted, the valve should open, when removing stick it should close.

Do not drop any material into the tank.

OK or NG

OK >> **INSPECTION END**

NG >> Replace fuel filler tube or replace one-way fuel valve with fuel tank.



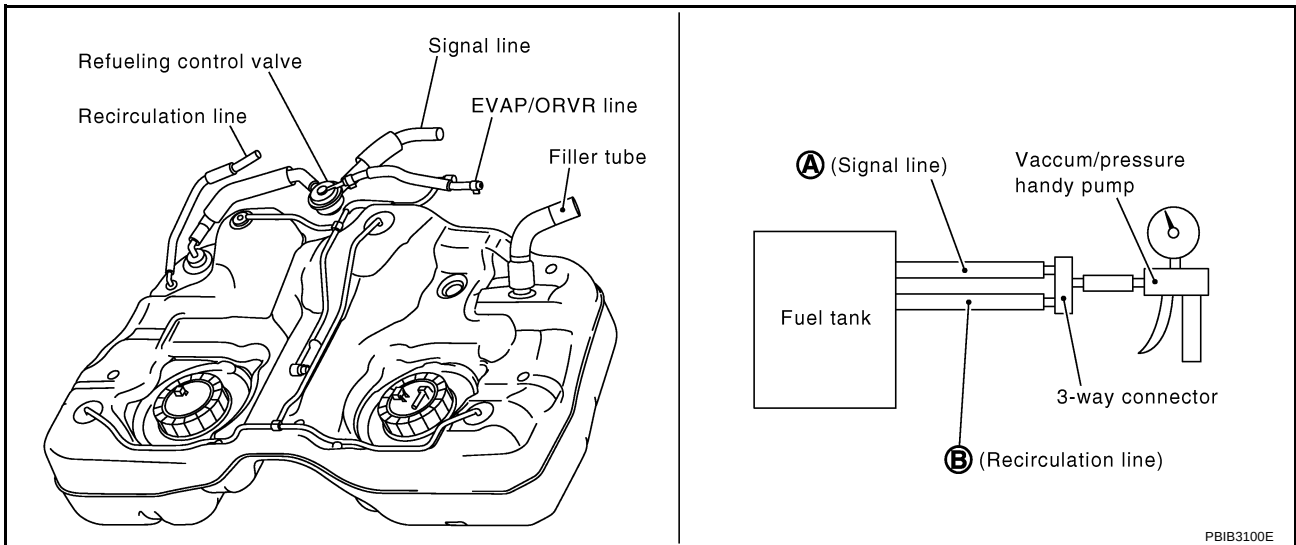
ON BOARD REFUELING VAPOR RECOVERY (ORVR)

ABS00D01

Component Inspection REFUELING EVAP VAPOR CUT VALVE

With CONSULT-II

1. Remove fuel tank. Refer to [FL-11, "FUEL TANK"](#).
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 the end of EVAP/ORVR line hose), and check that the air flows freely into the tank.
4. Check refueling EVAP vapor cut valve for being stuck to open as follows.
 - a. Connect vacuum pump to hose end.
 - 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 hose end [-13.3 kPa (-100 mmHg, -3.94 inHg)] with fuel gauge retainer remaining open and check that the pressure is applicable.

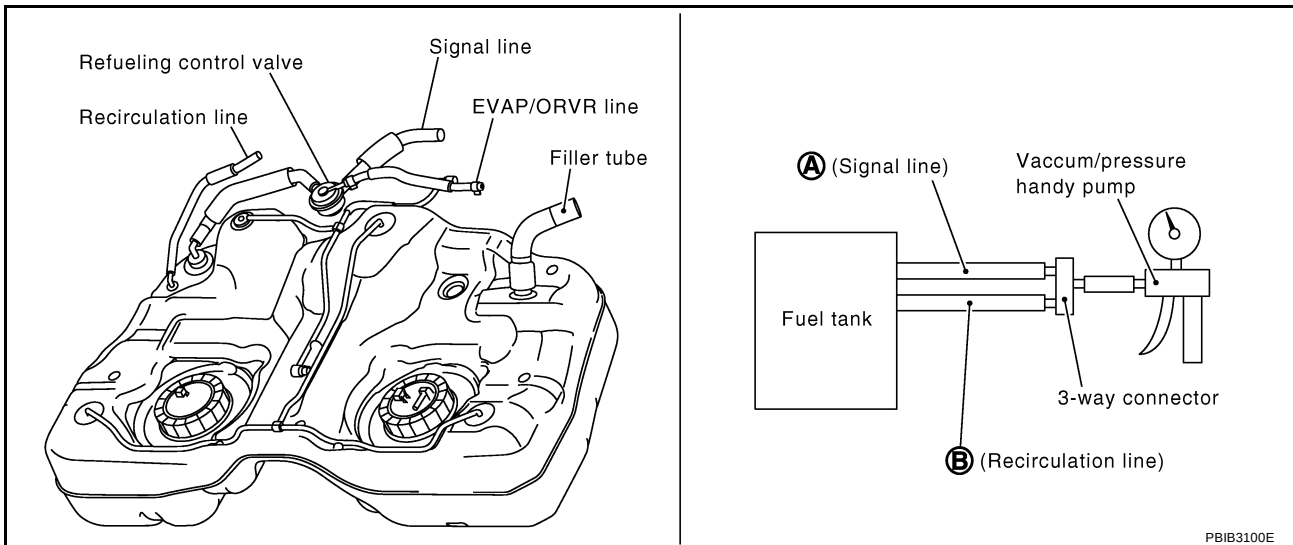


Without CONSULT-II

1. Remove fuel tank. Refer to [FL-11, "FUEL TANK"](#).
2. Drain fuel from the tank as follows:
 - a. Remove fuel gauge retainer.
 - b. Drain fuel from the tank using a handy 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 the end of EVAP/ORVR line hose), and check that the air flows freely into the tank.
4. Check refueling EVAP vapor cut valve for being stuck to open as follows.
 - a. Connect vacuum pump to hose end.
 - b. Remove fuel gauge retainer with fuel gauge unit.
Always replace O-ring with new one.
 - c. Put fuel tank upside down.

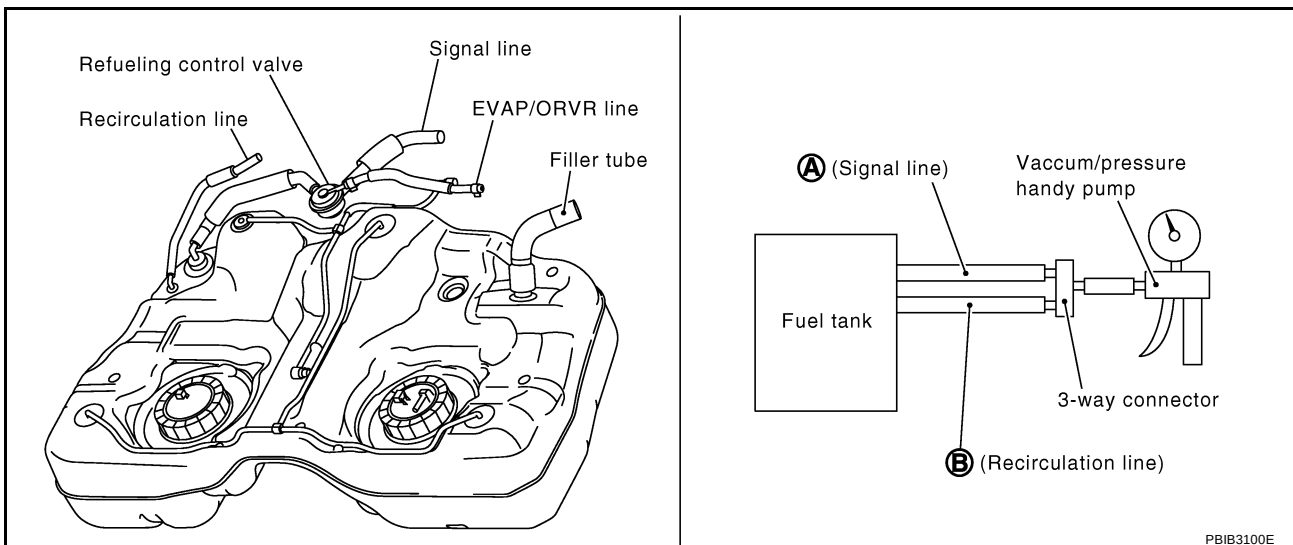
ON BOARD REFUELING VAPOR RECOVERY (ORVR)

- d. Apply vacuum pressure to hose end [−13.3 kPa (−100 mmHg, −3.94 inHg)] with fuel gauge retainer remaining open and check that the pressure is applicable.



REFUELING CONTROL VALVE

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.



WATER SEPARATOR

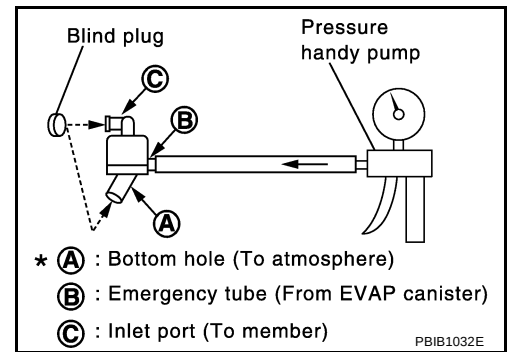
1. Check visually for insect nests in the water separator air inlet.
2. Check visually for cracks or flaws in the appearance.
3. Check visually for cracks or flaws in the hose.

ON BOARD REFUELING VAPOR RECOVERY (ORVR)

4. Check that **A** and **C** are not clogged by blowing air into **B** with **A**, and then **C** plugged.
5. In case of NG in items 2 - 4, replace the parts.

NOTE:

- Do not disassemble water separator.



A

EC

C

D

E

F

G

H

I

J

K

L

M

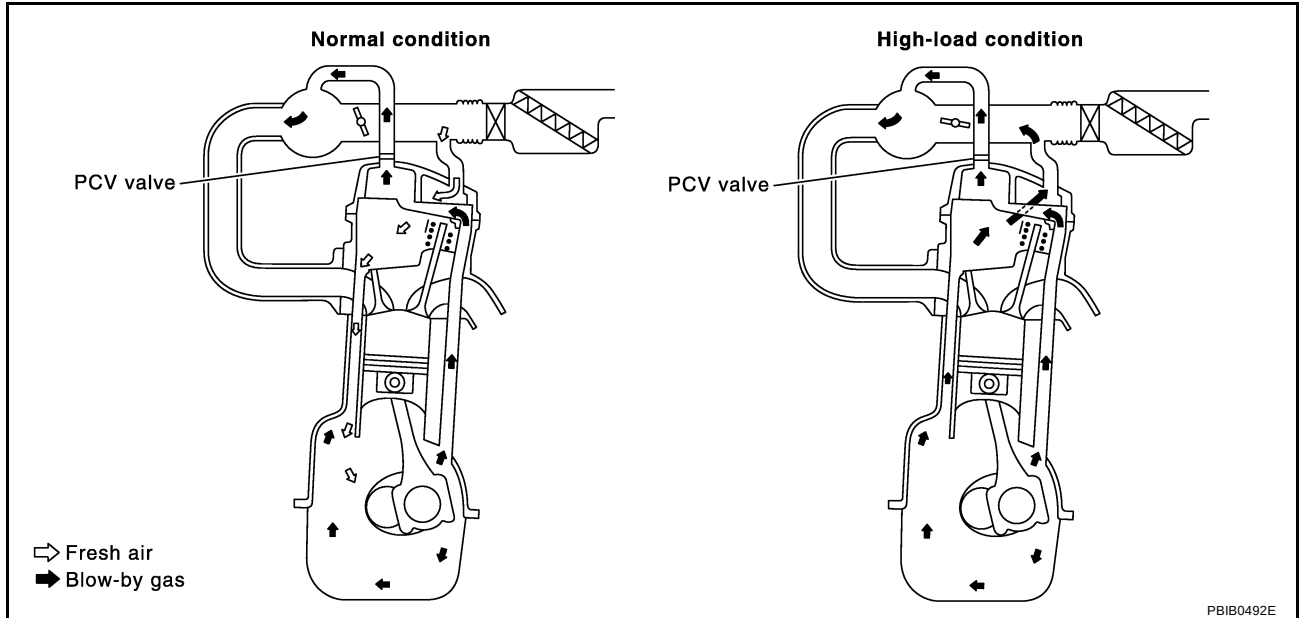
POSITIVE CRANKCASE VENTILATION

POSITIVE CRANKCASE VENTILATION

PFP:11810

Description SYSTEM DESCRIPTION

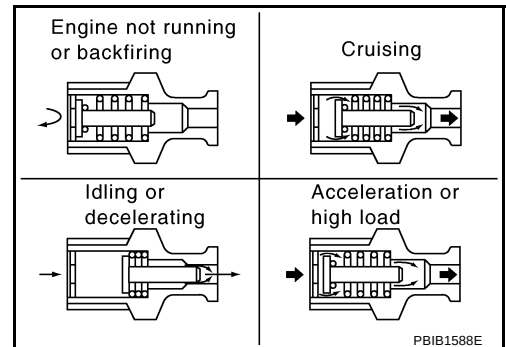
ABS00D02



This system returns blow-by gas to the intake manifold.

The positive crankcase ventilation (PCV) valve is provided to conduct crankcase blow-by gas to the intake manifold. During partial throttle operation of the engine, the intake manifold sucks the blow-by gas through the PCV valve. Normally, the capacity of the valve is sufficient to handle any blow-by and a small amount of ventilating air. The ventilating air is then drawn from the air inlet tubes into the crankcase. In this process the air passes through the hose connecting air inlet tubes to rocker cover. Under full-throttle condition, the manifold vacuum is insufficient to draw the blow-by flow through the valve. The flow goes through the hose connection in the reverse direction.

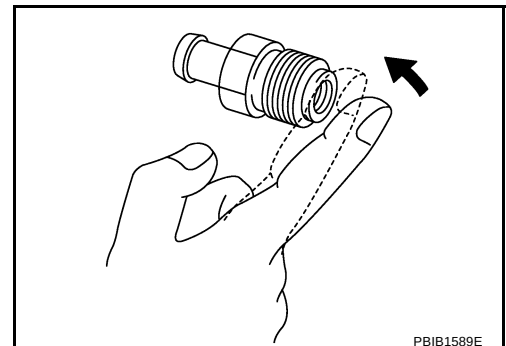
On vehicles with an excessively high blow-by, the valve does not meet the requirement. This is because some of the flow will go through the hose connection to the air inlet tubes under all conditions.



Component Inspection PCV (POSITIVE CRANKCASE VENTILATION) VALVE

ABS00D03

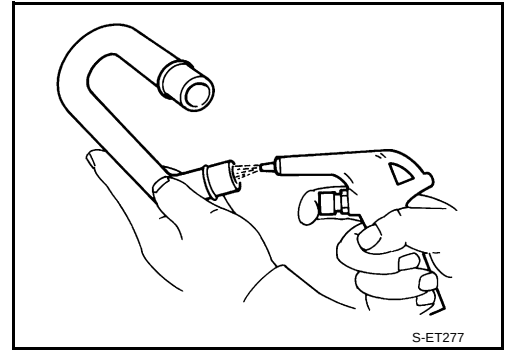
With engine running at idle, remove PCV valve from rocker cover. A properly working valve makes a hissing noise as air passes through it. A strong vacuum should be felt immediately when a finger is placed over valve inlet.



POSITIVE CRANKCASE VENTILATION

PCV VALVE VENTILATION HOSE

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.



A

EC

C

D

E

F

G

H

I

J

K

L

M

NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

NVIS (NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS)

PFP:25386

Description

ABS00DCR

- 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 [BL-97, "NVIS \(NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS\)"](#).
- 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.

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

SEF543X

Therefore, be sure to receive all keys from vehicle owner. Regarding the procedures of NVIS (NATS) initialization and all NVIS (NATS) ignition key ID registration, refer to CONSULT-II Operation Manual, IVIS/NVIS.

ON BOARD DIAGNOSTIC (OBD) SYSTEM

ON BOARD DIAGNOSTIC (OBD) SYSTEM

PF0:00028

Introduction

ABS00CL7

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

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

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

×: Applicable —: Not applicable

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

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

The malfunction indicator lamp (MIL) on the instrument panel 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-91, "Fail-Safe Chart"](#).)

Two Trip Detection Logic

ABS00CL8

When a malfunction is detected for the 1st 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.

×: 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				
Misfire (Possible three way catalyst damage) — DTC: P0300 - P0304 is being detected	×	—	—	—	—	—	×	—
Misfire (Possible three way catalyst damage) — DTC: P0300 - P0304 is being detected	—	—	×	—	—	×	—	—
One trip detection diagnoses (Refer to EC-48, "EMISSION-RELATED DIAGNOSTIC INFORMATION ITEMS" .)	—	×	—	—	×	—	—	—
Except above	—	—	—	×	—	×	×	—

When there is an open circuit on MIL circuit, the ECM cannot warn the driver by lighting MIL up when there is malfunction on engine control system.

ON BOARD DIAGNOSTIC (OBD) SYSTEM

Therefore, when electrical controlled throttle and part of ECM related diagnoses are continuously detected as NG for 5 trips, ECM warns the driver that engine control system malfunctions and MIL circuit is open by means of operating fail-safe function.

The fail-safe function also operates when above diagnoses except MIL circuit are detected, and demands the driver to repair the malfunction.

Engine operating condition in fail-safe mode

Engine speed will not rise more than 2,500 rpm due to the fuel cut

Emission-Related Diagnostic Information EMISSION-RELATED DIAGNOSTIC INFORMATION ITEMS

ABS00CL9

×: Applicable —: Not applicable

Items (CONSULT-II screen terms)	DTC*1		SRT code	Test value/ Test limit (GST only)	Trip	MIL lighting up	Reference page
	CONSULT-II GST*2	ECM*3					
CAN COMM CIRCUIT	U1000	1000*6	—	—	1 (A/T)	×	EC-152
					2 (M/T)	—	
CAN COMM CIRCUIT	U1001	1001*6	—	—	2	—	EC-152
NO DTC IS DETECTED. FURTHER TESTING MAY BE QUIRED.	P0000	0000	—	—	—	Flashing*7 *8	EC-62
INT/V TIM CONT-B1	P0011	0011	—	—	2	×	EC-155
HO2S1 HTR (B1)	P0031	0031	—	×	2	×	EC-159
HO2S1 HTR (B1)	P0032	0032	—	×	2	×	EC-159
HO2S2 HTR (B1)	P0037	0037	—	×	2	×	EC-166
HO2S2 HTR (B1)	P0038	0038	—	×	2	×	EC-166
INT/V TIM V/CIR-B1	P0075	0075	—	—	2	×	EC-173
MAF SEN/CIRCUIT	P0101	0101	—	—	2	×	EC-178
MAF SEN/CIRCUIT	P0102	0102	—	—	1	×	EC-187
MAF SEN/CIRCUIT	P0103	0103	—	—	1	×	EC-187
IAT SEN/CIRCUIT	P0112	0112	—	—	2	×	EC-195
IAT SEN/CIRCUIT	P0113	0113	—	—	2	×	EC-195
ECT SEN/CIRC	P0117	0117	—	—	1	×	EC-201
ECT SEN/CIRC	P0118	0118	—	—	1	×	EC-201
TP SEN 2/CIRC	P0122	0122	—	—	1	×	EC-207
TP SEN 2/CIRC	P0123	0123	—	—	1	×	EC-207
ECT SENSOR	P0125	0125	—	—	2	×	EC-215
IAT SENSOR	P0127	0127	—	—	2	×	EC-218
THERMSTAT FNCTN	P0128	0128	—	—	2	×	EC-221
HO2S1 (B1)	P0132	0132	—	—	2	×	EC-223
HO2S1 (B1)	P0133	0133	×	×	2	×	EC-231
HO2S1 (B1)	P0134	0134	—	—	2	×	EC-242
HO2S2 (B1)	P0137	0137	×	×	2	×	EC-251
HO2S2 (B1)	P0138	0138	×	×	2	×	EC-260
HO2S2 (B1)	P0139	0139	×	×	2	×	EC-272
FUEL SYS-LEAN-B1	P0171	0171	—	—	2	×	EC-281
FUEL SYS-RICH-B1	P0172	0172	—	—	2	×	EC-289
FTT SENSOR	P0181	0181	—	—	2	×	EC-296
FTT SEN/CIRCUIT	P0182	0182	—	—	2	×	EC-302
FTT SEN/CIRCUIT	P0183	0183	—	—	2	×	EC-302

ON BOARD DIAGNOSTIC (OBD) SYSTEM

Items (CONSULT-II screen terms)	DTC*1		SRT code	Test value/ Test limit (GST only)	Trip	MIL lighting up	Reference page
	CONSULT-II GST*2	ECM*3					
TP SEN 1/CIRC	P0222	0222	—	—	1	×	EC-307
TP SEN 1/CIRC	P0223	0223	—	—	1	×	EC-307
MULTI CYL MISFIRE	P0300	0300	—	—	2	×	EC-315
CYL 1 MISFIRE	P0301	0301	—	—	2	×	EC-315
CYL 2 MISFIRE	P0302	0302	—	—	2	×	EC-315
CYL 3 MISFIRE	P0303	0303	—	—	2	×	EC-315
CYL 4 MISFIRE	P0304	0304	—	—	2	×	EC-315
KNOCK SEN/CIRC-B1	P0327	0327	—	—	2	—	EC-322
KNOCK SEN/CIRC-B1	P0328	0328	—	—	2	—	EC-322
CKP SEN/CIRCUIT	P0335	0335	—	—	2	×	EC-327
CMP SEN/CIRC-B1	P0340	0340	—	—	2	×	EC-335
TW CATALYST SYS-B1	P0420	0420	×	×	2	×	EC-343
EVAP PURG FLOW/MON	P0441	0441	×	×	2	×	EC-348
EVAP SMALL LEAK	P0442	0442	×	×	2	×	EC-354
PURG VOLUME CONT/V	P0443	0443	—	—	2	×	EC-364
PURG VOLUME CONT/V	P0444	0444	—	—	2	×	EC-372
PURG VOLUME CONT/V	P0445	0445	—	—	2	×	EC-372
VENT CONTROL VALVE	P0447	0447	—	—	2	×	EC-379
VENT CONTROL VALVE	P0448	0448	—	—	2	×	EC-386
EVAP SYS PRES SEN	P0451	0451	—	—	2	×	EC-393
EVAP SYS PRES SEN	P0452	0452	—	—	2	×	EC-396
EVAP SYS PRES SEN	P0453	0453	—	—	2	×	EC-403
EVAP GROSS LEAK	P0455	0455	—	—	2	×	EC-411
EVAP VERY SML LEAK	P0456	0456	×*4	×	2	×	EC-419
FUEL LEV SEN SLOSH	P0460	0460	—	—	2	×	EC-430
FUEL LEVEL SENSOR	P0461	0461	—	—	2	×	EC-432
FUEL LEVL SEN/CIRC	P0462	0462	—	—	2	×	EC-434
FUEL LEVL SEN/CIRC	P0463	0463	—	—	2	×	EC-434
VEH SPEED SEN/CIRC*5	P0500	0500	—	—	2	×	EC-436
ISC SYSTEM	P0506	0506	—	—	2	×	EC-438
ISC SYSTEM	P0507	0507	—	—	2	×	EC-440
PW STP SEN/CIRC	P0550	0550	—	—	2	—	EC-442
ECM BACK UP/CIRC	P0603	0603	—	—	2	×	EC-447
ECM	P0605	0605	—	—	1 or 2	× or —	EC-451
SENSOR POWER/CIRC	P0643	0643	—	—	1	×	EC-454
PNP SW/CIRC	P0705	0705	—	—	2	×	AT-96
ATF TEMP SEN/CIRC	P0710	0710	—	—	2	×	AT-101
VEH SPD SEN/CIR AT*5	P0720	0720	—	—	2	×	AT-106
ENGINE SPEED SIG	P0725	0725	—	—	2	×	AT-112
A/T 1ST GR FNCTN	P0731	0731	—	—	2	×	AT-116
A/T 2ND GR FNCTN	P0732	0732	—	—	2	×	AT-121
A/T 3RD GR FNCTN	P0733	0733	—	—	2	×	AT-126

ON BOARD DIAGNOSTIC (OBD) SYSTEM

Items (CONSULT-II screen terms)	DTC*1		SRT code	Test value/ Test limit (GST only)	Trip	MIL lighting up	Reference page
	CONSULT-II GST*2	ECM*3					
A/T 4TH GR FNCTN	P0734	0734	—	—	2	×	AT-131
TCC SOLENOID/CIRC	P0740	0740	—	—	2	×	AT-138
A/T TCC S/V FNCTN	P0744	0744	—	—	2	×	AT-143
L/PRESS SOL/CIRC	P0745	0745	—	—	2	×	AT-151
SFT SOL A/CIRC	P0750	0750	—	—	1	×	AT-157
SFT SOL B/CIRC	P0755	0755	—	—	1	×	AT-162
P-N POS SW/CIRCUIT	P0850	0850	—	—	2	×	EC-460
HO2S1 (B1)	P1143	1143	×	×	2	×	EC-465
HO2S1 (B1)	P1144	1144	×	×	2	×	EC-471
CLOSED LOOP-B1	P1148	1148	—	—	1	×	EC-477
TCS C/U FUNCTION	P1211	1211	—	—	2	—	EC-478
TCS/CIRC	P1212	1212	—	—	2	—	EC-479
ENG OVER TEMP	P1217	1217	—	—	1	×	EC-480
CTP LEARNING	P1225	1225	—	—	2	—	EC-494
CTP LEARNING	P1226	1226	—	—	2	—	EC-496
ASCD SW	P1564	1564	—	—	1	—	EC-498
ASCD BRAKE SW	P1572	1572	—	—	1	—	EC-506
ASCD VHL SPD SEN	P1574	1574	—	—	1	—	EC-517
NATS MALFUNCTION	P1610 - P1615	1610 - 1615	—	—	2	—	EC-46
TPV SEN/CIRC A/T	P1705	1705	—	—	1	×	AT-167
V/SP SEN (A/T)	P1720	1720	—	—	2	—	AT-106
O/R CLTCH SOL/CIRC	P1760	1760	—	—	2	×	AT-172
VIAS S/V CIRC	P1800	1800	—	—	2	—	EC-521
BRAKE SW/CIRCUIT	P1805	1805	—	—	2	—	EC-526
ETC MOT PWR	P2100	2100	—	—	1	×	EC-531
ETC FUNCTION/CIRC	P2101	2101	—	—	1	×	EC-538
ETC MOT PWR	P2103	2103	—	—	1	×	EC-531
ETC MOT	P2118	2118	—	—	1	×	EC-546
ETC ACTR	P2119	2119	—	—	1	×	EC-551
APP SEN 1/CIRC	P2122	2122	—	—	1	×	EC-553
APP SEN 1/CIRC	P2123	2123	—	—	1	×	EC-553
APP SEN 2/CIRC	P2127	2127	—	—	1	×	EC-560
APP SEN 2/CIRC	P2128	2128	—	—	1	×	EC-560
TP SENSOR	P2135	2135	—	—	1	×	EC-568
APP SENSOR	P2138	2138	—	—	1	×	EC-576

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

*2: This number is prescribed by SAE J2012.

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

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

*5: When the fail-safe operations for both self-diagnoses occur at the same time, the MIL illuminates.

*6: The troubleshooting for this DTC needs CONSULT-II.

*7: When the ECM is in the mode of displaying SRT status, MIL may flash. For the details, refer to [EC-56, "How to Display SRT Status"](#)

*8: When engine is running, MIL may flash. For the details, refer to [EC-62, "MIL Flashing Without DTC"](#).

ON BOARD DIAGNOSTIC (OBD) SYSTEM

DTC AND 1ST TRIP DTC

The 1st trip DTC (whose number is the same as the DTC number) is displayed for the latest self-diagnostic results 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 [EC-60, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).

For malfunctions in which 1st trip DTCs are displayed, refer to [EC-48, "EMISSION-RELATED DIAGNOSTIC INFORMATION ITEMS"](#). These items are required by legal regulations to continuously monitor the system/component. In addition, the items monitored non-continuously are also displayed on CONSULT-II.

1st trip DTC is specified in Service \$07 of SAE J1979. 1st trip DTC detection occurs without lighting up the MIL and therefore does not warn the driver of a malfunction. However, 1st trip DTC detection will not prevent the vehicle from being tested, for example during Inspection/Maintenance (I/M) tests.

When a 1st trip DTC is detected, check, print out or write down and erase (1st trip) DTC and Freeze Frame data as specified in Work Flow procedure Step 2, refer to [EC-84, "WORK FLOW"](#). Then perform DTC Confirmation Procedure or Overall Function Check to try to duplicate the malfunction. If the malfunction is duplicated, the item requires repair.

How to Read DTC and 1st Trip DTC

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, P1148, P1706, etc.

These DTCs are prescribed by SAE J2012.

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

 **NO TOOLS**

The number of blinks of the MIL in the Diagnostic Test Mode II (Self-Diagnostic Results) indicates the DTC. Example: 0340, 1148, 1706, etc.

These DTCs are controlled by NISSAN.

- **1st trip DTC No. is the same as DTC No.**
- **Output of a DTC indicates a malfunction. However, GST or the Diagnostic Test Mode II do not indicate whether the malfunction is still occurring or has occurred in the past and has returned to normal. CONSULT-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	
	DTC RESULTS	TIME
	CKP SEN/CIRCUIT [P0335]	0

1st trip DTC display	SELF DIAG RESULTS	
	DTC RESULTS	TIME
	CKP SEN/CIRCUIT [P0335]	1t

PBIB0911E

ON BOARD DIAGNOSTIC (OBD) SYSTEM

FREEZE FRAME DATA AND 1ST TRIP FREEZE FRAME DATA

The ECM records the driving conditions such as fuel system status, calculated load value, engine coolant temperature, short term fuel trim, long term fuel trim, engine speed, vehicle speed, absolute throttle position, base fuel schedule and intake air temperature at the moment a malfunction is detected.

Data which are stored in the ECM memory, along with the 1st trip DTC, are called 1st trip freeze frame data. The data, stored together with the DTC data, are called freeze frame data and displayed on CONSULT-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-116, "Freeze Frame Data and 1st Trip Freeze Frame Data"](#).

Only one set of freeze frame data (either 1st trip freeze frame data or freeze frame data) can be stored in the ECM. 1st trip freeze frame data is stored in the ECM memory along with the 1st trip DTC. There is no priority for 1st trip freeze frame data and it is updated each time a different 1st trip DTC is detected. However, once freeze frame data (2nd trip detection/MIL on) is stored in the ECM memory, 1st trip freeze frame data is no longer stored. Remember, only one set of freeze frame data can be stored in the ECM. The ECM has the following priorities to update the data.

Priority	Items	
1	Freeze frame data	Misfire — DTC: P0300 - P0304 Fuel Injection System Function — DTC: P0171, P0172
2		Except the above items (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 [EC-48, "EMISSION-RELATED DIAGNOSTIC INFORMATION ITEMS"](#).

SYSTEM READINESS TEST (SRT) CODE

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

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

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

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

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

NOTE:

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

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

NOTE:

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

SRT Item

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

ON BOARD DIAGNOSTIC (OBD) SYSTEM

SRT item (CONSULT-II indication)	Perfor- mance Priority*1	Required self-diagnostic items to set the SRT to "CMPLT"	Corresponding DTC No.
CATALYST	2	Three way catalyst function	P0420
EVAP SYSTEM	1	EVAP control system	P0442
	2	EVAP control system	P0456
	2	EVAP control system purge flow monitoring	P0441
HO2S	2	Heated oxygen sensor 1	P0133
		Heated oxygen sensor 1	P1143
		Heated oxygen sensor 1	P1144
		Heated oxygen sensor 2	P0137
		Heated oxygen sensor 2	P0138
		Heated oxygen sensor 2	P0139

*1: 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.

ON BOARD DIAGNOSTIC (OBD) SYSTEM

SRT Set Timing

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

Self-diagnosis result		Example					
		Diagnosis	Ignition cycle				
			← ON →	OFF	← ON →	OFF	
All OK	Case 1	P0400	OK (1)	— (1)	OK (2)	— (2)	
		P0402	OK (1)	— (1)	— (1)	OK (2)	
		P1402	OK (1)	OK (2)	— (2)	— (2)	
		SRT of EGR	"CMPLT"	"CMPLT"	"CMPLT"	"CMPLT"	
	Case 2	P0400	OK (1)	— (1)	— (1)	— (1)	
		P0402	— (0)	— (0)	OK (1)	— (1)	
		P1402	OK (1)	OK (2)	— (2)	— (2)	
		SRT of EGR	"INCMP"	"INCMP"	"CMPLT"	"CMPLT"	
NG exists	Case 3	P0400	OK	OK	—	—	
		P0402	—	—	—	—	
		P1402	NG	—	NG	NG	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 for each self-diagnosis to be executed twice (Case 3) for the following reasons:

- The SRT will indicate "CMPLT" at the time the respective self-diagnoses have one (1) OK result.
- The emissions inspection requires "CMPLT" of the SRT only with OK self-diagnosis results.
- When, during SRT driving pattern, 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".

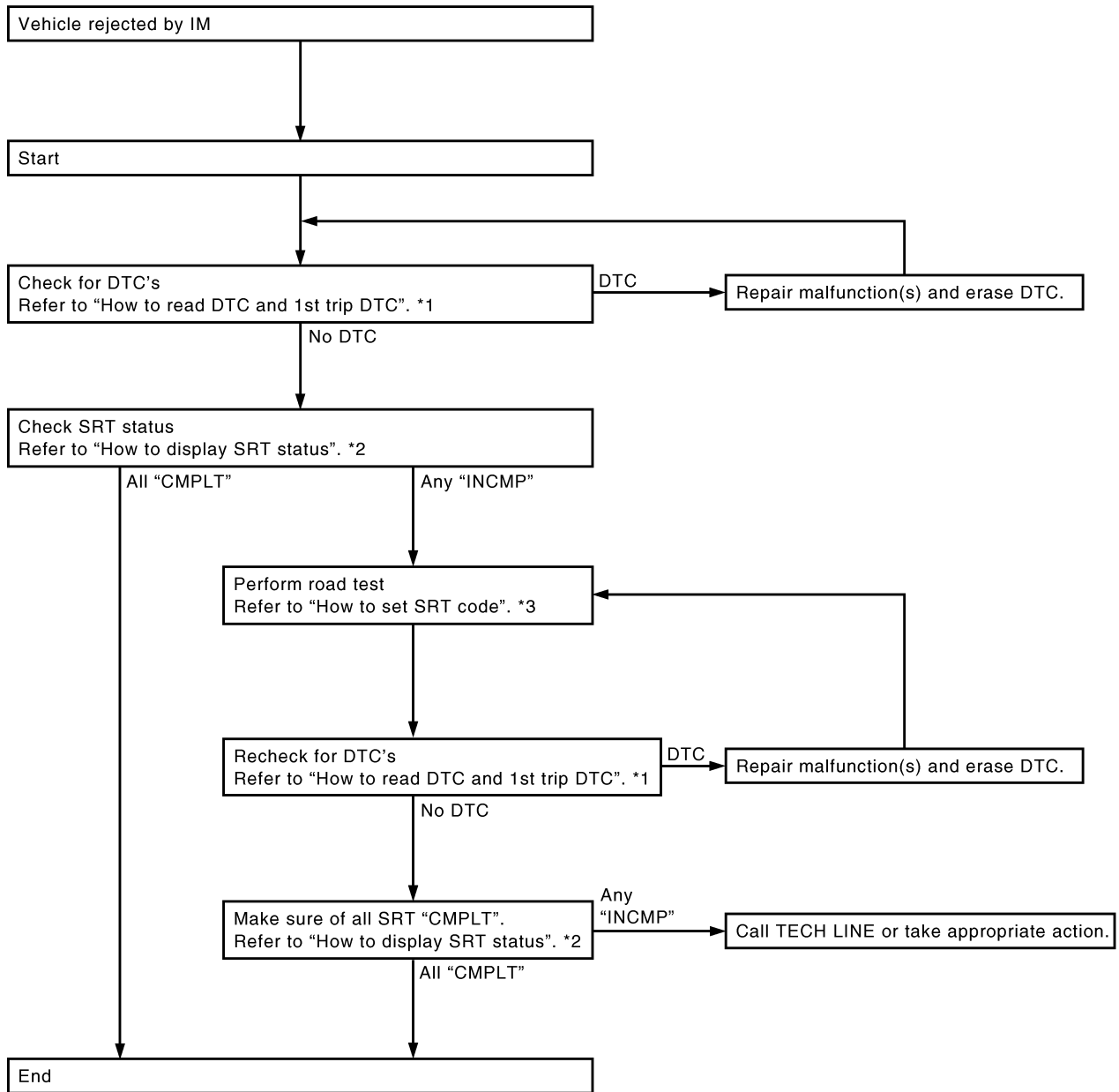
ON BOARD DIAGNOSTIC (OBD) SYSTEM

SRT Service Procedure

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

A
C
D
E
F
G
H
I
J
K
L
M

EC



*1 [EC-51](#)

*2 [EC-56](#)

*3 [EC-56](#)

PBIB2320E

ON BOARD DIAGNOSTIC (OBD) SYSTEM

How to Display SRT Status

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.

A sample of CONSULT-II display for SRT code is shown in the figure.

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

NOTE:

Though display on the CONSULT-II screen, "HO2S HTR" is not SRT item.

WITH GST

Selecting Service \$01 with GST (Generic Scan Tool)

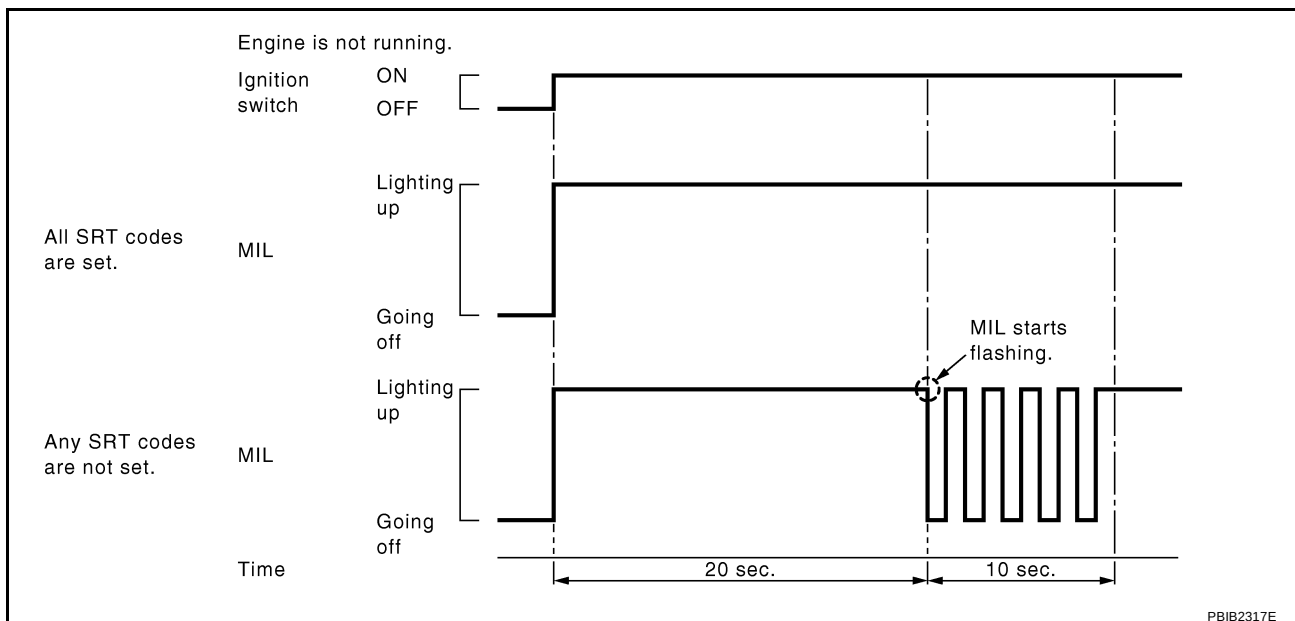
NO TOOLS

A SRT code itself can not be displayed while only SRT status can be.

1. Turn ignition switch ON and wait 20 seconds.
2. SRT status is indicated as shown below.
 - When all SRT codes are set, MIL lights up continuously.
 - When any SRT codes are not set, MIL will flash periodically for 10 seconds.

SRT STATUS	
CATALYST	CMPLT
EVAP SYSTEM	INCMP
HO2S HTR	CMPLT
HO2S	CMPLT

SEF949Z



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.

WITH CONSULT-II

Perform corresponding DTC Confirmation Procedure one by one based on "Performance Priority" in the table on [EC-52, "SRT Item"](#).

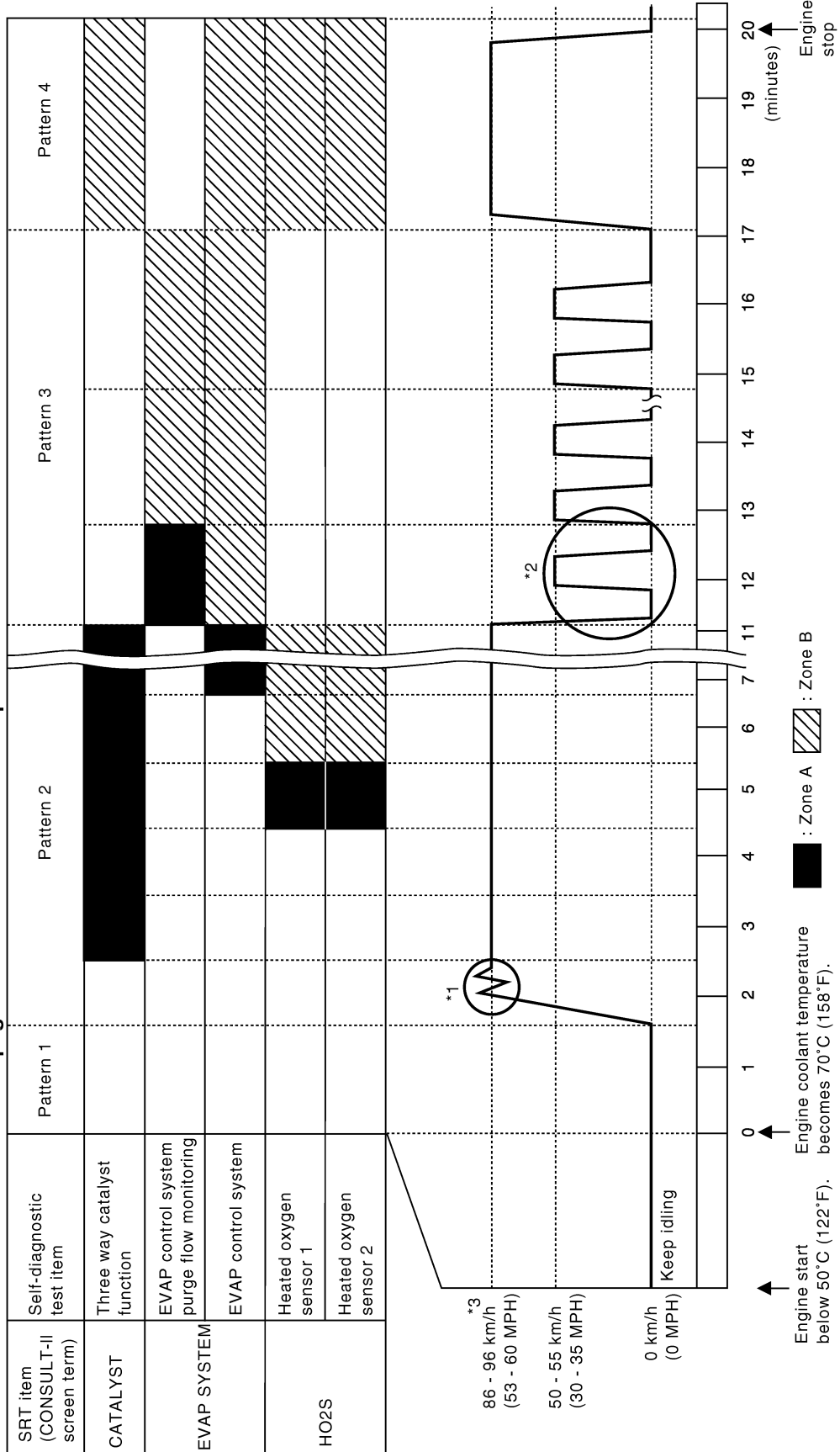
WITHOUT CONSULT-II

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 (OBD) SYSTEM

Driving Pattern

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.



PBIB3066E

ON BOARD DIAGNOSTIC (OBD) SYSTEM

- 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 terminal 73 and ground 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 terminal 73 and ground 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 107 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:

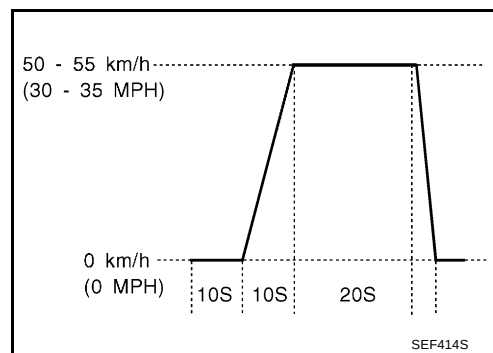
- Tests are performed after the engine has been operated for at least 17 minutes.
- The accelerator pedal must be held very steady during steady-state driving.
- If the accelerator pedal is moved, the test must be conducted all over again.

*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 at right at least 10 times.
 - **During acceleration, hold the accelerator pedal as steady as possible.**

*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.

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.

ON BOARD DIAGNOSTIC (OBD) SYSTEM

	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)]:
Gear change	ACCEL shift point km/h (MPH)	CRUISE shift point km/h (MPH)	km/h (MPH)
1st to 2nd	29 (18)	29 (18)	24 (15)
2nd to 3rd	54 (34)	54 (34)	40 (25)
3rd to 4th	75 (47)	75 (47)	64 (40)
4th to 5th	91 (57)	82 (51)	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	45 (28)
2nd	85 (53)
3rd	135 (84)
4th	—
5th	—

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

The following is the information specified in Service \$06 of SAE J1979.

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

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

Item	Self-diagnostic test item	DTC	Test value (GST display)		Test limit	Conversion
			TID	CID		
CATALYST	Three way catalyst function	P0420	01H	01H	Max.	1/128
		P0420	02H	81H	Min.	1
EVAP SYSTEM	EVAP control system (Small leak)	P0442	05H	03H	Max.	1/128 mm ²
	EVAP control system purge flow monitoring	P0441	06H	83H	Min.	20 mV
	EVAP control system (Very small leak)	P0456	07H	03H	Max.	1/128 mm ²
HO2S	Heated oxygen sensor 1	P0133	09H	04H	Max.	16 ms
		P1143	0AH	84H	Min.	10 mV
		P1144	0BH	04H	Max.	10 mV
	Heated oxygen sensor 2	P0139	19H	86H	Min.	10 mV/500 ms
		P0137	1AH	86H	Min.	10 mV
		P0138	1BH	06H	Max.	10 mV
HO2S HTR	Heated oxygen sensor 1 heater	P0032	29H	08H	Max.	20 mV
		P0031	2AH	88H	Min.	20 mV
	Heated oxygen sensor 2 heater	P0038	2DH	0AH	Max.	20 mV
		P0037	2EH	8AH	Min.	20 mV

ON BOARD DIAGNOSTIC (OBD) SYSTEM

HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION

How to Erase DTC

With CONSULT-II

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

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).

NOTE:

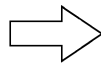
If the DTC is not for AT related items (see [EC-8, "INDEX FOR DTC"](#)), skip steps 2 through 4.

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 “AT”.
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.)

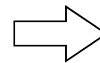
How to erase DTC (With CONSULT-II)

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
A/T
ENGINE



SELECT DIAG MODE
SELF-DIAG RESULTS
DATE MONITOR
CAN DIAG SUPPORT MNTR
DTC WORK SUPPORT
ECU PART NUMBER

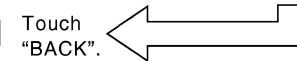
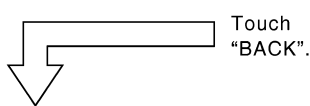


SELF-DIAG RESULTS
DTC RESULTS
TCC SOLENOID/CIRC [P0740]

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

3. Touch “SELF-DIAG RESULTS”.

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



SELECT SYSTEM
A/T
ENGINE



SELECT DIAG MODE
WORK SUPPORT
SELF-DIAG RESULTS
DATA MONITOR
DATA MONITOR(SPEC)
CAN DIAG SUPPORT MNTR
ACTIVE TEST



SELF-DIAG RESULTS	
DTC RESULTS	TIME
TCC SOLENOID/CIRC [P0740]	0

5. Touch “ENGINE”.

6. Touch “SELF-DIAG RESULTS”.

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

SCIA5334E

With GST

The emission related diagnostic information in the ECM can be erased by selecting Service \$04 with GST.

NOTE:

If the DTC is not for AT related items (see [EC-8, "INDEX FOR DTC"](#)), 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.

ON BOARD DIAGNOSTIC (OBD) SYSTEM

2. Perform [AT-40, "HOW TO ERASE DTC \(WITH GST\)"](#) . (The DTC in the TCM will be erased.)
3. Select Service \$04 with GST (Generic Scan Tool).

No Tools

NOTE:

If the DTC is not for AT related items (see [EC-8, "INDEX FOR DTC"](#)), 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 [AT-41, "HOW TO ERASE DTC \(NO TOOLS\)"](#) . (The DTC in the TCM will be erased.)
 3. Change the diagnostic test mode from Mode II to Mode I by depressing the accelerator pedal. Refer to [EC-63, "HOW TO SWITCH DIAGNOSTIC TEST MODE"](#) .
- If the battery is disconnected, the emission-related diagnostic information will be lost within 24 hours.
 - The following data are cleared when the ECM memory is erased.
 - Diagnostic trouble codes
 - 1st trip diagnostic trouble codes
 - Freeze frame data
 - 1st trip freeze frame data
 - System readiness test (SRT) codes
 - Test values

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

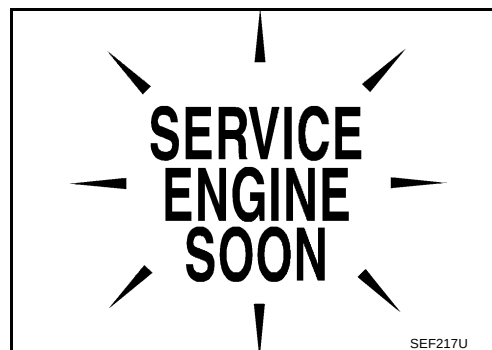
Malfunction Indicator Lamp (MIL)

DESCRIPTION

ABS00CLB

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 [DI-24, "WARNING LAMPS"](#) , or see [EC-657, "MIL AND DATA LINK CONNECTOR"](#) .
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 four functions.

ON BOARD DIAGNOSTIC (OBD) SYSTEM

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. ● Misfire (Possible three way catalyst damage) ● One trip detection diagnoses
Mode II	Ignition switch in ON position  Engine stopped 	SELF-DIAGNOSTIC RESULTS	This function allows DTCs and 1st trip DTCs to be read.
	Engine running 	HEATED OXYGEN SENSOR 1 MONITOR	This function allows the fuel mixture condition (lean or rich), monitored by heated oxygen sensor 1, to be read.

When there is an open circuit on MIL circuit, the ECM cannot warn the driver by lighting MIL up when there is malfunction on engine control system.

Therefore, when electrical controlled throttle and part of ECM related diagnoses are continuously detected as NG for 5 trips, ECM warns the driver that engine control system malfunctions and MIL circuit is open by means of operating fail-safe function.

The fail-safe function also operates when above diagnoses except MIL circuit are detected, and demands the driver to repair the malfunction.

Engine operating condition in fail-safe mode	Engine speed will not rise more than 2,500 rpm due to the fuel cut
--	--

MIL Flashing Without DTC

- When any SRT codes are not set, MIL may flash without DTC. For the details, refer to [EC-56, "How to Display SRT Status"](#)
- If the ECM is in Diagnostic Test Mode II, MIL may flash when engine is running. In this case, check ECM diagnostic test mode. [EC-63, "HOW TO SWITCH DIAGNOSTIC TEST MODE"](#) .
How to switch the diagnostic test (function) modes, and details of the above functions are described later. [EC-63, "HOW TO SWITCH DIAGNOSTIC TEST MODE"](#) .
The following emission-related diagnostic information is cleared when the ECM memory is erased.
 - Diagnostic trouble codes
 - 1st trip diagnostic trouble codes
 - Freeze frame data
 - 1st trip freeze frame data
 - System readiness test (SRT) codes
 - Test values

ON BOARD DIAGNOSTIC (OBD) SYSTEM

HOW TO SWITCH DIAGNOSTIC TEST MODE

NOTE:

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

How to Set Diagnostic Test Mode II (Self-Diagnostic Results)

- Confirm that accelerator pedal is fully released, turn ignition switch ON and wait 3 seconds.
- Repeat the following procedure quickly 5 times within 5 seconds.
 - Fully depress the accelerator pedal.
 - Fully release the accelerator pedal.
- Wait 7 seconds, fully depress the accelerator pedal and keep it for approx. 10 seconds until the MIL starts blinking.

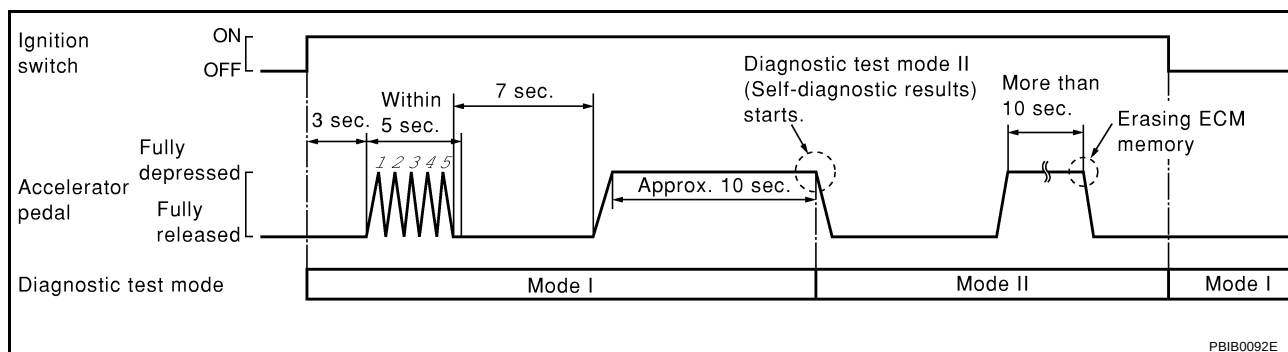
NOTE:

Do not release the accelerator pedal for 10 seconds if MIL may start blinking on the halfway of this 10 seconds. This blinking is displaying SRT status and is continued for another 10 seconds. For the details, refer to [EC-56, "How to Display SRT Status"](#).

- Fully release the accelerator pedal.
ECM has entered to Diagnostic Test Mode II (Self-diagnostic results).

NOTE:

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



How to Set Diagnostic Test Mode II (Heated Oxygen Sensor 1 Monitor)

- Set the ECM in Diagnostic Test Mode II (Self-diagnostic results).
Refer to [EC-63, "How to Set Diagnostic Test Mode II \(Self-Diagnostic Results\)"](#).
- Start Engine.
ECM has entered to Diagnostic Test Mode II (Heated oxygen sensor 1 monitor).
ECM will start heated oxygen sensor 1 monitoring from the bank 1 sensor.

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

- Set ECM in Diagnostic Test Mode II (Self-diagnostic results).
Refer to [EC-63, "How to Set Diagnostic Test Mode II \(Self-Diagnostic Results\)"](#).
- Fully depress the accelerator pedal and keep it for more than 10 seconds.
The emission-related diagnostic information has been erased from the backup memory in the ECM.
- Fully release the accelerator pedal, and confirm the DTC 0000 is displayed.

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 [DI-24, "WARNING LAMPS"](#)

DIAGNOSTIC TEST MODE I — MALFUNCTION WARNING

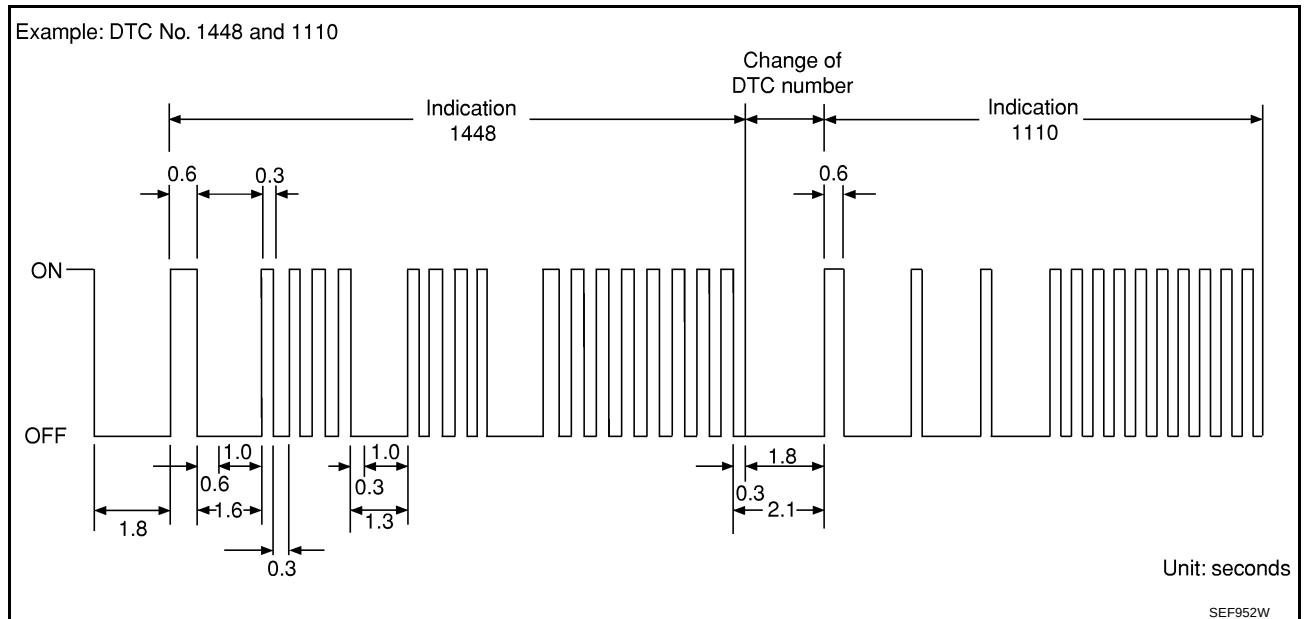
MIL	Condition
ON	When the malfunction is detected.
OFF	No malfunction

These DTC numbers are clarified in Diagnostic Test Mode II (SELF-DIAGNOSTIC RESULTS)

ON BOARD DIAGNOSTIC (OBD) SYSTEM

DIAGNOSTIC TEST MODE II — SELF-DIAGNOSTIC RESULTS

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



A particular trouble code can be identified by the number of four-digit numeral flashes. The “zero” is indicated by the number of ten flashes. The length of time the 1,000th-digit numeral flashes on and off is 1.2 seconds consisting of an ON (0.6-second) - OFF (0.6-second) cycle.

The 100th-digit numeral and lower digit numerals consist of a 0.3-second ON and 0.3-second OFF cycle.

A change from one digit numeral to another occurs at an interval of 1.0-second OFF. In other words, the later numeral appears on the display 1.3 seconds after the former numeral has disappeared.

A change from one trouble code to another occurs at an interval of 1.8-second OFF.

In this way, all the detected malfunctions are classified by their DTC numbers. The DTC 0000 refers to no malfunction. (See [EC-8, "INDEX FOR DTC"](#))

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

The DTC can be erased from the back-up memory in the ECM by depressing accelerator pedal.

Refer to [EC-63, "How to Erase Diagnostic Test Mode II \(Self-Diagnostic Results\)"](#)

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

DIAGNOSTIC TEST MODE II — HEATED OXYGEN SENSOR 1 MONITOR

In this mode, the MIL displays the condition of the fuel mixture (lean or rich) which is monitored by the heated oxygen sensor 1.

MIL	Fuel mixture condition in the exhaust gas	Air fuel ratio feedback control condition
ON	Lean	Closed loop system
OFF	Rich	
*Remains ON or OFF	Any condition	Open loop system

*: Maintains conditions just before switching to open loop.

To check the heated oxygen sensor 1 function, start engine in the Diagnostic Test Mode II and warm it up until engine coolant temperature indicator points to the middle of the gauge.

Next run engine at about 2,000 rpm for about 2 minutes under no load conditions. Then make sure that the MIL comes ON more than 5 times within 10 seconds with engine running at 2,000 rpm under no load.

ON BOARD DIAGNOSTIC (OBD) SYSTEM

OBD System Operation Chart

ABS00CLC

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

- When a malfunction is detected for the 1st 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 [EC-47, "Two Trip Detection Logic"](#).
- The MIL will go off after the vehicle is driven 3 times (driving pattern B) with no malfunction. The drive is counted only when the recorded driving pattern is met (as stored in the ECM). If another malfunction occurs while counting, the counter will reset.
- The DTC and the freeze frame data will be stored until the vehicle is driven 40 times (driving pattern A) without the same malfunction recurring (except for Misfire and Fuel Injection System). For Misfire and Fuel Injection System, the DTC and freeze frame data will be stored until the vehicle is driven 80 times (driving pattern C) without the same malfunction recurring. The "TIME" in "SELF-DIAGNOSTIC RESULTS" mode of CONSULT-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

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)
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-67, "EXPLANATION FOR DRIVING PATTERNS FOR "MISFIRE <EXHAUST QUALITY DETERIORATION>," "FUEL INJECTION SYSTEM"](#).

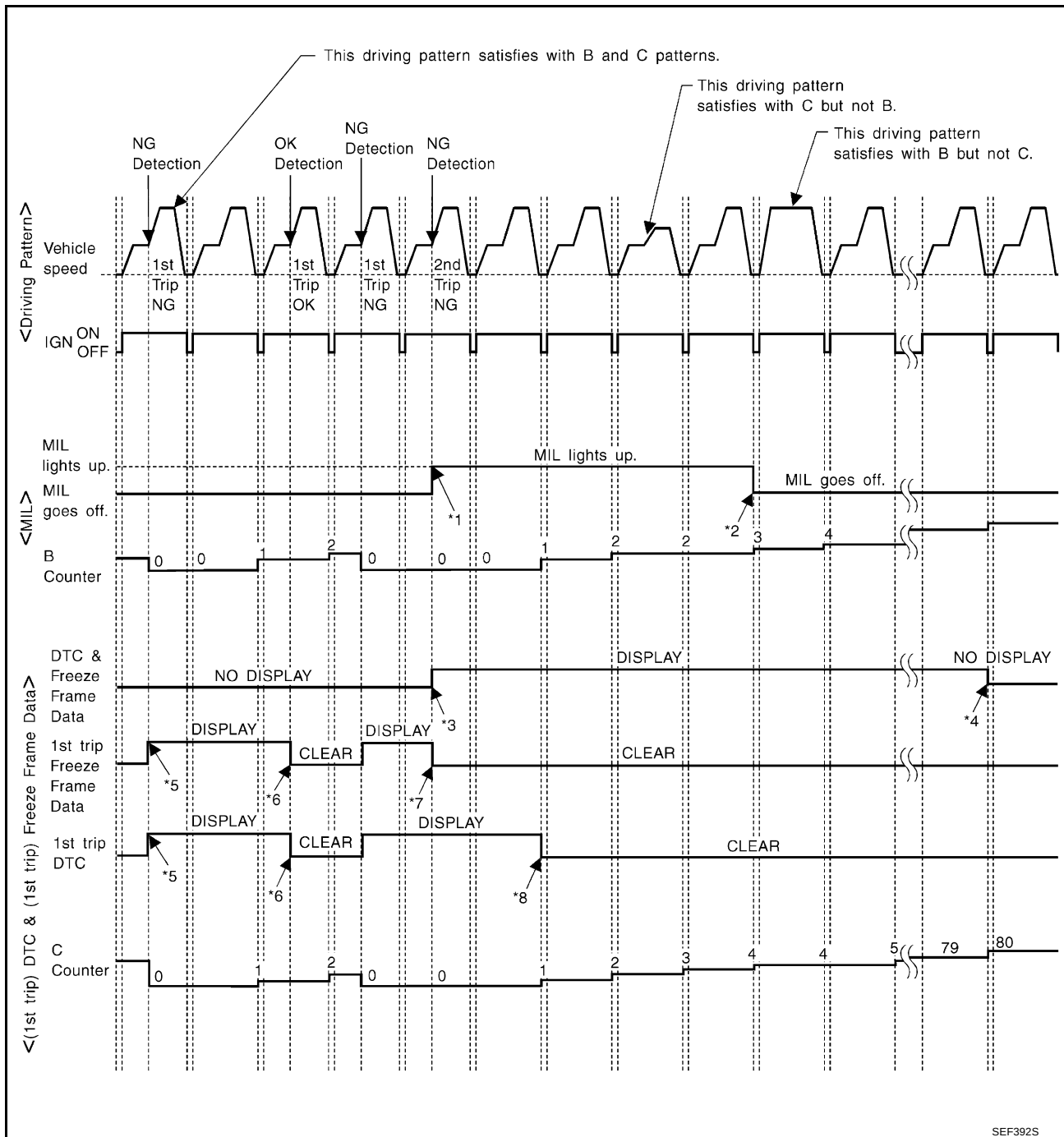
For details about patterns A and B under "Other", see [EC-69, "EXPLANATION FOR DRIVING PATTERNS EXCEPT FOR "MISFIRE <EXHAUST QUALITY DETERIORATION>," "FUEL INJECTION SYSTEM"](#).

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

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

ON BOARD DIAGNOSTIC (OBD) SYSTEM

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



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 1st 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 (OBD) SYSTEM

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

<Driving Pattern B>

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”)

<Driving Pattern C>

Driving pattern C means the vehicle operation as follows:

The following conditions should be satisfied at the same time:

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

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

Engine coolant temperature (T) condition:

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

Example:

If the stored freeze frame data is as follows:

Engine speed: 850 rpm, Calculated load value: 30%, Engine coolant temperature: 80°C (176°F)

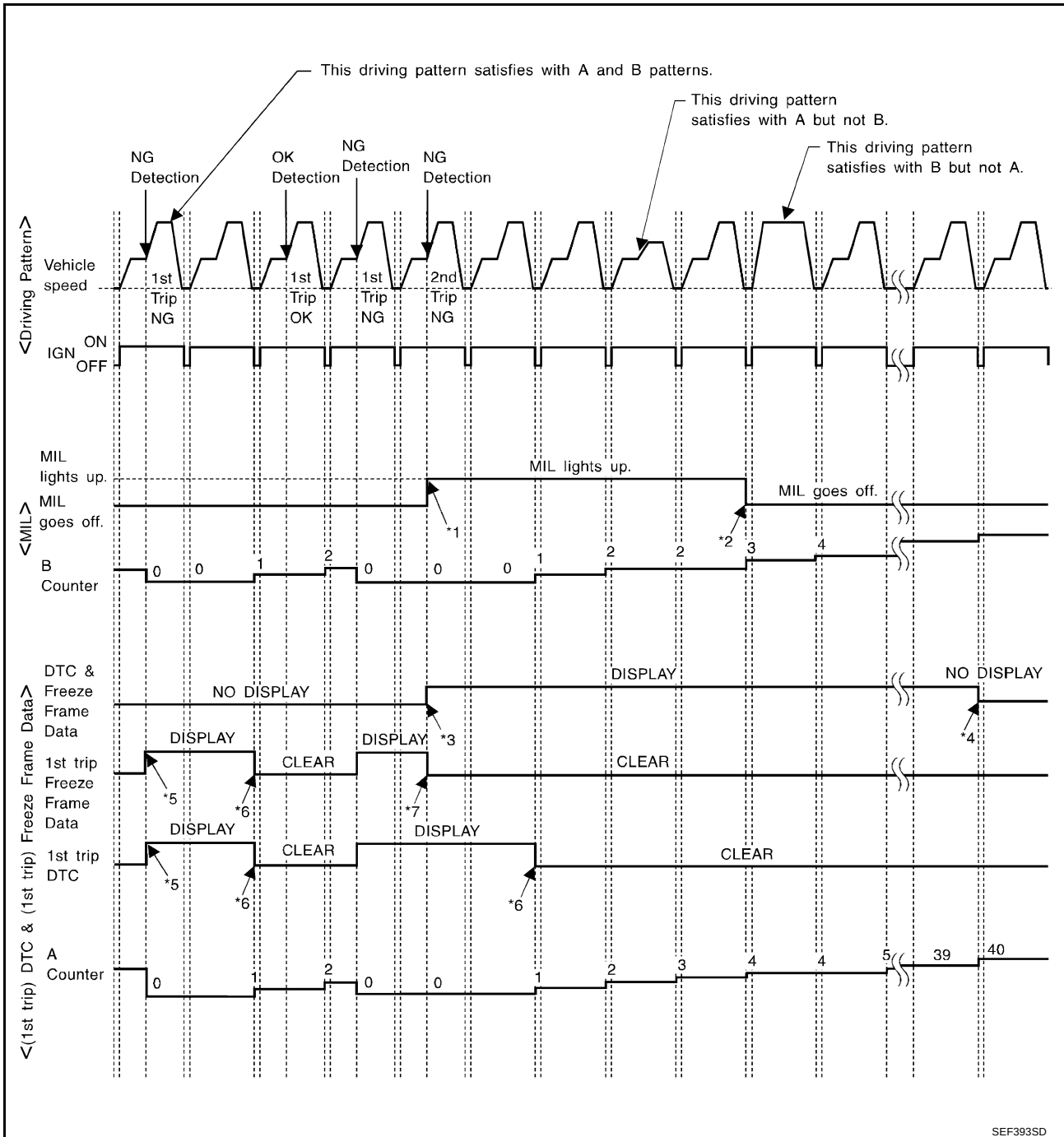
To be satisfied with driving pattern C, the vehicle should run under the following conditions:

Engine speed: 475 - 1,225 rpm, Calculated load value: 27 - 33%, Engine coolant temperature: more than 70°C (158°F)

- The C counter will be cleared when the malfunction is detected regardless of vehicle conditions above.
- The C counter will be counted up when vehicle conditions above is satisfied without the same malfunction.
- The DTC will not be displayed after C counter reaches 80. (*2 in “OBD SYSTEM OPERATION CHART”)
- The 1st trip DTC will be cleared when C counter is counted once without the same malfunction after DTC is stored in ECM.

ON BOARD DIAGNOSTIC (OBD) SYSTEM

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



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

*2: MIL will 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 1st time, the 1st trip DTC and the 1st trip freeze frame data will be stored in ECM.

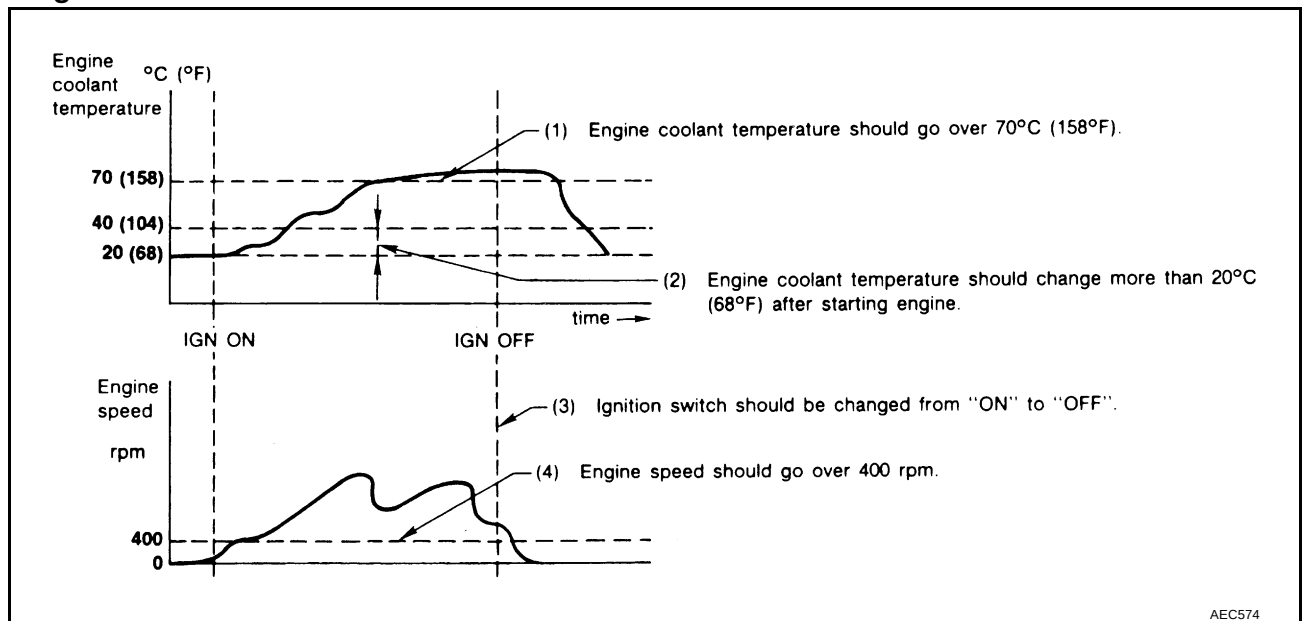
*6: 1st trip DTC will be cleared after vehicle is driven once (pattern B) without the same malfunction.

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

ON BOARD DIAGNOSTIC (OBD) SYSTEM

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

<Driving Pattern A>



- The A counter will be cleared when the malfunction is detected regardless of (1) - (4).
- The A counter will be counted up when (1) - (4) are satisfied without the same malfunction.
- The DTC will not be displayed after the A counter reaches 40 (*2 in "OBD SYSTEM OPERATION CHART").

<Driving Pattern B>

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").

BASIC SERVICE PROCEDURE

BASIC SERVICE PROCEDURE

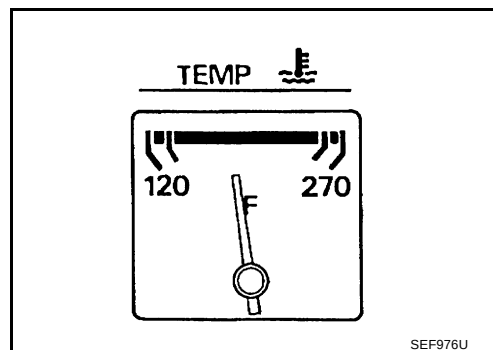
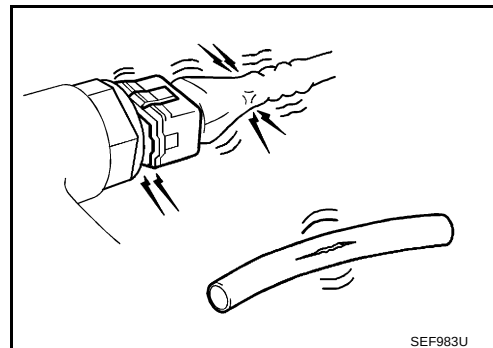
PFP:00018

Basic Inspection

ABS00DCV

1. INSPECTION START

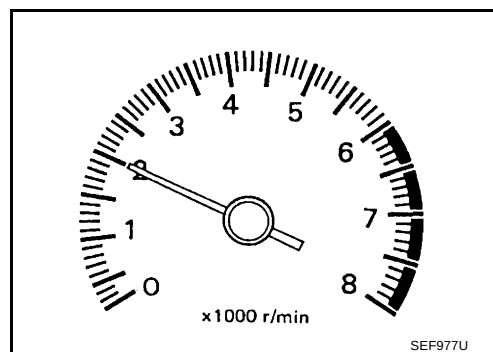
1. Check service records for any recent repairs that may indicate a related malfunction, or a current need for scheduled maintenance.
2. Open engine hood and check the following:
 - Harness connectors for improper connections
 - Wiring harness for improper connections, pinches and cut
 - Vacuum hoses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



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

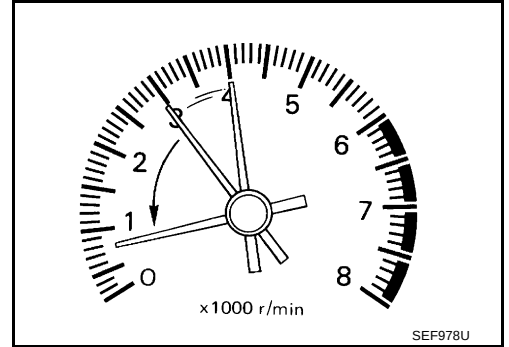
>> GO TO 3.

BASIC SERVICE PROCEDURE

3. CHECK TARGET IDLE SPEED

With CONSULT-II

1. Run engine at about 2,000 rpm for about 2 minutes under no load.
2. Rev engine (2,000 to 3,000 rpm) two or three times under no load, then run engine at idle speed for about 1 minute.



3. Read idle speed in "DATA MONITOR" mode with CONSULT-II. Refer to [EC-75, "IDLE SPEED"](#)

M/T: 700 ± 50 rpm (in Neutral position)

A/T: 700 ± 50 rpm (in P or N position)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

Without CONSULT-II

1. Run engine at about 2,000 rpm for about 2 minutes under no load.
2. Rev engine (2,000 to 3,000 rpm) two or three times under no load, then run engine at idle speed for about 1 minute.
3. Check idle speed. Refer to [EC-75, "IDLE SPEED"](#)

M/T: 700 ± 50 rpm (in Neutral position)

A/T: 700 ± 50 rpm (in P or N position)

OK or NG

OK >> GO TO 10.

NG >> GO TO 4.

4. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

1. Stop engine.
2. Perform [EC-77, "Accelerator Pedal Released Position Learning"](#).

>> GO TO 5.

5. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Perform [EC-78, "Throttle Valve Closed Position Learning"](#).

>> GO TO 6.

BASIC SERVICE PROCEDURE

6. PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-78, "Idle Air Volume Learning"](#) .

Is Idle Air Volume Learning carried out successfully?

Yes or No

Yes >> GO TO 7.

No >> 1. Follow the instruction of Idle Air Volume Learning.
2. GO TO 4.

7. CHECK TARGET IDLE SPEED AGAIN

With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Read idle speed in "DATA MONITOR" mode with CONSULT-II.
Refer to [EC-75, "IDLE SPEED"](#)

M/T: 700 ± 50 rpm (in Neutral position)

A/T: 700 ± 50 rpm (in P or N position)

Without CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Check idle speed.
Refer to [EC-75, "IDLE SPEED"](#)

M/T: 700 ± 50 rpm (in Neutral position)

A/T: 700 ± 50 rpm (in P or N position)

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

SEF174Y

OK or NG

OK >> GO TO 10.

NG >> GO TO 8.

8. DETECT MALFUNCTIONING PART

Check the following.

- Check camshaft position sensor (PHASE) and circuit.
Refer to [EC-335, "DTC P0340 CMP SENSOR \(PHASE\)"](#) .
- Check crankshaft position sensor (POS) and circuit.
Refer to [EC-327, "DTC P0335 CKP SENSOR \(POS\)"](#) .

OK or NG

OK >> GO TO 9.

NG >> 1. Repair or replace.
2. GO TO 4.

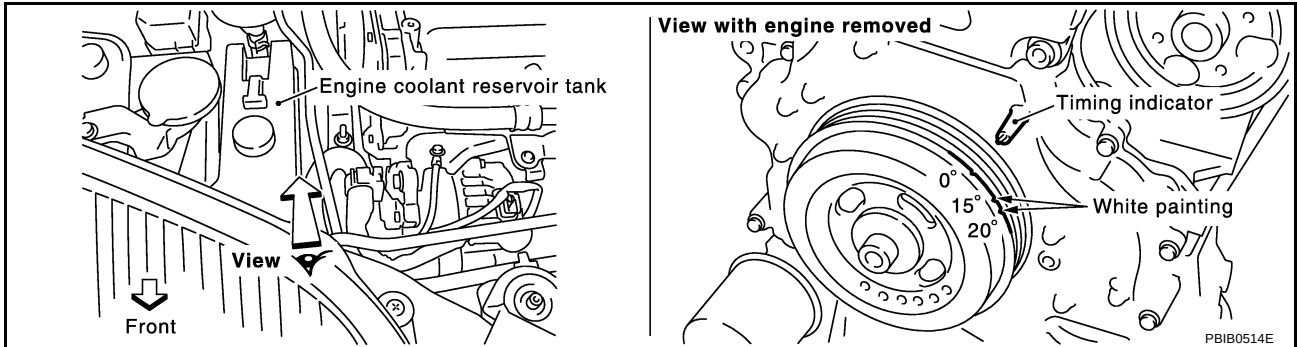
9. CHECK ECM FUNCTION

1. Substitute another known-good ECM to check ECM function. (ECM may be the cause of an incident, but this is a rare case.)
2. Perform initialization of NVIS (NATS) system and registration of all NVIS (NATS) ignition key IDs.
Refer to [BL-97, "NVIS \(NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS\)"](#) .

>> GO TO 4.

10. CHECK IGNITION TIMING

1. Run engine at idle.
2. Check ignition timing with a timing light.
Refer to [EC-75, "IGNITION TIMING"](#)



M/T: $15 \pm 5^\circ$ BTDC (in Neutral position)

A/T: $15 \pm 5^\circ$ BTDC (in P or N position)

OK or NG

- OK >> GO TO 19.
NG >> GO TO 11.

11. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

1. Stop engine.
2. Perform [EC-77, "Accelerator Pedal Released Position Learning"](#).

>> GO TO 12.

12. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Perform [EC-78, "Throttle Valve Closed Position Learning"](#).

>> GO TO 13.

13. PERFORM IDLE AIR VOLUME LEARNING

Refer to [EC-78, "Idle Air Volume Learning"](#).

Is Idle Air Volume Learning carried out successfully?

Yes or No

- Yes >> GO TO 14.
No >> 1. Follow the instruction of Idle Air Volume Learning.
2. GO TO 4.

BASIC SERVICE PROCEDURE

14. CHECK TARGET IDLE SPEED AGAIN

With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Read idle speed in "DATA MONITOR" mode with CONSULT-II.
Refer to [EC-75, "IDLE SPEED"](#)

M/T: 700 ± 50 rpm (in Neutral position)

A/T: 700 ± 50 rpm (in P or N position)

Without CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Check idle speed. Refer to [EC-75, "IDLE SPEED"](#)

M/T: 700 ± 50 rpm (in Neutral position)

A/T: 700 ± 50 rpm (in P or N position)

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

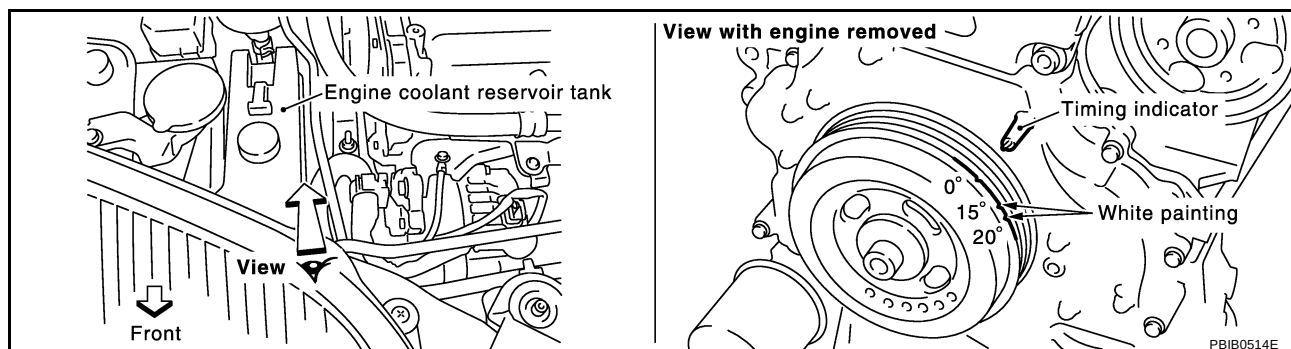
SEF174Y

OK or NG

- OK >> GO TO 15.
NG >> GO TO 17.

15. CHECK IGNITION TIMING AGAIN

1. Run engine at idle.
2. Check ignition timing with a timing light.
Refer to [EC-75, "IGNITION TIMING"](#)



M/T: 15 ± 5° BTDC (in Neutral position)

A/T: 15 ± 5° BTDC (in P or N position)

OK or NG

- OK >> GO TO 19.
NG >> GO TO 16.

16. CHECK TIMING CHAIN INSTALLATION

Check timing chain installation. Refer to [EM-49, "TIMING CHAIN"](#).

OK or NG

- OK >> GO TO 17.
NG >> 1. Repair the timing chain installation.
2. GO TO 4.

BASIC SERVICE PROCEDURE

17. DETECT MALFUNCTIONING PART

Check the following.

- Check camshaft position sensor (PHASE) and circuit.
Refer to [EC-335, "DTC P0340 CMP SENSOR \(PHASE\)"](#) .
- Check crankshaft position sensor (POS) and circuit.
Refer to [EC-327, "DTC P0335 CKP SENSOR \(POS\)"](#) .

OK or NG

- OK >> GO TO 18.
NG >> 1. Repair or replace.
2. GO TO 4.

18. CHECK ECM FUNCTION

1. Substitute another known-good ECM to check ECM function. (ECM may be the cause of an incident, but this is a rare case.)
2. Perform initialization of NVIS (NATS) system and registration of all NVIS (NATS) ignition key IDs.
Refer to [BL-97, "NVIS \(NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS\)"](#) .

>> GO TO 4.

19. INSPECTION END

Did you replace the ECM, referring this Basic Inspection procedure?

Yes or No

- Yes >> 1. Perform [EC-77, "VIN Registration"](#)
2. **INSPECTION END**
No >> **INSPECTION END**

Idle Speed and Ignition Timing Check

ABS00CL1

IDLE SPEED

 **With CONSULT-II**

Start engine and warm it up to normal operating temperature.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
SEF058Y	

 **With GST**

Check idle speed in Service \$01 with GST.

IGNITION TIMING

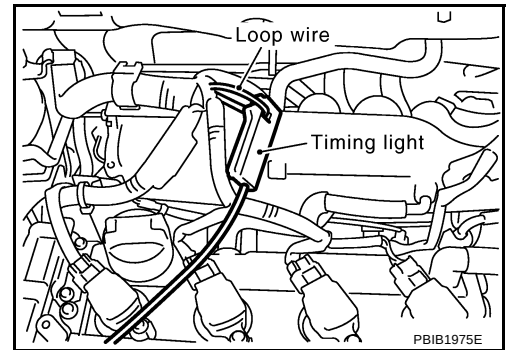
Any of following two methods may be used.

Method A

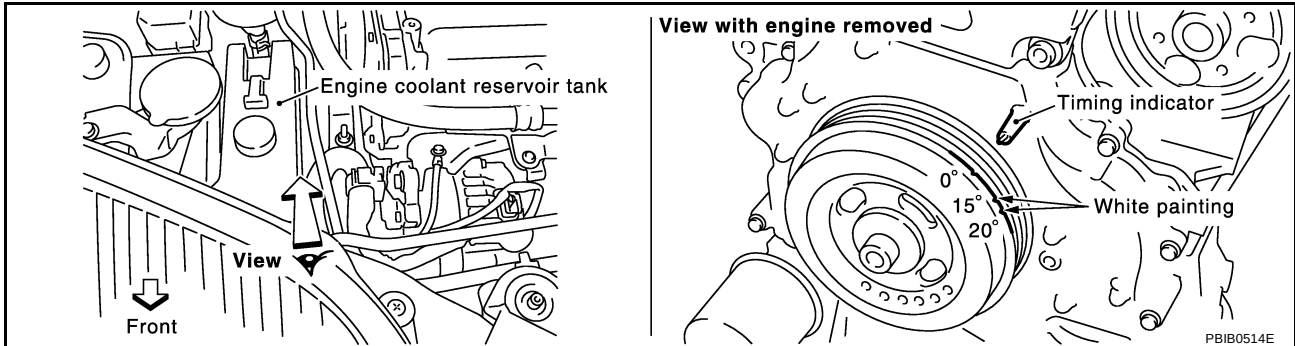
1. Slide the harness protector off the ignition coil No.1 to clear the wires.

BASIC SERVICE PROCEDURE

2. Attach timing light to the wires.

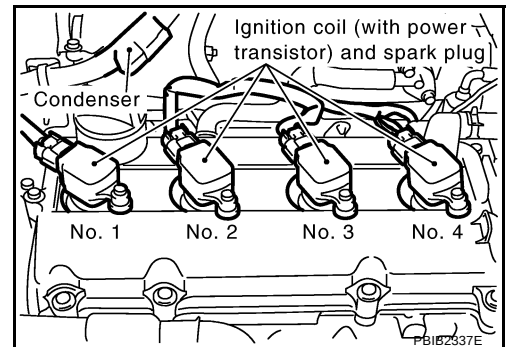


3. Check ignition timing.

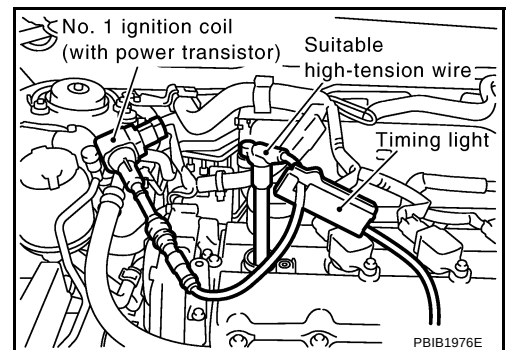


Method B

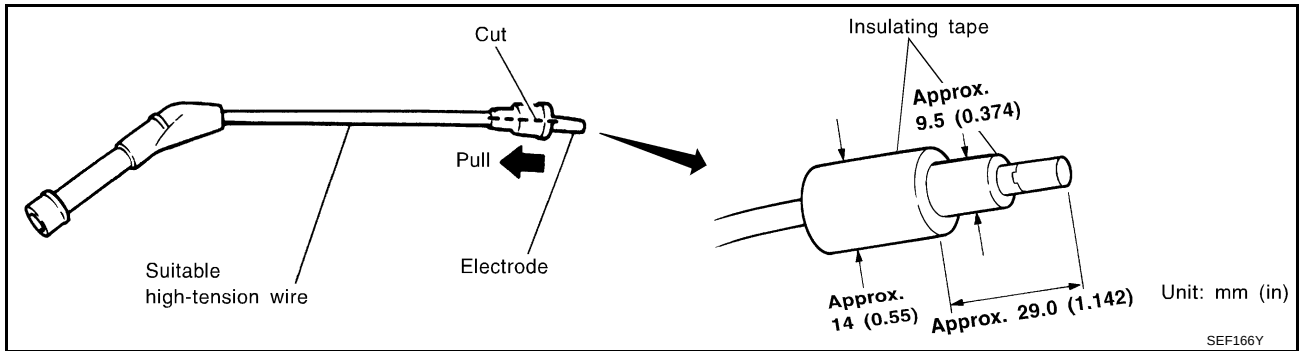
1. Remove No. 1 ignition coil.



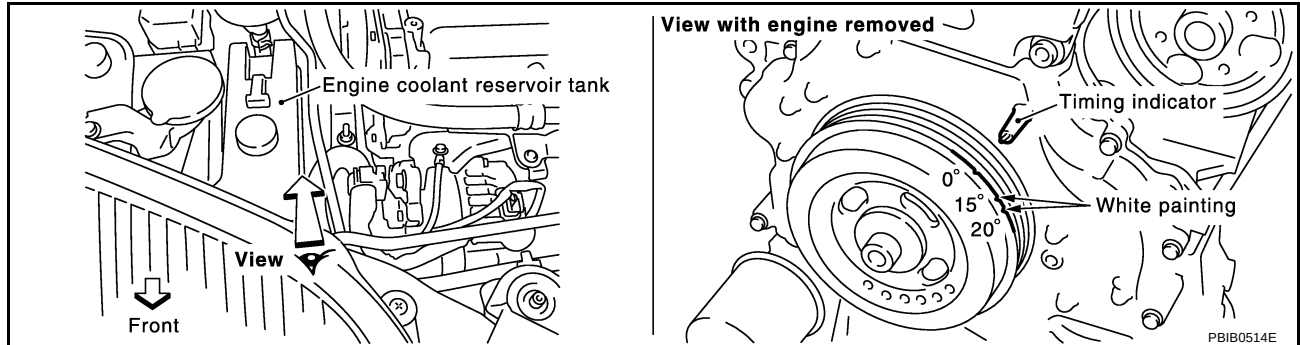
2. Connect No. 1 ignition coil and No. 1 spark plug with suitable high-tension wire as shown, and attach timing light clamp to this wire.



BASIC SERVICE PROCEDURE



3. Check ignition timing.



VIN Registration

DESCRIPTION

VIN Registration is an operation to registering VIN in ECM. It must be performed each time ECM is replaced.

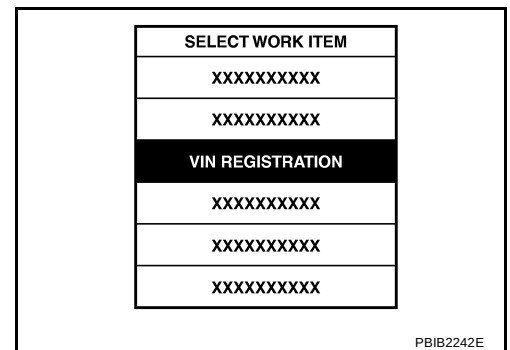
NOTE:

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

OPERATION PROCEDURE

① With CONSULT-II

1. Check the VIN of the vehicle and note it. Refer to [GI-49, "IDENTIFICATION INFORMATION"](#).
2. Turn ignition switch ON and engine stopped.
3. Select "VIN REGISTRATION" in "WORK SUPPORT" mode.
4. Follow the instruction of CONSULT-II display.



Accelerator Pedal Released Position Learning

DESCRIPTION

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

OPERATION PROCEDURE

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

BASIC SERVICE PROCEDURE

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

Throttle Valve Closed Position Learning

ABS00CL4

DESCRIPTION

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

OPERATION PROCEDURE

1. Make sure that accelerator pedal is fully released.
2. Turn ignition switch ON.
3. Turn ignition switch OFF wait at least 10 seconds.
Make sure that throttle valve moves during above 10 seconds by confirming the operating sound.

Idle Air Volume Learning

ABS00CL5

DESCRIPTION

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:

- Each time electric throttle control actuator or ECM is replaced.
- Idle speed or ignition timing is out of specification.

PREPARATION

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 - 95°C (158 - 203°F)
- Park/neutral position (PNP) switch: ON
- Electric load switch: OFF
(Air conditioner, headlamp, rear window defogger)
On vehicles equipped with daytime light systems, if the parking brake is applied before the engine is started the headlamp will not be illuminated.
- Steering wheel: Neutral (Straight-ahead position)
- Vehicle speed: Stopped
- Transmission: Warmed-up
 - A/T models with CONSULT-II
- Drive vehicle until "FLUID TEMP SE" in "DATA MONITOR" mode of "A/T" system indicates less than 0.9V.
 - M/T models and A/T models without CONSULT-II
- Drive vehicle for 10 minutes.

OPERATION PROCEDURE

With CONSULT-II

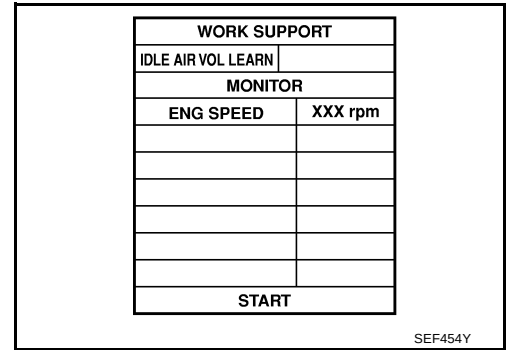
1. Perform [EC-77, "Accelerator Pedal Released Position Learning"](#) .
2. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
3. Start engine and warm it up to normal operating temperature.
4. Check that all items listed under the topic PREPARATION (previously mentioned) are in good order.
5. Select "IDLE AIR VOL LEARN" in "WORK SUPPORT" mode.

SELECT WORK ITEM
XXXXXXXXXX
XXXXXXXXXX
VIN REGISTRATION
XXXXXXXXXX
XXXXXXXXXX
XXXXXXXXXX

PBIB2242E

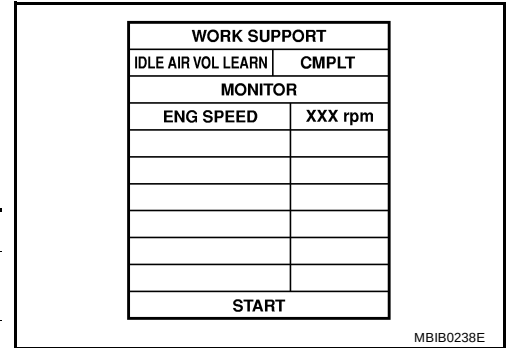
BASIC SERVICE PROCEDURE

- Touch "START" and wait 20 seconds.



- Make sure that "CMPLT" is displayed on CONSULT-II screen. If "CMPLT" is not displayed, Idle Air Volume Learning will not be carried out successfully. In this case, find the cause of the incident by referring to the DIAGNOSTIC PROCEDURE below.
- Rev up the engine two or three times and make sure that idle speed and ignition timing are within the specifications.

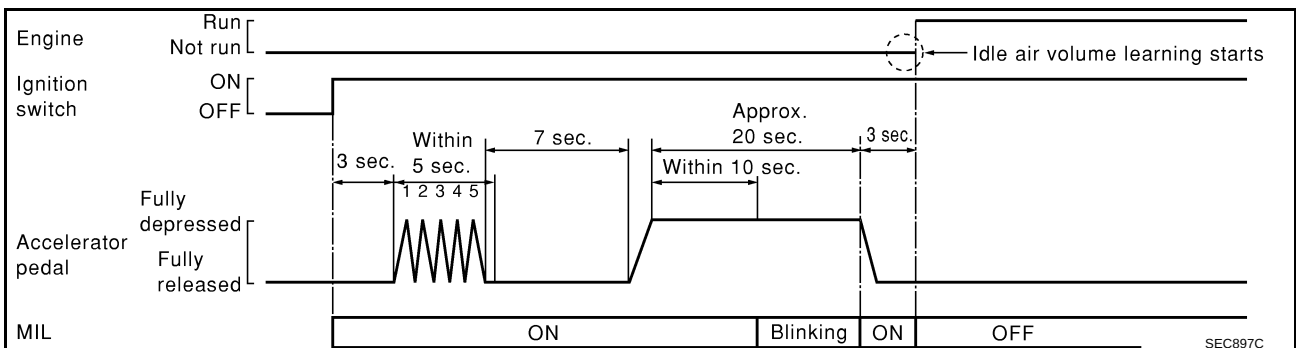
ITEM	SPECIFICATION
Idle speed	M/T: 700 ± 50 rpm (in Neutral position) A/T: 700 ± 50 rpm (in P or N position)
Ignition timing	M/T: 15 ± 5° BTDC (in Neutral position) A/T: 15 ± 5° BTDC (in P or N position)



⊗ Without CONSULT-II

NOTE:

- It is better to count the time accurately with a clock.
 - It is impossible to switch the diagnostic mode when an accelerator pedal position sensor circuit has a malfunction.
- Perform [EC-77, "Accelerator Pedal Released Position Learning"](#).
 - Perform [EC-78, "Throttle Valve Closed Position Learning"](#).
 - Start engine and warm it up to normal operating temperature.
 - Check that all items listed under the topic PREPARATION (previously mentioned) are in good order.
 - Turn ignition switch OFF and wait at least 10 seconds.
 - Confirm that accelerator pedal is fully released, turn ignition switch ON and wait 3 seconds.
 - Repeat the following procedure quickly five times within 5 seconds.
 - Fully depress the accelerator pedal.
 - Fully release the accelerator pedal.
 - Wait 7 seconds, fully depress the accelerator pedal and keep it for approx. 20 seconds until the MIL stops blinking and turned ON.
 - Fully release the accelerator pedal within 3 seconds after the MIL turned ON.
 - Start engine and let it idle.
 - Wait 20 seconds.



BASIC SERVICE PROCEDURE

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

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

- If idle speed and ignition timing are not within the specification, Idle Air Volume Learning will not be carried out successfully. In this case, find the cause of the incident by referring to the Diagnostic Procedure below.

DIAGNOSTIC PROCEDURE

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

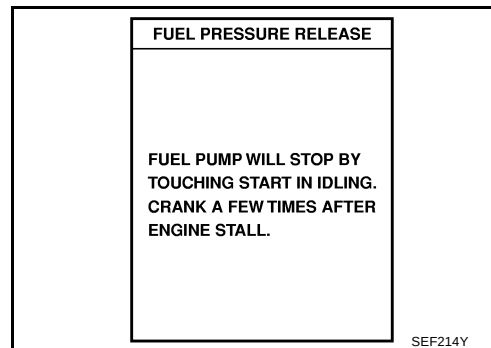
- Check that throttle valve is fully closed.
- Check PCV valve operation.
- Check that downstream of throttle valve is free from air leakage.
- When the above three items check out OK, engine component parts and their installation condition are questionable. Check and eliminate the cause of the incident.
It is useful to perform [EC-133, "TROUBLE DIAGNOSIS - SPECIFICATION VALUE"](#).
- If any of the following conditions occur after the engine has started, eliminate the cause of the incident and perform Idle Air Volume Learning all over again:
 - Engine stalls.
 - Erroneous idle.

Fuel Pressure Check FUEL PRESSURE RELEASE

ABS00DAQ

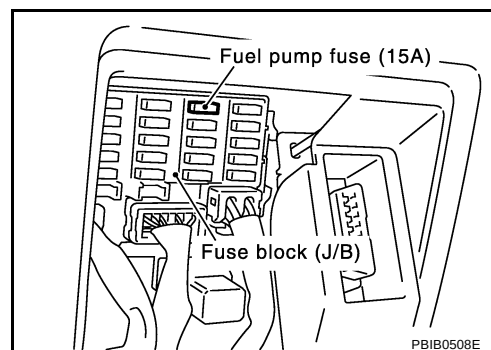
With CONSULT-II

- Turn ignition switch ON.
- Perform "FUEL PRESSURE RELEASE" in "WORK SUPPORT" mode with CONSULT-II.
- Start engine.
- After engine stalls, crank it two or three times to release all fuel pressure.
- Turn ignition switch OFF.



Without CONSULT-II

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



FUEL PRESSURE CHECK

CAUTION:

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

BASIC SERVICE PROCEDURE

NOTE:

Prepare pans or saucers under the disconnected fuel line because the fuel may spill out. The fuel pressure cannot be completely released because T30 models do not have fuel return system.

Method A

CAUTION:

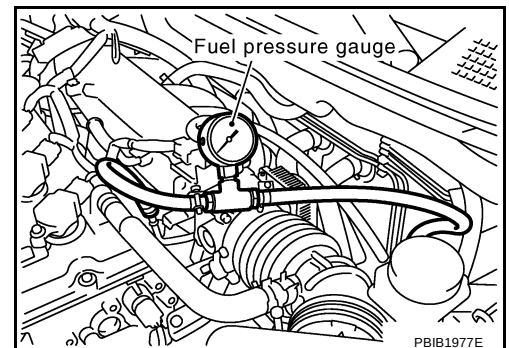
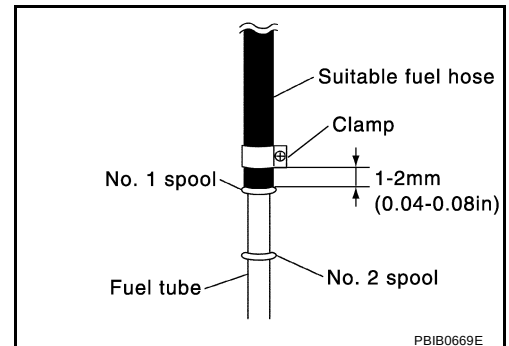
- The fuel hose connection method used when taking fuel pressure check must not be used for other purposes.
- Be careful not to scratch or put debris around connection area when servicing, so that the quick connector maintains sealability with O-rings inside.
- Do not perform fuel pressure check with electrical systems operating (i.e. lights, rear defogger, A/C, etc.) Fuel pressure gauge may indicate false readings due to varying engine load and changes in manifold vacuum.

1. Release fuel pressure to zero. Refer to [EC-80, "FUEL PRESSURE RELEASE"](#).
2. Prepare fuel hose for fuel pressure check, and connect fuel pressure gauge.
 - Use suitable fuel hose for fuel pressure check (genuine NISSAN fuel hose without quick connector).
 - To avoid unnecessary force or tension to hose, use moderately long fuel hose for fuel pressure check.
 - Do not use the fuel hose for checking fuel pressure with damage or cracks on it.
 - Use Pressure Gauge to check fuel pressure.
3. Remove fuel hose. Refer to [EM-16, "INTAKE MANIFOLD"](#).
 - Do not twist or kink fuel hose because it is plastic hose.
 - Do not remove fuel hose from quick connector.
 - Keep the original fuel hose to be free from intrusion of dust or foreign substances with a suitable cover.
4. Install the fuel pressure gauge as shown in the figure.
 - Wipe off oil or dirt from hose insertion part using cloth moistened with gasoline.
 - Apply proper amount of gasoline between top of the fuel tube and No.1 spool.
 - Insert fuel hose for fuel pressure check until it touches the No.1 spool on fuel tube.
 - Use NISSAN genuine hose clamp (part number: 16439 N4710 or 16439 40U00).
 - When reconnecting fuel line, always use new clamps.
 - When reconnecting fuel hose, check the original fuel hose for damage and abnormality.
 - Use a torque driver to tighten clamps.
 - Install hose clamp to the position within 1 - 2 mm (0.04 - 0.08 in).

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

- Make sure that clamp screw does not contact adjacent parts.
5. After connecting fuel hose for fuel pressure check, pull the hose with a force of approximately 98 N (10 kg, 22 lb) to confirm fuel tube does not come off.
 6. Turn ignition switch ON, and check for fuel leakage.
 7. Start engine and check for fuel leakage.
 8. Read the indication of fuel pressure gauge.
 - Do not perform fuel pressure check with system operating. Fuel pressure gauge may indicate false readings.
 - During fuel pressure check, confirm for fuel leakage from fuel connection every 3 minutes.

At idling: Approximately 350 kPa (3.57 kg/cm² , 51 psi)

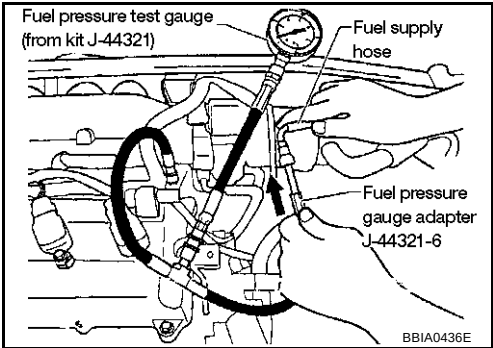


BASIC SERVICE PROCEDURE

9. If result is unsatisfactory, go to next step.
10. Check the following.
 - Fuel hoses and fuel tubes for clogging
 - Fuel filter for clogging
 - Fuel pump
 - Fuel pressure regulator for cloggingIf OK, replace fuel pressure regulator.
If NG, repair or replace.

Method B

CAUTION:

- Be careful not to scratch or get the fuel hose connection area dirty when servicing, so that the quick connector o-ring maintains sealability.
 - Use Fuel Pressure Gauge Kit J-44321 and Fuel Pressure Adapter J-44321-6 to check fuel pressure.
1. Release fuel pressure to zero. Refer to [EC-80, "FUEL PRESSURE RELEASE"](#).
 2. Remove fuel hose using Quick Connector Release J-45488. Refer to [EM-30, "FUEL INJECTOR AND FUEL TUBE"](#).
 - Do not twist or kink fuel hose because it is plastic hose.
 - Do not remove fuel hose from quick connector.
 - Keep fuel hose connections clean.
 3. Install Fuel Pressure Adapter J-44321-6 and Fuel Pressure Gauge (from kit J-44321) as shown in figure.
 - Do not distort or bend fuel rail tube when installing fuel pressure gauge adapter.
 - When reconnecting fuel hose, check the original fuel hose for damage and abnormality.
- 
4. Turn ignition switch ON (reactivate fuel pump), and check for fuel leakage.
 5. Start engine and check for fuel leakage.
 6. Read the indication of fuel pressure gauge.
 - During fuel pressure check, check for fuel leakage from fuel connection every 3 minutes.

At idling: Approximately 350 kPa (3.57 kg/cm² , 51 psi)

7. If result is unsatisfactory, go to next step.
8. Check the following.
 - Fuel hoses and fuel tubes for clogging
 - Fuel filter for clogging
 - Fuel pump
 - Fuel pressure regulator for cloggingIf OK, replace fuel pressure regulator.
If NG, repair or replace.
9. Before disconnecting Fuel Pressure Gauge and Fuel Pressure Adapter J-44321-6, release fuel pressure to zero. Refer to [EC-80, "FUEL PRESSURE RELEASE"](#)

TROUBLE DIAGNOSIS

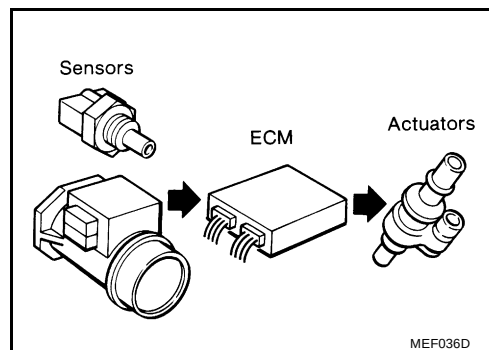
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ABS00CLD

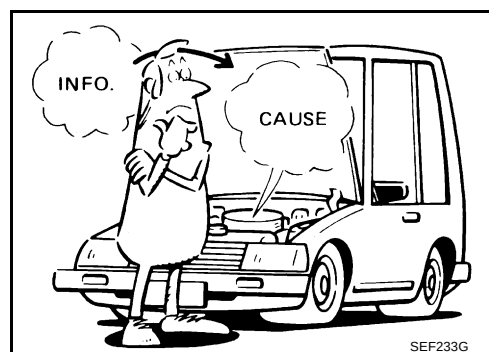
Trouble Diagnosis Introduction

INTRODUCTION

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 malfunctions such as vacuum leaks, fouled spark plugs, or other malfunctions with the engine.



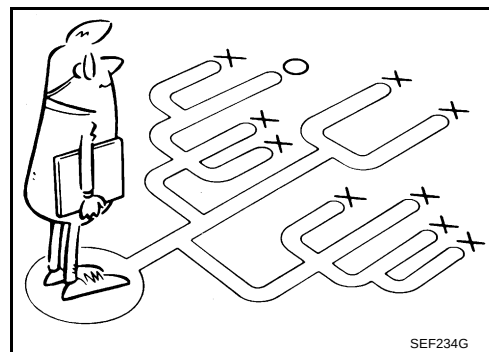
It is much more difficult to diagnose an incident that occurs intermittently rather than continuously. Most intermittent incidents are caused by poor electric connections or improper wiring. In this case, careful checking of suspected circuits may help prevent the replacement of good parts.



A visual check only may not find the cause of the incidents. A road test with CONSULT-II (or GST) or a circuit tester connected should be performed. Follow the WORK FLOW on [EC-84](#).

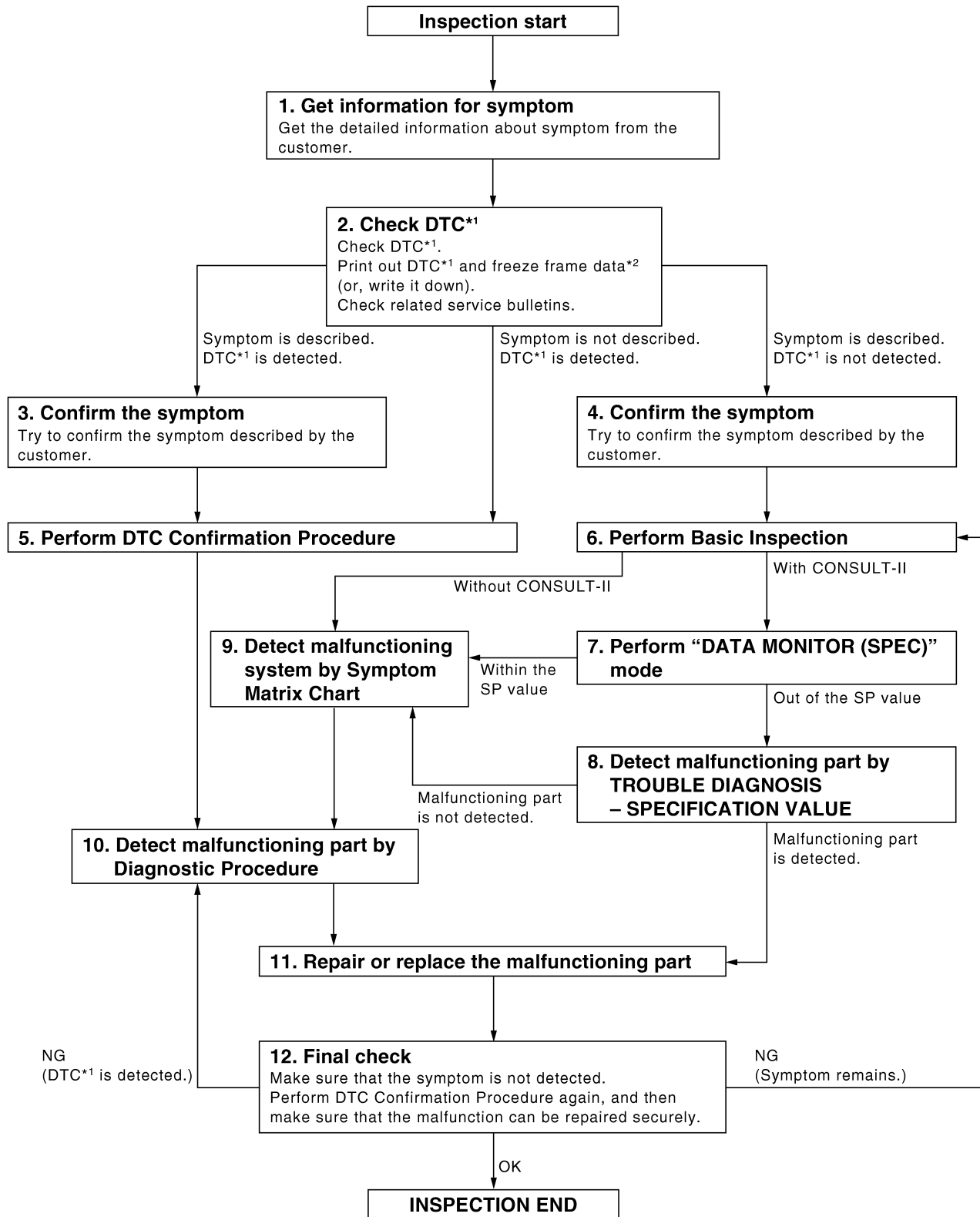
Before undertaking actual checks, take a few minutes to talk with a customer who approaches with a driveability complaint. The customer can supply good information about such incidents, especially intermittent ones. Find out what symptoms are present and under what conditions they occur. A DIAGNOSTIC WORKSHEET like the example on [EC-88](#) should be used.

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



TROUBLE DIAGNOSIS

WORK FLOW Overall Sequence



*1: Include 1st trip DTC.

*2: Include 1st trip freeze frame data.

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TROUBLE DIAGNOSIS

Detailed Flow

1. GET INFORMATION FOR SYMPTOM

Get the detailed information from the customer about the symptom (the condition and the environment when the incident/malfunction occurred) using the [EC-87, "DIAGNOSTIC WORKSHEET"](#) .

>> GO TO 2.

2. CHECK DTC*¹

1. Check DTC*¹ .
2. Perform the following procedure if DTC*¹ is displayed.
 - Record DTC*¹ and freeze frame data*² . (Print them out with CONSULT-II or GST.)
 - Erase DTC*¹ . (Refer to [EC-60, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#) .)
 - Study the relationship between the cause detected by DTC*¹ and the symptom described by the customer. (Symptom Matrix Chart is useful. Refer to [EC-91, "Fail-Safe Chart"](#) .)
3. Check related service bulletins for information.

Is any symptom described and any DTC detected?

Symptom is described, DTC*¹ is displayed>>GO TO 3.

Symptom is described, DTC*¹ is not displayed>>GO TO 4.

Symptom is not described, DTC*¹ is displayed>>GO TO 5.

3. CONFIRM THE SYMPTOM

Try to confirm the symptom described by the customer (except MIL ON).

DIAGNOSIS WORK SHEET is useful to verify the incident.

Connect CONSULT-II to the vehicle in "DATA MONITOR (AUTO TRIG)" mode and check real time diagnosis results.

Verify relation between the symptom and the condition when the symptom is detected.

>> GO TO 5.

4. CONFIRM THE SYMPTOM

Try to confirm the symptom described by the customer.

DIAGNOSIS WORK SHEET is useful to verify the incident.

Connect CONSULT-II to the vehicle in "DATA MONITOR (AUTO TRIG)" mode and check real time diagnosis results.

Verify relation between the symptom and the condition when the symptom is detected.

>> GO TO 6.

TROUBLE DIAGNOSIS

5. PERFORM DTC CONFIRMATION PROCEDURE

Perform DTC Confirmation Procedure for the displayed DTC*¹, and then make sure that DTC*¹ is detected again.

At this time, always connect CONSULT-II to the vehicle, and check diagnostic results in real time on "DATA MONITOR (AUTO TRIG)".

If two or more DTCs*¹ are detected, refer to [EC-89, "DTC Inspection Priority Chart"](#) and determine trouble diagnosis order.

NOTE:

- Freeze frame data*² is useful if the DTC*¹ is not detected.
- Perform Overall Function Check if DTC Confirmation Procedure is not included on Service Manual. This simplified check procedure is an effective alternative though DTC*¹ cannot be detected during this check. If the result of Overall Function Check is NG, it is the same as the detection of DTC*¹ by DTC Confirmation Procedure.

Is DTC*¹ detected?

Yes >> GO TO 10.

No >> Check according to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

6. PERFORM BASIC INSPECTION

Perform [EC-70, "Basic Inspection"](#).

With CONSULT-II>>GO TO 7.

Without CONSULT-II>>GO TO 9.

7. PERFORM DATA MONITOR (SPEC) MODE

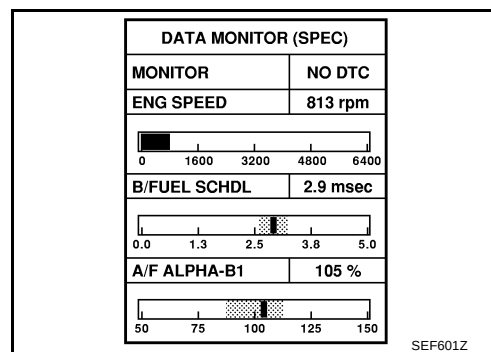
☞ With CONSULT-II

Make sure that "MAS A/F SE-B1", "B/FUEL SCHDL", and "A/F ALPHA-B1" is within the SP value using CONSULT-II "DATA MONITOR (SPEC)" mode. Refer to [EC-182, "Diagnostic Procedure"](#).

Are they within the SP value?

Yes >> GO TO 9.

No >> GO TO 8.



8. DETECT MALFUNCTIONING PART BY TROUBLE DIAGNOSIS - SPECIFICATION VALUE

Detect malfunctioning part according to [EC-133, "TROUBLE DIAGNOSIS - SPECIFICATION VALUE"](#).

Is malfunctioning part detected?

Yes >> GO TO 11.

No >> GO TO 9.

9. DETECT MALFUNCTIONING SYSTEM BY SYMPTOM MATRIX CHART

Detect malfunctioning system according to [EC-92, "Symptom Matrix Chart"](#) based on the confirmed symptom in step 4, and determine the trouble diagnosis order based on possible causes and symptom.

>> GO TO 10.

TROUBLE DIAGNOSIS

10. DETECT MALFUNCTIONING PART BY DIAGNOSTIC PROCEDURE

Inspect according to Diagnostic Procedure of the system.

NOTE:

The Diagnostic Procedure in EC section described based on open circuit inspection. A short circuit inspection is also required for the circuit check in the Diagnostic Procedure. For details, refer to Circuit Inspection in [GI-26, "How to Perform Efficient Diagnosis for an Electrical Incident"](#).

Is malfunctioning part detected?

Yes >> GO TO 11.

No >> Monitor input data from related sensors or check voltage of related ECM terminals using CONSULT-II. Refer to [EC-127, "CONSULT-II Reference Value in Data Monitor"](#), [EC-104, "ECM Terminals and Reference Value"](#).

11. REPAIR OR REPLACE THE MALFUNCTIONING PART

1. Repair or replace the malfunctioning part.
2. Reconnect parts or connectors disconnected during Diagnostic Procedure again after repair and replacement.
3. Check DTC. If DTC is displayed, erase it, refer to [EC-60, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).

>> GO TO 12.

12. FINAL CHECK

When DTC was detected in step 2, perform DTC Confirmation Procedure or Overall Function Check again, and then make sure that the malfunction have been repaired securely.

When symptom was described from the customer, refer to confirmed symptom in step 3 or 4, and make sure that the symptom is not detected.

OK or NG

NG (DTC*¹ is detected)>>GO TO 10.

NG (Symptom remains)>>GO TO 6.

OK >> 1. Before returning the vehicle to the customer, make sure to erase unnecessary DTC*¹ in ECM and TCM (Transmission Control Module). (Refer to [EC-60, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#) and [AT-39, "HOW TO ERASE DTC"](#).)

2. If the completion of SRT is needed, drive vehicle under the specific driving pattern. Refer to [EC-57, "Driving Pattern"](#).

3. INSPECTION END

*1: Include 1st trip DTC.

*2: Include 1st trip freeze frame data.

DIAGNOSTIC WORKSHEET

Description

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

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

Utilize a diagnostic worksheet like the 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.

KEY POINTS

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

SEF907L

TROUBLE DIAGNOSIS

Worksheet Sample

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

MTBL0017

TROUBLE DIAGNOSIS

DTC Inspection Priority Chart

ABS00CLE

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

NOTE:

If DTC U1000 or U1001 is displayed with other DTC, first perform the trouble diagnosis for DTC U1000 and U1001. Refer to [EC-152, "DTC U1000, U1001 CAN COMMUNICATION LINE"](#).

Priority	Detected items (DTC)
1	● U1000 U1001 CAN communication line ● P0101 P0102 P0103 Mass air flow sensor ● P0112 P0113 P0127 Intake air temperature sensor ● P0117 P0118 P0125 Engine coolant temperature sensor ● P0122 P0123 P0222 P0223 P1225 P1226 P2135 Throttle position sensor ● P0128 Thermostat function ● P0181 P0182 P0183 Fuel tank temperature sensor ● P0327 P0328 Knock sensor ● P0335 Crankshaft position sensor (POS) ● P0340 Camshaft position sensor (PHASE) ● P0460 P0461 P0462 P0463 Fuel level sensor ● P0500 Vehicle speed sensor ● P0605 ECM ● P0643 Sensor power supply ● P0850 Park/Neutral position (PNP) switch ● P1610 - P1615 NATS ● P2122 P2123 P2127 P2128 P2138 Accelerator pedal position sensor

TROUBLE DIAGNOSIS

Priority	Detected items (DTC)
2	● P0031 P0032 Heated oxygen sensor 1 heater ● P0037 P0038 Heated oxygen sensor 2 heater ● P0075 Intake valve timing control solenoid valve ● P0132 P0133 P0134 P1143 P1144 Heated oxygen sensor 1 ● P0137 P0138 P0139 Heated oxygen sensor 2 ● P0441 EVAP control system purge flow monitoring ● P0443 P0444 P0445 EVAP canister purge volume control solenoid valve ● P0447 P0448 EVAP canister vent control valve ● P0451 P0452 P0453 EVAP control system pressure sensor ● P0506 P0507 Idle speed control system ● P0550 Power steering pressure sensor ● P0603 ECM power supply ● P0705 P0710 P0720 P0725 P0740 P0744 P0745 P0750 P0755 P1705 P1760 A/T related sensors and solenoid valves ● P1720 Vehicle speed sensor ● P1800 VIAS control solenoid valve ● P1805 Brake switch ● P2100 P2103 P2118 Electric throttle control actuator ● P2101 Electric throttle control function
3	● P0011 Intake valve timing control ● P0171 P0172 Fuel injection system function ● P0300 - P0304 Misfire ● P0420 Three way catalyst function ● P0442 P0456 EVAP control system (SMALL LEAK, VERY SMALL LEAK) ● P0455 EVAP control system (GROSS LEAK) ● P073 1- P0734 A/T function ● P1148 Closed loop control ● P1211 TCS control unit ● P1212 TCS communication line ● P1217 Engine over temperature (OVERHEAT) ● P1564 ASCD steering switch ● P1572 ASCD brake switch ● P1574 ASCD vehicle speed sensor ● P2119 Electric throttle control actuator

TROUBLE DIAGNOSIS

Fail-Safe Chart

ABS00CLF

When the DTC listed below is detected, the ECM enters fail-safe mode and the MIL lights up.

DTC No.	Detected items	Engine operating condition in fail-safe mode	
P0102 P0103	Mass air flow sensor circuit	Engine speed will not rise more than 2,400 rpm due to the fuel cut.	
P0117 P0118	Engine coolant temperature sensor circuit	Engine coolant temperature will be determined by ECM based on the 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)
		When the fail-safe system for engine coolant temperature sensor is activated, the cooling fan operates while engine is running.	
P0122 P0123 P0222 P0223 P2135	Throttle position sensor	The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees. The ECM regulates the opening speed of the throttle valve to be slower than the normal condition. So, the acceleration will be poor.	
P0643	Sensor power supply	ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.	
P2100 P2103	Throttle control relay	ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.	
P2101	Electric throttle control function	ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.	
P2118	Throttle control motor	ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.	
P2119	Electric throttle control actuator	(When electric throttle control actuator does not function properly due to the return spring malfunction:) ECM controls the electric throttle actuator by regulating the throttle opening around the idle position. The engine speed will not rise more than 2,000 rpm.	
		(When throttle valve opening angle in fail-safe mode is not in specified range:) ECM controls the electric throttle control actuator by regulating the throttle opening to 20 degrees or less.	
		(When ECM detects the throttle valve is stuck open:) While the vehicle is driving, it slows down gradually by fuel cut. After the vehicle stops, the engine stalls. The engine can restart in N or P (A/T), Neutral (M/T) position, and engine speed will not exceed 1,000 rpm or more.	
P2122 P2123 P2127 P2128 P2138	Accelerator pedal position sensor	The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees. The ECM regulates the opening speed of the throttle valve to be slower than the normal condition. So, the acceleration will be poor.	

- When there is an open circuit on MIL circuit, the ECM cannot warn the driver by lighting MIL up when there is malfunction on engine control system.
Therefore, when electrical controlled throttle and part of ECM related diagnoses are continuously detected as NG for 5 trips, ECM warns the driver that engine control system malfunctions and MIL circuit is open by means of operating fail-safe function.
The fail-safe function also operates when above diagnoses except MIL circuit are detected, and demands the driver to repair the malfunction.

Engine operating condition in fail-safe mode	Engine speed will not rise more than 2,500 rpm due to the fuel cut
--	--

TROUBLE DIAGNOSIS

Symptom Matrix Chart SYSTEM — BASIC ENGINE CONTROL SYSTEM

ABS00CLH

		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	OVERHEATSWATER 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-617
	Fuel pressure regulator system	3	3	4	4	4	4	4	4	4		4			EC-80
	Fuel injector circuit	1	1	2	3	2		2	2			2			EC-611
	Evaporative emission system	3	3	4	4	4	4	4	4	4		4			EC-30
Air	Positive crankcase ventilation sys-tem	3	3	4	4	4	4	4	4	4		4	1		EC-44
	Incorrect idle speed adjustment	3	3				1	1	1	1		1			EC-70
	Electric throttle control actuator	1	1	2	3	3	2	2	2	2		2		2	EC-531 , EC-538 , EC-546 , EC-551
Ignition	Incorrect ignition timing adjustment	3	3	1	1	1		1	1			1			EC-70
	Ignition circuit	1	1	2	2	2		2	2			2			EC-623
Power supply and ground circuit		2	2	3	3	3		3	3		2	3			EC-144
Mass air flow sensor circuit		1	1	2	2	2		2	2			2			EC-178 , EC-187
Engine coolant temperature sensor circuit		1	1	2	2	2	3	2	2	3	1	2			EC-201 , EC-215
Throttle position sensor circuit			1	2		2	2	2	2	2		2			EC-207 , EC-307 , EC-494 , EC-496 , EC-568
Accelerator pedal position sensor circuit				3	2	1	2			2					EC-454 , EC-553 , EC-560 , EC-576
Heated oxygen sensor 1 circuit			1	2	3	2		2	2			2			EC-223 , EC-231 , EC-242 , EC-465 , EC-471
Knock sensor circuit				2	2							3			EC-322
Crankshaft position sensor (POS) circuit		2	2												EC-327
Camshaft position sensor (PHASE) circuit		2	2												EC-335

TROUBLE DIAGNOSIS

	SYMPTOM													Reference page
	HARD/NO START/RESTART (EXCP. HA)	ENGINE STALL	HESITATION/SURGING/FLAT SPOT	SPARK KNOCK/DETONATION	LACK OF POWER/POOR ACCELERATION	HIGH IDLE/LOW IDLE	ROUGH IDLE/HUNTING	IDLING VIBRATION	SLOW/NO RETURN TO IDLE	OVERHEATS/WATER TEMPERATURE HIGH	EXCESSIVE FUEL CONSUMPTION	EXCESSIVE OIL CONSUMPTION	BATTERY DEAD (UNDER CHARGE)	
Warranty symptom code	AA	AB	AC	AD	AE	AF	AG	AH	AJ	AK	AL	AM	HA	
Vehicle speed signal circuit		2	3		3						3			EC-436 , EC-519
Power steering pressure sensor circuit						3	3	3	3					EC-442
ECM	2	2	3	3	3	3	3	3	3	3	3			EC-447 , EC-451
Intake valve timing control solenoid valve circuit	3	3	2		1	3	2	2	3		3			EC-173
VIAS control solenoid valve circuit					1									EC-521 , EC-647
Park/neutral position (PNP) switch circuit			3		3	3	3	3	3		3			EC-460
Refrigerant pressure sensor circuit		2				3	3	3	3		4			EC-634
Electrical load signal circuit						3	3	3	3					EC-598
Air conditioner circuit	2	2	3	3	3	3	3	3	3		3		2	ATC-32 or MTC-28
VDC/TCS/ABS control unit* ¹			4											BRC-47
ABS actuator and electric unit (control unit)* ²			4											BRC-8

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

*1: With VDC models.

*2: Without VDC models.

TROUBLE DIAGNOSIS

SYSTEM — ENGINE MECHANICAL & OTHER

		SYMPTOM												Reference page	
		HARD/NO START/RESTART (EXCP. HA)	ENGINE STALL	HESITATION/SURGING/FLAT SPOT	SPARK KNOCK/DETONATION	LACK OF POWER/POOR ACCELERATION	HIGH IDLE/LOW IDLE	ROUGH IDLE/HUNTING	IDLING VIBRATION	SLOW/NO RETURN TO IDLE	OVERHEATS/WATER TEMPERATURE HIGH	EXCESSIVE FUEL CONSUMPTION	EXCESSIVE OIL CONSUMPTION		BATTERY DEAD (UNDER CHARGE)
Warranty symptom code		AA	AB	AC	AD	AE	AF	AG	AH	AJ	AK	AL	AM	HA	
Fuel	Fuel tank	5	5												FL-11
	Fuel piping			5	5	5		5	5			5			EM-30
	Vapor lock												—		
	Valve deposit	5		5	5	5		5	5	5			—		
	Poor fuel (Heavy weight gaso- line, Low octane)										—				
Air	Air duct		5												EM-14
	Air cleaner														
	Air leakage from air duct (Mass air flow sensor —electric throttle control actuator)	5		5	5	5	5	5	5	5			EM-14		
	Electric throttle control actuator										EM-16				
	Air leakage from intake manifold/ Collector/Gasket										EM-16				
Cranking	Battery	1	1	1		1	1			1		1		SC-4	
	Generator circuit														
	Starter circuit	3											SC-9		
	Signal plate/Flywheel/Drive plate	6											EM-82		
	Park/neutral position (PNP) switch	4											MT-13 or AT-96		
Engine	Cylinder head	5	5	5	5	5		5	5			5	3		EM-62
	Cylinder head gasket										4				
	Cylinder block	6	6	6	6	6	6	6		6	4		EM-82		
	Piston														
	Piston ring														
	Connecting rod														
	Bearing														
	Crankshaft														

TROUBLE DIAGNOSIS

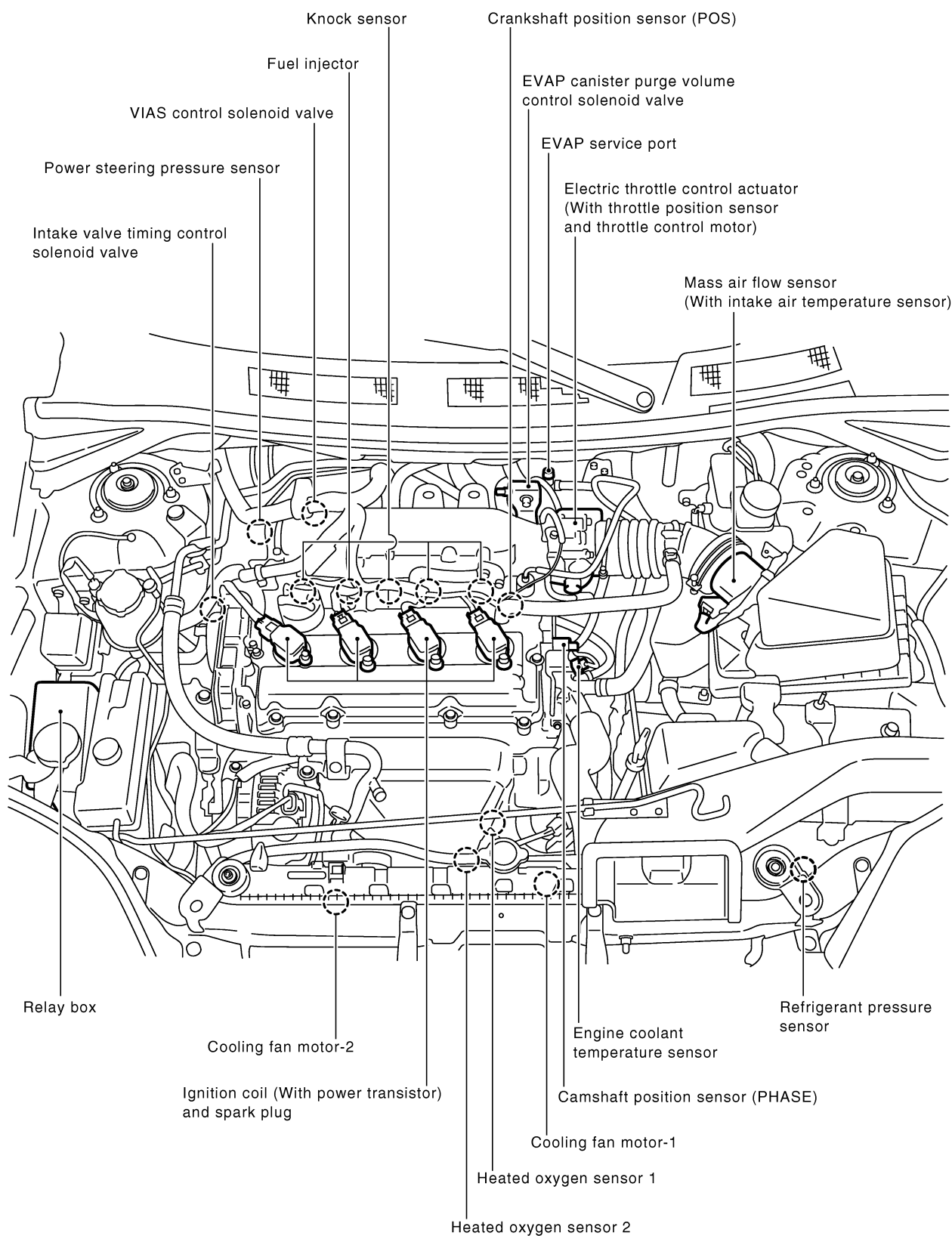
		SYMPTOM												Reference page
		HARD/NO START/RESTART (EXCP. HA)	ENGINE STALL	HESITATION/SURGING/FLAT SPOT	SPARK KNOCK/DETONATION	LACK OF POWER/POOR ACCELERATION	HIGH IDLE/LOW IDLE	ROUGH IDLE/HUNTING	IDLING VIBRATION	SLOW/NO RETURN TO IDLE	OVERHEATS/WATER TEMPERATURE HIGH	EXCESSIVE FUEL CONSUMPTION	EXCESSIVE OIL CONSUMPTION	
Warranty symptom code		AA	AB	AC	AD	AE	AF	AG	AH	AJ	AK	AL	AM	HA
Valve mechanism	Timing chain													EM-49
	Camshaft													EM-37
	Intake valve timing control	5	5	5	5	5		5	5			5		EM-49
	Intake valve												3	EM-62
	Exhaust valve													
Exhaust	Exhaust manifold/Tube/Muffler/Gasket	5	5	5	5	5		5	5			5		EM-20 , EX-2
	Three way catalyst													
Lubrication	Oil pan/Oil strainer/Oil pump/Oil filter/Oil gallery	5	5	5	5	5		5	5			5	2	EM-22 , LU-9 , LU-12 , LU-4
	Oil level (Low)/Filthy oil													LU-6
Cooling	Radiator/Hose/Radiator filler cap													CO-11
	Thermostat									5				CO-22
	Water pump													CO-20
	Water gallery	5	5	5	5	5		5	5		2	5		CO-6
	Cooling fan									5				CO-18
	Coolant level (low)/Contaminated coolant													CO-8
NVIS (NISSAN Vehicle Immobilizer System — NATS)		1	1											BL-97

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

TROUBLE DIAGNOSIS

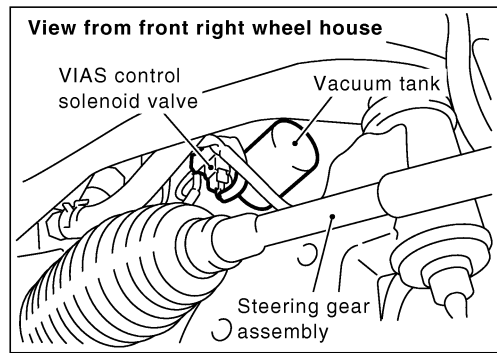
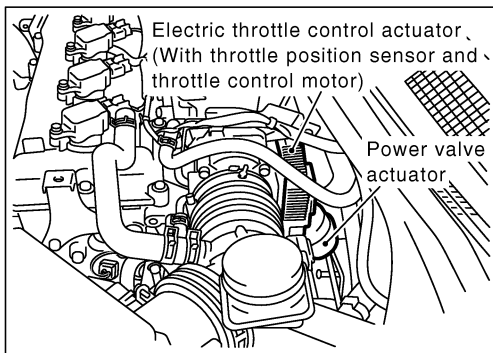
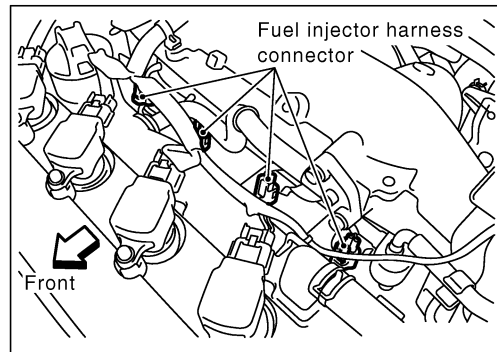
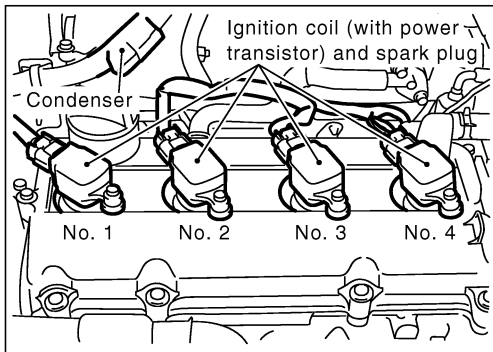
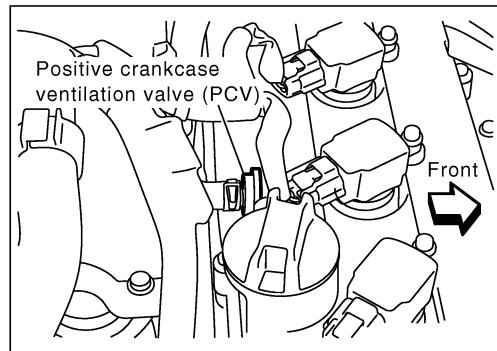
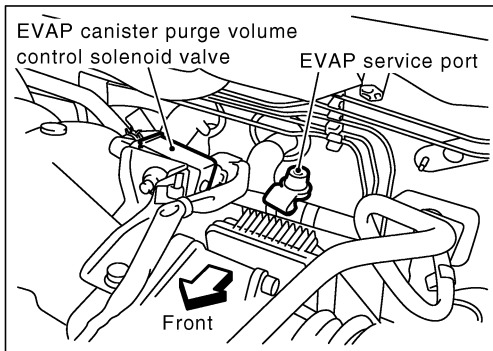
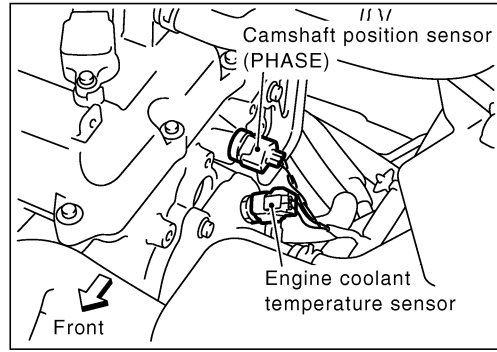
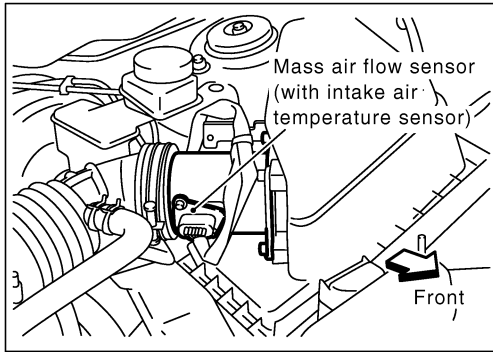
Engine Control Component Parts Location

ABS00CLI



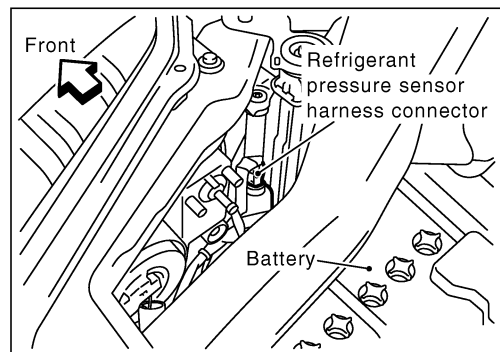
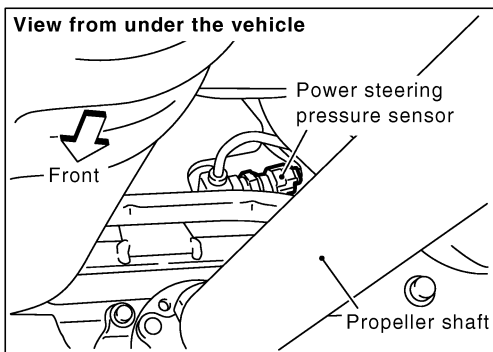
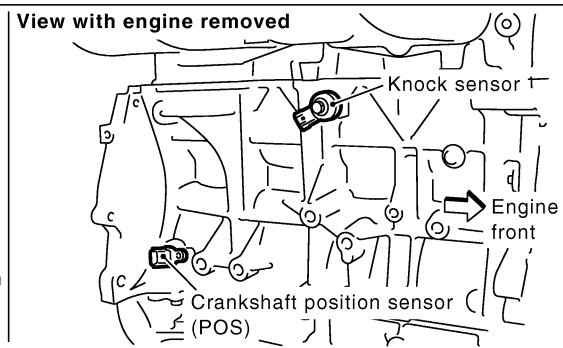
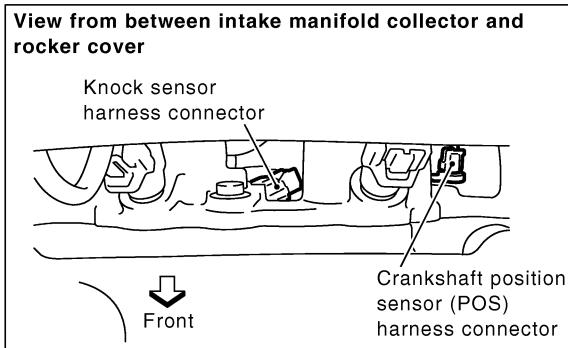
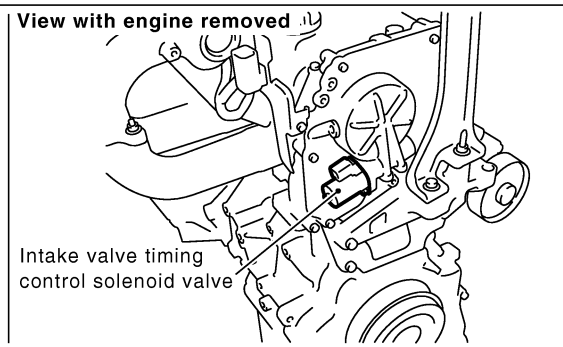
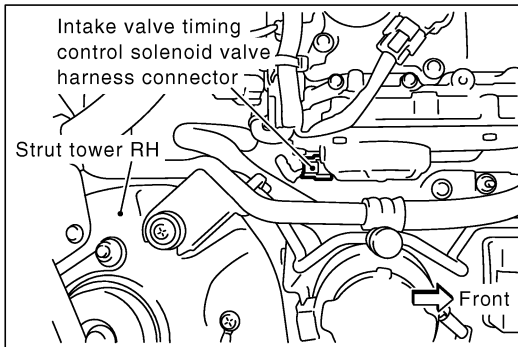
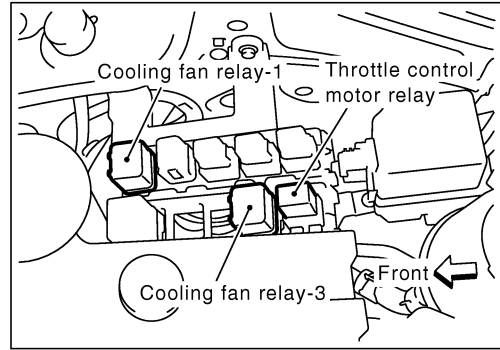
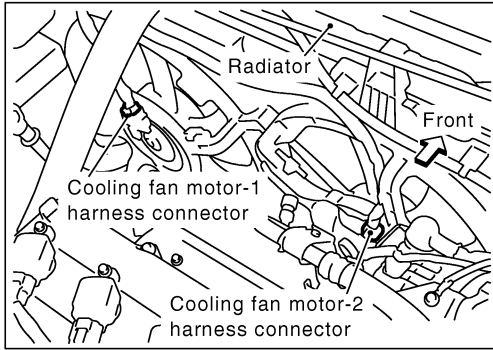
PBIB2333E

TROUBLE DIAGNOSIS



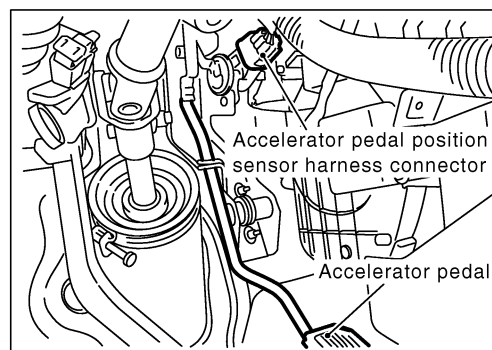
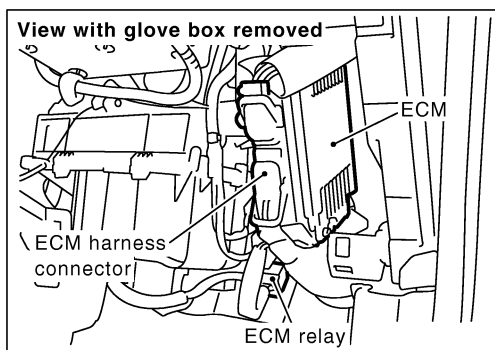
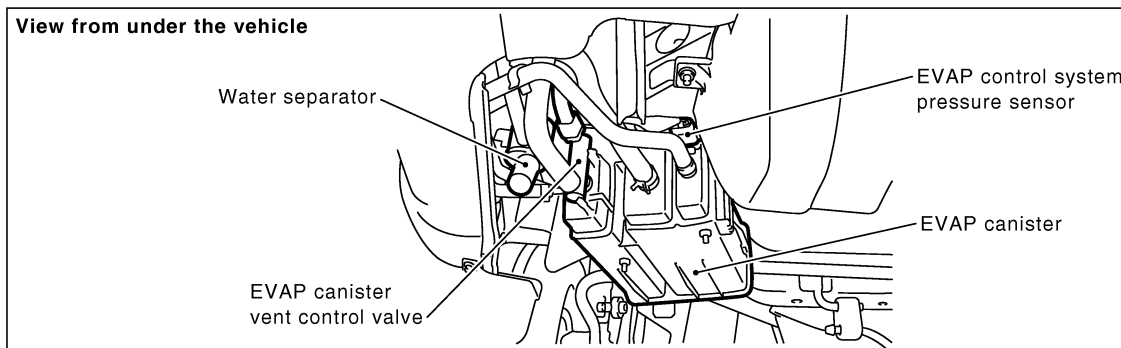
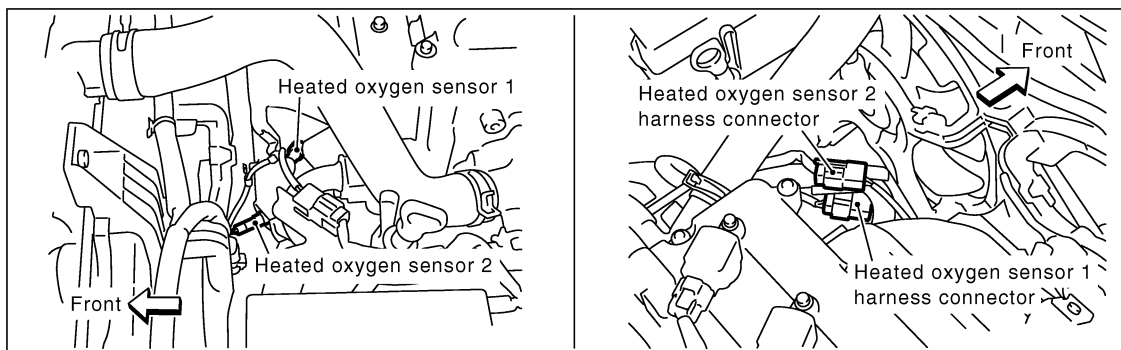
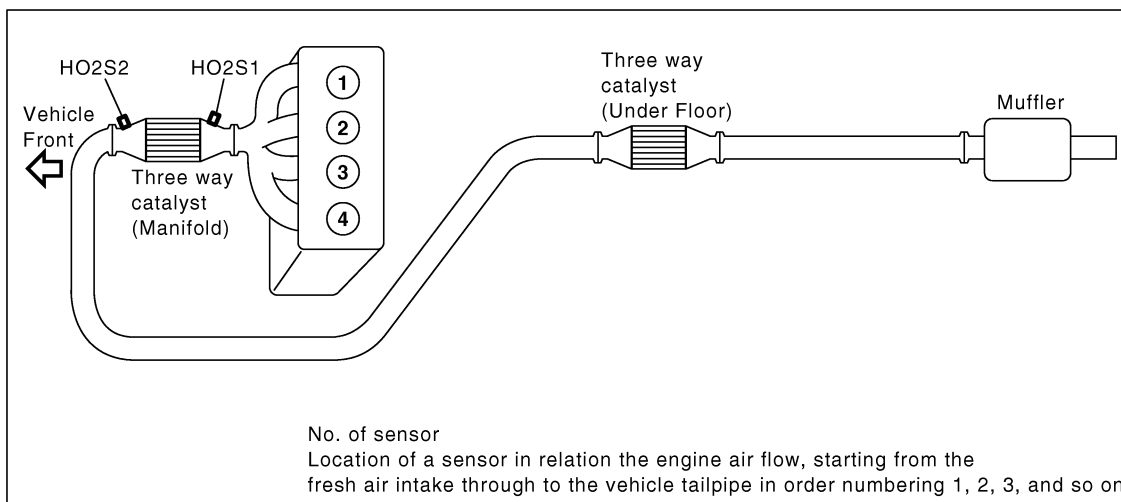
PBIB2346E

TROUBLE DIAGNOSIS



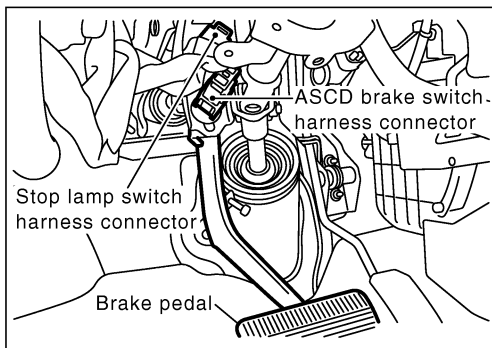
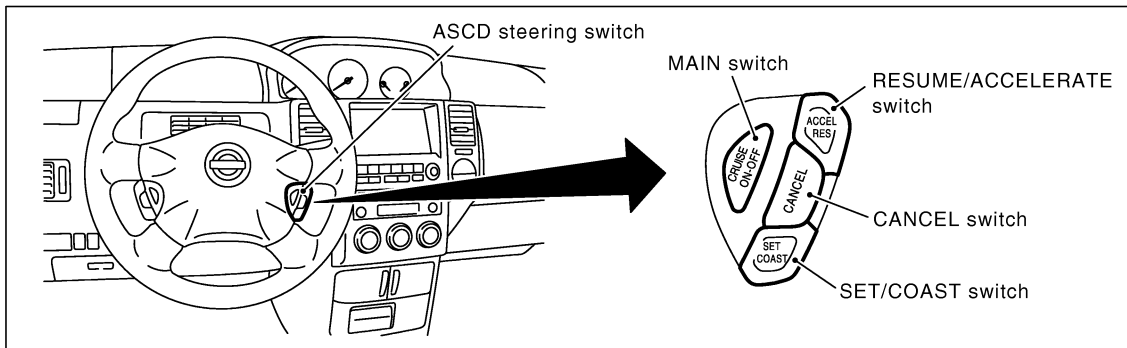
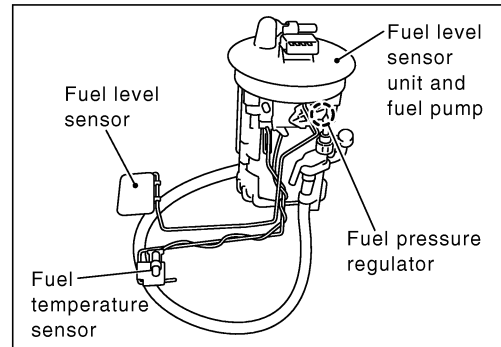
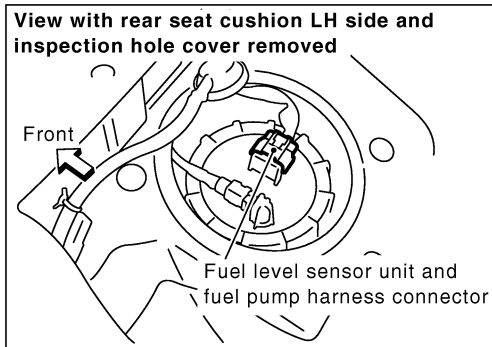
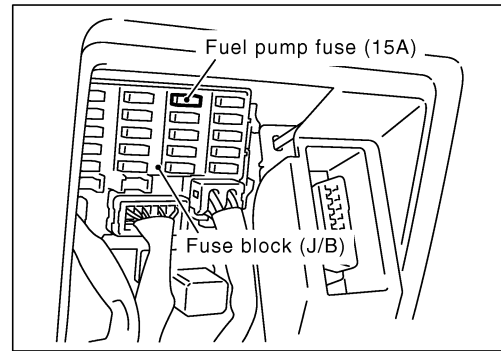
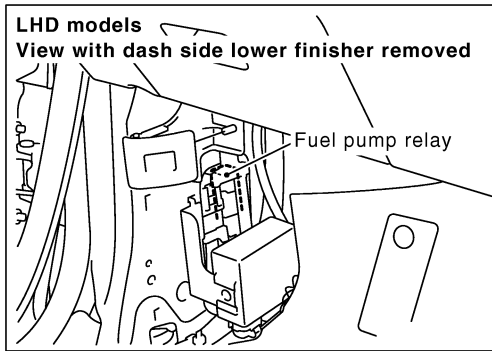
PBIB2347E

TROUBLE DIAGNOSIS



PBIB3067E

TROUBLE DIAGNOSIS



PBIB3068E

Vacuum Hose Drawing

ABS00CKU

A

EC

C

D

E

F

G

H

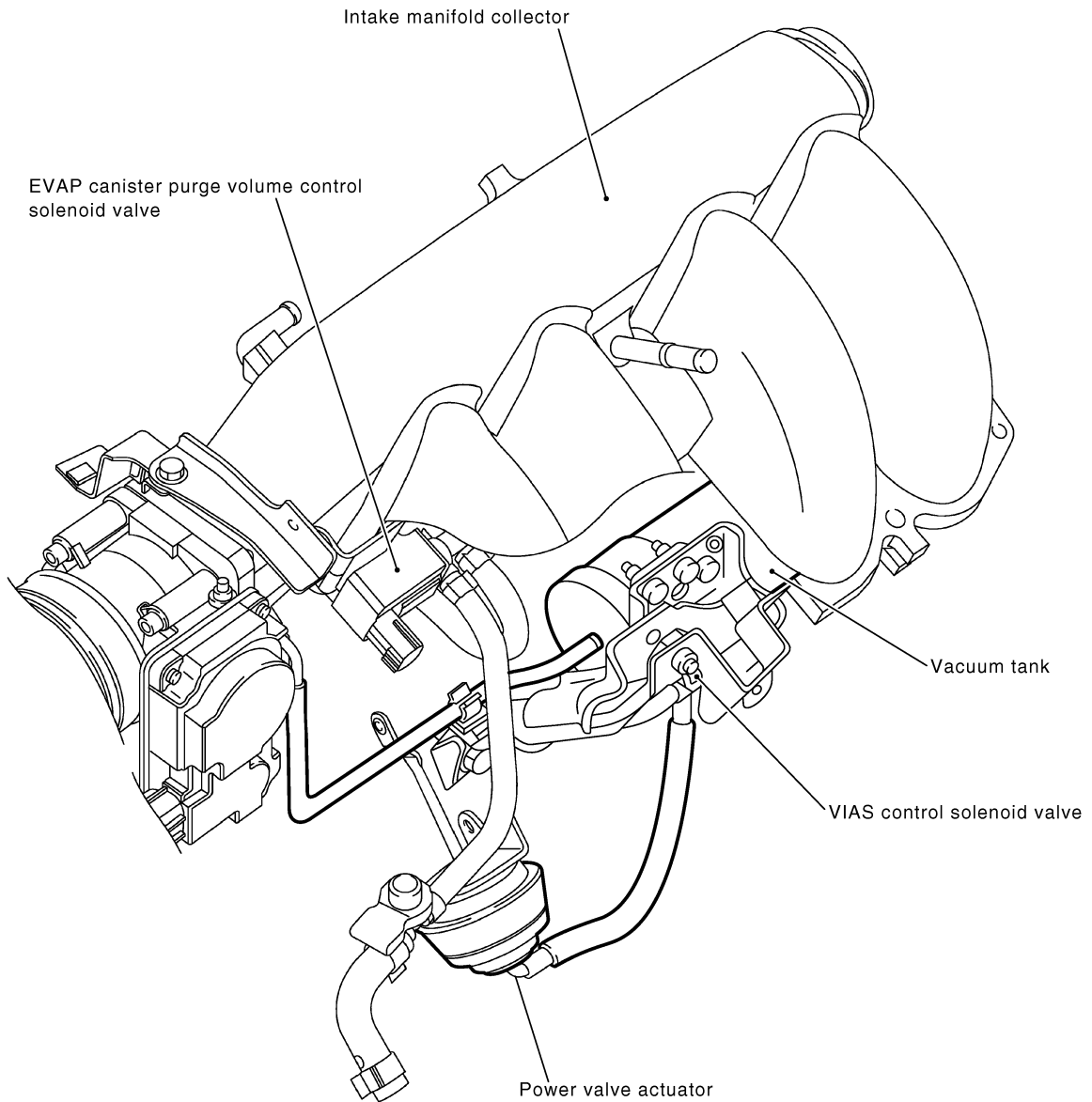
I

J

K

L

M



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

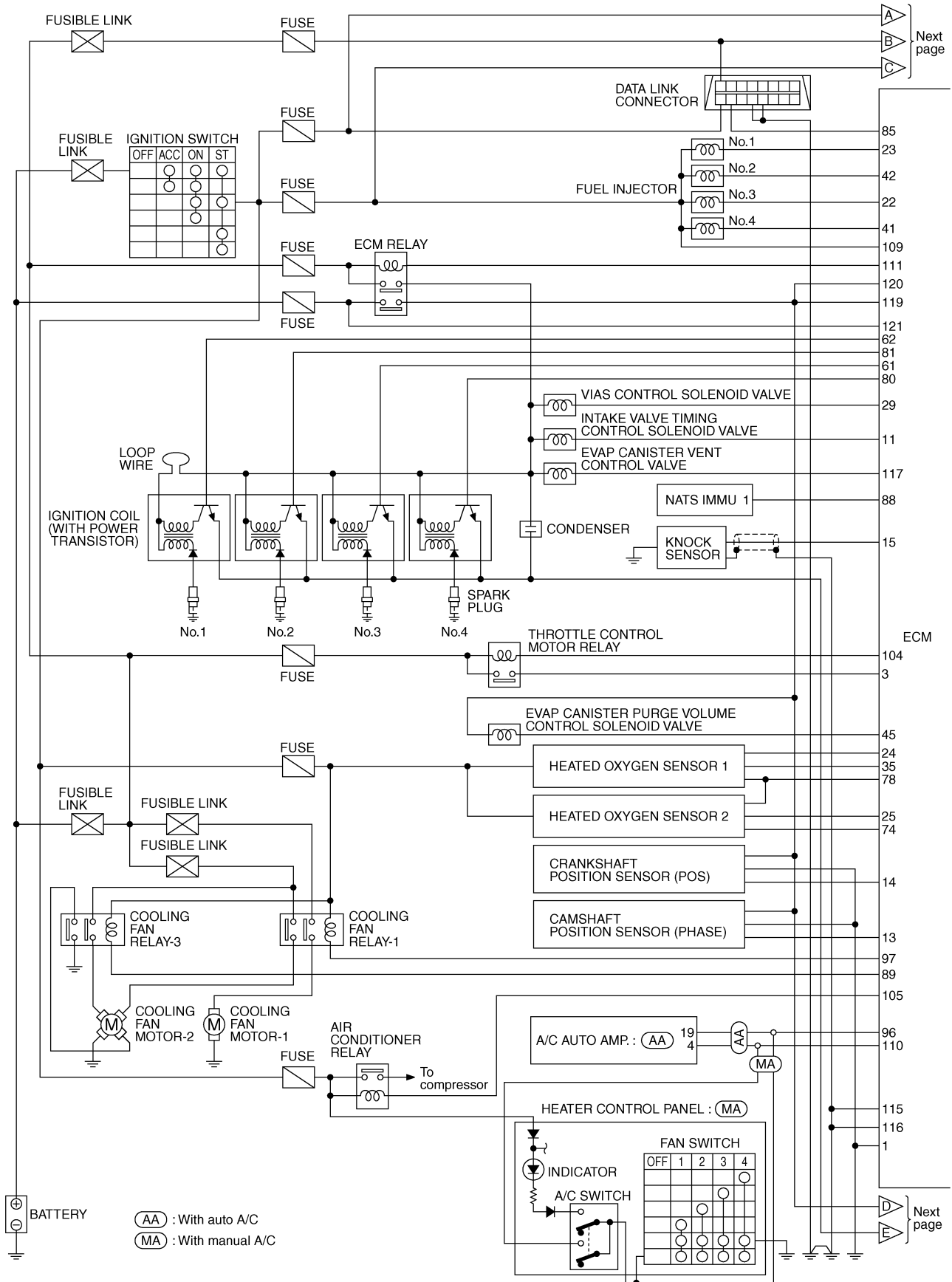
Refer to [EC-21, "System Diagram"](#) for Vacuum Control System.

PBIB2364E

TROUBLE DIAGNOSIS

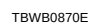
Circuit Diagram

ABS00CLJ



TBWB0840E

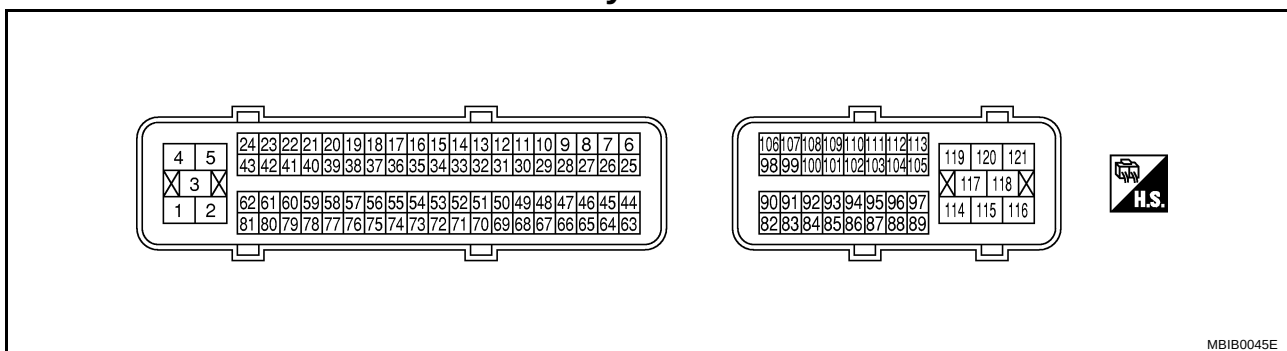
A
EC
C
D
E
F
G
H
I
J
K
L
M



TROUBLE DIAGNOSIS

ECM Harness Connector Terminal Layout

ABS00CLK

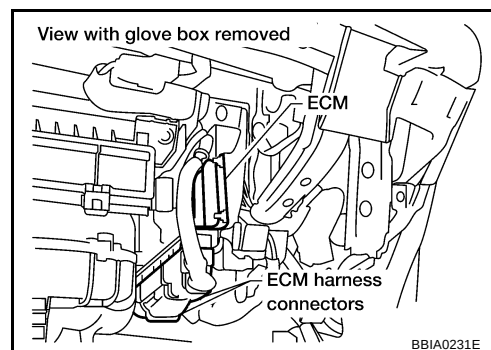


MBIB0045E

ECM Terminals and Reference Value PREPARATION

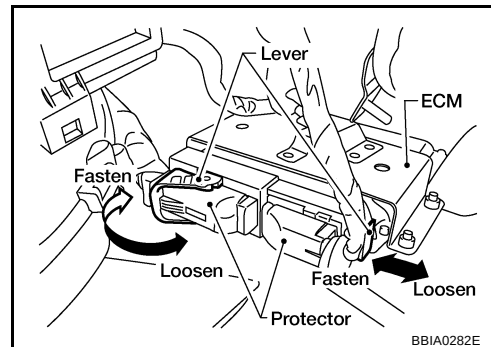
ABS00CLL

1. ECM is located in the right side of the cowl top (behind the strut tower).



BBIA0231E

2. Remove ECM harness protector.
3. When disconnecting ECM harness connector, loosen it with levers as far as they will go as shown at right.
4. Connect a break-out box (SST) and Y-cable adapter (SST) between the ECM and ECM harness connector.
 - Use extreme care not to touch 2 pins at 1 time.
 - Data is for comparison and may not be exact.



BBIA0282E

ECM INSPECTION TABLE

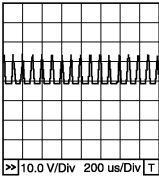
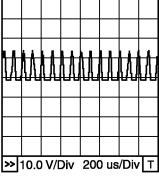
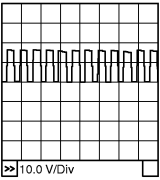
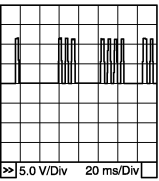
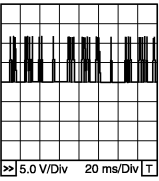
Specification data are reference values and are measured between each terminal and ground. Pulse signal is measured by CONSULT-II.

CAUTION:

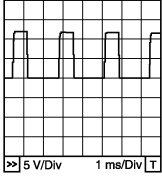
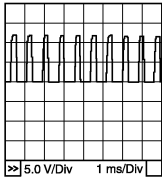
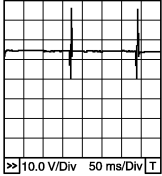
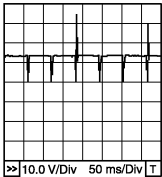
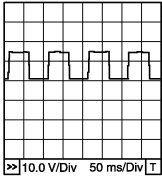
Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
1	B	ECM ground	[Engine is running] ● Idle speed	Body ground
3	W/B	Throttle control motor power supply	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)

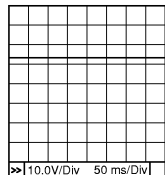
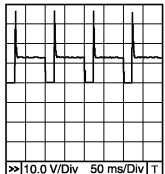
TROUBLE DIAGNOSIS

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)	
4	G	Throttle control motor (Close)	[Ignition switch: ON] ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully released	0 - 14V★  PBIB0534E	EC
5	R	Throttle control motor (Open)	[Ignition switch: ON] ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully depressed	0 - 14V★  PBIB0533E	C
11	Y	Intake valve timing control solenoid valve	[Engine is running] ● Warm-up condition ● Idle speed	BATTERY VOLTAGE (11 - 14V)	D
			[Engine is running] ● Warm-up condition ● When revving engine up to 2,000 rpm quickly.	7 - 10V★  PBIB0534E	E
12	P	Power steering pressure sensor	[Engine is running] ● Steering wheel: Being turned	0.5 - 4.0V	F
			[Engine is running] ● Steering wheel: Not being turned	0.4 - 0.8V	G
13	L/W	Camshaft position sensor (PHASE)	[Engine is running] ● Warm-up condition ● Idle speed NOTE: The pulse cycle changes depending on rpm at idle.	1.0 - 4.0V★  PBIB0525E	H
			[Engine is running] ● Engine speed: 2,000 rpm.	1.0 - 4.0V★  PBIB0526E	I

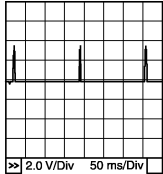
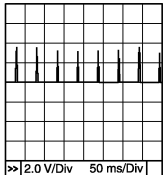
TROUBLE DIAGNOSIS

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
14	PU/R	Crankshaft position sensor (POS)	[Engine is running] ● Warm-up condition ● Idle speed NOTE: The pulse cycle changes depending on rpm at idle.	Approximately 3.0V★  5 V/Div 1 ms/Div
			[Engine is running] ● Engine speed: 2,000 rpm	Approximately 3.0V★  5.0 V/Div 1 ms/Div
15	W	Knock sensor	[Engine is running] ● Idle speed	Approximately 2.5V
22 23 41 42	G/B R/B L/B Y/B	Fuel injector No. 3 Fuel injector No. 1 Fuel injector No. 4 Fuel injector No. 2	[Engine is running] ● Warm-up condition ● Idle speed NOTE: The pulse cycle changes depending on rpm at idle.	BATTERY VOLTAGE (11 - 14V)★  10.0 V/Div 50 ms/Div
			[Engine is running] ● Warm-up condition ● Engine speed: 2,000 rpm	BATTERY VOLTAGE (11 - 14V)★  10.0 V/Div 50 ms/Div
24	G/W	Heated oxygen sensor 1 heater	[Engine is running] ● Warm-up condition ● Engine speed: Below 3,600 rpm.	Approximately 7.0V★  10.0 V/Div 50 ms/Div
			[Engine is running] ● Engine speed: Above 3,600 rpm.	BATTERY VOLTAGE (11 - 14V)

TROUBLE DIAGNOSIS

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
25	PU/R	Heated oxygen sensor 2 heater	[Engine is running] - Engine speed: Below 3,600 rpm after the following conditions are met. - Engine: After warming up - Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load	0 - 1.0V
			[Ignition switch: ON] - Engine stopped. [Engine is running] - Engine speed: Above 3,600 rpm.	BATTERY VOLTAGE (11 - 14V)
29	Y	VIAS control solenoid valve	[Engine is running] Idle speed	BATTERY VOLTAGE (11 - 14V)
			[Engine is running] Engine speed: Above 5,000 rpm	0 - 1.0V
32	L/W	EVAP control system pressure sensor	[Ignition switch: ON]	Approximately 1.8 - 4.8V
34	Y/G	Intake air temperature sensor	[Engine is running]	Approximately 0 - 4.8V Output voltage varies with intake air temperature.
35	P/L	Heated oxygen sensor 1	[Engine is running] - Warm-up condition - Engine speed: 2,000 rpm	0 - Approximately 1.0V (Periodically change)
45	P	EVAP canister purge volume control solenoid valve	[Engine is running] Idle speed	BATTERY VOLTAGE (11 - 14V)★  10.0V/Div 50 ms/Div PBIB0050E
			[Engine is running] Engine speed is about 2,000 rpm (More than 100 seconds after starting engine)	Approximately 10V★  10.0 V/Div 50 ms/Div PBIB0520E
47	R	Sensor power supply (Throttle position sensor)	[Ignition switch: ON]	Approximately 5V
48	L	Sensor power supply (EVAP control system pressure sensor)	[Ignition switch: ON]	Approximately 5V
49	R	Sensor power supply (Refrigerant pressure sensor)	[Ignition switch: ON]	Approximately 5V

TROUBLE DIAGNOSIS

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
50	W	Throttle position sensor 1	[Ignition switch: ON] ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully released	More than 0.36V
			[Ignition switch: ON] ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully depressed	Less than 4.75V
51	OR	Mass air flow sensor	[Engine is running] ● Warm-up condition ● Idle speed	0.9 - 1.1V
			[Engine is running] ● Warm-up condition ● Engine speed: 2,500 rpm.	1.6 - 1.9V
61 62 80 81	L/R B/R GY/R PU	Ignition signal No. 3 Ignition signal No. 1 Ignition signal No. 4 Ignition signal No. 2	[Engine is running] ● Warm-up condition ● Idle speed NOTE: The pulse cycle changes depending on rpm at idle.	0 - 0.1V★  PBIB0521E
			[Engine is running] ● Warm-up condition ● Engine speed: 2,000 rpm.	0 - 0.2V★  PBIB0522E
66	B	Sensor ground (Throttle position sensor)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
67	B	Sensor ground	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
68	R	Sensor power supply (Power steering pressure sensor)	[Ignition switch: ON]	Approximately 5V
69	R	Throttle position sensor 2	[Ignition switch: ON] ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully released	Less than 4.75V
			[Ignition switch: ON] ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully depressed	More than 0.36V

TROUBLE DIAGNOSIS

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)	A
70	Y	Refrigerant pressure sensor	[Engine is running] ● Warm-up condition ● Both A/C switch and blower switch: ON (Compressor operates.)	1.0 - 4.0V	EC
73	BR/Y	Engine coolant temperature sensor	[Engine is running]	Approximately 0 - 4.8V Output voltage varies with engine coolant temperature.	C
74	OR/B	Heated oxygen sensor 2	[Engine is running] ● Revving engine from idle to 3,000 rpm quickly after the following conditions are met. – Engine: After warming up – Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load.	0 - Approximately 1.0V	D
78	B	Sensor ground (Heated oxygen sensor)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V	E
82	R/Y	Sensor ground (Accelerator pedal position sensor 1)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V	F
83	L	Sensor ground (Accelerator pedal position sensor 2)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V	G
84	L/Y	Electrical load signal (Headlamp signal)	[Lighting switch: ON] ● Lighting switch: 1st or 2nd	BATTERY VOLTAGE (11 - 14V)	J
			[Lighting switch: ON] ● Lighting switch: OFF	Approximately 0V	
85	LG	DATA link connector	[Ignition switch: ON] ● CONSULT-II or GST: Disconnected.	BATTERY VOLTAGE (11 - 14V)	K
86	GY/R	CAN communication line	[Ignition switch: ON]	Approximately 2.3V	L
89	G	Cooling fan relay (High)	[Engine is running] ● Cooling fan: Not operating	BATTERY VOLTAGE (11 - 14V)	M
			[Engine is running] ● Cooling fan: High speed operating	0 - 1.0V	
90	R	Sensor power supply (Accelerator pedal position sensor 1)	[Ignition switch: ON]	Approximately 5V	
91	BR/Y	Sensor power supply (Accelerator pedal position sensor 2)	[Ignition switch: ON]	Approximately 5V	
93	BR	Electrical load signal (Rear window defogger signal)	[Ignition switch: ON] ● Rear window defogger switch: ON	BATTERY VOLTAGE (11 - 14V)	
			[Ignition switch: ON] ● Rear window defogger switch: OFF	Approximately 0V	
94	G/R	CAN communication line	[Ignition switch: ON]	Approximately 2.8V	

TROUBLE DIAGNOSIS

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
96	LG/B	Heater fan switch	[Engine is running] ● Heater fan switch: ON	Approximately 0V
			[Engine is running] ● Heater fan switch: OFF	BATTERY VOLTAGE (11 - 14V)
97	PU	Cooling fan relay (Low)	[Engine is running] ● Cooling fan: Not operating	BATTERY VOLTAGE (11 - 14V)
			[Engine is running] ● Cooling fan: Low speed operating	0 - 1.0V
98	B/W	Accelerator pedal position sensor 2	[Ignition switch: ON] ● Engine stopped ● Accelerator pedal: Fully released	0.15 - 0.6V
			[Ignition switch: ON] ● Engine stopped ● Accelerator pedal: Fully depressed	1.95 - 2.4V
99	W/R	ASCD steering switch	[Ignition switch: ON] ● ASCD steering switch: OFF	Approximately 4V
			[Ignition switch: ON] ● MAIN switch: Pressed	Approximately 0V
			[Ignition switch: ON] ● CANCEL switch: Pressed	Approximately 1V
			[Ignition switch: ON] ● RESUME/ACCELERATE switch: Pressed	Approximately 3V
			[Ignition switch: ON] ● SET/COAST switch: Pressed	Approximately 2V
101	P	Stop lamp switch	[Ignition switch: OFF] ● Brake pedal: Fully released	Approximately 0V
			[Ignition switch: OFF] ● Brake pedal: Slightly depressed	BATTERY VOLTAGE (11 - 14V)
102	G/OR	PNP switch	[Ignition switch: ON] ● Shift lever: P or N (A/T), Neutral (M/T)	Approximately 0V
			[Ignition switch: ON] ● Except above position	BATTERY VOLTAGE (11 - 14V)
104	W/B	Throttle control motor relay	[Ignition switch: OFF]	BATTERY VOLTAGE (11 - 14V)
			[Ignition switch: ON]	0 - 1.0V
106	W	Accelerator pedal position sensor 1	[Ignition switch: ON] ● Engine stopped ● Accelerator pedal: Fully released	0.5 - 1.0V
			[Ignition switch: ON] ● Engine stopped ● Accelerator pedal: Fully depressed	3.9 - 4.7V
107	P/L	Fuel tank temperature sen- sor	[Engine is running]	Approximately 0 - 4.8V Output voltage varies with fuel tank temperature.

TROUBLE DIAGNOSIS

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)	
108	GY/L	ASCD brake switch	[Ignition switch: ON] ● Brake pedal: Slightly depressed (A/T) ● Brake pedal and/or clutch pedal: Slightly depressed (M/T)	Approximately 0V	A EC
			[Ignition switch: ON] ● Brake pedal: Fully released (A/T) ● Brake pedal and clutch pedal: Fully released (M/T)	BATTERY VOLTAGE (11 - 14V)	C D
109	B/R	Ignition switch	[Ignition switch: OFF]	0V	E
			[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)	F
110	L/R	Air conditioner switch signal	[Engine is running] ● Both A/C switch and blower switch: ON	Approximately 0V	G
			[Engine is running] ● A/C switch is OFF	BATTERY VOLTAGE (11 - 14V)	H
111	G/W	ECM relay (Self shut-off)	[Engine is running] [Ignition switch: OFF] ● For a few seconds after turning ignition switch OFF	0 - 1.0V	I
			[Ignition switch: OFF] ● More than a few seconds after turning ignition switch OFF	BATTERY VOLTAGE (11 - 14V)	J
114	B/OR	Fuel pump relay	[Ignition switch: ON] ● For 1 second after turning ignition switch ON	0 - 1.0V	K
			[Engine is running] [Ignition switch: ON] ● More than 1 second after turning ignition switch ON	BATTERY VOLTAGE (11 - 14V)	L
115 116	B B	ECM ground	[Engine is running] ● Idle speed	Body ground	M
117	G	EVAP canister vent control valve	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)	
119 120	SB GY	Power supply for ECM	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)	
121	W/L	Power supply for ECM (Back-up)	[Ignition switch: OFF]	BATTERY VOLTAGE (11 - 14V)	

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

TROUBLE DIAGNOSIS

CONSULT-II Function (ENGINE) FUNCTION

ABS00CLM

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.
Self-diagnostic results	Self-diagnostic results such as 1st trip DTC, DTCs and 1st trip freeze frame data or freeze frame data can be read and erased quickly.*
Data monitor	Input/Output data in the ECM can be read.
Data monitor (SPEC)	Input/Output of the specification for Basic fuel schedule, AFM, A/F feedback control value and the other data monitor items can be read.
CAN diagnostic support monitor	The results of transmit/receive diagnosis of CAN communication can be read.
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.
Function test	This mode is used to inform customers when their vehicle condition requires periodic maintenance.
DTC & SRT 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.

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

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

TROUBLE DIAGNOSIS

ENGINE CONTROL COMPONENT PARTS/CONTROL SYSTEMS APPLICATION

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 STATUS	DTC WORK SUP-PORT
ENGINE CONTROL COMPONENT PARTS	INPUT	Crankshaft position sensor (POS)	×	×	×	×			
		Camshaft position sensor (PHASE)	×		×	×			
		Mass air flow sensor	×		×	×			
		Engine coolant temperature sensor	×	×	×	×	×		
		Heated oxygen sensor 1	×		×	×		×	×
		Heated oxygen sensor 2	×		×	×		×	×
		Vehicle speed sensor	×	×	×	×			
		Accelerator pedal position sensor	×		×	×			
		Throttle position sensor	×	×	×	×			
		Fuel tank temperature sensor	×		×	×	×		
		EVAP control system pressure sensor	×		×	×			
		Intake air temperature sensor	×	×	×	×			
		Knock sensor	×						
		Refrigerant pressure sensor			×	×			
		Closed throttle position switch (accelerator pedal position sensor signal)			×	×			
		Air conditioner switch			×	×			
		Park/neutral position (PNP) switch	×		×	×			
		Stop lamp switch	×		×	×			
		Power steering pressure sensor	×		×	×			
		Battery voltage			×	×			
		Load signal			×	×			
		Snow mode switch*3			×	×			
		Fuel level sensor	×		×	×			
		ASCD steering switch	×		×	×			
		ASCD brake switch	×		×	×			
		ASCD clutch switch	×		×	×			

TROUBLE DIAGNOSIS

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 STATUS	DTC WORK SUP- PORT
ENGINE CONTROL COMPONENT PARTS OUTPUT	Fuel injector				×	×	×		
	Power transistor (Ignition timing)				×	×	×		
	Throttle control motor relay		×		×	×			
	Throttle control motor		×						
	EVAP canister purge volume control solenoid valve		×		×	×	×		×
	Air conditioner relay				×	×			
	Fuel pump relay	×			×	×	×		
	Cooling fan relay		×		×	×	×		
	Heated oxygen sensor 1 heater		×		×	×		×*4	
	Heated oxygen sensor 2 heater		×		×	×		×*4	
	EVAP canister vent control valve	×	×		×	×	×		
	Intake valve timing control solenoid valve		×		×	×	×		
	VIAS control solenoid valve		×		×	×	×		
	Calculated load value			×	×	×			

X: Applicable

*1: This item includes 1st trip DTCs.

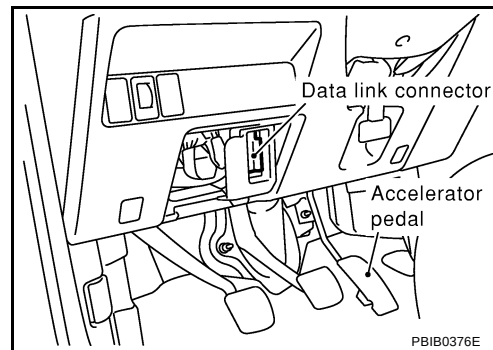
*2: This mode includes 1st trip freeze frame data or freeze frame data. The items appear on CONSULT-II screen in freeze frame data mode only if a 1st trip DTC or DTC is detected. For details, refer to [EC-52, "FREEZE FRAME DATA AND 1ST TRIP FREEZE FRAME DATA"](#).

*3: With 2WD models.

*4: Always "CMPLT" is displayed.

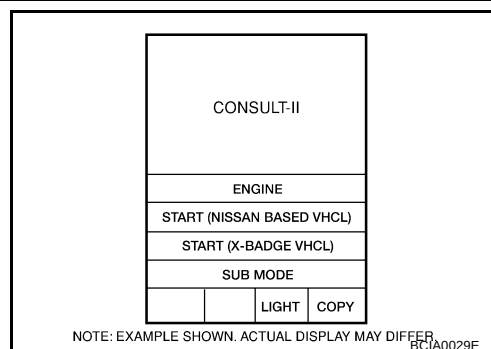
INSPECTION PROCEDURE

1. Turn ignition switch OFF.
2. Connect CONSULT-II and CONSULT-II CONVERTER to data link connector, which is located under LH dash panel.
3. Turn ignition switch ON.



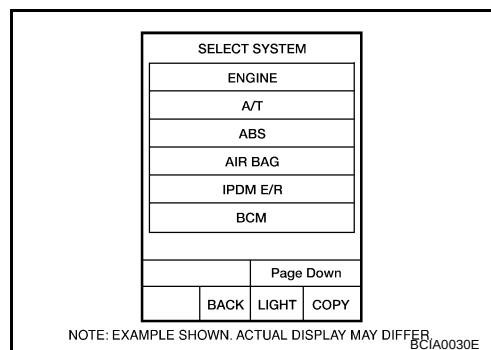
TROUBLE DIAGNOSIS

4. Touch "START" (NISSAN BASED VHCL).



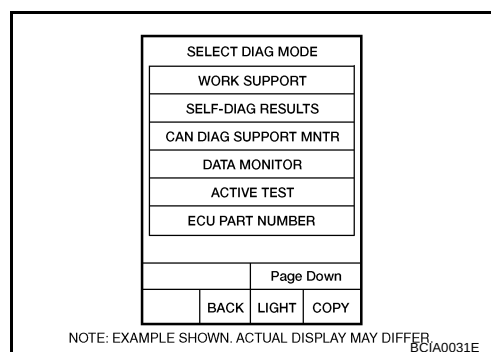
5. Touch "ENGINE".

If "ENGINE" is not indicated, go to [GI-38, "CONSULT-II Data Link Connector \(DLC\) Circuit"](#).



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

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



WORK SUPPORT MODE

Work Item

WORK ITEM	CONDITION	USAGE
FUEL PRESSURE RELEASE	FUEL PUMP WILL STOP BY TOUCHING START DURING IDLING. CRANK A FEW TIMES AFTER ENGINE STALLS.	When releasing fuel pressure from fuel line
IDLE AIR VOL LEARN	THE IDLE AIR VOLUME THAT KEEPS THE ENGINE WITHIN THE SPECIFIED RANGE IS MEMORIZED IN ECM.	When learning the idle air volume
SELF-LEARNING CONT	THE COEFFICIENT OF SELF-LEARNING CONTROL MIXTURE RATIO RETURNS TO THE ORIGINAL COEFFICIENT.	When clearing the coefficient of self-learning control value

TROUBLE DIAGNOSIS

WORK ITEM	CONDITION	USAGE
EVAP SYSTEM CLOSE	CLOSE THE EVAP CANISTER VENT CONTROL VALVE IN ORDER TO MAKE EVAP SYSTEM CLOSE UNDER THE FOLLOWING CONDITIONS. ● IGN SW ON ● ENGINE NOT RUNNING ● AMBIENT TEMPERATURE IS ABOVE 0°C (32°F). ● NO VACUUM AND NO HIGH PRESSURE IN EVAP SYSTEM ● FUEL TANK TEMP. IS MORE THAN 0°C (32°F). ● WITHIN 10 MINUTES AFTER STARTING "EVAP SYSTEM CLOSE" ● WHEN TRYING TO EXECUTE "EVAP SYSTEM CLOSE" UNDER THE CONDITION EXCEPT ABOVE, CONSULT-II WILL DISCONTINUE IT AND DISPLAY APPROPRIATE INSTRUCTION. NOTE: WHEN STARTING ENGINE, CONSULT-II MAY DISPLAY "BATTERY VOLTAGE IS LOW. CHARGE BATTERY", EVEN IN USING CHARGED BATTERY.	When detecting EVAP vapor leak point of EVAP system
VIN REGISTRATION	● IN THIS MODE, VIN IS REGISTERED IN ECM.	When registering VIN in ECM
TARGET IDLE RPM ADJ*	● IDLE CONDITION	When setting target idle speed
TARGET IGN TIM ADJ*	● IDLE CONDITION	When adjusting target ignition timing

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

SELF-DIAG RESULTS MODE

Self Diagnostic Item

Regarding items of "DTC and 1st trip DTC", refer to [EC-48, "EMISSION-RELATED DIAGNOSTIC INFORMATION ITEMS"](#).

Freeze Frame Data and 1st Trip Freeze Frame Data

Freeze frame data item*	Description
DIAG TROUBLE CODE [PXXXX]	● The engine control component part/control system has a trouble code, it is displayed as "PXXXX". (Refer to EC-8, "INDEX FOR DTC".)
FUEL SYS-B1	● "Fuel injection system status" at the moment a malfunction is detected is displayed. ● One mode in the following is displayed. "Mode2": Open loop due to detected system malfunction "Mode3": Open loop due to driving conditions (power enrichment, deceleration enrichment) "Mode4": Closed loop - using oxygen sensor(s) as feedback for fuel control "Mode5": Open loop - has not yet satisfied condition to go to closed loop
CAL/LD VALUE [%]	● The calculated load value at the moment a malfunction is detected is displayed.
COOLANT TEMP [°C] or [°F]	● The engine coolant temperature at the moment a malfunction is detected is displayed.
L-FUEL TRM-B1 [%]	● "Long-term fuel trim" at the moment a malfunction is detected is displayed. ● The long-term fuel trim indicates much more gradual feedback compensation to the base fuel schedule than short-term fuel trim.
S-FUEL TRM-B1 [%]	● "Short-term fuel trim" at the moment a malfunction is detected is displayed. ● The short-term fuel trim indicates dynamic or instantaneous feedback compensation to the base fuel schedule.
ENGINE SPEED [rpm]	● The engine speed at the moment a malfunction is detected is displayed.

TROUBLE DIAGNOSIS

Freeze frame data item*	Description
VEHICL SPEED [km/h] or [mph]	The vehicle speed at the moment a malfunction is detected is displayed.
ABSOL TH-P/S [%]	The throttle valve operating angle at the moment a malfunction is detected is displayed.
B/FUEL SCHDL [msec]	The base fuel schedule at the moment a malfunction is detected is displayed.
INT/A TEMP SE [°C] or [°F]	The intake air temperature at the moment a malfunction is detected is displayed.

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

DATA MONITOR MODE

Monitored Item

×: Applicable

Monitored item [Unit]	ECM INPUT SIG-NALS	MAIN SIG-NALS	Description	Remarks
ENG SPEED [rpm]	×	×	Indicates the engine speed computed from the signals of the crankshaft position sensor (POS) and camshaft position sensor (PHASE).	- Accuracy becomes poor if engine speed drops below the idle rpm. - If the signal is interrupted while the engine is running, an abnormal value may be indicated.
MAS A/F SE-B1 [V]	×	×	The signal voltage of the mass air flow sensor is displayed.	When the engine is stopped, a certain value is indicated.
B/FUEL SCHDL [msec]		×	"Base fuel schedule" indicates the fuel injection pulse width programmed into ECM, prior to any learned on board correction.	
A/F ALPHA-B1 [%]		×	The mean value of the air-fuel ratio feedback correction factor per cycle is indicated.	- When the engine is stopped, a certain value is indicated. - This data also includes the data for the air-fuel ratio learning control.
COOLAN TEMP/S [°C] or [°F]	×	×	The engine coolant temperature (determined by the signal voltage of the engine coolant temperature sensor) is displayed.	When the engine coolant temperature sensor is open or short-circuited, ECM enters fail-safe mode. The engine coolant temperature determined by the ECM is displayed.
HO2S1 (B1) [V]	×	×	The signal voltage of the heated oxygen sensor 1 is displayed.	
HO2S2 (B1) [V]	×		The signal voltage of the heated oxygen sensor 2 is displayed.	
HO2S1 MNTR (B1) [RICH/LEAN]	×	×	Display of heated oxygen sensor 1 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.	- 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.
HO2S2 MNTR (B1) [RICH/LEAN]	×		Display of heated oxygen sensor 2 signal: RICH: Means the amount of oxygen after three way catalyst is relatively small. LEAN: Means the amount of oxygen after three way catalyst is relatively large.	When the engine is stopped, a certain value is indicated.
VHCL SPEED SE [km/h] or [mph]	×	×	The vehicle speed computed from the vehicle speed signal is displayed.	

TROUBLE DIAGNOSIS

Monitored item [Unit]	ECM INPUT SIG- NALS	MAIN SIG- NALS	Description	Remarks
BATTERY VOLT [V]	×	×	The power supply voltage of ECM is displayed.	
ACCEL SEN 1 [V]	×	×	The accelerator pedal position sensor signal voltage is displayed.	ACCEL SEN 2 signal is converted by ECM internally. Thus, it differs from ECM terminal voltage signal.
ACCEL SEN 2 [V]	×			
THRTL SEN 1 [V]	×	×	The throttle position sensor signal voltage is displayed.	THRTL SEN 2 signal is converted by ECM internally. Thus, it differs from ECM terminal voltage signal.
THRTL SEN 2 [V]	×			
FUEL T/TEMP SE [°C] or [°F]	×		The fuel temperature (determined by the signal voltage of the fuel tank temperature sensor) is displayed.	
INT/A TEMP SE [°C] or [°F]	×	×	The intake air temperature (determined by the signal voltage of the intake air temperature sensor) is indicated.	
EVAP SYS PRES [V]	×		The signal voltage of EVAP control system pressure sensor is displayed.	
FUEL LEVEL SE [V]	×		The signal voltage of the fuel level sensor is displayed.	
START SIGNAL [ON/OFF]	×	×	Indicates [ON/OFF] condition from the starter signal.	After starting the engine, [OFF] is displayed regardless of the starter signal.
CLSD THL POS [ON/OFF]	×	×	Indicates idle position [ON/OFF] computed by ECM according to the accelerator pedal position sensor signal.	
AIR COND SIG [ON/OFF]	×	×	Indicates [ON/OFF] condition of the air conditioner switch as determined by the air conditioner signal.	
P/N POSI SW [ON/OFF]	×	×	Indicates [ON/OFF] condition from the park/neutral position (PNP) switch signal.	
PW/ST SIGNAL [ON/OFF]	×	×	[ON/OFF] condition of the power steering system (determined by the signal voltage of the power steering pressure sensor signal) is indicated.	
LOAD SIGNAL [ON/OFF]	×	×	- Indicates [ON/OFF] condition from the electrical load signal. - ON: Rear window defogger switch is ON and/or lighting switch is in 1st or 2nd position and/or heater fan switch is ON. - OFF: Rear window defogger switch and lighting switch and heater fan switch are OFF.	
IGNITION SW [ON/OFF]	×		Indicates [ON/OFF] condition from ignition switch.	
HEATER FAN SW [ON/OFF]	×		Indicates [ON/OFF] condition from the heater fan switch signal.	
BRAKE SW [ON/OFF]	×		Indicates [ON/OFF] condition from the stop lamp switch signal.	
INJ PULSE-B1 [msec]		×	Indicates the actual fuel injection pulse width compensated by ECM according to the input signals.	When the engine is stopped, a certain computed value is indicated.
IGN TIMING [BTDC]		×	Indicates the ignition timing computed by ECM according to the input signals.	When the engine is stopped, a certain value is indicated.

TROUBLE DIAGNOSIS

Monitored item [Unit]	ECM INPUT SIG- NALS	MAIN SIG- NALS	Description	Remarks	A
CAL/LD VALUE [%]			“Calculated load value” indicates the value of the current airflow divided by peak air-flow.		EC
MASS AIRFLOW [g·m/s]			Indicates the mass airflow computed by ECM according to the signal voltage of the mass air flow sensor.		C
PURG VOL C/V [%]			- Indicates the EVAP canister purge volume control solenoid valve control value computed by the ECM according to the input signals. - The opening becomes larger as the value increases.		D E
INT/V TIM (B1) [°CA]			Indicates [°CA] of intake camshaft advanced angle.		F
INT/V SOL (B1) [%]			- The control value of the intake valve timing control solenoid valve (determined by ECM according to the input signal) is indicated. - The advance angle becomes larger as the value increases.		G
VIAS S/V [ON/OFF]			The control condition of the VIAS control solenoid valve (determined by ECM according to the input signals) is indicated. ON: VIAS control solenoid valve is operating. OFF: VIAS control solenoid valve is not operating.		H I
AIR COND RLY [ON/OFF]		×	The air conditioner relay control condition (determined by ECM according to the input signals) is indicated.		J
FUEL PUMP RLY [ON/OFF]		×	Indicates the fuel pump relay control condition determined by ECM according to the input signals.		K
VENT CONT/V [ON/OFF]			The control condition of the EVAP canister vent control valve (determined by ECM according to the input signals) is indicated. ON: Closed OFF: Open		L M
THRTL RELAY [ON/OFF]		×	Indicates the throttle control motor relay control condition determined by the ECM according to the input signals.		
COOLING FAN [HI/LOW/OFF]		×	Indicates the condition of the cooling fan (determined by ECM according to the input signals). HI: High speed operation LOW: Low speed operation OFF: Stop		
HO2S1 HTR (B1) [ON/OFF]			Indicates [ON/OFF] condition of heated oxygen sensor 1 heater determined by ECM according to the input signals.		
HO2S2 HTR (B1) [ON/OFF]			Indicates [ON/OFF] condition of heated oxygen sensor 2 heater determined by ECM according to the input signals.		

TROUBLE DIAGNOSIS

Monitored item [Unit]	ECM INPUT SIG- NALS	MAIN SIG- NALS	Description	Remarks
I/P PULLY SPD [km/h] or [MPH]			Indicates the engine speed computed from the turbine revolution sensor signal.	
VEHICLE SPEED [km/h] or [MPH]	×		Indicates the vehicle speed computed from the revolution sensor signal.	
IDL A/V LEARN [YET/CMPLT]			Display the condition of Idle Air Volume Learning YET: Idle Air Volume Learning has not been performed yet. CMPLT: Idle Air Volume Learning has already been performed successfully.	
TRVL AFTER MIL [km] or [mile]			Distance traveled while MIL is activated.	
SNOW MODE SW* [ON/OFF]			Indicates [NO/OFF] condition from the snow mode switch signal.	
O2SEN HTR DTY [%]			Indicates the heated oxygen sensor 1 heater control value computed by the ECM according to the input signals.	
AC PRESS SEN [V]	×		The signal voltage from the refrigerant pressure sensor is displayed.	
VHCL SPEED SE [km/h] or [mph]			The vehicle speed computed from the vehicle speed signal sent from TCM is displayed.	
SET VHCL SPD [km/h] or [mph]			The preset vehicle speed is displayed.	
MAIN SW [ON/OFF]			Indicates [ON/OFF] condition from MAIN switch signal.	
CANCEL SW [ON/OFF]			Indicates [ON/OFF] condition from CANCEL switch signal.	
RESUME/ACC SW [ON/OFF]			Indicates [ON/OFF] condition from RESUME/ACCELERATE switch signal.	
SET SW [ON/OFF]			Indicates [ON/OFF] condition from SET/COAST switch signal.	
BRAKE SW1 [ON/OFF]			Indicates [ON/OFF] condition from ASCD brake switch signal, and ASCD clutch switch signal (M/T models).	
BRAKE SW2 [ON/OFF]			Indicates [ON/OFF] condition of stop lamp switch signal.	
VHCL SPD CUT [NON/CUT]			Indicates the vehicle cruise condition. NON: Vehicle speed is maintained at the ASCD set speed. CUT: Vehicle speed increased to excessively high compared with the ASCD set speed, and ASCD operation is cut off.	
LO SPEED CUT [NON/CUT]			Indicates the vehicle cruise condition. NON: Vehicle speed is maintained at the ASCD set speed. CUT: Vehicle speed decreased to excessively low compared with the ASCD set speed, and ASCD operation is cut off.	
AT OD MONITOR [ON/OFF]			Indicates [ON/OFF] condition of A/T O/D according to the input signal from the TCM.	

TROUBLE DIAGNOSIS

Monitored item [Unit]	ECM INPUT SIG- NALS	MAIN SIG- NALS	Description	Remarks
AT OD CANCEL [ON/OFF]			Indicates [ON/OFF] condition of A/T O/D cancel signal sent from the TCM.	
CRUISE LAMP [ON/OFF]			Indicates [ON/OFF] condition of CRUISE lamp determined by the ECM according to the input signals.	
SET LAMP [ON/OFF]			Indicates [ON/OFF] condition of SET lamp determined by the ECM according to the input signals.	
Voltage [V]			Voltage, frequency, duty cycle or pulse width measured by the probe.	- 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.
Frequency [msec], [Hz] or [%]				
DUTY-HI				
DUTY-LOW				
PLS WIDTH-HI				
PLS WIDTH-LOW				

*: With 2WD models.

NOTE:

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

DATA MONITOR (SPEC) MODE

Monitored Item

Monitored item [Unit]	ECM INPUT SIG- NALS	MAIN SIG- NALS	Description	Remarks
ENG SPEED [rpm]	×	×	Indicates the engine speed computed from the signal of the crankshaft position sensor (POS) and camshaft position sensor (PHASE).	
MAS A/F SE-B1 [V]	×	×	The signal voltage of the mass air flow sensor specification is displayed.	When engine is running specification range is indicated.
B/FUEL SCHDL [msec]		×	“Base fuel schedule” indicates the fuel injection pulse width programmed into ECM, prior to any learned on board correction.	When engine is running specification range is indicated.
A/F ALPHA-B1 [%]		×	The mean value of the air-fuel ratio feedback correction factor per cycle is indicated.	- When engine is running specification range is indicated. - This data also includes the data for the air-fuel ratio learning control.

NOTE:

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

TROUBLE DIAGNOSIS

ACTIVE TEST MODE

Test Item

TEST ITEM	CONDITION	JUDGEMENT	CHECK ITEM (REMEDY)
FUEL INJECTION	● Engine: Return to the original trouble condition ● Change the amount of fuel injection using CONSULT-II.	If trouble symptom disappears, see CHECK ITEM.	● Harness and connectors ● Fuel injector ● Heated oxygen sensor 1
IGNITION TIMING	● Engine: Return to the original trouble condition ● Timing light: Set ● Retard the ignition timing using CONSULT-II.	If trouble symptom disappears, see CHECK ITEM.	● Perform Idle Air Volume Learning.
POWER BALANCE	● Engine: After warming up, idle the engine. ● A/C switch OFF ● Shift lever P or N (A/T), Neutral (M/T) ● Cut off each fuel injector signal one at a time using CONSULT-II.	Engine runs rough or dies.	● Harness and connectors ● Compression ● Fuel injector ● Power transistor ● Spark plug ● Ignition coil
COOLING FAN*	● Ignition switch: ON ● Turn the cooling fan "LOW", "HI" and "OFF" with CONSULT-II.	Cooling fan moves and stops.	● Harness and connectors ● Cooling fan relay ● Cooling fan motor
ENG COOLANT TEMP	● Engine: Return to the original trouble condition ● Change the engine coolant temperature using CONSULT-II.	If trouble symptom disappears, see CHECK ITEM.	● Harness and connectors ● Engine coolant temperature sensor ● Fuel injector
FUEL PUMP RELAY	● 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.	● Harness and connectors ● Fuel pump relay
VIAS SOL VALVE	● Ignition switch: ON ● Turn solenoid valve "ON" and "OFF" with CONSULT-II and listen for operating sound.	Solenoid valve makes an operating sound.	● Harness and connectors ● Solenoid valve
PURG VOL CONT/V	● Engine: After warming up, run engine at 1,500 rpm. ● Change the EVAP canister purge volume control solenoid valve opening percent using CONSULT-II.	Engine speed changes according to the opening percent.	● Harness and connectors ● Solenoid valve
FUEL/T TEMP SEN	● Change the fuel tank temperature using CONSULT-II.		
VENT CONTROL/V	● 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.	● Harness and connectors ● Solenoid valve
V/T ASSIGN ANGLE	● Engine: Return to the original trouble condition ● Change intake valve timing using CONSULT-II.	If trouble symptom disappears, see CHECK ITEM.	● Harness and connectors ● Intake valve timing control solenoid valve

*: Leaving cooling fan "OFF" with CONSULT-II while engine is running may cause the engine to over heat.

TROUBLE DIAGNOSIS

DTC & SRT CONFIRMATION MODE

SRT STATUS Mode

For details, refer to [EC-52, "SYSTEM READINESS TEST \(SRT\) CODE"](#).

SRT WORK SUPPORT Mode

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

DTC WORK SUPPORT Mode

Test mode	Test item	Corresponding DTC No.	Reference page
EVAPORATIVE SYS- TEM	PURGE FLOW P0441	P0441	EC-348
	EVAP SML LEAK P0442/P1442*	P0442	EC-354
	EVAP V/S SML LEAK P0456/P1456*	P0456	EC-419
	PURG VOL CN/V P1444	P0443	EC-364
HO2S1	HO2S1 (B1) P0133	P0133	EC-231
	HO2S1 (B1) P0134	P0134	EC-242
	HO2S1 (B1) P1143	P1143	EC-465
	HO2S1 (B1) P1144	P1144	EC-471
HO2S2	HO2S2 (B1) P0139	P0139	EC-272
	HO2S2 (B1) P1146	P0138	EC-260
	HO2S2 (B1) P1147	P0137	EC-251

*: DTC P1442 and P1456 does not apply to T30 models but appears in DTC WORK SUPPORT MODE screens.

TROUBLE DIAGNOSIS

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

Description

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

1. "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 right, 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.

DATA MONITOR	
Recording Data...11%	NO DTC
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V
COOLAN TEMP/S	XXX °C
HO2S1 (B1)	XXX V
VHCL SPEED SE	XXX km/h

SEF705Y

2. "MANU TRIG" (Manual trigger):

- DTC/1st trip DTC and malfunction item will not be displayed 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.

SET RECORDING CONDITION
AUTO TRIG
MANU TRIG
TRIGGER POINT
0% 20% 40% 60% 80% 100%
RECORDING SPEED
MIN MAX
/64 /32 /16 /8 /4 /2 FULL

SEF707X

Operation

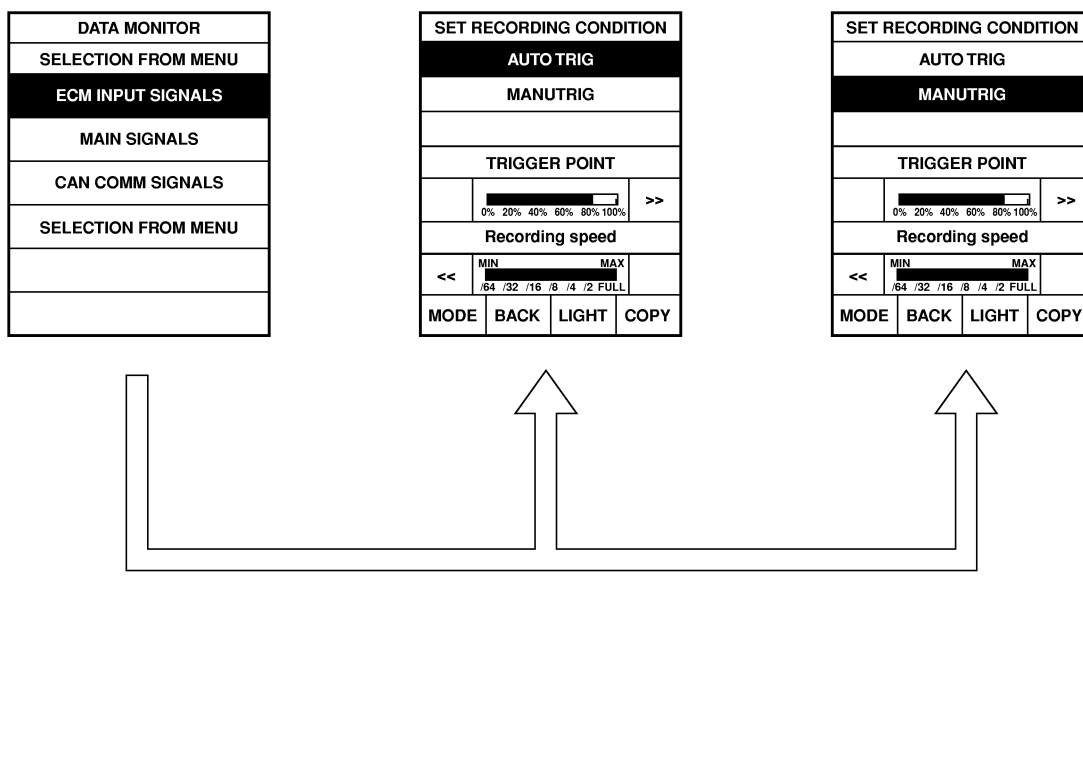
1. "AUTO TRIG"

- 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 "Incident Simulation Tests" in [GI-26, "How to Perform Efficient Diagnosis for an Electrical Incident"](#) .)

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.

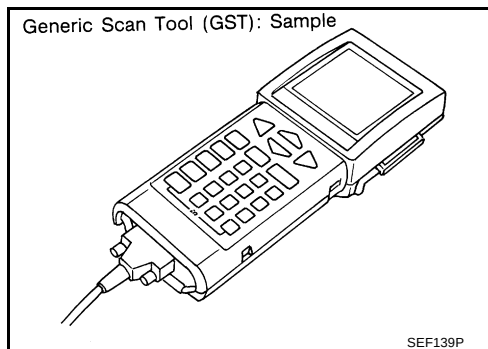
TROUBLE DIAGNOSIS



Generic Scan Tool (GST) Function DESCRIPTION

ABS00CLN

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



FUNCTION

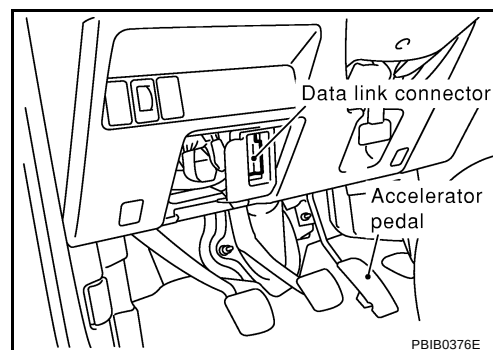
Diagnostic test mode		Function
Service \$01	READINESS TESTS	This diagnostic service gains access to current emission-related data values, including analog inputs and outputs, digital inputs and outputs, and system status information.
Service \$02	(FREEZE DATA)	This diagnostic service gains access to emission-related data value which were stored by ECM during the freeze frame. For details, refer to EC-52. "FREEZE FRAME DATA AND 1ST TRIP FREEZE FRAME DATA" .
Service \$03	DTCs	This diagnostic service gains access to emission-related power train trouble codes which were stored by ECM.

TROUBLE DIAGNOSIS

Diagnostic test mode		Function
Service \$04	CLEAR DIAG INFO	This diagnostic service can clear all emission-related diagnostic information. This includes: ● Clear number of diagnostic trouble codes (Service \$01) ● Clear diagnostic trouble codes (Service \$03) ● Clear trouble code for freeze frame data (Service \$01) ● Clear freeze frame data (Service \$02) ● Reset status of system monitoring test (Service \$01) ● Clear on board monitoring test results (Service \$06 and \$07)
Service \$06	(ON BOARD TESTS)	This diagnostic service accesses the results of on board diagnostic monitoring tests of specific components/systems that are not continuously monitored.
Service \$07	(ON BOARD TESTS)	This diagnostic service enables the off board test drive to obtain test results for emission-related powertrain components/systems that are continuously monitored during normal driving conditions.
Service \$08	—	This diagnostic service can close EVAP system in ignition switch ON position (Engine stopped). When this diagnostic service is performed, EVAP canister vent control valve can be closed. In the following conditions, this diagnostic service cannot function. ● Low ambient temperature ● Low battery voltage ● Engine running ● Ignition switch OFF ● Low fuel temperature ● Too much pressure is applied to EVAP system
Service \$09	(CALIBRATION ID)	This diagnostic service enables the off-board test device to request specific vehicle information such as Vehicle Identification Number (VIN) and Calibration IDs.

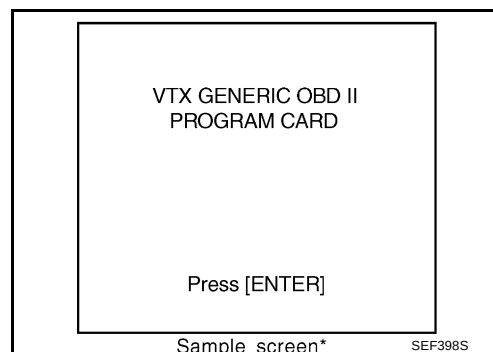
INSPECTION PROCEDURE

1. Turn ignition switch OFF.
2. Connect GST to data link connector, 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.)



TROUBLE DIAGNOSIS

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

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

OBD II FUNCTIONS	
F0: DATA LIST	
F1: FREEZE DATA	
F2: DTCS	
F3: SNAPSHOT	
F4: CLEAR DIAG INFO	
F5: O2 TEST RESULTS	
F6: READINESS TESTS	
F7: ON BOARD TESTS	
F8: EXPAND DIAG PROT	
F9: UNIT CONVERSION	
Sample screen* SEF416S	

CONSULT-II Reference Value in Data Monitor

ABS00CLO

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.

MONITOR ITEM	CONDITION		SPECIFICATION
ENG SPEED	● Run engine and compare the CONSULT-II value with tachometer indication.		Almost the same speed as the tachometer indication.
MAS A/F SE-B1	See EC-133, "TROUBLE DIAGNOSIS - SPECIFICATION VALUE" .		
B/FUEL SCHDL	See EC-133, "TROUBLE DIAGNOSIS - SPECIFICATION VALUE" .		
A/F ALPHA-B1	See EC-133, "TROUBLE DIAGNOSIS - SPECIFICATION VALUE" .		
COOLAN TEMP/S	● Engine: After warming up		More than 70°C (158°F)
HO2S1 (B1)	● Engine: After warming up	Maintaining engine speed at 2,000 rpm	0 - 0.3V ↔ 0.6 - 1.0V
HO2S2 (B1)	● Revving engine from idle to 3,000 rpm quickly after the following conditions are met. – Engine: After warming up. – Keep the engine speed between 3,500 rpm and 4,000 rpm for 1 minute and idle for 1 minute under no load.		0 - 0.3V ↔ 0.6 - 1.0V
HO2S1 MNTR (B1)	● Engine: After warming up	Maintaining engine speed at 2,000 rpm	LEAN ↔ RICH Changes more than 5 times during 10 seconds.
HO2S2 MNTR (B1)	● Revving engine from idle to 3,000 rpm quickly after the following conditions are met. – Engine: After warming up. – Keep the engine speed between 3,500 rpm and 4,000 rpm for 1 minute and idle for 1 minute under no load.		LEAN ↔ RICH
VEH SPEED SE	● Turn drive wheels and compare the CONSULT-II value with speedometer indication.		Almost the same speed as the speedometer indication.
BATTERY VOLT	● Ignition switch: ON (Engine stopped)		11 - 14V
ACCEL SEN 1	● Ignition switch: ON (Engine stopped)	Accelerator pedal: Fully released	0.5 - 1.0V
		Accelerator pedal: Fully depressed	4.0 - 4.7V
ACCEL SEN 2*	● Ignition switch: ON (Engine stopped)	Accelerator pedal: Fully released	0.3 - 1.2V
		Accelerator pedal: Fully depressed	3.9 - 4.8V
THRTL SEN 1 THRTL SEN 2*	● Ignition switch: ON (Engine stopped)	Accelerator pedal: Fully released	More than 0.36V
		Accelerator pedal: Fully depressed	Less than 4.75V
EVAP SYS PRES	● Ignition switch: ON		1.8 - 4.8V
START SIGNAL	● Ignition switch: ON → START → ON		OFF → ON → OFF
CLSD THL POS	● Ignition switch: ON (Engine stopped)	Accelerator pedal: Fully released	ON
		Accelerator pedal: Slightly depressed	OFF

TROUBLE DIAGNOSIS

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
P/N POSI SW	Ignition switch: ON	Shift lever: P or N (A/T), Neutral (M/T)	ON
		Shift lever: Except above position	OFF
PW/ST SIGNAL	Engine: After warming up, idle the engine	Steering wheel: Not being turned.	OFF
		Steering wheel: Being turned.	ON
LOAD SIGNAL	Ignition switch: ON	Rear window defogger switch is ON and/or lighting switch is in 1st or 2nd and/or heater fan switch is ON.	ON
		Rear window defogger switch is OFF, lighting switch and heater fan switch is OFF.	OFF
SNOW MODE SW	Ignition switch: ON	Snow mode switch: ON	ON
		Snow mode switch: OFF	OFF
IGNITION SW	Ignition switch: ON → OFF → ON		ON → OFF → ON
HEATER FAN SW	Engine: After warming up, idle the engine	Heater fan: Operating.	ON
		Heater fan: Not operating	OFF
BRAKE SW	Ignition switch: ON	Brake pedal: Fully released	OFF
		Brake pedal: Slightly depressed	ON
INJ PULSE-B1	- Engine: After warming up - Shift lever: P or N (A/T), Neutral (M/T) - Air conditioner switch: OFF - No load	Idle	2.0 - 3.0 msec
		2,000 rpm	1.9 - 2.9 msec
IGN TIMING	- Engine: After warming up - Shift lever: P or N (A/T), Neutral (M/T) - Air conditioner switch: OFF - No load	Idle	13° - 17° BTDC
		2,000 rpm	25° - 45° BTDC
CAL/LD VALUE	- Engine: After warming up - Shift lever: P or N (A/T), Neutral (M/T) - Air conditioner switch: OFF - No load	Idle	10% - 35%
		2,500 rpm	10% - 35%
MASS AIRFLOW	- Engine: After warming up - Shift lever: P or N (A/T), Neutral (M/T) - Air conditioner switch: OFF - No load	Idle	1.0 - 4.0 g·m/s
		2,500 rpm	4.0 - 10.0 g·m/s
PURG VOL C/V	- Engine: After warming up - Shift lever: P or N (A/T), Neutral (M/T) - Air conditioner switch: OFF - No load	Idle	0%
		2,000 rpm	20 - 30%

TROUBLE DIAGNOSIS

MONITOR ITEM	CONDITION		SPECIFICATION
INT/V TIM (B1)	- Engine: After warming up - Shift lever: P or N (A/T), Neutral (M/T) - Air conditioner switch: OFF - No load	Idle	-5° - 5°C
		When revving engine up to 2,000 rpm quickly.	Approx. 0° - 20°C
INT/V SOL (B1)	- Engine: After warming up - Shift lever: P or N (A/T), Neutral (M/T) - Air conditioner switch: OFF - No load	Idle	0% - 2%
		When revving engine up to 2,000 rpm quickly.	Approx. 0% - 50%
AIR COND RLY	Engine: After warming up, idle the engine	Air conditioner switch: OFF	OFF
		Air conditioner switch: ON (Compressor operates)	ON
VIAS S/V	Engine: After warming up	Idle	OFF
		More than 5,000 rpm	ON
FUEL PUMP RLY	- For 1 second after turning ignition switch ON - Engine running or cranking		ON
	Except above conditions		OFF
VENT CONT/V	Ignition switch: ON		OFF
THRTL RELAY	Ignition switch: ON		ON
COOLING FAN	- Engine: After warming up, idle the engine - Air conditioner switch: OFF	Engine coolant temperature is 94°C (201°F) or less	OFF
		Engine coolant temperature is between 95°C (203°F) and 99°C (210°F)	LOW
		Engine coolant temperature is 100°C (212°F) or more	HIGH
HO2S1 HTR (B1)	- Engine: After warming up - Engine speed: Below 3,600 rpm		ON
	Engine speed: Above 3,600 rpm		OFF
HO2S2 HTR (B1)	- Engine speed: Below 3,600 rpm after the following conditions are met - Engine: After warming up - Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load.		ON
	Engine speed: Above 3,600 rpm		OFF
TRVL AFTER MIL	Ignition switch: ON	Vehicle has traveled after MIL has turned ON.	0 - 65,535 km (0 - 40,723 mile)
O2SEN HTR DTY	- Engine coolant temperature when engine started: More than 80°C (176°F) - Engine speed: Below 3,600 rpm		Approx. 50%
AC PRESS SEN	Ignition switch: ON (Engine stopped)		Approx. 0V
	- Engine: Idle - Air conditioner switch: OFF		1.0 - 4.0V
VEH SPEED SE	Turn drive wheels and compare the CONSULT-II value with speedometer indication.		Almost the same speed as the speedometer indication
SET VHCL SPD	Engine: Running	ASCD: Operating	The preset vehicle speed is displayed.
MAIN SW	Ignition switch: ON	MAIN switch: Pressed	ON
		MAIN switch: Released	OFF
CANCEL SW	Ignition switch: ON	CANCEL switch: Pressed	ON
		CANCEL switch: Released	OFF

TROUBLE DIAGNOSIS

MONITOR ITEM	CONDITION		SPECIFICATION
RESUME/ACC SW	● Ignition switch: ON	RESUME/ACCELERATE switch: Pressed	ON
		RESUME/ACCELERATE switch: Released	OFF
SET SW	● Ignition switch: ON	SET/COAST switch: Pressed	ON
		SET/COAST switch: Released	OFF
BRAKE SW1 (ASCD brake switch)	● Ignition switch: ON	● Brake pedal: Fully released (A/T) ● Brake pedal and clutch pedal: Fully released (M/T)	ON
		● Brake pedal: Slightly depressed (A/T) ● Brake pedal and/or clutch pedal: Fully depressed (M/T)	OFF
BRAKE SW2 (STOP lamp switch)	● Ignition switch: ON	Brake pedal: Fully released	OFF
		Brake pedal: Slightly depressed	ON
CRUISE LAMP	● Ignition switch: ON	MAIN switch is pressed at 1st time → 2nd time	ON → OFF
SET LAMP	● MAIN switch: ON ● When vehicle is between 40 km/h (25 MPH) and 144 km/h (89 MPH)	ASCD: Operating	ON
		ASCD: Not operating	OFF

*: Accelerator pedal position sensor 2 signal and throttle position sensor 2 signal are converted by ECM internally. Thus, they differ from ECM terminals voltage signal.

TROUBLE DIAGNOSIS

Major Sensor Reference Graph in Data Monitor Mode

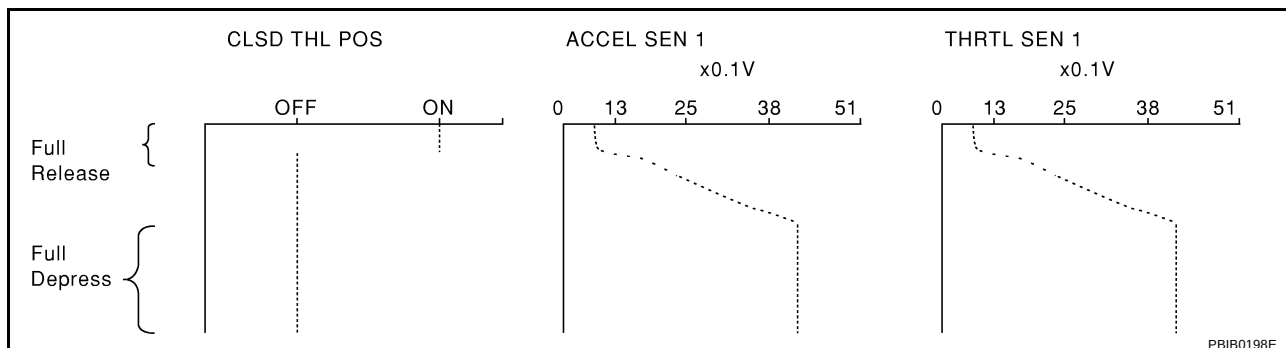
ABS00CLP

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

CLSD THL POS, ACCEL SEN 1, THRTL SEN 1

Below is the data for "CLSD THL POS", "ACCEL SEN 1" and "THRTL SEN 1" when depressing the accelerator pedal with the ignition switch ON and with shift lever in D position (A/T), 1st position (M/T).

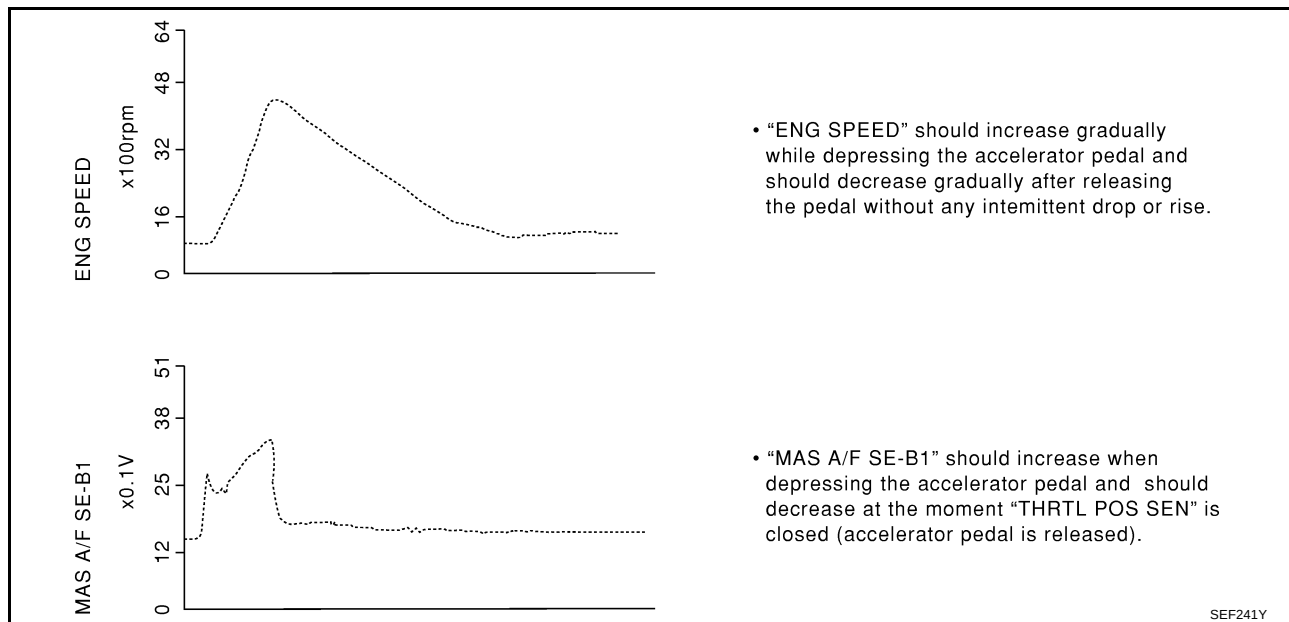
The signal of "ACCEL SEN 1" and "THRTL SEN 1" should rise gradually without any intermittent drop or rise after "CLSD THL POS" is changed from ON to OFF.



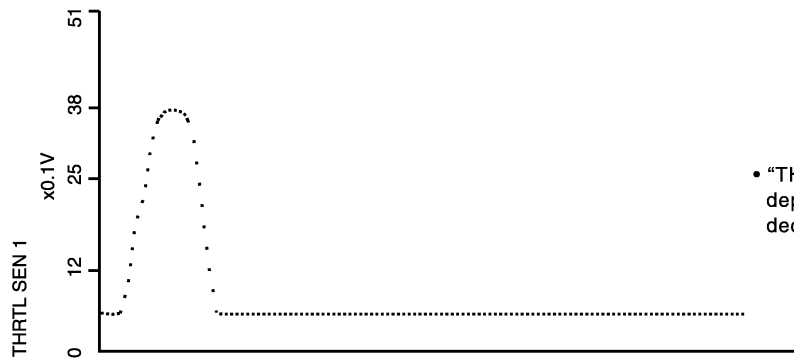
ENG SPEED, MAS A/F SE-B1, THRTL SEN 1, HO2S1 (B1), HO2S2 (B1), INJ PULSE-B1

Below is the data for "ENG SPEED", "MAS A/F SE-B1", "THRTL SEN 1", "HO2S2 (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.



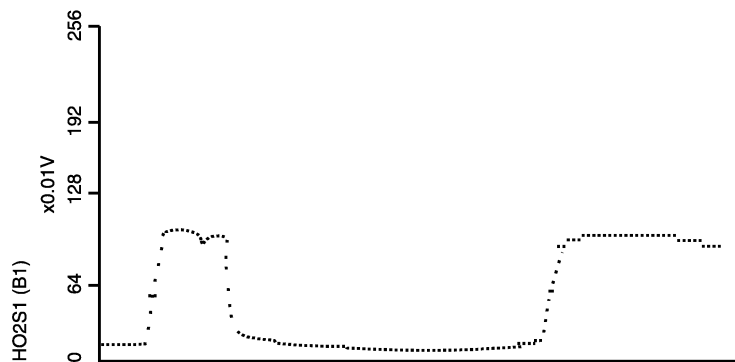
TROUBLE DIAGNOSIS



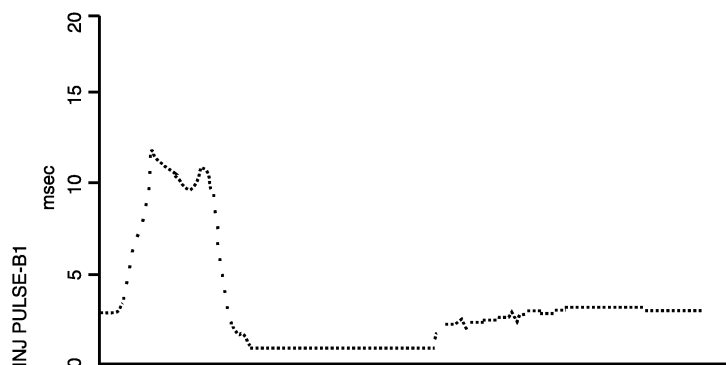
- “THRTL SEN 1” should increase while depressing the accelerator pedal and should decrease while releasing it.



- “HO2S2 (B1)” may increase immediately after depressing the accelerator pedal and may decrease after releasing the pedal.



- “HO2S1 (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.

PBIB0668E

TROUBLE DIAGNOSIS - SPECIFICATION VALUE

PFP:00031

Description

ABS00CLQ

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

ABS00CLR

- Vehicle driven distance: More than 5,000 km (3,107miles)
 - 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 models, after the engine is warmed up to normal operating temperature, drive vehicle until "FLUID TEMP SE" (A/T fluid temperature sensor signal) indicates more than 60°C (140°F). For M/T models, after the engine is warmed up to normal operating temperature, drive vehicle for 5 minutes.
- *2: Rear window defogger switch, air conditioner switch, lighting switch are OFF. Steering wheel is straight ahead.

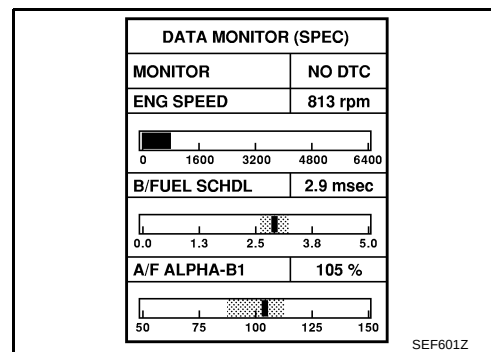
Inspection Procedure

ABS00CLS

NOTE:

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

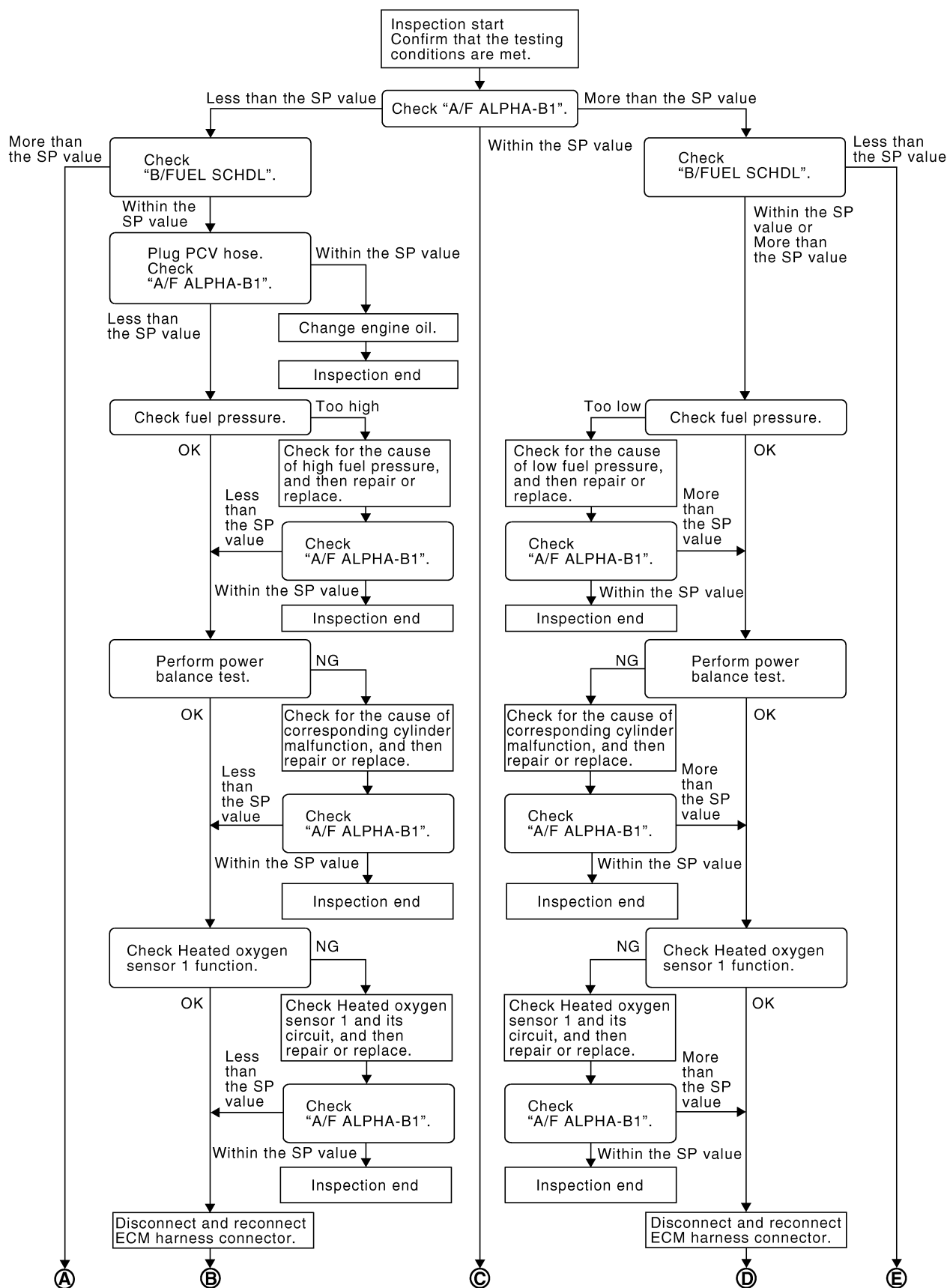
1. Perform [EC-70, "Basic Inspection"](#).
2. Confirm that the testing conditions indicated above are met.
3. Select "B/FUEL SCHDL", "A/F ALPHA-B1" and "MAS A/F SE-B1" in "DATA MONITOR (SPEC)" mode with CONSULT-II.
4. Make sure that monitor items are within the SP value.
5. If NG, go to [EC-134, "Diagnostic Procedure"](#).



TROUBLE DIAGNOSIS - SPECIFICATION VALUE

Diagnostic Procedure OVERALL SEQUENCE

ABS00CLT



PBIB2384E

A
EC
C
D
E
F
G
H
I
J
K
L
M



TROUBLE DIAGNOSIS - SPECIFICATION VALUE

DETAILED PROCEDURE

1. CHECK "A/F ALPHA-B1"

1. Start engine.
2. Confirm that the testing conditions are met. Refer to [EC-133, "Testing Condition"](#) .
3. Select "A/F ALPHA-B1" in "DATA MONITOR (SPEC)" mode, and make sure that the indication is within the SP value.

NOTE:

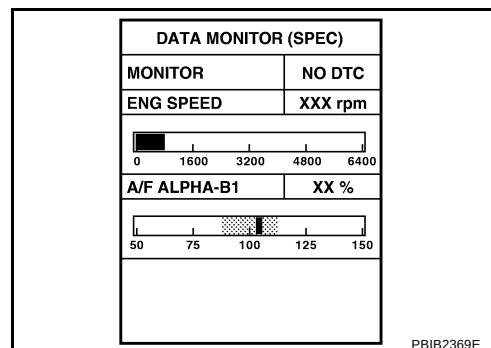
Check "A/F ALPHA-B1" for approximately 1 minute because they may fluctuate. It is NG if the indication is out of the SP value even a little.

OK or NG

OK >> GO TO 17.

NG (Less than the SP value)>>GO TO 2.

NG (More than the SP value)>>GO TO 3.



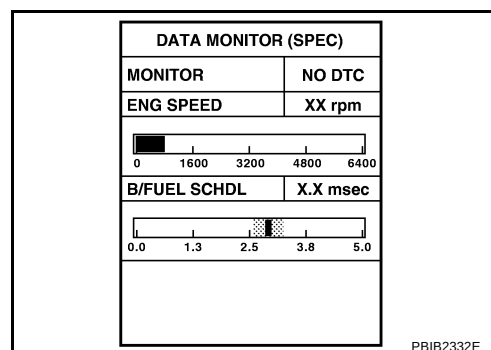
2. CHECK "B/FUEL SCHDL"

Select "B/FUEL SCHDL" in "DATA MONITOR (SPEC)" mode, and make sure that the indication is within the SP value.

OK or NG

OK >> GO TO 4.

NG (More than the SP value)>>GO TO 19.



3. CHECK "B/FUEL SCHDL"

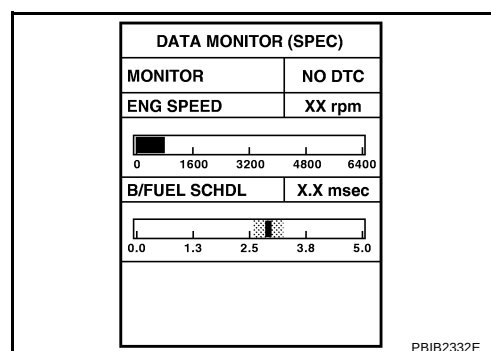
Select "B/FUEL SCHDL" in "DATA MONITOR (SPEC)" mode, and make sure that the indication is within the SP value.

OK or NG

OK >> GO TO 6.

NG (More than the SP value)>>GO TO 6.

NG (Less than the SP value)>>GO TO 25.



4. CHECK "A/F ALPHA-B1"

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

OK or NG

OK >> GO TO 5.

NG >> GO TO 6.

5. CHANGE ENGINE OIL

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

NOTE:

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

>> **INSPECTION END**

6. CHECK FUEL PRESSURE

Check fuel pressure. (Refer to [EC-80, "Fuel Pressure Check"](#) .)

OK or NG

OK >> GO TO 9.

NG (Fuel pressure is too high)>>Replace fuel pressure regulator, refer to [EC-80, "Fuel Pressure Check"](#) .
GO TO 8.

NG (Fuel pressure is too low)>>GO TO 7.

7. DETECT MALFUNCTIONING PART

1. Check the following.
 - Clogged and bent fuel hose and fuel tube
 - Clogged fuel filter
 - Fuel pump and its circuit (Refer to [EC-617, "FUEL PUMP"](#) .)
2. If NG, repair or replace the malfunctioning part. (Refer to [EC-80, "Fuel Pressure Check"](#) .)
If OK, replace fuel pressure regulator.

>> GO TO 8.

8. CHECK "A/F ALPHA-B1"

1. Start engine.
2. Select "A/F ALPHA-B1" in "DATA MONITOR (SPEC)" mode, and make sure that the indication is within the SP value.

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 9.

9. PERFORM POWER BALANCE TEST

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

OK or NG

OK >> GO TO 12.

NG >> GO TO 10.

ACTIVE TEST	
POWER BALANCE	
MONITOR	
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V

PBIB0133E

10. DETECT MALFUNCTIONING PART

1. Check the following.
 - Ignition coil and its circuit (Refer to [EC-623, "IGNITION SIGNAL"](#) .)
 - Fuel injector and its circuit (Refer to [EC-611, "FUEL INJECTOR"](#) .)
 - Intake air leakage
 - Low compression pressure (Refer to [EM-62, "CHECKING COMPRESSION PRESSURE"](#) .)
2. If NG, repair or replace the malfunctioning part.
If OK, replace fuel injector. (It may be caused by leakage from fuel injector or clogging.)

>> GO TO 11.

11. CHECK "A/F ALPHA-B1"

1. Start engine.
2. Select "A/F ALPHA-B1" in "DATA MONITOR (SPEC)" mode, and make sure that the indication is within the SP value.

OK or NG

OK >> **INSPECTION END**
NG >> GO TO 12.

12. CHECK HEATED OXYGEN SENSOR 1 FUNCTION

1. Run engine at about 2,000 rpm for about 2 minutes under no load.
2. Select "HO2S1 MNTR (B1)", in "DATA MONITOR" mode.
3. Running engine at 2,000 rpm under no load (The 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

OK or NG

OK >> GO TO 15.
NG >> GO TO 13.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
HO2S1 MNTR (B1)	RICH

SEF820Y

13. CHECK HEATED OXYGEN SENSOR 1 CIRCUIT

Check heated oxygen sensor 1 and its circuit. Refer to [EC-223, "DTC P0132 HO2S1"](#) .

>> GO TO 14.

14. CHECK "A/F ALPHA-B1"

1. Start engine.
2. Select "A/F ALPHA-B1" in "DATA MONITOR (SPEC)" mode, and make sure that the indication is within the SP value.

OK or NG

OK >> **INSPECTION END**
NG >> GO TO 15.

15. DISCONNECT AND RECONNECT ECM HARNESS CONNECTOR

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

>> GO TO 16.

16. CHECK "A/F ALPHA-B1"

1. Start engine.
2. Select "A/F ALPHA-B1" in "DATA MONITOR (SPEC)" mode, and make sure that the indication is within the SP value.

OK or NG

OK >> **INSPECTION END**

NG >> Detect malfunctioning part according to [EC-92, "Symptom Matrix Chart"](#).

17. CHECK "B/FUEL SCHDL"

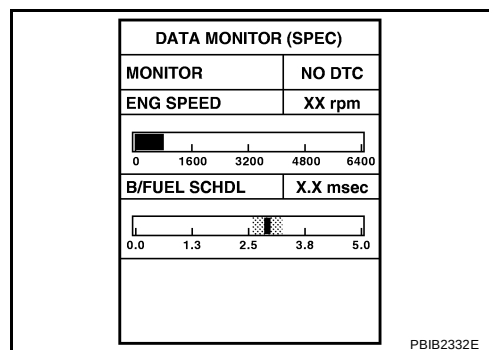
Select "B/FUEL SCHDL" in "DATA MONITOR (SPEC)" mode, and make sure that the indication is within the SP value.

OK or NG

OK >> **INSPECTION END**

NG (More than the SP value)>>GO TO 18.

NG (Less than the SP value)>>GO TO 25.

**18. DETECT MALFUNCTIONING PART**

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

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

19. CHECK INTAKE SYSTEM

Check for the cause of uneven air flow through mass air flow sensor. Refer to the following.

- Crushed air ducts
- Malfunctioning seal of air cleaner element
- Uneven dirt of air cleaner element
- Improper specification of intake air system

OK or NG

OK >> GO TO 21.

NG >> Repair or replace malfunctioning part, and then GO TO 20.

20. CHECK "A/F ALPHA-B1", AND "B/FUEL SCHDL"

Select "A/F ALPHA-B1" and "B/FUEL SCHDL" in "DATA MONITOR (SPEC)" mode, and make sure that the indication is within the SP value.

OK or NG

OK >> **INSPECTION END**

NG ("B/FUEL SCHDL" is more, "A/F ALPHA-B1" is less than the SP value)>>GO TO 21.

21. DISCONNECT AND RECONNECT MASS AIR FLOW SENSOR HARNESS CONNECTOR

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

>> GO TO 22.

22. CHECK "A/F ALPHA-B1"

1. Start engine.
2. Select "A/F ALPHA-B1" in "DATA MONITOR (SPEC)" mode, and make sure that the indication is within the SP value.

OK or NG

OK >> 1. Detect malfunctioning part of mass air flow sensor circuit and repair it. Refer to [EC-187](#) .

2. GO TO 29.

NG >> GO TO 23.

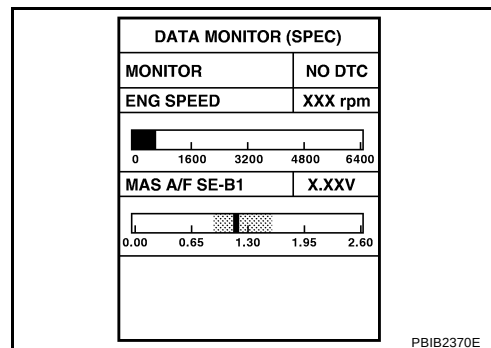
23. CHECK "MAS A/F SE-B1"

Select "MAS A/F SE-B1" in "DATA MONITOR (SPEC)" mode, and make sure that the indication is within the SP value.

OK or NG

OK >> GO TO 24.

NG (More than the SP value)>>Replace mass air flow sensor, and then GO TO 29.



24. REPLACE ECM

1. Replace ECM.
2. Perform initialization of NVIS (NATS) system and registration of all NVIS (NATS) ignition key IDs. Refer to [BL-99, "ECM Re-communicating Function"](#) .
3. Perform [EC-77, "VIN Registration"](#) .
4. Perform [EC-77, "Accelerator Pedal Released Position Learning"](#) .
5. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
6. Perform [EC-78, "Idle Air Volume Learning"](#) .

>> GO TO 29.

25. CHECK INTAKE SYSTEM

Check for the cause of uneven air flow through mass air flow sensor. Refer to the following.

- Crushed air ducts
- Malfunctioning seal of air cleaner element
- Uneven dirt of air cleaner element
- Improper specification of intake air system

OK or NG

OK >> GO TO 27.

NG >> Repair or replace malfunctioning part, and then GO TO 26.

26. CHECK "B/FUEL SCHDL"

Select "B/FUEL SCHDL" in "DATA MONITOR (SPEC)" mode, and make sure that the indication is within the SP value.

OK or NG

OK >> **INSPECTION END**

NG (Less than the SP value)>>GO TO 27.

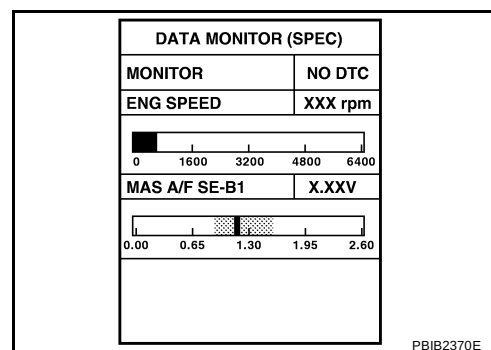
27. CHECK "MAS A/F SE-B1"

Select "MAS A/F SE-B1" in "DATA MONITOR (SPEC)" mode, and make sure that the indication is within the SP value.

OK or NG

OK >> GO TO 28.

NG (Less than the SP value)>>Replace mass air flow sensor, and then GO TO 30.



28. CHECK INTAKE SYSTEM

Check for the cause of air leak after the mass air flow sensor. Refer to the following.

- Disconnection, looseness, and cracks in air duct
- Looseness of oil filler cap
- Disconnection of oil level gauge
- Open stuck, breakage, hose disconnection, or cracks of PCV valve
- Disconnection or cracks of EVAP purge hose, open stuck of EVAP canister purge volume control solenoid valve
- Malfunctioning seal of rocker cover gasket
- Disconnection, looseness, or cracks of hoses, such as vacuum hose, connecting to intake air system parts
- Malfunctioning seal of intake air system, etc.

>> GO TO 30.

29. CHECK "A/F ALPHA-B1" AND "B/FUEL SCHDL"

Select "A/F ALPHA-B1" and "B/FUEL SCHDL" in "DATA MONITOR (SPEC)" mode, and make sure that the indication is within the SP value.

OK or NG

OK >> **INSPECTION END**

NG >> Detect malfunctioning part according to [EC-92, "Symptom Matrix Chart"](#).

30. CHECK "B/FUEL SCHDL"

Select "B/FUEL SCHDL" in "DATA MONITOR (SPEC)" mode, and then make sure that the indication is within the SP value.

OK or NG

OK >> **INSPECTION END**

NG >> Detect malfunctioning part according to [EC-92, "Symptom Matrix Chart"](#) .

TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT

TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT

PFP:00006

Description

ABS00CLU

Intermittent incidents may occur. In many cases, the malfunction 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 Intermittent incidents 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 malfunctioning area.

Common intermittent incidents Report Situations

STEP in Work Flow	Situation
2	The CONSULT-II is used. The SELF-DIAG RESULTS screen shows time data other than [0] or [1t].
3 or 4	The symptom described by the customer does not recur.
5	(1st trip) DTC does not appear during the DTC Confirmation Procedure.
10	The Diagnostic Procedure for PXXXX does not indicate the malfunctioning area.

Diagnostic Procedure

ABS00CLV

1. INSPECTION START

Erase (1st trip) DTCs. Refer to [EC-60, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).

>> GO TO 2.

2. CHECK GROUND TERMINALS

Check ground terminals for corroding or loose connection.
Refer to [EC-151, "Ground Inspection"](#).

OK or NG

OK >> GO TO 3.

NG >> Repair or replace.

3. SEARCH FOR ELECTRICAL INCIDENT

Perform [GI-26, "How to Perform Efficient Diagnosis for an Electrical Incident"](#), "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 Terminal"](#), "HOW TO PROBE CONNECTORS", "How to Check Enlarged Contact Spring of Terminal".

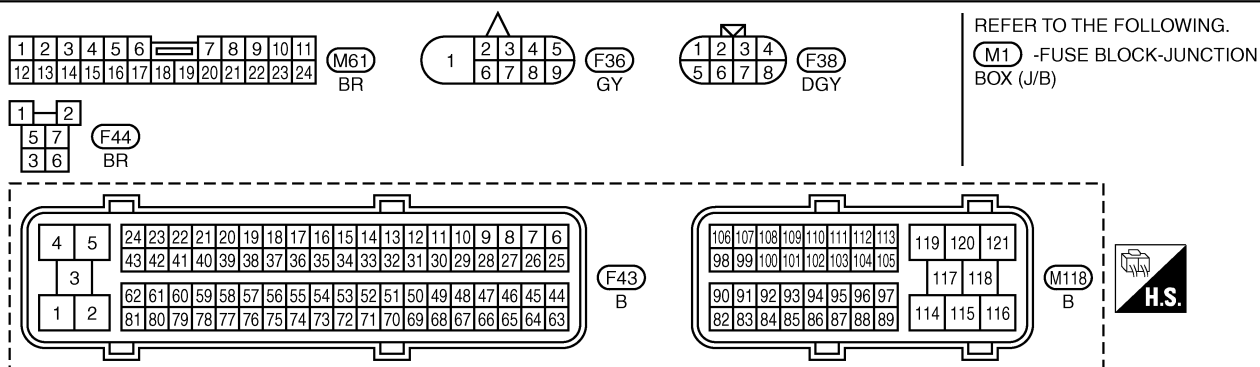
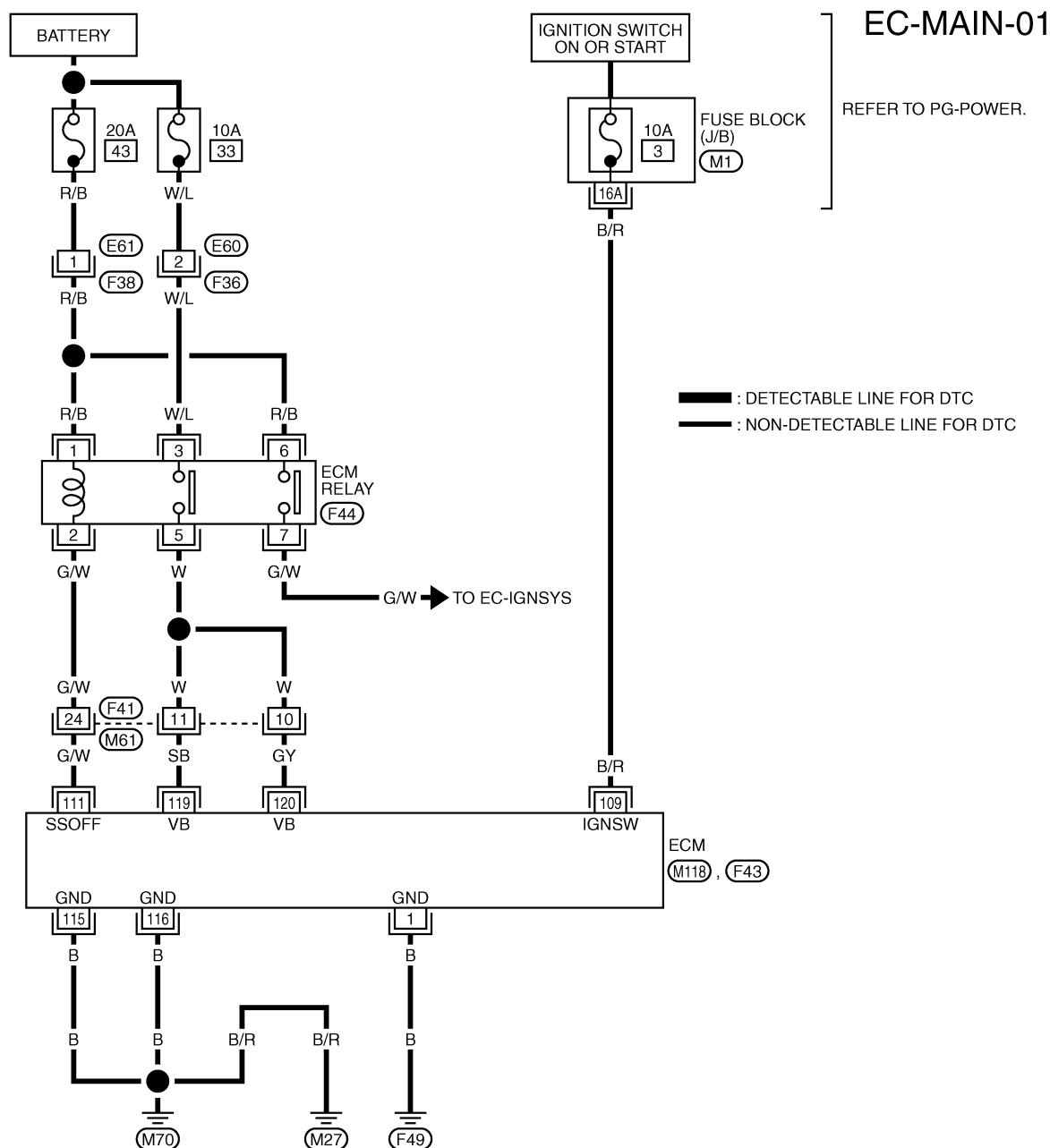
OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace connector.

Wiring Diagram

ABS00CLW



POWER SUPPLY AND GROUND CIRCUIT

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.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
1	B	ECM ground	[Engine is running] ● Idle speed	Body ground
109	B/R	Ignition switch	[Ignition switch: OFF]	0V
			[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)
111	G/W	ECM relay (Self shut-off)	[Engine is running] [Ignition switch: OFF] ● For a few seconds after turning ignition switch OFF	0 - 1.0V
			[Ignition switch: OFF] ● More than a few seconds after turning ignition switch OFF	BATTERY VOLTAGE (11 - 14V)
115 116	B B	ECM ground	[Engine is running] ● Idle speed	Body ground
119 120	SB GY	Power supply for ECM	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)

Diagnostic Procedure

ABS00D81

1. INSPECTION START

Start engine.

Is engine running?

Yes or No

Yes >> GO TO 11.

No >> GO TO 2.

2. CHECK ECM POWER SUPPLY CIRCUIT-I

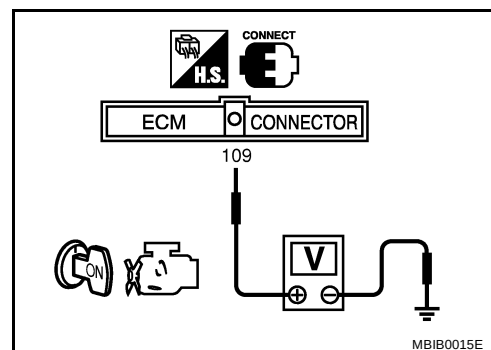
1. Turn ignition switch OFF and then ON.
2. Check voltage between ECM terminal 109 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

OK >> GO TO 4.

NG >> GO TO 3.



POWER SUPPLY AND GROUND CIRCUIT

3. DETECT MALFUNCTIONING PART

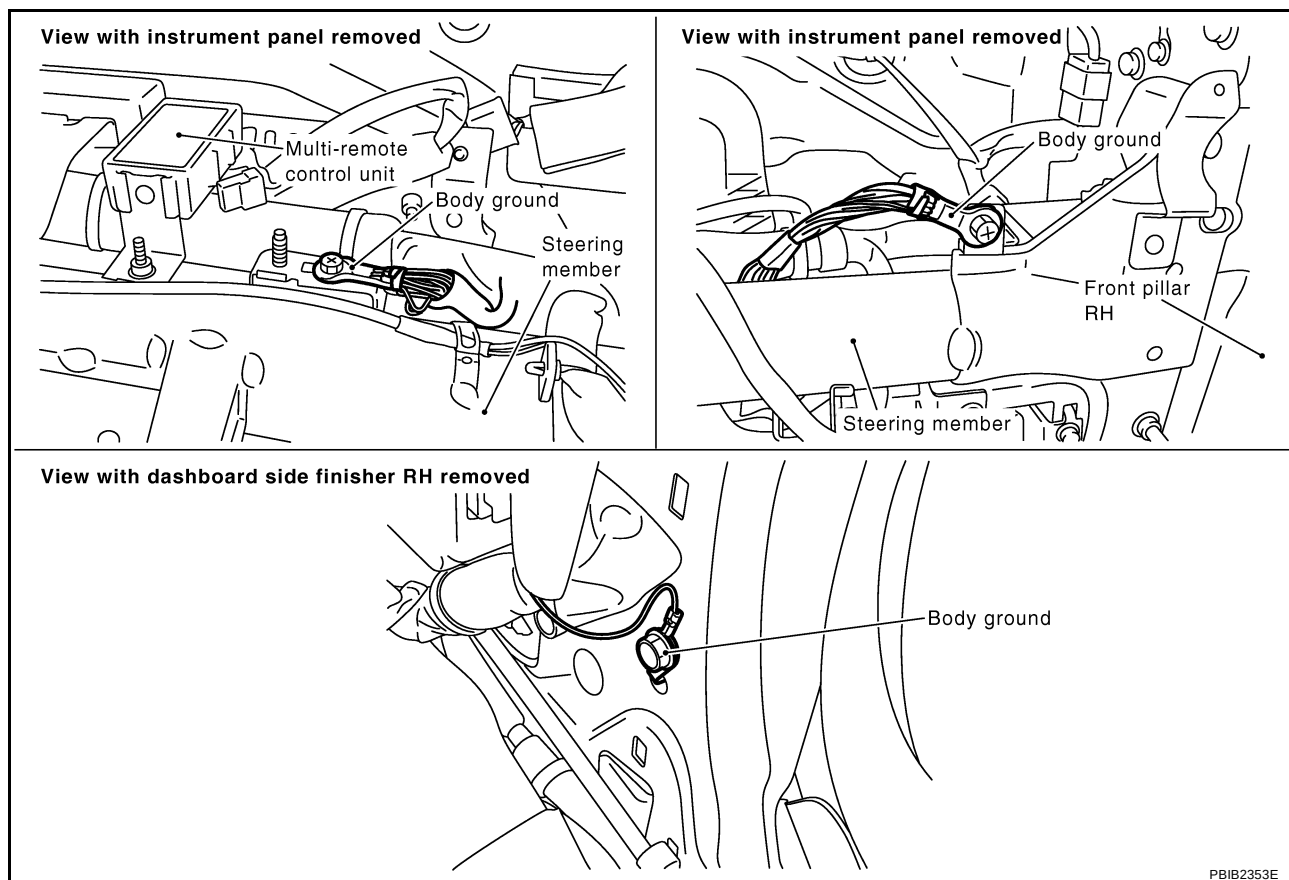
Check the following.

- Fuse block (J/B) connector M1
- 10A 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.

4. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten three ground screws on the body.
Refer to [EC-151, "Ground Inspection"](#).



OK or NG

OK >> GO TO 5.

NG >> Repair or replace ground connections.

5. CHECK ECM GROUND CIRCUIT FOR OPEN AND SHORT-I

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminals 1, 115, 116 and ground.
Refer to Wiring Diagram.

Continuity should exist.

3. Also check harness for short to power.

OK or NG

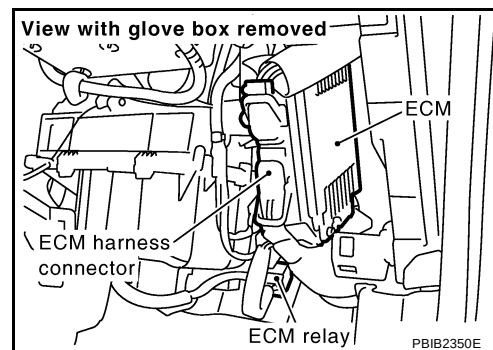
OK >> GO TO 6.

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

POWER SUPPLY AND GROUND CIRCUIT

6. CHECK ECM POWER SUPPLY CIRCUIT-II

1. Disconnect ECM relay.

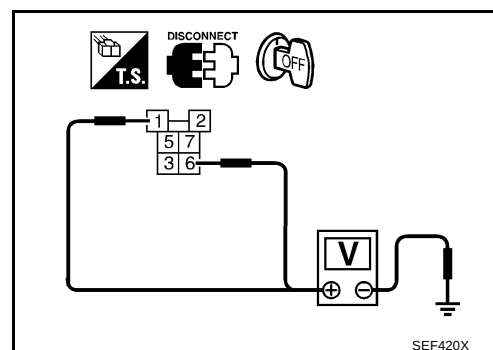


2. Check voltage between ECM relay terminals 1, 6 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 8.
NG >> GO TO 7.



7. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E61, F38
- 20A fuse
- 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.

8. CHECK OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between ECM terminal 111 and ECM relay terminal 2.
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 10.
NG >> GO TO 9.

9. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F41, M61
- 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.

POWER SUPPLY AND GROUND CIRCUIT

10. CHECK ECM RELAY

Refer to [EC-151, "Component Inspection"](#) .

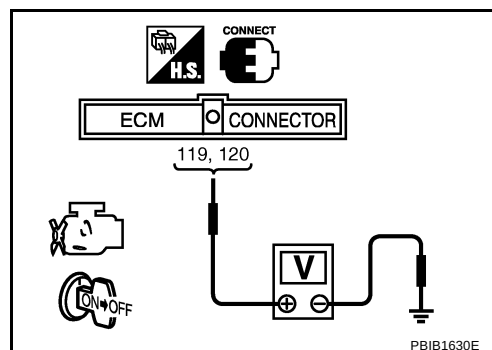
OK or NG

- OK >> Go to [EC-623, "IGNITION SIGNAL"](#) .
NG >> Replace ECM relay.

11. CHECK ECM POWER SUPPLY CIRCUIT-III

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON and then OFF.
3. Check voltage between ECM terminals 119, 120 and ground with CONSULT-II or tester.

Voltage: After turning ignition switch OFF, battery voltage will exist for a few seconds, then drop approximately 0V.

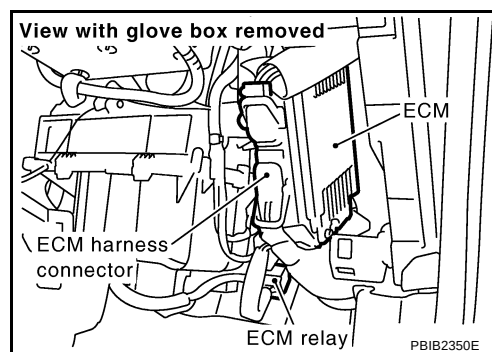


OK or NG

- 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.

12. CHECK ECM POWER SUPPLY CIRCUIT-IV

1. Disconnect ECM relay.

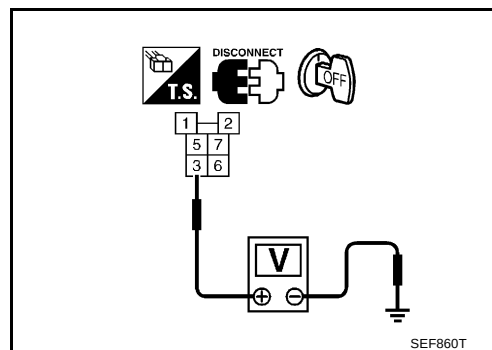


2. Check voltage between ECM relay terminal 3 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 14.
NG >> GO TO 13.



13. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E60, F36
- 10A fuse
- 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.

14. CHECK ECM POWER SUPPLY CIRCUIT-V

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminals 119, 120 and ECM relay terminal 5.
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 16.
- NG >> GO TO 15.

15. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F41, M61
- 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.

16. CHECK ECM RELAY

Refer to [EC-151, "Component Inspection"](#).

OK or NG

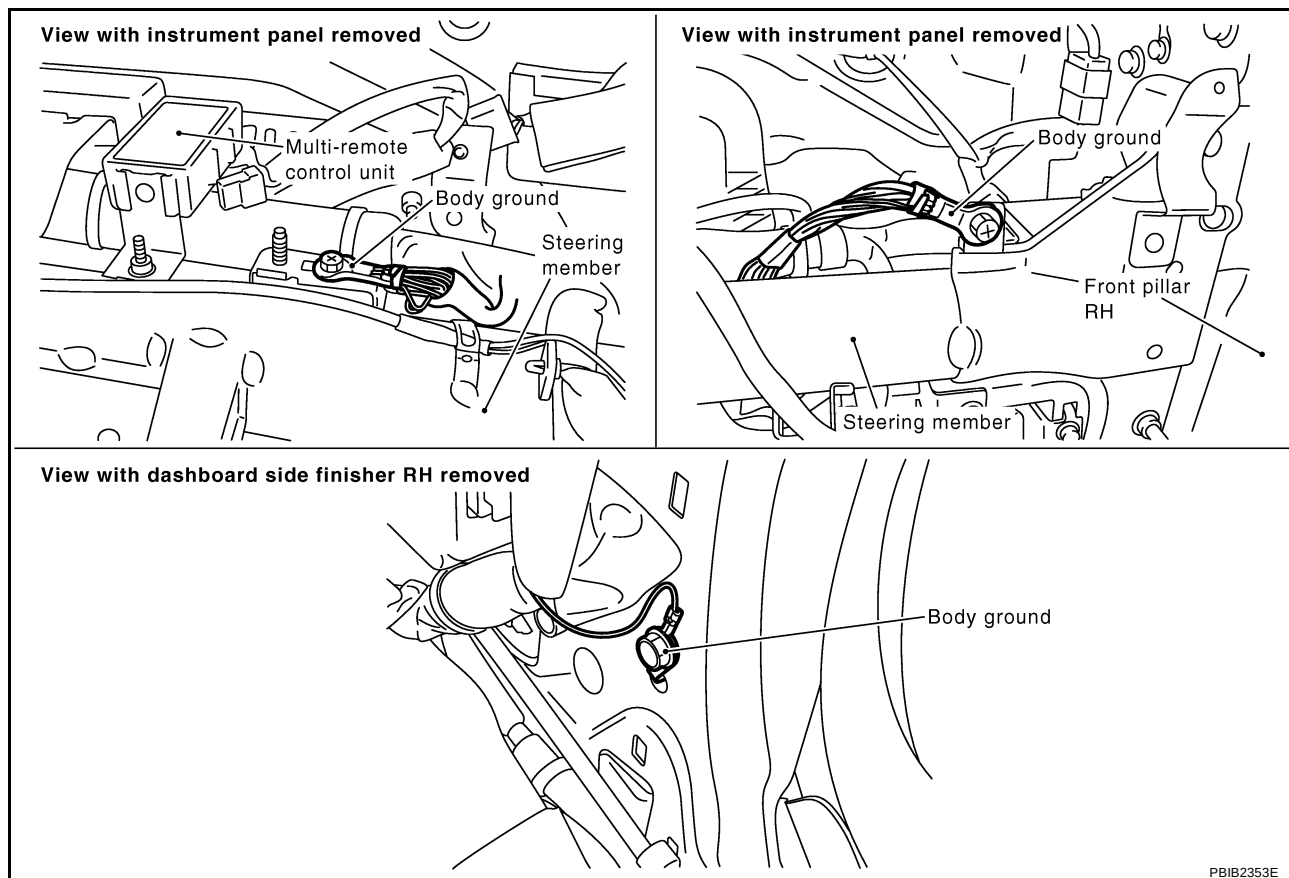
- OK >> GO TO 17.
- NG >> Replace ECM relay.

POWER SUPPLY AND GROUND CIRCUIT

17. CHECK GROUND CONNECTIONS

Loosen and retighten three ground screws on the body.

Refer to [EC-151, "Ground Inspection"](#) .



OK or NG

OK >> GO TO 18.

NG >> Repair or replace ground connections.

18. CHECK ECM GROUND CIRCUIT FOR OPEN AND SHORT-II

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminals 1, 115, 116 and ground.
Refer to Wiring Diagram.

Continuity should exist.

3. Also check harness for short to power.

OK or NG

OK >> GO TO 19.

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

19. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

POWER SUPPLY AND GROUND CIRCUIT

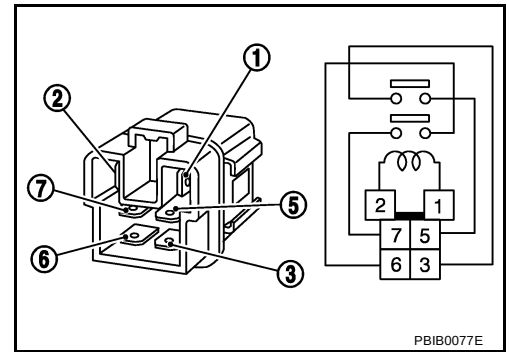
Component Inspection

ECM RELAY

1. Apply 12V direct current between ECM relay terminals 1 and 2.
2. Check continuity between relay terminals 3 and 5, 6 and 7.

Condition	Continuity
12V direct current supply between terminals 1 and 2	Yes
OFF	No

3. If NG, replace ECM relay.



Ground Inspection

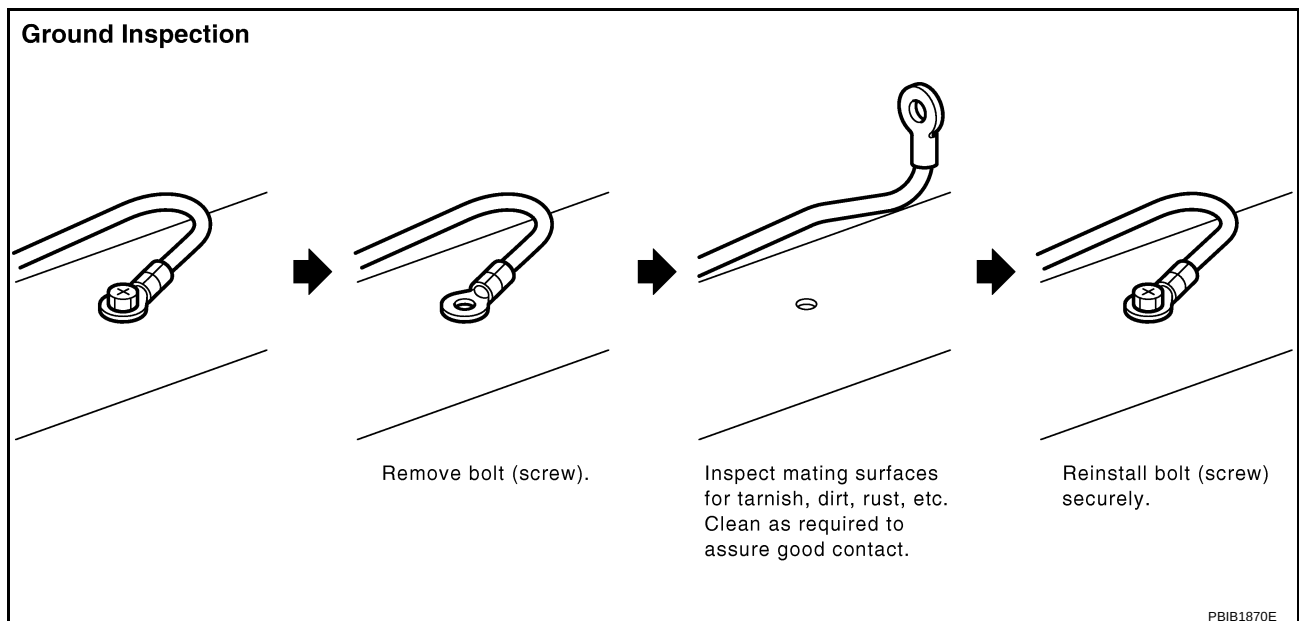
Ground connections are very important to the proper operation of electrical and electronic circuits. Ground connections are often exposed to moisture, dirt and other corrosive elements. The corrosion (rust) can become an unwanted resistance. This unwanted resistance can change the way a circuit works.

Electronically controlled circuits are very sensitive to proper grounding. A loose or corroded ground can drastically affect an electronically controlled circuit. A poor or corroded ground can easily affect the circuit. Even when the ground connection looks clean, there can be a thin film of rust on the surface.

When inspecting a ground connection follow these rules:

- Remove the ground bolt or screw.
- Inspect all mating surfaces for tarnish, dirt, rust, etc.
- Clean as required to assure good contact.
- Reinstall bolt or screw securely.
- Inspect for "add-on" accessories which may be interfering with the ground circuit.
- If several wires are crimped into one ground eyelet terminal, check for proper crimps. Make sure all of the wires are clean, securely fastened and providing a good ground path. If multiple wires are cased in one eyelet make sure no ground wires have excess wire insulation.

For detailed ground distribution information, refer to [PG-13, "Ground Distribution"](#).



DTC U1000, U1001 CAN COMMUNICATION LINE

DTC U1000, U1001 CAN COMMUNICATION LINE

PFP:23710

Description

ABS00CLZ

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

On Board Diagnosis Logic

ABS00CM0

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
U1000*1 1000*1	CAN communication line	● ECM cannot communicate to other control units. ● ECM cannot communicate for more than the specified time.	● Harness or connectors (CAN communication line is open or shorted)
U1001*2 1001*2			

*1: This self-diagnosis has the one trip detection logic. (A/T models)

The MIL will not light up for this diagnosis. (M/T models)

*2: The MIL will not light up for this diagnosis.

DTC Confirmation Procedure

ABS00CM1

1. Turn ignition switch ON and wait at least 3 seconds.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. If 1st trip DTC is detected, go to [EC-154, "Diagnostic Procedure"](#).

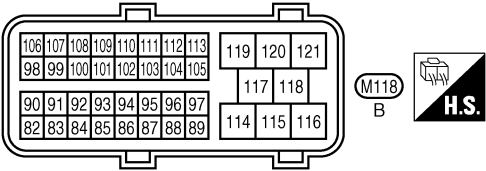
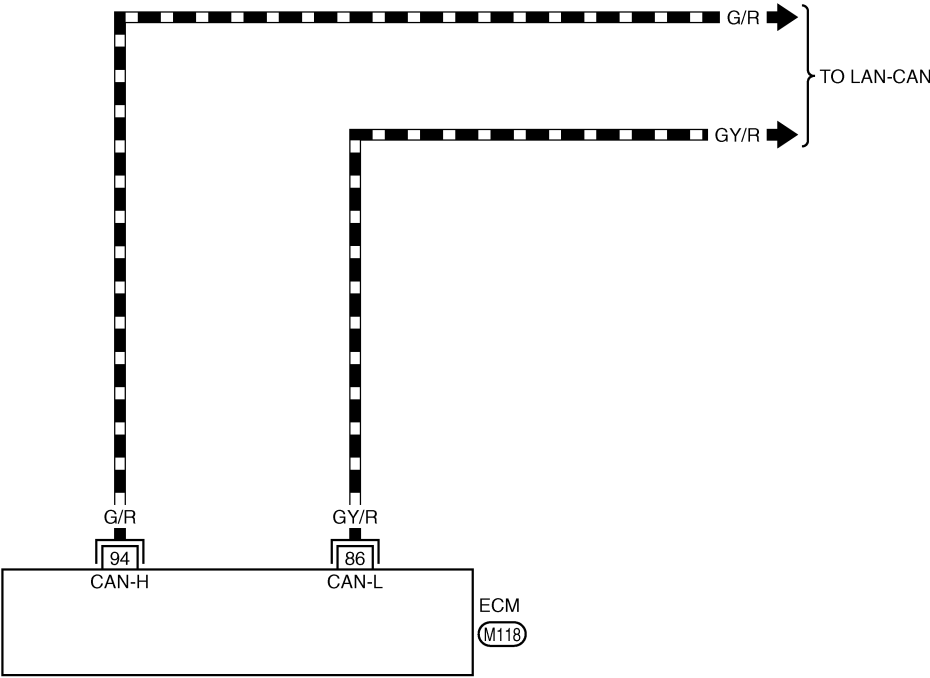
DTC U1000, U1001 CAN COMMUNICATION LINE

Wiring Diagram

ABS00CM2

EC-CAN-01

- : DETECTABLE LINE FOR DTC
- : NON-DETECTABLE LINE FOR DTC
- ▬ : DATA LINE



TBWA0595E

DTC U1000, U1001 CAN COMMUNICATION LINE

Diagnostic Procedure

ABS00CM3

Go to [LAN-4, "TROUBLE DIAGNOSES WORK FLOW"](#) .

DTC P0011 IVT CONTROL

DTC P0011 IVT CONTROL

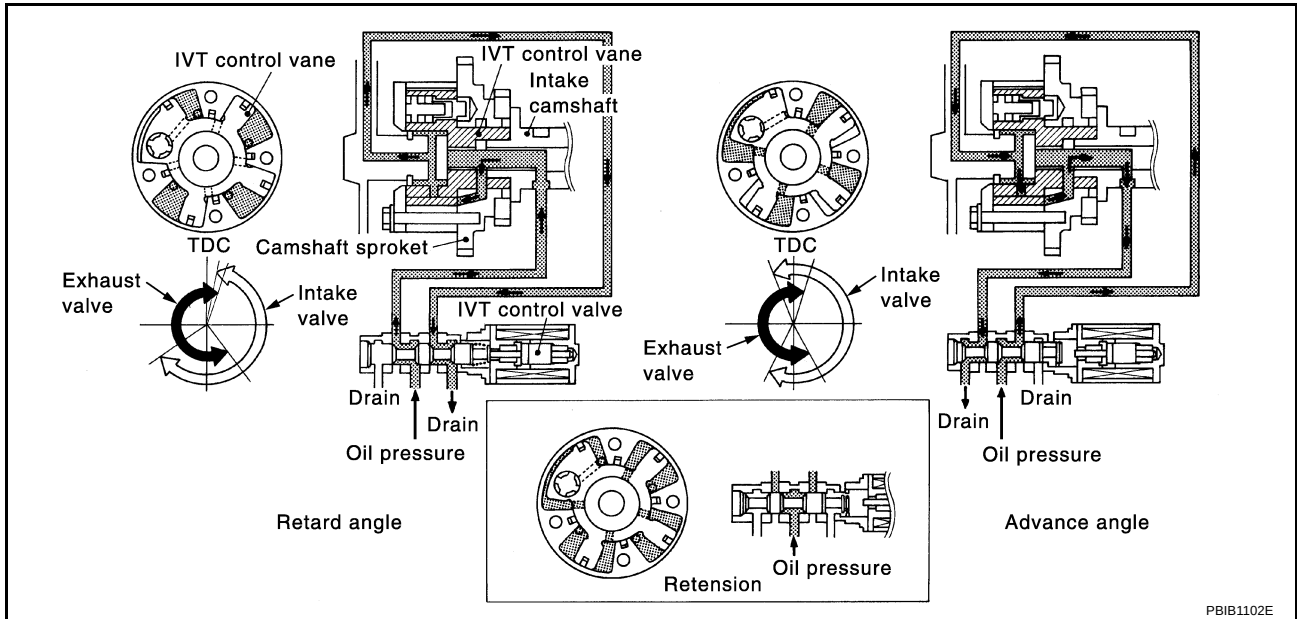
PFP:23796

Description SYSTEM DESCRIPTION

ABS00CM4

Sensor	Input signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS)	Engine speed and piston position	Intake valve timing control	Intake valve timing control solenoid valve
Camshaft position sensor (PHASE)			
Engine coolant temperature sensor	Engine coolant temperature		
Wheel sensor	Vehicle speed*		

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



PBIB1102E

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

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

CONSULT-II Reference Value in Data Monitor Mode

ABS00CM5

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
INT/V TIM (B1)	- Engine: After warming up - Shift lever: P or N (A/T), Neutral (M/T) - Air conditioner switch: OFF - No load	Idle
		When revving engine up to 2,000 rpm quickly.
INT/V SOL (B1)	- Engine: After warming up - Shift lever: P or N (A/T), Neutral (M/T) - Air conditioner switch: OFF - No load	Idle
		When revving engine up to 2,000 rpm quickly.

DTC P0011 IVT CONTROL

On Board Diagnosis Logic

ABS00CM6

DTC No.	Trouble diagnosis name	Detecting condition	Possible cause
P0011 0011	Intake valve timing control performance	There is a gap between angle of target and phase-control angle degree.	● Crankshaft position sensor (POS) ● Camshaft position sensor (PHASE) ● intake valve control solenoid valve ● Accumulation of debris to the signal pick-up portion of the camshaft ● Timing chain installation ● Foreign matter caught in the oil groove for intake valve timing control

FAIL-SAFE MODE

ECM enters fail-safe mode when the malfunction is detected.

Detected items	Engine operating condition in fail-safe mode
Intake valve timing control	The signal is not energized to the solenoid valve and the valve control does not function

DTC Confirmation Procedure

ABS00CM7

CAUTION:

Always drive at a safe speed.

NOTE:

- If DTC P0011 is displayed with DTC P0075, first perform trouble diagnosis for DTC P0075. Refer to [EC-173, "DTC P0075 IVT CONTROL SOLENOID VALVE"](#).
- 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 10V and 16V at idle.

WITH CONSULT-II

1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT-II.
2. Start engine and warm it up to the normal operating temperature.
3. Maintain the following conditions for at least 10 consecutive seconds.
Hold the accelerator pedal as steady as possible.

ENG SPEED	500 - 2,000 rpm (A constant rotation is maintained.)
COOLAN TEMPS	More than 60°C (158°F)
B/FUEL SCHDL	More than 7.26 msec
Shift lever	P or N (A/T) position Neutral (M/T) position

4. Let engine idle for 10 seconds.
5. If the 1st trip DTC is detected, go to [EC-157, "Diagnostic Procedure"](#).
If the 1st trip DTC is not detected, go to next step.
6. Maintain the following conditions for at least 20 consecutive seconds.

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

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

PBIB0164E

DTC P0011 IVT CONTROL

7. If the 1st trip DTC is detected, go to [EC-157, "Diagnostic Procedure"](#).

WITH GST

Follow the procedure "WITH CONSULT-II" above.

Diagnostic Procedure

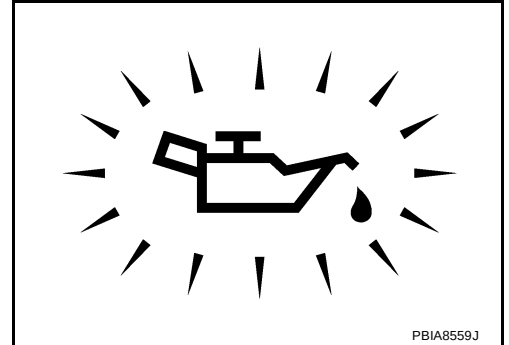
ABS00CM8

1. CHECK OIL PRESSURE WARNING LAMP

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

OK or NG

- OK >> GO TO 2.
NG >> Go to [LU-6, "OIL PRESSURE CHECK"](#).



2. CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE

Refer to [EC-158, "Component Inspection"](#).

OK or NG

- OK >> GO TO 3.
NG >> Replace intake valve timing control solenoid valve.

3. CHECK CRANKSHAFT POSITION SENSOR (POS)

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

OK or NG

- OK >> GO TO 4.
NG >> Replace crankshaft position sensor (POS).

4. CHECK CAMSHAFT POSITION SENSOR (PHASE)

Refer to [EC-341, "Component Inspection"](#).

OK or NG

- OK >> GO TO 5.
NG >> Replace camshaft position sensor (PHASE).

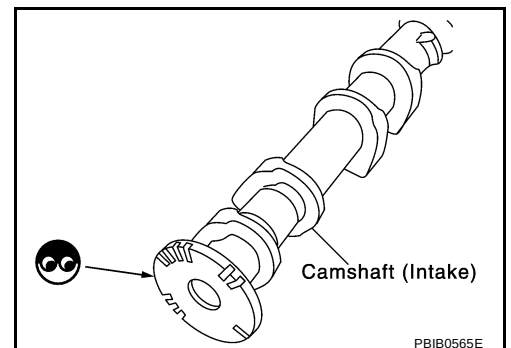
5. CHECK CAMSHAFT (INTAKE)

Check the following.

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

OK or NG

- OK >> GO TO 6.
NG >> Remove debris and clean the signal plate of camshaft rear end or replace camshaft.



6. CHECK TIMING CHAIN INSTALLATION

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

Yes or No

- Yes >> Check timing chain installation. Refer to [EM-49, "TIMING CHAIN"](#) .
 No >> GO TO 7.

7. CHECK LUBRICATION CIRCUIT

Refer to [EM-45, "Inspection of Camshaft Sprocket \(INT\) Oil Groove"](#) .

OK or NG

- OK >> GO TO 8.
 NG >> Clean lubrication line.

8. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

For Wiring Diagram, refer to [EC-329](#) for CKP sensor (POS) and [EC-337](#) for CMP sensor (PHASE).

>> INSPECTION END

Component Inspection

INTAKE VALVE TIMING CONTROL SOLENOID VALVE

ABS00DCT

1. Disconnect intake valve timing control solenoid valve harness connector.
2. Check resistance between intake valve timing control solenoid valve as follows.

Terminal	Resistance
1 and 2	8Ω [at 20°C (68°F)]
1 or 2 and ground	∞ Ω (Continuity should not exist.)

If NG, replace intake valve timing control solenoid valve.
 If OK, go to next step.

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

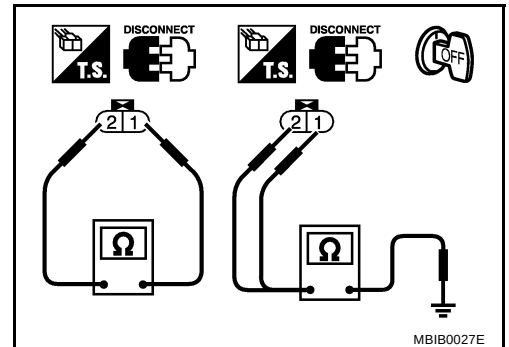
CAUTION:

Do not apply 12V DC continuously for 5 seconds or more. Doing so may result in damage to the coil in intake valve timing control solenoid valve.

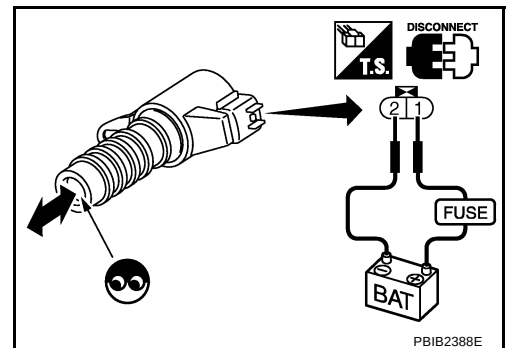
If NG, replace intake valve timing control solenoid valve.

NOTE:

Always replace O-ring when intake valve timing control solenoid valve is removed.



MBIB0027E



ABS00DCU

Removal and Installation

INTAKE VALVE TIMING CONTROL SOLENOID VALVE

Refer to [EM-49, "TIMING CHAIN"](#) .

DTC P0031, P0032 HO2S1 HEATER

DTC P0031, P0032 HO2S1 HEATER

PFP:22690

Description SYSTEM DESCRIPTION

ABS00D68

Sensor	Input Signal to ECM	ECM function	Actuator
Camshaft position sensor (PHASE) Crankshaft position sensor (POS)	Engine speed	Heated oxygen sensor 1 heater control	Heated oxygen sensor 1 heater
Engine coolant temperature sensor	Engine coolant temperature		

The ECM performs ON/OFF duty control of the heated oxygen sensor 1 heater corresponding to the engine speed and engine coolant temperature. The duty percent varies with engine coolant temperature when engine is started.

OPERATION

Engine speed rpm	Heated oxygen sensor 1 heater
Above 3,600	OFF
Below 3,600 after warming up	ON

CONSULT-II Reference Value in Data Monitor Mode

ABS00D69

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
HO2S1 HTR (B1)	● Engine: After warming up	ON
	● Engine speed: Below 3,600 rpm	
	● Engine speed: Above 3,600 rpm	OFF
O2SEN HTR DTY	● Engine coolant temperature when engine started: More than 80°C (176°F) ● Engine speed: Below 3,600 rpm	Approx. 50%

On Board Diagnosis Logic

ABS00D6A

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0031 0031	Heated oxygen sensor 1 heater control circuit low	The current amperage in the heated oxygen sensor 1 heater circuit is out of the normal range. (An excessively low voltage signal is sent to ECM through the heated oxygen sensor 1 heater.)	● Harness or connectors (The heated oxygen sensor 1 heater circuit is open or shorted.) ● Heater oxygen sensor 1 heater
P0032 0032	Heated oxygen sensor 1 heater control circuit high	The current amperage in the heated oxygen sensor 1 heater circuit is out of the normal range. (An excessively high voltage signal is sent to ECM through the heated oxygen sensor 1 heater.)	● Harness or connectors (The heated oxygen sensor 1 heater circuit is shorted.) ● Heater oxygen sensor 1 heater

DTC P0031, P0032 HO2S1 HEATER

ABS00D6B

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 between 10.5V and 16V at idle.

WITH CONSULT-II

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 "DATA MONITOR" mode with CONSULT-II.
4. Start engine and run it for at least 6 seconds at idle speed.
5. If 1st trip DTC is detected, go to [EC-163, "Diagnostic Procedure"](#).

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

SEF174Y

WITH GST

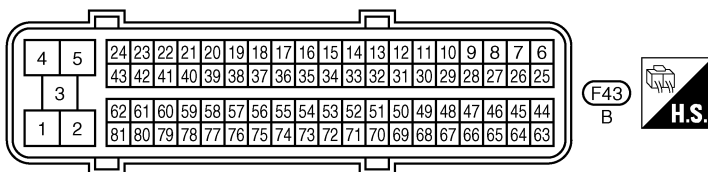
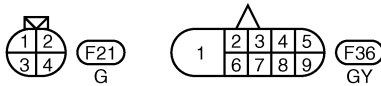
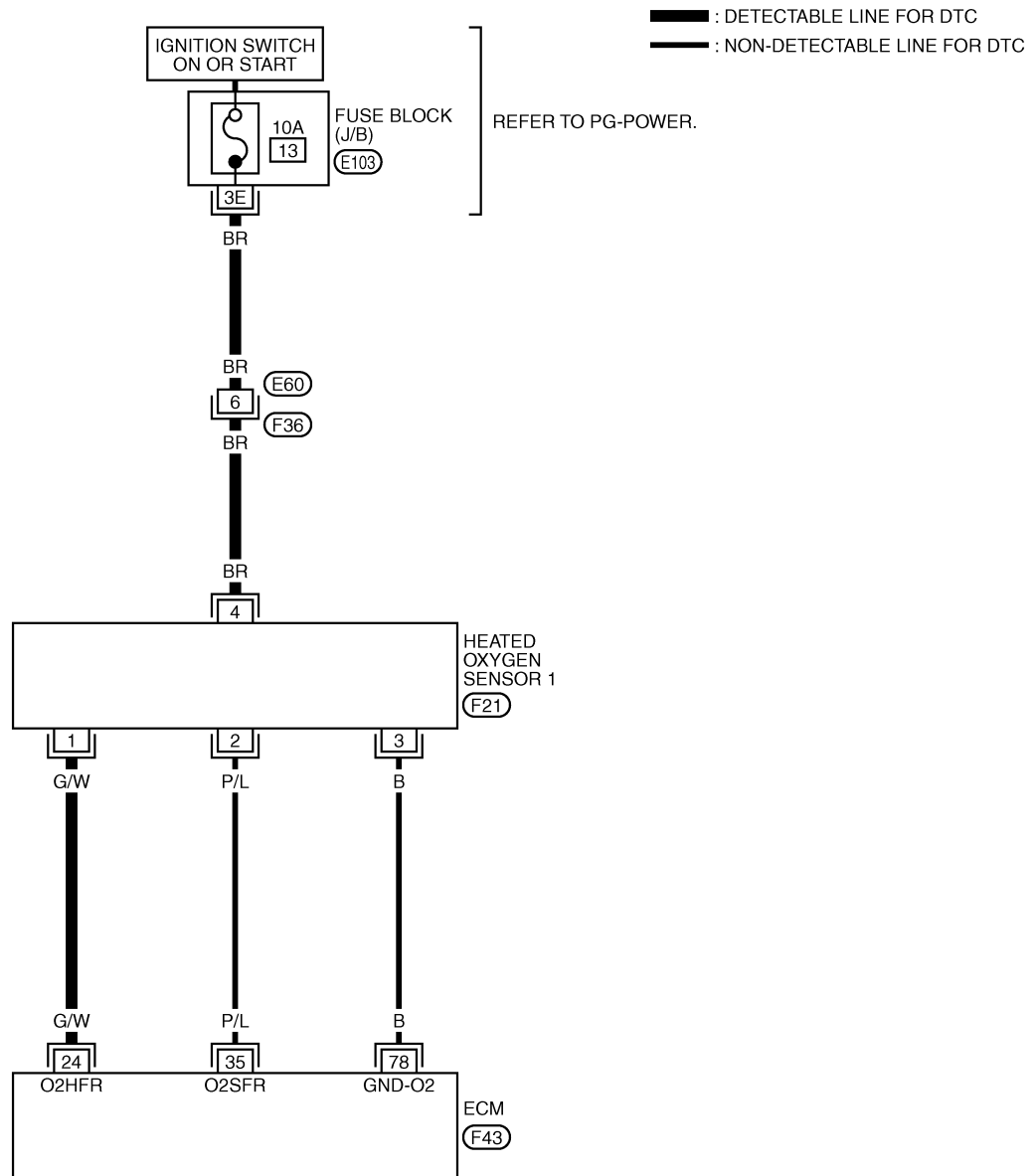
Follow the procedure "WITH CONSULT-II" above.

DTC P0031, P0032 HO2S1 HEATER

Wiring Diagram

ABS00D6C

EC-HO2S1H-01



REFER TO THE FOLLOWING.
 (E103) -FUSE BLOCK-JUNCTION BOX (J/B)

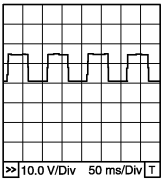
TBWB0109E

DTC P0031, P0032 HO2S1 HEATER

Specification data are reference values and are measured between each terminal and ground.
Pulse signal is measured by CONSULT-II.

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.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
24	G/W	Heated oxygen sensor 1 heater	[Engine is running] ● Warm-up condition ● Engine speed: Below 3,600 rpm.	Approximately 7.0V★ 
			[Engine is running] ● Engine speed: Above 3,600 rpm.	BATTERY VOLTAGE (11 - 14V)
35	P/L	Heated oxygen sensor 1	[Engine is running] ● Warm-up condition ● Engine speed: 2,000 rpm	0 - Approximately 1.0V (Periodically change)
78	B	Sensor ground (Heated oxygen sensor)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V

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

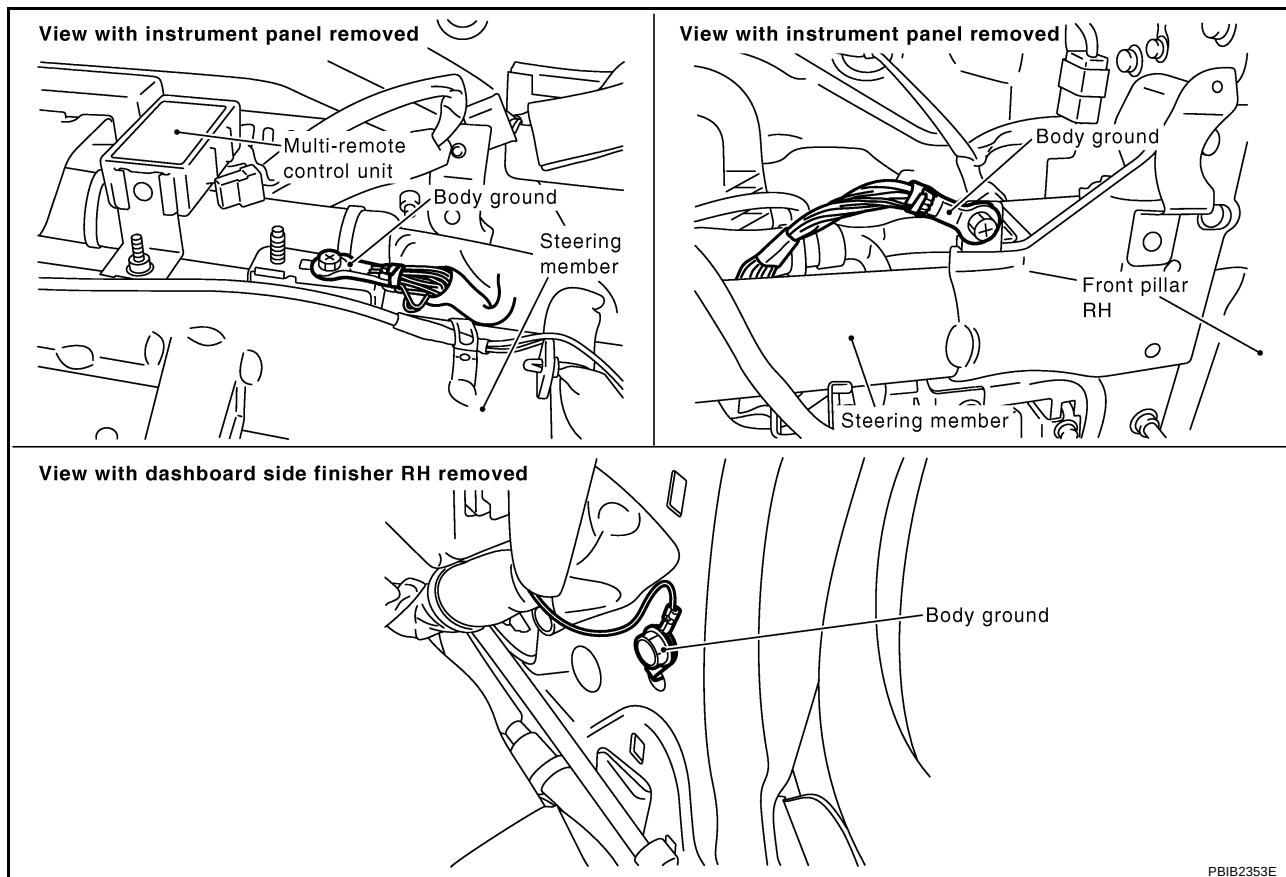
DTC P0031, P0032 HO2S1 HEATER

ABS00D82

Diagnostic Procedure

1. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten three ground screws on the body.
Refer to [EC-151, "Ground Inspection"](#).



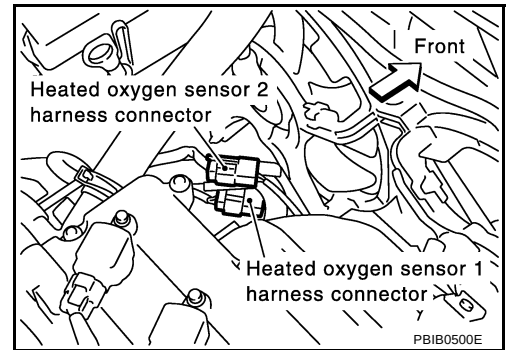
OK or NG

- OK >> GO TO 2.
NG >> Repair or replace ground connections.

DTC P0031, P0032 HO2S1 HEATER

2. CHECK HO2S1 POWER SUPPLY CIRCUIT

1. Disconnect heated oxygen sensor 1 harness connector.
2. Turn ignition switch ON.

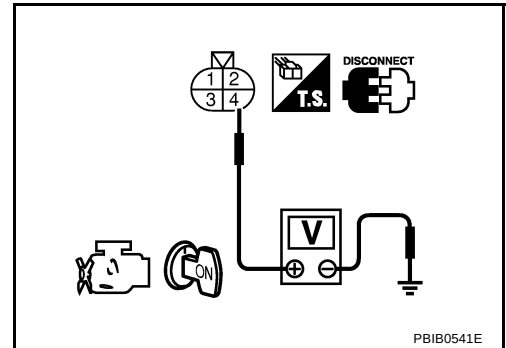


3. Check voltage between HO2S1 terminal 4 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 4.
NG >> GO TO 3.



3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E60, F36
- Fuse block (J/B) connector E103
- 10A fuse
- Harness for open or short between heated oxygen sensor 1 and fuse

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

4. CHECK HO2S1 OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 24 and HO2S1 terminal 1. 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 HEATED OXYGEN SENSOR 1 HEATER

Refer to [EC-165, "Component Inspection"](#).

OK or NG

- OK >> GO TO 6.
NG >> Replace heated oxygen sensor 1.

DTC P0031, P0032 HO2S1 HEATER

6. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

Component Inspection HEATED OXYGEN SENSOR 1 HEATER

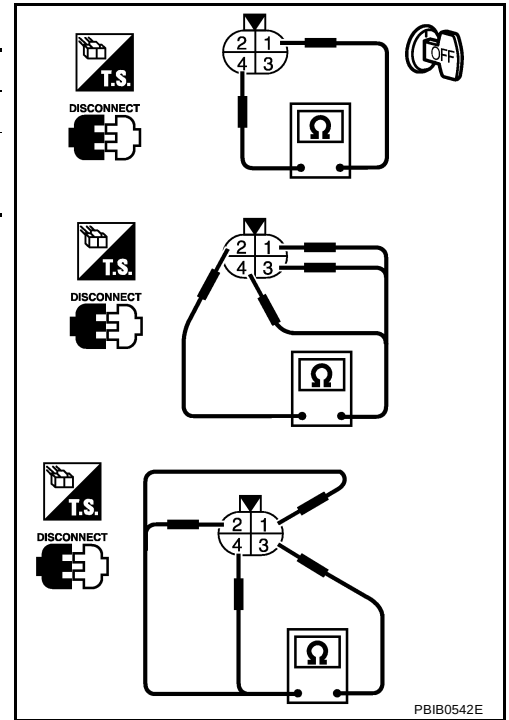
1. Check resistance between HO2S1 terminals as follows.

Terminal No.	Resistance
1 and 4	3.3 - 4.0 Ω [at 25°C (77°F)]
2 and 1, 3, 4	$\infty \Omega$ (Continuity should not exist)
3 and 1, 2, 4	

2. If NG, replace heated oxygen sensor 1.

CAUTION:

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



Removal and Installation HEATED OXYGEN SENSOR 1

Refer to [EM-20, "EXHAUST MANIFOLD AND THREE WAY CATALYST"](#) .

DTC P0037, P0038 HO2S2 HEATER

DTC P0037, P0038 HO2S2 HEATER

PFP:226A0

Description SYSTEM DESCRIPTION

ABS00CM9

Sensor	Input Signal to ECM	ECM Function	Actuator
Camshaft position sensor (PHASE)	Engine speed	Heated oxygen sensor 2 heater control	Heated oxygen sensor 2 heater
Crankshaft position sensor (POS)			
Engine coolant temperature sensor	Engine coolant temperature		
Mass air flow sensor	Amount of intake air		

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

OPERATION

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

CONSULT-II Reference Value in Data Monitor Mode

ABS00CMA

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
HO2S2 HTR (B1)	- Engine speed: Below 3,600 rpm after the following conditions are met - Engine: After warming up - Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load.	ON
	Engine speed: Above 3,600 rpm	OFF

On Board Diagnosis Logic

ABS00CMB

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0037 0037	Heated oxygen sensor 2 heater control circuit low	The current amperage in the heated oxygen sensor 2 heater circuit is out of the normal range. (An excessively low voltage signal is sent to ECM through the heated oxygen sensor 2 heater.)	- Harness or connectors (The heated oxygen sensor 2 heater circuit is open or shorted.) - Heater oxygen sensor 2 heater
P0038 0038	Heated oxygen sensor 2 heater control circuit high	The current amperage in the heated oxygen sensor 2 heater circuit is out of the normal range. (An excessively high voltage signal is sent to ECM through the heated oxygen sensor 2 heater.)	- Harness or connectors (The heated oxygen sensor 2 heater circuit is shorted.) - Heater oxygen sensor 2 heater

DTC Confirmation Procedure

ABS00CMC

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

- 1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT-II.
- 2. Start engine and warm it up to the normal operating temperature.
- 3. Turn ignition switch OFF and wait at least 10 seconds.
- 4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
- 5. Let engine idle for 1 minute.
- 6. If 1st trip DTC is detected, go to [EC-170, "Diagnostic Procedure"](#).

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

SEF174Y

WITH GST

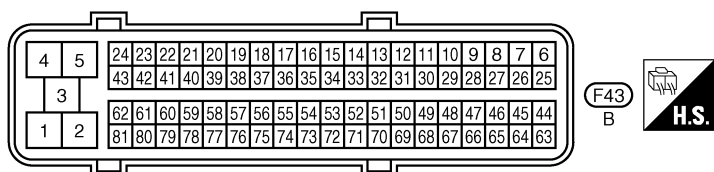
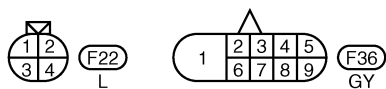
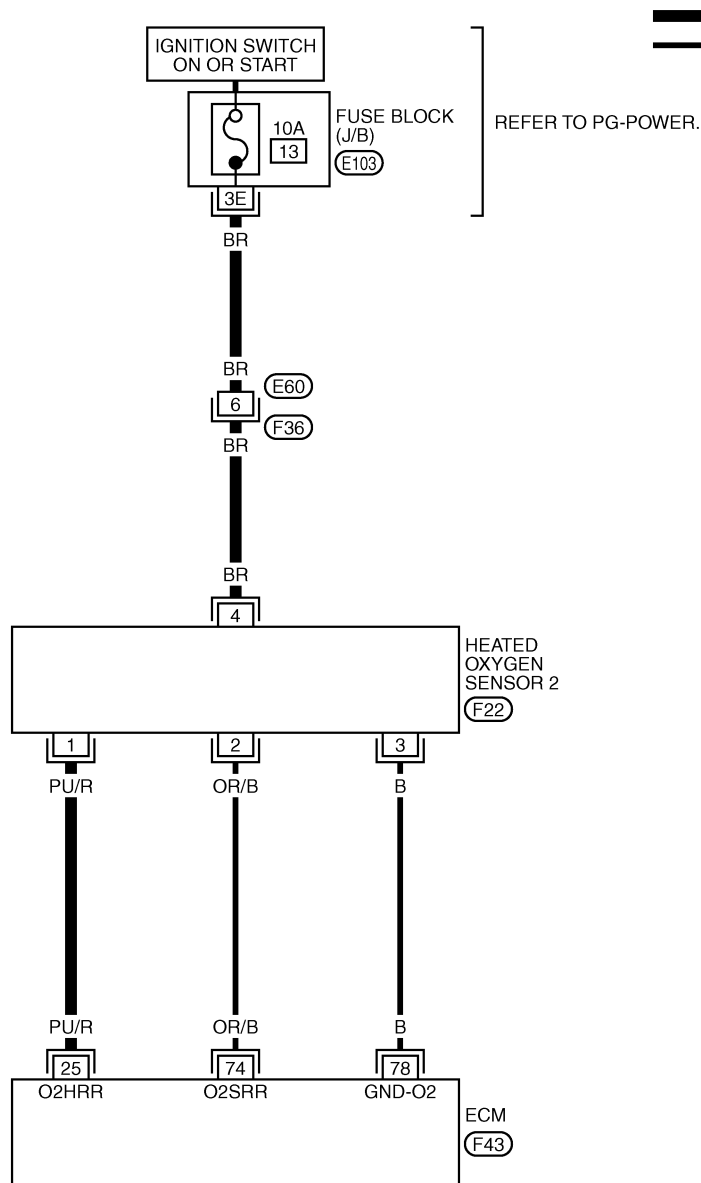
Follow the procedure "WITH CONSULT-II" above.

DTC P0037, P0038 HO2S2 HEATER

Wiring Diagram

ABS00CMD

EC-HO2S2H-01



REFER TO THE FOLLOWING.
 (E103) - FUSE BLOCK-JUNCTION BOX (J/B)

TBW80110E

DTC P0037, P0038 HO2S2 HEATER

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.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
25	PU/R	Heated oxygen sensor 2 heater	[Engine is running] ● Engine speed: Below 3,600 rpm after the following conditions are met. – Engine: After warming up – Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load	0 - 1.0V
			[Ignition switch: ON] ● Engine stopped. [Engine is running] ● Engine speed: Above 3,600 rpm.	BATTERY VOLTAGE (11 - 14V)
74	OR/B	Heated oxygen sensor 2	[Engine is running] ● Revving engine from idle to 3,000 rpm quickly after the following conditions are met. – Engine: After warming up – Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load.	0 - Approximately 1.0V
78	B	Sensor ground (Heated oxygen sensor)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V

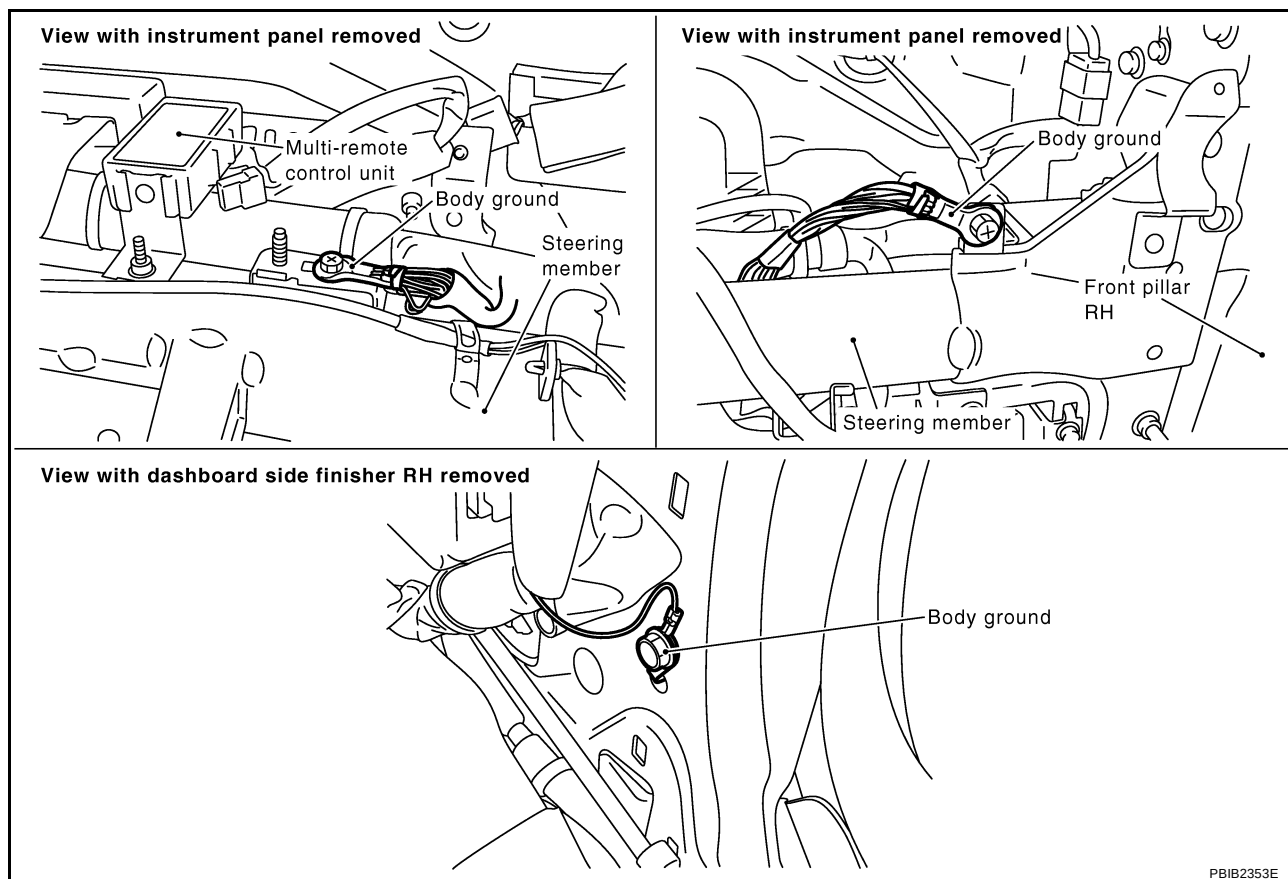
DTC P0037, P0038 HO2S2 HEATER

ABS00D83

Diagnostic Procedure

1. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten three ground screws on the body.
Refer to [EC-151, "Ground Inspection"](#).



PBIB2353E

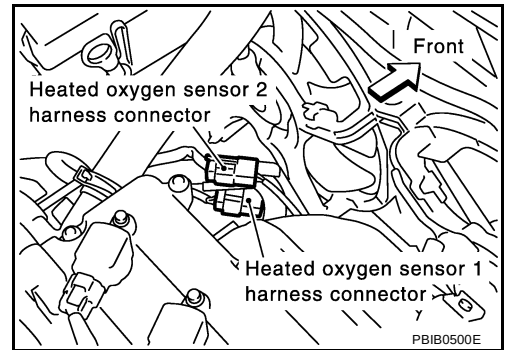
OK or NG

- OK >> GO TO 2.
NG >> Repair or replace ground connections.

DTC P0037, P0038 HO2S2 HEATER

2. CHECK HO2S2 POWER SUPPLY CIRCUIT

1. Disconnect heated oxygen sensor 2 harness connector.
2. Turn ignition switch ON.

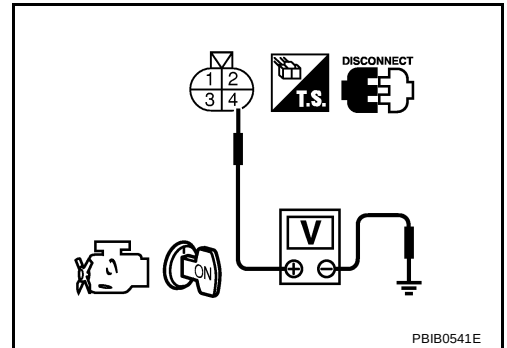


3. Check voltage between HO2S2 terminal 4 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 4.
NG >> GO TO 3.



3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E60, F36
- Fuse block (J/B) connector E103
- 10A fuse
- Harness for open or short between heated oxygen sensor 2 and fuse

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

4. CHECK HO2S2 OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 25 and HO2S2 terminal 1. 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 HEATED OXYGEN SENSOR 2 HEATER

Refer to [EC-172, "Component Inspection"](#).

OK or NG

- OK >> GO TO 6.
NG >> Replace heated oxygen sensor 2.

DTC P0037, P0038 HO2S2 HEATER

6. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

Component Inspection HEATED OXYGEN SENSOR 2 HEATER

ABS00CMF

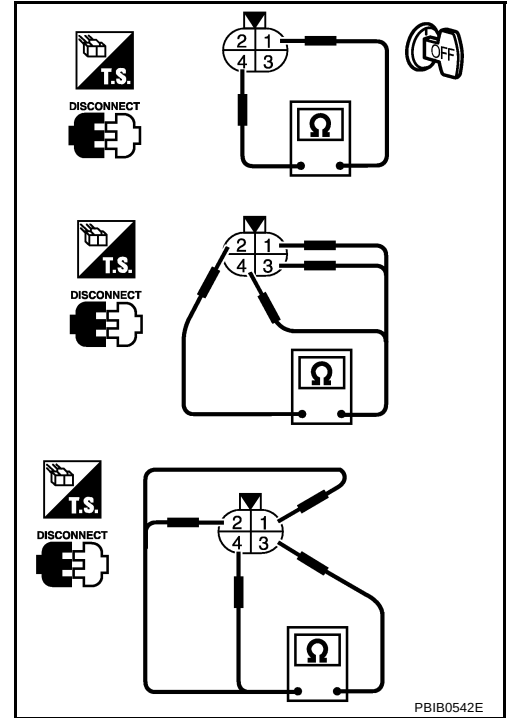
1. Check resistance between HO2S2 terminals as follows.

Terminal No.	Resistance
1 and 4	5.0 - 7.0 Ω [at 25°C (77°F)]
2 and 1, 3, 4	$\infty \Omega$
3 and 1, 2, 4	(Continuity should not exist)

2. If NG, replace heated oxygen sensor 2.

CAUTION:

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



ABS00CMG

Removal and Installation HEATED OXYGEN SENSOR 2

Refer to [EM-20, "EXHAUST MANIFOLD AND THREE WAY CATALYST"](#) .

DTC P0075 IVT CONTROL SOLENOID VALVE

DTC P0075 IVT CONTROL SOLENOID VALVE

PFP:23796

Component Description

ABS00CSZ

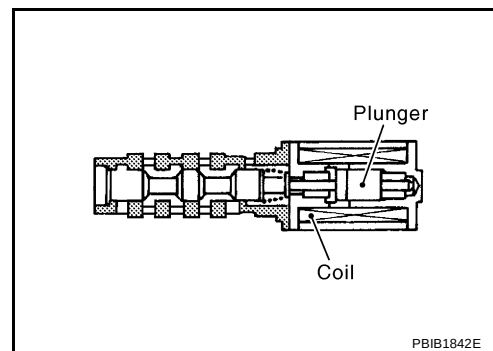
Intake valve timing control solenoid valve is activated by ON/OFF pulse duty (ratio) signals from the ECM.

The intake valve timing control solenoid valve changes the oil amount and direction of flow through intake valve timing control unit or stops oil flow.

The longer pulse width advances valve angle.

The shorter pulse width retards valve angle.

When ON and OFF pulse widths become equal, the solenoid valve stops oil pressure flow to fix the intake valve angle at the control position.



CONSULT-II Reference Value in Data Monitor Mode

ABS00CT0

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
INT/V SOL (B1)	● Engine: After warming up	Idle	0% - 2%
	● Shift lever: P or N (A/T), Neutral (M/T)	When revving engine up to 2,000 rpm quickly.	Approx. 0% - 50%
	● Air conditioner switch: OFF		
	● No load		

On Board Diagnosis Logic

ABS00CT1

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0075 0075	Intake valve timing control solenoid valve circuit	An improper voltage is sent to the ECM through intake valve timing control solenoid valve.	● Harness or connectors (Intake valve timing control solenoid valve circuit is open or shorted.) ● Intake valve timing control solenoid valve

DTC Confirmation Procedure

ABS00CT2

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. Start engine and let it idle for 5 seconds.
4. If 1st trip DTC is detected, go to [EC-176, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

WITH GST

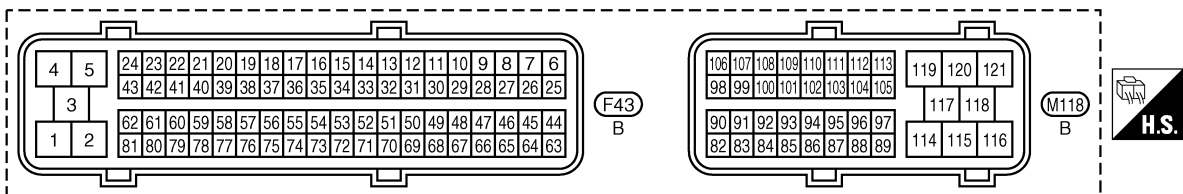
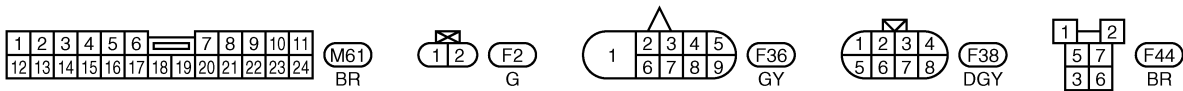
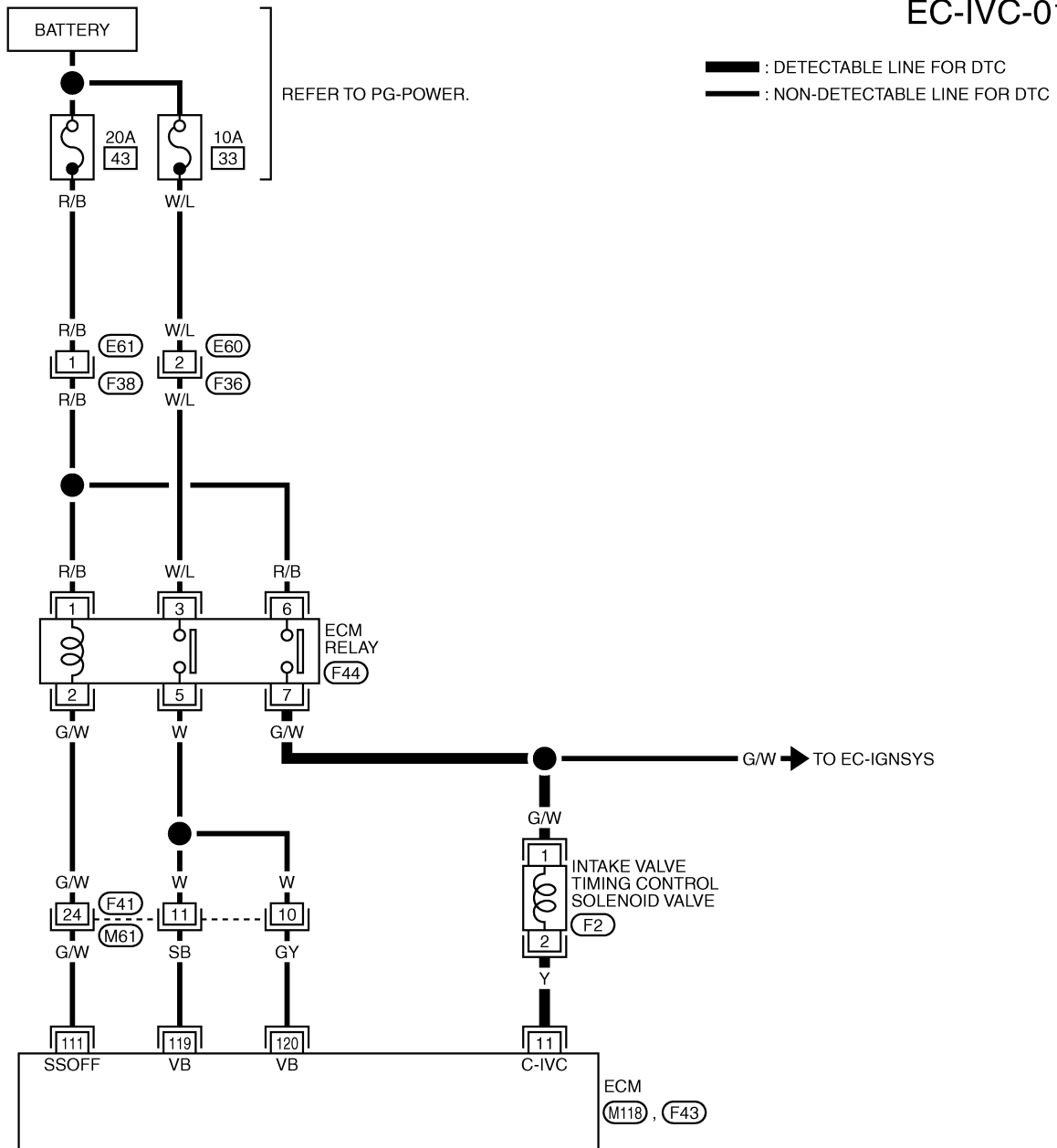
Following the procedure "WITH CONSULT-II" above.

DTC P0075 IVT CONTROL SOLENOID VALVE

Wiring Diagram

ABS00CT3

EC-IVC-01



TBW80127E

DTC P0075 IVT CONTROL SOLENOID VALVE

Specification data are reference values and are measured between each terminal and ground.
Pulse signal is measured by CONSULT-II.

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.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
11	Y	Intake valve timing control solenoid valve	[Engine is running] ● Warm-up condition ● Idle speed	BATTERY VOLTAGE (11 - 14V)
			[Engine is running] ● Warm-up condition ● When revving engine up to 2,000 rpm quickly.	7 - 12V★ 
111	G/W	ECM relay (Self shut-off)	[Engine is running] [Ignition switch: OFF] ● For a few seconds after turning ignition switch OFF	0 - 1.0V
			[Ignition switch: OFF] ● More than a few seconds after turning ignition switch OFF	BATTERY VOLTAGE (11 - 14V)
119 120	SB GY	Power supply for ECM	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)

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

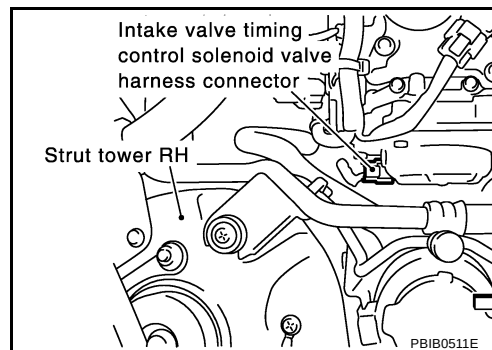
DTC P0075 IVT CONTROL SOLENOID VALVE

Diagnostic Procedure

ABS00D8J

1. CHECK POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect intake valve timing control solenoid valve harness connector.
3. Turn ignition switch ON.



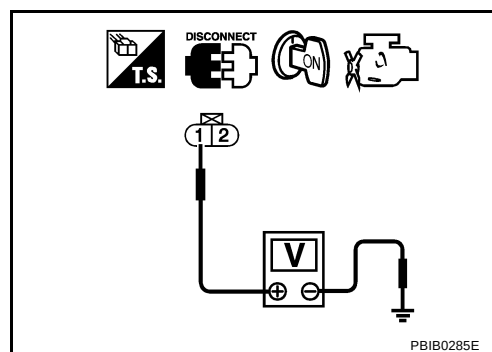
4. Check voltage between intake valve timing control solenoid valve terminal 1 and ground with CONSULT-II or tester.

Voltage: Battery voltage

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 INTAKE VALVE TIMING CONTROL SOLENOID VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between intake valve timing control solenoid valve terminal 2 and ECM terminal 11. 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 3.

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

3. CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE

Refer to [EC-177, "Component Inspection"](#).

OK or NG

OK >> GO TO 4.

NG >> Replace intake valve timing control solenoid valve.

4. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

>> INSPECTION END

DTC P0075 IVT CONTROL SOLENOID VALVE

Component Inspection

INTAKE VALVE TIMING CONTROL SOLENOID VALVE

ABS00CT5

1. Disconnect intake valve timing control solenoid valve harness connector.
2. Check resistance between intake valve timing control solenoid valve as follows.

Terminal	Resistance
1 and 2	8Ω [at 20°C (68°F)]
1 or 2 and ground	∞ Ω (Continuity should not exist.)

If NG, replace intake valve timing control solenoid valve.
If OK, go to next step.

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

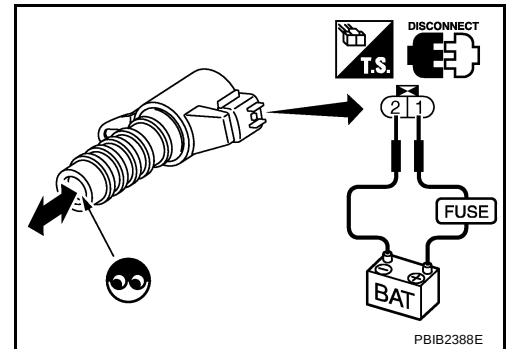
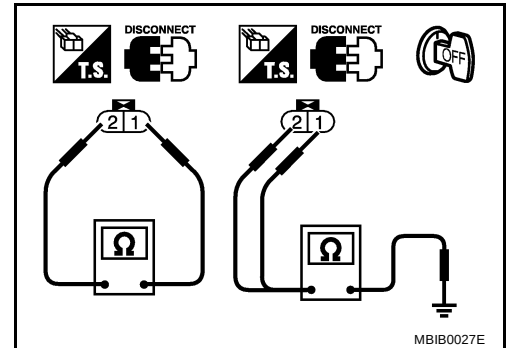
CAUTION:

Do not apply 12V DC continuously for 5 seconds or more. Doing so may result in damage to the coil in intake valve timing control solenoid valve.

If NG, replace intake valve timing control solenoid valve.

NOTE:

Always replace O-ring when intake valve timing control solenoid valve is removed.



Removal and Installation

INTAKE VALVE TIMING CONTROL SOLENOID VALVE

ABS00CT6

Refer to [EM-49, "TIMING CHAIN"](#) .

DTC P0101 MAF SENSOR

DTC P0101 MAF SENSOR

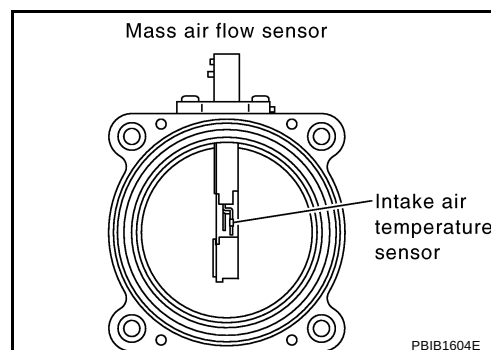
PFP:22680

Component Description

ABS00CMH

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. The mass air flow sensor controls the temperature of the hot wire to a certain amount. The heat generated by the hot wire is reduced as the intake air flows around it. The more air, the greater the heat loss.

Therefore, the electric current supplied to hot wire is changed to maintain the temperature of the hot wire as air flow increases. The ECM detects the air flow by means of this current change.



CONSULT-II Reference Value in Data Monitor Mode

ABS00CMJ

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
MAS A/F SE-B1	See EC-133. "TROUBLE DIAGNOSIS - SPECIFICATION VALUE" .		
CAL/LD VALUE	● Engine: After warming up ● Shift lever: P or N (A/T), Neutral (M/T) ● Air conditioner switch: OFF ● No load	Idle	10% - 35%
		2,500 rpm	10% - 35%
MASS AIRFLOW	● Engine: After warming up ● Shift lever: P or N (A/T), Neutral (M/T) ● Air conditioner switch: OFF ● No load	Idle	1.0 - 4.0 g·m/s
		2,500 rpm	4.0 - 10.0 g·m/s

On Board Diagnosis Logic

ABS00CMJ

DTC No.	Trouble diagnosis name	DTC detecting condition		Possible cause
P0101 0101	Mass air flow sensor circuit range/performance problem	A)	A high voltage from the sensor is sent to ECM under light load driving condition.	● Harness or connectors (The sensor circuit is open or shorted.) ● Mass air flow sensor ● EVAP control system pressure sensor ● Intake air temperature sensor
		B)	A low voltage from the sensor is sent to ECM under heavy load driving condition.	● Harness or connectors (The sensor circuit is open or shorted.) ● Intake air leaks ● Mass air flow sensor ● EVAP control system pressure sensor ● Intake air temperature sensor

DTC Confirmation Procedure

ABS00CMK

Perform **PROCEDURE FOR MALFUNCTION A** first.

If the 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 P0101 MAF SENSOR

PROCEDURE FOR MALFUNCTION A

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.

With CONSULT-II

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 [EC-182, "Diagnostic Procedure"](#).

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

SEF174Y

With GST

Follow the procedure "With CONSULT-II" above.

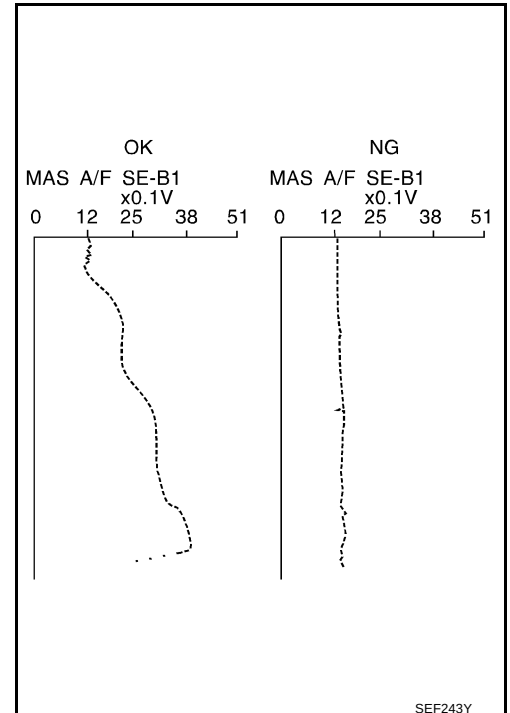
PROCEDURE FOR MALFUNCTION B

CAUTION:

Always drive vehicle at a safe speed.

With CONSULT-II

1. Turn ignition switch ON.
2. Start engine and warm it up to normal operating temperature.
If engine cannot be started, go to [EC-182, "Diagnostic Procedure"](#).
3. Select "DATA MONITOR" mode with CONSULT-II.
4. Check the voltage of "MAS A/F SE-B1" 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 [EC-182, "Diagnostic Procedure"](#).
If OK, go to following step.



DTC P0101 MAF SENSOR

7. Maintain the following conditions for at least 10 consecutive seconds.

ENG SPEED	More than 2,000 rpm
THRTL SEN 1	More than 3V
THRTL SEN 2	More than 3V
Shift lever	Suitable position
Driving location	Driving vehicle uphill (Increased engine load) will help maintain the driving conditions required for this test.

8. If 1st DTC is detected, go to [EC-182, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
VHCL SPEED SE	XXX km/h
THRTL SEN 1	XXX V
THRTL SEN 2	XXX V

PBIB0199E

Overall Function Check PROCEDURE FOR MALFUNCTION B

ABS00CML

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

With GST

1. Start engine and warm it up to normal operating temperature.
2. Select Service \$01 with GST.
3. Check the mass air flow sensor signal with Service \$01.
4. Check for linear mass air flow sensor signal value rise in response to increases to about 4,000 rpm in engine speed.
5. If NG, go to [EC-182, "Diagnostic Procedure"](#).

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%

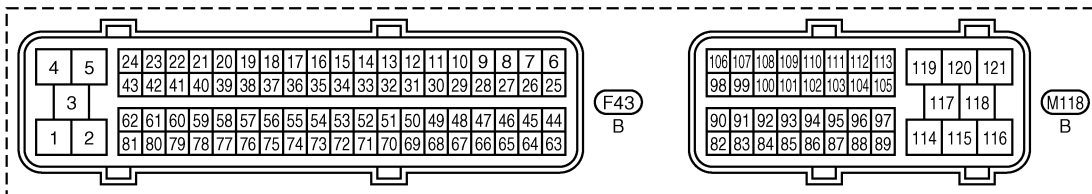
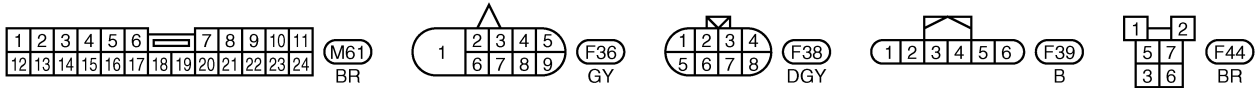
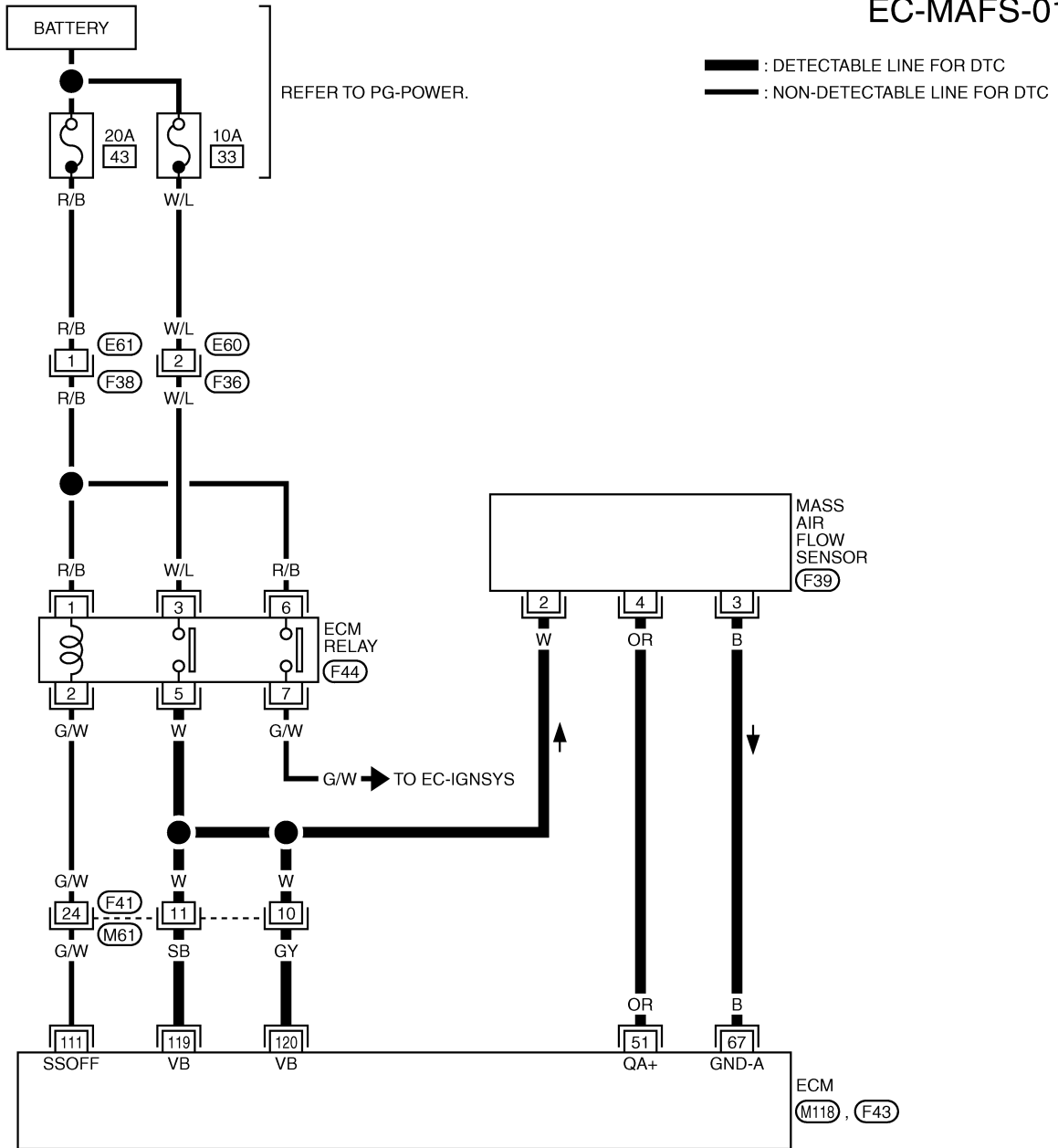
SEF534P

DTC P0101 MAF SENSOR

Wiring Diagram

ABS00CMM

EC-MAFS-01



TBWB0111E

DTC P0101 MAF SENSOR

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.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
51	OR	Mass air flow sensor	[Engine is running] ● Warm-up condition ● Idle speed	0.9 - 1.1V
			[Engine is running] ● Warm-up condition ● Engine speed: 2,500 rpm.	1.6 - 1.9V
67	B	Sensor ground	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
111	G/W	ECM relay (Self shut-off)	[Engine is running] [Ignition switch: OFF] ● For a few seconds after turning ignition switch OFF	0 - 1.0V
			[Ignition switch: OFF] ● More than a few seconds after turning ignition switch OFF	BATTERY VOLTAGE (11 - 14V)
119 120	SB GY	Power supply for ECM	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)

Diagnostic Procedure

ABS00CMN

1. INSPECTION START

Which malfunction (A or B) is duplicated?

A or B

- A >> GO TO 3.
- B >> GO TO 2.

2. CHECK INTAKE AIR LEAK

Check the following for connections.

- Air duct
- Vacuum hoses
- Intake air passage between air duct and intake manifold

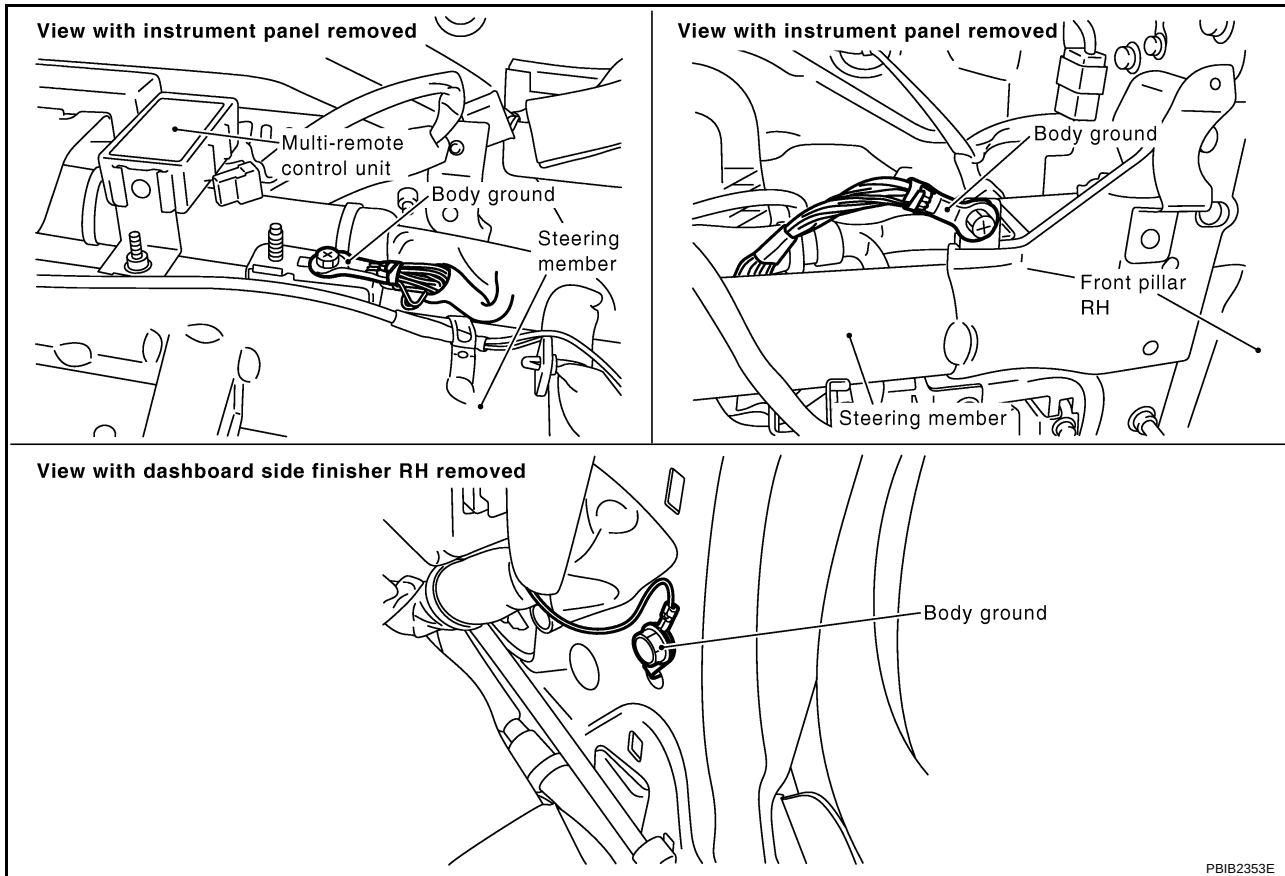
OK or NG

- OK >> GO TO 3.
- NG >> Reconnect the parts.

DTC P0101 MAF SENSOR

3. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten three ground screws on the body. Refer to [EC-151, "Ground Inspection"](#).



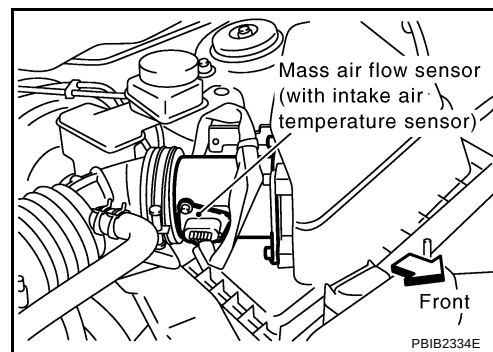
OK or NG

- OK >> GO TO 4.
NG >> Repair or replace ground connections.

DTC P0101 MAF SENSOR

4. CHECK MAF SENSOR POWER SUPPLY CIRCUIT

1. Disconnect mass air flow (MAF) sensor harness connector.
2. Turn ignition switch ON.

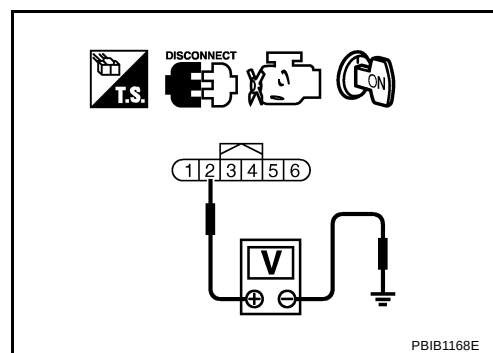


3. Check voltage between MAF sensor terminal 2 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 6.
NG >> GO TO 5.



5. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F41, M61
- Harness for open or short between MAF sensor and ECM relay
- Harness for open or short between MAF sensor and ECM

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

6. CHECK MAF SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between MAF sensor terminal 3 and ECM terminal 67.
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 7.
NG >> Repair open circuit or short to ground or short to power in harness or connectors.

DTC P0101 MAF SENSOR

7. CHECK MAF SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between MAF sensor terminal 4 and ECM terminal 51.
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 8.

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

8. CHECK INTAKE AIR TEMPERATURE SENSOR

Refer to [EC-200, "Component Inspection"](#).

OK or NG

OK >> GO TO 9.

NG >> Replace intake air temperature sensor.

9. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-395, "Component Inspection"](#).

OK or NG

OK >> GO TO 10.

NG >> Replace EVAP control system pressure sensor.

10. CHECK MASS AIR FLOW SENSOR

Refer to [EC-185, "Component Inspection"](#).

OK or NG

OK >> GO TO 11.

NG >> Replace mass air flow sensor.

11. CHECK INTERMITTENT INCIDENT

Perform [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

>> INSPECTION END

Component Inspection MASS AIR FLOW SENSOR

ABS00CMO

With CONSULT-II

1. Reconnect all harness connectors disconnected.
2. Start engine and warm it up to normal operating temperature.
3. Connect CONSULT-II and select "DATA MONITOR" mode.
4. Select "MAS A/F SE-B1" and check indication under the following conditions.

Condition	MAS A/F SE-B1 (V)
Ignition switch ON (Engine stopped.)	Approx. 0.4
Idle (Engine is warmed-up to normal operating temperature.)	0.9 - 1.1
2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.6 - 1.9
Idle to about 4,000 rpm	0.9 - 1.1 to Approx. 2.4*

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V

PBIB2371E

DTC P0101 MAF SENSOR

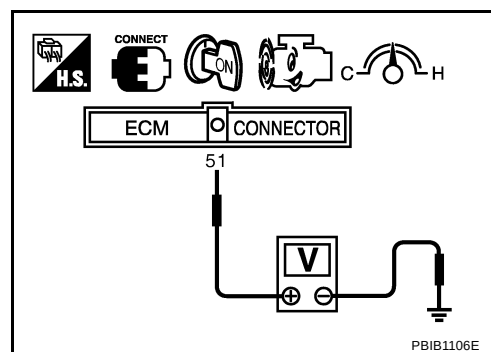
5. If the voltage is out of specification, proceed the following.
 - a. Check for the cause of uneven air flow through mass air flow sensor. Refer to following.
 - Crushed air ducts
 - Malfunctioning seal of air cleaner element
 - Uneven dirt of air cleaner element
 - Improper specification of intake air system parts
 - b. If NG, repair or replace malfunctioning part and perform step 2 to 4 again.
If OK, go to next step.
6. Turn ignition switch OFF.
7. Disconnect mass air flow sensor harness connector and reconnect it again.
8. Perform step 2 to 4 again.
9. If NG, clean or replace mass air flow sensor.

Without CONSULT-II

1. Reconnect all harness connectors disconnected.
2. Start engine and warm it up to normal operating temperature.
3. Check voltage between ECM terminal 51 (Mass air flow sensor signal) and ground.

Condition	Voltage V
Ignition switch ON (Engine stopped.)	Approx. 0.4
Idle (Engine is warmed-up to normal operating temperature.)	0.9 - 1.1
2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.6 - 1.9
Idle to about 4,000 rpm	0.9 - 1.1 to Approx. 2.4*

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.



4. If the voltage is out of specification, proceed the following.
 - a. Check for the cause of uneven air flow through mass air flow sensor. Refer to following.
 - Crushed air ducts
 - Malfunctioning seal of air cleaner element
 - Uneven dirt of air cleaner element
 - Improper specification of intake air system parts
 - b. If NG, repair or replace malfunctioning part and perform step 2 to 3 again.
If OK, go to next step.
5. Turn ignition switch OFF.
6. Disconnect mass air flow sensor harness connector and reconnect it again.
7. Perform step 2 and 3 again.
8. If NG, clean or replace mass air flow sensor.

Removal and Installation MASS AIR FLOW SENSOR

ABS00CMP

Refer to [EM-14, "AIR CLEANER AND AIR DUCT"](#) .

DTC P0102, P0103 MAF SENSOR

DTC P0102, P0103 MAF SENSOR

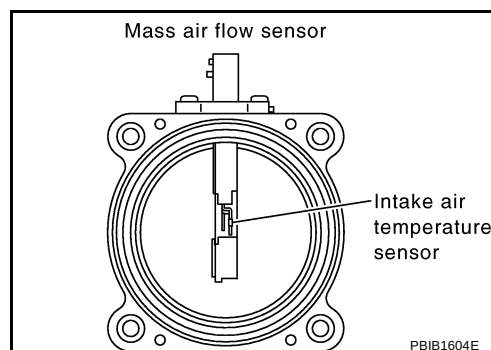
PFP:22680

Component Description

ABS00CMQ

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. The mass air flow sensor controls the temperature of the hot wire to a certain amount. The heat generated by the hot wire is reduced as the intake air flows around it. The more air, the greater the heat loss.

Therefore, the electric current supplied to hot wire is changed to maintain the temperature of the hot wire as air flow increases. The ECM detects the air flow by means of this current change.



CONSULT-II Reference Value in Data Monitor Mode

ABS00CMR

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
MAS A/F SE-B1	See EC-133. "TROUBLE DIAGNOSIS - SPECIFICATION VALUE" .		
CAL/LD VALUE	● Engine: After warming up ● Shift lever: P or N (A/T), Neutral (M/T) ● Air conditioner switch: OFF ● No load	Idle	10% - 35%
		2,500 rpm	10% - 35%
MASS AIRFLOW	● Engine: After warming up ● Shift lever: P or N (A/T), Neutral (M/T) ● Air conditioner switch: OFF ● No load	Idle	1.0 - 4.0 g·m/s
		2,500 rpm	4.0 - 10.0 g·m/s

On Board Diagnosis Logic

ABS00CMS

These self-diagnoses have the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0102 0102	Mass air flow sensor circuit low input	An excessively low voltage from the sensor is sent to ECM.	● Harness or connectors (The sensor circuit is open or shorted.) ● Intake air leaks ● Mass air flow sensor
P0103 0103	Mass air flow sensor circuit high input	An excessively high voltage from the sensor is sent to ECM.	● Harness or connectors (The sensor circuit is open or shorted.) ● Mass air flow sensor

FAIL-SAFE MODE

When the malfunction 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 Confirmation Procedure

ABS00CMT

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 P0102, P0103 MAF SENSOR

PROCEDURE FOR DTC P0102

With CONSULT-II

1. Turn ignition switch ON.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and wait at least 5 seconds.
4. If DTC is detected, go to [EC-190, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

With GST

Follow the procedure "With CONSULT-II" above.

PROCEDURE FOR DTC P0103

With CONSULT-II

1. Turn ignition switch ON.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Wait at least 5 seconds.
4. If DTC is detected, go to [EC-190, "Diagnostic Procedure"](#) .
If DTC is not detected, go to next step.
5. Start engine and wait at least 5 seconds.
6. If DTC is detected, go to [EC-190, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

With GST

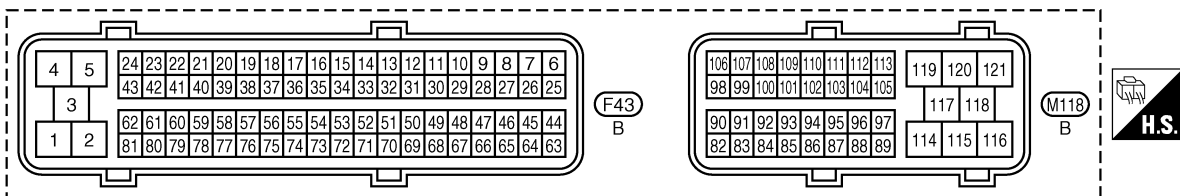
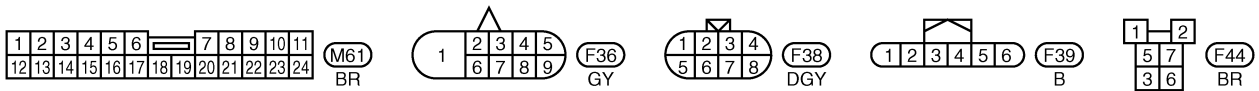
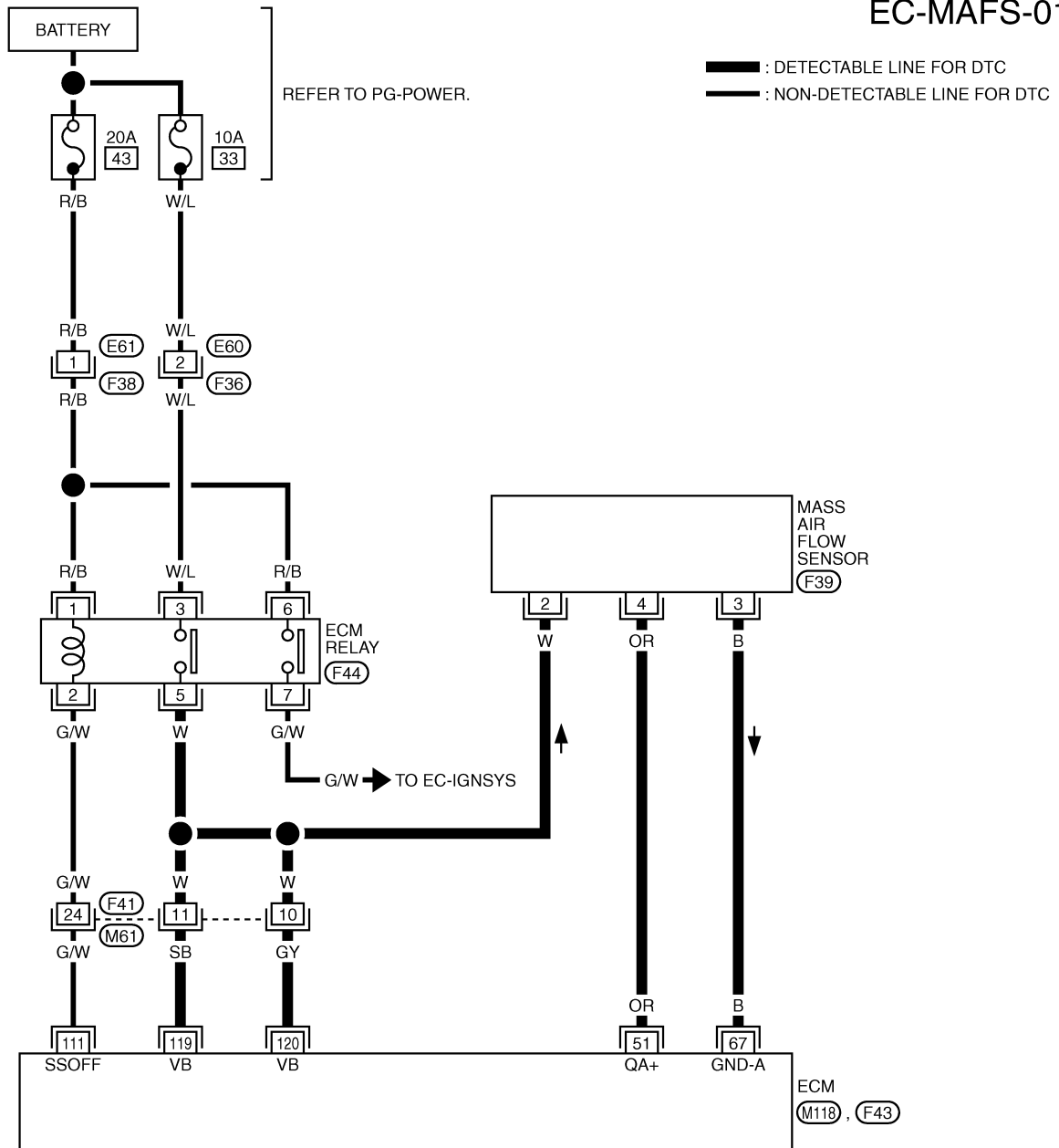
Follow the procedure "With CONSULT-II" above.

DTC P0102, P0103 MAF SENSOR

Wiring Diagram

ABS00CMU

EC-MAFS-01



TBWB0111E

DTC P0102, P0103 MAF SENSOR

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.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
51	OR	Mass air flow sensor	[Engine is running] ● Warm-up condition ● Idle speed	0.9 - 1.1V
			[Engine is running] ● Warm-up condition ● Engine speed: 2,500 rpm.	1.6 - 1.9V
67	B	Sensor ground	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
111	G/W	ECM relay (Self shut-off)	[Engine is running] [Ignition switch: OFF] ● For a few seconds after turning ignition switch OFF	0 - 1.0V
			[Ignition switch: OFF] ● More than a few seconds after turning ignition switch OFF	BATTERY VOLTAGE (11 - 14V)
119 120	SB GY	Power supply for ECM	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)

Diagnostic Procedure

ABS00D84

1. INSPECTION START

Which malfunction (P0102 or P0103) is duplicated?

P0102 or P0103

P0102 >> GO TO 2.

P0103 >> GO TO 3.

2. CHECK INTAKE SYSTEM

Check the following for connection.

- Air duct
- Vacuum hoses
- Intake air passage between air duct and intake manifold

OK or NG

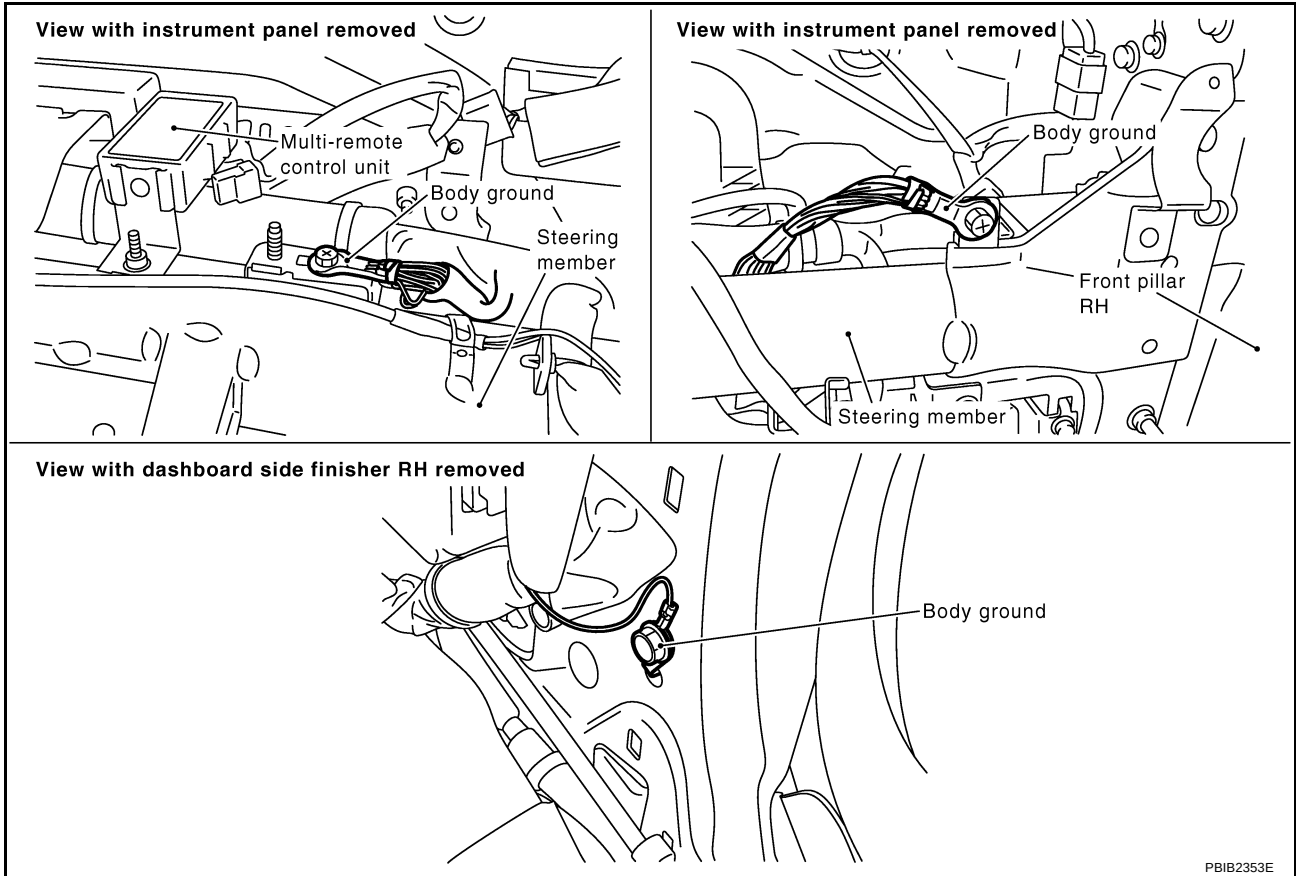
OK >> GO TO 3.

NG >> Reconnect the parts.

DTC P0102, P0103 MAF SENSOR

3. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten ground three screws on the body.
Refer to [EC-151, "Ground Inspection"](#).



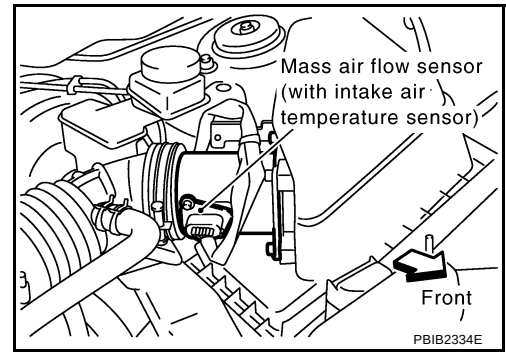
OK or NG

- OK >> GO TO 4.
- NG >> Repair or replace ground connections.

DTC P0102, P0103 MAF SENSOR

4. CHECK MAF SENSOR POWER SUPPLY CIRCUIT

1. Disconnect mass air flow (MAF) sensor harness connector.
2. Turn ignition switch ON.

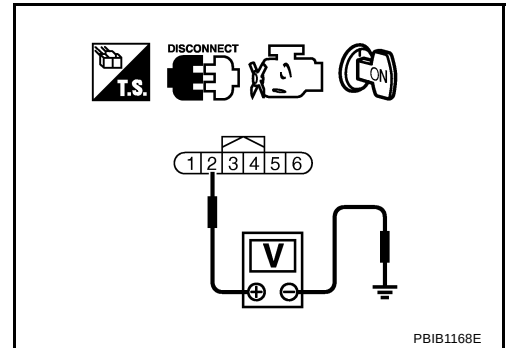


3. Check voltage between MAF sensor terminals 2 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 6.
NG >> GO TO 5.



5. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F41, M61
- Harness for open or short between MAF sensor and ECM
- Harness for open or short between MAF sensor and ECM relay

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

6. CHECK MAF SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between MAF sensor terminal 3 and ECM terminal 67.
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 7.
NG >> Repair open circuit or short to ground or short to power in harness or connectors.

DTC P0102, P0103 MAF SENSOR

7. CHECK MAF SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between MAF sensor terminal 4 and ECM terminal 51.
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 8.

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

8. CHECK MASS AIR FLOW SENSOR

Refer to [EC-193, "Component Inspection"](#).

OK or NG

OK >> GO TO 9.

NG >> Replace mass air flow sensor.

9. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

>> INSPECTION END

Component Inspection MASS AIR FLOW SENSOR

ABS00CMW

With CONSULT-II

1. Reconnect all harness connectors disconnected.
2. Start engine and warm it up to normal operating temperature.
3. Connect CONSULT-II and select "DATA MONITOR" mode.
4. Select "MAS A/F SE-B1" and check indication under the following conditions.

Condition	MAS A/F SE-B1 (V)
Ignition switch ON (Engine stopped.)	Approx. 0.4
Idle (Engine is warmed-up to normal operating temperature.)	0.9 - 1.1
2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.6 - 1.9
Idle to about 4,000 rpm	0.9 - 1.1 to Approx. 2.4*

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

5. If the voltage is out of specification, proceed the following.
 - a. Check for the cause of uneven air flow through mass air flow sensor. Refer to following.
 - Crushed air ducts
 - Malfunctioning seal of air cleaner element
 - Uneven dirt of air cleaner element
 - Improper specification of intake air system parts
 - b. If NG, repair or replace malfunctioning part and perform step 2 to 4 again.
If OK, go to next step.
6. Turn ignition switch OFF.
7. Disconnect mass air flow sensor harness connector and reconnect it again.
8. Perform step 2 to 4 again.
9. If NG, clean or replace mass air flow sensor.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V

PBIB2371E

DTC P0102, P0103 MAF SENSOR

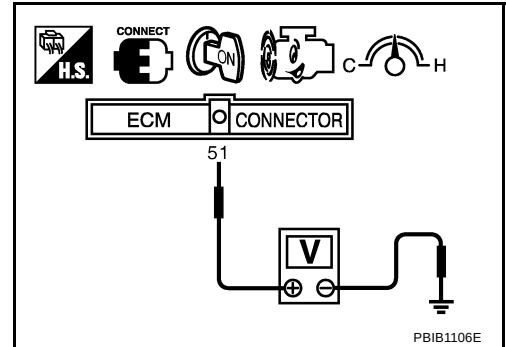
⊗ Without CONSULT-II

1. Reconnect all harness connectors disconnected.
2. Start engine and warm it up to normal operating temperature.
3. Check voltage between ECM terminal 51 (Mass air flow sensor signal) and ground.

Condition	Voltage V
Ignition switch ON (Engine stopped.)	Approx. 0.4
Idle (Engine is warmed-up to normal operating temperature.)	0.9 - 1.1
2,500 rpm (Engine is warmed-up to normal operating temperature.)	1.6 - 1.9
Idle to about 4,000 rpm	0.9 - 1.1 to Approx. 2.4*

*: Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

4. If the voltage is out of specification, proceed the following.
 - a. Check for the cause of uneven air flow through mass air flow sensor. Refer to following.
 - Crushed air ducts
 - Malfunctioning seal of air cleaner element
 - Uneven dirt of air cleaner element
 - Improper specification of intake air system parts
 - b. If NG, repair or replace malfunctioning part and perform step 2 to 3 again.
If OK, go to next step.
5. Turn ignition switch OFF.
6. Disconnect mass air flow sensor harness connector and reconnect it again.
7. Perform step 2 and 3 again.
8. If NG, clean or replace mass air flow sensor.



Removal and Installation MASS AIR FLOW SENSOR

ABS00CMX

Refer to [EM-14, "AIR CLEANER AND AIR DUCT"](#) .

DTC P0112, P0113 IAT SENSOR

DTC P0112, P0113 IAT SENSOR

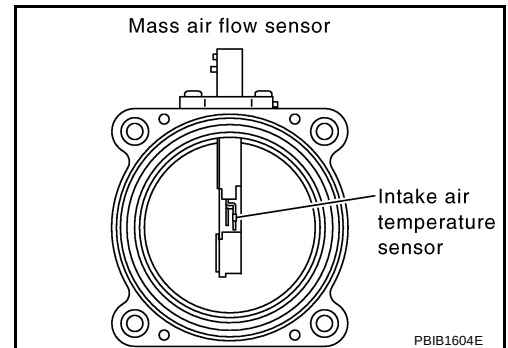
PFP:22630

Component Description

ABS00CMY

The intake air temperature sensor is built into mass air flow sensor. The sensor detects intake air temperature and transmits a signal to the ECM.

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



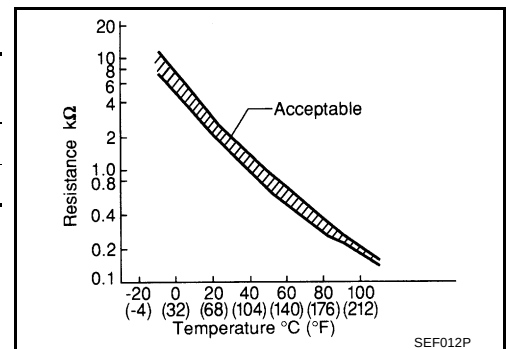
<Reference data>

Intake air temperature °C (°F)	Voltage* V	Resistance kΩ
25 (77)	3.30	1.800 - 2.200
80 (176)	1.20	0.283 - 0.359

*: This data is reference value and is measured between ECM terminal 34 (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

ABS00CMZ

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0112 0112	Intake air temperature sensor circuit low input	An excessively low voltage from the sensor is sent to ECM.	● Harness or connectors (The sensor circuit is open or shorted.) ● Intake air temperature sensor
P0113 0113	Intake air temperature sensor circuit high input	An excessively low voltage from the sensor is sent to ECM.	

DTC Confirmation Procedure

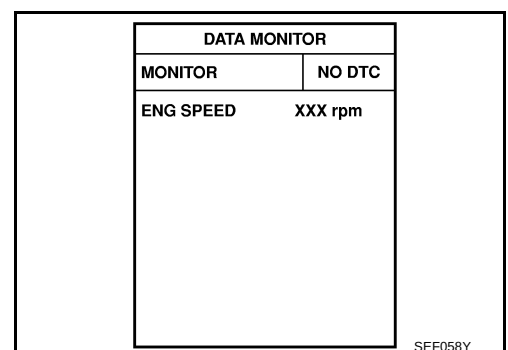
ABS00CN0

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 WITH CONSULT-II

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 [EC-198, "Diagnostic Procedure"](#)



DTC P0112, P0113 IAT SENSOR



WITH GST

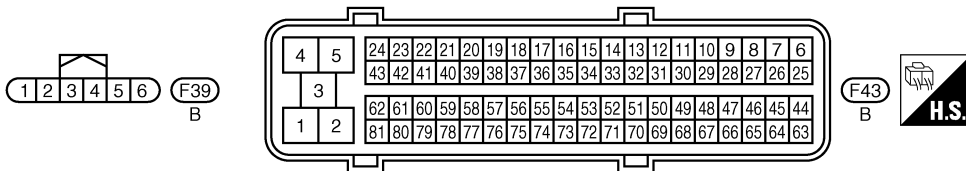
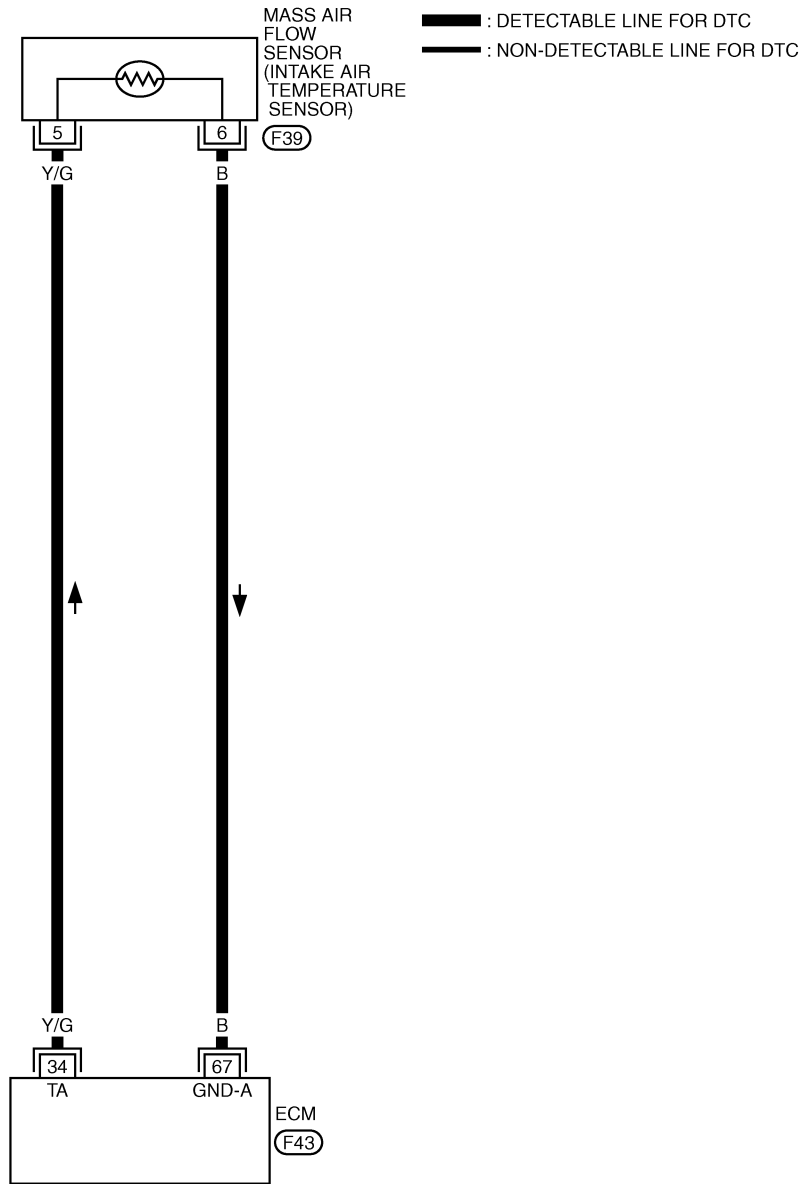
Follow the procedure “WITH CONSULT-II” above.

DTC P0112, P0113 IAT SENSOR

Wiring Diagram

ABS00CN1

EC-IATS-01



TBWB0112E

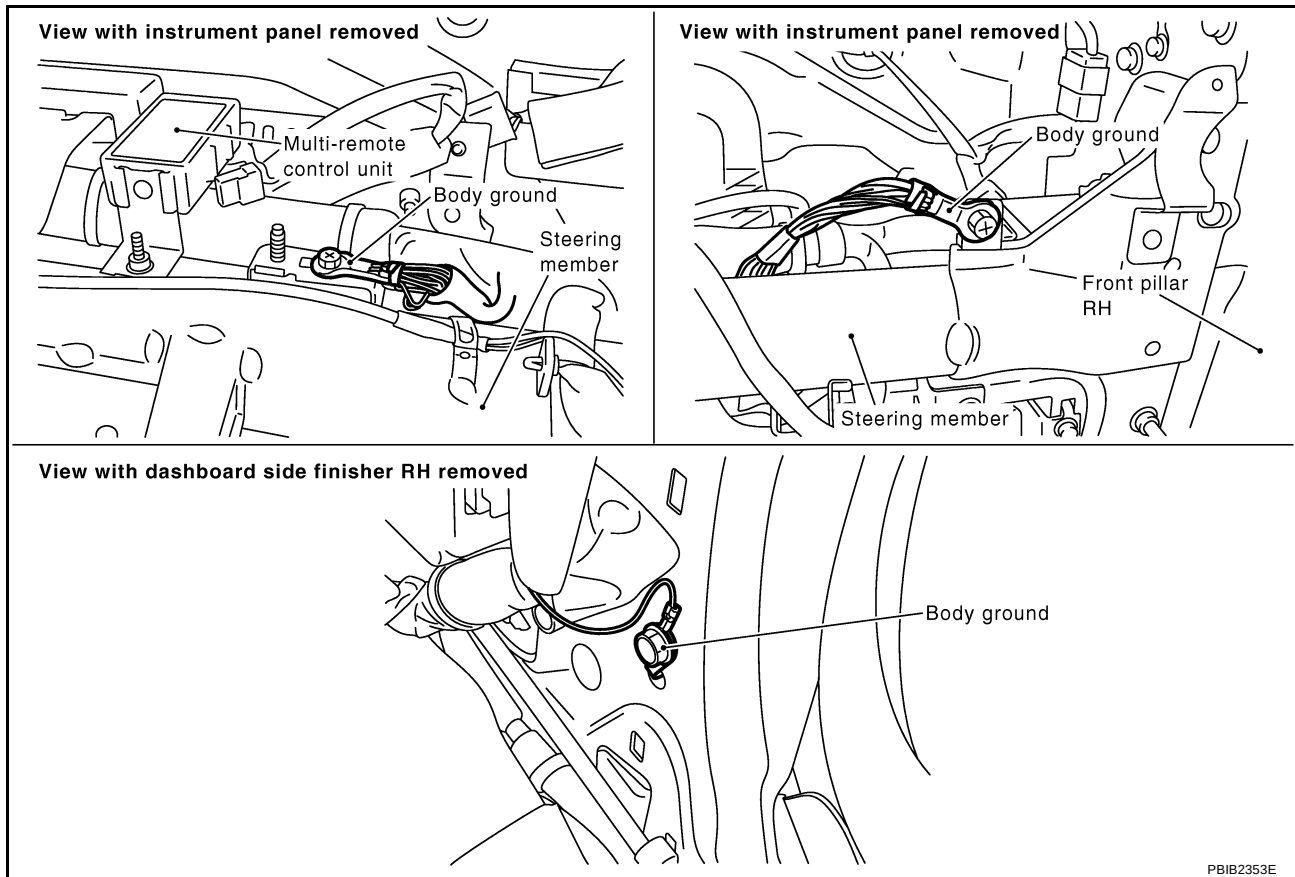
DTC P0112, P0113 IAT SENSOR

ABS00D85

Diagnostic Procedure

1. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten ground three screws on the body.
Refer to [EC-151, "Ground Inspection"](#).



PBIB2353E

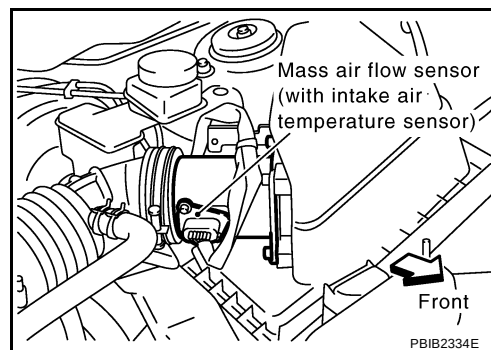
OK or NG

- OK >> GO TO 2.
NG >> Repair or replace ground connections.

DTC P0112, P0113 IAT SENSOR

2. CHECK INTAKE AIR TEMPERATURE SENSOR POWER SUPPLY CIRCUIT

1. Disconnect mass air flow (MAF) sensor (with intake air temperature sensor) harness connector.
2. Turn ignition switch ON.



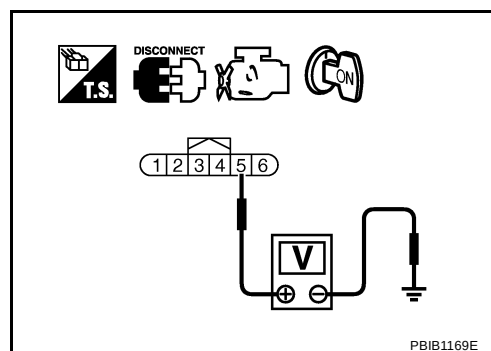
3. Check voltage between MAF sensor terminal 5 and ground with CONSULT-II or tester.

Voltage: Approximately 5V

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 INTAKE AIR TEMPERATURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between MAF sensor terminal 6 and ECM terminal 67. 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.

4. CHECK INTAKE AIR TEMPERATURE SENSOR

Refer to [EC-200, "Component Inspection"](#) .

OK or NG

OK >> GO TO 5.

NG >> Replace MAF sensor (with intake air temperature sensor).

5. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

DTC P0112, P0113 IAT SENSOR

Component Inspection

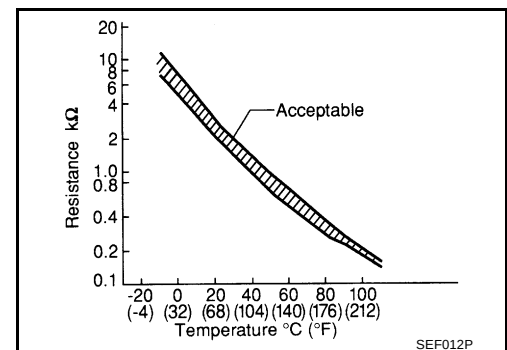
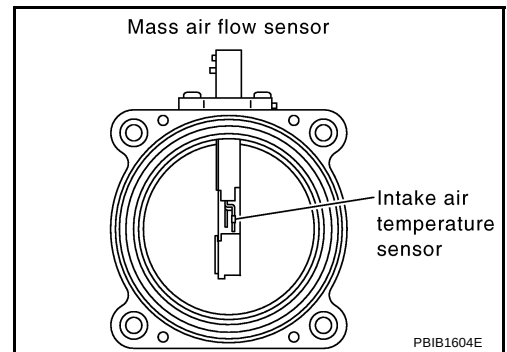
INTAKE AIR TEMPERATURE SENSOR

ABS00CN3

1. Check resistance between intake air temperature sensor terminals 5 and 6 under the following conditions.

Intake air temperature °C (°F)	Resistance kΩ
25 (77)	1.800 - 2.200

2. If NG, replace mass air flow sensor (with intake air temperature sensor).



Removal and Installation

MASS AIR FLOW SENSOR

ABS00CN4

Refer to [EM-14, "AIR CLEANER AND AIR DUCT"](#) .

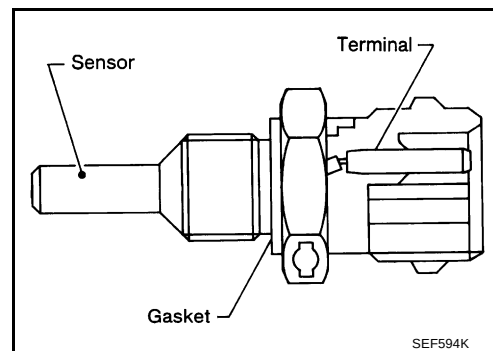
DTC P0117, P0118 ECT SENSOR

DTC P0117, P0118 ECT SENSOR

PPF:22630

Component Description

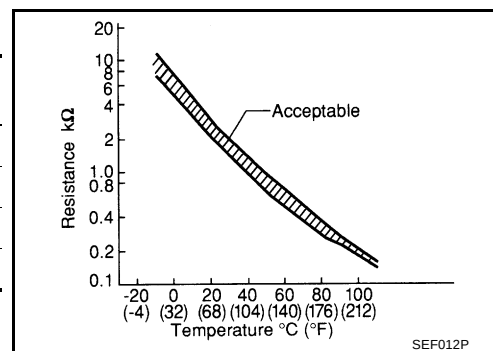
The engine coolant temperature sensor is used to detect the engine coolant temperature. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the engine coolant temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The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

*: This data is reference value and is measured between ECM terminal 73 (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

ABS00CN6

These self-diagnoses have the one trip detection logic.

DTC No.	Trouble Diagnosis Name	DTC Detecting Condition	Possible Cause
P0117 0117	Engine coolant temperature sensor circuit low input	An excessively low voltage from the sensor is sent to ECM.	● Harness or connectors (The sensor circuit is open or shorted.) ● Engine coolant temperature sensor
P0118 0118	Engine coolant temperature sensor circuit high input	An excessively high voltage from the sensor is sent to ECM.	

DTC P0117, P0118 ECT SENSOR

FAIL-SAFE MODE

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)
	When the fail-safe system for engine coolant temperature sensor is activated, the cooling fan operates while engine is running.	

DTC Confirmation Procedure

ABS00CN7

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. Wait at least 5 seconds.
4. If DTC is detected, go to [EC-204, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

 WITH GST

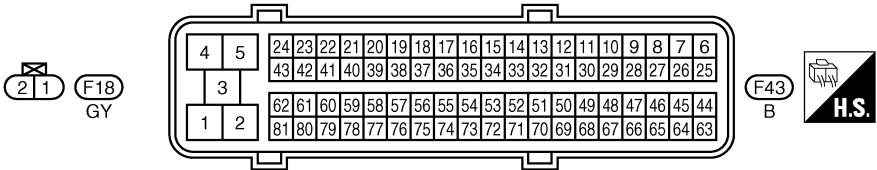
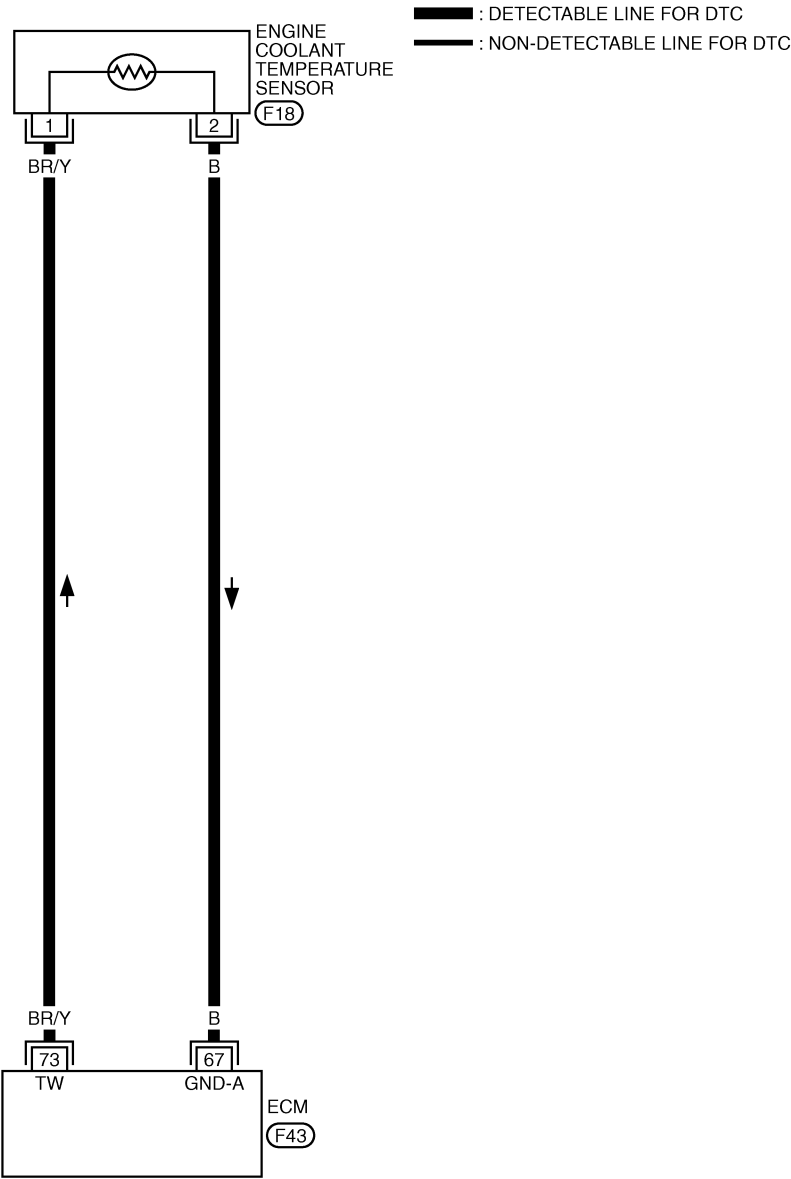
Follow the procedure "WITH CONSULT-II" above.

DTC P0117, P0118 ECT SENSOR

Wiring Diagram

ABS00CN8

EC-ECTS-01



TBWB0113E

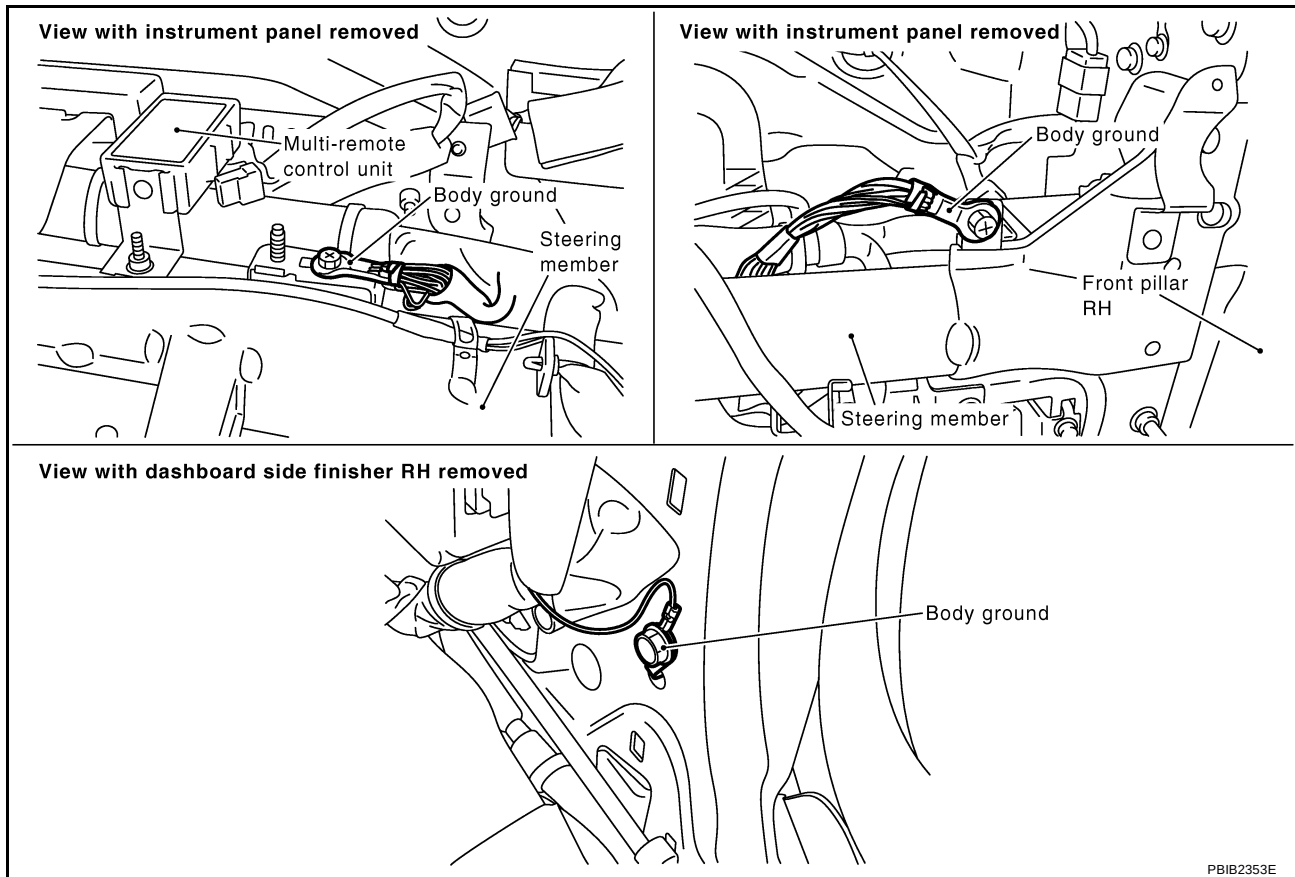
DTC P0117, P0118 ECT SENSOR

ABS00D86

Diagnostic Procedure

1. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten ground three screws on the body.
Refer to [EC-151, "Ground Inspection"](#).



PBIB2353E

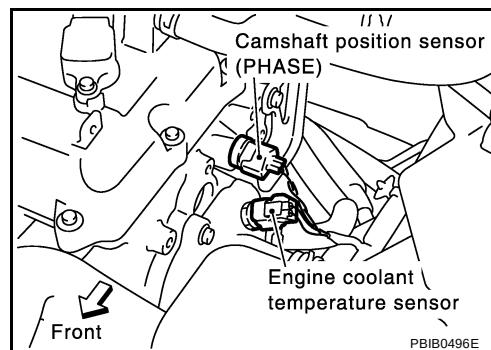
OK or NG

- OK >> GO TO 2.
NG >> Repair or replace ground connections.

DTC P0117, P0118 ECT SENSOR

2. CHECK ECT SENSOR POWER SUPPLY CIRCUIT

1. Disconnect engine coolant temperature (ECT) sensor harness connector.
2. Turn ignition switch ON.

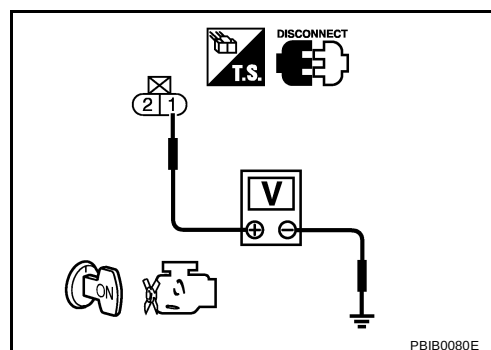


3. Check voltage between ECT sensor terminal 1 and ground with CONSULT-II or tester.

Voltage: Approximately 5V

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 ECT SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between ECT sensor terminal 2 and ECM terminal 67. 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.

4. CHECK ENGINE COOLANT TEMPERATURE SENSOR

Refer to [EC-206, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 5.
- NG >> Replace engine coolant temperature sensor.

5. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

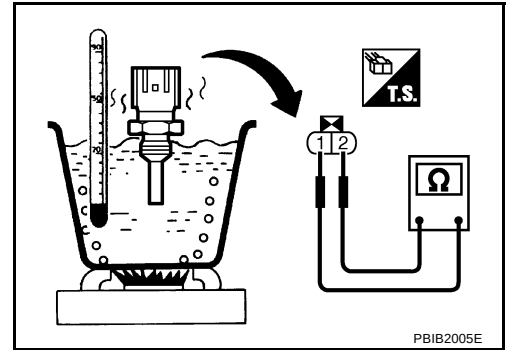
DTC P0117, P0118 ECT SENSOR

Component Inspection

ENGINE COOLANT TEMPERATURE SENSOR

ABS00CNA

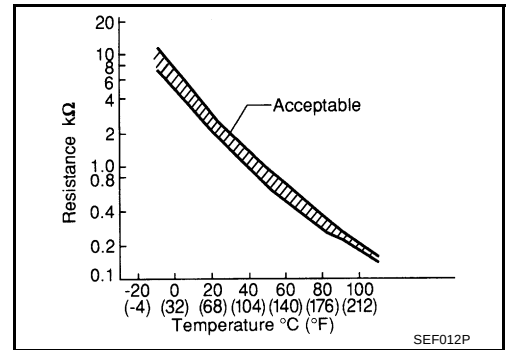
1. Check resistance between engine coolant temperature sensor terminals 1 and 2 as shown in the figure.



<Reference data>

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

2. If NG, replace engine coolant temperature sensor.



Removal and Installation

ENGINE COOLANT TEMPERATURE SENSOR

ABS00CNB

Refer to [CO-22. "THERMOSTAT AND WATER CONTROL VALVE"](#) .

DTC P0122, P0123 TP SENSOR

DTC P0122, P0123 TP SENSOR

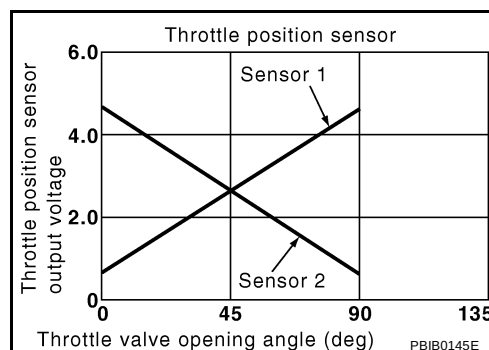
PFP:16119

Component Description

ABS00CNC

Electric throttle control actuator consists of throttle control motor, throttle position sensor, etc. The throttle position sensor responds to the throttle valve movement.

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



CONSULT-II Reference Value in Data Monitor Mode

ABS00CND

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
THRTL SEN 1 THRTL SEN 2*	● Ignition switch: ON (Engine stopped)	Accelerator pedal: Fully released	More than 0.36V
	● Shift lever: D (A/T), 1st (M/T)	Accelerator pedal: Fully depressed	Less than 4.75V

*: Throttle position sensor 2 signal is converted by ECM internally, thus it differs from ECM terminal voltage signal.

On Board Diagnosis Logic

ABS00CNE

These self-diagnoses have the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0122 0122	Throttle position sensor 2 circuit low input	An excessively low voltage from the TP sensor 2 is sent to ECM.	● Harness or connectors (The TP sensor 2 circuit is open or shorted.) (The APP sensor 2 circuit is shorted.) ● Electric throttle control actuator (TP sensor 2) ● Accelerator pedal position sensor (APP sensor 2)
P0123 0123	Throttle position sensor 2 circuit high input	An excessively high voltage from the TP sen- sor 2 is sent to ECM.	

FAIL-SAFE MODE

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

Engine operation condition in fail-safe mode

The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees.

The ECM regulates the opening speed of the throttle valve to be slower than the normal condition.

So, the acceleration will be poor.

DTC P0122, P0123 TP SENSOR

DTC Confirmation Procedure

ABS00CNF

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

1. Turn ignition switch ON.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [EC-211, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

 WITH GST

Follow the procedure "WITH CONSULT-II" above.

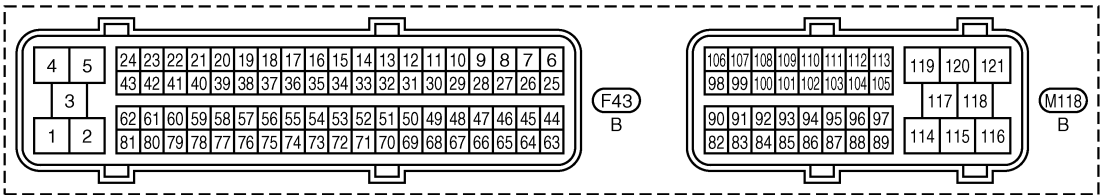
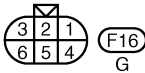
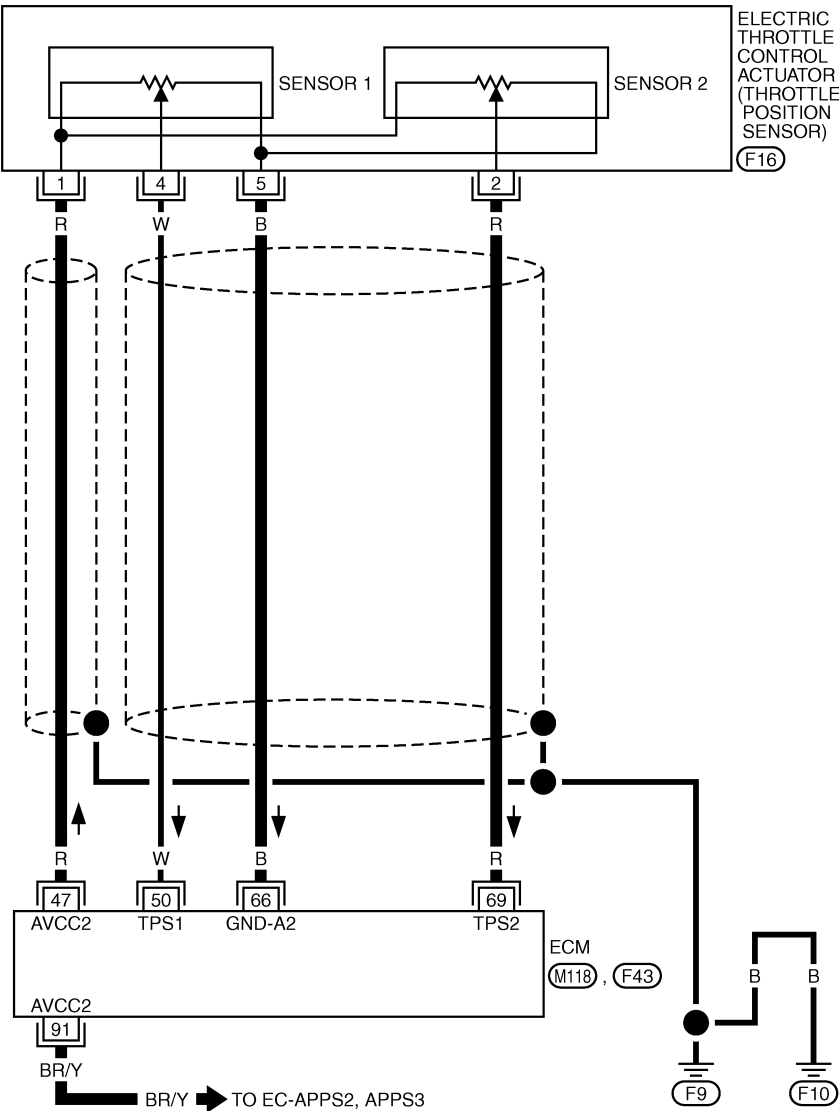
DTC P0122, P0123 TP SENSOR

Wiring Diagram

ABS00CNG

EC-TPS2-01

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



TBWB0114E

DTC P0122, P0123 TP SENSOR

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.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
47	R	Sensor power supply (Throttle position sensor)	[Ignition switch: ON]	Approximately 5V
50	W	Throttle position sensor 1	[Ignition switch: ON] ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully released	More than 0.36V
			[Ignition switch: ON] ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully depressed	Less than 4.75V
66	B	Sensor ground (Throttle position sensor)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
69	R	Throttle position sensor 2	[Ignition switch: ON] ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully released	Less than 4.75V
			[Ignition switch: ON] ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully depressed	More than 0.36V
91	BR/Y	Sensor power supply (Accelerator pedal position sensor 2)	[Ignition switch: ON]	Approximately 5V

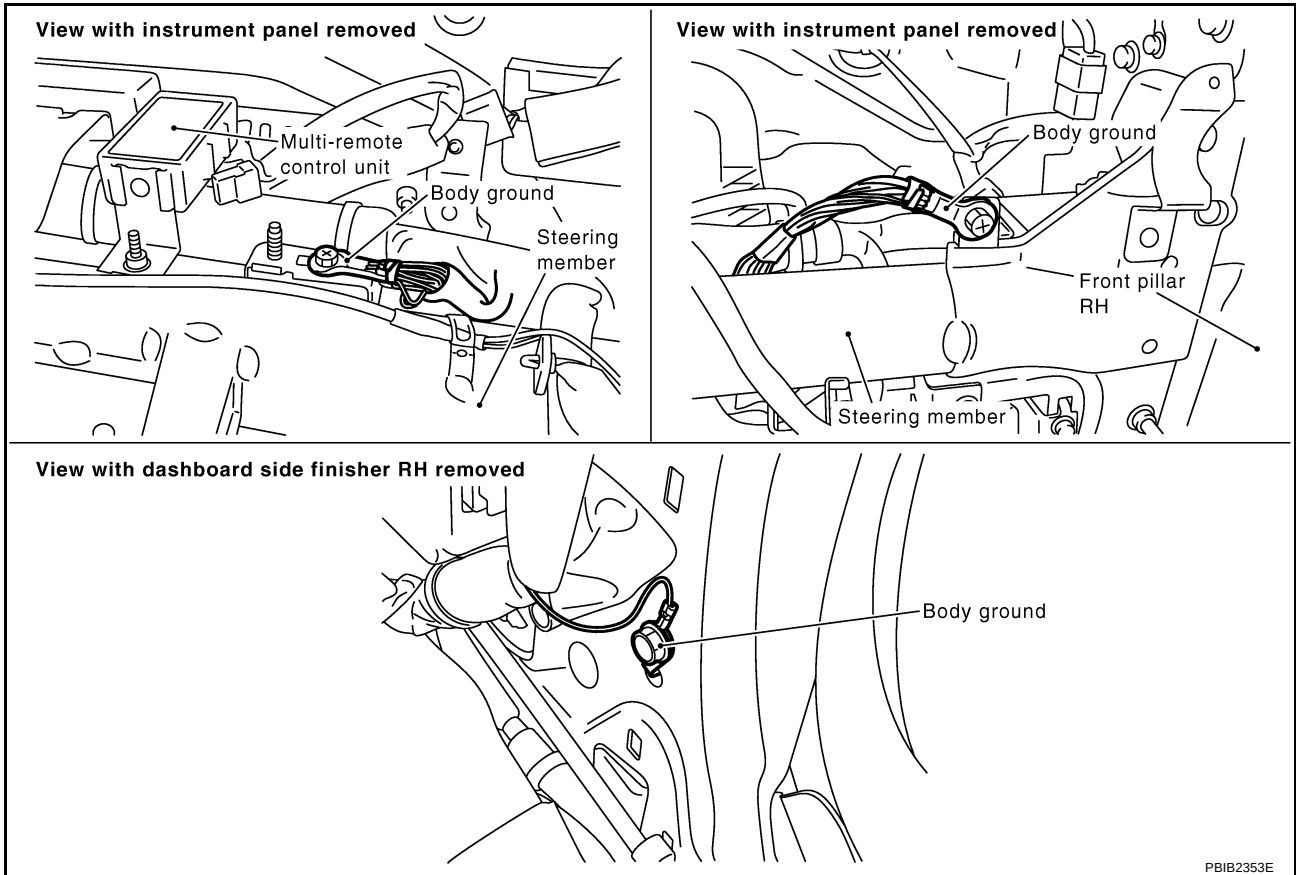
DTC P0122, P0123 TP SENSOR

ABS00D87

Diagnostic Procedure

1. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten three ground screws on the body.
Refer to [EC-151, "Ground Inspection"](#).



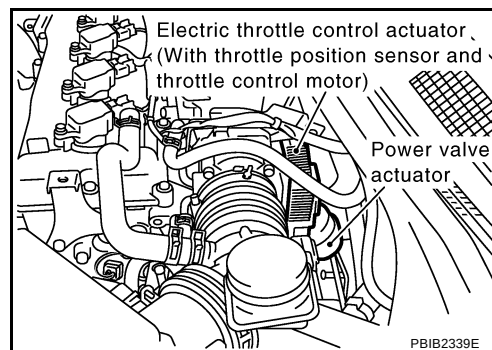
OK or NG

- OK >> GO TO 2.
NG >> Repair or replace ground connections.

DTC P0122, P0123 TP SENSOR

2. CHECK THROTTLE POSITION SENSOR 2 POWER SUPPLY CIRCUIT-I

1. Disconnect electric throttle control actuator harness connector.
2. Turn ignition switch ON.

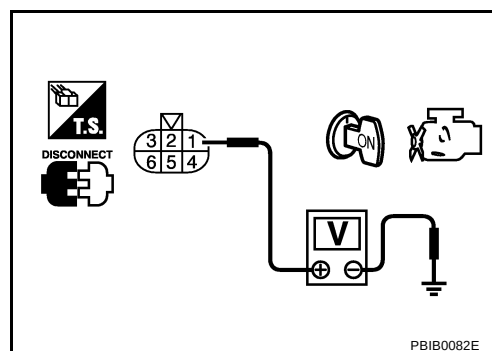


3. Check voltage between electric throttle control actuator terminal 1 and ground with CONSULT-II or tester.

Voltage: Approximately 5V

OK or NG

- OK >> GO TO 7.
NG >> GO TO 3.



3. CHECK THROTTLE POSITION SENSOR 2 POWER SUPPLY CIRCUIT-II

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between electric throttle control actuator terminal 1 and ECM terminal 47. Refer to Wiring Diagram.

Continuity should exist.

OK or NG

- OK >> GO TO 4.
NG >> Repair or replace open circuit.

4. CHECK THROTTLE POSITION SENSOR 2 POWER SUPPLY CIRCUIT-III

Check harness for short to power and short to ground, between the following terminals.

ECM terminal	Sensor terminal	Reference Wiring Diagram
47	Electric throttle control actuator terminal 1	EC-209
91	APP sensor terminal 4	EC-562

OK or NG

- OK >> GO TO 5.
NG >> Repair short to ground or short to power in harness or connectors.

5. CHECK APP SENSOR

Refer to [EC-567, "Component Inspection"](#).

OK or NG

- OK >> GO TO 11
NG >> GO TO 6.

6. REPLACE ACCELERATOR PEDAL ASSEMBLY

1. Replace accelerator pedal assembly.
2. Perform [EC-77, "Accelerator Pedal Released Position Learning"](#) .
3. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
4. Perform [EC-78, "Idle Air Volume Learning"](#) .

>> INSPECTION END

7. CHECK THROTTLE POSITION SENSOR 2 GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between electric throttle control actuator terminal 5 and ECM terminal 66.
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 >> Repair open circuit or short to ground or short to power in harness or connectors.

8. CHECK THROTTLE POSITION SENSOR 2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between electric throttle control actuator terminal 2 and ECM terminal 69.
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 9.

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

9. CHECK THROTTLE POSITION SENSORRefer to [EC-214, "Component Inspection"](#) .

OK or NG

OK >> GO TO 11.

NG >> GO TO 10.

10. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace the electric throttle control actuator.
2. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-78, "Idle Air Volume Learning"](#) .

>> INSPECTION END

11. CHECK INTERMITTENT INCIDENTRefer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

DTC P0122, P0123 TP SENSOR

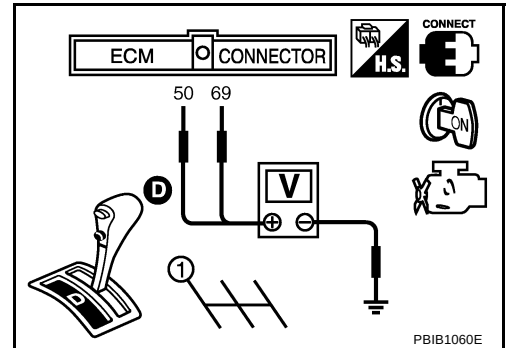
Component Inspection THROTTLE POSITION SENSOR

ABS00CNI

1. Reconnect all harness connectors disconnected.
2. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
3. Turn ignition switch ON.
4. Set shift lever to D (A/T) or 1st (M/T) position.
5. Check voltage between ECM terminals 50 (TP sensor 1), 69 (TP sensor 2) and ground under the following conditions.

Terminal	Accelerator pedal	Voltage
50 (Throttle position sensor 1)	Fully released	More than 0.36V
	Fully depressed	Less than 4.75V
69 (Throttle position sensor 2)	Fully released	Less than 4.75V
	Fully depressed	More than 0.36V

6. If NG, replace electric throttle control actuator and go to the next step.
7. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
8. Perform [EC-78, "Idle Air Volume Learning"](#) .



Remove and Installation ELECTRIC THROTTLE CONTROL ACTUATOR

ABS00CNJ

Refer to [EM-16, "INTAKE MANIFOLD"](#) .

DTC P0125 ECT SENSOR

DTC P0125 ECT SENSOR

PFP:22630

Description

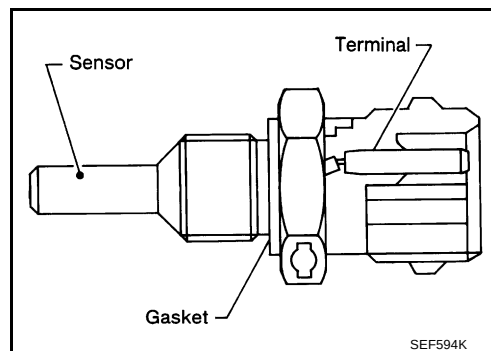
ABS00CNK

NOTE:

If DTC P0125 is displayed with P0117 or P0118, first perform the trouble diagnosis for DTC P0117 or P0118. Refer to [EC-201, "DTC P0117, P0118 ECT SENSOR"](#).

COMPONENT DESCRIPTION

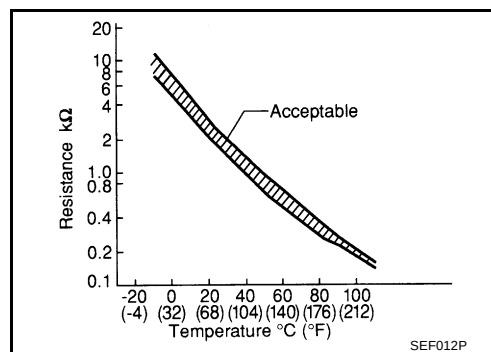
The engine coolant temperature sensor is used to detect the engine coolant temperature. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the engine coolant temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The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

*: This data is reference value and is measured between ECM terminal 73 (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

ABS00CNL

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0125 0125	Insufficient engine coolant temperature for closed loop fuel control	● Voltage sent to ECM from the sensor is not practical, even when some time has passed after starting the engine. ● Engine coolant temperature is insufficient for closed loop fuel control.	● Harness or connectors (High resistance in the circuit) ● Engine coolant temperature sensor ● Thermostat

DTC Confirmation Procedure

ABS00CNM

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.

DTC P0125 ECT SENSOR

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 [EC-216, "Diagnostic Procedure"](#)

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

SEF174Y

WITH GST

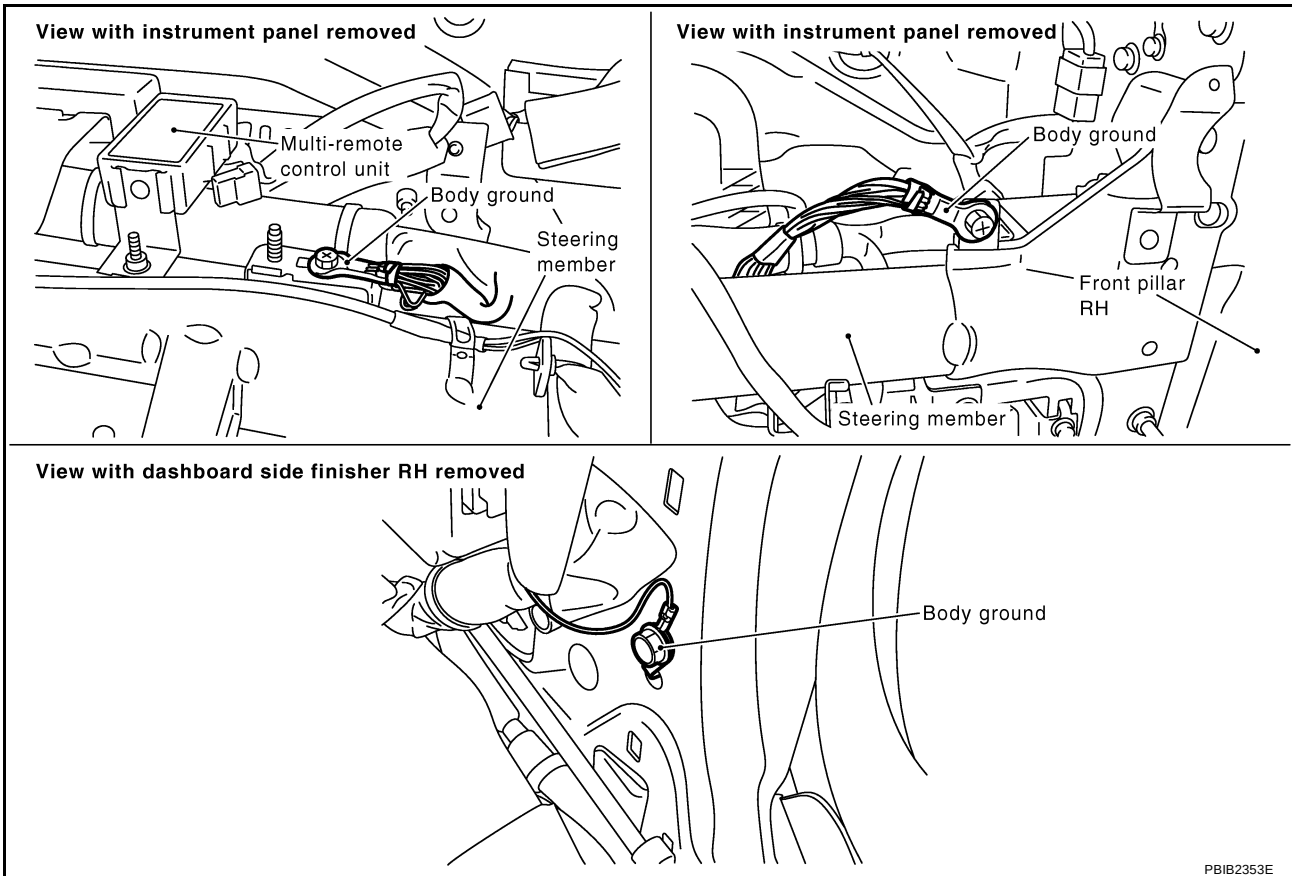
Follow the procedure "WITH CONSULT-II" above.

Diagnostic Procedure

ABS00CNN

1. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten three ground screws on the body. Refer to [EC-151, "Ground Inspection"](#) .



OK or NG

- OK >> GO TO 2.
NG >> Repair or replace ground connections.

2. CHECK ENGINE COOLANT TEMPERATURE SENSOR

Refer to [EC-217, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 3.
NG >> Replace engine coolant temperature sensor.

DTC P0125 ECT SENSOR

3. CHECK THERMOSTAT OPERATION

When the engine is cold [lower than 70°C (158°F)] condition, grasp lower radiator hose and confirm the engine coolant does not flow.

OK or NG

OK >> GO TO 4.

NG >> Repair or replace thermostat. Refer to [CO-22, "THERMOSTAT AND WATER CONTROL VALVE"](#).

4. CHECK INTERMITTENT INCIDENT

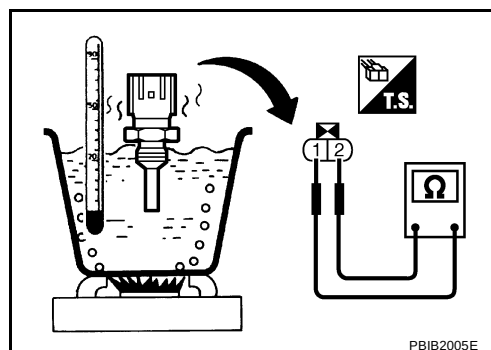
Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

>> INSPECTION END

Component Inspection ENGINE COOLANT TEMPERATURE SENSOR

ABS00CNO

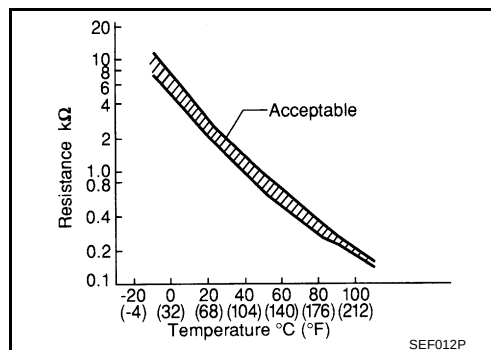
1. Check resistance between engine coolant temperature sensor terminals 1 and 2 as shown in the figure.



<Reference data>

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

2. If NG, replace engine coolant temperature sensor.



ABS00CNP

Removal and Installation ENGINE COOLANT TEMPERATURE SENSOR

Refer to [CO-22, "THERMOSTAT AND WATER CONTROL VALVE"](#)

DTC P0127 IAT SENSOR

DTC P0127 IAT SENSOR

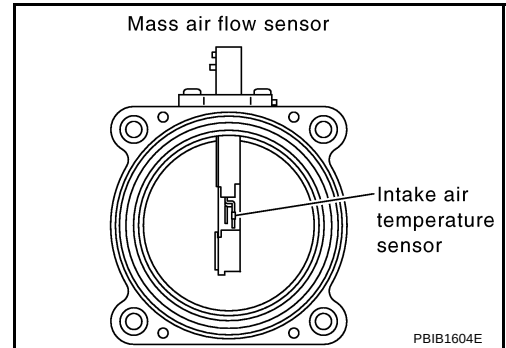
PFP:22630

Component Description

ABS00CNQ

The intake air temperature sensor is built into mass air flow sensor. The sensor detects intake air temperature and transmits a signal to the ECM.

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



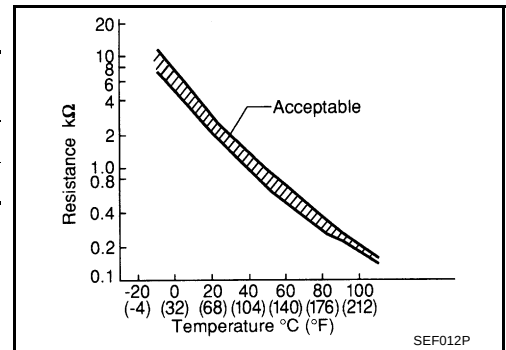
<Reference data>

Intake air temperature °C (°F)	Voltage* V	Resistance kΩ
25 (77)	3.30	1.800 - 2.200
80 (176)	1.20	0.283 - 0.359

*: This data is reference value and is measured between ECM terminal 34 (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

ABS00CNR

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0127 0127	Intake air temperature too high	Rationally incorrect voltage from the sensor is sent to ECM, compared with the voltage signal from engine coolant temperature sensor.	● Harness or connectors (The sensor circuit is open or shorted) ● Intake air temperature sensor

DTC Confirmation Procedure

ABS00CNS

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:

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

1. Wait until engine coolant temperature is less than 90°C (194°F)
- a. Turn ignition switch ON.

DTC P0127 IAT SENSOR

- 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 [EC-219, "Diagnostic Procedure"](#).

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

WITH GST

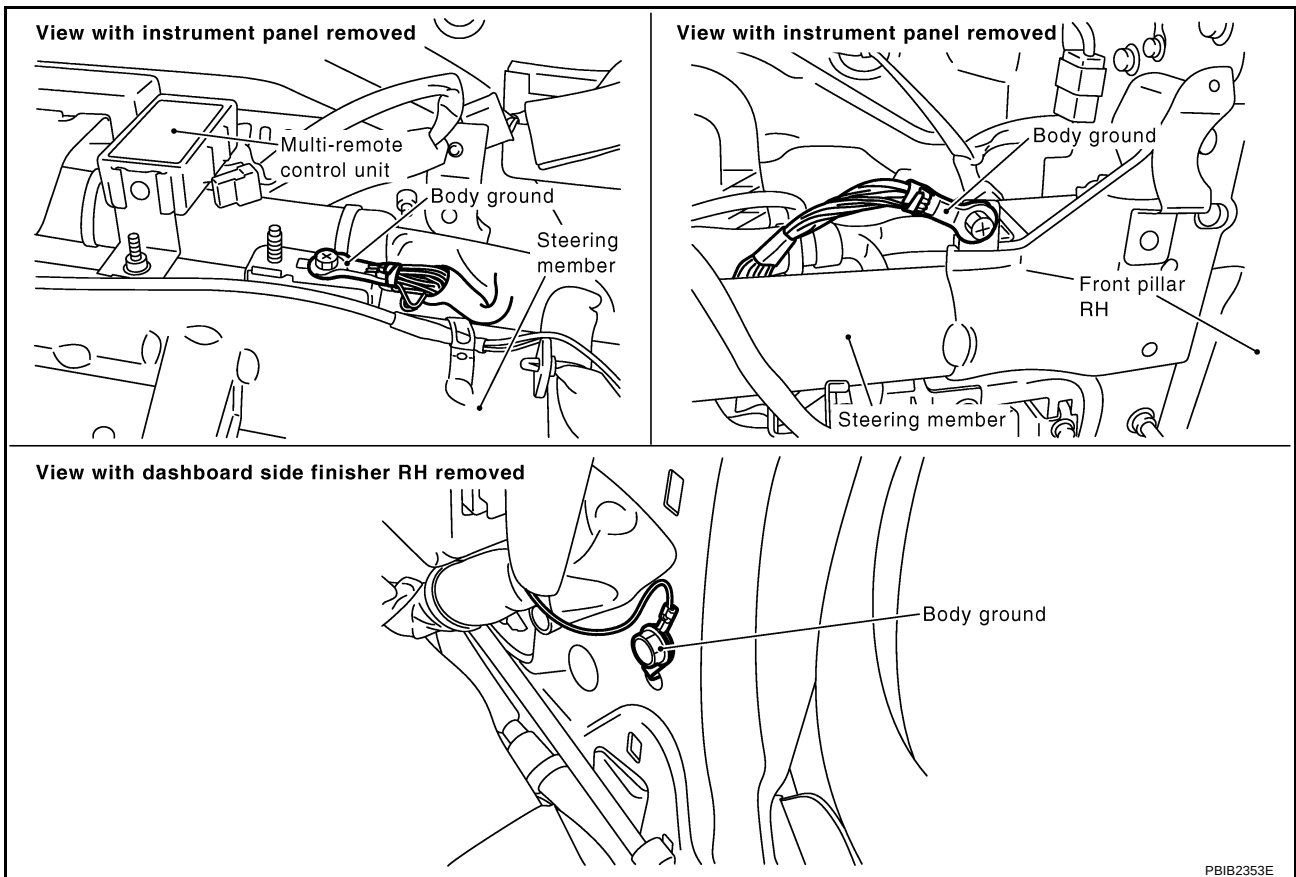
Follow the procedure "WITH CONSULT-II" above.

Diagnostic Procedure

ABS00CNT

1. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten three ground screws on the body. Refer to [EC-151, "Ground Inspection"](#).



OK or NG

- OK >> GO TO 2.
- NG >> Repair or replace ground connections.

DTC P0127 IAT SENSOR

2. CHECK INTAKE AIR TEMPERATURE SENSOR

Refer to [EC-220, "Component Inspection"](#) .

OK or NG

OK >> GO TO 3.

NG >> Replace mass air flow sensor (with intake air temperature sensor).

3. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

Refer to [EC-197, "Wiring Diagram"](#) .

>> INSPECTION END

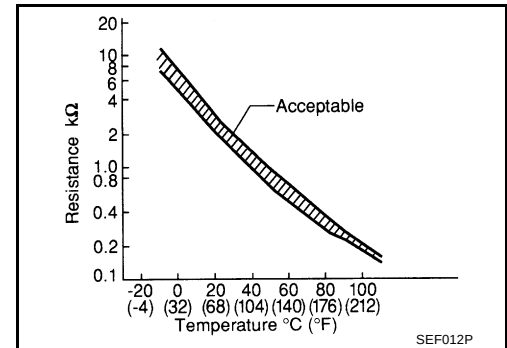
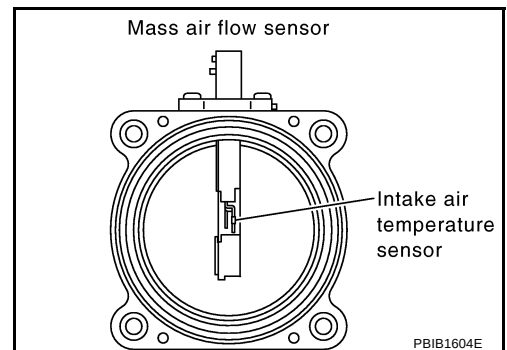
Component Inspection INTAKE AIR TEMPERATURE SENSOR

ABS00CNU

1. Check resistance between intake air temperature sensor terminals 5 and 6 under the following conditions.

Intake air temperature °C (°F)	Resistance kΩ
25 (77)	1.800 - 2.200

2. If NG, replace mass air flow sensor (with intake air temperature sensor).



Removal and Installation MASS AIR FLOW SENSOR

ABS00CNV

Refer to [EM-14, "AIR CLEANER AND AIR DUCT"](#) .

DTC P0128 THERMOSTAT FUNCTION

DTC P0128 THERMOSTAT FUNCTION

PFP:21200

On Board Diagnosis Logic

ABS00CNW

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 stuck open.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0128 0128	Thermostat function	The engine coolant temperature does not reach to specified temperature even though the engine has run long enough.	● Thermostat ● Leakage from sealing portion of thermostat ● Engine coolant temperature sensor

DTC Confirmation Procedure

ABS00CNX

CAUTION:

Always drive vehicle at 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:

- 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 68°C (154°F).

WITH CONSULT-II

1. Replace thermostat with new one. Refer to [CO-22, "THERMOSTAT AND WATER CONTROL VALVE"](#). 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 68°C (154°F).
If it is below 68°C (154°F), go to following step.
If it is above 68°C (154°F), cool down the engine to less than 68°C (154°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 [EC-221, "Diagnostic Procedure"](#)

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

SEF176Y

WITH GST

Follow the procedure "WITH CONSULT-II" above.

Diagnostic Procedure

ABS00CNY

1. CHECK ENGINE COOLANT TEMPERATURE SENSOR

Refer to [EC-222, "Component Inspection"](#).

OK or NG

OK >> **INSPECTION END**

NG >> Replace engine coolant temperature sensor.

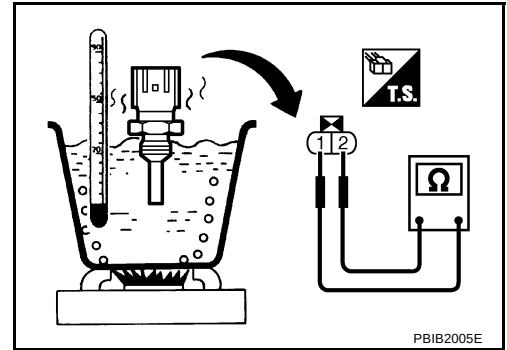
DTC P0128 THERMOSTAT FUNCTION

Component Inspection

ENGINE COOLANT TEMPERATURE SENSOR

ABS00CNZ

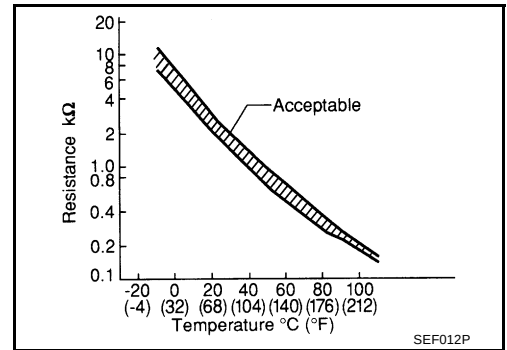
1. Check resistance between engine coolant temperature sensor terminals 1 and 2 as shown in the figure.



<Reference data>

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

2. If NG, replace engine coolant temperature sensor.



Removal and Installation

ENGINE COOLANT TEMPERATURE SENSOR

ABS00C00

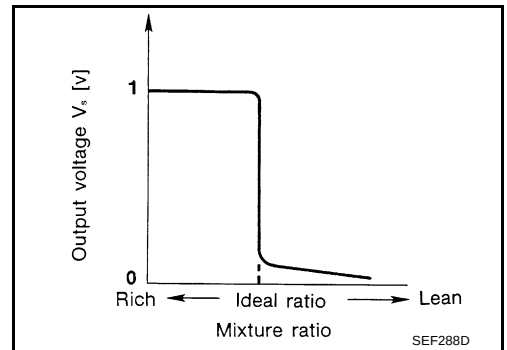
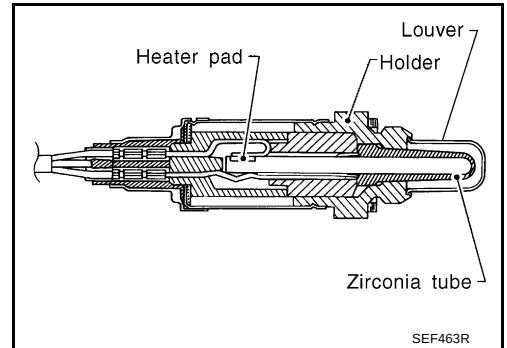
Refer to [CO-22. "THERMOSTAT AND WATER CONTROL VALVE"](#) .

DTC P0132 HO2S1

PFP:22690

Component Description

The heated oxygen sensor 1 is placed into the exhaust manifold. It detects the amount of oxygen in the exhaust gas compared to the outside air. The heated oxygen sensor 1 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 heated oxygen sensor 1 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

ABS00D6H

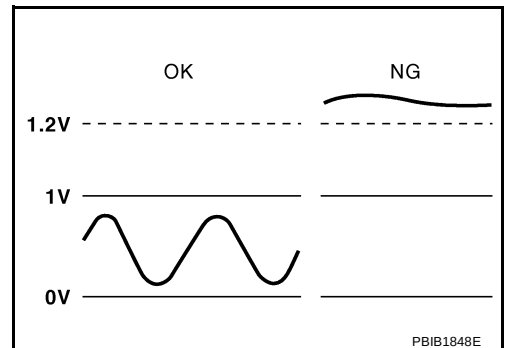
Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
HO2S1 (B1)	Engine: After warming up	Maintaining engine speed at 2,000 rpm	0 - 0.3V ↔ 0.6 - 1.0V
HO2S1 MNTR (B1)			LEAN ↔ RICH Changes more than 5 times during 10 seconds.

On Board Diagnosis Logic

ABS00D6I

To judge the malfunction, the diagnosis checks that the heated oxygen sensor 1 output is not inordinately high.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0132 0132	Heated oxygen sensor 1 circuit high voltage	An excessively high voltage from the sensor is sent to ECM.	- Harness or connectors (The sensor circuit is open or shorted) - Heated oxygen sensor 1

DTC Confirmation Procedure

ABS00D6J

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. 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 2 minutes.
6. If 1st trip DTC is detected, go to [EC-227, "Diagnostic Procedure"](#).

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

SEF174Y

 WITH GST

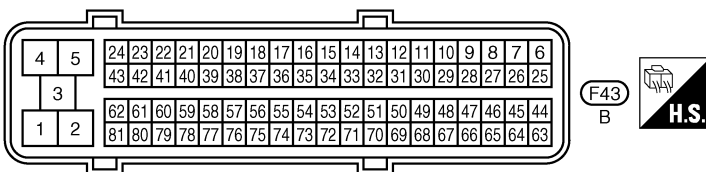
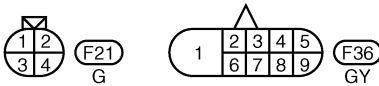
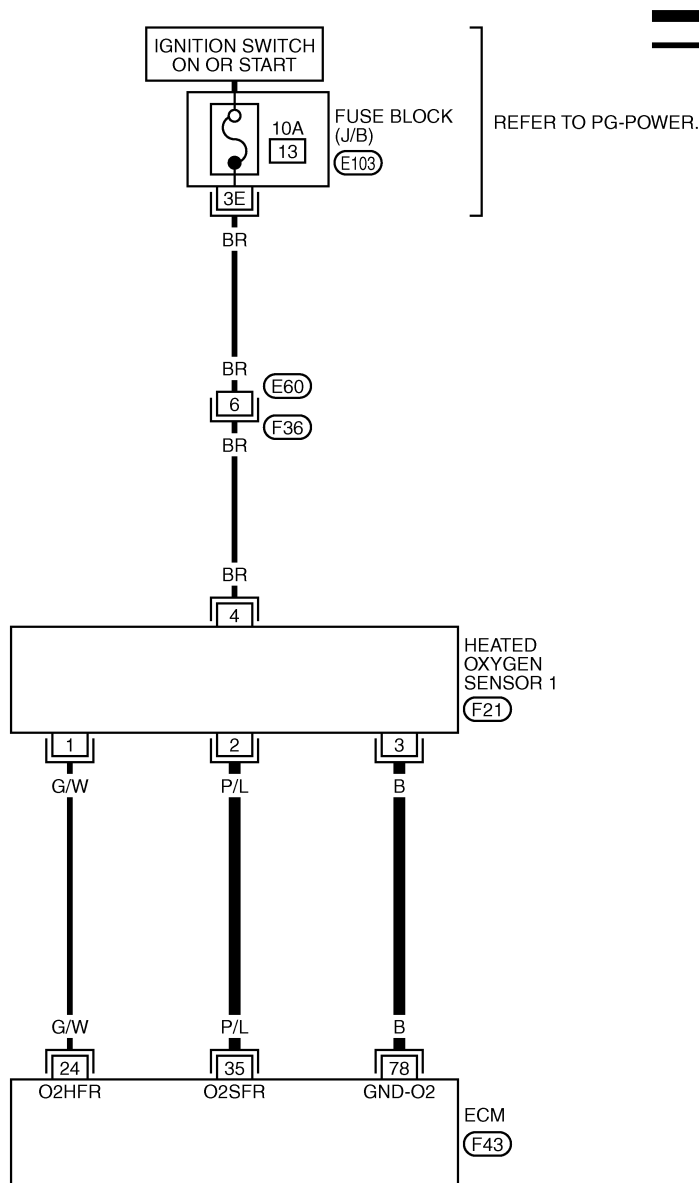
Follow the procedure "WITH CONSULT-II" above.

DTC P0132 HO2S1

Wiring Diagram

ABS00D6K

EC-HO2S1-01



REFER TO THE FOLLOWING.
E103 -FUSE BLOCK-JUNCTION
BOX (J/B)

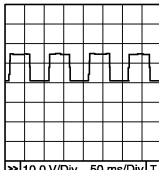
TBWB0115E

DTC P0132 HO2S1

Specification data are reference values and are measured between each terminal and ground.
Pulse signal is measured by CONSULT-II.

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.

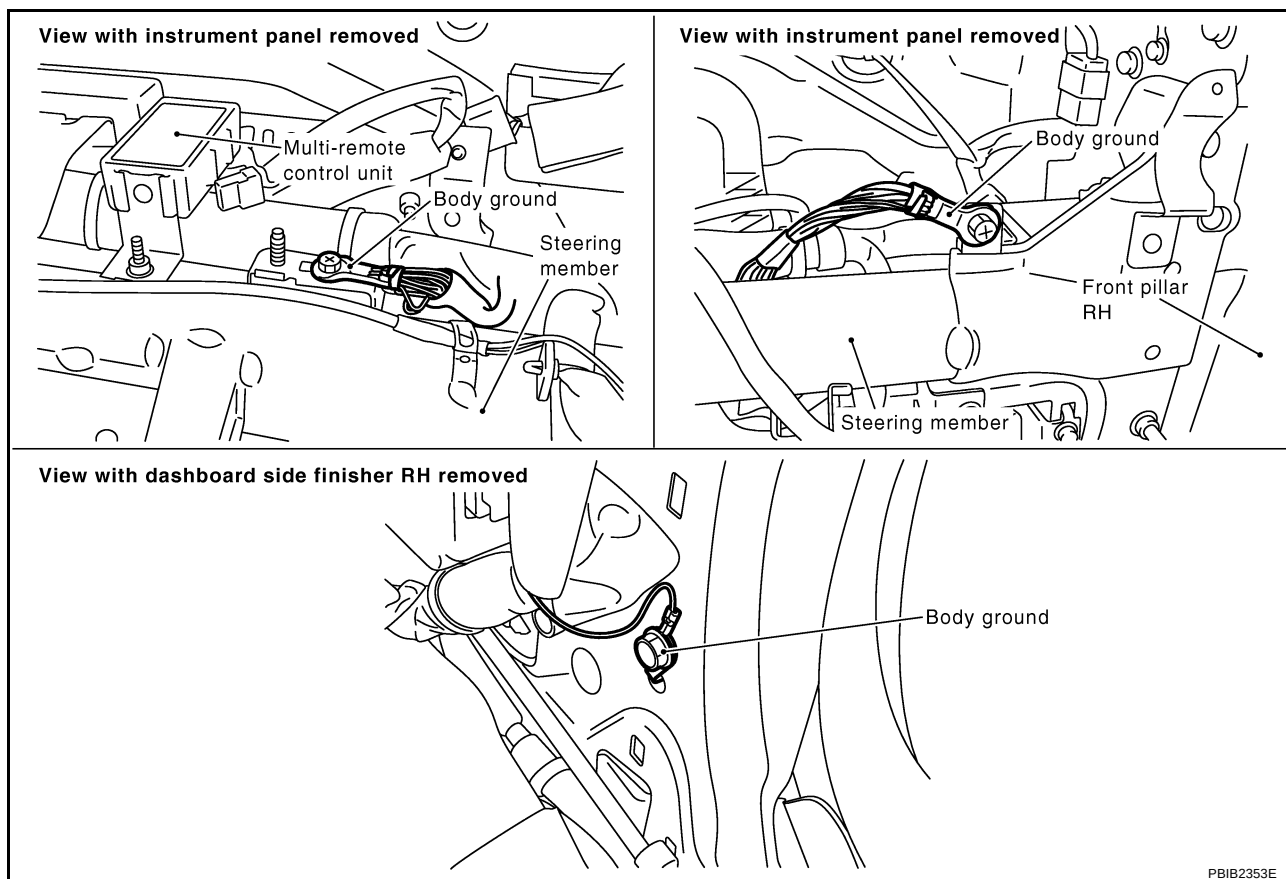
TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
24	G/W	Heated oxygen sensor 1 heater	[Engine is running] ● Warm-up condition ● Engine speed: Below 3,600 rpm.	Approximately 7.0V★  PBIB0519E
			[Engine is running] ● Engine speed: Above 3,600 rpm.	BATTERY VOLTAGE (11 - 14V)
35	P/L	Heated oxygen sensor 1	[Engine is running] ● Warm-up condition ● Engine speed: 2,000 rpm	0 - Approximately 1.0V (Periodically change)
78	B	Sensor ground (Heated oxygen sen- sor)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V

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

Diagnostic Procedure

1. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten ground three screws on the body.
Refer to [EC-151, "Ground Inspection"](#).



OK or NG

OK >> GO TO 2.

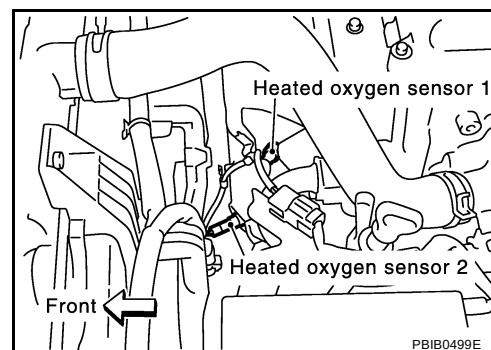
NG >> Repair or replace ground connections.

2. RETIGHTEN HEATED OXYGEN SENSOR 1

Loosen and retighten heated oxygen sensor 1.

Tightening torque: 50 N·m (5.1 kg-m, 37 ft-lb)

>> GO TO 3.



3. CHECK HO2S1 GROUND CIRCUIT FOR OPEN AND SHORT

1. Disconnect heated oxygen sensor 1 harness connector.
2. Disconnect ECM harness connector.
3. Check harness continuity between HO2S1 terminal 3 and ECM terminal 78.
Refer to Wiring Diagram.

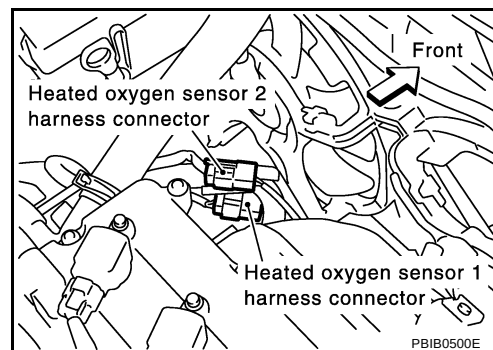
Continuity should exist.

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.



4. CHECK HO2S1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between HO2S1 terminal 2 and ECM terminal 35.
Refer to Wiring Diagram.

Continuity should exist.

2. Check harness continuity between ECM terminal 35 or HO2S1 terminal 2 and ground.
Refer to Wiring Diagram.

Continuity should not exist.

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

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 HO2S1 CONNECTOR FOR WATER

Check heated oxygen sensor 1 connector for water.

Water should not exist.

OK or NG

OK >> GO TO 6.

NG >> Repair or replace harness or connectors.

6. CHECK HEATED OXYGEN SENSOR 1

Refer to [EC-228, "Component Inspection"](#).

OK or NG

OK >> GO TO 7.

NG >> Replace heated oxygen sensor 1.

7. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

>> INSPECTION END

Component Inspection HEATED OXYGEN SENSOR 1

ABS00D6M

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.

DTC P0132 HO2S1

3. Select "HO2S1 (B1)" and "HO2S1 MNTR (B1)".
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
MAS A/F SE-B1	XXX V
COOLAN TEMP/S	XXX °C
HO2S1 (B1)	XXX V
HO2S1 MNTR (B1)	LEAN

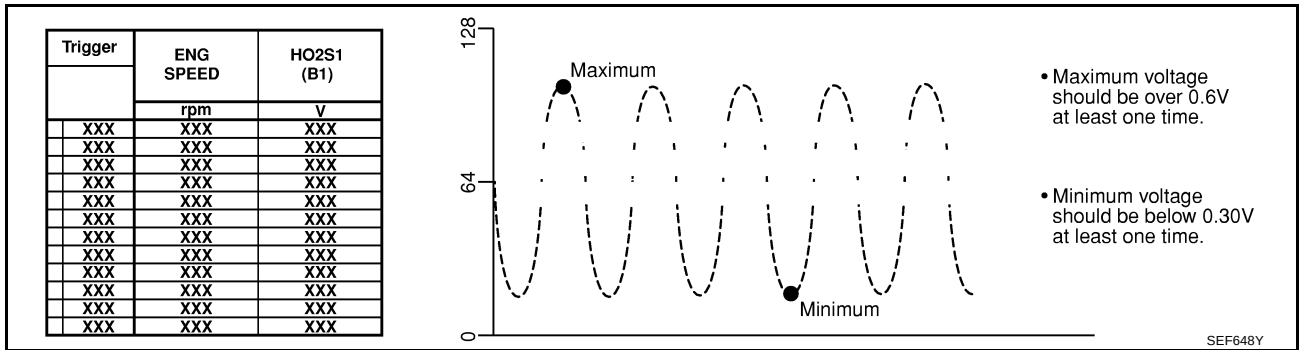
SEF646Y

6. Check the following.
 - "HO2S1 MNTR (B1)" in "DATA MONITOR" mode changes from "RICH" to "LEAN" to "RICH" more than 5 times in 10 seconds.
5 times (cycles) are counted as shown at right.
 - "HO2S1 (B1)" voltage goes above 0.6V at least once.
 - "HO2S1 (B1)" voltage goes below 0.3V at least once.
 - "HO2S1 (B1)" voltage never exceeds 1.0V.

cycle	1	2	3	4	5
HO2S1 MNTR (B1)	R	L	R	L	R

R means HO2S1 MNTR (B1) indicates RICH
L means HO2S1 MNTR (B1) indicates LEAN

SEF217YA



CAUTION:

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

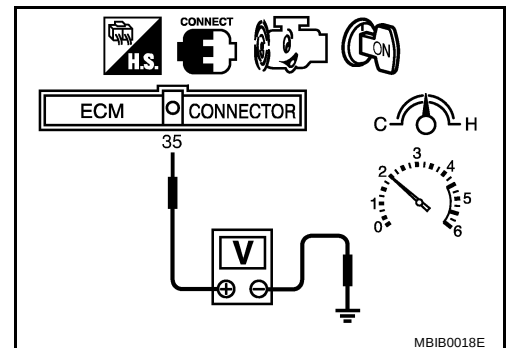
⊗ Without CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Set voltmeter probes between ECM terminal 35 [HO2S1 (B1) signal] and 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.
- The maximum voltage is over 0.6V at least 1 time.
- The minimum voltage is below 0.3V at least 1 time.
- The voltage never exceeds 1.0V.

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



CAUTION:

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

DTC P0132 HO2S1

-
- 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.

Removal and Installation HEATED OXYGEN SENSOR 1

ABS00D6N

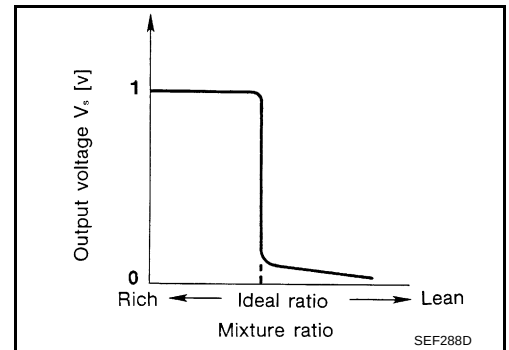
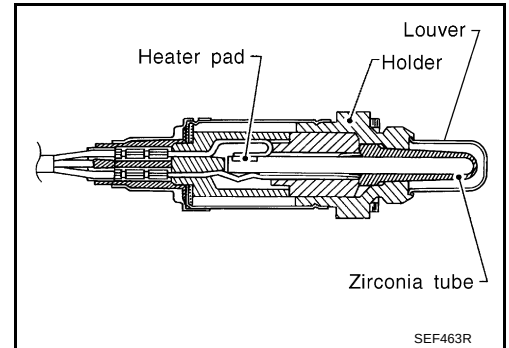
Refer to [EM-20, "EXHAUST MANIFOLD AND THREE WAY CATALYST"](#) .

DTC P0133 HO2S1

PFP:22690

Component Description

The heated oxygen sensor 1 is placed into the exhaust manifold. It detects the amount of oxygen in the exhaust gas compared to the outside air. The heated oxygen sensor 1 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 heated oxygen sensor 1 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

ABS00D6P

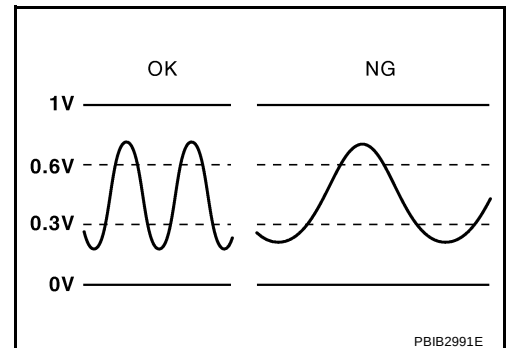
Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
HO2S1 (B1)	Engine: After warming up	Maintaining engine speed at 2,000 rpm	0 - 0.3V ↔ 0.6 - 1.0V
HO2S1 MNTR (B1)			LEAN ↔ RICH Changes more than 5 times during 10 seconds.

On Board Diagnosis Logic

ABS00D6Q

To judge the malfunction of heated oxygen sensor 1, this diagnosis measures response time of heated oxygen sensor 1 signal. The time is compensated by engine operating (speed and load), fuel feedback control constant, and heated oxygen sensor 1 temperature index. Judgment is based on whether the compensated time (heated oxygen sensor 1 cycling time index) is inordinately long or not.



DTC P0133 HO2S1

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0133 0133	Heated oxygen sensor 1 circuit slow response	The response of the voltage signal from the sensor takes more than the specified time.	● Harness or connectors (The sensor circuit is open or shorted) ● Heated oxygen sensor 1 ● Fuel pressure ● Fuel injector ● Intake air leaks ● Exhaust gas leaks ● PCV valve ● Mass air flow sensor

DTC Confirmation Procedure

ABS00D6R

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

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 "HO2S1 (B1) P0133" of "HO2S1" 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.

HO2S1 (B1) P0133	
OUT OF CONDITION	
MONITOR	
ENG SPEED	XXX rpm
B/FUEL SCHDL	XXX msec
COOLAN TEMP/S	XXX °C
VHCL SPEED SEN	XXX km/h

SEF338Z

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.)

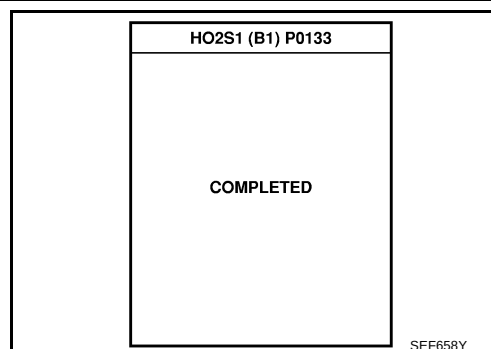
ENG SPEED	1,600 - 3,300 rpm
VHCL SPEED SE	More than 80 km/h (50 MPH)
B/FUEL SCHDL	4.2 - 14.5 msec
Shift lever	Suitable position

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

HO2S1 (B1) P0133	
TESTING	
MONITOR	
ENG SPEED	XXX rpm
B/FUEL SCHDL	XXX msec
COOLAN TEMP/S	XXX °C
VHCL SPEED SEN	XXX km/h

SEF339Z

7. Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS". If "NG" is displayed, refer to [EC-236, "Diagnostic Procedure"](#).



ABS00D6S

Overall Function Check

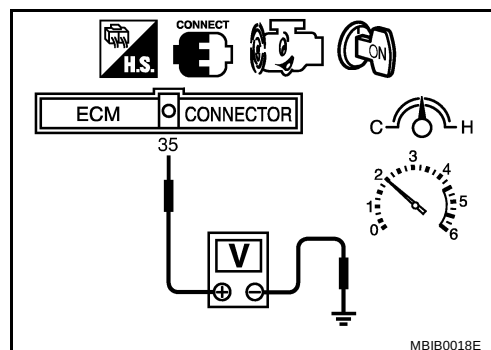
Use this procedure to check the overall function of the heated oxygen sensor 1 circuit. During this check, a 1st trip DTC might not be confirmed.

WITH GST

1. Start engine and warm it up to normal operating temperature.
2. Set voltmeter probes between ECM terminal 35 [HO2S1(B1) signal] and 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.
4. If NG, go to [EC-236, "Diagnostic Procedure"](#).

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

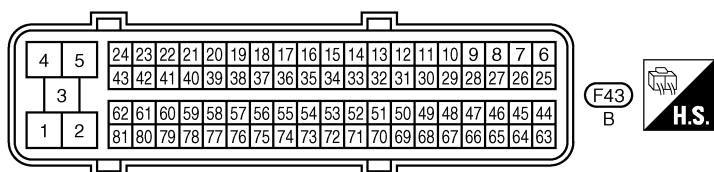
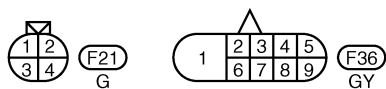
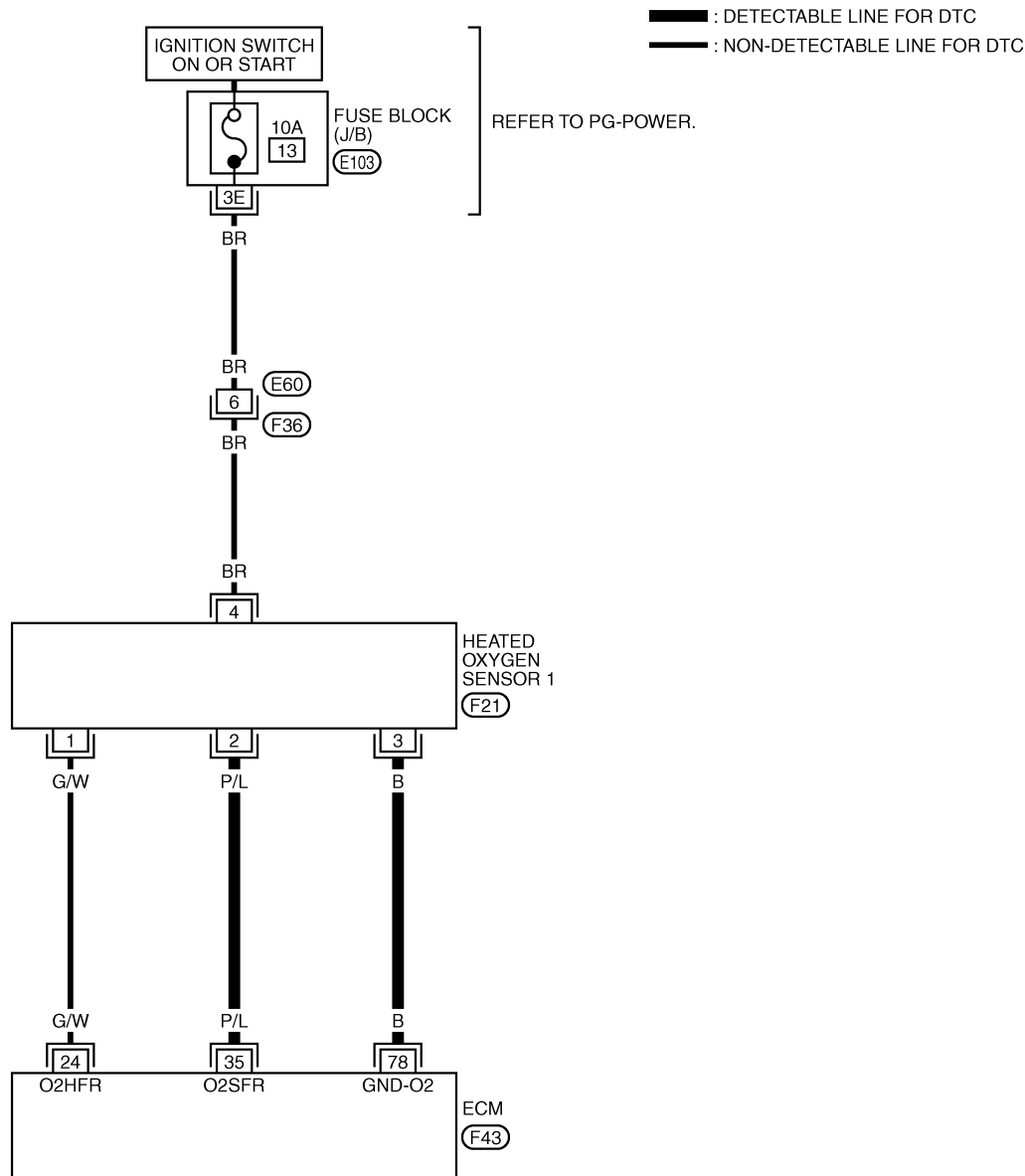


DTC P0133 HO2S1

Wiring Diagram

ABS00D6T

EC-HO2S1-01



REFER TO THE FOLLOWING.
 (E103) -FUSE BLOCK-JUNCTION
 BOX (J/B)

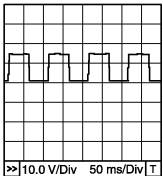
TBW80115E

DTC P0133 HO2S1

Specification data are reference values and are measured between each terminal and ground.
Pulse signal is measured by CONSULT-II.

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.

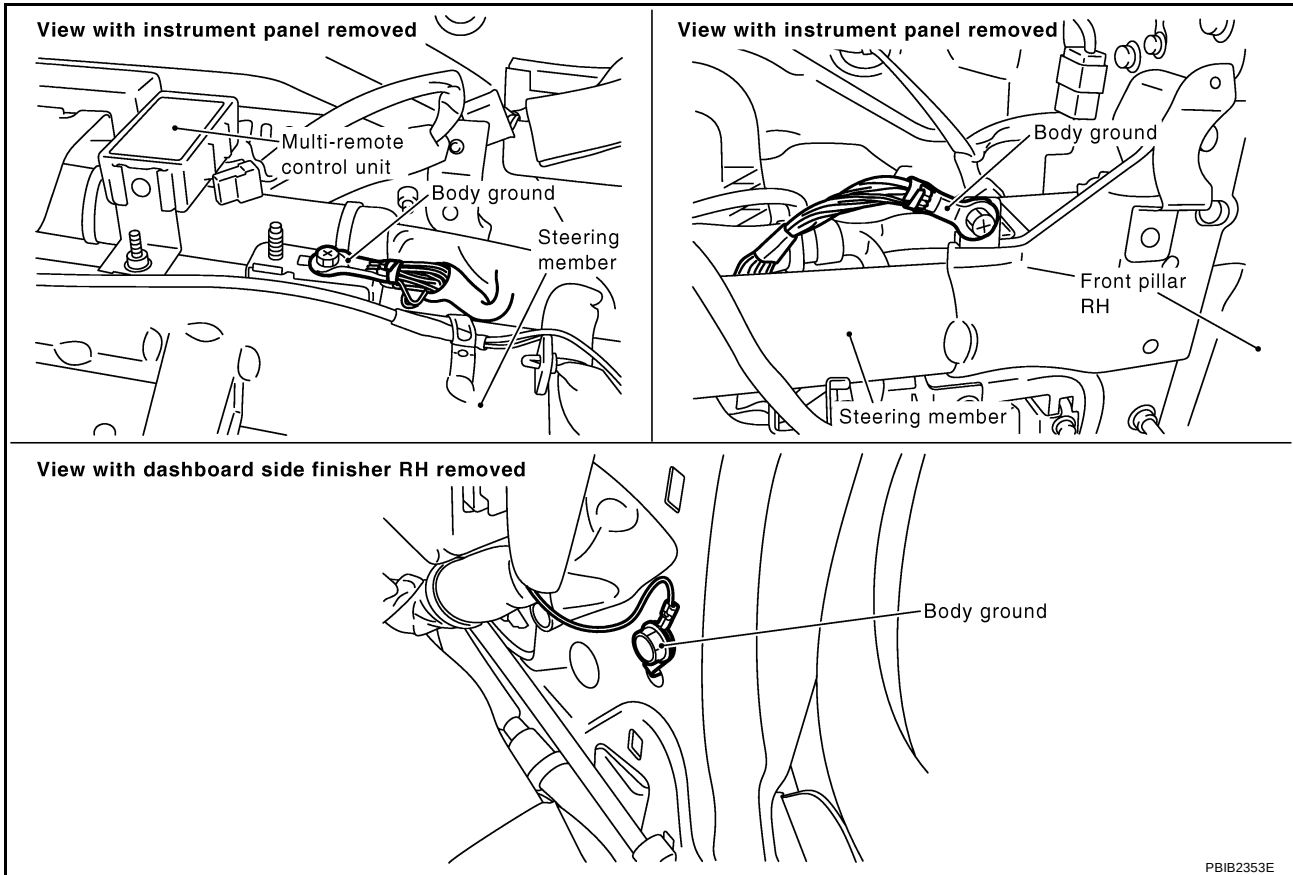
TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
24	G/W	Heated oxygen sensor 1 heater	[Engine is running] ● Warm-up condition ● Engine speed: Below 3,600 rpm.	Approximately 7.0V★  PBIB0519E
			[Engine is running] ● Engine speed: Above 3,600 rpm.	BATTERY VOLTAGE (11 - 14V)
35	P/L	Heated oxygen sensor 1	[Engine is running] ● Warm-up condition ● Engine speed: 2,000 rpm	0 - Approximately 1.0V (Periodically change)
78	B	Sensor ground (Heated oxygen sen- sor)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V

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

Diagnostic Procedure

1. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten ground three screws on the body.
Refer to [EC-151, "Ground Inspection"](#).



OK or NG

OK >> GO TO 2.

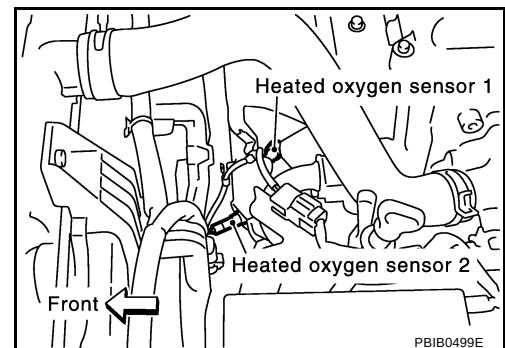
NG >> Repair or replace ground connections.

2. RETIGHTEN HEATED OXYGEN SENSOR 1

Loosen and retighten heated oxygen sensor 1.

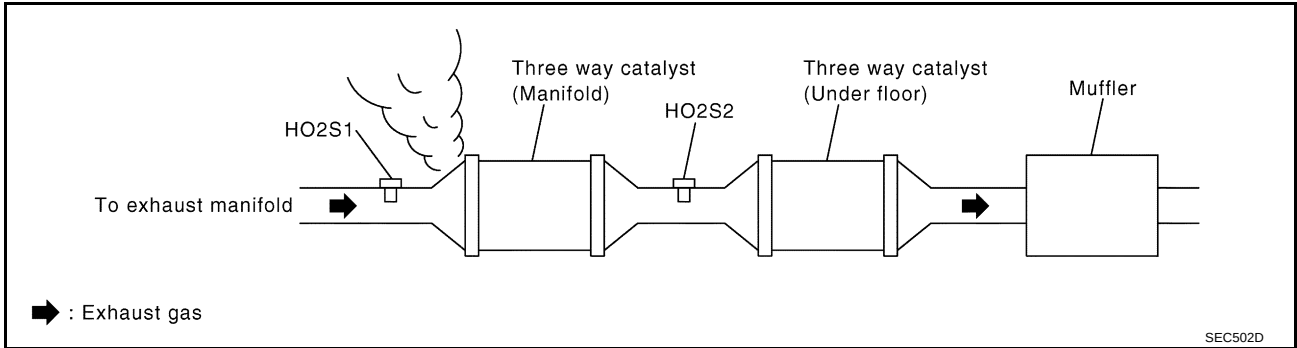
Tightening torque: 50 N·m (5.1 kg-m, 37 ft-lb)

>> GO TO 3.



3. CHECK FOR EXHAUST GAS LEAK

1. Start engine and run it at idle.
2. Listen for an exhaust gas leak before three way catalyst (manifold).



OK or NG

- OK >> GO TO 4.
NG >> Repair or replace.

4. CHECK FOR INTAKE AIR LEAK

Listen for an intake air leak after the mass air flow sensor.

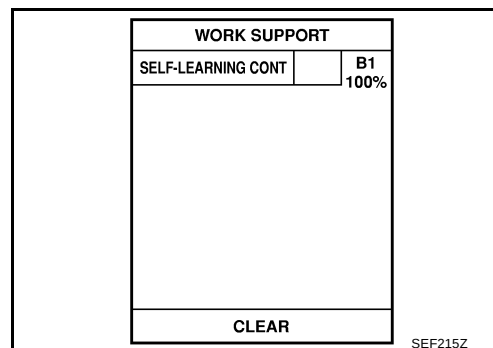
OK or NG

- OK >> GO TO 5.
NG >> Repair or replace.

5. CLEAR THE SELF-LEARNING DATA

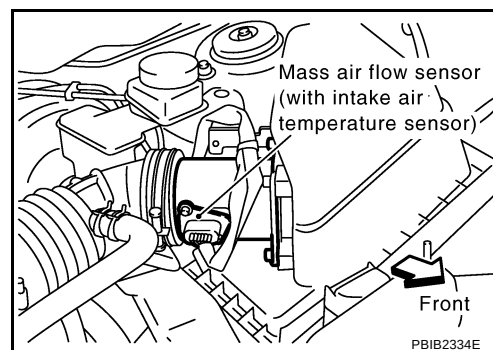
With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
3. Clear the self-learning control coefficient by touching "CLEAR".
4. Run engine for at least 10 minutes at idle speed.
Is the 1st trip DTC P0171 or P0172 detected?
Is it difficult to start engine?



Without CONSULT-II

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 that DTC P0102 is displayed.
6. Erase the DTC memory. Refer to [EC-60, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).
7. Make sure that DTC P0000 is displayed.
8. Run engine for at least 10 minutes at idle speed.
Is the 1st trip DTC P0171 or P0172 detected?
Is it difficult to start engine?



Yes or No

- Yes >> Perform trouble diagnosis for DTC P0171 or DTC P0172 (Refer to [EC-281, "DTC P0171 FUEL INJECTION SYSTEM FUNCTION"](#) or [EC-289, "DTC P0172 FUEL INJECTION SYSTEM FUNCTION"](#)).
- No >> GO TO 6.

6. CHECK HO2S1 GROUND CIRCUIT FOR OPEN AND SHORT

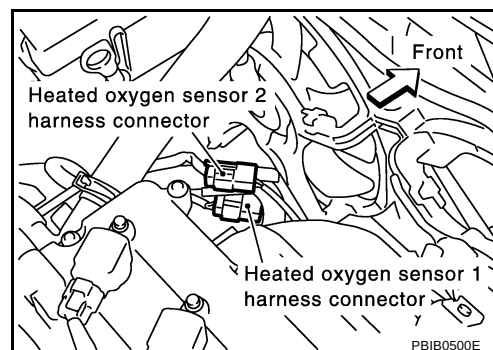
1. Turn ignition switch OFF.
2. Disconnect heated oxygen sensor 1 harness connector.
3. Disconnect ECM harness connector.
4. Check harness continuity between HO2S1 terminal 3 and ECM terminal 78. Refer to Wiring Diagram.

Continuity should exist.

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

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 HO2S1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between HO2S1 terminal 2 and ECM terminal 35.
Refer to Wiring Diagram.

Continuity should exist.

2. Check harness continuity between ECM terminal 35 or HO2S1 terminal 2 and ground.
Refer to Wiring Diagram.

Continuity should not exist.

3. Also check harness for short to power.

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 MASS AIR FLOW SENSOR

Refer to [EC-185, "Component Inspection"](#) .

OK or NG

OK >> GO TO 9.

NG >> Replace mass air flow sensor.

9. CHECK PCV VALVE

Refer to [EC-44, "Component Inspection"](#) .

OK or NG

OK >> GO TO 10.

NG >> Replace PCV valve.

10. CHECK HEATED OXYGEN SENSOR 1

Refer to [EC-240, "Component Inspection"](#) .

OK or NG

OK >> GO TO 11.

NG >> Replace heated oxygen sensor 1.

11. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

Component Inspection HEATED OXYGEN SENSOR 1

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 "HO2S1 (B1)" and "HO2S1 MNTR (B1)".
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
MAS A/F SE-B1	XXX V
COOLANT TEMP/S	XXX °C
HO2S1 (B1)	XXX V
HO2S1 MNTR (B1)	LEAN

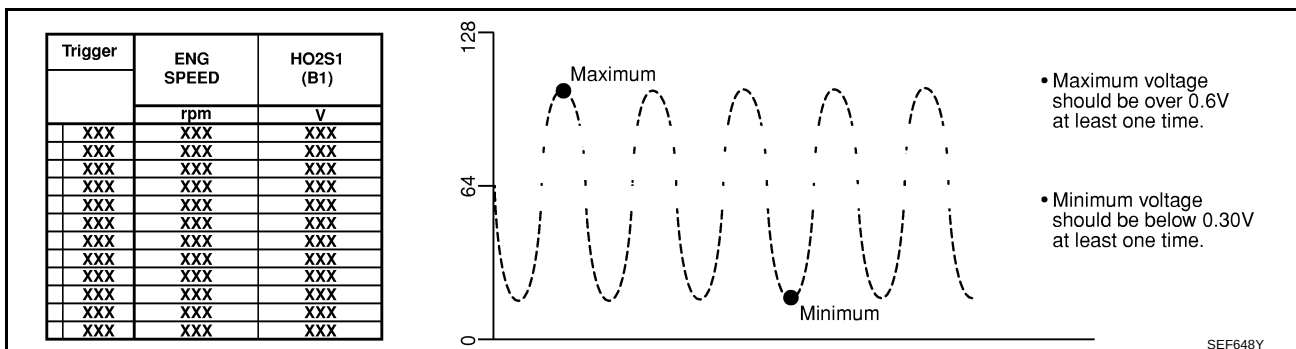
SEF646Y

6. Check the following.
 - "HO2S1 MNTR (B1)" in "DATA MONITOR" mode changes from "RICH" to "LEAN" to "RICH" more than 5 times in 10 seconds.
5 times (cycles) are counted as shown at right.
 - "HO2S1 (B1)" voltage goes above 0.6V at least once.
 - "HO2S1 (B1)" voltage goes below 0.3V at least once.
 - "HO2S1 (B1)" voltage never exceeds 1.0V.

cycle	1	2	3	4	5
HO2S1 MNTR (B1)	R-L-R-L-R-L-R-L-R				

R means HO2S1 MNTR (B1) indicates RICH
L means HO2S1 MNTR (B1) indicates LEAN

SEF217YA



CAUTION:

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

Without CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Set voltmeter probes between ECM terminal 35 [HO2S1 (B1) signal] and ground.

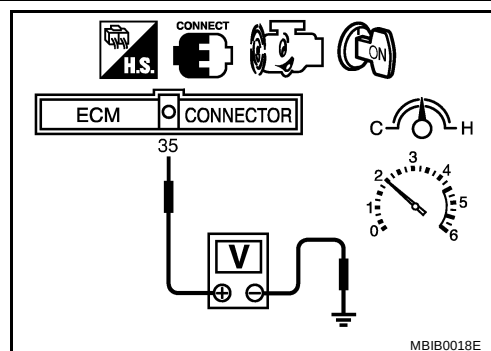
DTC P0133 HO2S1

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.
- The maximum voltage is over 0.6V at least 1 time.
- The minimum voltage is below 0.3V at least 1 time.
- The voltage never exceeds 1.0V.

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



CAUTION:

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

Removal and Installation HEATED OXYGEN SENSOR 1

Refer to [EM-20, "EXHAUST MANIFOLD AND THREE WAY CATALYST"](#).

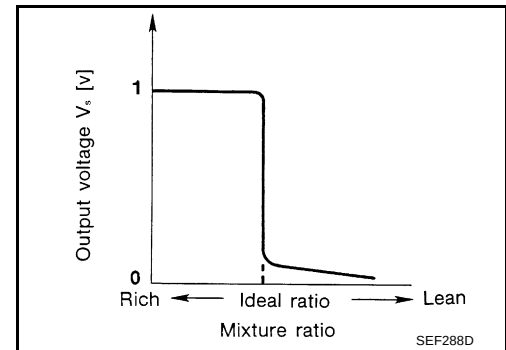
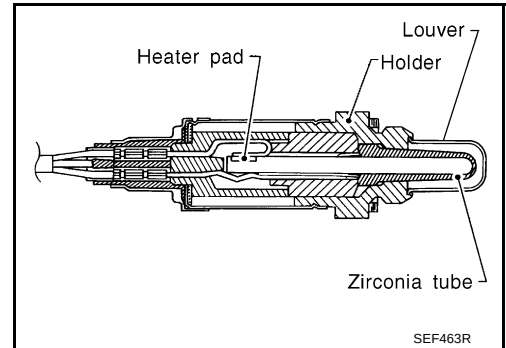
DTC P0134 HO2S1

PFP:22690

Component Description

ABS00D6X

The heated oxygen sensor 1 is placed into the exhaust manifold. It detects the amount of oxygen in the exhaust gas compared to the outside air. The heated oxygen sensor 1 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 heated oxygen sensor 1 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

ABS00D6Y

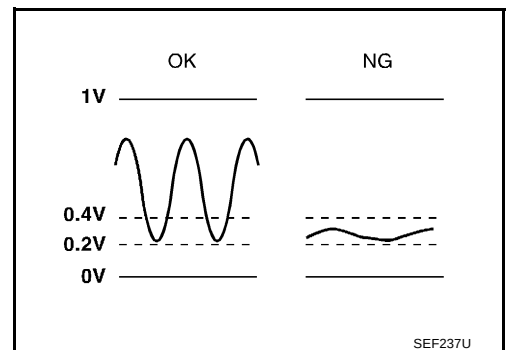
Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
HO2S1 (B1)	Engine: After warming up	Maintaining engine speed at 2,000 rpm	0 - 0.3V ↔ 0.6 - 1.0V
HO2S1 MNTR (B1)			LEAN ↔ RICH Changes more than 5 times during 10 seconds.

On Board Diagnosis Logic

ABS00D6Z

Under the condition in which the heated oxygen sensor 1 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.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0134 0134	Heated oxygen sensor 1 circuit no activity detected	The voltage from the sensor is constantly approx. 0.3V.	● Harness or connectors (The sensor circuit is open or shorted) ● Heated oxygen sensor 1

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.

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is more than 11V at idle.

WITH CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "HO2S1 (B1) P0134" of "HO2S1" 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.

HO2S1 (B1) P0134	
OUT OF CONDITION	
MONITOR	
ENG SPEED	XXX rpm
B/FUEL SCHDL	XXX msec
COOLAN TEMP/S	XXX °C
VHCL SPEED SEN	XXX km/h

PBIB0544E

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	1,500 - 3,300 rpm
VHCL SPEED SE	More than 64 km/h (40 MPH)
B/FUEL SCHDL	1.8 - 14.5 msec
Shift lever	Suitable position

HO2S1 (B1) P0134	
TESTING	
MONITOR	
ENG SPEED	XXX rpm
B/FUEL SCHDL	XXX msec
COOLAN TEMP/S	XXX °C
VHCL SPEED SEN	XXX km/h

PBIB0545E

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 [EC-247, "Diagnostic Procedure"](#).

HO2S1 (B1) P0134	
COMPLETED	

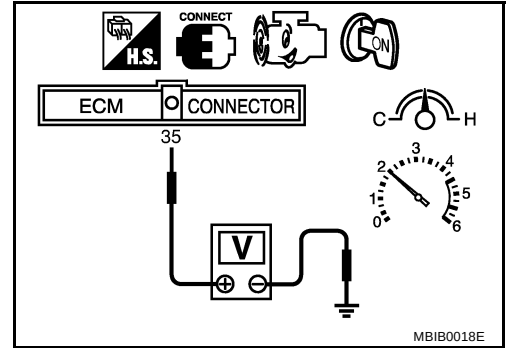
SEC750C

Overall Function Check

Use this procedure to check the overall function of the heated oxygen sensor 1 circuit. During this check, a 1st trip 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 35 [HO2S1 (B1) signal] and ground.
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 to 0.4V.
4. If NG, go to [EC-247, "Diagnostic Procedure"](#).

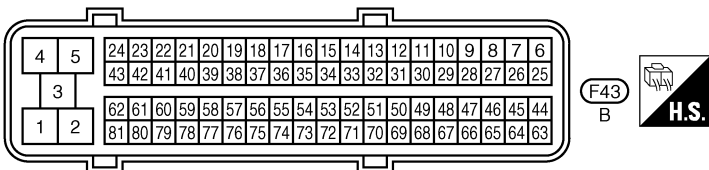
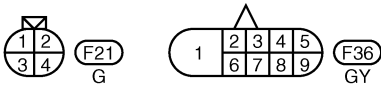
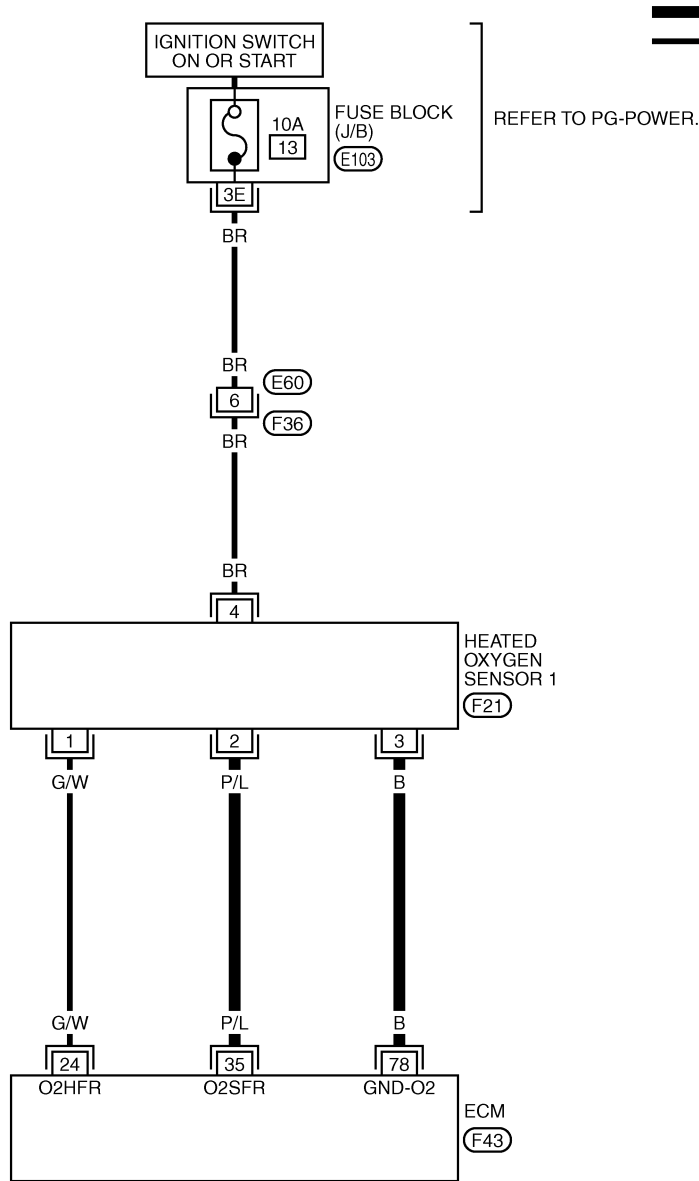


DTC P0134 HO2S1

Wiring Diagram

ABS00D72

EC-HO2S1-01



REFER TO THE FOLLOWING.
(E103) -FUSE BLOCK-JUNCTION
BOX (J/B)

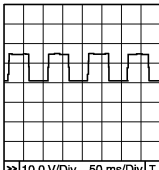
TBWB0115E

DTC P0134 HO2S1

Specification data are reference values and are measured between each terminal and ground.
Pulse signal is measured by CONSULT-II.

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.

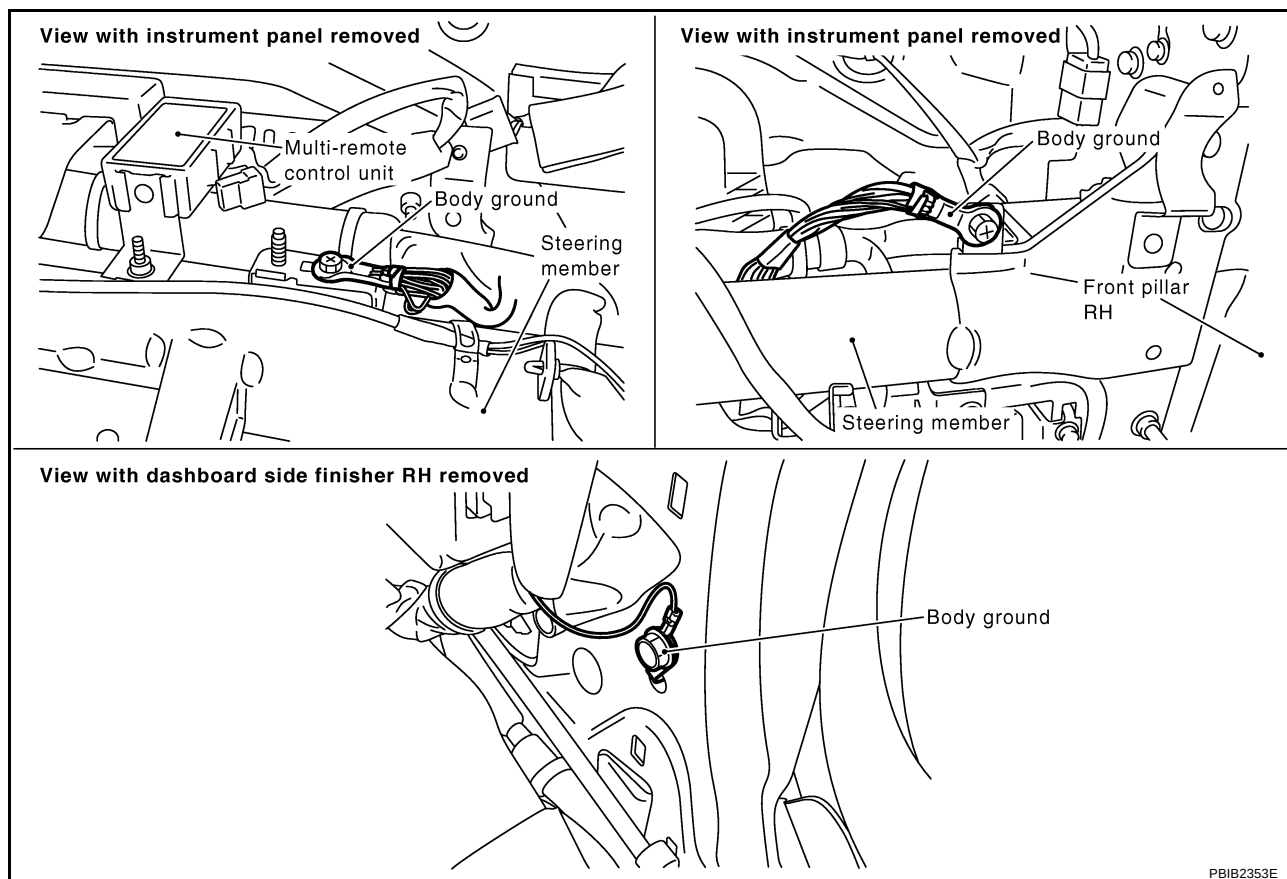
TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
24	G/W	Heated oxygen sensor 1 heater	[Engine is running] ● Warm-up condition ● Engine speed: Below 3,600 rpm.	Approximately 7.0V★  PBIB0519E
			[Engine is running] ● Engine speed: Above 3,600 rpm.	BATTERY VOLTAGE (11 - 14V)
35	P/L	Heated oxygen sensor 1	[Engine is running] ● Warm-up condition ● Engine speed: 2,000 rpm	0 - Approximately 1.0V (Periodically change)
78	B	Sensor ground (Heated oxygen sen- sor)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V

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

Diagnostic Procedure

1. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten ground three screws on the body.
Refer to [EC-151, "Ground Inspection"](#).



OK or NG

- OK >> GO TO 2.
NG >> Repair or replace ground connections.

2. CHECK HO2S1 GROUND CIRCUIT FOR OPEN AND SHORT

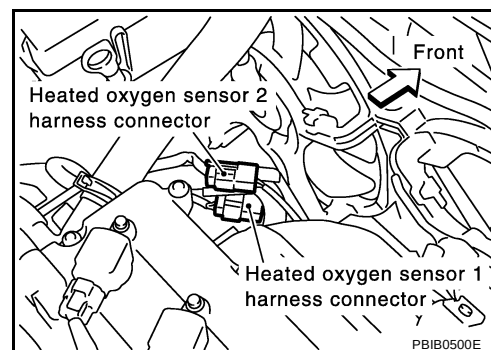
1. Disconnect heated oxygen sensor 1 harness connector.
2. Disconnect ECM harness connector.
3. Check harness continuity between HO2S1 terminal 3 and ECM terminal 78. Refer to Wiring Diagram.

Continuity should exist.

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

OK or NG

- OK >> GO TO 3.
NG >> Repair open circuit or short to ground or short to power in harness or connectors.



3. CHECK HO2S1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between HO2S1 terminal 2 and ECM terminal 35.
Refer to Wiring Diagram.

Continuity should exist.

2. Check harness continuity between ECM terminal 35 or HO2S1 terminal 2 and ground.
Refer to Wiring Diagram.

Continuity should not exist.

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

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 HEATED OXYGEN SENSOR 1

Refer to [EC-249, "Component Inspection"](#) .

OK or NG

OK >> GO TO 5.

NG >> Replace heated oxygen sensor 1.

5. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

Component Inspection HEATED OXYGEN SENSOR 1

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 "HO2S1 (B1)" and "HO2S1 MNTR (B1)".
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
MAS A/F SE-B1	XXX V
COOLAN TEMP/S	XXX °C
HO2S1 (B1)	XXX V
HO2S1 MNTR (B1)	LEAN

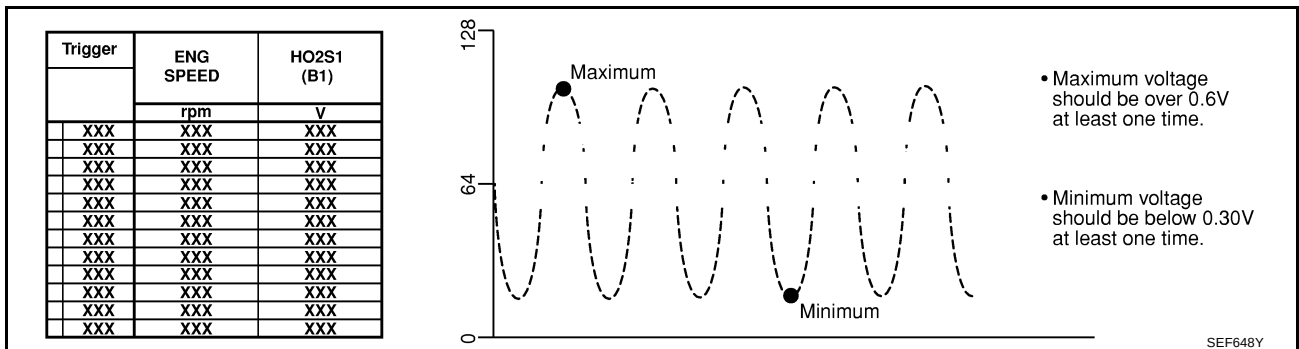
SEF646Y

6. Check the following.
 - "HO2S1 MNTR (B1)" in "DATA MONITOR" mode changes from "RICH" to "LEAN" to "RICH" more than 5 times in 10 seconds.
5 times (cycles) are counted as shown at right.
 - "HO2S1 (B1)" voltage goes above 0.6V at least once.
 - "HO2S1 (B1)" voltage goes below 0.3V at least once.
 - "HO2S1 (B1)" voltage never exceeds 1.0V.

cycle	1	2	3	4	5
HO2S1 MNTR (B1)	R-L-R-L-R-L-R-L-R				

R means HO2S1 MNTR (B1) indicates RICH
L means HO2S1 MNTR (B1) indicates LEAN

SEF217YA



CAUTION:

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

Without CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Set voltmeter probes between ECM terminal 35 [HO2S1 (B1) signal] and ground.

DTC P0134 HO2S1

3. Check the following with engine speed held at 2,000 rpm constant under no load.

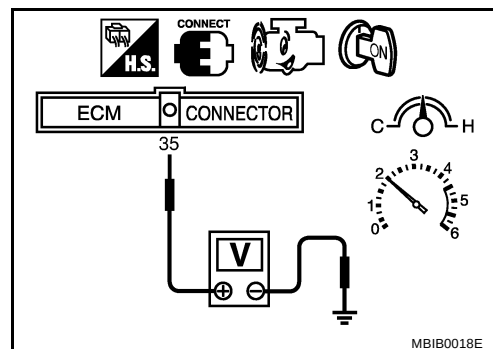
- The voltage fluctuates between 0 to 0.3V and 0.6 to 1.0V more than 5 times within 10 seconds.
- The maximum voltage is over 0.6V at least 1 time.
- The minimum voltage is below 0.3V at least 1 time.
- The voltage never exceeds 1.0V.

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

CAUTION:

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



Removal and Installation HEATED OXYGEN SENSOR 1

ABS00D75

Refer to [EM-20, "EXHAUST MANIFOLD AND THREE WAY CATALYST"](#) .

DTC P0137 HO2S2

PFP:226A0

Component Description

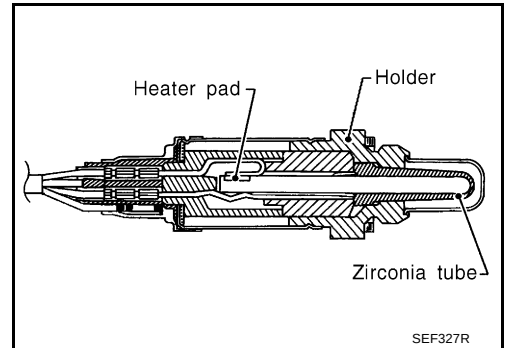
ABS00CU4

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

Even if switching characteristics of the heated oxygen sensor 1 are shifted, the air-fuel ratio is controlled to stoichiometric, by the signal from the heated oxygen sensor 2.

This sensor is made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions.

Under normal conditions the heated oxygen sensor 2 is not used for engine control operation.



CONSULT-II Reference Value in Data Monitor Mode

ABS00CU5

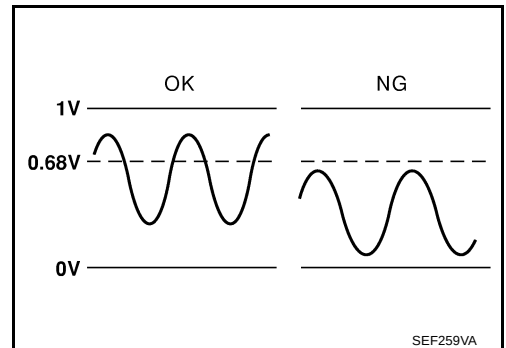
Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
HO2S2 (B1)	● Revving engine from idle to 3,000 rpm quickly after the following conditions are met.	0 - 0.3V ↔ Approx. 0.6 - 1.0V
HO2S2 MNTR (B1)	- Engine: After warming up. - Keep the engine speed between 3,500 rpm and 4,000 rpm for 1 minute and idle for 1 minute under no load.	LEAN ↔ RICH

On Board Diagnosis Logic

ABS00CU6

The heated oxygen sensor 2 has a much longer switching time between rich and lean than the heated oxygen sensor 1. The oxygen storage capacity before the three way catalyst (manifold) causes the longer switching time. To judge the malfunctions of heated oxygen sensor 2, ECM monitors whether the maximum voltage of the sensor is sufficiently high during the various driving condition such as fuel-cut.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0137 0137	Heated oxygen sensor 2 maximum voltage monitoring	The maximum voltage from the sensor is not reached to the specified voltage.	● Harness or connectors (The sensor circuit is open or shorted) ● Heated oxygen sensor 2 ● Fuel pressure ● Fuel injector ● Intake air leaks

DTC Confirmation Procedure

ABS00CU7

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

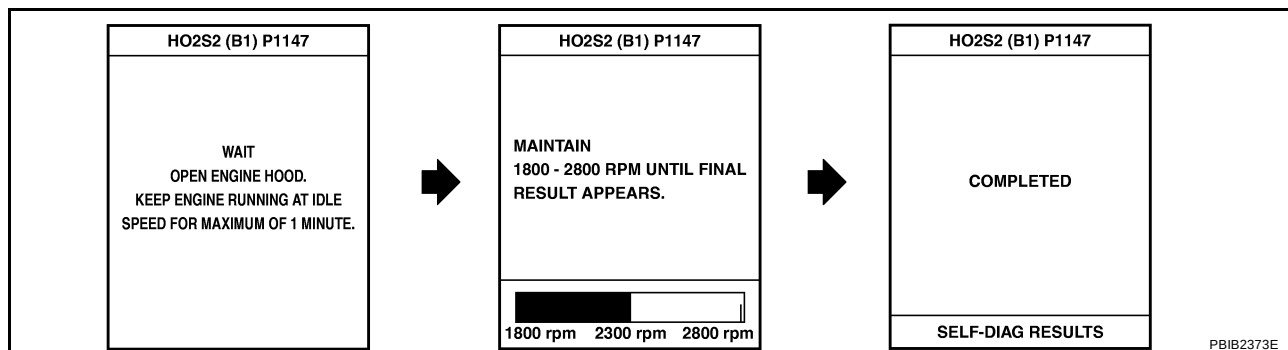
TESTING CONDITION:

For the best results, perform DTC WORK SUPPORT at a temperature of 0 to 30°C (32 to 86°F).

1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT-II.
2. Start engine and warm it up to the normal operating temperature.
3. Turn ignition switch OFF and wait at least 10 seconds.
4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
5. Let engine idle for 1 minute.
6. Make sure that "COOLAN TEMP/S" indicates more than 70°C (158°F).
If not, warm up engine and go to next step when "COOLAN TEMP/S" indication reaches to 70°C (158°F).
7. Open engine hood.
8. Select "HO2S2 (B1) P1147" (for DTC P0137) of "HO2S2" in "DTC WORK SUPPORT" mode with CONSULT-II.
9. Following the instruction of CONSULT-II.

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

SEF174Y



NOTE:

It will take at most 10 minutes until "COMPLETED" is displayed.

10. Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS".
If "NG" is displayed, refer to [EC-256, "Diagnostic Procedure"](#).
If "CAN NOT BE DIAGNOSED" is displayed, perform the following.
 - a. Turn ignition switch OFF and leave the vehicle in a cool place (soak the vehicle).
 - b. Return to step 1.

Overall Function Check

ABS00CU8

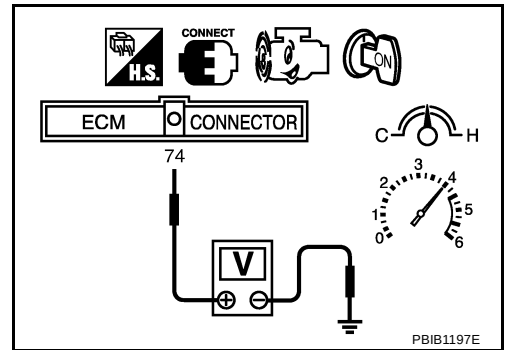
Use this procedure to check the overall function of the heated oxygen sensor 2 circuit. During this check, a 1st trip DTC might not be confirmed.

WITH GST

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
4. Let engine idle for 1 minute.
5. Set voltmeter probes between ECM terminal 74 [HO2S2 (B1) signal] and ground.

DTC P0137 HO2S2

6. 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.)
The voltage should be above 0.68V at least once during this procedure.
If the voltage can be confirmed in step 6, step 7 is not necessary.
7. Keep vehicle idling for 10 minutes, then check the voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in D position with "OD" OFF (A/T) 3rd gear position (M/T).
The voltage should be above 0.68V at least once during this procedure.
8. If NG, go to [EC-256, "Diagnostic Procedure"](#).



A

EC

C

D

E

F

G

H

I

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K

L

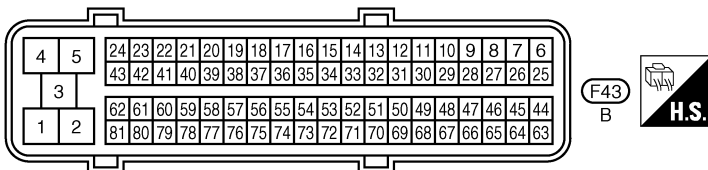
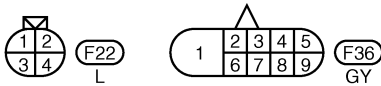
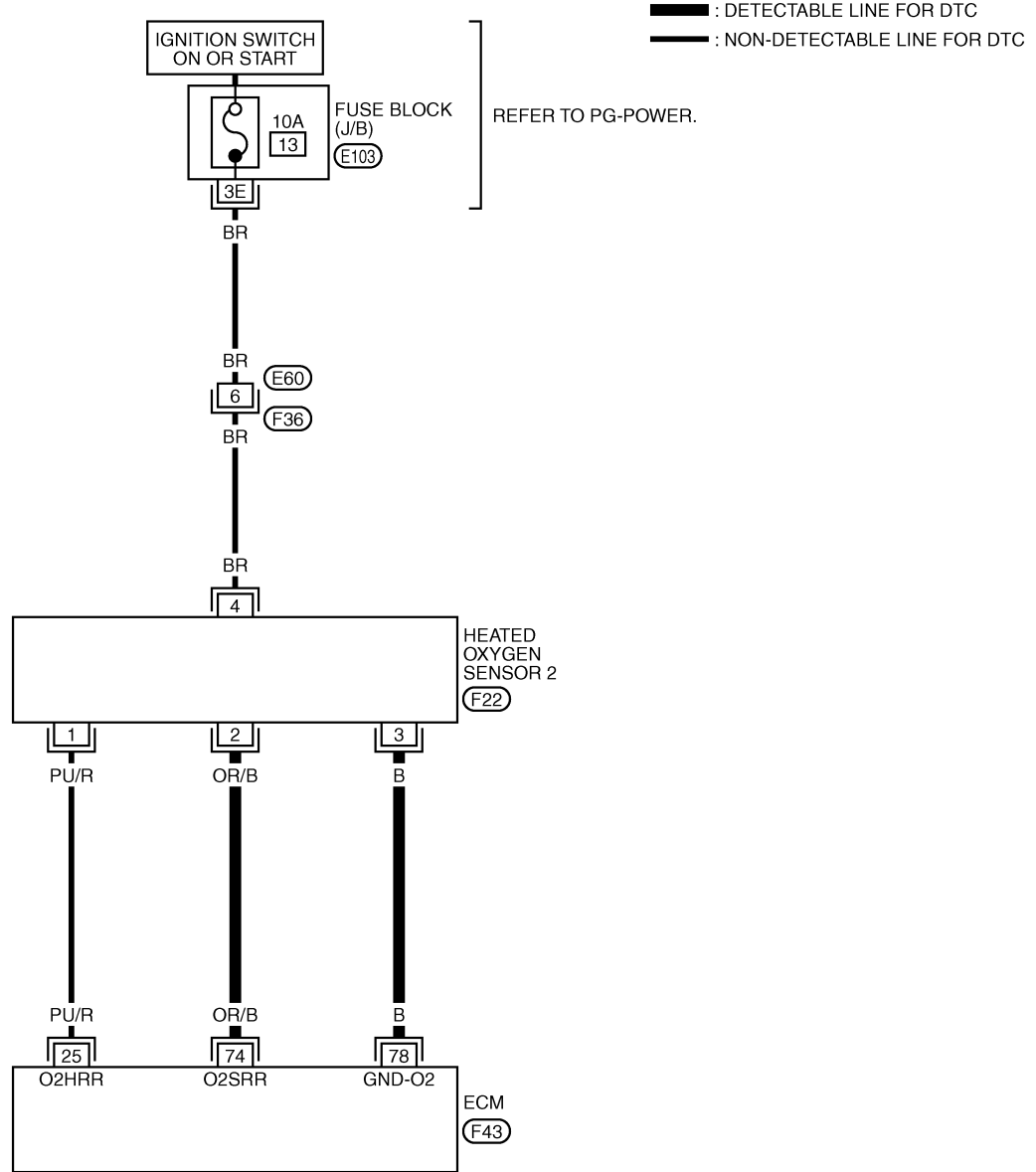
M

DTC P0137 HO2S2

Wiring Diagram

ABS00CU9

EC-HO2S2-01



REFER TO THE FOLLOWING.
 (E103) - FUSE BLOCK-JUNCTION BOX (J/B)

TBWB0116E

DTC P0137 HO2S2

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

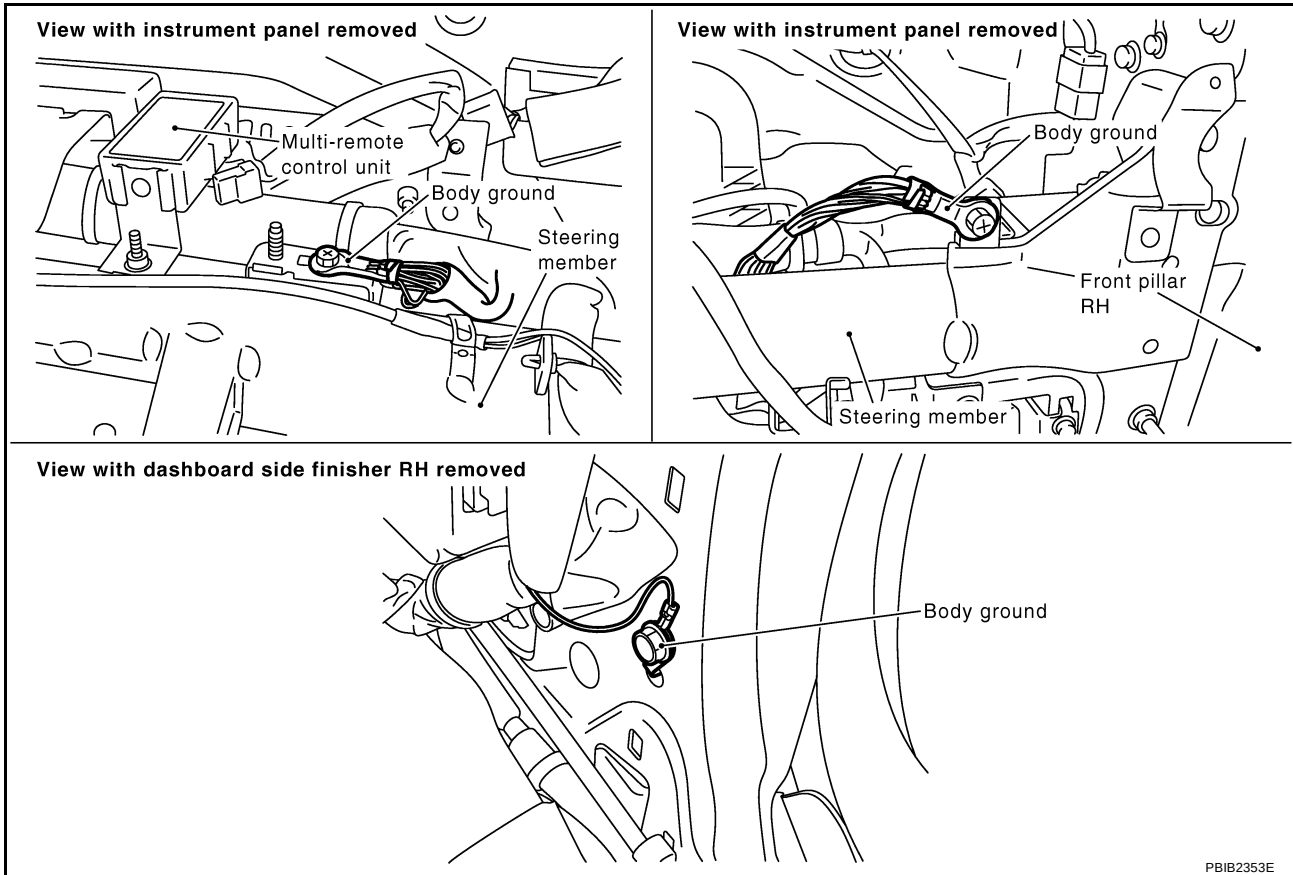
CAUTION:

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.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
25	PU/R	Heated oxygen sensor 2 heater	[Engine is running] ● Engine speed: Below 3,600 rpm after the following conditions are met. – Engine: After warming up – Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load	0 - 1.0V
			[Ignition switch: ON] ● Engine stopped. [Engine is running] ● Engine speed: Above 3,600 rpm.	BATTERY VOLTAGE (11 - 14V)
74	OR/B	Heated oxygen sensor 2	[Engine is running] ● Revving engine from idle to 3,000 rpm quickly after the following conditions are met. – Engine: After warming up – Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load.	0 - Approximately 1.0V
78	B	Sensor ground (Heated oxygen sensor)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V

Diagnostic Procedure**1. CHECK GROUND CONNECTIONS**

1. Turn ignition switch OFF.
2. Loosen and retighten ground three screws on the body.
Refer to [EC-151, "Ground Inspection"](#).



PBIB2353E

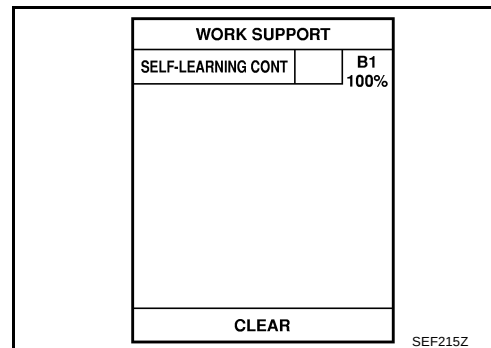
OK or NG

- OK >> GO TO 2.
NG >> Repair or replace ground connections.

2. CLEAR THE SELF-LEARNING DATA

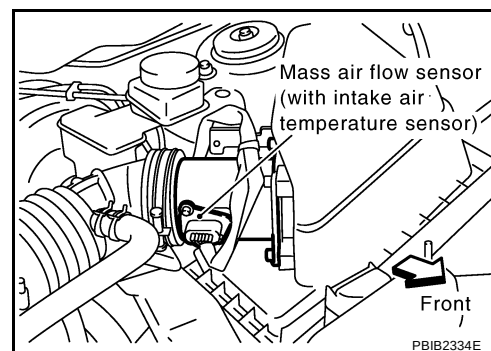
With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
3. Clear the self-learning control coefficient by touching "CLEAR".
4. Run engine for at least 10 minutes at idle speed.
Is the 1st trip DTC P0171 detected?
Is it difficult to start engine?



Without CONSULT-II

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 that DTC P0102 is displayed.
6. Erase the DTC memory. Refer to [EC-60, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).
7. Make sure that DTC P0000 is displayed.
8. Run engine for at least 10 minutes at idle speed.
Is the 1st trip DTC P0171 detected?
Is it difficult to start engine?



Yes or No

- Yes >> Perform trouble diagnosis for DTC P0171. Refer to [EC-281, "DTC P0171 FUEL INJECTION SYSTEM FUNCTION"](#).
- No >> GO TO 3.

3. CHECK HO2S2 GROUND CIRCUIT FOR OPEN AND SHORT

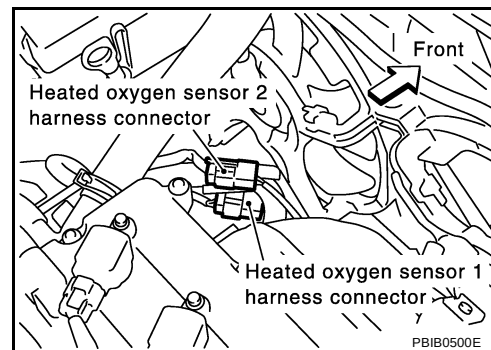
1. Turn ignition switch OFF.
2. Disconnect heated oxygen sensor 2 harness connector.
3. Disconnect ECM harness connector.
4. Check harness continuity between HO2S2 terminal 3 and ECM terminal 78.
Refer to Wiring Diagram.

Continuity should exist.

5. 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 HO2S2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between HO2S2 terminal 2 and ECM terminal 74.
Refer to Wiring Diagram.

Continuity should exist.

2. Check harness continuity between ECM terminal 74 or HO2S2 terminal 2 and ground.
Refer to Wiring Diagram.

Continuity should not exist.

3. Also check harness for 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 HEATED OXYGEN SENSOR 2

Refer to [EC-270, "Component Inspection"](#) .

OK or NG

OK >> GO TO 6.

NG >> Replace heated oxygen sensor 2.

6. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

Component Inspection HEATED OXYGEN SENSOR 2

ABS00CUB

With CONSULT-II

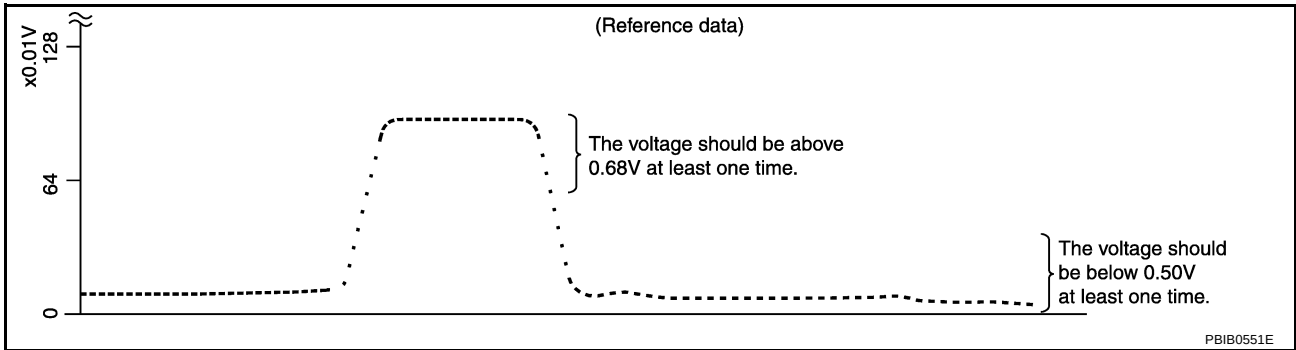
1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
4. Let engine idle for 1 minute.
5. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "HO2S2 (B1)" as the monitor item with CONSULT-II.

ACTIVE TEST	
FUEL INJECTION	25 %
MONITOR	
ENG SPEED	XXX rpm
HO2S2 (B1)	XXX V

PBIB1783E

DTC P0137 HO2S2

6. Check "HO2S2 (B1)" at idle speed when adjusting "FUEL INJECTION" to $\pm 25\%$.



"HO2S2 (B1)" should be above 0.68V at least once when the "FUEL INJECTION" is +25%.
 "HO2S2 (B1)" should be below 0.50V at least once when the "FUEL INJECTION" is -25%.

CAUTION:

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

⊗ Without CONSULT-II

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
4. Let engine idle for 1 minute.
5. Set voltmeter probes between ECM terminal 74 (HO2S2 signal) and ground.
6. 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.)

The voltage should be above 0.68V at least once during this procedure.

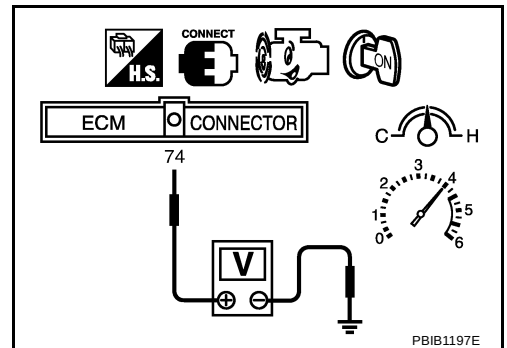
If the voltage is above 0.68V at step 6, step 7 is not necessary.

7. Keep vehicle at idling for 10 minutes, then check voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in D position with OD OFF (A/T), 3rd gear position (M/T).
The voltage should be below 0.50V at least once during this procedure.

8. If NG, replace heated oxygen sensor 2.

CAUTION:

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



Removal and Installation HEATED OXYGEN SENSOR 2

ABS00CUC

Refer to [EM-20, "EXHAUST MANIFOLD AND THREE WAY CATALYST"](#) .

DTC P0138 HO2S2

PFP:226A0

Component Description

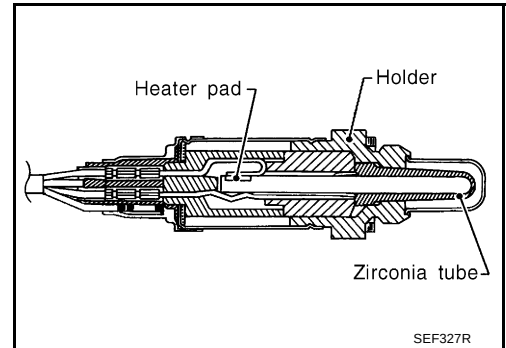
ABS00GEV

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

Even if switching characteristics of the heated oxygen sensor 1 are shifted, the air-fuel ratio is controlled to stoichiometric, by the signal from the heated oxygen sensor 2.

This sensor is made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions.

Under normal conditions the heated oxygen sensor 2 is not used for engine control operation.

**CONSULT-II Reference Value in Data Monitor Mode**

ABS00CO2

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
HO2S2 (B1)	● Revving engine from idle to 3,000 rpm quickly after the following conditions are met.	0 - 0.3V ↔ Approx. 0.6 - 1.0V
HO2S2 MNTR (B1)	- Engine: After warming up. - Keep the engine speed between 3,500 rpm and 4,000 rpm for 1 minute and idle for 1 minute under no load.	LEAN ↔ RICH

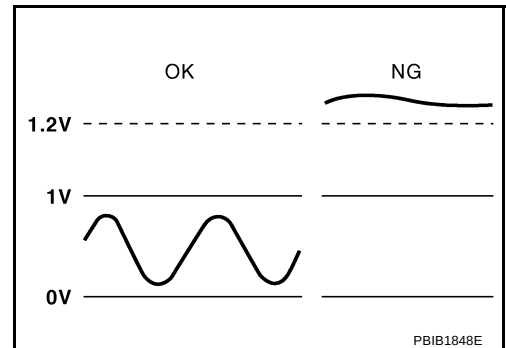
On Board Diagnosis Logic

ABS00GEW

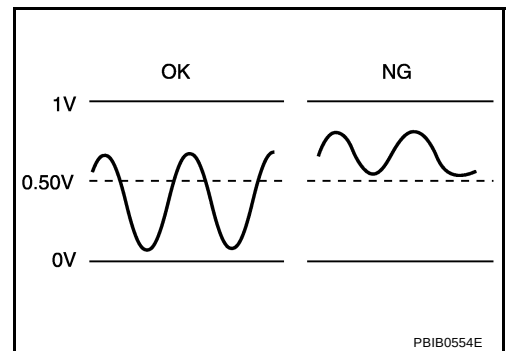
The heated oxygen sensor 2 has a much longer switching time between rich and lean than the heated oxygen sensor 1. The oxygen storage capacity of the three way catalyst (manifold) causes the longer switching time.

MALFUNCTION A

To judge the malfunctions of heated oxygen sensor 2, ECM monitors whether the voltage is unusually high during the various driving condition such as fuel-cut.

**MALFUNCTION B**

To judge the malfunctions of heated oxygen sensor 2, ECM monitors whether the minimum voltage of sensor is sufficiently low during the various driving condition such as fuel-cut.



DTC P0138 HO2S2

DTC No.	Trouble diagnosis name	DTC detecting condition		Possible cause
P0138 0138	Heated oxygen sensor 2 circuit high voltage	A)	An excessively high voltage from the sensor is sent to ECM.	● Harness or connectors (The sensor circuit is open or shorted) ● Heated oxygen sensor 2
		B)	The minimum voltage from the sensor is not reached to the specified voltage.	● Harness or connectors (The sensor circuit is open or shorted) ● Heated oxygen sensor 2 ● Fuel pressure ● Fuel injector

DTC Confirmation Procedure

ABS00GEX

Perform **PROCEDURE FOR MALFUNCTION A** first.

If 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.

PROCEDURE FOR MALFUNCTION A

With CONSULT-II

1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT-II.
2. Start engine and warm it up to the normal operating temperature.
3. Turn ignition switch OFF and wait at least 10 seconds.
4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
5. Let engine idle for 2 minutes.
6. If 1st trip DTC is detected, go to [EC-265, "PROCEDURE FOR MALFUNCTION A"](#).

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

SEF174Y

With GST

Follow the procedure "With CONSULT-II" above.

PROCEDURE FOR MALFUNCTION B

With CONSULT-II

TESTING CONDITION:

For better results, perform "DTC WORK SUPPORT" at a temperature of 0 to 30 °C (32 to 86 °F).

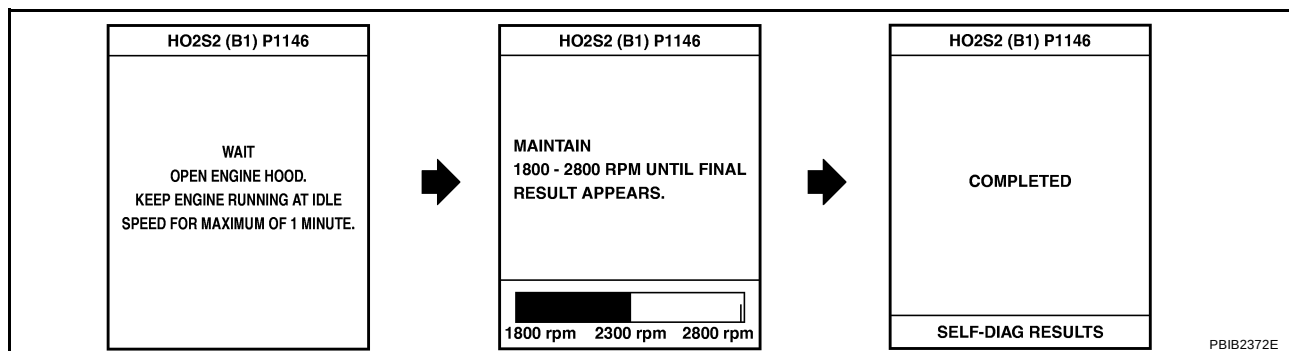
1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT-II.
2. Start engine and warm it up to the normal operating temperature.
3. Turn ignition switch OFF and wait at least 10 seconds.
4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
5. Let engine idle for 1 minute.
6. Make sure that "COOLAN TEMP/S" indicates more than 70°C (158°F).
If not, warm up engine and go to next step when "COOLAN TEMP/S" indication reaches to 70°C (158°F).
7. Open engine hood.
8. Select "HO2S2 (B1) P1146" (for DTC P0138) of "HO2S2" in "DTC WORK SUPPORT" mode with CONSULT-II.

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

SEF174Y

DTC P0138 HO2S2

9. Start engine and following the instruction of CONSULT-II.



NOTE:

It will take at most 10 minutes until "COMPLETED" is displayed.

10. Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS".
 If "NG" is displayed, refer to [EC-267, "PROCEDURE FOR MALFUNCTION B"](#).
 If "CAN NOT BE DIAGNOSED" is displayed, perform the following.
- Turn ignition switch OFF and leave the vehicle in a cool place (soak the vehicle).
 - Return to step 1.

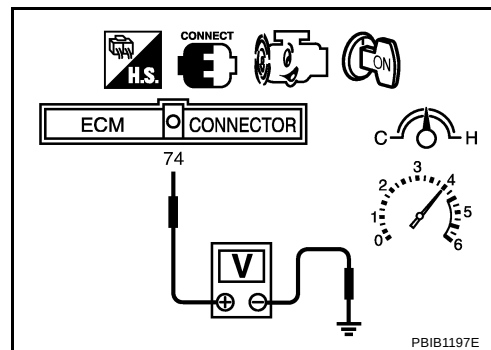
Overall Function Check PROCEDURE FOR MALFUNCTION B

ABS00GEY

Use this procedure to check the overall function of the heated oxygen sensor 2 circuit. During this check, a 1st trip DTC might not be confirmed.

With GST

- Start engine and warm it up to the normal operating temperature.
- Turn ignition switch OFF and wait at least 10 seconds.
- Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
- Let engine idle for 1 minute.
- Set voltmeter probes between ECM terminal 74 [HO2S2 (B1) signal] and 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.)
The voltage should be below 0.50V at least once during this procedure.
If the voltage can be confirmed in step 6, step 7 is not necessary.
- Keep vehicle at idling for 10 minutes, then check the voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in D position.
The voltage should be below 0.50V at least once during this procedure.
- If NG, go to [EC-267, "PROCEDURE FOR MALFUNCTION B"](#).

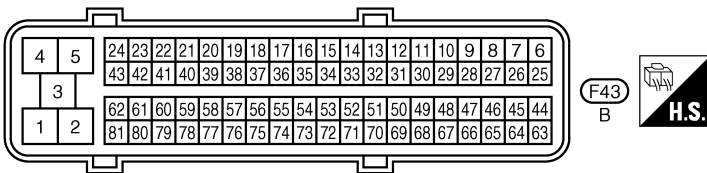
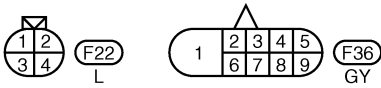
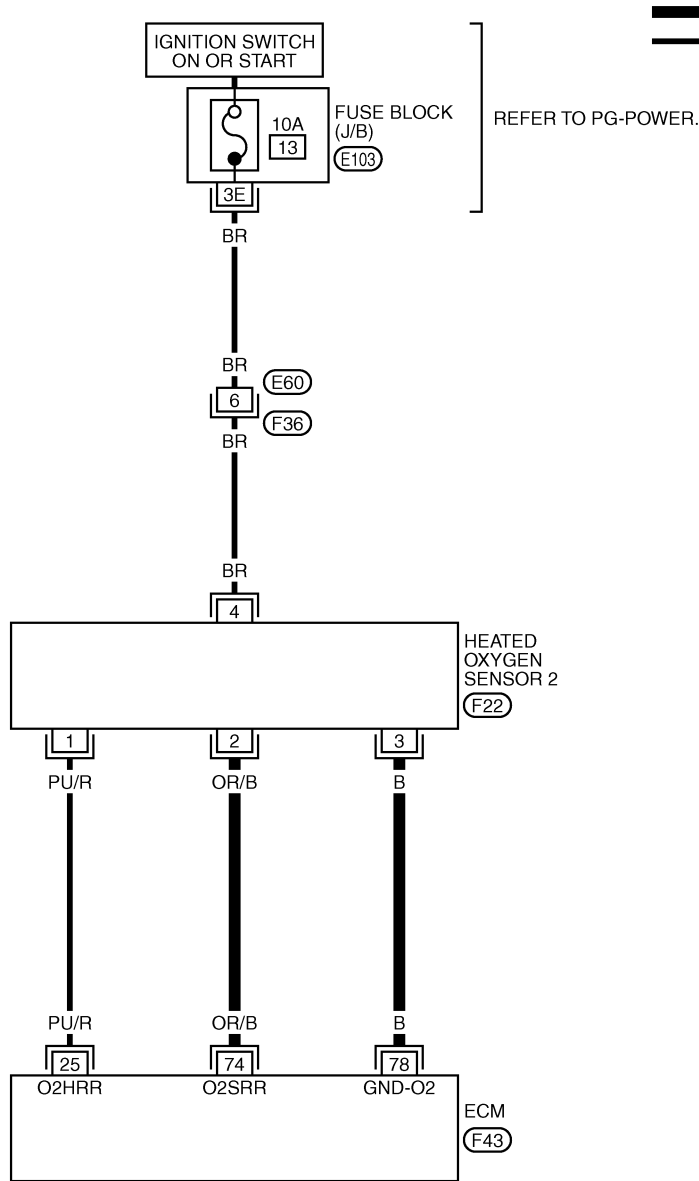


DTC P0138 HO2S2

Wiring Diagram

ABS00C05

EC-HO2S2-01



REFER TO THE FOLLOWING.
(E103) -FUSE BLOCK-JUNCTION
BOX (J/B)

TBWB0116E

DTC P0138 HO2S2

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.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
25	PU/R	Heated oxygen sensor 2 heater	[Engine is running] ● Engine speed: Below 3,600 rpm after the following conditions are met. – Engine: After warming up – Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load	0 - 1.0V
			[Ignition switch: ON] ● Engine stopped. [Engine is running] ● Engine speed: Above 3,600 rpm.	BATTERY VOLTAGE (11 - 14V)
74	OR/B	Heated oxygen sensor 2	[Engine is running] ● Revving engine from idle to 3,000 rpm quickly after the following conditions are met. – Engine: After warming up – Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load.	0 - Approximately 1.0V
78	B	Sensor ground (Heated oxygen sensor)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V

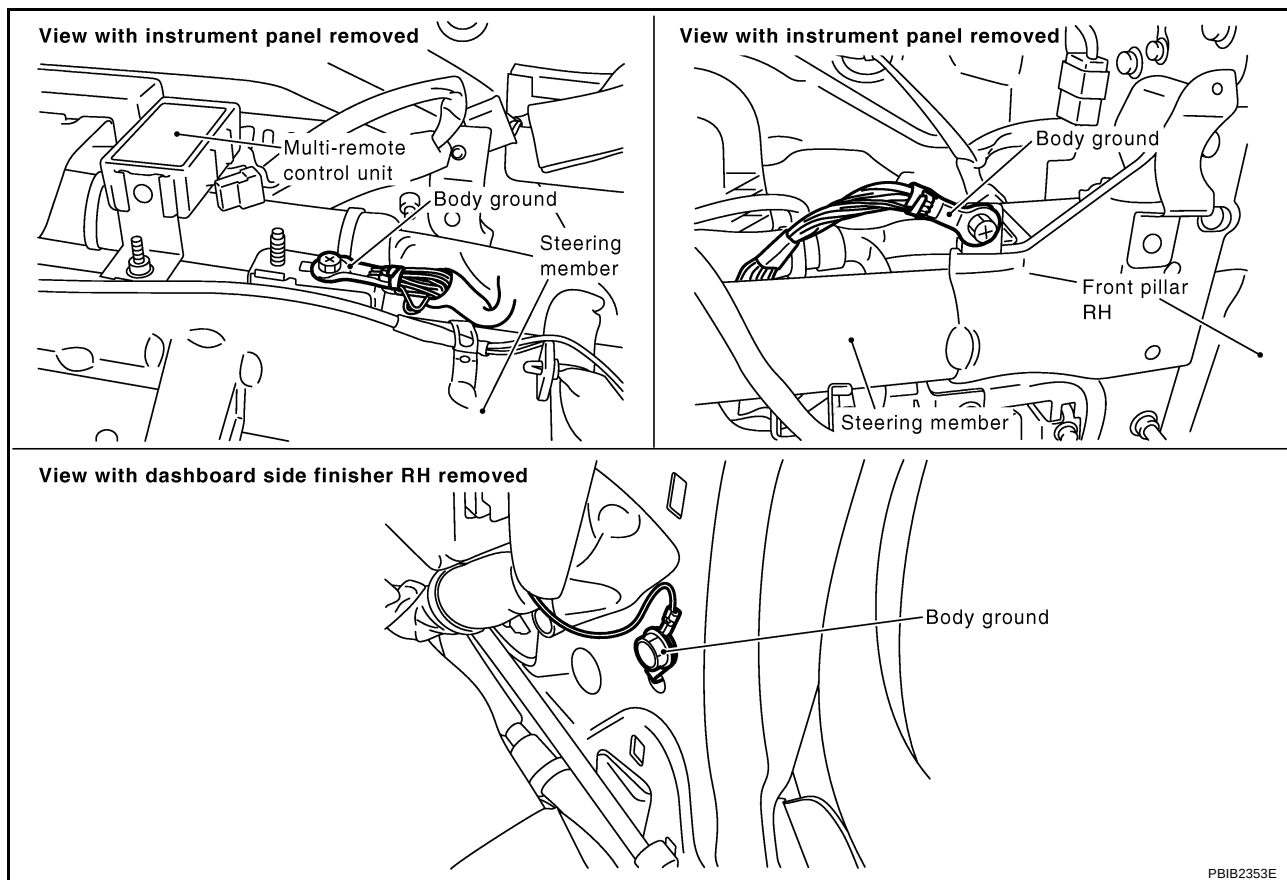
Diagnostic Procedure

PROCEDURE FOR MALFUNCTION A

ABS00GEZ

1. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten three ground screws on the body.
Refer to [EC-151, "Ground Inspection"](#).



OK or NG

- OK >> GO TO 2.
NG >> Repair or replace ground connections.

2. CHECK HO2S2 GROUND CIRCUIT FOR OPEN AND SHORT

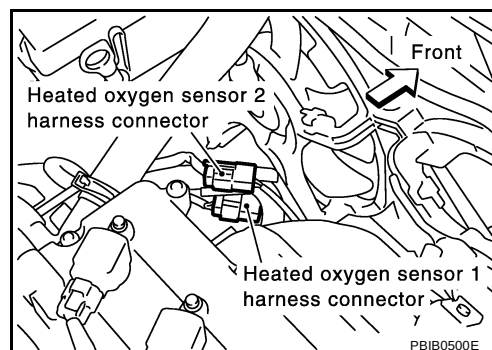
1. Disconnect heated oxygen sensor 2 harness connector.
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 78 and HO2S2 terminal 3.
Refer to Wiring Diagram.

Continuity should exist.

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

OK or NG

- OK >> GO TO 3.
NG >> Repair open circuit or short to ground or short to power in harness or connectors.



3. CHECK HO2S2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between ECM terminal 74 and HO2S2 terminal 2.
Refer to Wiring Diagram.

Continuity should exist.

2. Check harness continuity between ECM terminal 74 or HO2S2 terminal 2 and ground.
Refer to Wiring Diagram.

Continuity should not exist.

3. 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.

4. CHECK HO2S2 CONNECTOR FOR WATER

Check connectors for water.

Water should not exist.

OK or NG

OK >> GO TO 5.

NG >> Repair or replace harness or connectors.

5. CHECK HEATED OXYGEN SENSOR 2

Refer to [EC-270, "Component Inspection"](#) .

OK or NG

OK >> GO TO 6.

NG >> Replace malfunctioning heated oxygen sensor 2.

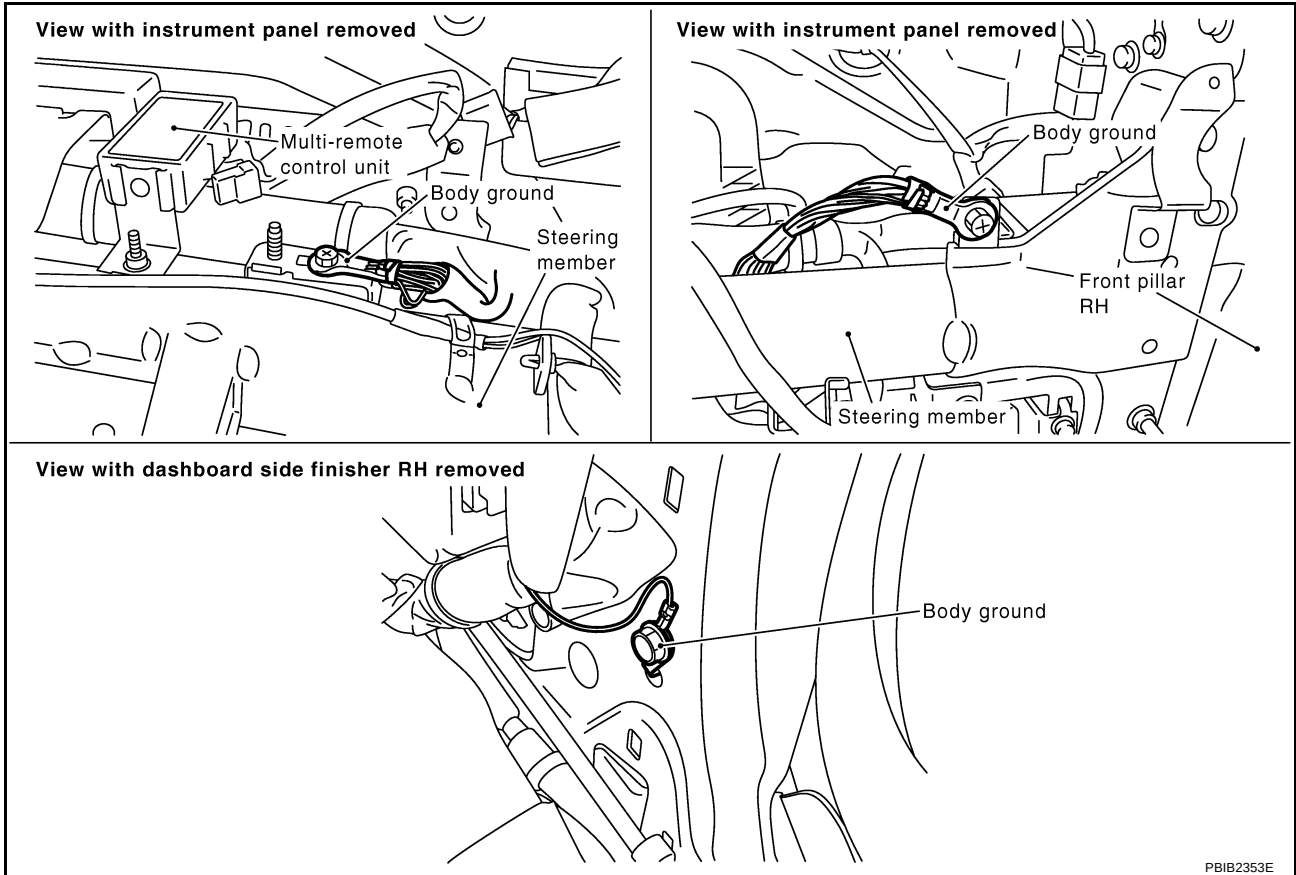
6. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

PROCEDURE FOR MALFUNCTION B**1. CHECK GROUND CONNECTIONS**

1. Turn ignition switch OFF.
2. Loosen and retighten three ground screws on the body.
Refer to [EC-151, "Ground Inspection"](#).



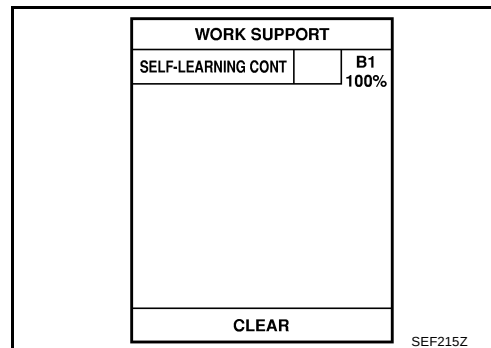
OK or NG

- OK >> GO TO 2.
NG >> Repair or replace ground connections.

2. CLEAR THE SELF-LEARNING DATA

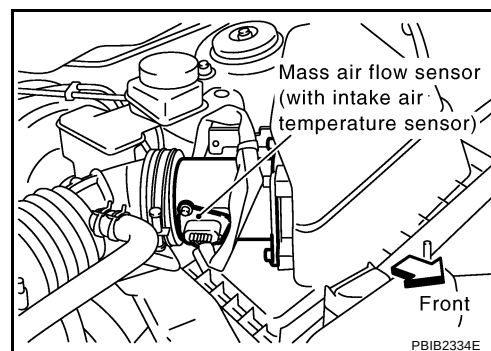
With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
3. Clear the self-learning control coefficient by touching "CLEAR".
4. Run engine for at least 10 minutes at idle speed.
Is the 1st trip DTC P0172 detected?
Is it difficult to start engine?



Without CONSULT-II

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 DTC P0102 is displayed.
6. Erase the DTC memory. Refer to [EC-60, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).
7. Make sure DTC P0000 is displayed.
8. Run engine for at least 10 minutes at idle speed.
Is the 1st trip DTC P0172 detected?
Is it difficult to start engine?



Yes or No

- Yes >> Perform trouble diagnosis for DTC P0172. Refer to [EC-289, "DTC P0172 FUEL INJECTION SYSTEM FUNCTION"](#).
- No >> GO TO 3.

3. CHECK HO2S2 GROUND CIRCUIT FOR OPEN AND SHORT

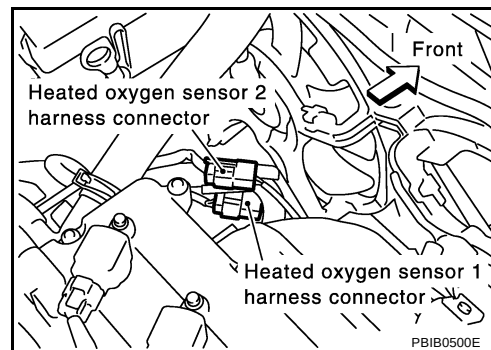
1. Turn ignition switch OFF.
2. Disconnect heated oxygen sensor 2 harness connector.
3. Disconnect ECM harness connector.
4. Check harness continuity between ECM terminal 78 and HO2S2 terminal 3.
Refer to Wiring Diagram.

Continuity should exist.

5. 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 HO2S2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between ECM terminal 74 and HO2S2 terminal 2.
Refer to Wiring Diagram.

Continuity should exist.

2. Check harness continuity between the ECM terminal 74 or HO2S2 terminal 2 and ground.
Refer to Wiring Diagram.

Continuity should not exist.

3. Also check harness for 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 HEATED OXYGEN SENSOR 2

Refer to [EC-270, "Component Inspection"](#) .

OK or NG

OK >> GO TO 6.

NG >> Replace malfunctioning heated oxygen sensor 2.

6. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

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Component Inspection

HEATED OXYGEN SENSOR 2

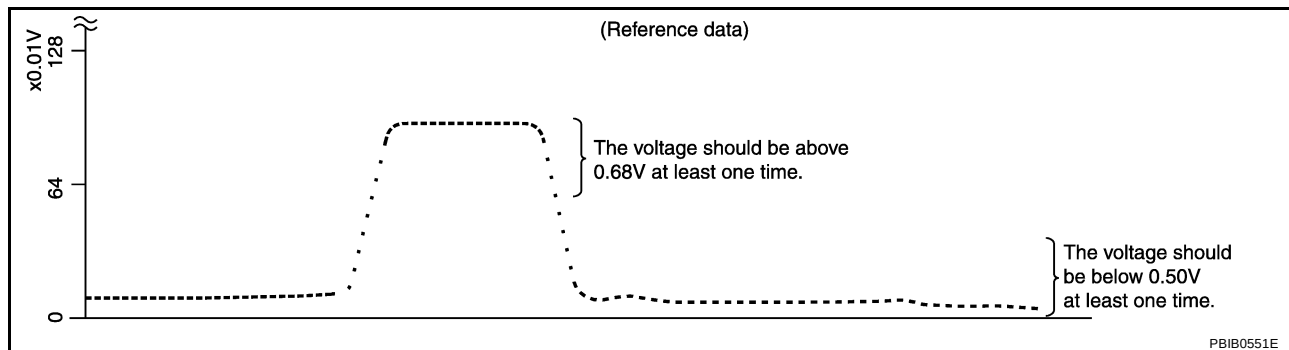
With CONSULT-II

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
4. Let engine idle for 1 minute.
5. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "HO2S2 (B1)" as the monitor item with CONSULT-II.

ACTIVE TEST	
FUEL INJECTION	25 %
MONITOR	
ENG SPEED	XXX rpm
HO2S1 (B1)	XXX V
HO2S2 (B1)	XXX V
HO2S1 MNTR (B1)	RICH
HO2S2 MNTR (B1)	RICH

SEF662Y

6. Check "HO2S2 (B1)" at idle speed when adjusting "FUEL INJECTION" to $\pm 25\%$.



"HO2S2 (B1)" should be above 0.68V at least once when the "FUEL INJECTION" is +25%.

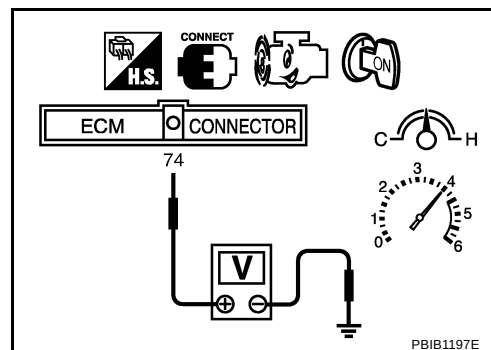
"HO2S2 (B1)" should be below 0.50V at least once when the "FUEL INJECTION" is -25%.

CAUTION:

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

Without CONSULT-II

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
4. Let engine idle for 1 minute.
5. Set voltmeter probes between ECM terminal 74 [HO2S2 (B1) signal] and ground.
6. 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.)
The voltage should be above 0.68V at least once during this procedure.
If the voltage is above 0.68V at step 6, step 7 is not necessary.
7. Keep vehicle idling for 10 minutes, then check voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in D position with OD OFF (A/T), 3rd gear position (M/T).



DTC P0138 HO2S2

The voltage should be below 0.50V at least once during this procedure.

8. If NG, replace heated oxygen sensor 2.

CAUTION:

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

Removal and Installation HEATED OXYGEN SENSOR 2

ABS00C08

Refer to [EM-20, "EXHAUST MANIFOLD AND THREE WAY CATALYST"](#) .

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DTC P0139 HO2S2

PFP:226A0

Component Description

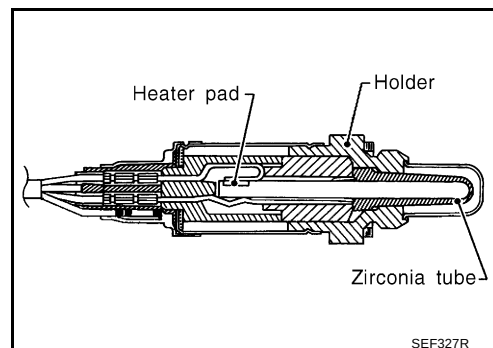
ABS00CO9

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

Even if switching characteristics of the heated oxygen sensor 1 are shifted, the air-fuel ratio is controlled to stoichiometric, by the signal from the heated oxygen sensor 2.

This sensor is made of ceramic zirconia. The zirconia generates voltage from approximately 1V in richer conditions to 0V in leaner conditions.

Under normal conditions the heated oxygen sensor 2 is not used for engine control operation.



CONSULT-II Reference Value in Data Monitor Mode

ABS00COA

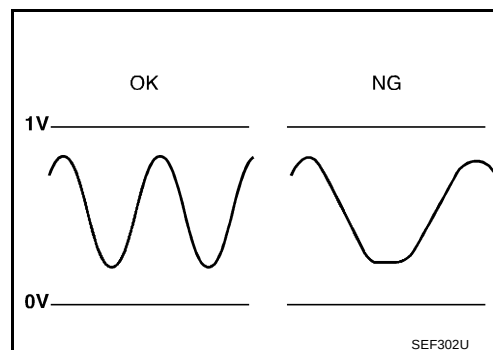
Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
HO2S2 (B1)	● Revving engine from idle to 3,000 rpm quickly after the following conditions are met.	0 - 0.3V ↔ Approx. 0.6 - 1.0V
HO2S2 MNTR (B1)	- Engine: After warming up. - Keep the engine speed between 3,500 rpm and 4,000 rpm for 1 minute and idle for 1 minute under no load.	LEAN ↔ RICH

On Board Diagnosis Logic

ABS00COB

The heated oxygen sensor 2 has a much longer switching time between rich and lean than the heated oxygen sensor 1. The oxygen storage capacity before the three way catalyst (manifold) causes the longer switching time. To judge the malfunctions of heated oxygen sensor 2, ECM monitors whether the switching response of the sensor's voltage is faster than specified during the various driving condition such as fuel-cut.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0139 0139	Heated oxygen sensor 2 circuit slow response	It takes more time for the sensor to respond between rich and lean than the specified time.	● Harness or connectors (The sensor circuit is open or shorted) ● Heated oxygen sensor 2 ● Fuel pressure ● Fuel injector ● Intake air leaks

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:

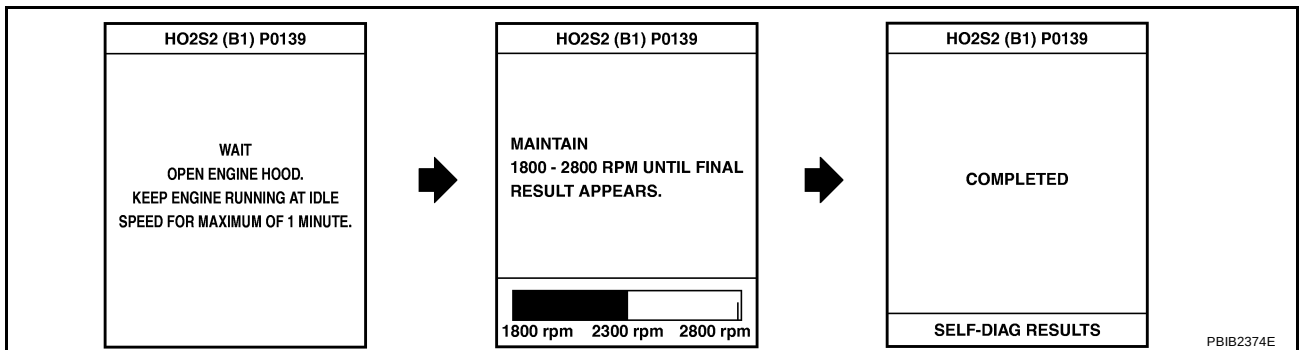
For the best results, perform "DTC WORK SUPPORT" at a temperature of 0 to 30°C (32 to 86°F).

WITH CONSULT-II

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 and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
5. Let engine idle for 1 minute.
6. Make sure that "COOLAN TEMP/S" indicates more than 70°C (158°F).
If not, warm up engine and go to next step when "COOLAN TEMP/S" indication reaches to 70°C (158°F).
7. Select "HO2S2 (B1) P0139" of "HO2S2" in "DTC WORK SUPPORT" mode with CONSULT-II and follow the instruction of CONSULT-II.

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

SEF174Y



NOTE:

It will take at most 10 minutes until "COMPLETED" is displayed.

8. Make sure that "OK" is displayed after touching "SELF-DIAG RESULTS".
If "NG" is displayed, refer to [EC-277, "Diagnostic Procedure"](#).
If "CAN NOT BE DIAGNOSED" is displayed, perform the following.
 - a. Turn ignition switch OFF and leave the vehicle in a cool place (soak the vehicle).
 - b. Return to step 1.

Overall Function Check

Use this procedure to check the overall function of the heated oxygen sensor 2 circuit. During this check, a 1st trip DTC might not be confirmed.

CAUTION:

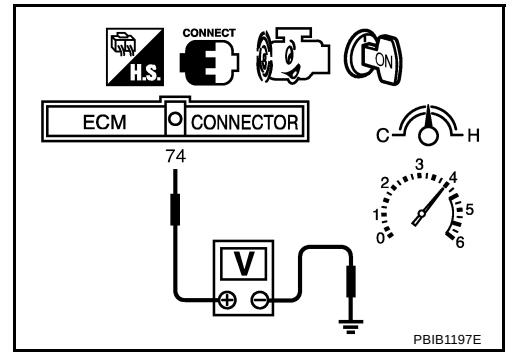
Always drive vehicle at a safe speed.

WITH GST

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
4. Let engine idle for 1 minute.
5. Set voltmeter probes between ECM terminal 74 [HO2S2 (B1) signal] and ground.

DTC P0139 HO2S2

6. 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.)
A change of voltage should be more than 0.06V for 1 second during this procedure.
If the voltage can be confirmed in step 6, step 7 is not necessary.
7. Keep vehicle at idling for 10 minutes, then check the voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in D position with OD OFF (A/T), 3rd gear position (M/T).
A change of voltage should be more than 0.06V for 1 second during this procedure.
8. If NG, go to [EC-277, "Diagnostic Procedure"](#).

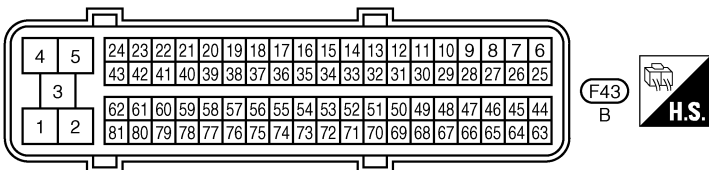
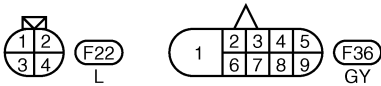
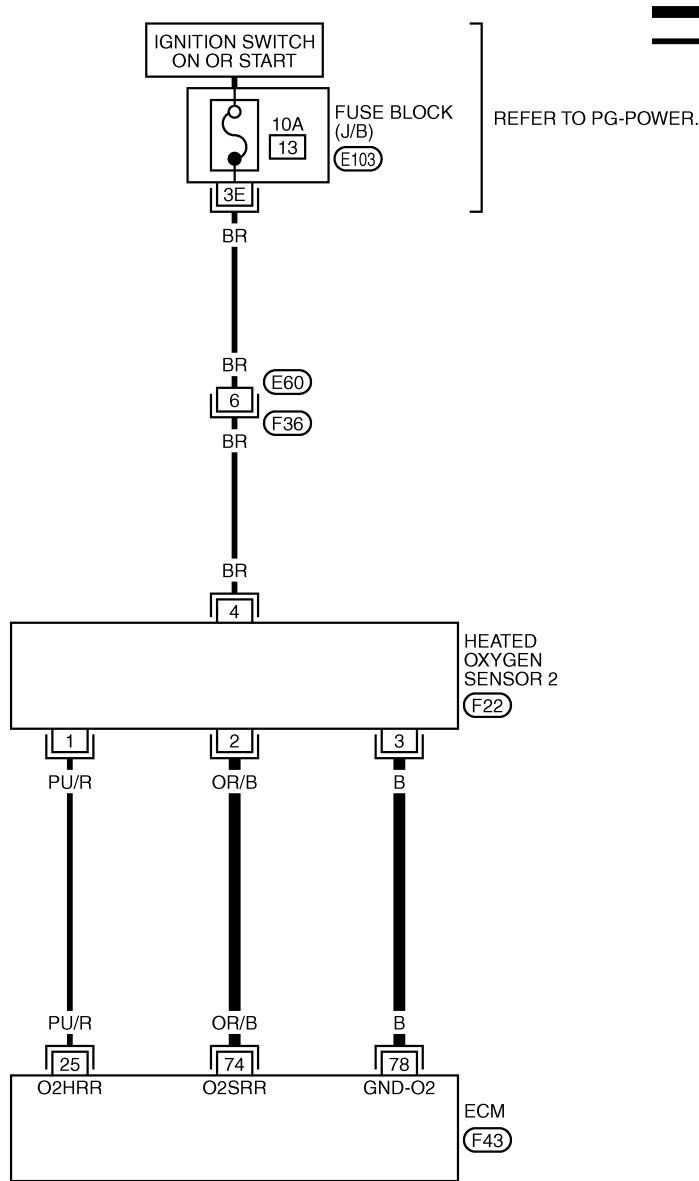


DTC P0139 HO2S2

Wiring Diagram

ABS00COE

EC-HO2S2-01



REFER TO THE FOLLOWING.
(E103) -FUSE BLOCK-JUNCTION
BOX (J/B)

TBWB0116E

DTC P0139 HO2S2

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

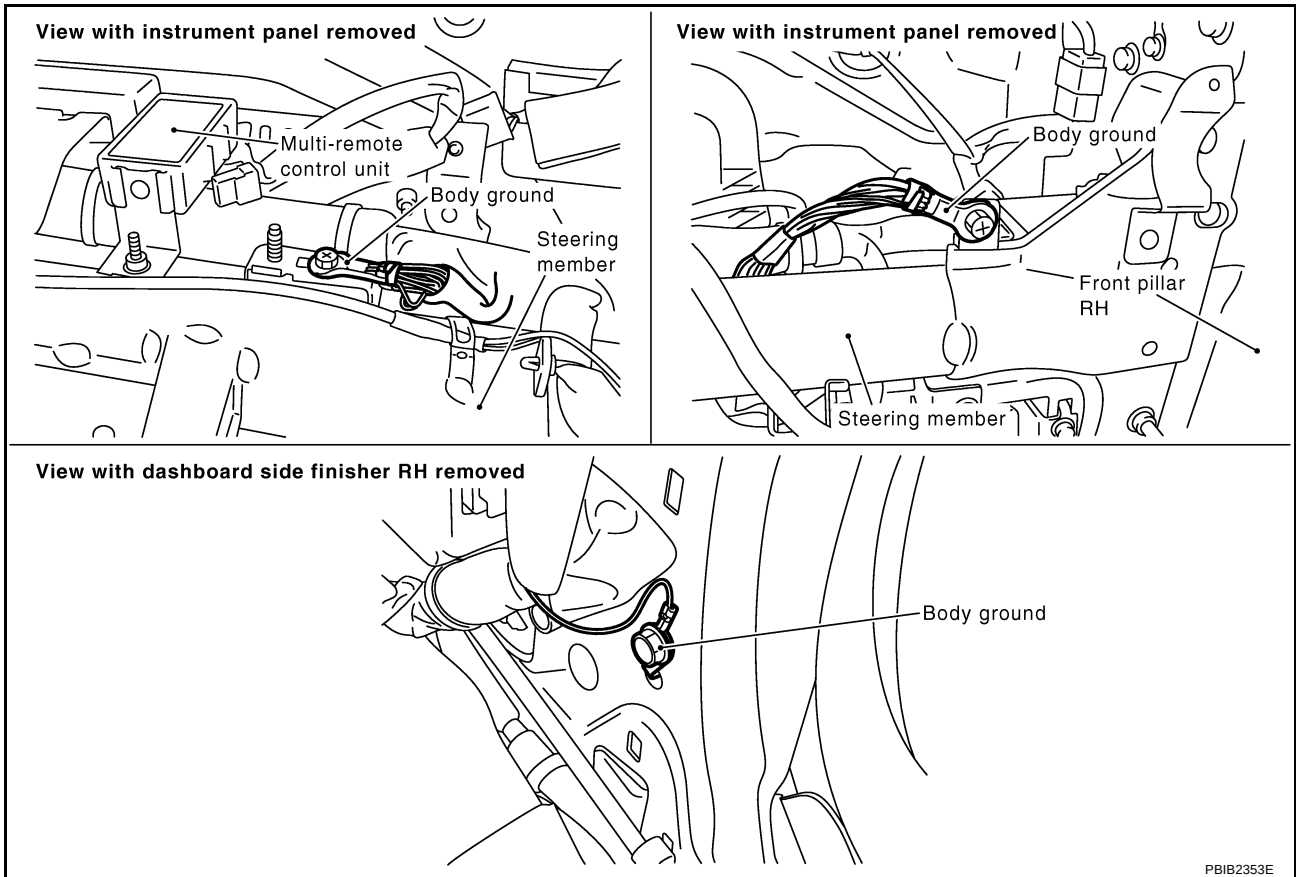
CAUTION:

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.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
25	PU/R	Heated oxygen sensor 2 heater	[Engine is running] ● Engine speed: Below 3,600 rpm after the following conditions are met. – Engine: After warming up – Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load	0 - 1.0V
			[Ignition switch: ON] ● Engine stopped. [Engine is running] ● Engine speed: Above 3,600 rpm.	BATTERY VOLTAGE (11 - 14V)
74	OR/B	Heated oxygen sensor 2	[Engine is running] ● Revving engine from idle to 3,000 rpm quickly after the following conditions are met. – Engine: After warming up – Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load.	0 - Approximately 1.0V
78	B	Sensor ground (Heated oxygen sensor)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V

Diagnostic Procedure**1. CHECK GROUND CONNECTIONS**

1. Turn ignition switch OFF.
2. Loosen and retighten three ground screws on the body. Refer to [EC-151, "Ground Inspection"](#).

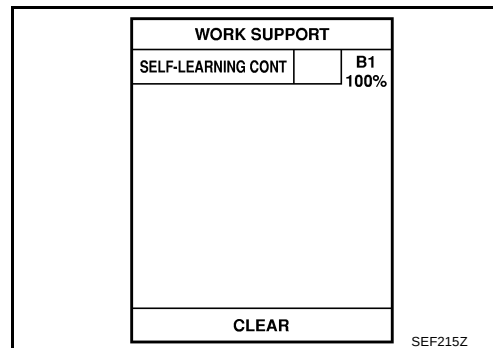
**OK or NG**

- OK >> GO TO 2.
NG >> Repair or replace ground connections.

2. CLEAR THE SELF-LEARNING DATA

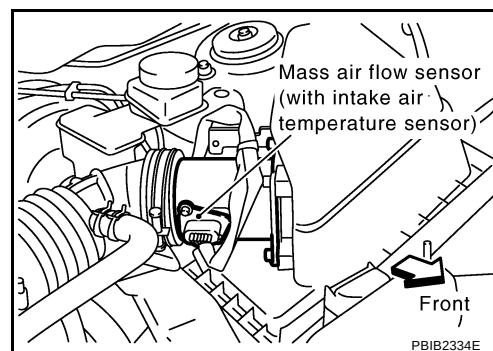
With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
3. Clear the self-learning control coefficient by touching "CLEAR".
4. Run engine for at least 10 minutes at idle speed.
Is the 1st trip DTC P0171 or P0172 detected?
Is it difficult to start engine?



Without CONSULT-II

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 DTC P0102 is displayed.
6. Erase the DTC memory. Refer to [EC-60, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).
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 P0172 detected?
Is it difficult to start engine?



Yes or No

- Yes >> Perform trouble diagnosis for DTC P0171 or P0172. Refer to [EC-281, "DTC P0171 FUEL INJECTION SYSTEM FUNCTION"](#) or [EC-289, "DTC P0172 FUEL INJECTION SYSTEM FUNCTION"](#).
- No >> GO TO 3.

3. CHECK HO2S2 GROUND CIRCUIT FOR OPEN AND SHORT

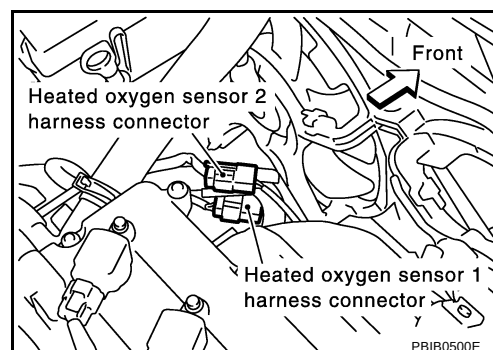
1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Disconnect heated oxygen sensor 2 harness connector.
4. Check harness continuity between ECM terminal 78 and HO2S2 terminal 3.
Refer to Wiring Diagram.

Continuity should exist.

5. Also check harness for short to ground or 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 HO2S2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between ECM terminal 74 and HO2S2 terminal 2.
Refer to Wiring Diagram.

Continuity should exist.

2. Check harness continuity between ECM terminal 74 or HO2S2 terminal 2 and ground.
Refer to Wiring Diagram.

Continuity should not exist.

3. Also check harness for short to ground or 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 HEATED OXYGEN SENSOR 2

Refer to [EC-279, "Component Inspection"](#).

OK or NG

OK >> GO TO 6.

NG >> Replace heated oxygen sensor 2.

6. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

>> INSPECTION END

Component Inspection HEATED OXYGEN SENSOR 2

ABS00COG

With CONSULT-II

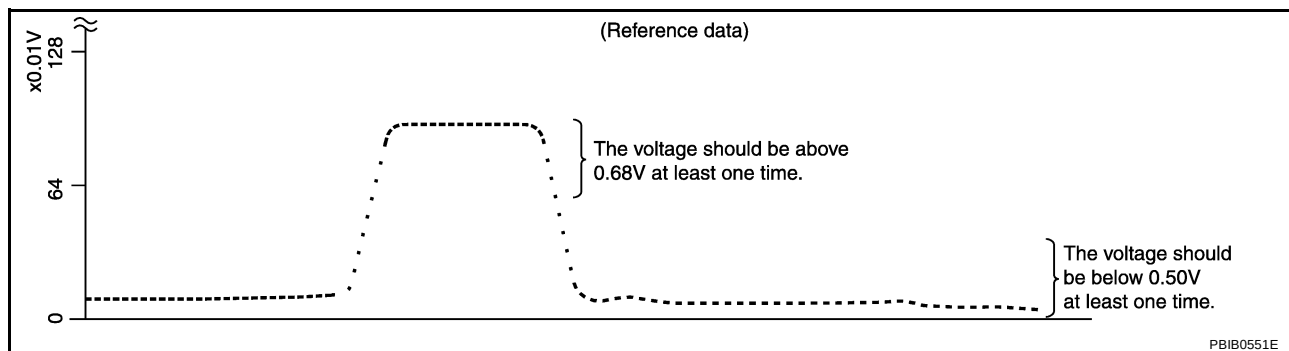
1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
4. Let engine idle for 1 minute.
5. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "HO2S2 (B1)" as the monitor item with CONSULT-II.

ACTIVE TEST	
FUEL INJECTION	25 %
MONITOR	
ENG SPEED	XXX rpm
HO2S1 (B1)	XXX V
HO2S2 (B1)	XXX V
HO2S1 MNTR (B1)	RICH
HO2S2 MNTR (B1)	RICH

SEF662Y

DTC P0139 HO2S2

6. Check "HO2S2 (B1)" at idle speed when adjusting "FUEL INJECTION" to $\pm 25\%$.



"HO2S2 (B1)" should be above 0.68V at least once when the "FUEL INJECTION" is +25%.

"HO2S2 (B1)" should be below 0.50V at least once when the "FUEL INJECTION" is -25%.

CAUTION:

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

⊗ Without CONSULT-II

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
4. Let engine idle for 1 minute.
5. Set voltmeter probes between ECM terminal 74 (HO2S2 signal) and ground.
6. 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.)

The voltage should be above 0.68V at least once during this procedure.

If the voltage is above 0.68V at step 6, step 7 is not necessary.

7. Keep vehicle idling for 10 minutes, then check voltage. Or check the voltage when coasting from 80 km/h (50 MPH) in D position with OD OFF (A/T), 3rd gear position (M/T).

The voltage should be below 0.50V at least once during this procedure.

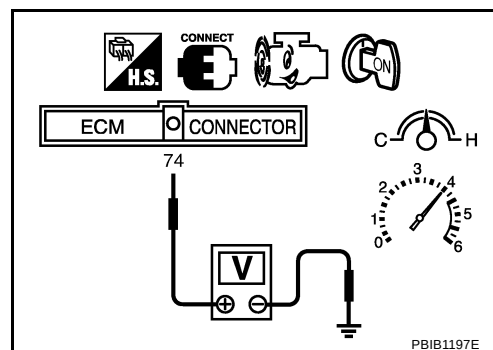
8. If NG, replace heated oxygen sensor 2.

CAUTION:

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

Removal and Installation HEATED OXYGEN SENSOR 2

Refer to [EM-20, "EXHAUST MANIFOLD AND THREE WAY CATALYST"](#) .



ABS00COH

DTC P0171 FUEL INJECTION SYSTEM FUNCTION

DTC P0171 FUEL INJECTION SYSTEM FUNCTION

PFP:16600

On Board Diagnosis Logic

ABS00D76

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 heated oxygen sensor 1. The ECM calculates the necessary compensation to correct the offset between the actual and the theoretical ratios.

In case the amount of the compensation value is extremely large (The actual mixture ratio is too lean.), the ECM judges the condition as the fuel injection system malfunction and lights up the MIL (2 trip detection logic).

Sensor	Input Signal to ECM	ECM function	Actuator
Heated oxygen sensor 1	Density of oxygen in exhaust gas (Mixture ratio feedback signal)	Fuel injection control	Fuel injector

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible Cause
P0171 0171	Fuel injection system too lean	- Fuel injection system does not operate properly. - The amount of mixture ratio compensation is too large. (The mixture ratio is too lean.)	- Intake air leaks - Heated oxygen sensor 1 - Fuel injector - Exhaust gas leaks - Incorrect fuel pressure - Lack of fuel - Mass air flow sensor - Incorrect PCV hose connection

DTC Confirmation Procedure

ABS00D77

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

- Start engine and warm it up to normal operating temperature.
- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON and select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
- Clear the self-learning control coefficient by touching "CLEAR".
- Select "DATA MONITOR" mode with CONSULT-II.
- Start engine again and let it idle for at least 10 minutes.
The 1st trip DTC P0171 should be detected at this stage, if a malfunction exists. If so, go to [EC-285, "Diagnostic Procedure"](#).

NOTE:

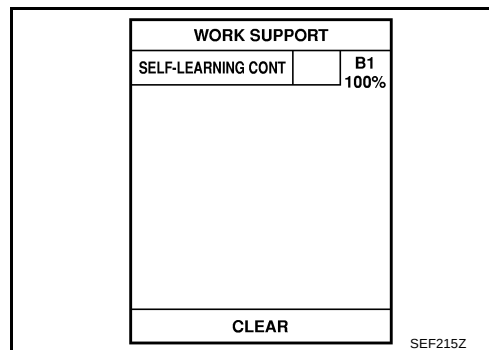
If 1st trip DTC is not detected during above procedure, performing the following procedure is advised.

- Turn ignition switch OFF and wait at least 10 seconds.
- Start engine and drive the vehicle under the similar conditions to (1st trip) Freeze Frame Data for 10 minutes. Refer to the table below.

Hold the accelerator pedal as steady as possible.

The similar conditions to (1st trip) Freeze Frame Data means the vehicle operation that the following conditions should be satisfied at the same time.

Engine speed	Engine speed in the freeze frame data $\pm$ 400 rpm
Vehicle speed	Vehicle speed in the freeze frame data $\pm$ 10 km/h (6 MPH)



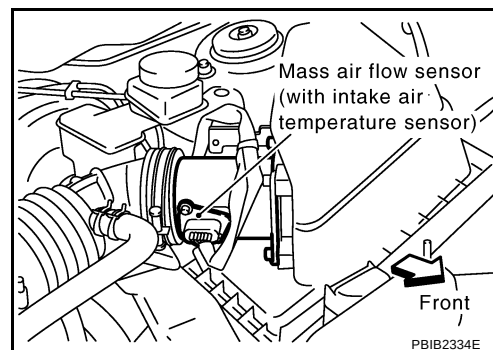
DTC P0171 FUEL INJECTION SYSTEM FUNCTION

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).

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 [EC-285, "Diagnostic Procedure"](#) . If engine does not start, check exhaust and intake air leak visually.

WITH GST

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Disconnect mass air flow sensor harness connector.
4. Restart engine and let it idle for at least 5 seconds.
5. Stop engine and reconnect mass air flow sensor harness connector.
6. Select Service \$03 with GST. Make sure DTC P0102 is detected.
7. Select Service \$04 with GST and erase the DTC P0102.
8. Start engine again and let it idle for at least 10 minutes.
9. Select Service \$07 with GST. The 1st trip DTC P0171 should be detected at this stage, if a malfunction exists. If so, go to [EC-285, "Diagnostic Procedure"](#) .



NOTE:

If 1st trip DTC is not detected during above procedure, performing the following procedure is advised.

- a. Turn ignition switch OFF and wait at least 10 seconds.
- b. Start engine and drive the vehicle under the similar conditions to (1st trip) Freeze Frame Data for 10 minutes. Refer to the table below.

Hold the accelerator pedal as steady as possible.

The similar conditions to (1st trip) Freeze Frame Data means the vehicle operation that the following conditions should be satisfied at the same time.

Engine speed	Engine speed in the freeze frame data $\pm$ 400 rpm
Vehicle speed	Vehicle speed in the freeze frame data $\pm$ 10 km/h (6 MPH)
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).

10. If it is difficult to start engine at step 8, the fuel injection system has a malfunction.
11. Crank engine while depressing accelerator pedal. If engine starts, go to [EC-285, "Diagnostic Procedure"](#) . If engine does not start, check exhaust and intake air leak visually.

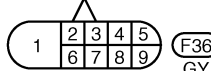
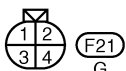
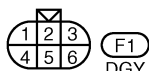
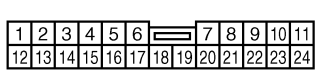
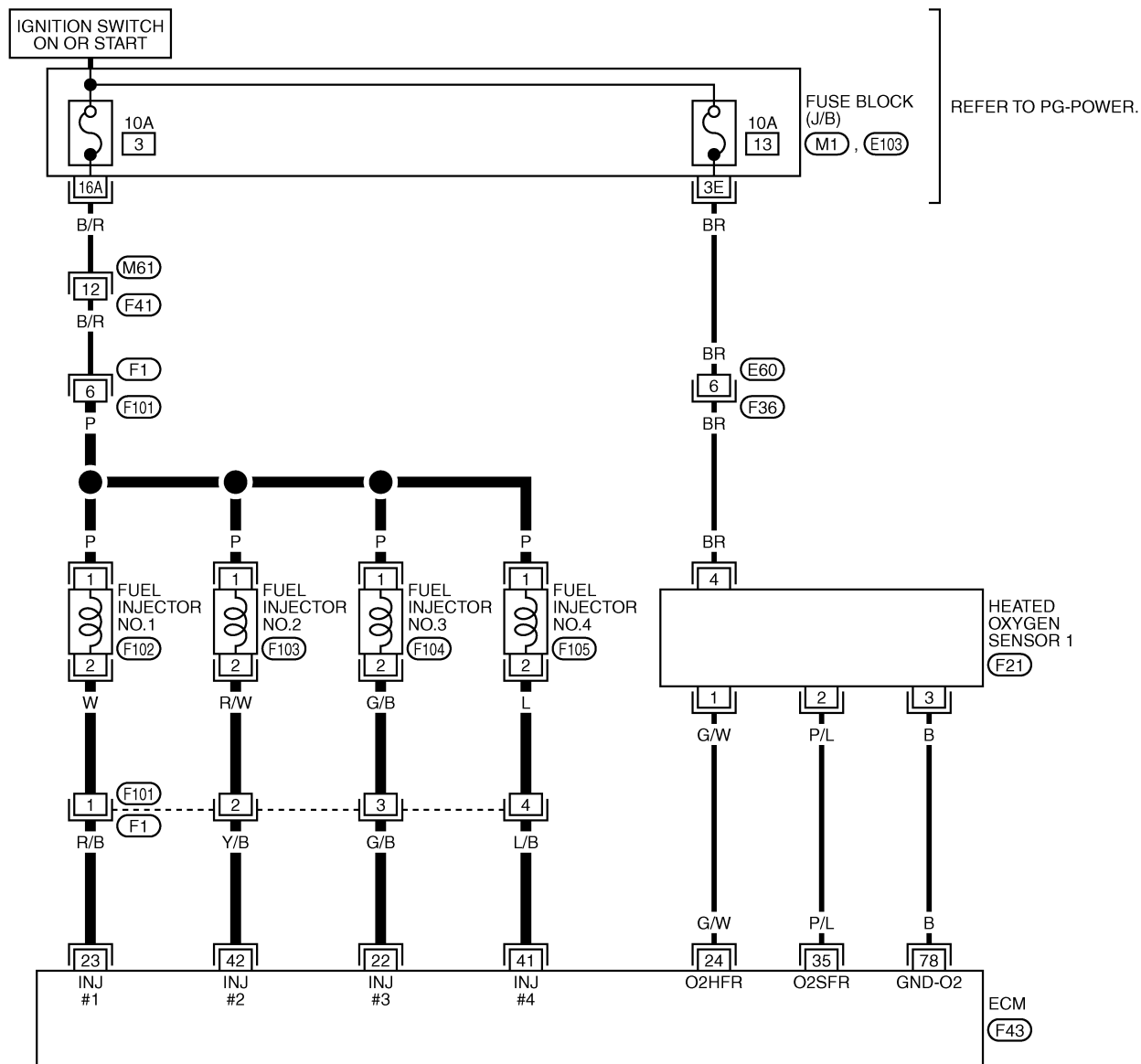
DTC P0171 FUEL INJECTION SYSTEM FUNCTION

Wiring Diagram

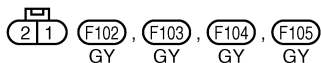
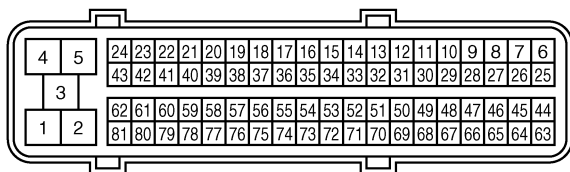
ABS00D78

EC-FUEL-01

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



REFER TO THE FOLLOWING.
 (M1), (E103) - FUSE BLOCK-JUNCTION BOX (J/B)



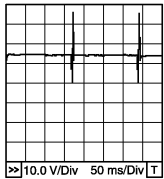
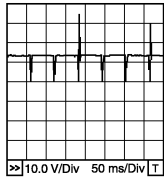
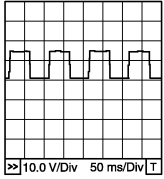
TBWB0841E

DTC P0171 FUEL INJECTION SYSTEM FUNCTION

Specification data are reference values and are measured between each terminal and ground.
Pulse signal is measured by CONSULT-II.

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.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
22 23 41 42	G/B R/B L/B Y/B	Fuel injector No. 3 Fuel injector No. 1 Fuel injector No. 4 Fuel injector No. 2	[Engine is running] ● Warm-up condition ● Idle speed NOTE: The pulse cycle changes depending on rpm at idle.	BATTERY VOLTAGE (11 - 14V)★  PBIB0529E
			[Engine is running] ● Warm-up condition ● Engine speed: 2,000 rpm	BATTERY VOLTAGE (11 - 14V)★  PBIB0530E
24	G/W	Heated oxygen sensor 1 heater	[Engine is running] ● Warm-up condition ● Engine speed: Below 3,600 rpm.	Approximately 7.0V★  PBIB0519E
			[Engine is running] ● Engine speed: Above 3,600 rpm.	BATTERY VOLTAGE (11 - 14V)
35	P/L	Heated oxygen sensor 1	[Engine is running] ● Warm-up condition ● Engine speed: 2,000 rpm	0 - Approximately 1.0V (Periodically change)
78	B	Sensor ground (Heated oxygen sensor)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V

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

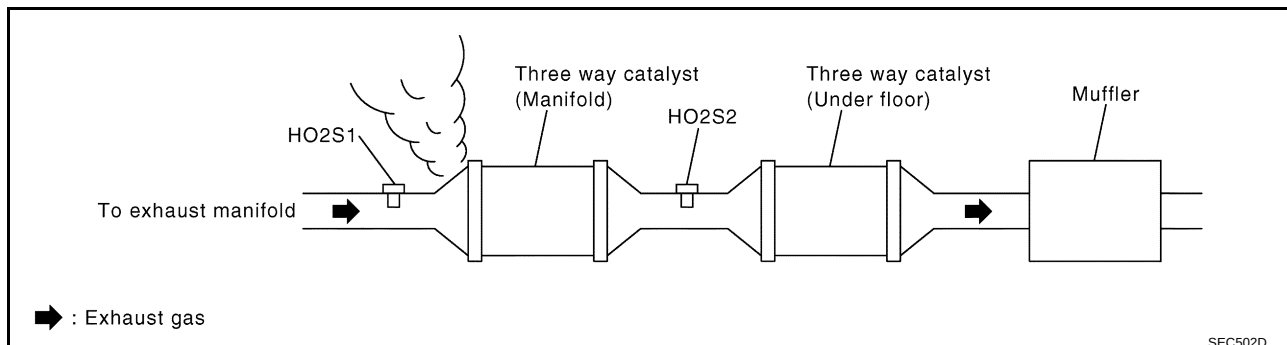
DTC P0171 FUEL INJECTION SYSTEM FUNCTION

Diagnostic Procedure

ABS00D8C

1. CHECK EXHAUST GAS LEAK

1. Start engine and run it at idle.
2. Listen for an exhaust gas leak before three way catalyst (manifold).



OK or NG

- OK >> GO TO 2.
- NG >> Repair or replace.

2. CHECK FOR INTAKE AIR LEAK AND PCV HOSE

1. Listen for an intake air leak after the mass air flow sensor.
2. Check PCV hose connection.

OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace.

3. CHECK HEATED OXYGEN SENSOR 1 CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect heated oxygen sensor 1 (HO2S1) harness connector.
3. Disconnect ECM harness connector.
4. Check harness continuity between HO2S1 terminal 2 and ECM terminal 35.
Refer to Wiring Diagram.

Continuity should exist.

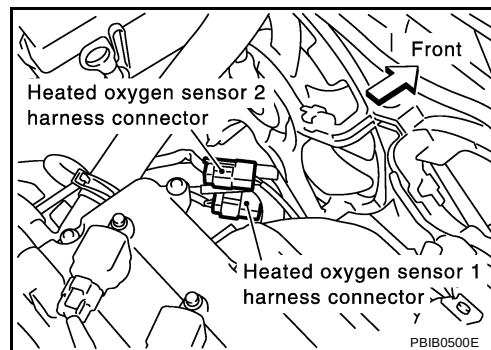
5. Check harness continuity between ECM terminal 35 or HO2S1 terminal 2 and ground.
Refer to Wiring Diagram.

Continuity should not exist.

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

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 FUEL INJECTION SYSTEM FUNCTION

4. CHECK FUEL PRESSURE

1. Release fuel pressure to zero. Refer to [EC-80, "FUEL PRESSURE RELEASE"](#) .
2. Install fuel pressure gauge and check fuel pressure. Refer to [EC-80, "FUEL PRESSURE CHECK"](#) .

At idling: Approximately 350 kPa (3.5 bar, 3.57 kg/cm² , 51 psi)

OK or NG

- OK >> GO TO 6.
NG >> GO TO 5.

5. DETECT MALFUNCTIONING PART

Check the following.

- Fuel pump and circuit (Refer to [EC-617, "FUEL PUMP"](#) .)
- Fuel pressure regulator (Refer to [EC-80, "Fuel Pressure Check"](#) .)
- Fuel lines (Refer to [EM-30, "FUEL INJECTOR AND FUEL TUBE"](#) .)
- Fuel filter for clogging

>> Repair or replace.

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.

1.0 - 4.0 g·m/sec: at idling

4.0 - 10 g·m/sec: at 2,500 rpm

 **With GST**

1. Install all removed parts.
2. Check mass air flow sensor signal in Service \$01 with GST.

1.0 - 4.0 g·m/sec: at idling

4.0 - 10 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 ground. Refer to [EC-178, "DTC P0101 MAF SENSOR"](#) .

DTC P0171 FUEL INJECTION SYSTEM FUNCTION

7. CHECK FUNCTION OF FUEL INJECTORS

① With CONSULT-II

1. Start engine.
2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT-II.
3. Make sure that each circuit produces a momentary engine speed drop.

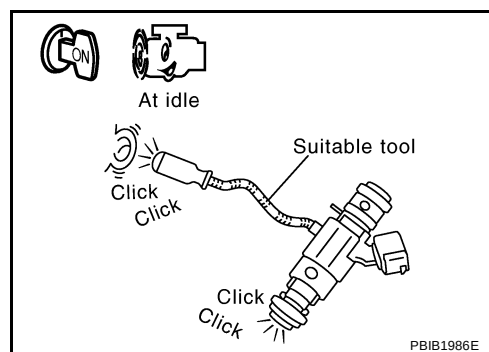
ACTIVE TEST	
POWER BALANCE	
MONITOR	
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V

PBIB0133E

⊗ Without CONSULT-II

1. Start engine.
2. Listen to each fuel injector operating sound.

Clicking noise should be heard.



OK or NG

OK >> GO TO 8.

NG >> Perform trouble diagnosis for FUEL INJECTOR, refer to [EC-611, "FUEL INJECTOR"](#).

8. CHECK FUEL INJECTOR

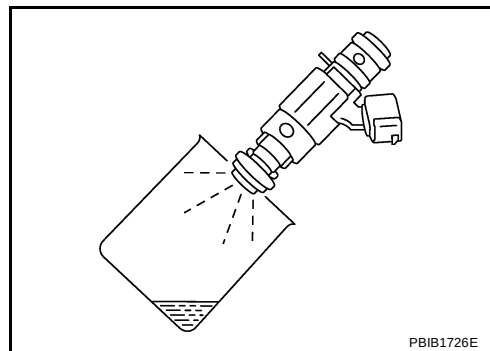
1. Confirm that the engine is cooled down and there are no fire hazards near the vehicle.
2. Turn ignition switch OFF.
3. Remove fuel injector gallery assembly. Refer to [EM-30, "FUEL INJECTOR AND FUEL TUBE"](#). Keep fuel hose and all fuel injectors connected to fuel injector gallery. The fuel injector harness connectors should remain connected.
4. Disconnect all ignition coil harness connectors.
5. Prepare pans or saucers under each fuel injector.
6. Crank engine for about 3 seconds. Make sure that fuel sprays out from fuel injectors.

Fuel should be sprayed evenly for each fuel injector.

OK or NG

OK >> GO TO 9.

NG >> Replace fuel injectors from which fuel does not spray out. Always replace O-ring with new ones.



DTC P0171 FUEL INJECTION SYSTEM FUNCTION

9. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

DTC P0172 FUEL INJECTION SYSTEM FUNCTION

DTC P0172 FUEL INJECTION SYSTEM FUNCTION

PFP:16600

On Board Diagnosis Logic

ABS00D7A

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 heated oxygen sensor 1. The ECM calculates the necessary compensation to correct the offset between the actual and the theoretical ratios.

In case the amount of the compensation value is extremely large (The actual mixture ratio is too rich.), the ECM judges the condition as the fuel injection system malfunction and lights up the MIL (2 trip detection logic).

Sensor	Input Signal to ECM	ECM function	Actuator
Heated oxygen sensor 1	Density of oxygen in exhaust gas (Mixture ratio feedback signal)	Fuel injection control	Fuel injector

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible Cause
P0172 0172	Fuel injection system too rich	- Fuel injection system does not operate properly. - The amount of mixture ratio compensation is too large. (The mixture ratio is too rich.)	- Heated oxygen sensor 1 - Fuel injector - Exhaust gas leaks - Incorrect fuel pressure - Mass air flow sensor

DTC Confirmation Procedure

ABS00D7B

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

- Start engine and warm it up to normal operating temperature.
- Turn ignition switch OFF and wait at least 10 seconds.
- Turn ignition switch ON and select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
- Clear the self-learning control coefficient by touching "CLEAR".
- Select "DATA MONITOR" mode with CONSULT-II.
- Start engine again and let it idle for at least 10 minutes.
The 1st trip DTC P0172 should be detected at this stage, if a malfunction exists. If so, go to [EC-293, "Diagnostic Procedure"](#).

NOTE:

If 1st trip DTC is not detected during above procedure, performing the following procedure is advised.

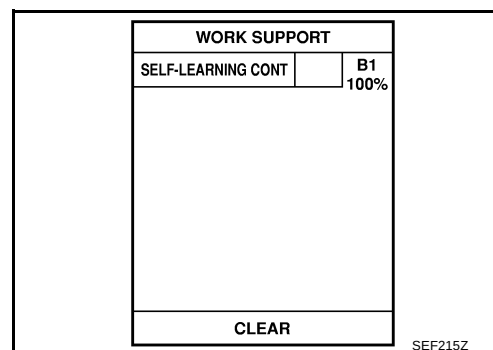
- Turn ignition switch OFF and wait at least 10 seconds.
- Start engine and drive the vehicle under the similar conditions to (1st trip) Freeze Frame Data for a certain time. Refer to the table below.

Hold the accelerator pedal as steady as possible.

The similar conditions to (1st trip) Freeze Frame Data means the vehicle operation that the following conditions should be satisfied at the same time.

Engine speed	Engine speed in the freeze frame data $\pm$ 400 rpm
Vehicle speed	Vehicle speed in the freeze frame data $\pm$ 10 km/h (6 MPH)
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).

- If it is difficult to start engine at step 6, the fuel injection system has a malfunction, too.

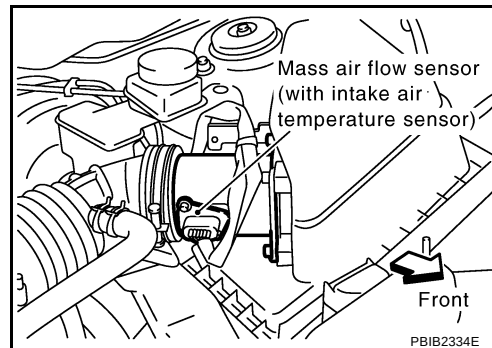


DTC P0172 FUEL INJECTION SYSTEM FUNCTION

8. Crank engine while depressing accelerator pedal.
If engine starts, go to [EC-293, "Diagnostic Procedure"](#) . If engine does not start, remove spark plugs and check for fouling, etc.

WITH GST

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. 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 Service \$03 with GST. Make sure DTC P0102 is detected.
6. Select Service \$04 with GST and erase the DTC P0102.
7. Start engine again and let it idle for at least 10 minutes.
8. Select Service \$07 with GST. The 1st trip DTC P0172 should be detected at this stage, if a malfunction exists. If so, go to [EC-293, "Diagnostic Procedure"](#) .



NOTE:

If 1st trip DTC is not detected during above procedure, performing the following procedure is advised.

- a. Turn ignition switch OFF and wait at least 10 seconds.
- b. Start engine and drive the vehicle under the similar conditions to (1st trip) Freeze Frame Data for a certain time. Refer to the table below.

Hold the accelerator pedal as steady as possible.

The similar conditions to (1st trip) Freeze Frame Data means the vehicle operation that the following conditions should be satisfied at the same time.

Engine speed	Engine speed in the freeze frame data $\pm$ 400 rpm
Vehicle speed	Vehicle speed in the freeze frame data $\pm$ 10 km/h (6 MPH)
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	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).

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 [EC-293, "Diagnostic Procedure"](#) . If engine does not start, remove ignition plugs and check for fouling, etc.

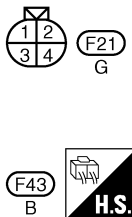
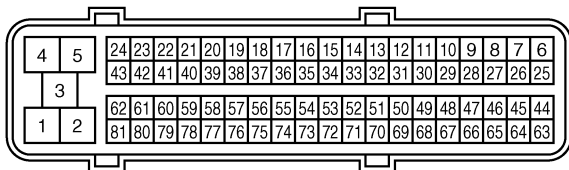
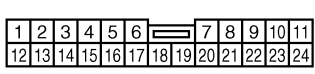
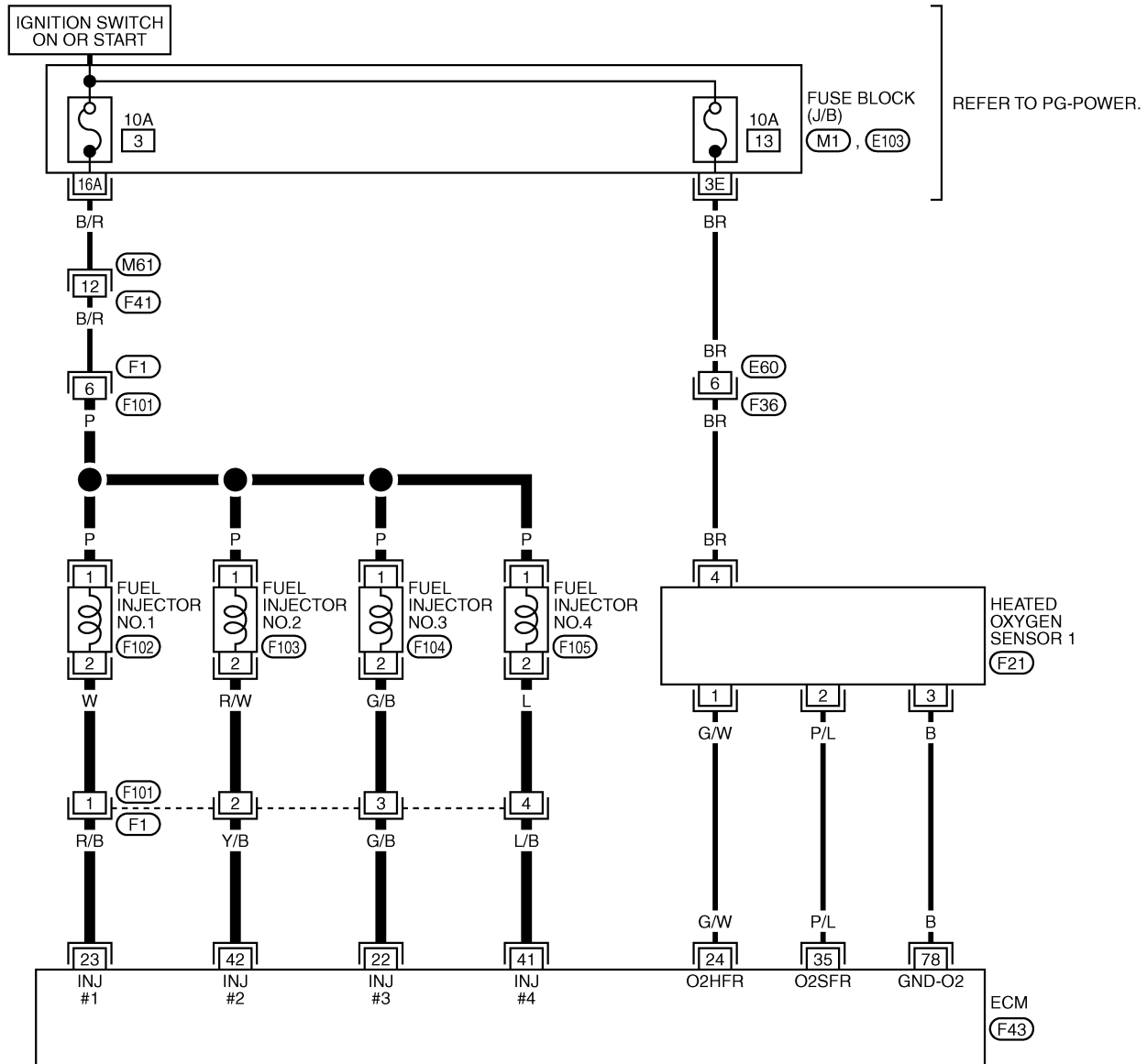
DTC P0172 FUEL INJECTION SYSTEM FUNCTION

Wiring Diagram

ABS00D7C

EC-FUEL-01

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



REFER TO THE FOLLOWING.
 M1, E103 - FUSE BLOCK-JUNCTION BOX (J/B)

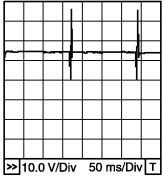
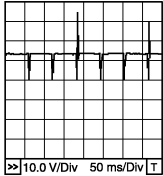
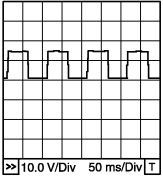
TBWB0841E

DTC P0172 FUEL INJECTION SYSTEM FUNCTION

Specification data are reference values and are measured between each terminal and ground.
Pulse signal is measured by CONSULT-II.

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.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
22 23 41 42	G/B R/B L/B Y/B	Fuel injector No. 3 Fuel injector No. 1 Fuel injector No. 4 Fuel injector No. 2	[Engine is running] ● Warm-up condition ● Idle speed NOTE: The pulse cycle changes depending on rpm at idle.	BATTERY VOLTAGE (11 - 14V)★  PBIB0529E
			[Engine is running] ● Warm-up condition ● Engine speed: 2,000 rpm	BATTERY VOLTAGE (11 - 14V)★  PBIB0530E
24	G/W	Heated oxygen sensor 1 heater	[Engine is running] ● Warm-up condition ● Engine speed: Below 3,600 rpm.	Approximately 7.0V★  PBIB0519E
			[Engine is running] ● Engine speed: Above 3,600 rpm.	BATTERY VOLTAGE (11 - 14V)
35	P/L	Heated oxygen sensor 1	[Engine is running] ● Warm-up condition ● Engine speed: 2,000 rpm	0 - Approximately 1.0V (Periodically change)
78	B	Sensor ground (Heated oxygen sensor)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V

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

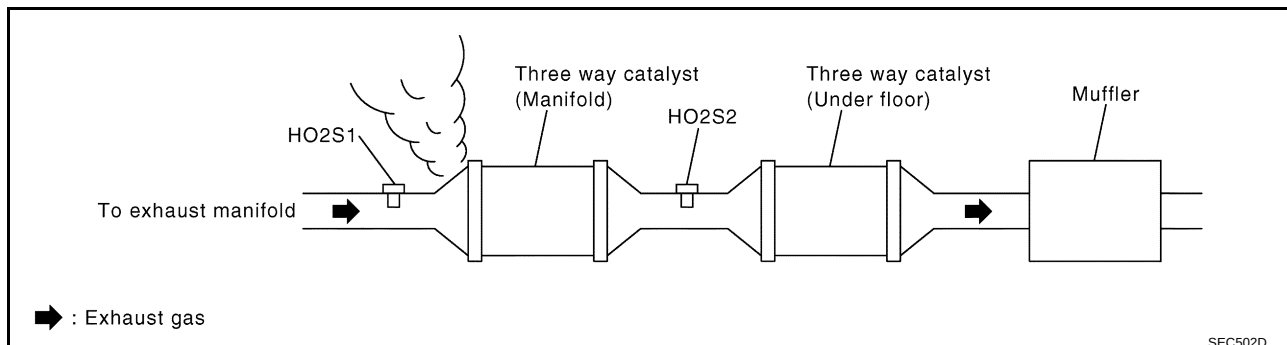
DTC P0172 FUEL INJECTION SYSTEM FUNCTION

Diagnostic Procedure

ABS00D8D

1. CHECK EXHAUST GAS LEAK

1. Start engine and run it at idle.
2. Listen for an exhaust gas leak before three way catalyst (manifold).



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 HEATED OXYGEN SENSOR 1 CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect heated oxygen sensor 1 (HO2S1) harness connector.
3. Disconnect ECM harness connector.
4. Check harness continuity between HO2S1 terminal 2 and ECM terminal 35.
Refer to Wiring Diagram.

Continuity should exist.

5. Check harness continuity between ECM terminal 35 or HO2S1 terminal 2 and ground.
Refer to Wiring Diagram.

Continuity should not exist.

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

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 PRESSURE

1. Release fuel pressure to zero. Refer to [EC-80, "FUEL PRESSURE RELEASE"](#).
2. Install fuel pressure gauge and check fuel pressure. Refer to [EC-80, "FUEL PRESSURE CHECK"](#).

At idling: Approximately 350 kPa (3.5 bar, 3.57 kg/cm², 51 psi)

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 5.

A
EC
C
D
E
F
G
H
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J
K
L
M

DTC P0172 FUEL INJECTION SYSTEM FUNCTION

5. DETECT MALFUNCTIONING PART

Check the following.

- Fuel pump and circuit (Refer to [EC-617, "FUEL PUMP"](#) .)
- Fuel pressure regulator (Refer to [EC-80, "Fuel Pressure Check"](#) .)
- Fuel lines (Refer to [EM-30, "FUEL INJECTOR AND FUEL TUBE"](#) .)
- Fuel filter for clogging

>> Repair or replace.

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.

1.0 - 4.0 g·m/sec: at idling

4.0 - 10 g·m/sec: at 2,500 rpm

With GST

1. Install all removed parts.
2. Check mass air flow sensor signal in Service \$01 with GST.

1.0 - 4.0 g·m/sec: at idling

4.0 - 10 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 ground. Refer to [EC-178, "DTC P0101 MAF SENSOR"](#) .

DTC P0172 FUEL INJECTION SYSTEM FUNCTION

7. CHECK FUNCTION OF FUEL INJECTORS

① With CONSULT-II

1. Start engine.
2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT-II.
3. Make sure that each circuit produces a momentary engine speed drop.

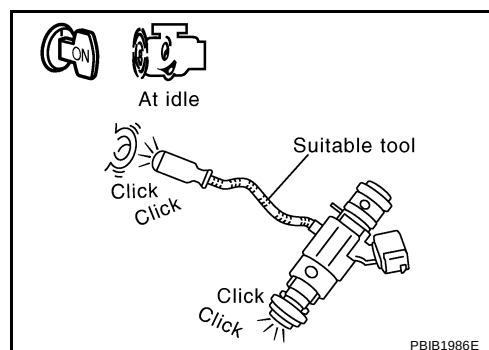
ACTIVE TEST	
POWER BALANCE	
MONITOR	
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V

PBIB0133E

⊗ Without CONSULT-II

1. Start engine.
2. Listen to each fuel injector operating sound.

Clicking noise should be heard.



OK or NG

OK >> GO TO 8.

NG >> Perform trouble diagnosis for FUEL INJECTOR, refer to [EC-611, "FUEL INJECTOR"](#) .

8. CHECK FUEL INJECTOR

1. Remove fuel injector assembly. Refer to [EM-30, "FUEL INJECTOR AND FUEL TUBE"](#) .
Keep fuel hose and all fuel injectors connected to fuel injector gallery.
2. Confirm that the engine is cooled down and there are no fire hazards near the vehicle.
3. Disconnect fuel injector harness connectors.
4. Disconnect all ignition coil harness connectors.
5. Prepare pans or saucers under each fuel injectors.
6. Crank engine for about 3 seconds.
Make sure fuel does not drip from fuel injector.

OK or NG

OK (Does not drip.)>>GO TO 9.

NG (Drips.)>>Replace the fuel injectors from which fuel is dripping. Always replace O-ring with new one.

9. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

DTC P0181 FTT SENSOR

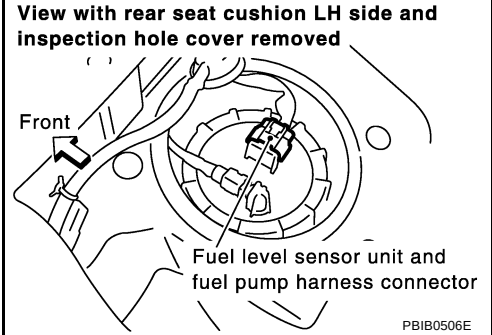
DTC P0181 FTT SENSOR

PFP:22630

Component Description

ABS00COQ

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



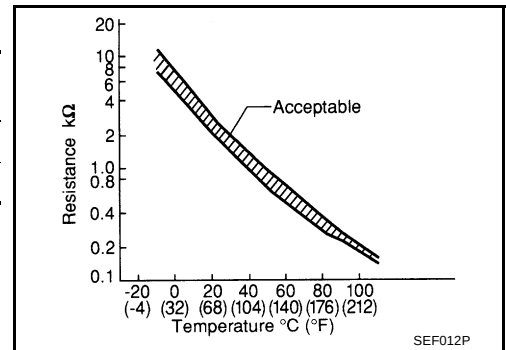
<Reference data>

Fluid temperature °C (°F)	Voltage* V	Resistance kΩ
20 (68)	3.5	2.3 - 2.7
50 (122)	2.2	0.79 - 0.90

*: This data is reference value and is measured between ECM terminal 107 (Fuel tank temperature sensor) and ground.

CAUTION:

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



On Board Diagnosis Logic

ABS00COR

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0181 0181	Fuel tank temperature sensor circuit range/performance	Rationally incorrect voltage from the sensor is sent to ECM, compared with the voltage signals from engine coolant temperature sensor and intake air temperature sensor.	● Harness or connectors (The sensor circuit is open or shorted) ● Fuel tank temperature sensor

DTC Confirmation Procedure

ABS00COS

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. Wait at least 10 seconds.
If the result is NG, go to [EC-299, "Diagnostic Procedure"](#).
If the result is OK, go to following step.
4. Check "COOLAN TEMP/S" value.
If the "COOLAN TEMP/S" is less than 60°C (140°F), the result will be OK.
If the "COOLAN TEMP/S" is above 60°C (140°F), go to the following step.
5. Cool engine down until "COOLAN TEMP/S" signal is less than 60°C (140°F).
6. Wait at least 10 seconds.
7. If 1st trip DTC is detected, go to [EC-299, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
INT/A TEMP/S	XXX °C

SEF475Y

DTC P0181 FTT SENSOR



WITH GST

Follow the procedure “WITH CONSULT-II” above.

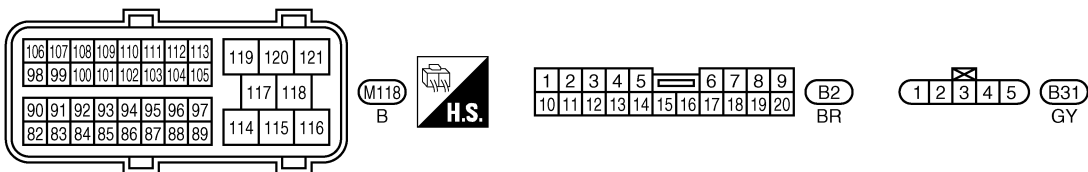
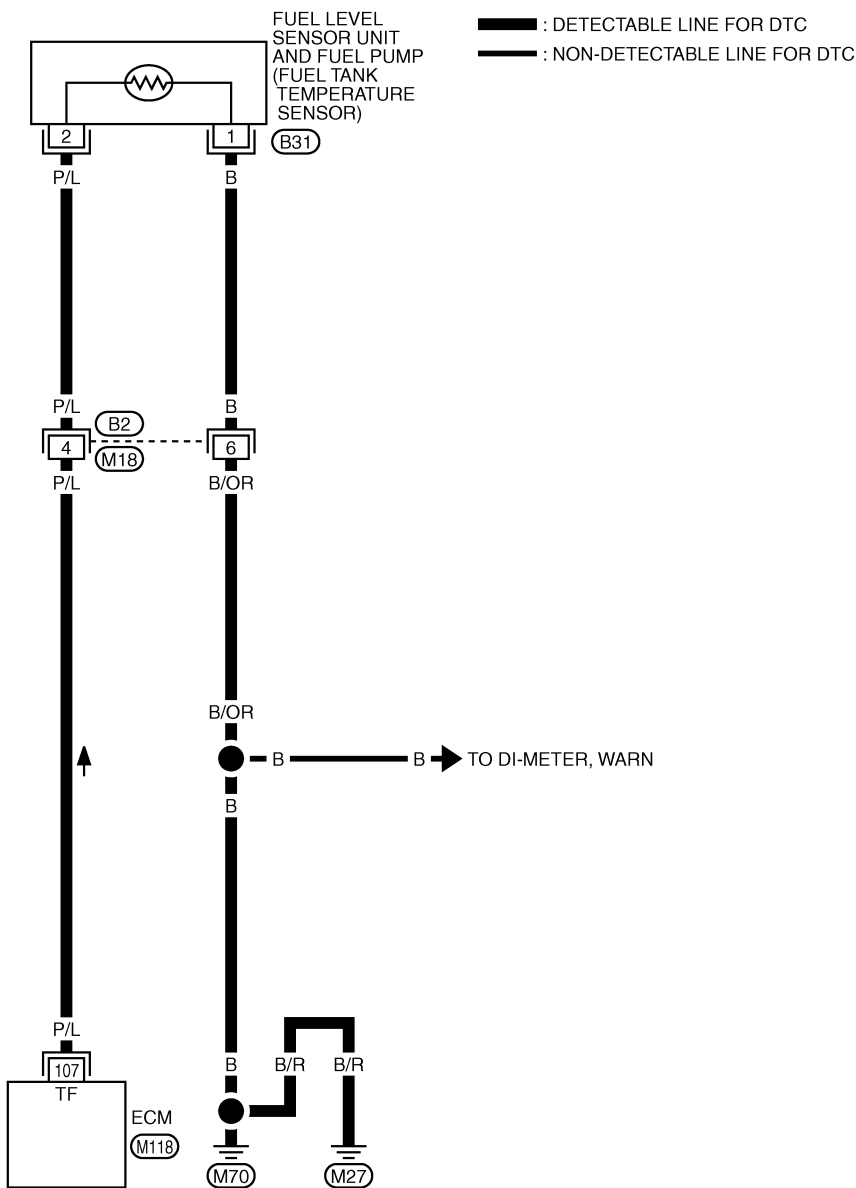
- A
- EC**
- C
- D
- E
- F
- G
- H
- I
- J
- K
- L
- M

DTC P0181 FTT SENSOR

Wiring Diagram

ABS00COT

EC-FTTS-01



TBWB0842E

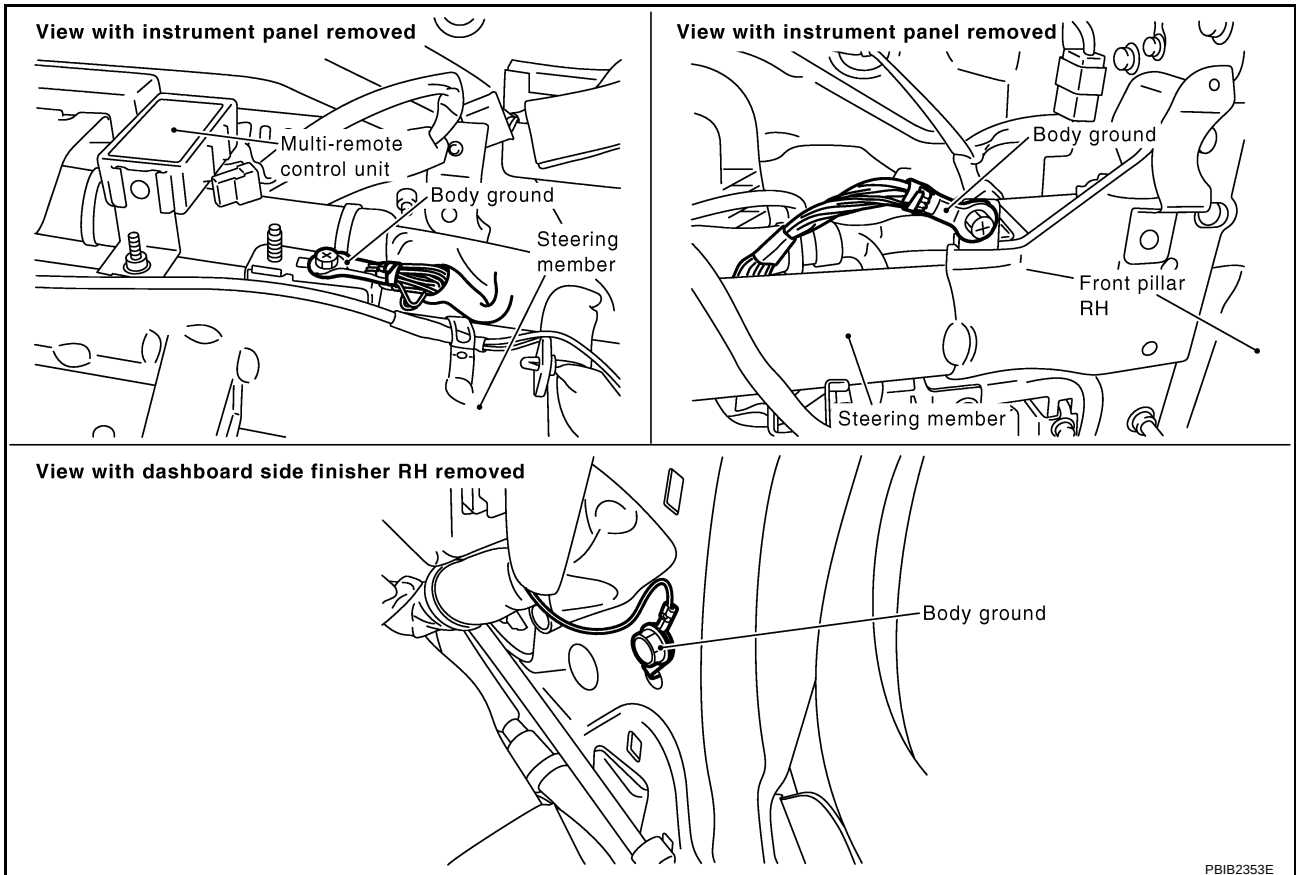
DTC P0181 FTT SENSOR

ABS00COU

Diagnostic Procedure

1. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten three ground screws on the body. Refer to [EC-151, "Ground Inspection"](#).



PBIB2353E

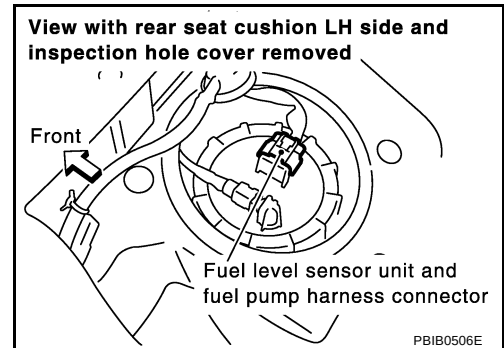
OK or NG

- OK >> GO TO 2.
NG >> Repair or replace ground connections.

DTC P0181 FTT SENSOR

2. CHECK FUEL TANK TEMPERATURE SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect “fuel level sensor unit and fuel pump” harness connector.
3. Turn ignition switch ON.

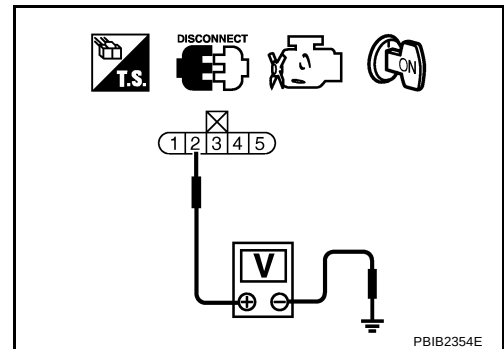


4. Check voltage between “fuel level sensor unit and fuel pump” terminal 2 and ground with CONSULT-II or tester.

Voltage: Approximately 5V

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 3.



3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors B2, M18
- Harness for open or short between ECM and “fuel level sensor unit and fuel pump”

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

4. CHECK FUEL TANK TEMPERATURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between “fuel level sensor unit and fuel pump” terminal 1 and ground. Refer to Wiring Diagram.

Continuity should exist.

4. Also check harness for short to power.

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 5.

5. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors B2, M18
- Harness for open or short between “fuel level sensor unit and fuel pump” and ECM.

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

DTC P0181 FTT SENSOR

6. CHECK FUEL TANK TEMPERATURE SENSOR

Refer to, [EC-301, "Component Inspection"](#) .

OK or NG

OK >> GO TO 7.

NG >> Replace fuel level sensor unit.

7. CHECK INTERMITTENT INCIDENT

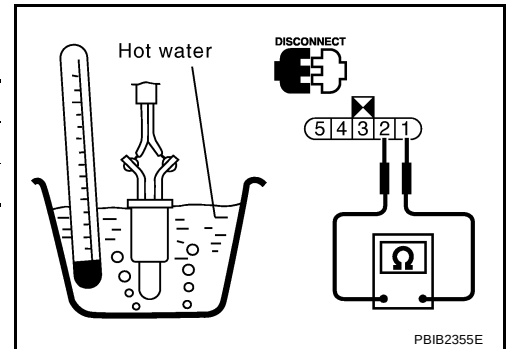
Perform [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

Component Inspection FUEL TANK TEMPERATURE SENSOR

Check resistance 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



Removal and Installation FUEL TANK TEMPERATURE SENSOR

Refer to [FL-4, "FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY"](#) .

DTC P0182, P0183 FTT SENSOR

DTC P0182, P0183 FTT SENSOR

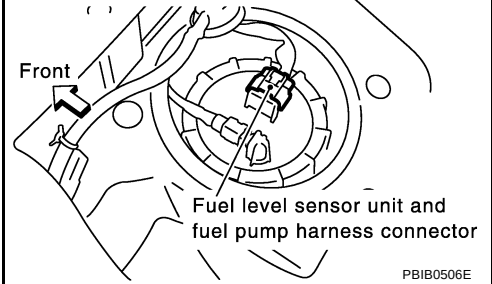
PFP:22630

Component Description

ABS00COX

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.

View with rear seat cushion LH side and inspection hole cover removed



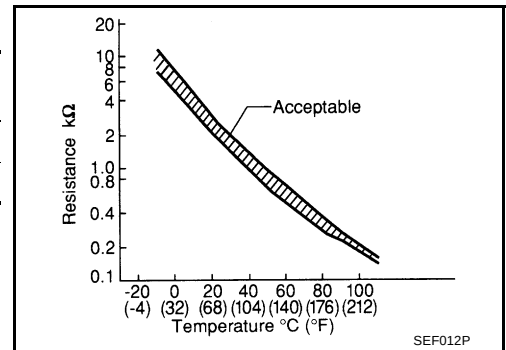
<Reference data>

Fluid temperature °C (°F)	Voltage* V	Resistance kΩ
20 (68)	3.5	2.3 - 2.7
50 (122)	2.2	0.79 - 0.90

*: This data is reference value and is measured between ECM terminal 107 (Fuel tank temperature sensor) and ground.

CAUTION:

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



On Board Diagnosis Logic

ABS00COY

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0182 0182	Fuel tank temperature sensor circuit low input	An excessively low voltage from the sensor is sent to ECM.	● Harness or connectors (The sensor circuit is open or shorted.) ● Fuel tank temperature sensor
P0183 0183	Fuel tank temperature sensor circuit high input	An excessively high voltage from the sensor is sent to ECM.	

DTC Confirmation Procedure

ABS00COZ

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. Wait at least 5 seconds.
4. If 1st trip DTC is detected, go to [EC-304, "Diagnostic Procedure"](#).

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

SEF174Y

WITH GST

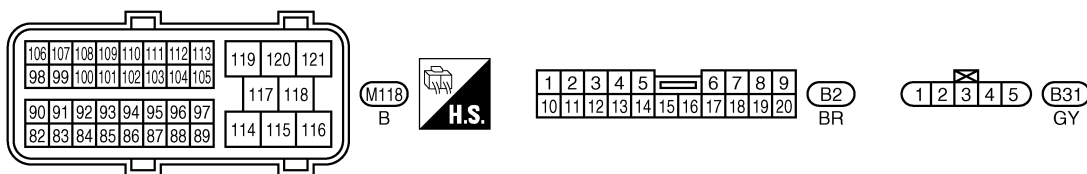
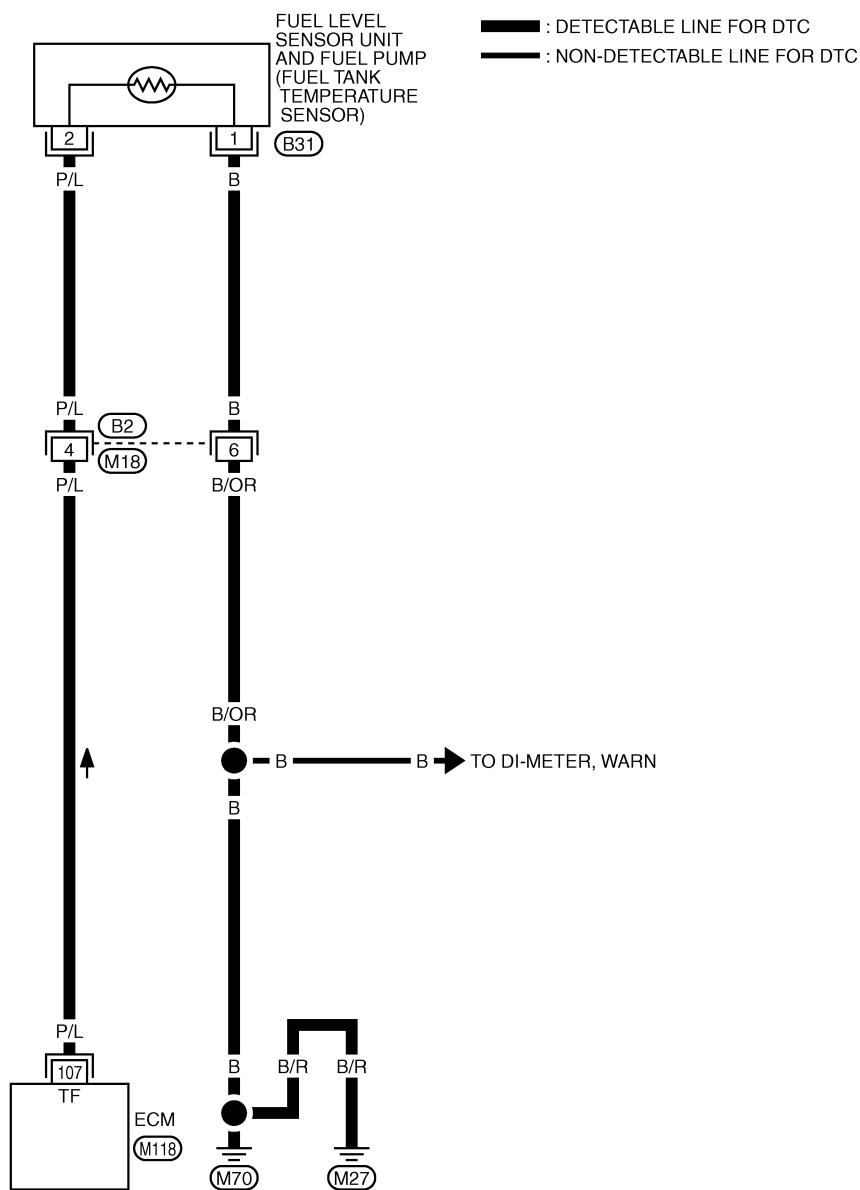
Follow the procedure "WITH CONSULT-II" above.

DTC P0182, P0183 FTT SENSOR

Wiring Diagram

ABS00CP0

EC-FTTS-01



TBWB0842E

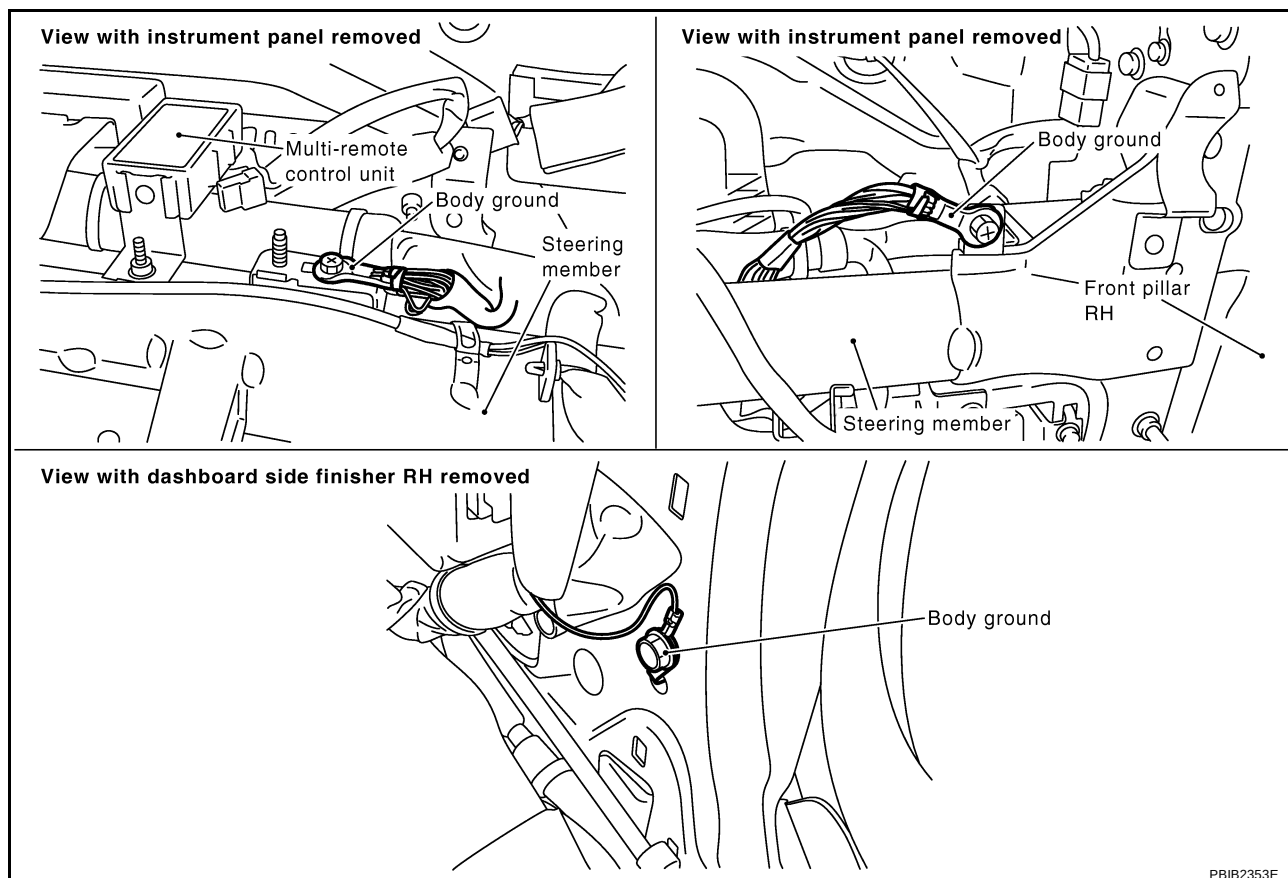
DTC P0182, P0183 FTT SENSOR

ABS00CP1

Diagnostic Procedure

1. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten three ground screws on the body. Refer to [EC-151, "Ground Inspection"](#).



PBIB2353E

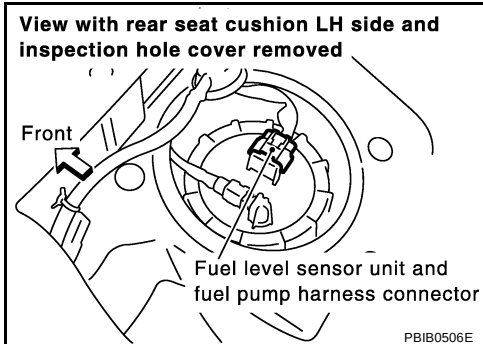
OK or NG

- OK >> GO TO 2.
NG >> Repair or replace ground connections.

DTC P0182, P0183 FTT SENSOR

2. CHECK FUEL TANK TEMPERATURE SENSOR POWER SUPPLY CIRCUIT

1. Disconnect "fuel level sensor unit and fuel pump" harness connector.
2. Turn ignition switch ON.

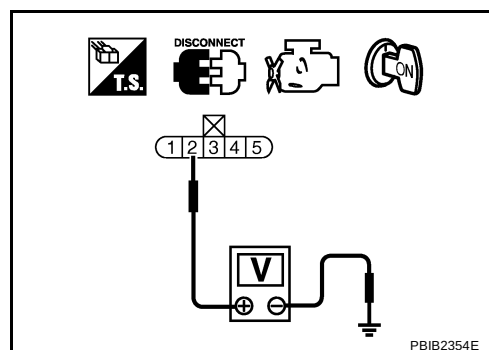


3. Check voltage between "fuel level sensor unit and fuel pump" terminal 2 and ground with CONSULT-II or tester.

Voltage: Approximately 5V

OK or NG

- OK >> GO TO 4.
NG >> GO TO 3.



3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors B2, M18
- Harness for open or short between ECM and "fuel level sensor unit and fuel pump"

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

4. CHECK FUEL TANK TEMPERATURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between "fuel level sensor unit and fuel pump" terminal 1 and ground. Refer to Wiring Diagram.

Continuity should exist.

4. Also check harness for short to power.

OK or NG

- OK >> GO TO 6.
NG >> GO TO 5.

5. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors B2, M18
- Harness for open or short between "fuel level sensor unit and fuel pump" and ECM

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

DTC P0182, P0183 FTT SENSOR

6. CHECK FUEL TANK TEMPERATURE SENSOR

Refer to, [EC-306, "Component Inspection"](#) .

OK or NG

OK >> GO TO 7.

NG >> Replace "fuel level sensor unit and fuel pump".

7. CHECK INTERMITTENT INCIDENT

Perform [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

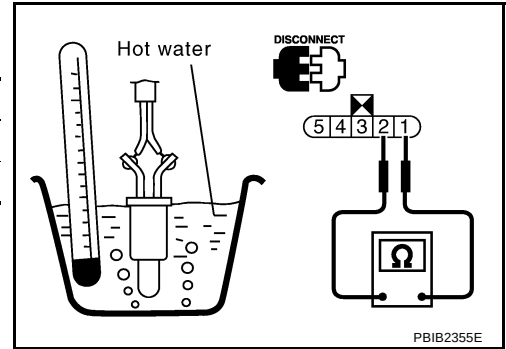
>> INSPECTION END

Component Inspection FUEL TANK TEMPERATURE SENSOR

Check resistance 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

If NG, replace "fuel level sensor unit and fuel pump".



Removal and Installation FUEL TANK TEMPERATURE SENSOR

Refer to [FL-4, "FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY"](#) .

DTC P0222, P0223 TP SENSOR

DTC P0222, P0223 TP SENSOR

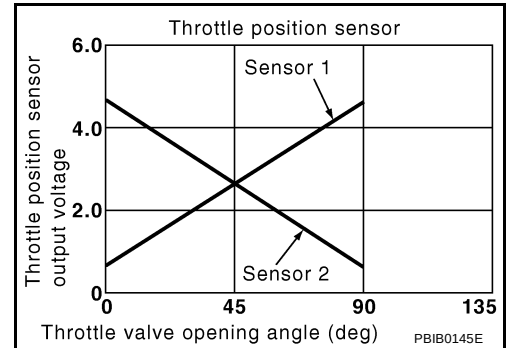
PFP:16119

Component Description

ABS00CP4

Electric throttle control actuator consists of throttle control motor, throttle position sensor, etc. The throttle position sensor responds to the throttle valve movement.

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



CONSULT-II Reference Value in Data Monitor Mode

ABS00CP5

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
THRTL SEN 1 THRTL SEN 2*	● Ignition switch: ON (Engine stopped)	Accelerator pedal: Fully released	More than 0.36V
	● Shift lever: D (A/T), 1st (M/T)	Accelerator pedal: Fully depressed	Less than 4.75V

*: Throttle position sensor 2 signal is converted by ECM internally. Thus, it differs from ECM terminals voltage signal.

On Board Diagnosis Logic

ABS00CP6

These self-diagnoses have the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0222 0222	Throttle position sensor 1 circuit low input	An excessively low voltage from the TP sensor 1 is sent to ECM.	● Harness or connectors (The TP sensor 1 circuit is open or shorted.) (The APP sensor 2 circuit is shorted.) ● Electric throttle control actuator (TP sensor 1) ● Accelerator pedal position sensor (APP sensor 2)
P0223 0223	Throttle position sensor 1 circuit high input	An excessively high voltage from the TP sen- sor 1 is sent to ECM.	

FAIL-SAFE MODE

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

Engine operation condition in fail-safe mode

The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees.

The ECM regulates the opening speed of the throttle valve to be slower than the normal condition.

So, the acceleration will be poor.

DTC P0222, P0223 TP SENSOR

DTC Confirmation Procedure

ABS00CP7

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

1. Turn ignition switch ON.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [EC-311, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

 WITH GST

Follow the procedure "WITH CONSULT-II" above.

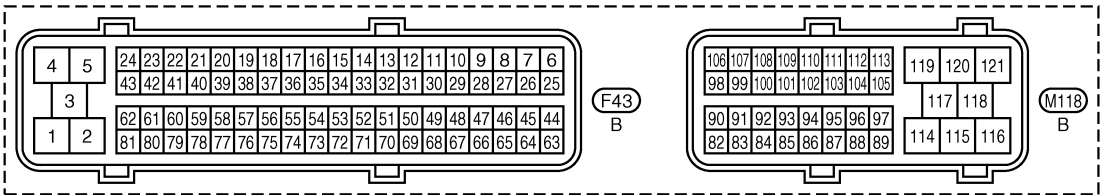
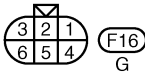
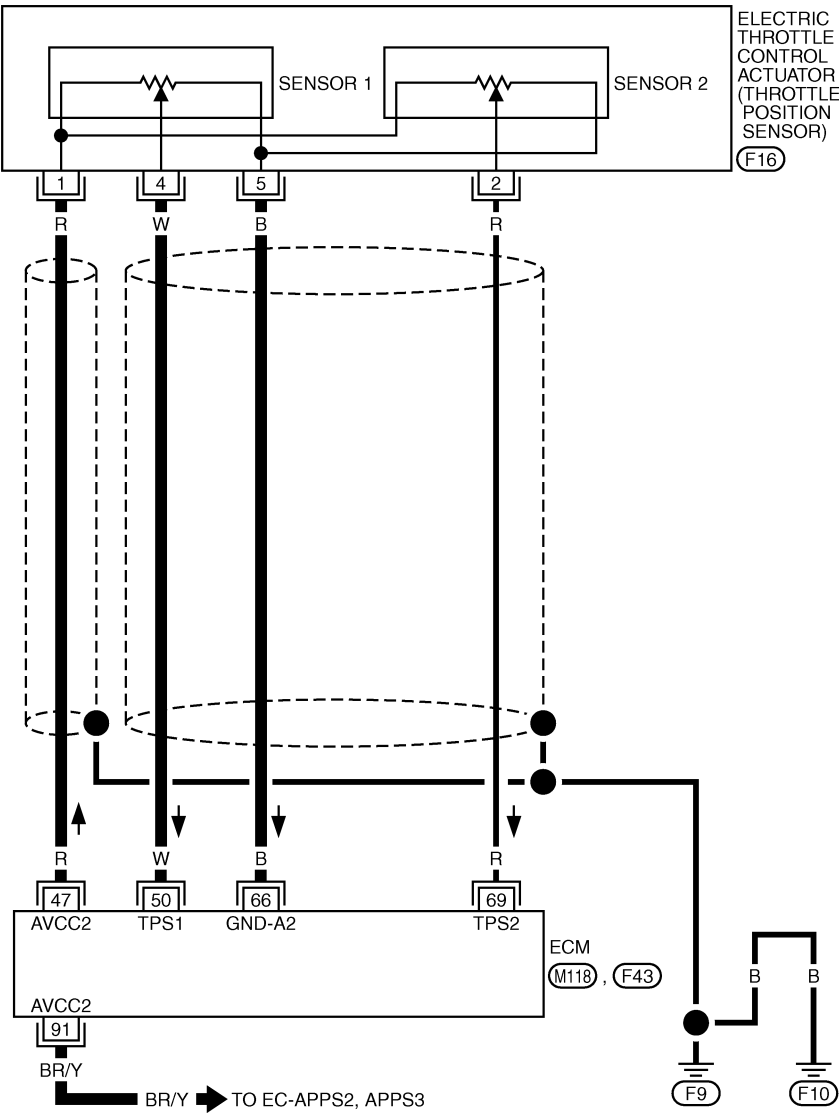
DTC P0222, P0223 TP SENSOR

Wiring Diagram

ABS00CP8

EC-TPS1-01

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



TBWB0119E

DTC P0222, P0223 TP SENSOR

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.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
47	R	Sensor power supply (Throttle position sensor)	[Ignition switch: ON]	Approximately 5V
50	W	Throttle position sensor 1	[Ignition switch: ON] ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully released	More than 0.36V
			[Ignition switch: ON] ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully depressed	Less than 4.75V
66	B	Sensor ground (Throttle position sensor)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
69	R	Throttle position sensor 2	[Ignition switch: ON] ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully released	Less than 4.75V
			[Ignition switch: ON] ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully depressed	More than 0.36V
91	BR/Y	Sensor power supply (Accelerator pedal position sensor 2)	[Ignition switch: ON]	Approximately 5V

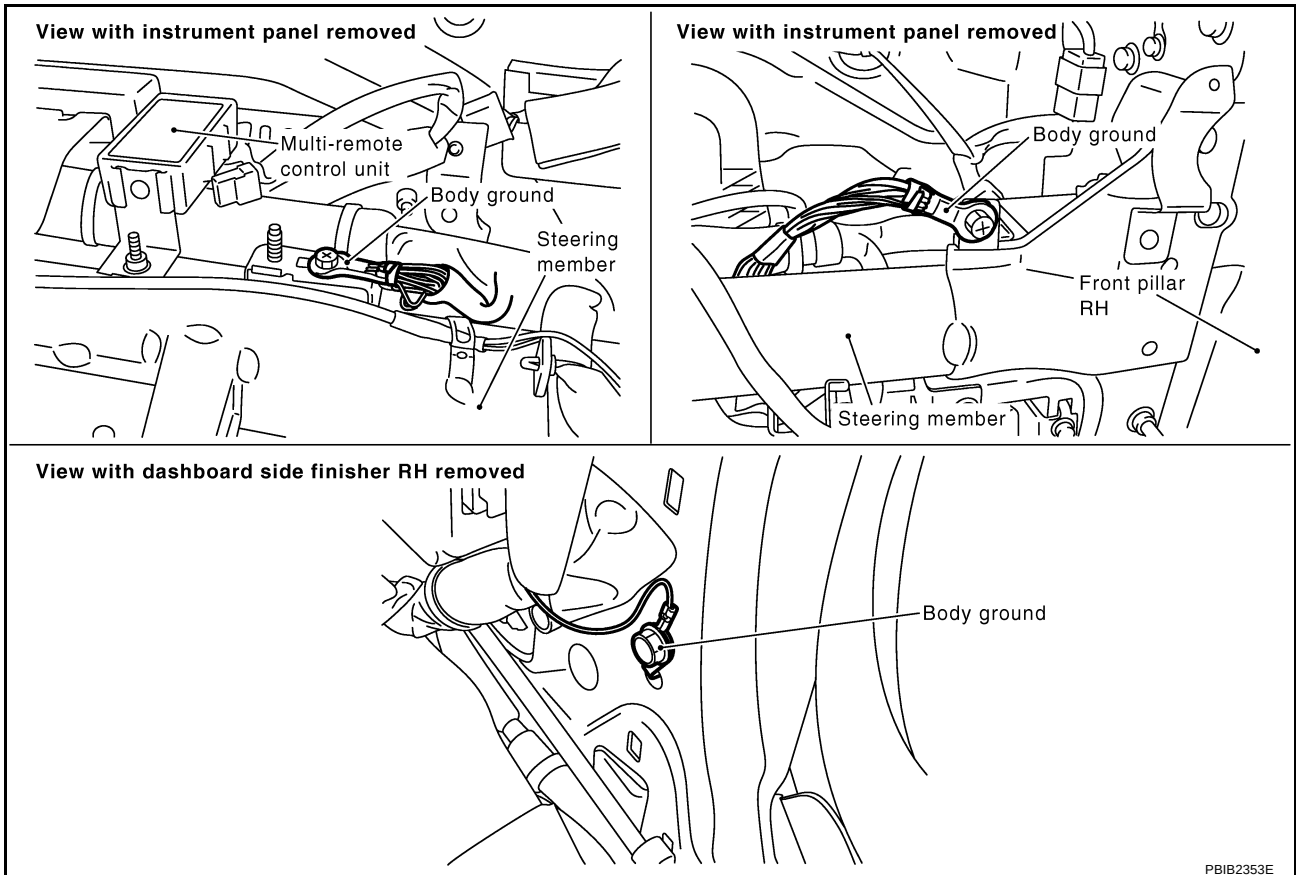
DTC P0222, P0223 TP SENSOR

ABS00CP9

Diagnostic Procedure

1. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten three ground screws on the body. Refer to [EC-151, "Ground Inspection"](#).



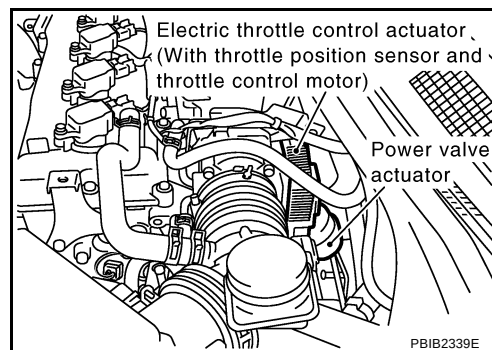
OK or NG

- OK >> GO TO 2.
NG >> Repair or replace ground connections.

DTC P0222, P0223 TP SENSOR

2. CHECK THROTTLE POSITION SENSOR 1 POWER SUPPLY CIRCUIT-I

1. Disconnect electric throttle control actuator harness connector.
2. Turn ignition switch ON.

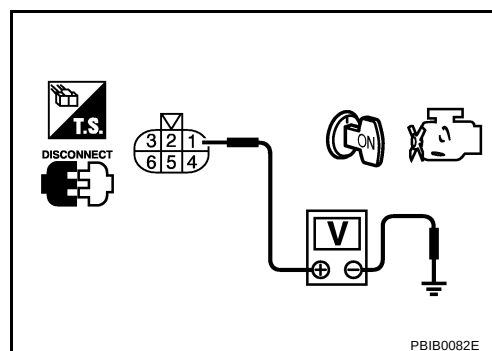


3. Check voltage between electric throttle control actuator terminal 1 and ground with CONSULT-II or tester.

Voltage: Approximately 5V

OK or NG

- OK >> GO TO 7.
NG >> GO TO 3.



3. CHECK THROTTLE POSITION SENSOR 1 POWER SUPPLY CIRCUIT-II

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between electric throttle control actuator terminal 1 and ECM terminal 47. Refer to Wiring Diagram.

Continuity should exist.

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 THROTTLE POSITION SENSOR 1 POWER SUPPLY CIRCUIT-III

Check the following.

- Harness for short to power and short to ground, between the following terminals.

ECM terminal	Sensor terminal	Reference Wiring Diagram
47	Electric throttle control actuator terminal 1	EC-209
91	APP sensor terminal 4	EC-562

OK or NG

- OK >> GO TO 5.
NG >> Repair short to ground or short to power in harness or connectors.

5. CHECK APP SENSOR

Refer to [EC-567, "Component Inspection"](#).

OK or NG

- OK >> GO TO 11.
NG >> GO TO 6.

6. REPLACE ACCELERATOR PEDAL ASSEMBLY

1. Replace accelerator pedal assembly.
2. Perform [EC-77, "Accelerator Pedal Released Position Learning"](#) .
3. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
4. Perform [EC-78, "Idle Air Volume Learning"](#) .

>> INSPECTION END

7. CHECK THROTTLE POSITION SENSOR 1 GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 66 and electric throttle control actuator terminal 5. Refer to Wiring Diagram.

Continuity should exist.

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

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 THROTTLE POSITION SENSOR 1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between ECM terminal 50 and electric throttle control actuator terminal 4. 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 9.

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

9. CHECK THROTTLE POSITION SENSORRefer to [EC-314, "Component Inspection"](#) .

OK or NG

OK >> GO TO 11.

NG >> GO TO 10.

10. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace the electric throttle control actuator.
2. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-78, "Idle Air Volume Learning"](#) .

>> INSPECTION END

11. CHECK INTERMITTENT INCIDENTRefer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

DTC P0222, P0223 TP SENSOR

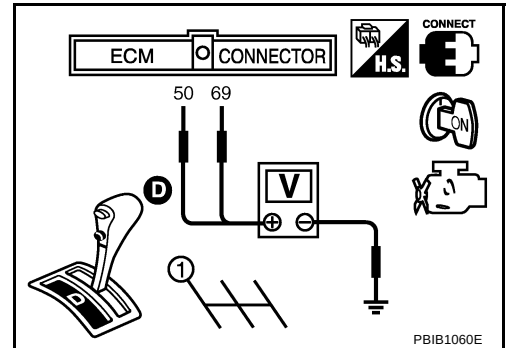
Component Inspection THROTTLE POSITION SENSOR

ABS00CPA

1. Reconnect all harness connectors disconnected.
2. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
3. Turn ignition switch ON.
4. Set shift lever to D (A/T) or 1st (M/T) position.
5. Check voltage between ECM terminals 50 (TP sensor 1 signal), 69 (TP sensor 2 signal) and ground under the following conditions.

Terminal	Accelerator pedal	Voltage
50 (Throttle position sensor 1)	Fully released	More than 0.36V
	Fully depressed	Less than 4.75V
69 (Throttle position sensor 2)	Fully released	Less than 4.75V
	Fully depressed	More than 0.36V

6. If NG, replace electric throttle control actuator and go to the next step.
7. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
8. Perform [EC-78, "Idle Air Volume Learning"](#) .



Remove and Installation ELECTRIC THROTTLE CONTROL ACTUATOR

ABS00CPB

Refer to [EM-16, "INTAKE MANIFOLD"](#) .

DTC P0300 - P0304 MULTIPLE CYLINDER MISFIRE, NO. 1 - 4 CYLINDER MISFIRE

DTC P0300 - P0304 MULTIPLE CYLINDER MISFIRE, NO. 1 - 4 CYLINDER MISFIRE

PFP:00000

On Board Diagnosis Logic

ABS00CPC

When a misfire occurs, engine speed will fluctuate. If the engine speed fluctuates enough to cause the crankshaft position (CKP) sensor (POS) signal to vary, ECM can determine that a misfire is occurring.

Sensor	Input Signal to ECM	ECM function
Crankshaft position sensor (POS)	Engine speed	On board diagnosis of misfire

The misfire detection logic consists of the following two conditions.

1. One Trip Detection Logic (Three way catalyst damage)
On the 1st trip 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 (POS) 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 2nd 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 2nd trip. During this condition, the ECM monitors the CKP sensor signal every 1,000 engine revolutions.
A misfire malfunction can be detected on any one cylinder or on multiple cylinders.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0300 0300	Multiple cylinder misfire detected	Multiple cylinder misfire.	● Improper spark plug ● Insufficient compression ● Incorrect fuel pressure ● The fuel injector circuit is open or shorted ● Fuel injector ● Intake air leak ● The ignition signal circuit is open or shorted ● Lack of fuel ● Drive plate or flywheel ● Heated oxygen sensor 1 ● Incorrect PCV hose connection
P0301 0301	No.1 cylinder misfire detected	No. 1 cylinder misfires.	
P0302 0302	No. 2 cylinder misfire detected	No. 2 cylinder misfires.	
P0303 0303	No. 3 cylinder misfire detected	No. 3 cylinder misfires.	
P0304 0304	No. 4 cylinder misfire detected	No. 4 cylinder misfires.	

DTC Confirmation Procedure

ABS00CPD

CAUTION:

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

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 P0300 - P0304 MULTIPLE CYLINDER MISFIRE, NO. 1 - 4 CYLINDER MISFIRE

WITH CONSULT-II

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. Restart engine and let it idle for about 15 minutes.
5. If 1st trip DTC is detected, go to [EC-316, "Diagnostic Procedure"](#).

NOTE:

If 1st trip DTC is not detected during above procedure, performing the following procedure is advised.

- a. Turn ignition switch OFF and wait at least 10 seconds.
- b. Start engine and drive the vehicle under the similar conditions to (1st trip) Freeze Frame Data for a certain time. Refer to the table below.

Hold the accelerator pedal as steady as possible.

The similar conditions to (1st trip) Freeze Frame Data means the vehicle operation that the following conditions should be satisfied at the same time.

Engine speed	Engine speed in the freeze frame data $\pm$ 400 rpm
Vehicle speed	Vehicle speed in the freeze frame data $\pm$ 10 km/h (6 MPH)
Engine coolant temperature (T) condition	When the freeze frame data shows lower than 70 °C (158 °F), T should be lower than 70 °C (158 °F).
	When the freeze frame data shows higher than or equal to 70 °C (158 °F), T should be higher than or equal to 70 °C (158 °F).

The time to driving varies according to the engine speed in the freeze frame data.

Engine speed	Time
Around 1,000 rpm	Approximately 10 minutes
Around 2,000 rpm	Approximately 5 minutes
More than 3,000 rpm	Approximately 3.5 minutes

WITH GST

Follow the procedure "WITH CONSULT-II" above.

Diagnostic Procedure

ABS00CPE

1. CHECK FOR INTAKE AIR LEAK AND PCV HOSE

1. Start engine and run it at idle speed.
2. Listen for the sound of the intake air leak.
3. Check PCV hose connection.

OK or NG

OK >> GO TO 2.

NG >> Discover air leak location and repair.

2. CHECK FOR EXHAUST SYSTEM CLOGGING

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.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLANT TEMP/S	XXX °C
VHCL SPEED SE	XXX km/h
B/FUEL SCHDL	XXX msec

PBIB0164E

DTC P0300 - P0304 MULTIPLE CYLINDER MISFIRE, NO. 1 - 4 CYLINDER MISFIRE

3. PERFORM POWER BALANCE TEST

With CONSULT-II

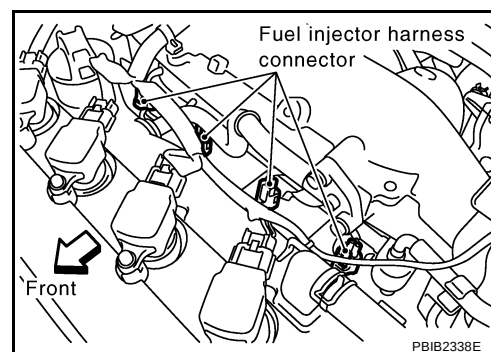
1. Perform "POWER BALANCE" in "ACTIVE TEST" mode.
2. Is there any cylinder which does not produce a momentary engine speed drop?

ACTIVE TEST	
POWER BALANCE	
MONITOR	
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V

PBIB0133E

Without CONSULT-II

When disconnecting each fuel injector harness connector one at a time, is there any cylinder which does not produce a momentary engine speed drop?



Yes or No

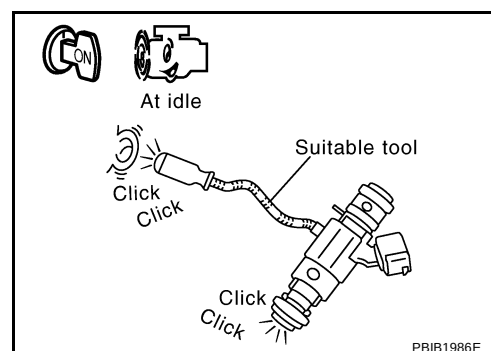
- Yes >> GO TO 4.
No >> GO TO 9.

4. CHECK FUEL INJECTOR

Does each fuel injector make an operating sound at idle?

Yes or No

- Yes >> GO TO 5.
No >> Check fuel injector(s) and circuit(s). Refer to [EC-611](#), "FUEL INJECTOR".



DTC P0300 - P0304 MULTIPLE CYLINDER MISFIRE, NO. 1 - 4 CYLINDER MISFIRE

5. CHECK FUNCTION OF IGNITION COIL-I

CAUTION:

Do the following procedure in the place where ventilation is good without the combustible.

1. Turn ignition switch OFF.
2. Remove fuel pump fuse located in fuse box to release fuel pressure.

NOTE:

Do not use CONSULT-II to release fuel pressure, or fuel pressure applies again during the following procedure.

3. Start engine.
4. After engine stalls, crank it two or three times to release all fuel pressure.
5. Turn ignition switch OFF.
6. Remove all ignition coil harness connectors to avoid the electrical discharge from the ignition coils.
7. Remove ignition coil and spark plug of the cylinder to be checked.
8. Crank engine for 5 seconds or more to remove combustion gas in the cylinder.
9. Connect spark plug and harness connector to ignition coil.
10. Fix ignition coil using a rope etc. with gap of 13 - 17 mm between the edge of the spark plug and grounded metal portion as shown in the figure.
11. Crank engine for about 3 seconds, and check whether spark is generated between the spark plug and the grounded metal portion.

Spark should be generated.

CAUTION:

- Do not approach to the spark plug and the ignition coil within 50cm. Be careful not to get an electrical shock while checking, because the electrical discharge voltage becomes 20kV or more.
- It might cause to damage the ignition coil if the gap of more than 17 mm is taken.

NOTE:

When the gap is less than 13 mm, the spark might be generated even if the coil is malfunctioning.

OK or NG

- OK >> GO TO 9.
NG >> GO TO 6.

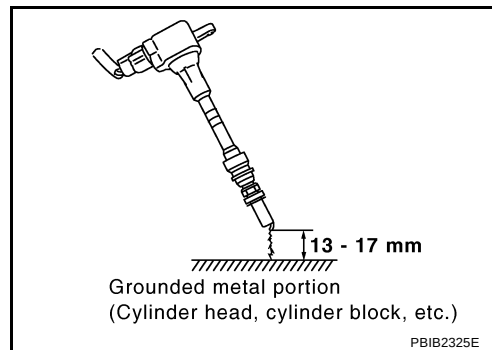
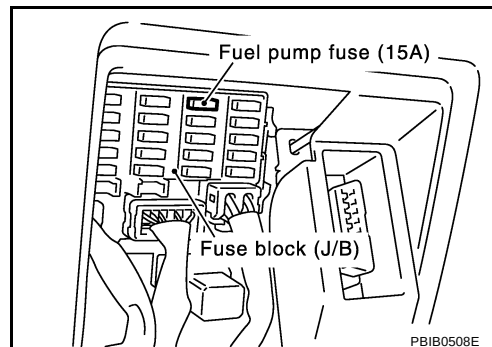
6. CHECK FUNCTION OF IGNITION COIL-II

1. Turn ignition switch OFF.
2. Disconnect spark plug and connect a known-good spark plug.
3. Crank engine for about 3 seconds, and recheck whether spark is generated between the spark plug and the grounded metal portion.

Spark should be generated.

OK or NG

- OK >> GO TO 7.
NG >> Check ignition coil, power transistor and their circuits. Refer to [EC-623, "IGNITION SIGNAL"](#).



DTC P0300 - P0304 MULTIPLE CYLINDER MISFIRE, NO. 1 - 4 CYLINDER MISFIRE

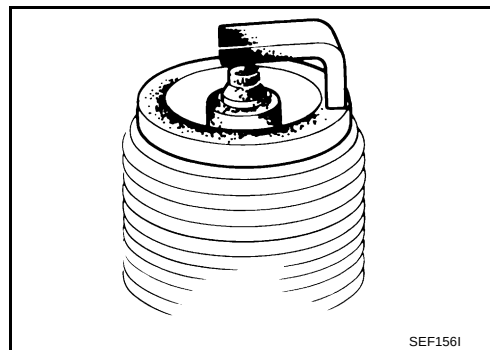
7. CHECK SPARK PLUG

Check the spark plugs and check for fouling, etc.

OK or NG

OK >> GO TO 8.

NG >> Repair or replace spark plug (s) with standard type one (s). For spark plug type ignition coil. Refer to [MA-17, "Changing Spark Plugs \(Platinum-Tipped Type\)"](#) .



8. CHECK FUNCTION OF IGNITION COIL-III

1. Reconnect the initial spark plugs.
2. Crank engine for about 3 seconds, and recheck whether spark is generated between the spark plug and the grounded portion.

Spark should be generated.

OK or NG

OK >> **INSPECTION END**

NG >> Replace spark plug(s) with standard type one(s). For spark plug type, refer to [MA-17, "Changing Spark Plugs \(Platinum-Tipped Type\)"](#) .

9. CHECK COMPRESSION PRESSURE

Check compression pressure.

Refer to [EM-62, "CHECKING COMPRESSION PRESSURE"](#) .

OK or NG

OK >> GO TO 10.

NG >> Check pistons, piston rings, valves, valve seats and cylinder head gaskets.

10. CHECK FUEL PRESSURE

1. Install all removed parts.
2. Release fuel pressure to zero. Refer to [EC-80, "FUEL PRESSURE RELEASE"](#) .
3. Install fuel pressure gauge and check fuel pressure. Refer to [EC-80, "FUEL PRESSURE CHECK"](#)

At idle: Approximately. 350 kPa (3.57 kg/cm² , 51 psi)

OK or NG

OK >> GO TO 12.

NG >> GO TO 11.

11. DETECT MALFUNCTIONING PART

Check the following.

- Fuel pump and circuit (Refer to [EC-617, "FUEL PUMP"](#) .)
- Fuel pressure regulator (Refer to [EC-80, "Fuel Pressure Check"](#) .)
- Fuel lines (Refer to [EM-30, "FUEL INJECTOR AND FUEL TUBE"](#) .)
- Fuel filter for clogging

>> Repair or replace.

DTC P0300 - P0304 MULTIPLE CYLINDER MISFIRE, NO. 1 - 4 CYLINDER MISFIRE

12. CHECK IGNITION TIMING

Checking the following items. Refer to [EC-70, "Basic Inspection"](#) .

Items	Specifications	
Target idle speed	M/T	700 ± 50 rpm (in Neutral position)
	A/T	700 ± 50 rpm (in P or N position)
Ignition timing	M/T	15 ± 5° BTDC (in Neutral position)
	A/T	15 ± 5° BTDC (in P or N position)

OK or NG

OK >> GO TO 13.

NG >> Follow the [EC-70, "Basic Inspection"](#) .

13. CHECK HEATED OXYGEN SENSOR 1

Refer to [EC-228, "Component Inspection"](#) .

OK or NG

OK >> GO TO 14.

NG >> Replace heated oxygen sensor 1.

14. CHECK MASS AIR FLOW SENSOR

 **With CONSULT-II**

Check "MASS AIR FLOW" in "DATA MONITOR" mode with CONSULT-II.

1.0 - 4.0 g·m/sec: at idling

4.0 - 10.0 g·m/sec: at 2,500 rpm

 **With GST**

Check mass air flow sensor signal in Service \$01 with GST.

1.0 - 4.0 g·m/sec: at idling

4.0 - 10.0 g·m/sec: at 2,500 rpm

OK or NG

OK >> GO TO 15.

NG >> Check connectors for rusted terminals or loose connections in the mass air flow sensor circuit or ground. Refer to [EC-178, "DTC P0101 MAF SENSOR"](#) .

15. CHECK SYMPTOM MATRIX CHART

Check items on the rough idle symptom in [EC-92, "Symptom Matrix Chart"](#) .

OK or NG

OK >> GO TO 16.

NG >> Repair or replace.

16. ERASE THE 1ST TRIP DTC

Some tests may cause a 1st trip DTC to be set.

Erase the 1st trip DTC from the ECM memory after performing the tests.

Refer to [EC-60, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#) .

>> GO TO 17.

DTC P0300 - P0304 MULTIPLE CYLINDER MISFIRE, NO. 1 - 4 CYLINDER MISFIRE

17. CHECK INTERMITTENT INCIDENT

Perform [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

A

EC

C

D

E

F

G

H

I

J

K

L

M

DTC P0327, P0328 KS

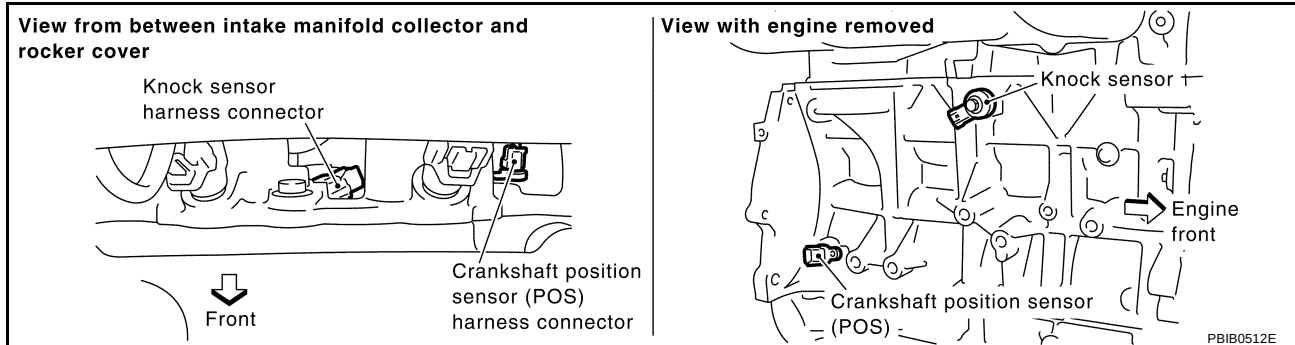
PFP:22060

DTC P0327, P0328 KS

Component Description

ABS00CPF

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.



On Board Diagnosis Logic

ABS00CPG

The MIL will not light up for these diagnoses.

DTC No.	Trouble Diagnosis Name	DTC Detected Condition	Possible Cause
P0327 0327	Knock sensor circuit low input	An excessively low voltage from the sensor is sent to ECM.	• Harness or connectors (The sensor circuit is open or shorted.) • Knock sensor
P0328 0328	Knock sensor circuit high input	An excessively high voltage from the sensor is sent to ECM.	

DTC Confirmation Procedure

ABS00CPH

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

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 1st trip DTC is detected, go to [EC-324, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

WITH GST

Follow the procedure "WITH CONSULT-II" above.

DTC P0327, P0328 KS

Wiring Diagram

ABS00CPI

EC-KS-01

A

EC

C

D

E

F

G

4

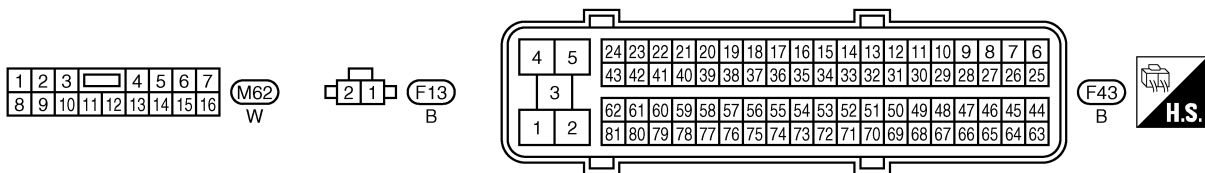
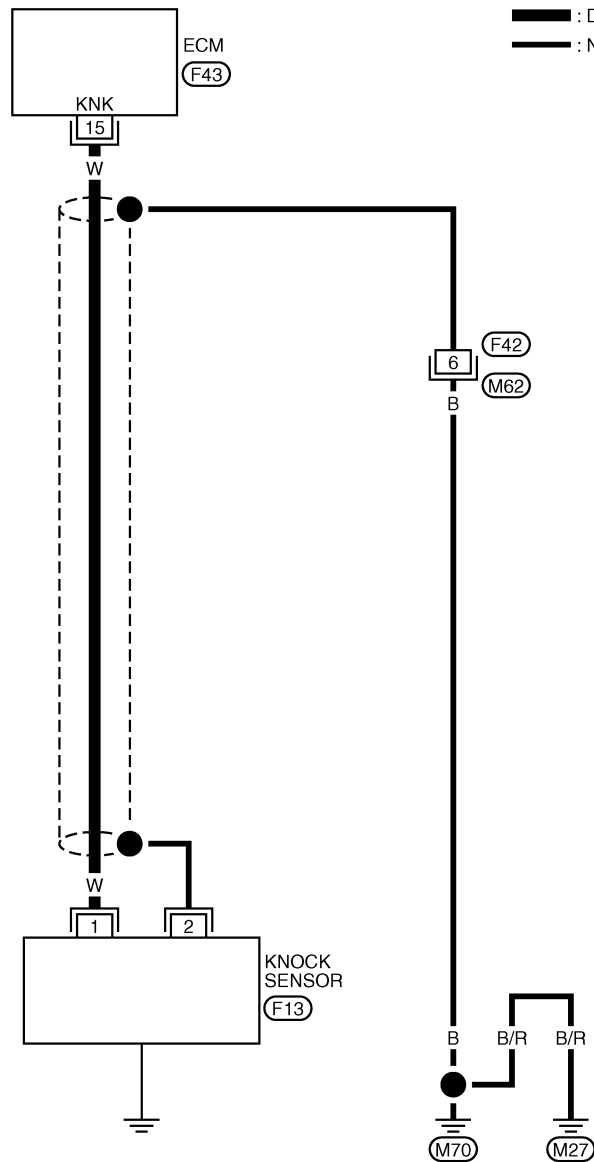
1

J

K

L

M



TBWB0120E

DTC P0327, P0328 KS

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.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
15	W	Knock sensor	[Engine is running] ● Idle speed	Approximately 2.5V

Diagnostic Procedure

ABS00D8E

1. CHECK KNOCK SENSOR INPUT SIGNAL CIRCUIT-I

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check resistance between ECM terminal 15 and ground. Refer to Wiring Diagram.

NOTE:

It is necessary to use an ohmmeter which can measure more than 10 MΩ.

Resistance: Approximately 532 - 588kΩ [at 20°C (68°F)]

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

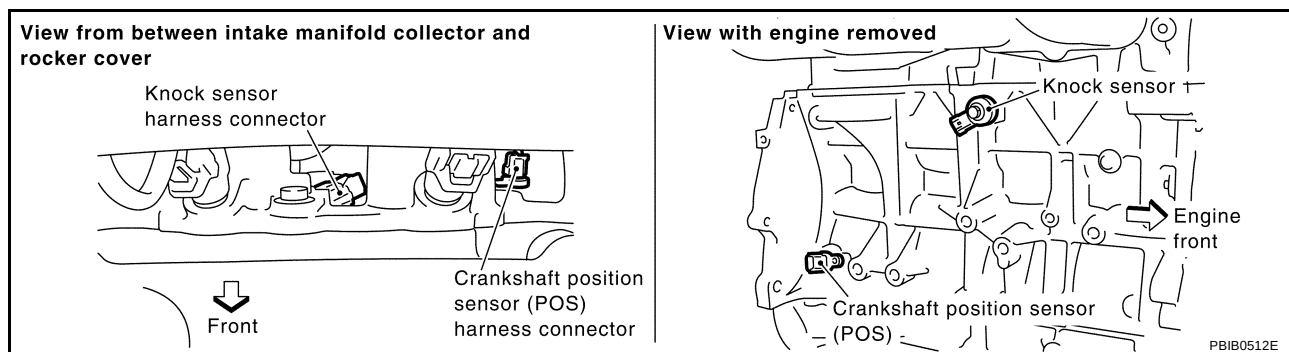
OK or NG

OK >> GO TO 4.

NG >> GO TO 2.

2. CHECK KNOCK SENSOR INPUT SIGNAL CIRCUIT-II

1. Disconnect knock sensor harness connector.



2. Check harness continuity between ECM terminal 15 and knock sensor terminal 1.
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 KNOCK SENSOR

Refer to [EC-326, "Component Inspection"](#).

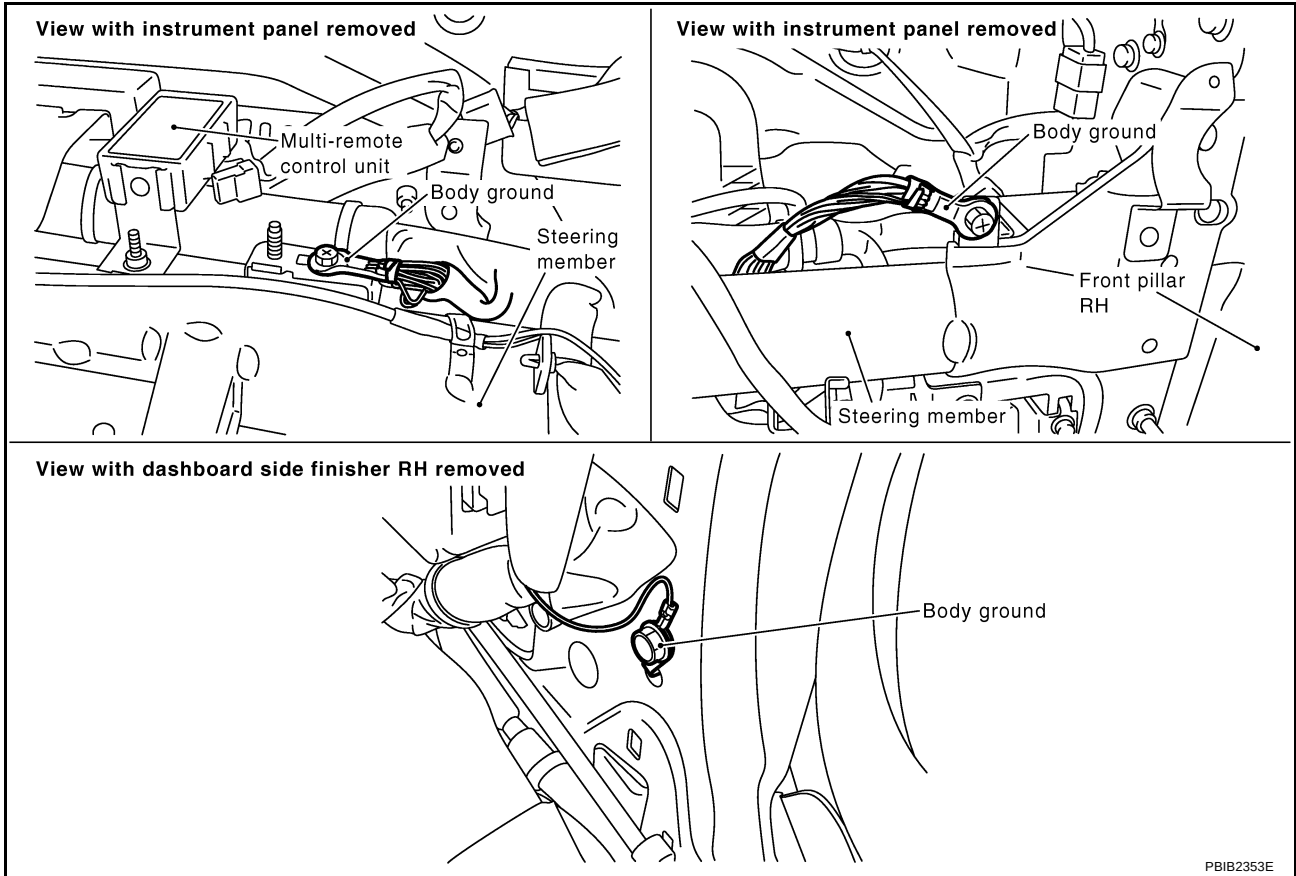
OK or NG

OK >> GO TO 6.

NG >> Replace knock sensor.

4. CHECK GROUND CONNECTIONS

Loosen and retighten ground three screws on the body.
Refer to [EC-151, "Ground Inspection"](#).



OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace ground connections.

5. CHECK KNOCK SENSOR SHIELD CIRCUIT FOR OPEN AND SHORT

1. Disconnect knock sensor harness connector.
2. Check harness continuity between knock sensor terminal 2 and ground.

Continuity should exist

3. Also check harness for short to power.

OK or NG

- OK >> GO TO 7.
- NG >> GO TO 6.

6. DETECT MALFUNCTIONING RART

Check the following.

- Harness connectors F42, M62
- Harness for open or short between knock sensor terminal 2 and ground

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

7. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

Component Inspection KNOCK SENSOR

ABS00CPK

Check resistance between knock sensor terminal 1 and ground.

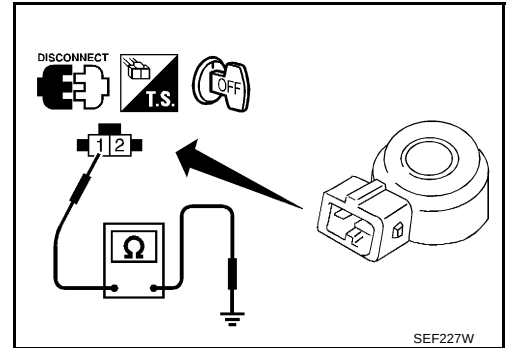
NOTE:

It is necessary to use an ohmmeter which can measure more than 10 M Ω .

Resistance: Approximately 532 - 588k Ω [at 20°C (68°F)]

CAUTION:

Do not use any knock sensors that have been dropped or physically damaged. Use only new ones.



SEF227W

Removal and Installation KNOCK SENSOR

ABS00CPL

Refer to [EM-82, "CYLINDER BLOCK"](#) .

DTC P0335 CKP SENSOR (POS)

DTC P0335 CKP SENSOR (POS)

PFP:23731

Component Description

ABS00CPM

The crankshaft position sensor (POS) is located on the cylinder block rear housing facing the gear teeth (cogs) of the signal plate at the end of the crankshaft. It detects the fluctuation of the engine revolution.

The sensor consists of a permanent magnet and Hall IC.

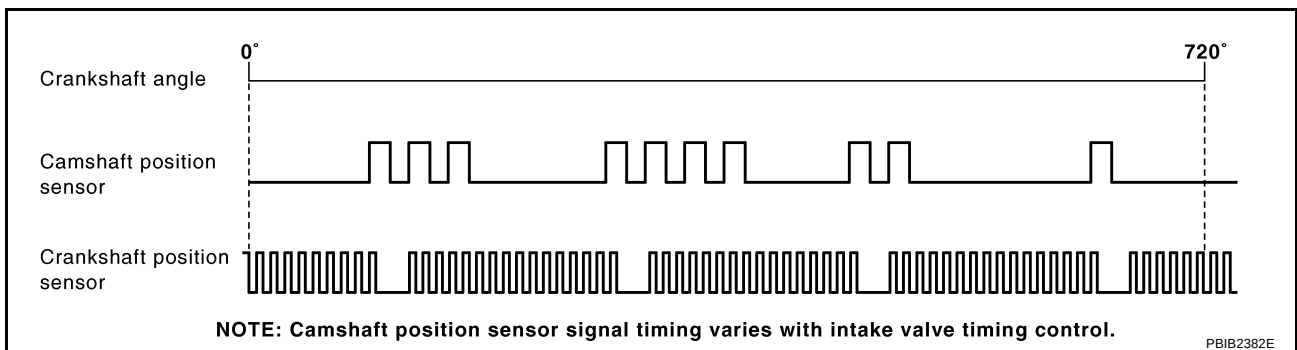
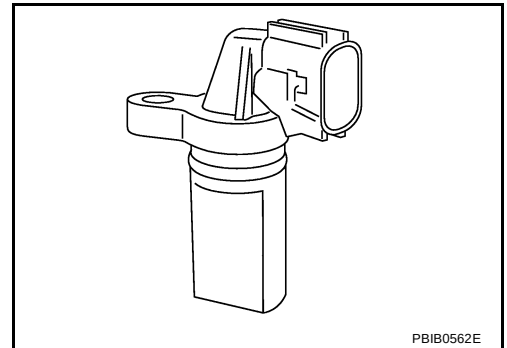
When the engine is running, the high and low parts of the teeth cause the gap with the sensor to change.

The changing gap causes the magnetic field near the sensor to change.

Due to the changing magnetic field, the voltage from the sensor changes.

The ECM receives the voltage signal and detects the fluctuation of the engine revolution.

ECM receives the signals as shown in the figure.



CONSULT-II Reference Value in Data Monitor Mode

ABS00CPN

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
ENG SPEED	● Run engine and compare the CONSULT-II value with tachometer indication.	Almost the same speed as the tachometer indication.

On Board Diagnosis Logic

ABS00CPO

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0335 0335	Crankshaft position sensor (POS) circuit	● The crankshaft position sensor (POS) signal is not detected by the ECM during the first few seconds of engine cranking. ● The proper pulse signal from the crankshaft position sensor (POS) is not sent to ECM while the engine is running. ● The crankshaft position sensor (POS) signal is not in the normal pattern during engine running.	● Harness or connectors (The sensor circuit is open or shorted) ● Crankshaft position sensor (POS) ● Signal plate

DTC P0335 CKP SENSOR (POS)

DTC Confirmation Procedure

ABS00CPP

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 ignition switch ON.

WITH CONSULT-II

1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT-II.
2. Crank engine for at least 2 seconds and run it for at least 5 seconds at idle speed.
3. If 1st trip DTC is detected, go to [EC-331, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

WITH GST

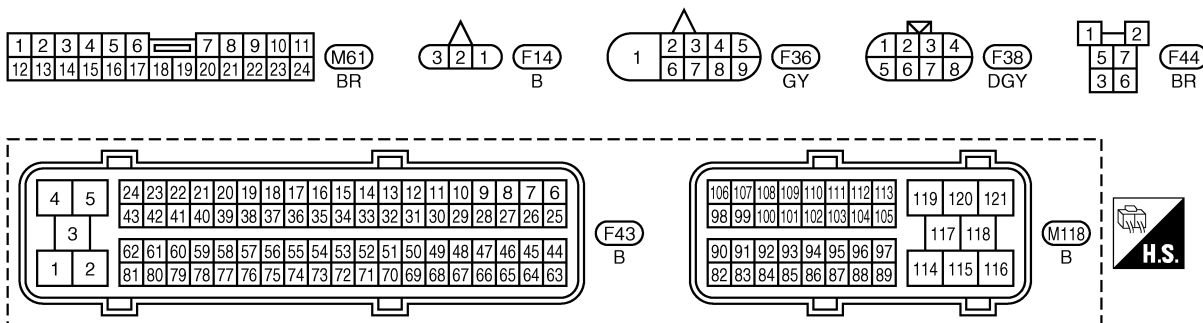
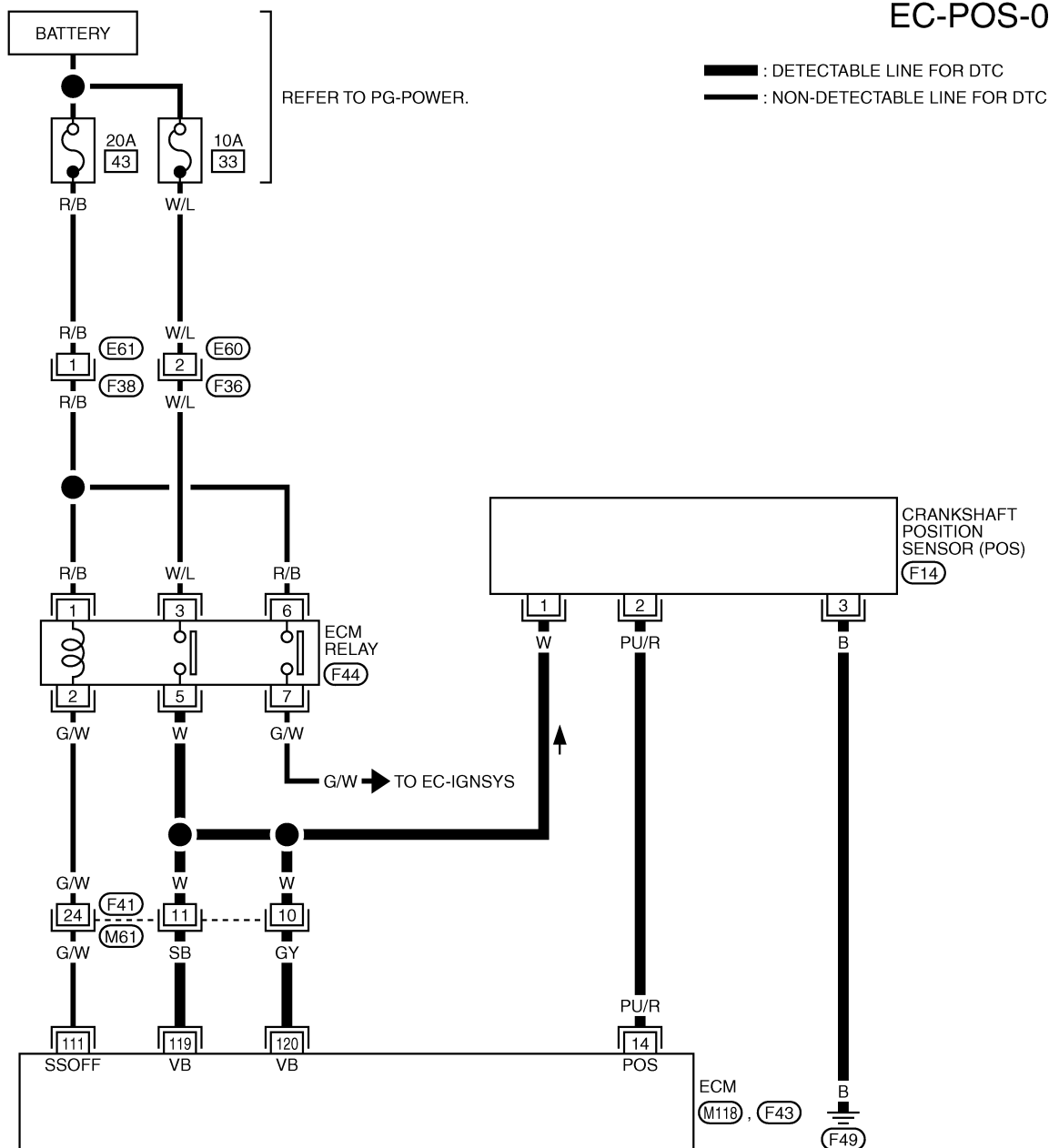
Follow the procedure "WITH CONSULT-II" above.

DTC P0335 CKP SENSOR (POS)

Wiring Diagram

ABS00CPO

EC-POS-01

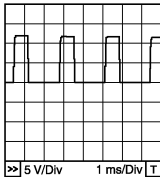


DTC P0335 CKP SENSOR (POS)

Specification data are reference values and are measured between each terminal and ground.
Pulse signal is measured by CONSULT-II.

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.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
14	PU/R	Crankshaft position sensor (POS)	[Engine is running] ● Warm-up condition ● Idle speed NOTE: The pulse cycle changes depending on rpm at idle.	Approximately 3.0V★  PBIB0527E
			[Engine is running] ● Engine speed: 2,000 rpm	Approximately 3.0V★  PBIB0528E
111	G/W	ECM relay (Self shut-off)	[Engine is running] [Ignition switch: OFF] ● For a few seconds after turning ignition switch OFF	0 - 1.0V
			[Ignition switch: OFF] ● More than a few seconds after turning ignition switch OFF	BATTERY VOLTAGE (11 - 14V)
119 120	SB GY	Power supply for ECM	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)

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

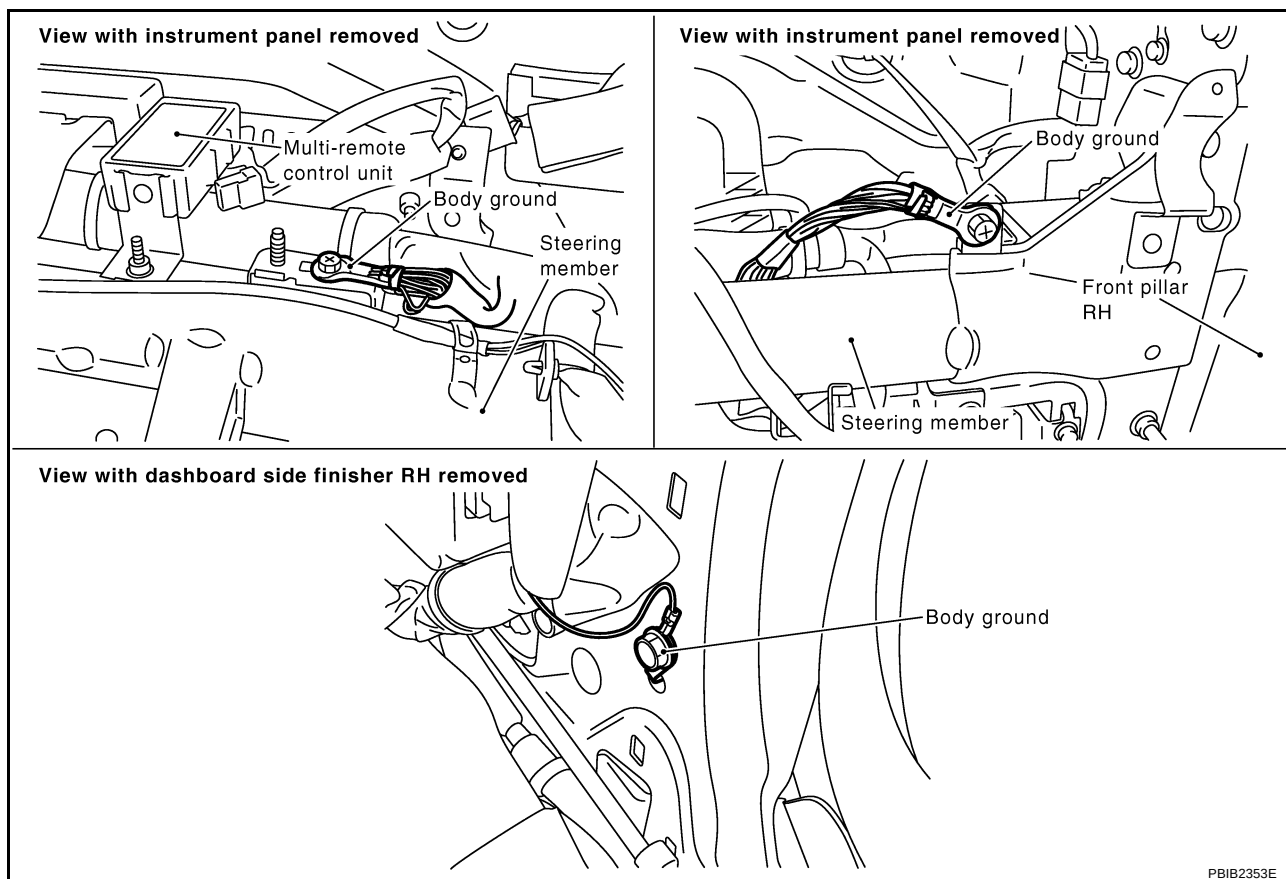
DTC P0335 CKP SENSOR (POS)

ABS00D8F

Diagnostic Procedure

1. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten ground three screws on the body.
Refer to [EC-151, "Ground Inspection"](#).



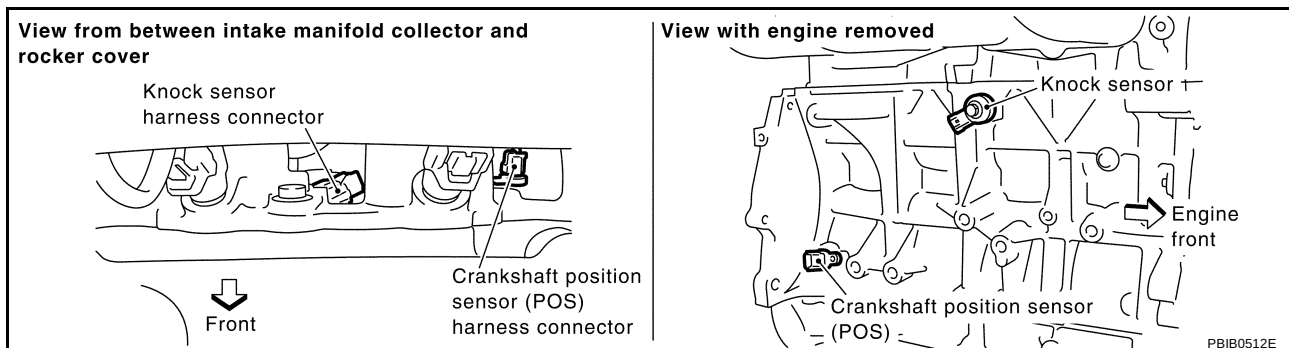
OK or NG

- OK >> GO TO 2.
NG >> Repair or replace ground connections.

DTC P0335 CKP SENSOR (POS)

2. CHECK CRANKSHAFT POSITION (CKP) SENSOR (POS) POWER SUPPLY CIRCUIT

1. Disconnect crankshaft position (CKP) sensor (POS) harness connector.

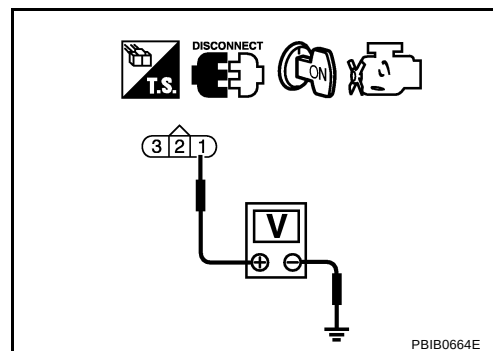


2. Turn ignition switch ON.
3. Check voltage between CKP sensor (POS) terminal 1 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 3.



3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F41, M61
- Harness for open or short between CKP sensor (POS) and ECM
- Harness for open or short between CKP sensor (POS) and ECM relay

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

4. CHECK CKP SENSOR (POS) GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Check harness continuity between CKP sensor (POS) terminal 3 and ground. Refer to Wiring Diagram.

Continuity should exist.

3. Also check harness for short to power.

OK or NG

- OK >> GO TO 5.
- NG >> Repair open circuit or short to power in harness or connectors.

DTC P0335 CKP SENSOR (POS)

5. CHECK CKP SENSOR (POS) INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between CKP sensor (POS) terminal 2 and ECM terminal 14.
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 >> Repair open circuit or short to ground or short to power in harness or connectors.

6. CHECK CRANKSHAFT POSITION SENSOR (POS)

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

OK or NG

OK >> GO TO 7.

NG >> Replace crankshaft position sensor (POS).

7. CHECK GEAR TOOTH

Visually check for chipping signal plate gear tooth.

OK or NG

OK >> GO TO 8.

NG >> Replace the signal plate.

8. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

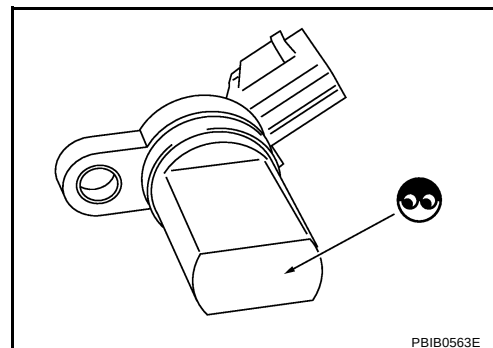
>> INSPECTION END

DTC P0335 CKP SENSOR (POS)

Component Inspection CRANKSHAFT POSITION SENSOR (POS)

ABS00CPS

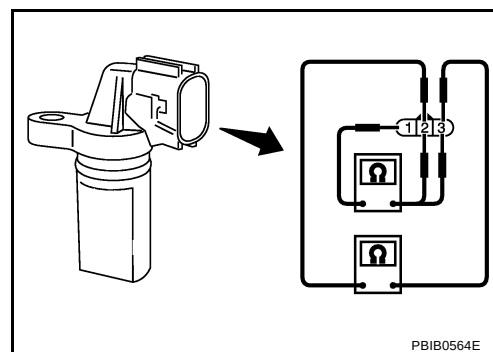
1. Loosen the fixing bolt of the sensor.
2. Disconnect crankshaft position sensor (POS) harness connector.
3. Remove the sensor.
4. Visually check the sensor for chipping.



5. Check resistance as shown in the figure.

Terminal No. (Polarity)	Resistance Ω [at 25°C (77°F)]
1 (+) - 2 (-)	Except 0 or ∞
1 (+) - 3 (-)	
2 (+) - 3 (-)	

6. If NG, replace crankshaft position sensor (POS).



Removal and Installation CRANKSHAFT POSITION SENSOR (POS)

ABS00CPT

Refer to [EM-82, "CYLINDER BLOCK"](#).

DTC P0340 CMP SENSOR (PHASE)

DTC P0340 CMP SENSOR (PHASE)

PFP:23731

Component Description

ABS00CPU

The camshaft position sensor (PHASE) senses the retraction with intake valve camshaft (INT) to identify a particular cylinder. The camshaft position sensor (PHASE) senses the piston position.

When the crankshaft position sensor (POS) system becomes inoperative, the camshaft position sensor (PHASE) provides various controls of engine parts instead, utilizing timing of cylinder identification signals.

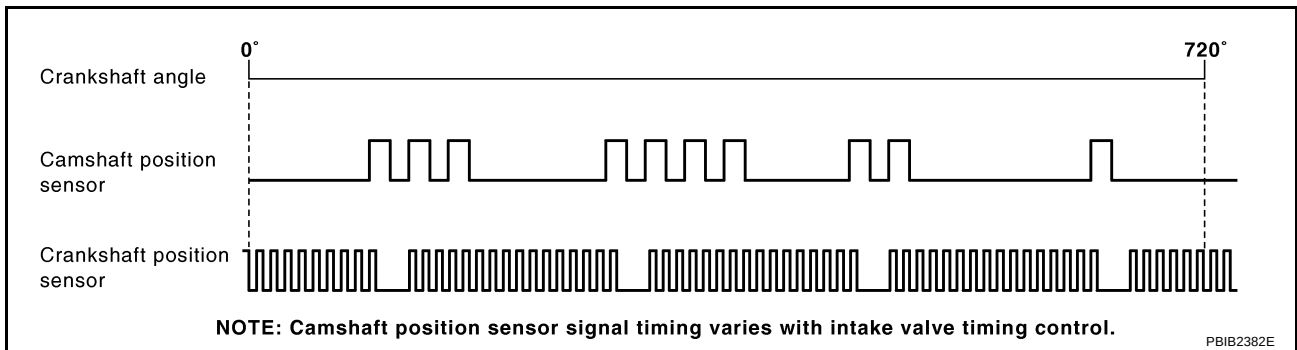
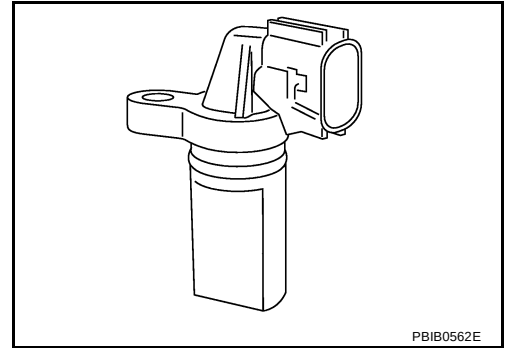
The sensor consists of a permanent magnet and Hall IC.

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

The changing gap causes the magnetic field near the sensor to change.

Due to the changing magnetic field, the voltage from the sensor changes.

ECM receives the signals as shown in the figure.



On Board Diagnosis Logic

ABS00CPV

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0340 0340	Camshaft position sensor (PHASE) circuit	● The cylinder No. signal is not sent to ECM for the first few seconds during engine cranking. ● The cylinder No. signal is not set to ECM during engine running. ● The cylinder No. signal is not in the normal pattern during engine running.	● Harness or connectors (The sensor circuit is open or shorted) ● Camshaft position sensor (PHASE) ● Camshaft (INT) ● Starter motor (Refer to SC-9, "STARTING SYSTEM" .) ● Starting system circuit (Refer to SC-9, "STARTING SYSTEM" .) ● Dead (Weak) battery

DTC P0340 CMP SENSOR (PHASE)

ABS00CPW

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 with ignition switch ON.

WITH CONSULT-II

1. Turn ignition switch ON.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Crank engine for at least 2 seconds and run it for at least 5 seconds at idle speed.
4. If 1st trip DTC is detected, go to [EC-338, "Diagnostic Procedure"](#).
If 1st trip DTC is not detected, go to next step.
5. Maintaining engine speed at more than 800 rpm for at least 5 seconds.
6. If 1st trip DTC is detected, go to [EC-338, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

WITH GST

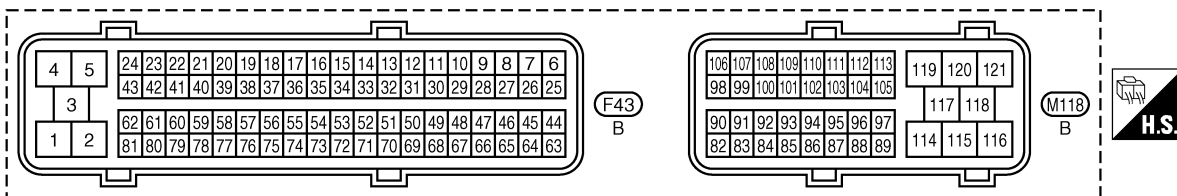
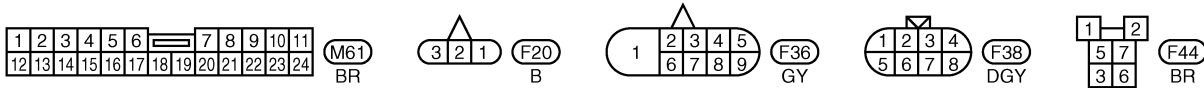
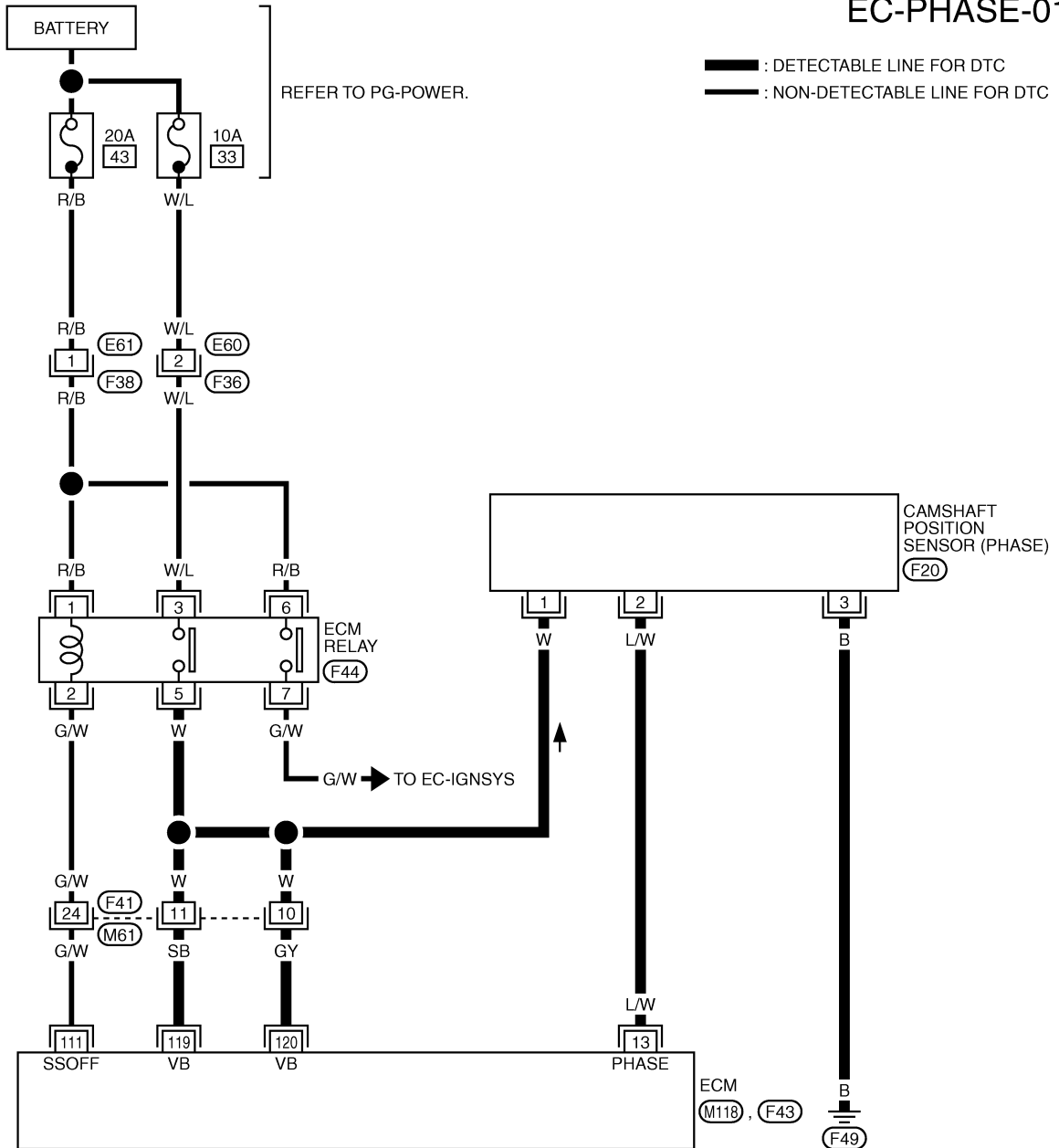
Follow the procedure "WITH CONSULT-II" above.

DTC P0340 CMP SENSOR (PHASE)

Wiring Diagram

ABS00CPX

EC-PHASE-01



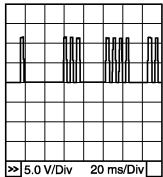
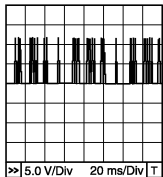
TBWB0122E

DTC P0340 CMP SENSOR (PHASE)

Specification data are reference values and are measured between each terminal and ground.
Pulse signal is measured by CONSULT-II.

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.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
13	L/W	Camshaft position sensor (PHASE)	[Engine is running] ● Warm-up condition ● Idle speed NOTE: The pulse cycle changes depending on rpm at idle.	1.0 - 4.0V★  PBIB0525E
			[Engine is running] ● Engine speed: 2,000 rpm.	1.0 - 4.0V★  PBIB0526E
111	G/W	ECM relay (Self shut-off)	[Engine is running] [Ignition switch: OFF] ● For a few seconds after turning ignition switch OFF	0 - 1.0V
			[Ignition switch: OFF] ● More than a few seconds after turning ignition switch OFF	BATTERY VOLTAGE (11 - 14V)
119 120	SB GY	Power supply for ECM	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)

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

Diagnostic Procedure

ABS00CPY

1. CHECK STARTING SYSTEM

Turn ignition switch to START position.

Does the engine turn over?

Does the starter motor operate?

Yes or No

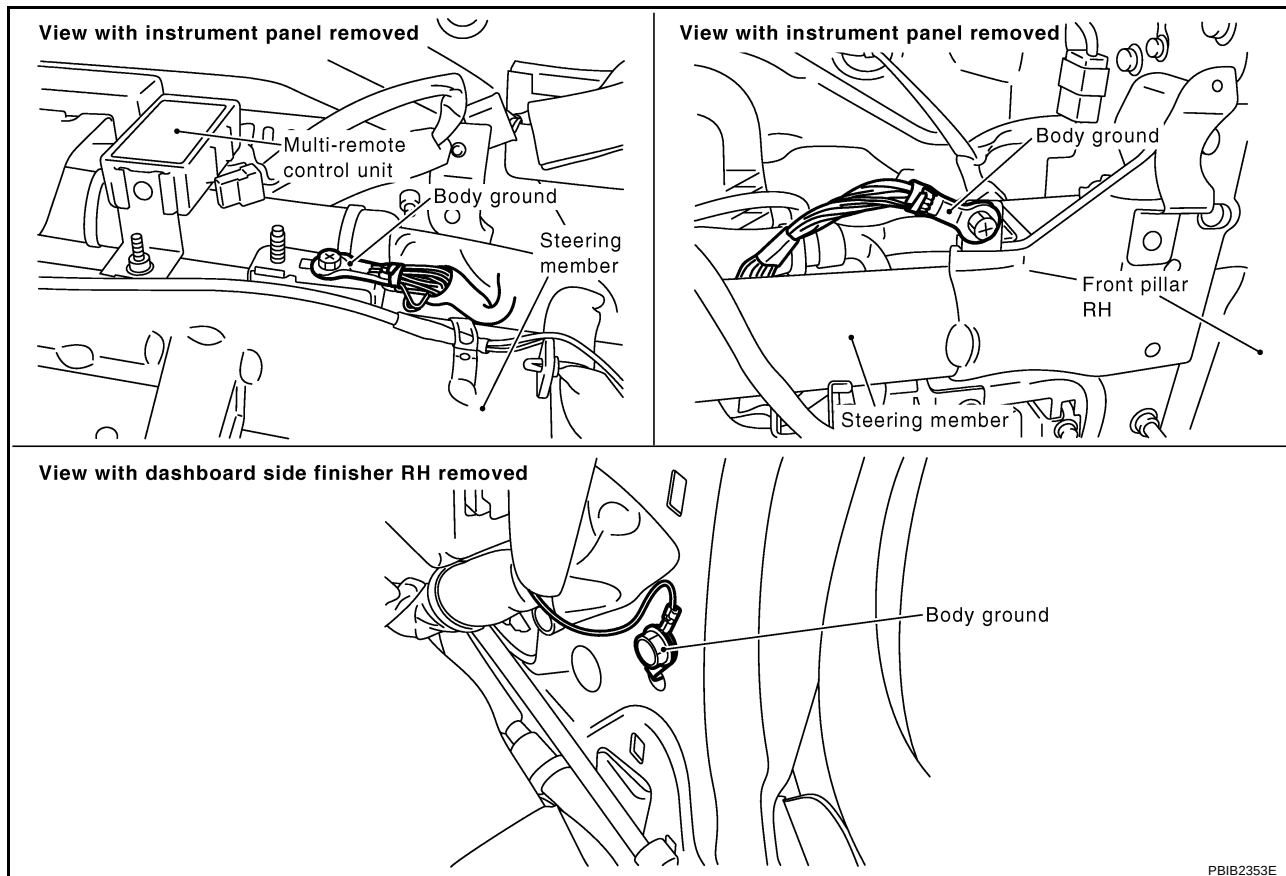
Yes >> GO TO 2.

No >> Check starting system. (Refer to [SC-9, "STARTING SYSTEM"](#) .)

DTC P0340 CMP SENSOR (PHASE)

2. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten three ground screws on the body. Refer to [EC-151, "Ground Inspection"](#).



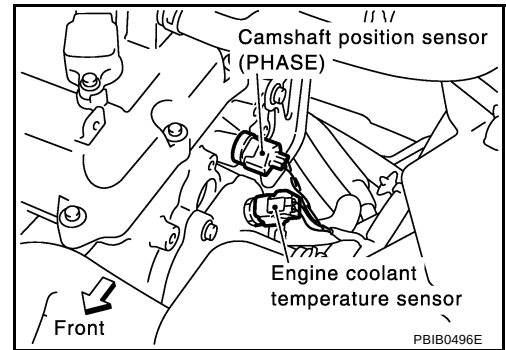
OK or NG

- OK >> GO TO 3.
NG >> Repair or replace ground connections.

DTC P0340 CMP SENSOR (PHASE)

3. CHECK CAMSHAFT POSITION (CMP) SENSOR (PHASE) POWER SUPPLY CIRCUIT

1. Disconnect camshaft position (CMP) sensor (PHASE) harness connector.
2. Turn ignition switch ON.

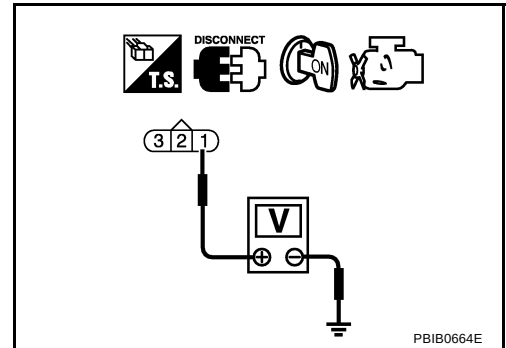


3. Check voltage between CMP sensor (PHASE) terminal 1 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 5.
NG >> GO TO 4.



4. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F41, M61
- Harness for open or short between CMP sensor (PHASE) and ECM
- Harness for open or short between CMP sensor (PHASE) and ECM relay

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

5. CHECK CMP SENSOR (PHASE) GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Check harness continuity between CMP sensor (PHASE) terminal 3 and ground.

Continuity should exist.

3. Also check harness for short to power.

OK or NG

- OK >> GO TO 6.
NG >> Repair open circuit or short to power in harness or connectors.

6. CHECK CMP SENSOR (PHASE) INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 13 and CMP sensor (PHASE) terminal 2. Refer to Wiring Diagram.

Continuity should exist.

3. Also check harness for short to ground or short to power.

OK or NG

- OK >> GO TO 7.
NG >> Repair open circuit or short to ground or short to power in harness or connectors.

DTC P0340 CMP SENSOR (PHASE)

7. CHECK CAMSHAFT POSITION SENSOR (PHASE)

Refer to [EC-341, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 8.
- NG >> Replace camshaft position sensor (PHASE).

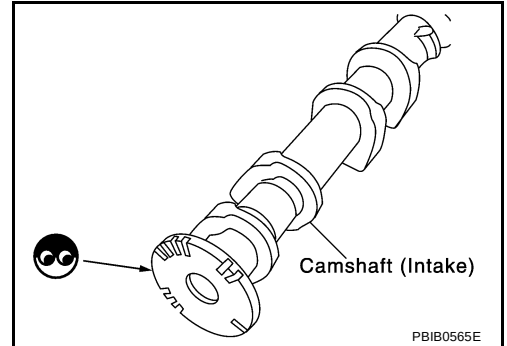
8. CHECK CAMSHAFT (INT)

Check the following.

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

OK or NG

- OK >> GO TO 9.
- NG >> Remove debris and clean the signal plate of camshaft rear end or replace camshaft.



9. CHECK INTERMITTENT INCIDENT

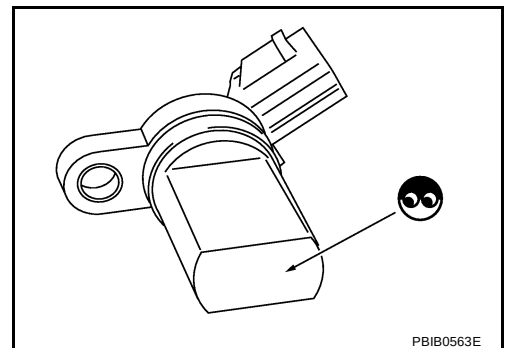
Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

Component Inspection CAMSHAFT POSITION SENSOR (PHASE)

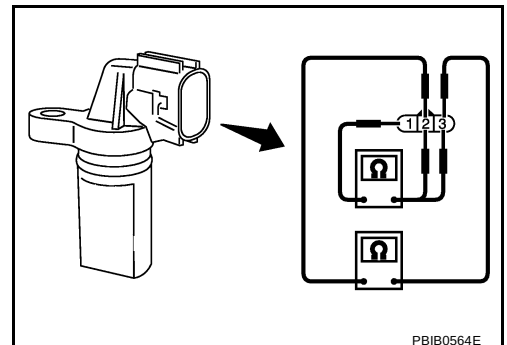
ABS00CPZ

1. Loosen the fixing bolt of the sensor.
2. Disconnect camshaft position sensor (PHASE) harness connector.
3. Remove the sensor.
4. Visually check the sensor for chipping.



5. Check resistance as shown in the figure.

Terminal No. (Polarity)	Resistance Ω [at 25°C (77°F)]
1 (+) - 2 (-)	Except 0 or ∞
1 (+) - 3 (-)	
2 (+) - 3 (-)	



DTC P0340 CMP SENSOR (PHASE)

Removal and Installation CAMSHAFT POSITION SENSOR (PHASE)

ABS00CQ0

Refer to [EM-37, "CAMSHAFT"](#) .

DTC P0420 THREE WAY CATALYST FUNCTION

DTC P0420 THREE WAY CATALYST FUNCTION

PFP:20905

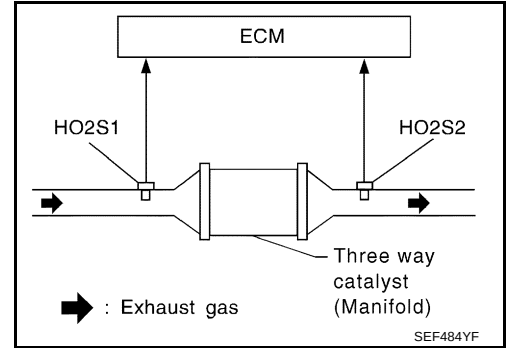
On Board Diagnosis Logic

ABS00CQ1

The ECM monitors the switching frequency ratio of heated oxygen sensors 1 and 2.

A three way catalyst (manifold) with high oxygen storage capacity will indicate a low switching frequency of heated oxygen sensor 2. As oxygen storage capacity decreases, the heated oxygen sensor 2 switching frequency will increase.

When the frequency ratio of heated oxygen sensors 1 and 2 approaches a specified limit value, the three way catalyst (manifold) malfunction is diagnosed.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0420 0420	Catalyst system efficiency below threshold	- Three way catalyst (manifold) does not operate properly. - Three way catalyst (manifold) does not have enough oxygen storage capacity.	- Three way catalyst (manifold) - Exhaust tube - Intake air leaks - Fuel injector - Fuel injector leaks - Spark plug - Improper ignition timing

DTC Confirmation Procedure

ABS00CQ2

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

TESTING CONDITION:

Do not hold engine speed for more than the specified minutes below.

- Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT-II.
- Start engine and warm it up to normal operating temperature.
- Turn ignition switch OFF and wait at least 10 seconds.
- Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
- Let engine idle for 1 minute.
- Make sure that "COOLAN TEMP/S" indicates more than 70°C (158°F).
If not, warm up engine and go to next step when "COOLAN TEMP/S" indication reaches to 70°C (158°F).
- Open engine hood.
- Select "DTC & SRT CONFIRMATION" then "SRT WORK SUPPORT" mode with CONSULT-II.
- Rev engine up to 2,500 to 3,500 rpm and hold it for 3 consecutive minutes, then release the accelerator pedal completely.
If "INCMP" of "CATALYST" changed to "CMPLT", go to step 12.
- Wait 5 seconds at idle.

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

SEF174Y

SRT WORK SUPPORT	
CATALYST	INCMP
EVAP SYSTEM	INCMP
HO2S HTR	CMPLT
HO2S	INCMP
MONITOR	
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V
B/FUEL SCHDL	XXX msec
A/F ALPHA-B1	XXX V
COOLAN TEMP/S	XX °C
HO2S1 (B1)	XXX V

SEF940Z

DTC P0420 THREE WAY CATALYST FUNCTION

11. Rev engine up to 2,000 to 3,000 rpm and maintain it until "IMCMP" 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 step 1.

SRT WORK SUPPORT	
CATALYST	CMPLT
EVAP SYSTEM	INCMF
HO2S HTR	CMPLT
HO2S	INCMF
MONITOR	
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V
B/FUEL SCHDL	XXX msec
A/F ALPHA-B1	XXX V
COOLAN TEMP/S	XX °C
HO2S1 (B1)	XXX V

SEF941Z

12. Select "SELF-DIAG RESULTS" mode with CONSULT-II.
13. Confirm that the 1st trip DTC is not detected.
If the 1st trip DTC is detected, go to [EC-345, "Diagnostic Procedure"](#).

SELF DIAG RESULTS	
DTC RESULTS	TIME
NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.	

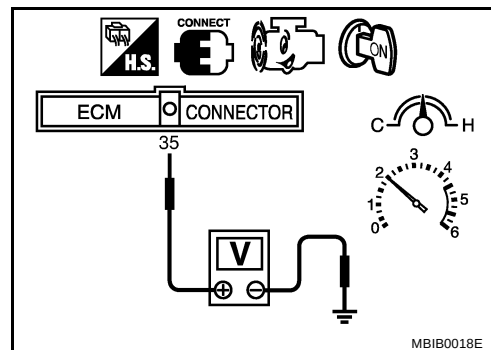
SEF535Z

Overall Function Check

Use this procedure to check the overall function of the three way catalyst (Manifold). During this check, a 1st trip DTC might not be confirmed.

WITH GST

1. Start engine and warm it up to the normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Start engine and keep the engine speed between 3,500 and 4,00 rpm for at least 1 minute under no load.
4. Let engine idle for 1 minute.
5. Open engine hood.
6. Set voltmeters probes between ECM terminal 35 (HO2S1 signal) and ground, and ECM terminal 74 [HO2S2 (B1) signal] and ground.
7. Keep engine speed at 2,000 rpm constant under no load.



8. Make sure that the voltage switching frequency (high & low) between ECM terminal 74 and ground is very less than that of ECM terminal 35 and ground.

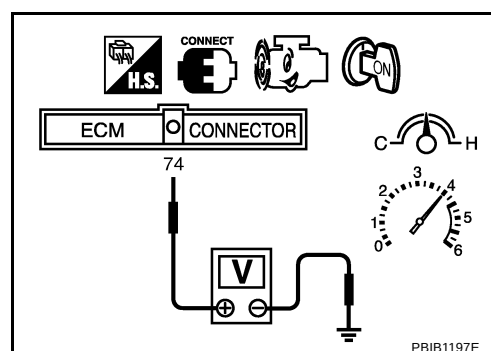
Switching frequency ratio = A/B

A: Heated oxygen sensor 2 voltage switching frequency

B: Heated oxygen sensor 1 voltage switching frequency

This ratio should be less than 0.75.

If the ratio is greater than above, it means three way catalyst does not operate properly. Go to [EC-345, "Diagnostic Procedure"](#).



DTC P0420 THREE WAY CATALYST FUNCTION

NOTE:

If the voltage at terminal 35 does not switch periodically more than 5 times within 10 seconds at step 8, perform trouble diagnosis for DTC P0133 first. (See [EC-231, "DTC P0133 HO2S1"](#) .)

Diagnostic Procedure

ABS00CQ4

1. CHECK EXHAUST SYSTEM

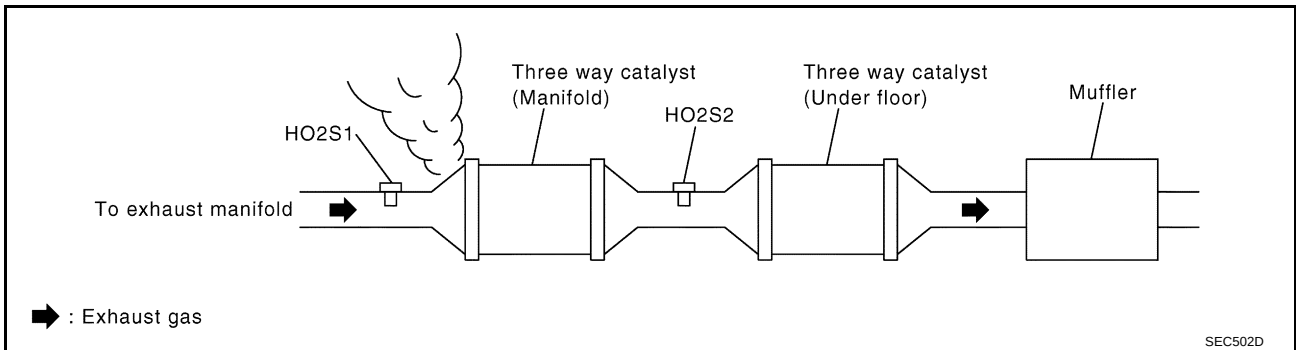
Visually check exhaust tubes and muffler for dent.

OK or NG

- OK >> GO TO 2.
NG >> Repair or replace.

2. CHECK EXHAUST GAS LEAK

1. Start engine and run it at idle.
2. Listen for an exhaust gas leak before the three way catalyst (manifold).



OK or NG

- 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.

4. CHECK IGNITION TIMING

Check for ignition timing. Refer to [EC-70, "Basic Inspection"](#) .

Items	Specifications	
Target idle speed	A/T	700 ± 50 rpm (in P or N position)
	M/T	700 ± 50 rpm (in Neutral position)
Ignition timing	A/T	15 ± 5° BTDC (in P or N position)
	M/T	15 ± 5° BTDC (in Neutral position)

OK or NG

- OK >> GO TO 5.
NG >> Follow the [EC-70, "Basic Inspection"](#) .

DTC P0420 THREE WAY CATALYST FUNCTION

5. CHECK FUEL INJECTOR

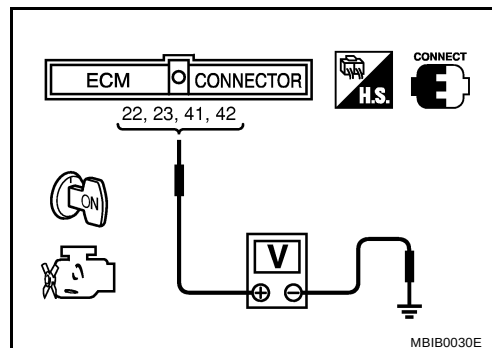
1. Refer to Wiring Diagram for fuel injectors, [EC-612, "Wiring Diagram"](#) .
2. Stop engine and then turn ignition switch ON.
3. Check voltage between ECM terminals 22, 23, 41, 42 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

OK >> GO TO 6.

NG >> Perform [EC-613, "Diagnostic Procedure"](#) .



6. CHECK FUNCTION OF IGNITION COIL-I

CAUTION:

Do the following procedure in the place where ventilation is good without the combustible.

1. Turn ignition switch OFF.
2. Remove fuel pump fuse located in fuse box to release fuel pressure.

NOTE:

Do not use CONSULT-II to release fuel pressure, or fuel pressure applies again during the following procedure.

3. Start engine.
4. After engine stalls, crank it two or three times to release all fuel pressure.
5. Turn ignition switch OFF.
6. Remove all ignition coil harness connectors to avoid the electrical discharge from the ignition coils.
7. Remove ignition coil and spark plug of the cylinder to be checked.
8. Crank engine for 5 seconds or more to remove combustion gas in the cylinder.
9. Connect spark plug and harness connector to ignition coil.
10. Fix ignition coil using a rope etc. with gap of 13 - 17 mm between the edge of the spark plug and grounded metal portion as shown in the figure.
11. Crank engine for about 3 seconds, and check whether spark is generated between the spark plug and the grounded metal portion.

Spark should be generated.

CAUTION:

- Do not approach to the spark plug and the ignition coil within 50cm. Be careful not to get an electrical shock while checking, because the electrical discharge voltage becomes 20kV or more.

- It might cause to damage the ignition coil if the gap of more than 17 mm is taken.

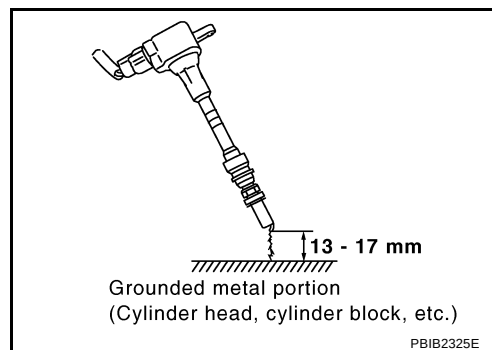
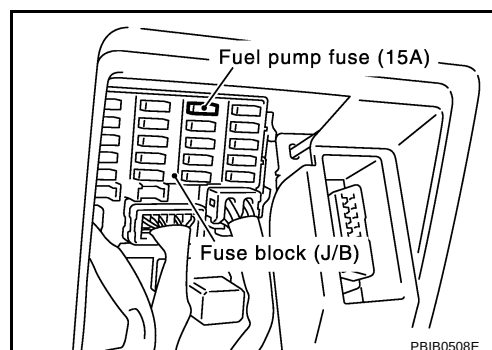
NOTE:

When the gap is less than 13 mm, the spark might be generated even if the coil is malfunctioning.

OK or NG

OK >> GO TO 10.

NG >> GO TO 7.



DTC P0420 THREE WAY CATALYST FUNCTION

7. CHECK FUNCTION OF IGNITION COIL-II

1. Turn ignition switch OFF.
2. Disconnect spark plug and connect a known-good spark plug.
3. Crank engine for about 3 seconds, and recheck whether spark is generated between the spark plug and the grounded metal portion.

Spark should be generated.

OK or NG

OK >> GO TO 8.

NG >> Check ignition coil, power transistor and their circuits. Refer to [EC-623, "IGNITION SIGNAL"](#) .

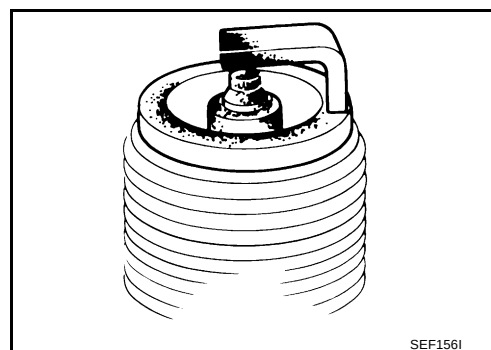
8. CHECK SPARK PLUG

Check the spark plugs and check for fouling, etc.

OK or NG

OK >> GO TO 9.

NG >> Repair or replace spark plug (s) with standard type one (s). For spark plug type ignition coil. Refer to [MA-17, "Changing Spark Plugs \(Platinum-Tipped Type\)"](#) .



9. CHECK FUNCTION OF IGNITION COIL-III

1. Reconnect the initial spark plugs.
2. Crank engine for about three seconds, and recheck whether spark is generated between the spark plug and the grounded portion.

Spark should be generated.

OK or NG

OK >> **INSPECTION END**

NG >> Replace spark plug(s) with standard type one(s). For spark plug type, refer to [MA-17, "Changing Spark Plugs \(Platinum-Tipped Type\)"](#) .

10. CHECK FUEL INJECTOR

1. Turn ignition switch OFF.
2. Remove fuel injector assembly. Refer to [EM-30, "FUEL INJECTOR AND FUEL TUBE"](#) . Keep fuel hose and all fuel injectors connected to fuel injector gallery.
3. Disconnect ignition coil assembly harness connector.
4. Reconnect all fuel injector harness connectors disconnected.
5. Turn ignition switch ON.
Make sure fuel does not drip from fuel injector.

OK or NG

OK (Does not drip)>>GO TO 11.

NG (Drips)>>Replace the fuel injector(s) from which fuel is dripping.

11. CHECK INTERMITTENT INCIDENT

Perform [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

Trouble is fixed>>**INSPECTION END**

Trouble is not fixed>>Replace three way catalyst (manifold).

DTC P0441 EVAP CONTROL SYSTEM

DTC P0441 EVAP CONTROL SYSTEM

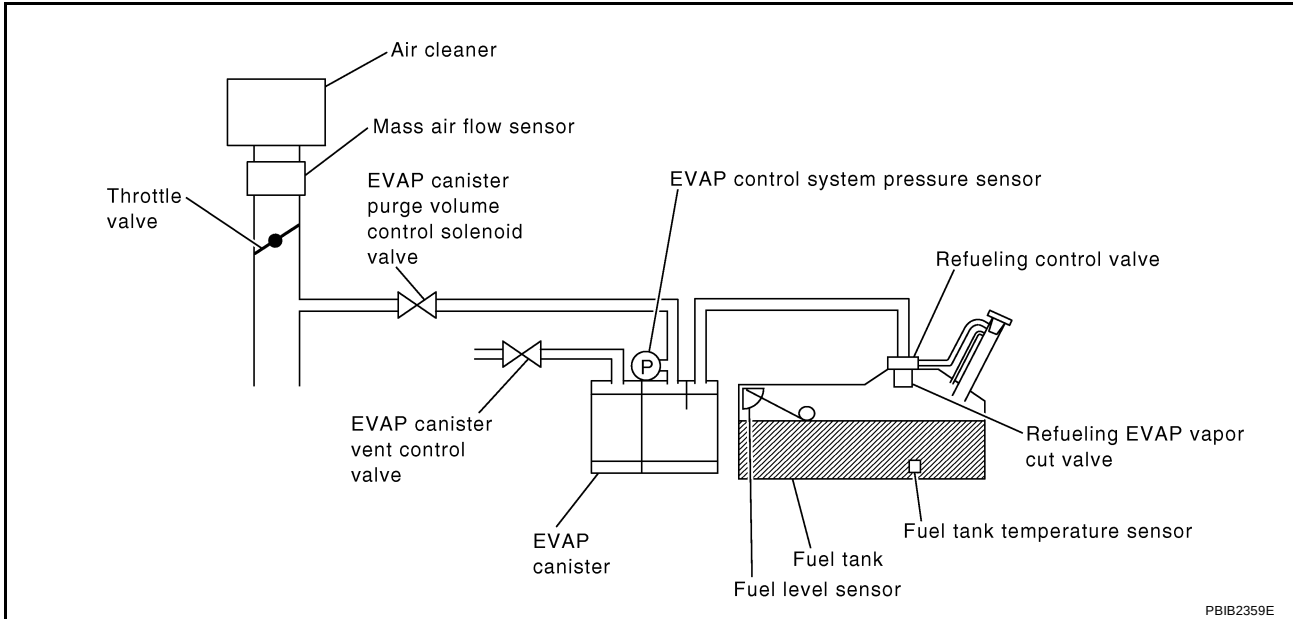
PFP:14950

System Description

ABS00CQ5

NOTE:

If DTC P0441 is displayed with other DTC such as P2122, P2123 P2127, P2128, P2138, first perform trouble diagnosis for other DTC.



In this evaporative emission (EVAP) control system, purge flow occurs during non-closed throttle conditions. Purge volume is related to air intake volume. Under normal purge conditions (non-closed throttle), the EVAP canister purge volume control solenoid valve is open to admit purge flow. Purge flow exposes the EVAP control system pressure sensor to intake manifold vacuum.

On Board Diagnosis Logic

ABS00CQ6

Under normal conditions (non-closed throttle), sensor output voltage indicates if pressure drop and purge flow are adequate. If not, a malfunction is determined.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0441 0441	EVAP control system incorrect purge flow	EVAP control system does not operate properly, EVAP control system has a leak between intake manifold and EVAP control system pressure sensor.	● EVAP canister purge volume control solenoid valve stuck closed ● EVAP control system pressure sensor and the circuit ● Loose, disconnected or improper connection of rubber tube ● Blocked rubber tube ● Cracked EVAP canister ● EVAP canister purge volume control solenoid valve circuit ● Accelerator pedal position sensor ● Blocked purge port ● EVAP canister vent control valve

DTC P0441 EVAP CONTROL SYSTEM

ABS00CQ7

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.

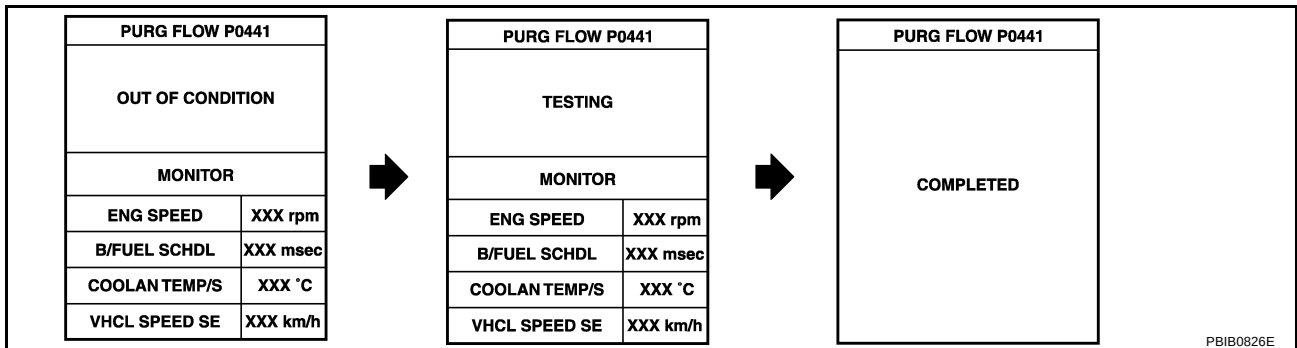
TESTING CONDITION:

Always perform test at a temperature of 5°C (41°F) or more.

WITH CONSULT-II

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 P0441" 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.)

Shift lever	Suitable position
VHCL SPEED SE	32 - 120 km/h (20 - 75 MPH)
ENG SPEED	500 - 3,800 rpm
B/FUEL SCHDL	1.0 - 10.0 msec
COOLAN TEMP/S	More than 0°C



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 [EC-350, "Diagnostic Procedure"](#).

Overall Function Check

ABS00CQ8

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.

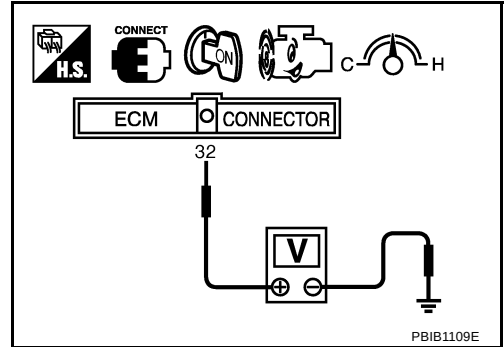
WITH GST

1. Lift up drive wheels.
2. Start engine 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.

DTC P0441 EVAP CONTROL SYSTEM

- Set voltmeter probes to ECM terminals 32 (EVAP control system pressure sensor signal) and ground.
- Check EVAP control system pressure sensor value at idle speed and note it.
- Establish and maintain the following conditions for at least 1 minute.

Air conditioner switch	ON
Headlamp switch	ON
Rear window defogger switch	ON
Engine speed	Approx. 3,000 rpm
Shift position	Any position other than P, N or R



- 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.
- If NG, go to [EC-350, "Diagnostic Procedure"](#).

Diagnostic Procedure

ABS00CQ9

1. CHECK EVAP CANISTER

- Turn ignition switch OFF.
- Check EVAP canister for cracks.

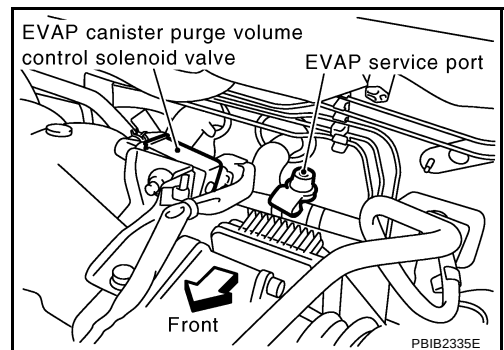
OK or NG

OK (With CONSULT-II)>>GO TO 2.
OK (Without CONSULT-II)>>GO TO 3.
NG >> Replace EVAP canister.

2. CHECK PURGE FLOW

With CONSULT-II

- Disconnect vacuum hose connected to EVAP canister purge volume control solenoid valve at EVAP service port and install vacuum gauge.
- Start engine and let it idle.
- Select "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II.
- Rev engine up to 2,000 rpm.



- Touch "Qd" and "Qu" on CONSULT-II screen to adjust "PURG VOL CONT/V" opening and check vacuum existence.

PURG VOL CONT/V	VACUUM
100%	Should exist.
0%	should not exist.

OK or NG

OK >> GO TO 7.
NG >> GO TO 4.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XXX %

PB1B1786E

DTC P0441 EVAP CONTROL SYSTEM

3. CHECK PURGE FLOW

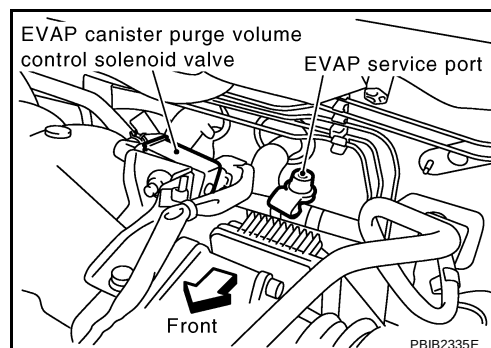
Without CONSULT-II

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.
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.



OK or NG

- OK >> GO TO 7.
NG >> GO TO 4.

4. CHECK EVAP PURGE LINE

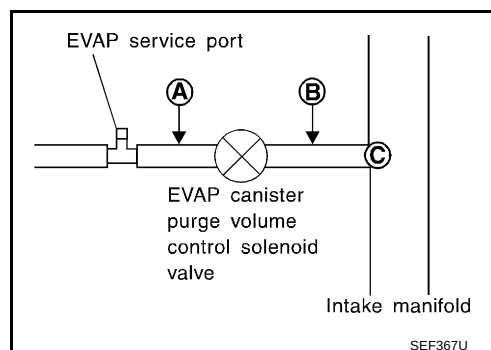
1. Turn ignition switch OFF.
2. Check EVAP purge line for improper connection or disconnection.
Refer to [EC-31, "EVAPORATIVE EMISSION LINE DRAWING"](#).

OK or NG

- OK >> GO TO 5.
NG >> Repair it.

5. CHECK EVAP PURGE HOSE AND PURGE PORT

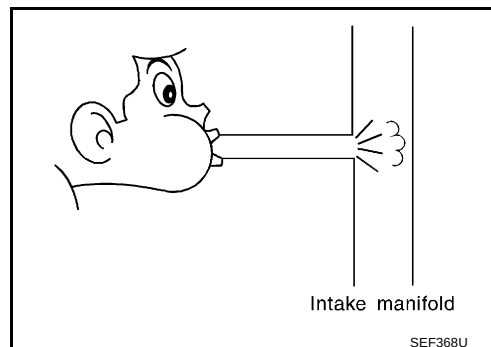
1. Disconnect purge hoses connected to EVAP service port **A** and EVAP canister purge volume control solenoid valve **B**.
2. Blow air into each hose and EVAP purge port **C**.



3. Check that air flows freely.

OK or NG

- OK (With CONSULT-II)>>GO TO 6.
OK (Without CONSULT-II)>>GO TO 7.
NG >> Repair or clean hoses and/or purge port.



DTC P0441 EVAP CONTROL SYSTEM

6. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

With CONSULT-II

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.

OK or NG

- OK >> GO TO 8.
NG >> GO TO 7.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XXX %

PBIB1786E

7. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to [EC-377, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 8.
NG >> Replace EVAP canister purge volume control solenoid valve.

8. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR

1. Disconnect EVAP control system pressure sensor harness connector.
2. Check connectors for water.

Water should not exist

OK or NG

- OK >> GO TO 9.
NG >> Replace EVAP control system pressure sensor.

9. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR FUNCTION

Refer to DTC Confirmation Procedure for DTC P0452, [EC-397, "DTC Confirmation Procedure"](#) and [EC-404, "DTC Confirmation Procedure"](#) for DTC P0453.

OK or NG

- OK >> GO TO 10.
NG >> Replace EVAP control system pressure sensor.

10. CHECK RUBBER TUBE FOR CLOGGING

1. Disconnect rubber tube connected to EVAP canister vent control valve.
2. Check the rubber tube for clogging.

OK or NG

- OK >> GO TO 11.
NG >> Clean the rubber tube using an air blower.

11. CHECK EVAP CANISTER VENT CONTROL VALVE

Refer to [EC-384, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 12.
NG >> Replace EVAP canister vent control valve.

DTC P0441 EVAP CONTROL SYSTEM

12. CHECK EVAP PURGE LINE

Inspect EVAP purge line (pipe and rubber tube). Check for evidence of leaks.

Refer to [EC-31, "EVAPORATIVE EMISSION LINE DRAWING"](#) .

OK or NG

OK >> GO TO 13.

NG >> Replace it.

13. CLEAN EVAP PURGE LINE

Clean EVAP purge line (pipe and rubber tube) using air blower.

>> GO TO 14.

14. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

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DTC P0442 EVAP CONTROL SYSTEM

DTC P0442 EVAP CONTROL SYSTEM

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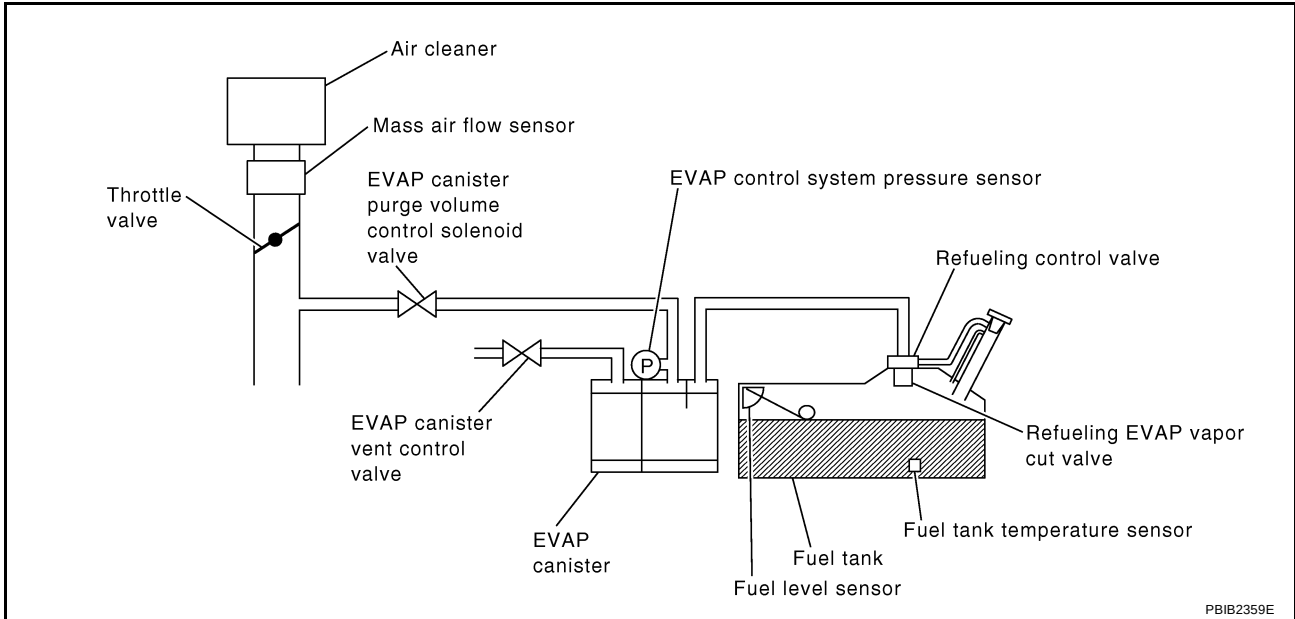
On Board Diagnosis Logic

ABS00CQA

This diagnosis detects leaks in the EVAP purge line using engine intake manifold vacuum.

If pressure does not increase, the ECM will check for leaks in the line between the fuel tank and EVAP canister purge volume control solenoid valve, under the following Vacuum test conditions.

The EVAP canister vent control valve is closed to shut the EVAP purge line off. The EVAP canister purge volume control solenoid valve will then be opened to depressurize the EVAP purge line using intake manifold vacuum. After this occurs, the EVAP canister purge volume control solenoid valve will be closed.



DTC P0442 EVAP CONTROL SYSTEM

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0442 0442	EVAP control system small leak detected (negative pressure)	EVAP control system has a leak, EVAP control system does not operate properly.	● Incorrect fuel tank vacuum relief valve ● Incorrect fuel filler cap used ● Fuel filler cap remains open or fails to close. ● Foreign matter caught in fuel filler cap. ● Leak is in line between intake manifold and EVAP canister purge volume control solenoid valve. ● Foreign matter caught in EVAP canister vent control valve. ● EVAP canister or fuel tank leaks ● EVAP purge line (pipe and rubber tube) leaks ● EVAP purge line rubber tube bent ● Loose or disconnected rubber tube ● EVAP canister vent control valve and the circuit ● EVAP canister purge volume control solenoid valve and the circuit ● Fuel tank temperature sensor ● O-ring of EVAP canister vent control valve is missing or damaged ● Water separator ● EVAP canister is saturated with water ● EVAP control system pressure sensor ● Fuel level sensor and the circuit ● Refueling EVAP vapor cut valve ● Refueling control valve ● ORVR system leaks

CAUTION:

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

DTC Confirmation Procedure

ABS00CQB

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:

- Perform "DTC WORK SUPPORT" when the fuel level is between 1/4 and 3/4 full, and vehicle is placed on flat level surface.
- Always perform test at a temperature of 0 to 30°C (32 to 86°F).

WITH CONSULT-II

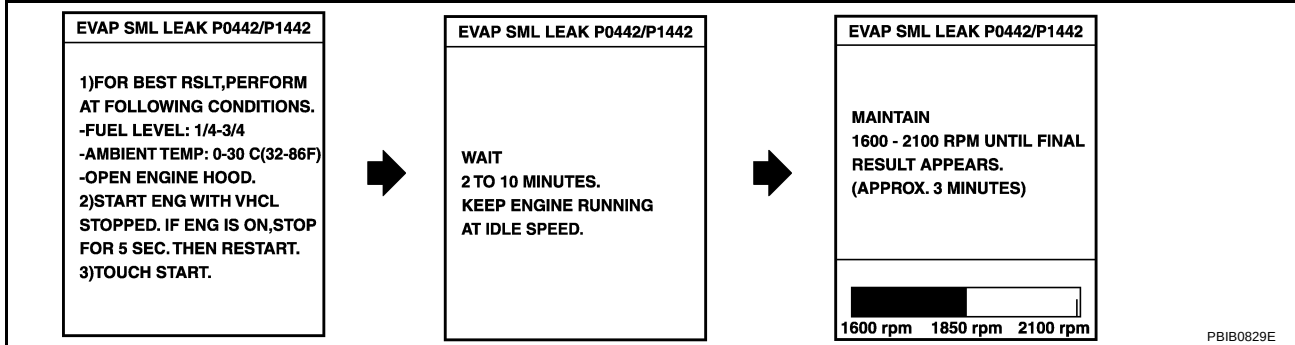
1. Turn ignition switch ON.
2. Turn ignition switch OFF and wait at least 10 seconds.

DTC P0442 EVAP CONTROL SYSTEM

3. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT-II.
4. Check the following conditions are met.
COOLANT TEMP/S: 0 - 70°C (32 - 158°F)
INT/A TEMP SE: 0 - 30°C (32 - 86°F)
5. Select "EVAP SML LEAK P0442/P1442" of "EVAPORATIVE SYSTEM" in "DTC WORK SUPPORT" mode with CONSULT-II. Follow the instruction displayed.

DATA MONITOR	
MONITOR	DTC
ENG SPEED	XXX rpm
COOLANT TEMP/S	XXX °C
INT/A TEMP SE	XXX °C

PBIB2643E



NOTE:

If the engine speed cannot be maintained within the range displayed on the CONSULT-II screen, go to [EC-70, "Basic Inspection"](#).

6. Make sure that "OK" is displayed.
 If "NG" is displayed, refer to [EC-357, "Diagnostic Procedure"](#).

NOTE:

Make sure that EVAP hoses are connected to the EVAP canister purge volume control solenoid valve properly.

EVAP SML LEAK P0442/P1442 OK
SELF-DIAG RESULTS NO DTC DETECTED. FURTHER TESTING MAY BE REQUIRED.

SEC763C

DTC P0442 EVAP CONTROL SYSTEM

WITH GST

NOTE:

Be sure to read the explanation of [EC-57, "Driving Pattern"](#) before driving vehicle.

1. Start engine.
2. Drive vehicle according to [EC-57, "Driving Pattern"](#)
3. Stop vehicle.
4. Turn ignition switch OFF, wait at least 10 seconds and then turn ignition switch ON.
5. Select Service \$07 with GST.
 - If P0442 is displayed on the screen, go to [EC-357, "Diagnostic Procedure"](#) .
 - If P0441 is displayed on the screen, go to [EC-350, "Diagnostic Procedure"](#) for DTC P0441.

Diagnostic Procedure

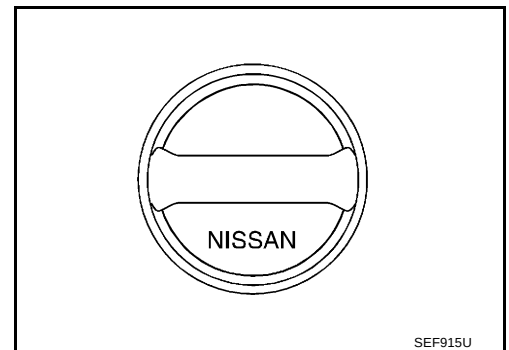
ABS00CQC

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.



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 >> 1. Open fuel filler cap, then clean cap and fuel filler neck threads using air blower.
2. 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.

4. CHECK FUEL TANK VACUUM RELIEF VALVE

Refer to [EC-33, "FUEL TANK VACUUM RELIEF VALVE \(BUILT INTO FUEL FULLER CAP\)"](#) .

OK or NG

- OK >> GO TO 5.
NG >> Replace fuel filler cap with a genuine one.

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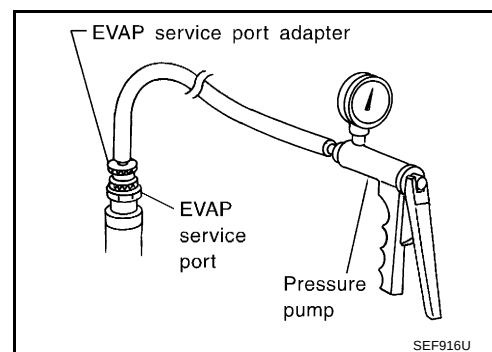
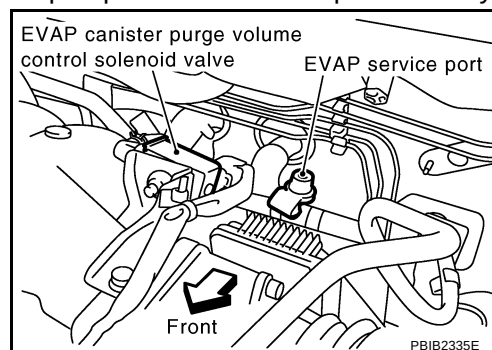
DTC P0442 EVAP CONTROL SYSTEM

5. INSTALL THE PRESSURE PUMP

To locate the EVAP leak, install EVAP service port adapter and pressure pump to EVAP service port securely. For the location of EVAP service port, refer to [EC-31, "EVAPORATIVE EMISSION LINE DRAWING"](#).

NOTE:

Improper installation of the EVAP service port adapter to the EVAP service port may cause leaking.



With CONSULT-II>>GO TO 6.
Without CONSULT-II>>GO TO 7.

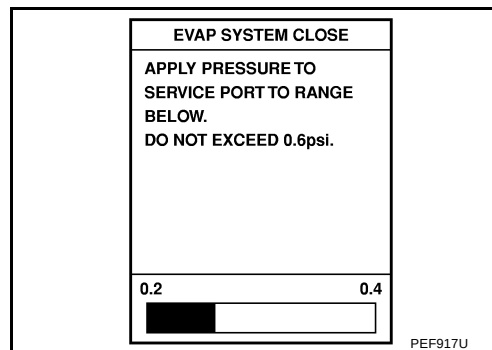
6. CHECK FOR EVAP LEAK

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.

CAUTION:

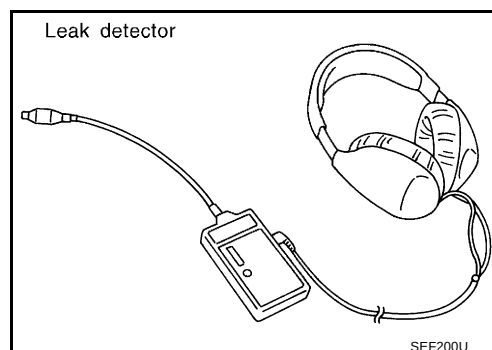
- Never use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm² , 0.6 psi) of pressure in the system.



4. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details. Refer to [EC-31, "EVAPORATIVE EMISSION LINE DRAWING"](#).

OK or NG

- OK >> GO TO 8.
NG >> Repair or replace.

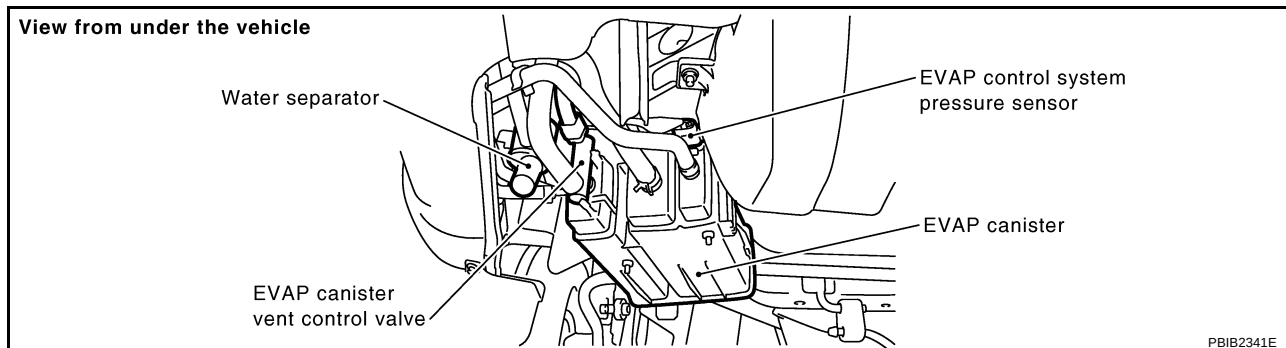


DTC P0442 EVAP CONTROL SYSTEM

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. 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.

CAUTION:

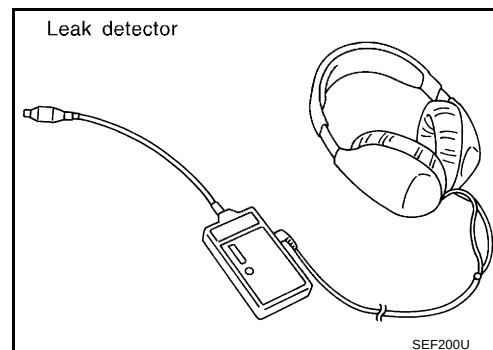
- Never use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm², 0.6 psi) of pressure in the system.

4. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details.

Refer to [EC-31, "EVAPORATIVE EMISSION LINE DRAWING"](#).

OK or NG

- OK >> GO TO 8.
NG >> Repair or replace.



8. CHECK WATER SEPARATOR

Refer to [EC-363, "Component Inspection"](#).

OK or NG

- OK >> GO TO 9.
NG >> Clean or replace water separator.

9. CHECK EVAP CANISTER VENT CONTROL VALVE

Check the following,

- EVAP canister vent control valve is installed properly.
Refer to [EC-34, "Removal and Installation"](#).
- EVAP canister vent control valve.
Refer to [EC-384, "Component Inspection"](#).

OK or NG

- OK >> GO TO 10.
NG >> Repair or replace EVAP canister vent control valve and O-ring.

DTC P0442 EVAP CONTROL SYSTEM

10. CHECK IF EVAP CANISTER SATURATED WITH WATER

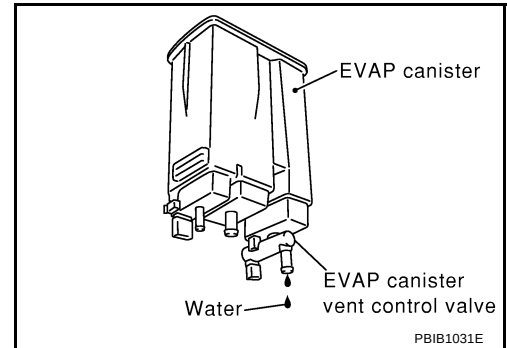
1. Remove EVAP canister with EVAP canister vent control valve and EVAP control system pressure sensor attached.
2. Does water drain from the EVAP canister?

Yes or No

Yes >> GO TO 11.

No (With CONSULT-II)>>GO TO 13.

No (Without CONSULT-II)>>GO TO 14.



11. CHECK EVAP CANISTER

Weigh the EVAP canister with the EVAP canister vent control valve and EVAP control system pressure sensor attached.

The weight should be less than 2.5 kg (5.5 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.

- 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

Ⓐ With CONSULT-II

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%.
5. Check vacuum hose for vacuum when revving engine up to 2,000 rpm.

OK or NG

OK >> GO TO 16.

NG >> GO TO 15.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XXX %

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14. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION

Without CONSULT-II

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.

OK or NG

- OK >> GO TO 17.
NG >> GO TO 15.

15. CHECK VACUUM HOSE

Check vacuum hoses for clogging or disconnection.

Refer to [EC-31, "EVAPORATIVE EMISSION LINE DRAWING"](#) .

OK or NG

- OK >> GO TO 16.
NG >> Repair or reconnect the hose.

16. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to [EC-377, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 17.
NG >> Replace EVAP canister purge volume control solenoid valve.

17. CHECK FUEL TANK TEMPERATURE SENSOR

Refer to [EC-301, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 18.
NG >> Replace fuel level sensor unit.

18. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-402, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 19.
NG >> Replace EVAP control system pressure sensor.

19. CHECK EVAP PURGE LINE

Check EVAP purge line (pipe, rubber tube, fuel tank and EVAP canister) for cracks or improper connection.

Refer to [EC-30, "EVAPORATIVE EMISSION SYSTEM"](#) .

OK or NG

- OK >> GO TO 20.
NG >> Repair or reconnect the hose.

20. CLEAN EVAP PURGE LINE

Clean EVAP purge line (pipe and rubber tube) using air blower.

>> GO TO 21.

DTC P0442 EVAP CONTROL SYSTEM

21. CHECK EVAP/ORVR LINE

Check EVAP/ORVR line between EVAP canister and fuel tank for clogging, kink, looseness and improper connection. For location, refer to [EC-37, "ON BOARD REFUELING VAPOR RECOVERY \(ORVR\)"](#) .

OK or NG

OK >> GO TO 22.

NG >> Repair or replace hoses and tubes.

22. 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 23.

NG >> Repair or replace hoses, tubes or filler neck tube.

23. CHECK REFUELING CONTROL VALVE

Refer to [EC-41, "Component Inspection"](#) .

OK or NG

OK >> GO TO 24.

NG >> Replace refueling control valve.

24. CHECK REFUELING EVAP VAPOR CUT VALVE

Refer to [EC-41, "Component Inspection"](#) .

OK or NG

OK >> GO TO 25.

NG >> Replace refueling EVAP vapor cut valve with fuel tank.

25. CHECK FUEL LEVEL SENSOR

Refer to [FL-4, "FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY"](#) .

OK or NG

OK >> GO TO 26.

NG >> Replace fuel level sensor unit.

26. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

DTC P0442 EVAP CONTROL SYSTEM

Component Inspection

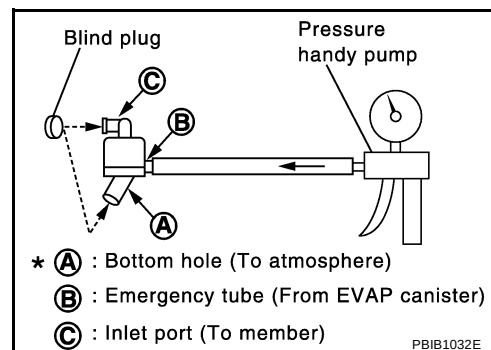
WATER SEPARATOR

ABS00DAY

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.
5. In case of NG in items 2 - 4, replace the parts.

NOTE:

Do not disassemble water separator.



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DTC P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

DTC P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

PFP:14920

Description SYSTEM DESCRIPTION

ABS00CWE

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed* ¹	EVAP can- ister purge flow con- trol	EVAP canister purge volume control solenoid valve
Mass air flow sensor	Amount of intake air		
Engine coolant temperature sensor	Engine coolant temperature		
Battery	Battery voltage* ¹		
Throttle position sensor	Throttle position		
Accelerator pedal position sensor	Accelerator pedal position		
Heated oxygen sensor 1	Density of oxygen in exhaust gas (Mixture ratio feedback signal)		
Fuel tank temperature sensor	Fuel temperature in fuel tank		
Wheel sensor	Vehicle speed* ²		

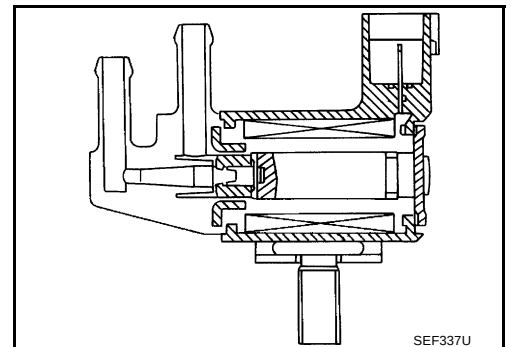
*1: ECM determines the start signal status by the signals of engine speed and battery voltage.

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

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

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



CONSULT-II Reference Value in Data Monitor Mode

ABS00CWF

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
PURG VOL C/V	● Engine: After warming up ● Shift lever: P or N (A/T), Neu- tral (M/T) ● Air conditioner switch: OFF ● No load	Idle	0%
		2,000 rpm	20 - 30%

DTC P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

On Board Diagnosis Logic

ABS00CWG

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0443 0443	EVAP canister purge volume control solenoid valve	The canister purge flow is detected during the specified driving conditions, even when EVAP canister purge volume control solenoid valve is completely closed.	● EVAP control system pressure sensor ● EVAP canister purge volume control solenoid valve (The valve is stuck open.) ● EVAP canister vent control valve ● EVAP canister ● Hoses (Hoses are connected incorrectly or clogged.)

DTC Confirmation Procedure

ABS00CWH

NOTE:

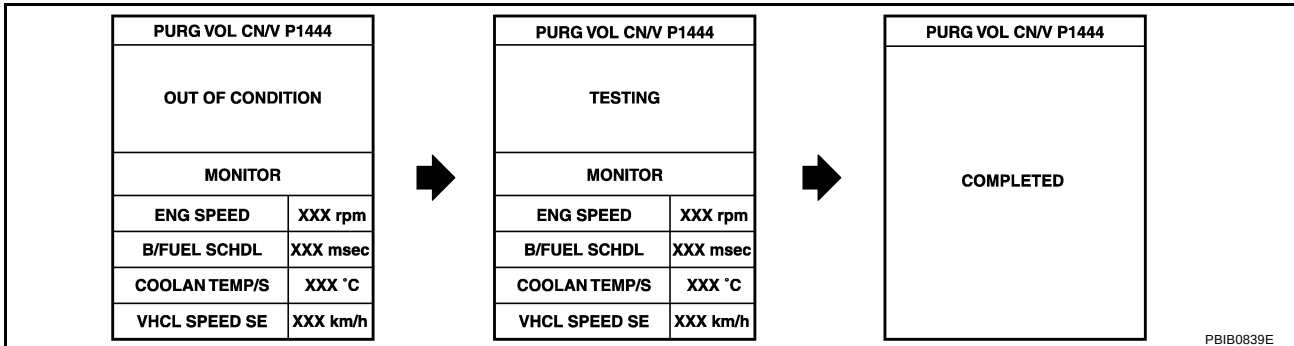
If DTC Confirmation Procedure has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

TESTING CONDITION:

Always perform test at a temperature of 5°C (41°F) or more.

WITH CONSULT-II

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" (for DTC P0443) 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 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 [EC-368, "Diagnostic Procedure"](#).

WITH GST

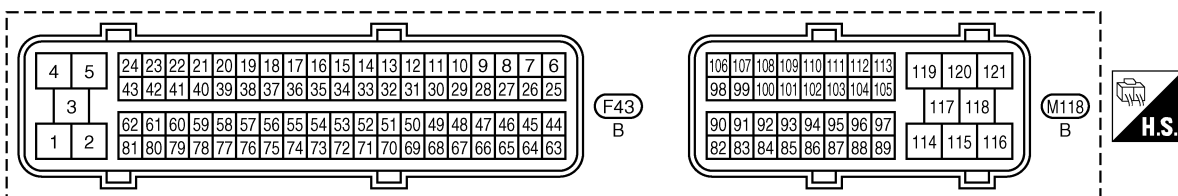
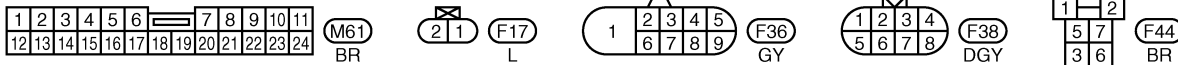
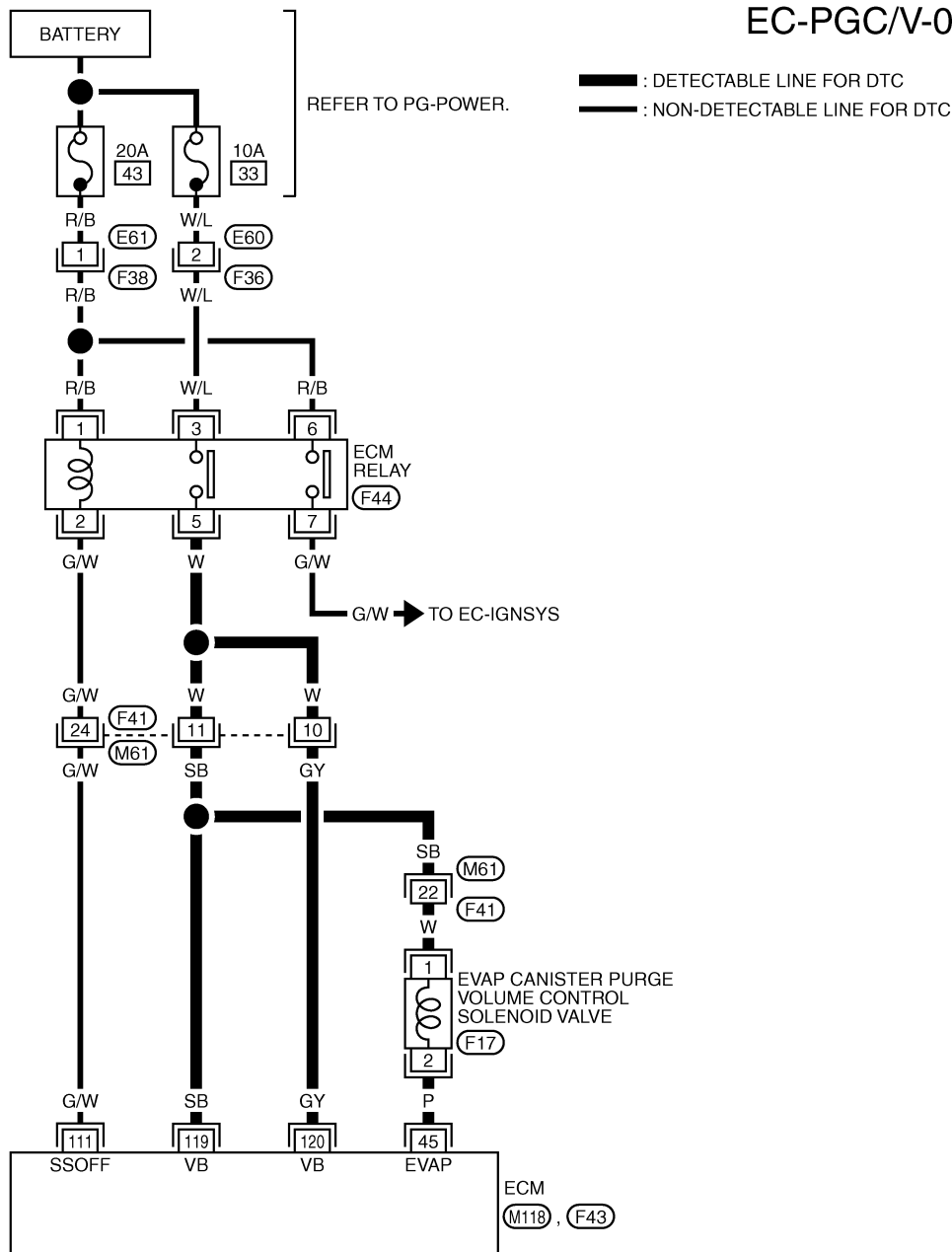
1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Start engine and let it idle for at least 20 seconds.
4. Select Service 07 with GST.
5. If 1st trip DTC is detected, go to [EC-368, "Diagnostic Procedure"](#).

DTC P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Wiring Diagram

ABS00CWI

EC-PGC/V-01



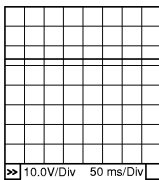
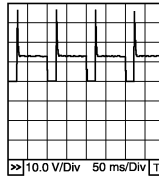
TBWB0123E

DTC P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Specification data are reference values and are measured between each terminal and ground.
Pulse signal is measured by CONSULT-II.

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.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
45	P	EVAP canister purge volume control solenoid valve	[Engine is running] ● Idle speed	BATTERY VOLTAGE (11 - 14V)★  10.0V/Div 50 ms/Div PBIB0050E
			[Engine is running] ● Engine speed is about 2,000 rpm (More than 100 seconds after starting engine)	Approximately 10V★  10.0 V/Div 50 ms/Div PBIB0520E
111	G/W	ECM relay (Self shut-off)	[Engine is running] [Ignition switch: OFF] ● For a few seconds after turning ignition switch OFF	0 - 1.0V
			[Ignition switch: OFF] ● More than a few seconds after turning ignition switch OFF	BATTERY VOLTAGE (11 - 14V)
119 120	SB GY	Power supply for ECM	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)

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

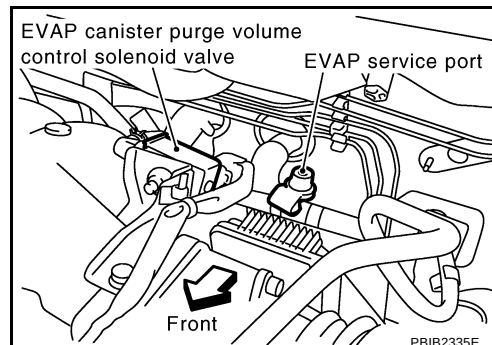
DTC P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Diagnostic Procedure

ABS00CWJ

1. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect EVAP canister purge volume control solenoid valve harness connector.
3. Turn ignition switch ON.

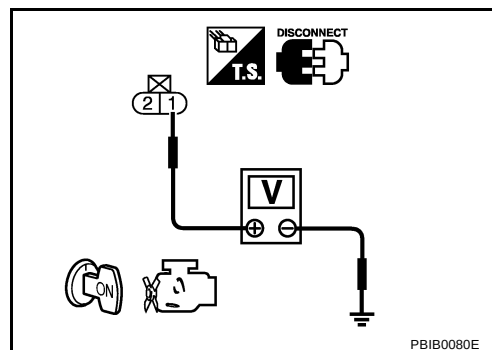


4. Check voltage between EVAP canister purge volume control solenoid valve terminal 1 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 3.
NG >> GO TO 2.



2. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M61, F41
- Harness for open or short between EVAP canister purge volume control solenoid valve and ECM relay
- Harness for open or short between EVAP canister purge volume control solenoid valve and ECM

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

3. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 45 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.

OK or NG

- OK >> GO TO 4.
NG >> Repair open circuit or short to ground or short to power in harness or connectors.

DTC P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

4. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR

1. Disconnect EVAP control system pressure sensor harness connector.
2. Check connectors for water.

Water should not exist.

OK or NG

- OK >> GO TO 5.
NG >> Replace EVAP control system pressure sensor.

5. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-402, "Component Inspection"](#).

OK or NG

- OK (With CONSULT-II)>>GO TO 6.
OK (Without CONSULT-II)>>GO TO 7.
NG >> Replace EVAP control system pressure sensor.

6. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

 **With CONSULT-II**

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.

OK or NG

- OK >> GO TO 8.
NG >> GO TO 7.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XXX %

PBIB1786E

7. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to [EC-377, "Component Inspection"](#).

OK or NG

- OK >> GO TO 8.
NG >> Replace EVAP canister purge volume control solenoid valve.

8. CHECK RUBBER TUBE FOR CLOGGING

1. Disconnect rubber tube connected to EVAP canister vent control valve.
2. Check the rubber tube for clogging.

OK or NG

- OK >> GO TO 9.
NG >> Clean the rubber tube using an air blower.

9. CHECK EVAP CANISTER VENT CONTROL VALVE

Refer to [EC-384, "Component Inspection"](#).

OK or NG

- OK >> GO TO 10.
NG >> Replace EVAP canister vent control valve.

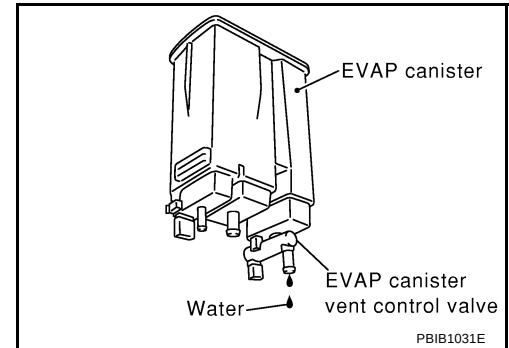
DTC P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

10. CHECK IF EVAP CANISTER SATURATED WITH WATER

1. Remove EVAP canister with EVAP canister vent control valve and EVAP control system pressure attached.
2. Does water drain from the EVAP canister?

YES or NO

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



11. CHECK EVAP CANISTER

Weigh the EVAP canister with the EVAP canister vent control valve and EVAP control system pressure attached.

The weight should be less than 2.5 kg (5.5 lb).

OK or NG

- OK >> GO TO 13.
NG >> GO TO 12.

12. DETECT MALFUNCTIONING PART

Check the following.

- 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 INTERMITTENT INCIDENT

Refer to [EC-143. "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

Component Inspection

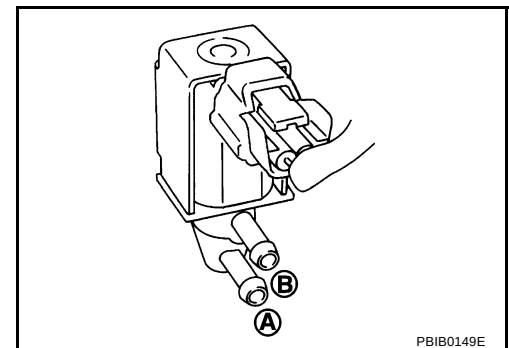
EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

ABS00CWK

🔧 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%	Yes
0%	No

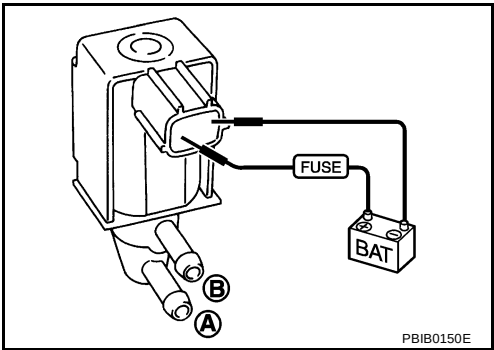


DTC P0443 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

⊗ 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



Removal and Installation

EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to [EM-16, "INTAKE MANIFOLD"](#)

ABS00CWL

DTC P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

DTC P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

PFP:14920

Description SYSTEM DESCRIPTION

ABS00CQD

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed* ¹	EVAP canister purge flow control	EVAP canister purge volume control solenoid valve
Mass air flow sensor	Amount of intake air		
Engine coolant temperature sensor	Engine coolant temperature		
Battery	Battery voltage* ¹		
Throttle position sensor	Throttle position		
Accelerator pedal position sensor	Accelerator pedal position		
Heated oxygen sensor 1	Density of oxygen in exhaust gas (Mixture ratio feedback signal)		
Fuel tank temperature sensor	Fuel temperature in fuel tank		
Wheel sensor	Vehicle speed* ²		

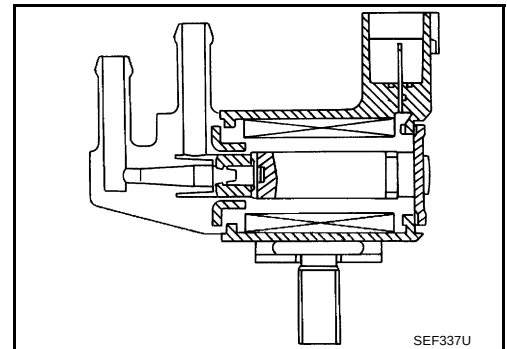
*1: The ECM determines the start signal status by the signal of engine speed and battery voltage.

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

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

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



CONSULT-II Reference Value in Data Monitor Mode

ABS00CQE

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
PURG VOL C/V	● Engine: After warming up ● Shift lever: P or N (A/T), Neutral (M/T) ● Air conditioner switch: OFF ● No load	Idle	0%
		2,000 rpm	20 - 30%

DTC P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

On Board Diagnosis Logic

ABS00CQF

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0444 0444	EVAP canister purge volume control solenoid valve circuit open	An excessively low voltage signal is sent to ECM through the valve	● Harness or connectors (The solenoid valve circuit is open or shorted.) ● EVAP canister purge volume control solenoid valve
P0445 0445	EVAP canister purge volume control solenoid valve circuit shorted	An excessively high voltage signal is sent to ECM through the valve	● Harness or connectors (The solenoid valve circuit is shorted.) ● EVAP canister purge volume control solenoid valve

DTC Confirmation Procedure

ABS00CQG

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

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 [EC-376, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEP058Y

WITH GST

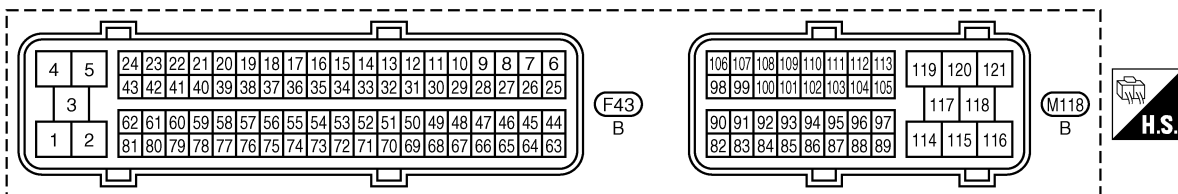
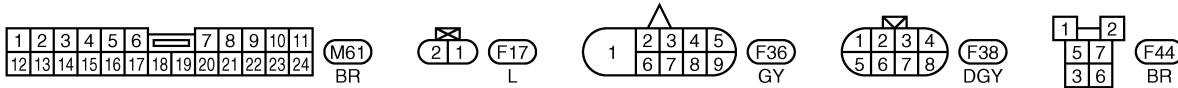
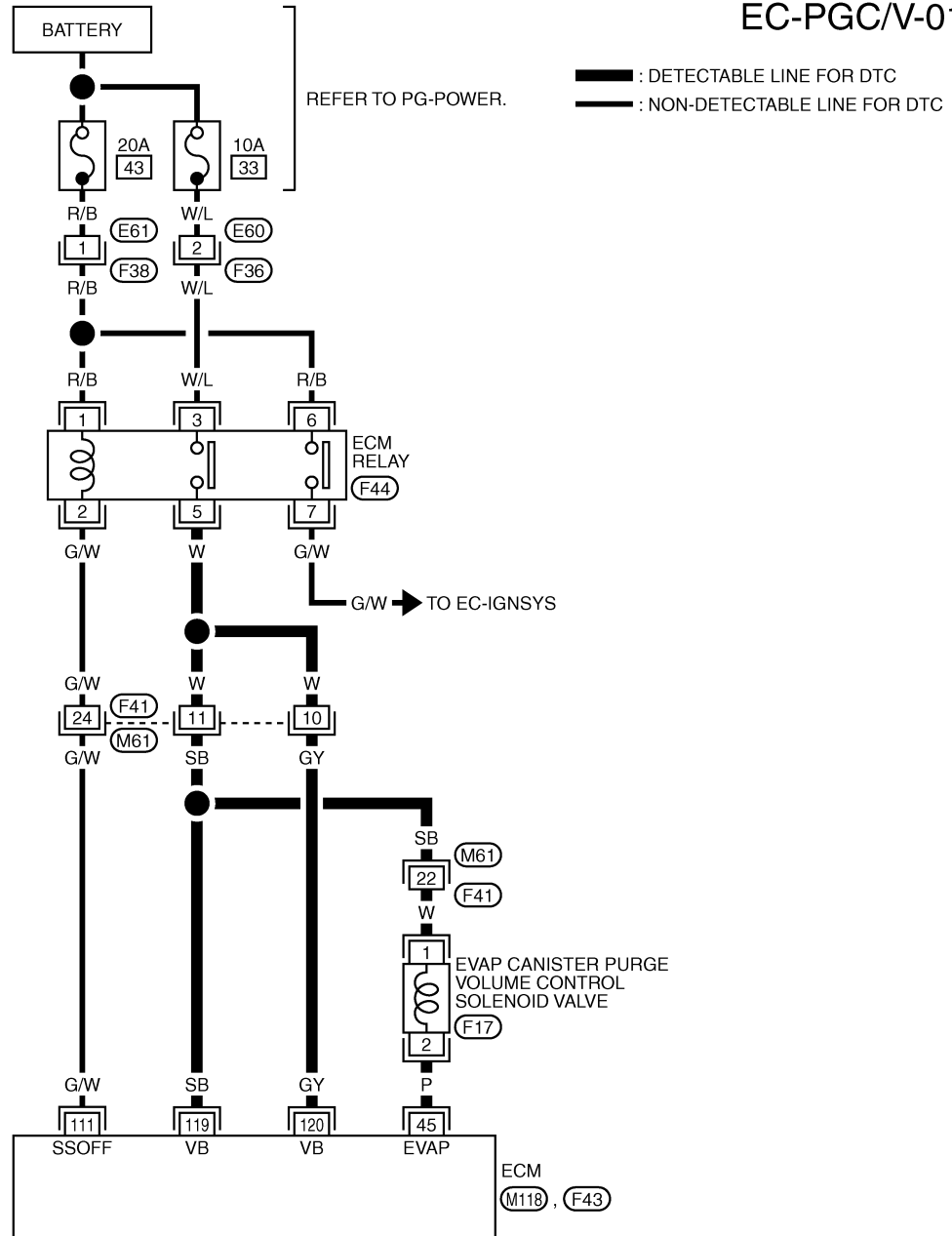
Follow the procedure "WITH CONSULT-II" above.

DTC P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Wiring Diagram

ABS00CQH

EC-PGC/V-01



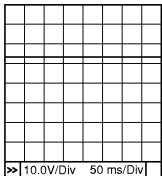
TBWB0123E

DTC P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Specification data are reference values and are measured between each terminal and ground.
Pulse signal is measured by CONSULT-II.

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.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
45	P	EVAP canister purge volume control solenoid valve	[Engine is running] ● Idle speed	BATTERY VOLTAGE (11 - 14V)★  10.0V/Div 50 ms/Div PBIB0050E
			[Engine is running] ● Engine speed is about 2,000 rpm (More than 100 seconds after starting engine)	Approximately 10V★  10.0 V/Div 50 ms/Div PBIB0520E
111	G/W	ECM relay (Self shut-off)	[Engine is running] [Ignition switch: OFF] ● For a few seconds after turning ignition switch OFF	0 - 1.0V
			[Ignition switch: OFF] ● More than a few seconds after turning ignition switch OFF	BATTERY VOLTAGE (11 - 14V)
119 120	SB GY	Power supply for ECM	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)

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

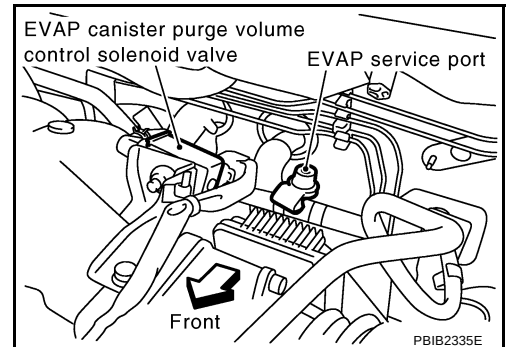
DTC P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Diagnostic Procedure

ABS00D8G

1. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect EVAP canister purge volume control solenoid valve harness connector.
3. Turn ignition switch ON.

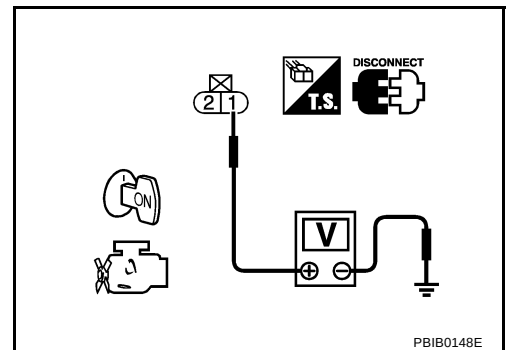


4. Check voltage between EVAP canister purge volume control solenoid valve terminal 1 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 3.
NG >> GO TO 2.



2. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M61, F41
- Harness for open or short between EVAP canister purge volume control solenoid valve and ECM relay.
- Harness for open or short between EVAP canister purge volume control solenoid valve and ECM

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

3. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between EVAP canister purge volume control solenoid valve terminal 2 and ECM terminal 45. Refer to Wiring Diagram.

Continuity should exist.

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

OK or NG

- 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.

DTC P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

4. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION

With CONSULT-II

1. Reconnect all harness connectors disconnected.
2. Start engine.
3. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-II. Check that engine speed varies according to the valve opening.

OK or NG

- OK >> GO TO 6.
NG >> GO TO 5.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XXX %
HO2S1 MNTR (B1)	LEAN

PBIB0569E

5. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to [EC-377, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 6.
NG >> Replace EVAP canister purge volume control solenoid valve.

6. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

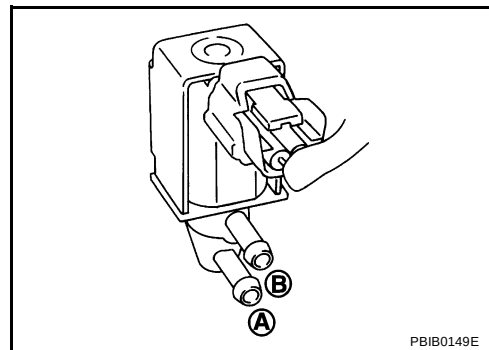
Component Inspection EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

ABS00CQJ

With CONSULT-II

Check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.

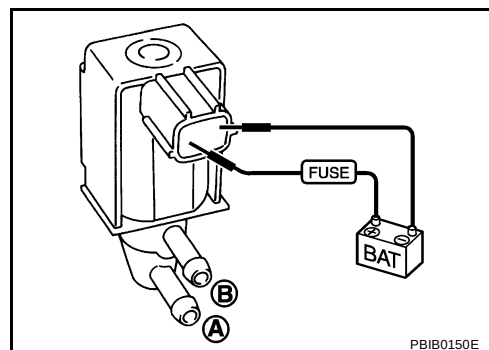
Condition (PURG VOL CONT/V value)	Air passage continuity between A and B
100%	Yes
0%	No



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



DTC P0444, P0445 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Removal and Installation

ABS00CQK

EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to [EM-16, "INTAKE MANIFOLD"](#) .

DTC P0447 EVAP CANISTER VENT CONTROL VALVE

DTC P0447 EVAP CANISTER VENT CONTROL VALVE

PFP:14935

Component Description

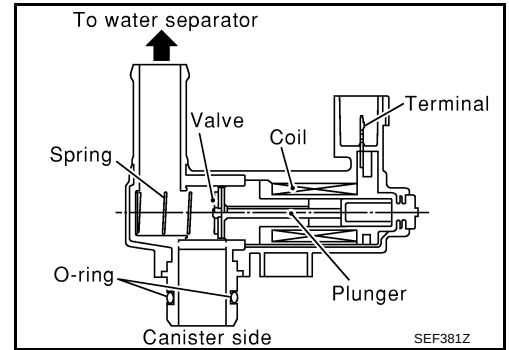
ABS00CQL

The EVAP canister vent control valve is located on the EVAP canister and is used to seal the canister vent.

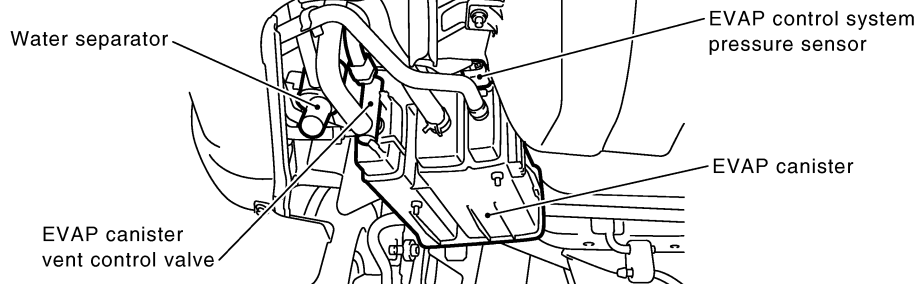
This solenoid valve responds to signals from the ECM. When the ECM sends an ON signal, the coil in the solenoid valve is energized. A plunger will then move to seal the canister vent. The ability to seal the vent is necessary for the on board diagnosis of other evaporative emission control system components.

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 diagnoses.



View from under the vehicle



CONSULT-II Reference Value in Data Monitor Mode

ABS00CQM

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
VENT CONT/V	● Ignition switch: ON	OFF

On Board Diagnosis Logic

ABS00CQN

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0447 0447	EVAP canister vent control valve circuit open	An improper voltage signal is sent to ECM through EVAP canister vent control valve.	● Harness or connectors (The valve circuit is open or shorted.) ● EVAP canister vent control valve

DTC P0447 EVAP CANISTER VENT CONTROL VALVE

ABS00CQO

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 battery voltage is more than 11V 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 8 seconds.
4. If 1st trip DTC is detected, go to [EC-382, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

WITH GST

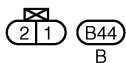
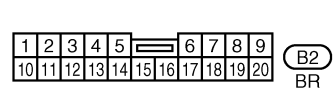
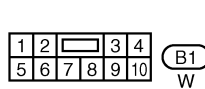
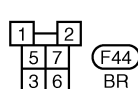
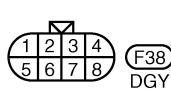
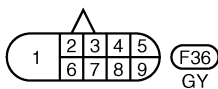
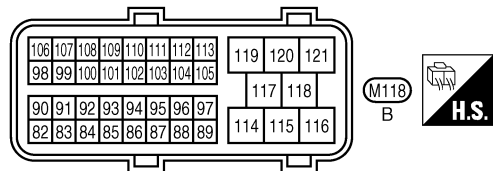
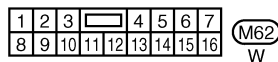
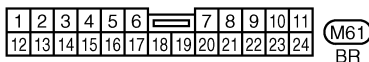
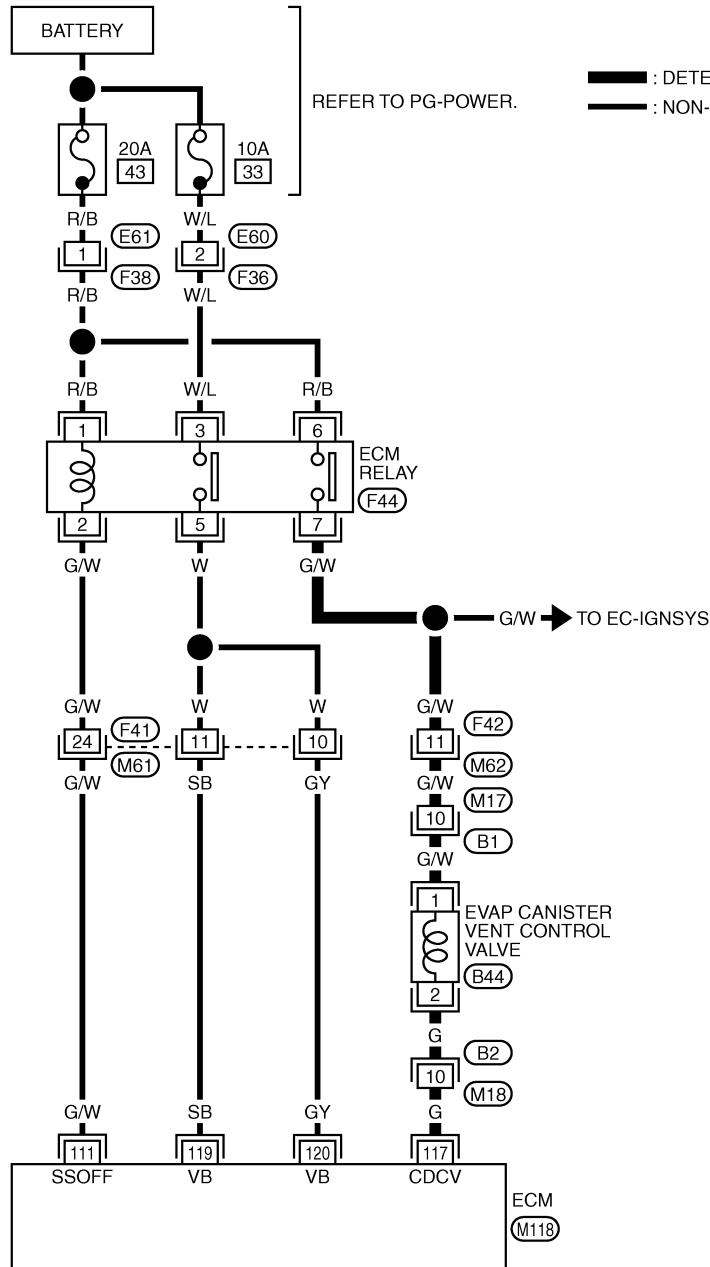
Follow the procedure "WITH CONSULT-II" above.

DTC P0447 EVAP CANISTER VENT CONTROL VALVE

Wiring Diagram

ABS00CQP

EC-VENT/V-01



TBWB0124E

DTC P0447 EVAP CANISTER VENT CONTROL VALVE

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.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
111	G/W	ECM relay (Self shut-off)	[Engine is running] [Ignition switch: OFF] ● For a few seconds after turning ignition switch OFF	0 - 1.0V
			[Ignition switch: OFF] ● More than a few seconds after turning ignition switch OFF	BATTERY VOLTAGE (11 - 14V)
117	G	EVAP canister vent control valve	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)
119 120	SB GY	Power supply for ECM	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)

Diagnostic Procedure

ABS00CQQ

1. INSPECTION START

1. Do you have CONSULT-II?

Yes or No

- Yes >> GO TO 2.
No >> GO TO 3.

2. CHECK EVAP CANISTER VENT CONTROL VALVE CIRCUIT

Ⓟ With CONSULT-II

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.
4. Check for operating sound of the valve.
Clicking noise should be heard.

OK or NG

- OK >> GO TO 7.
NG >> GO TO 3.

ACTIVE TEST	
VENT CONTROL/V	OFF
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XXX %

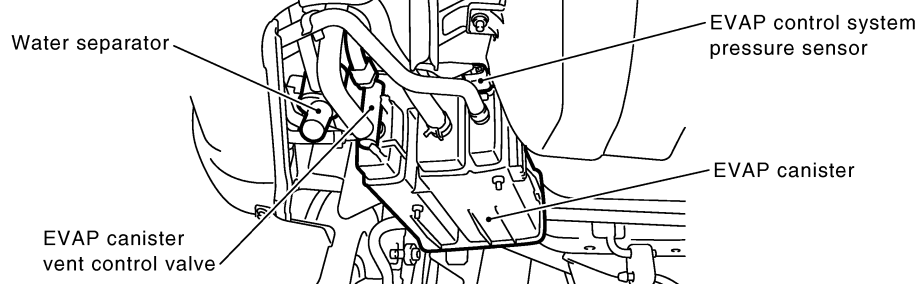
PBIB1787E

DTC P0447 EVAP CANISTER VENT CONTROL VALVE

3. CHECK EVAP CANISTER VENT CONTROL VALVE POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect EVAP canister vent control valve harness connector.

View from under the vehicle

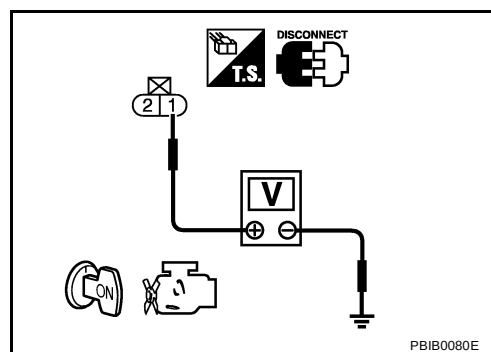


3. Turn ignition switch ON.
4. Check voltage between EVAP canister vent control valve terminal 1 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 5.
NG >> GO TO 4.



4. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F42, M62
- Harness connectors M17, B1
- Harness for open or short between EVAP canister vent control valve and ECM relay

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

5. CHECK EVAP CANISTER VENT CONTROL VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 117 and EVAP canister vent control valve terminal 2. 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 7.
NG >> GO TO 6.

DTC P0447 EVAP CANISTER VENT CONTROL VALVE

6. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors B2, M118
- 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

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

Refer to [EC-384, "Component Inspection"](#).

OK or NG

OK >> GO TO 9.

NG >> Replace EVAP canister vent control valve.

9. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

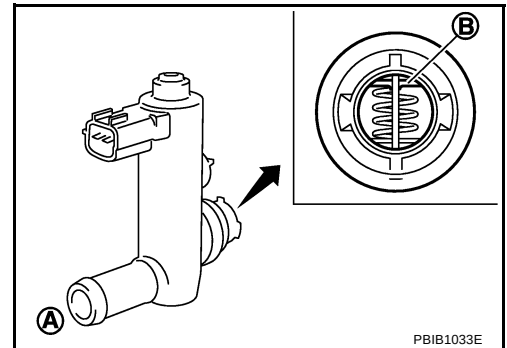
>> INSPECTION END

Component Inspection EVAP CANISTER VENT CONTROL VALVE

ABS00CQR

With CONSULT-II

1. Remove EVAP canister vent control valve from EVAP canister.
2. Check portion **B** of EVAP canister vent control valve for being rusted.
If NG, replace EVAP canister vent control valve.
If OK, go to next step.
3. Reconnect harness connectors disconnected.
4. Turn ignition switch ON.



5. Perform "VENT CONTROL/V" in "ACTIVE TEST" mode.
6. Check air passage continuity and operation delay time.
Make sure new O-ring is installed properly.

Condition VENT CONTROL/V	Air passage continuity between A and B
ON	No
OFF	Yes

Operation takes less than 1 second.

If NG, replace EVAP canister vent control valve.
If OK, go to next step.

ACTIVE TEST	
VENT CONTROL/V	OFF
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XXX %

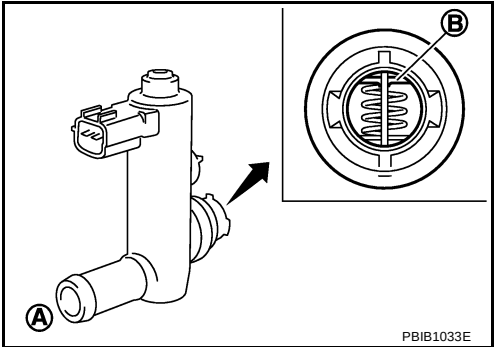
PBIB1787E

DTC P0447 EVAP CANISTER VENT CONTROL VALVE

- 7. Clean the air passage (Portion A to B) of EVAP canister vent control valve using an air blower.
- 8. Perform step 6 again.

⊗ Without CONSULT-II

- 1. Remove EVAP canister vent control valve from EVAP canister.
- 2. Check portion B of EVAP canister vent control valve for being rusted.



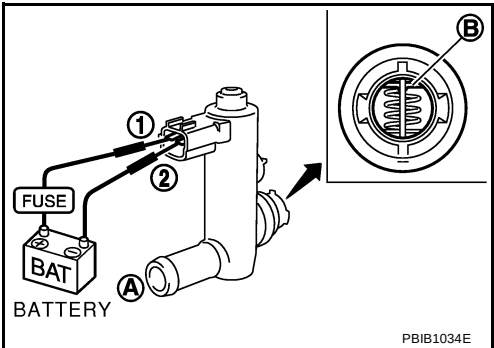
- 3. Check air passage continuity and operation delay time under the following conditions.
Make sure new O-ring is installed properly.

Condition	Air passage continuity between A and B
12V direct current supply between terminals 1 and 2	No
OFF	Yes

Operation takes less than 1 second.

If NG, replace EVAP canister vent control valve.
If OK, go to next step.

- 4. Clean the air passage (Portion A to B) of EVAP canister vent control valve using an air blower.
- 5. Perform step 3 again.



DTC P0448 EVAP CANISTER VENT CONTROL VALVE

DTC P0448 EVAP CANISTER VENT CONTROL VALVE

PFP:16935

Component Description

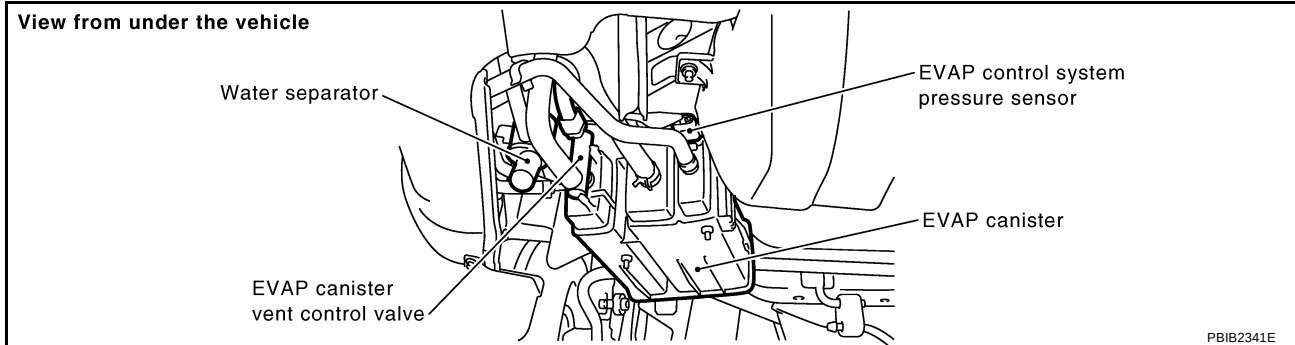
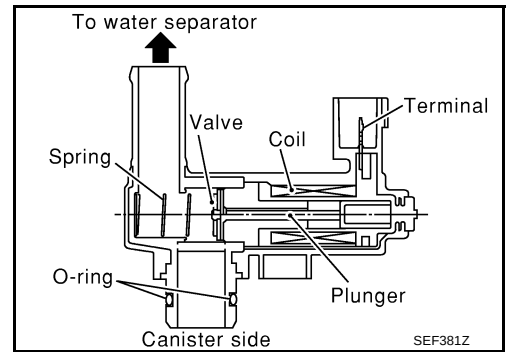
ABS00CWM

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" diagnoses.



CONSULT-II Reference Value in Data Monitor Mode

ABS00CWN

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
VENT CONT/V	● Ignition switch: ON	OFF

On Board Diagnosis Logic

ABS00CWO

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0448 0448	EVAP canister vent control valve close	EVAP canister vent control valve remains closed under specified driving conditions.	● EVAP canister vent control valve ● EVAP control system pressure sensor and the circuit ● Blocked rubber tube to EVAP canister vent control valve ● Water separator ● EVAP canister is saturated with water

DTC P0448 EVAP CANISTER VENT CONTROL VALVE

ABS00CWP

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

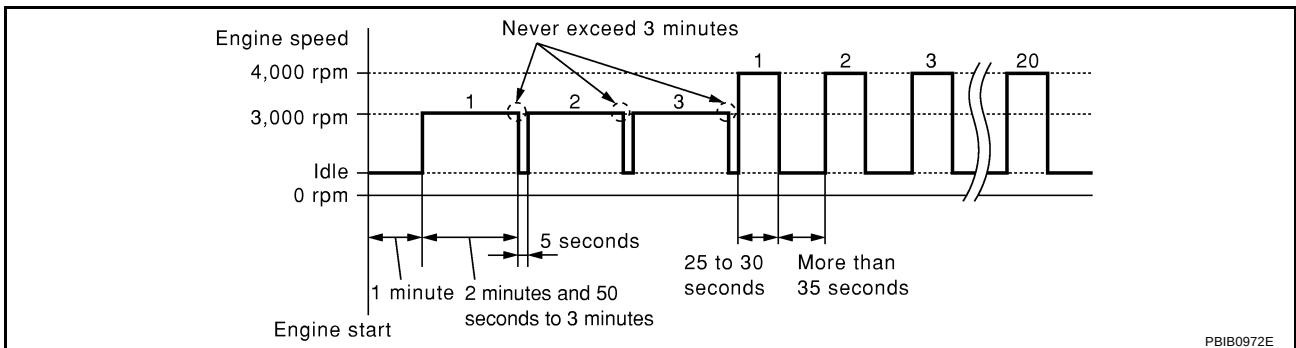
1. Turn ignition switch ON and wait at least 5 seconds.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT-II.
4. Start engine and let it idle for at least 1 minute.
5. Repeat next procedures 3 times.
 - a. Increase the engine speed up to 3,000 to 3,500 rpm and keep it for 2 minutes and 50 seconds to 3 minutes.
Never exceed 3 minutes.
 - b. Fully released accelerator pedal and keep engine idle for about 5 seconds.
6. If 1st trip DTC is detected, go to [EC-389, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

If 1st trip DTC is not detected, go to the next step.

7. Repeat next procedure 20 times.
 - a. Quickly increase the engine speed up to 4,000 to 4,500 rpm or more and keep it for 25 to 30 seconds.
 - b. Fully released accelerator pedal and keep engine idle for at least 35 seconds.



8. If 1st trip DTC is detected, go to [EC-389, "Diagnostic Procedure"](#).

WITH GST

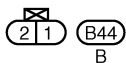
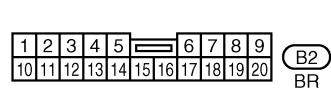
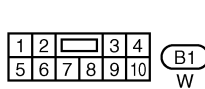
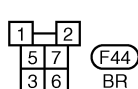
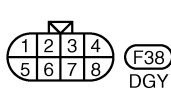
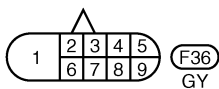
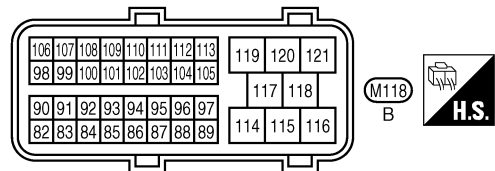
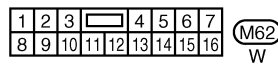
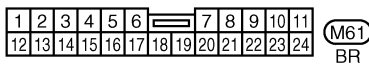
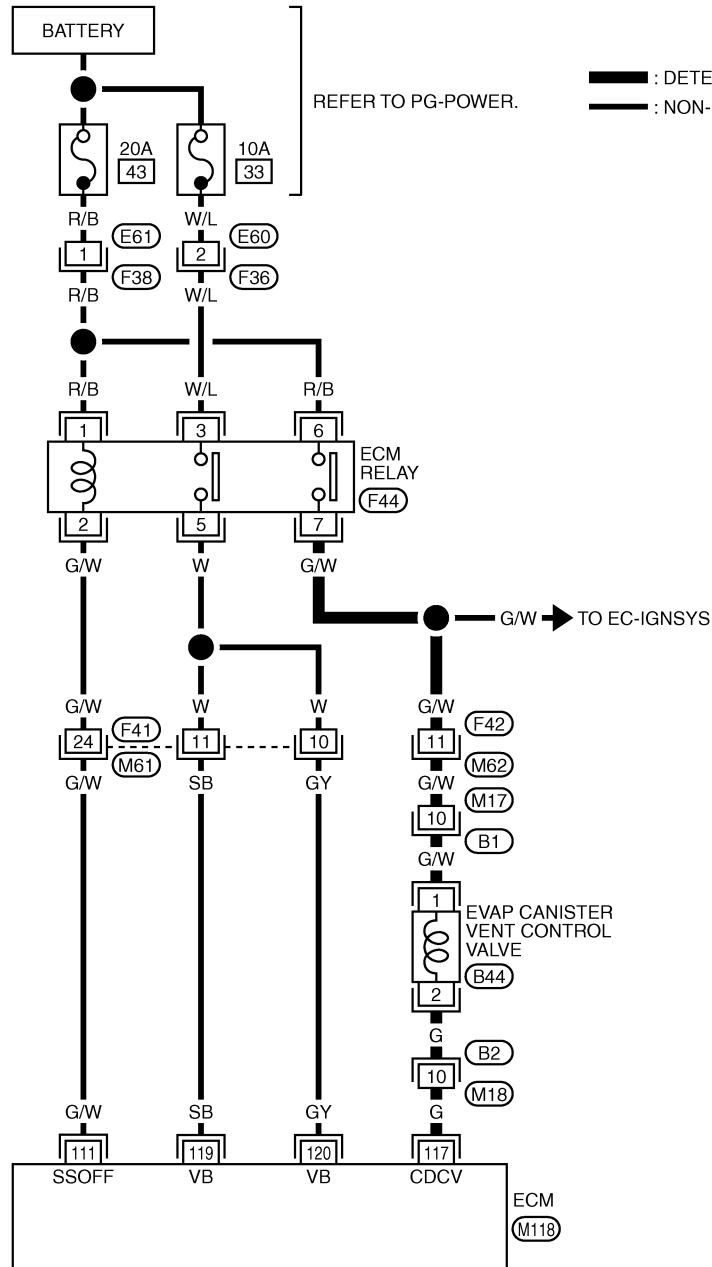
Follow the procedure "WITH CONSULT-II" above.

DTC P0448 EVAP CANISTER VENT CONTROL VALVE

Wiring Diagram

ABS00CWQ

EC-VENT/V-01



TBWB0124E

DTC P0448 EVAP CANISTER VENT CONTROL VALVE

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.

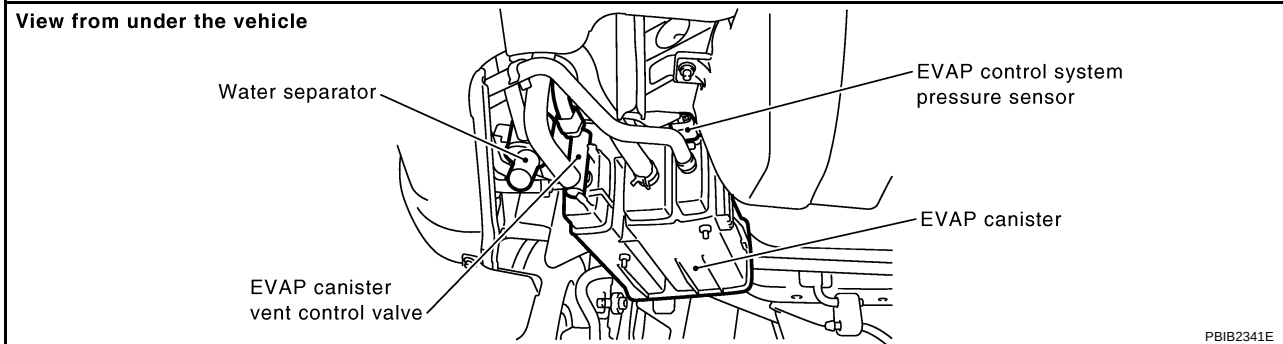
TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
111	G/W	ECM relay (Self shut-off)	[Engine is running] [Ignition switch: OFF] ● For a few seconds after turning ignition switch OFF	0 - 1.0V
			[Ignition switch: OFF] ● More than a few seconds after turning ignition switch OFF	BATTERY VOLTAGE (11 - 14V)
117	G	EVAP canister vent control valve	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)
119 120	SB GY	Power supply for ECM	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)

Diagnostic Procedure

ABS00CWR

1. CHECK RUBBER TUBE

1. Turn ignition switch OFF.
2. Disconnect rubber tube connected to EVAP canister vent control valve.
3. Check the rubber tube for clogging.



OK or NG

- OK >> GO TO 2.
NG >> Clean rubber tube using an air blower.

2. CHECK WATER SEPARATOR

Refer to [EC-391, "Component Inspection"](#).

OK or NG

- OK >> GO TO 3.
NG >> Replace water separator.

3. CHECK EVAP CANISTER VENT CONTROL VALVE

Refer to [EC-391, "EVAP CANISTER VENT CONTROL VALVE"](#).

OK or NG

- OK >> GO TO 4.
NG >> Replace EVAP canister vent control valve.

DTC P0448 EVAP CANISTER VENT CONTROL VALVE

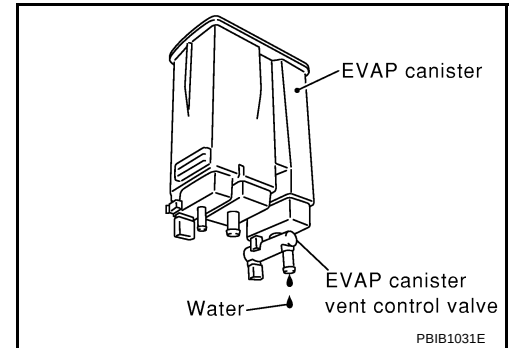
4. CHECK IF EVAP CANISTER SATURATED WITH WATER

1. Remove EVAP canister with EVAP canister vent control valve and EVAP control system pressure sensor attached.
2. Does water drain from the EVAP canister?

Yes or No

Yes >> GO TO 5.

No >> GO TO 7.



5. CHECK EVAP CANISTER

Weigh the EVAP canister with the EVAP canister vent control valve and EVAP control system pressure sensor attached.

The weight should be less than 2.5 kg (5.5 lb).

OK or NG

OK >> GO TO 7.

NG >> GO TO 6.

6. DETECT MALFUNCTIONING PART

Check the following.

- EVAP canister for damage
- EVAP hose between EVAP canister and water separator for clogging or poor connection

>> Repair hose or replace EVAP canister.

7. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR

1. Disconnect EVAP control system pressure sensor harness connector.
2. Check connectors for water.

Water should not exist.

OK or NG

OK >> GO TO 8.

NG >> Replace EVAP control system pressure sensor.

8. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-410, "Component Inspection"](#).

OK or NG

OK >> GO TO 9.

NG >> Replace EVAP control system pressure sensor.

9. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

>> INSPECTION END

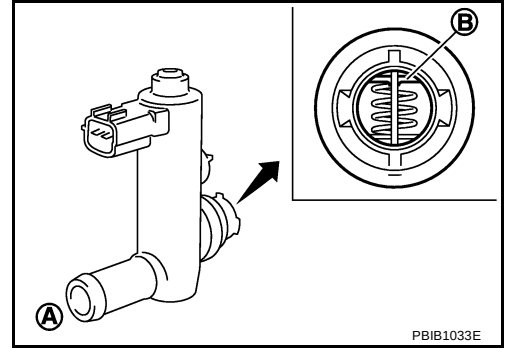
DTC P0448 EVAP CANISTER VENT CONTROL VALVE

ABS00CWS

Component Inspection EVAP CANISTER VENT CONTROL VALVE

With CONSULT-II

1. Remove EVAP canister vent control valve from EVAP canister.
2. Check portion **B** of EVAP canister vent control valve for being rusted.
If NG, replace EVAP canister vent control valve.
If OK, go to next step.
3. Reconnect harness connectors disconnected.
4. Turn ignition switch ON.



5. Perform "VENT CONTROL/V" in "ACTIVE TEST" mode.
6. Check air passage continuity and operation delay time.

Condition VENT CONTROL/V	Air passage continuity between A and B
ON	No
OFF	Yes

Operation takes less than 1 second.

Make sure new O-ring is installed properly.

If NG, replace EVAP canister vent control valve.

If OK, go to next step.

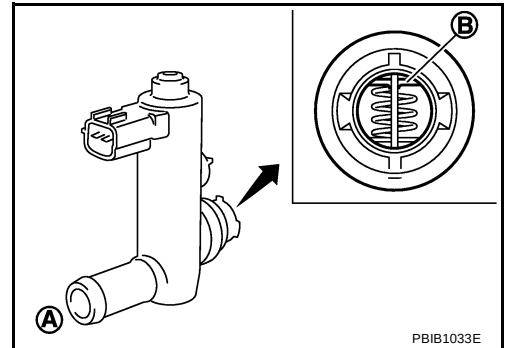
7. Clean the air passage (Portion **A** to **B**) of EVAP canister vent control valve using an air blower.
8. Perform step 5 again.

ACTIVE TEST	
VENT CONTROL/V	OFF
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XXX %

PBIB1787E

Without CONSULT-II

1. Remove EVAP canister vent control valve from EVAP canister.
2. Check portion **B** of EVAP canister vent control valve for being rusted.



3. 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

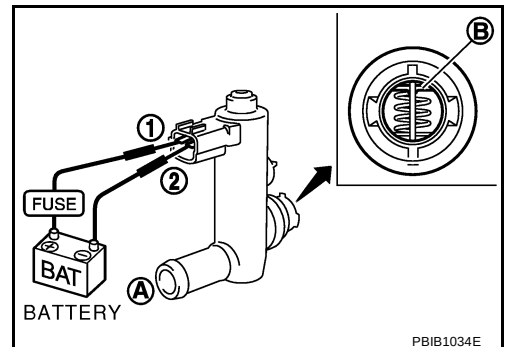
Operation takes less than 1 second.

Make sure new O-ring is installed properly.

If NG, replace EVAP canister vent control valve.

If OK, go to next step.

4. Clean the air passage (Portion **A** to **B**) of EVAP canister vent control valve using an air blower.



DTC P0448 EVAP CANISTER VENT CONTROL VALVE

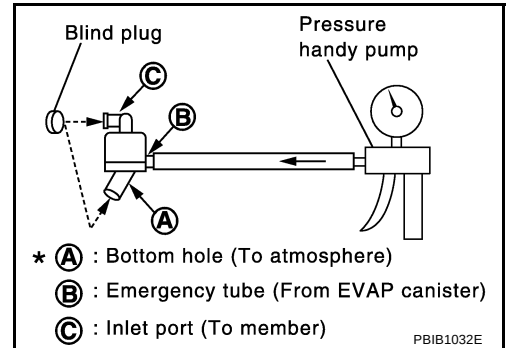
5. Perform step 3 again.

WATER SEPARATOR

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.
5. In case of NG in items 2 - 4, replace the parts.

NOTE:

Do not disassemble water separator.



DTC P0451 EVAP CONTROL SYSTEM PRESSURE SENSOR

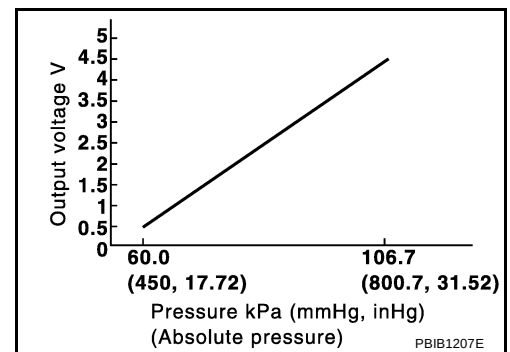
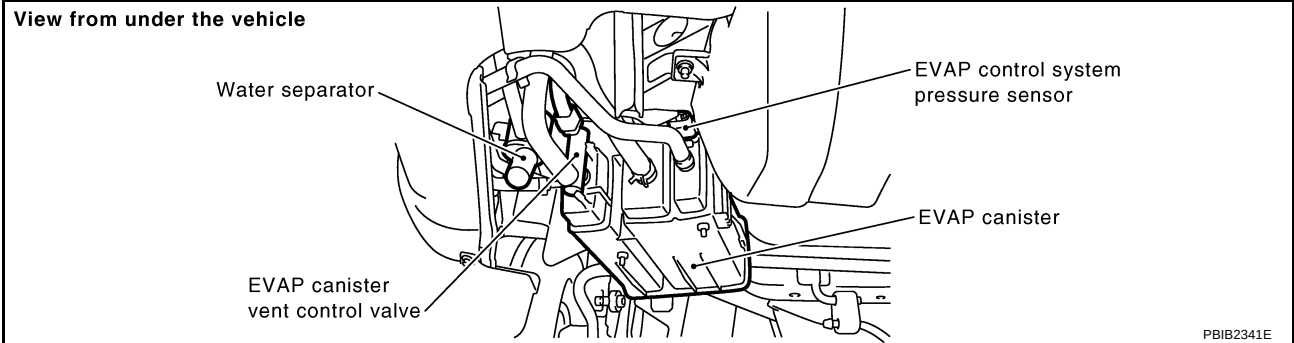
DTC P0451 EVAP CONTROL SYSTEM PRESSURE SENSOR

PFP:22365

Component Description

ABS00CQS

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



CONSULT-II Reference Value in Data Monitor Mode

ABS00CQT

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
EVAP SYS PRES	● Ignition switch: ON	Approx. 1.8 - 4.8V

On Board Diagnosis Logic

ABS00CQU

NOTE:

If DTC P0451 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643.

Refer to [EC-454, "DTC P0643 SENSOR POWER SUPPLY"](#) .

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0451 0451	EVAP control system pressure sensor performance	ECM detects a sloshing signal from the EVAP control system pressure sensor	● Harness or connectors ● EVAP control system pressure sensor

DTC P0451 EVAP CONTROL SYSTEM PRESSURE SENSOR

ABS00CQV

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

1. Turn ignition switch OFF and wait at least 10 seconds.
2. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and wait at least 40 seconds.

NOTE:

Do not depress accelerator pedal even slightly.

If 1st trip DTC is detected, go to [EC-394, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
FUEL T/TMP SE	XXX °C

SEF194Y

WITH GST

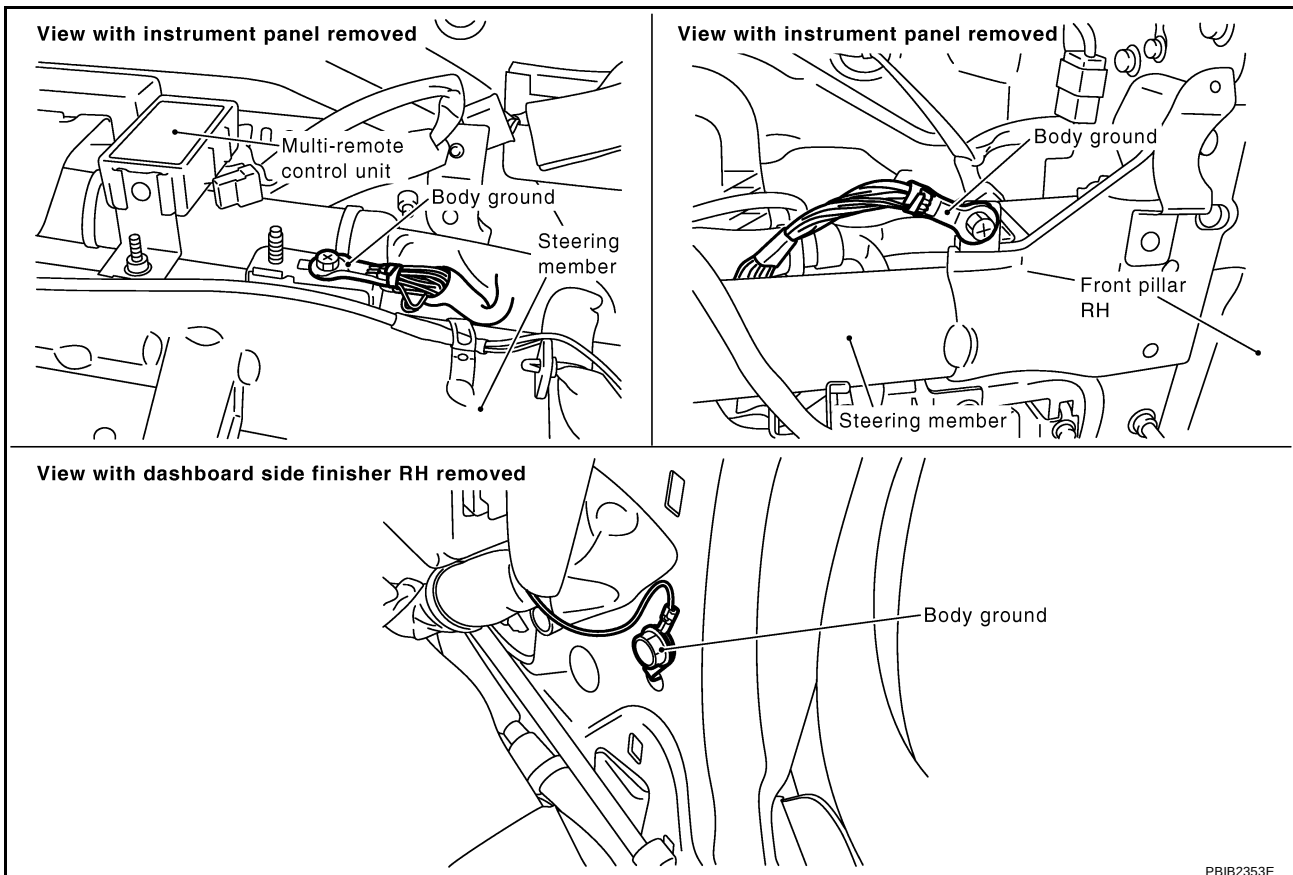
Follow the procedure "WITH CONSULT-II" above.

Diagnostic Procedure

ABS00CQW

1. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten three ground screws on the body. Refer to [EC-151, "Ground Inspection"](#) .



PBIB2353E

OK or NG

OK >> GO TO 2.

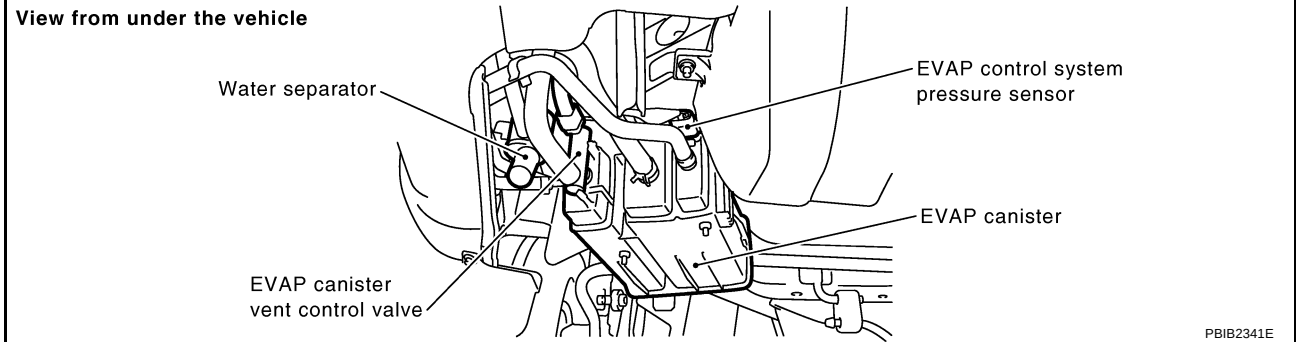
NG >> Repair or replace ground connections.

DTC P0451 EVAP CONTROL SYSTEM PRESSURE SENSOR

2. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR CONNECTOR FOR WATER

1. Disconnect EVAP control system pressure sensor harness connector.

View from under the vehicle



2. Check sensor harness connector for water.

Water should not exist.

OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace harness connector.

3. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-395, "Component Inspection"](#).

OK or NG

- OK >> GO TO 4.
- NG >> Replace EVAP control system pressure sensor.

4. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

For wiring diagram, refer to [EC-398](#).

>> INSPECTION END

Component Inspection EVAP CONTROL SYSTEM PRESSURE SENSOR

ABS00CQX

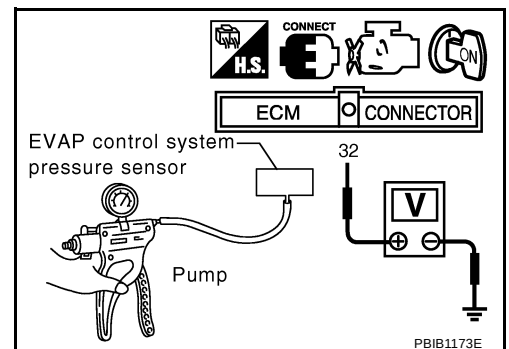
1. Remove EVAP control system pressure sensor with its harness connector connected from EVAP canister.
Always replace O-ring with a new one.
2. Install a vacuum pump to EVAP control system pressure sensor.
3. Turn ignition switch ON and check output voltage between ECM terminal 32 and ground under the following conditions.

Applied vacuum kPa (mmHg, inHg)	Voltage V
Not applied	1.8 - 4.8
-26.7 (-200, -7.87)	2.1 to 2.5V lower than above value

CAUTION:

- Always calibrate the vacuum pump gauge when using it.
- Do not apply below -93.3 kPa (-700 mmHg, -27.56 inHg) or pressure over 101.3 kPa (760 mmHg, 29.92 inHg).

4. If NG, replace EVAP control system pressure sensor.



DTC P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

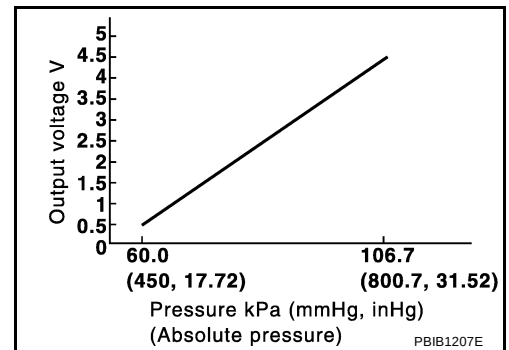
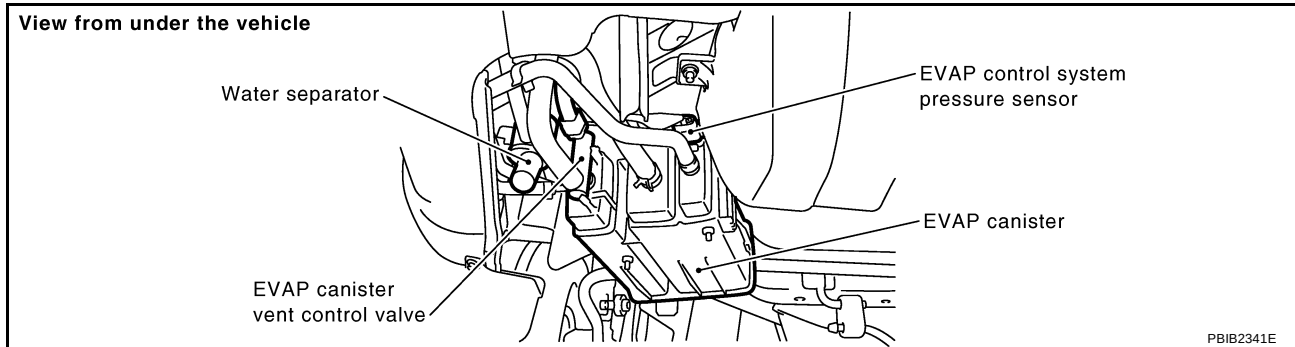
DTC P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

PFP:25085

Component Description

ABS00CQY

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



CONSULT-II Reference Value in Data Monitor Mode

ABS00CQZ

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
EVAP SYS PRES	● Ignition switch: ON	Approx. 1.8 - 4.8V

On Board Diagnosis Logic

ABS00CR0

NOTE:

If DTC P0452 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643.

Refer to [EC-454, "DTC P0643 SENSOR POWER SUPPLY"](#) .

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0452 0452	EVAP control system pressure sensor low input	An excessively low voltage from the sensor is sent to ECM.	● Harness or connectors (The sensor circuit is open or shorted.) ● EVAP control system pressure sensor

DTC P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

DTC Confirmation Procedure

ABS00CR1

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

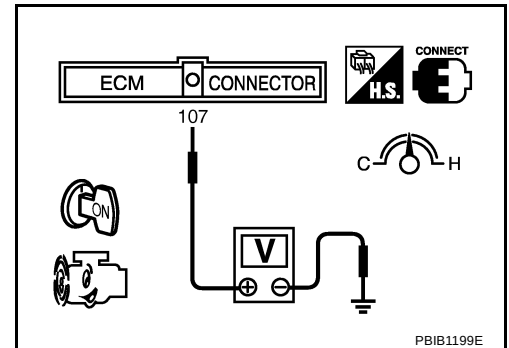
1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Turn ignition switch ON.
4. Select "DATA MONITOR" mode with CONSULT-II.
5. Make sure that "FUEL T/TEMP SE" is more than 0°C (32°F).
6. Start engine and wait at least 20 seconds.
If 1st trip DTC is detected, go to [EC-399, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
FUEL T/TMP SE	XXX °C

SEF194Y

WITH GST

1. Start engine and warm it up to normal operating temperature.
2. Check that voltage between ECM terminal 107 (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 Service \$07 with GST.
If 1st trip DTC is detected, go to [EC-399, "Diagnostic Procedure"](#)



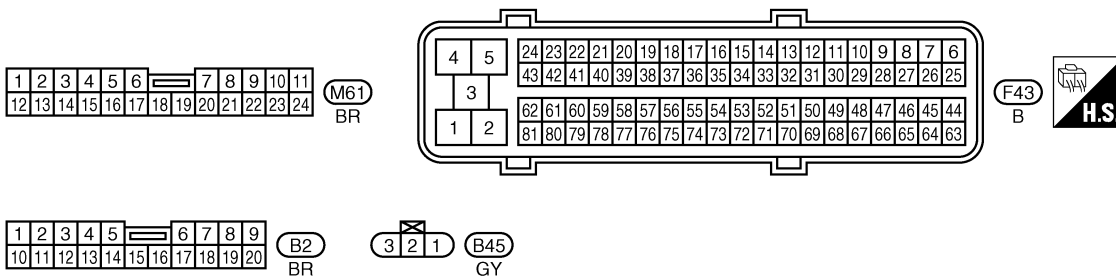
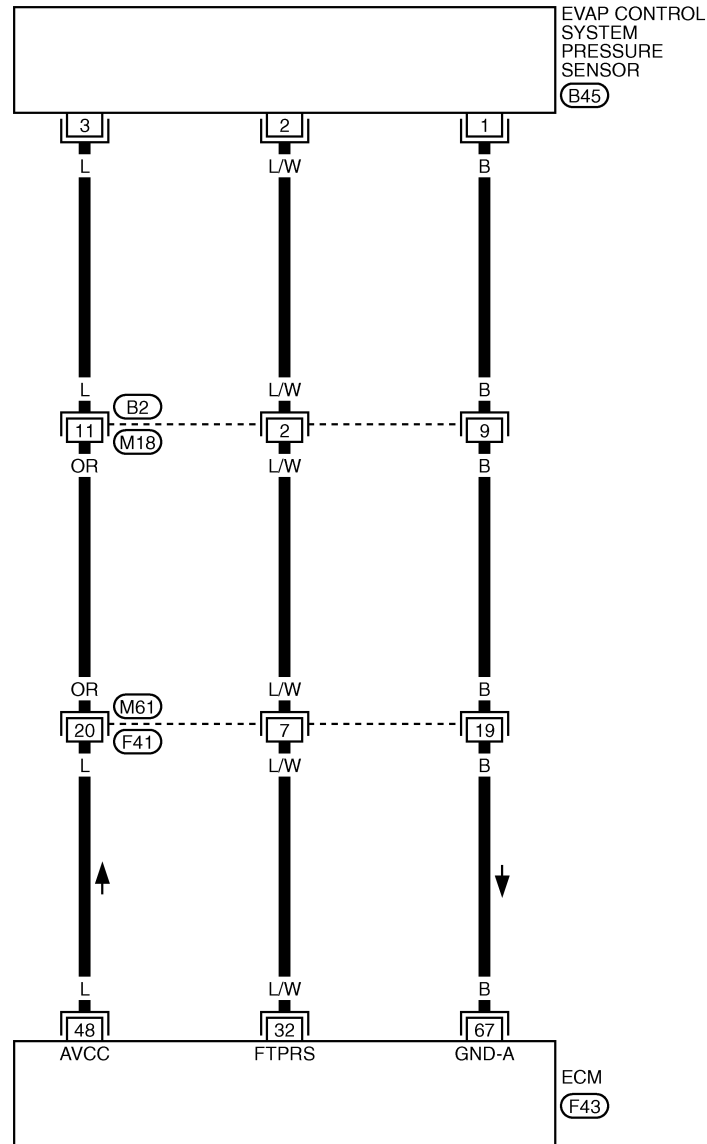
DTC P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

Wiring Diagram

ABS00CR2

EC-PRE/SE-01

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



TBW80125E

DTC P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

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.

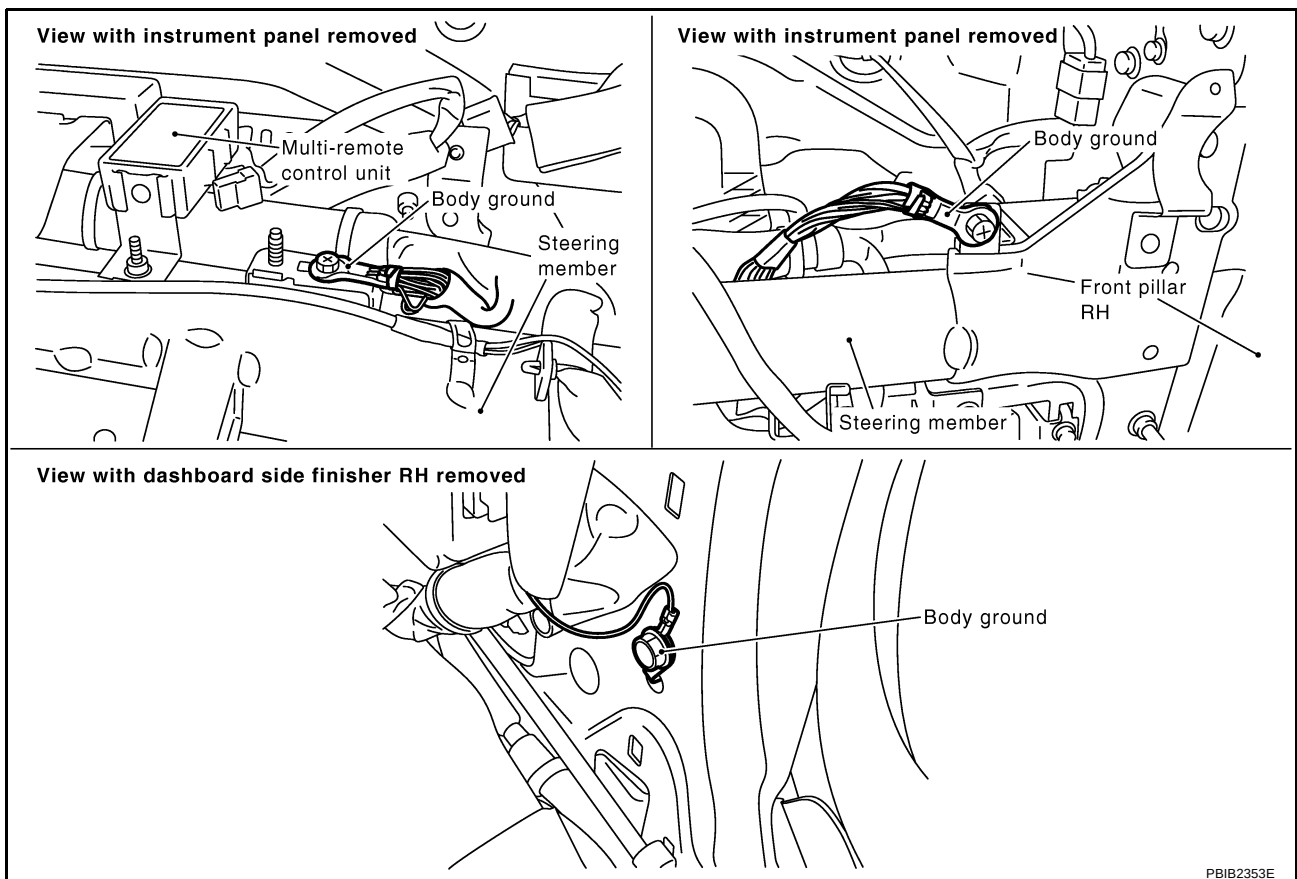
TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
32	L/W	EVAP control system pressure sensor	[Ignition switch: ON]	Approximately 1.8 - 4.8V
48	L	Sensor power supply (EVAP control system pressure sensor)	[Ignition switch: ON]	Approximately 5V
67	B	Sensor ground	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V

Diagnostic Procedure

ABS00CR3

1. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten three ground screws on the body. Refer to [EC-151, "Ground Inspection"](#).



OK or NG

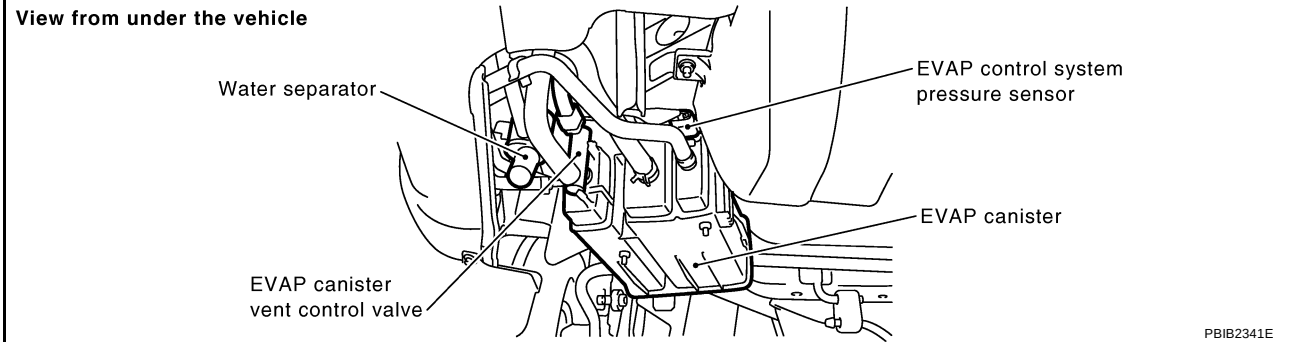
- OK >> GO TO 2.
NG >> Repair or replace ground connections.

DTC P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

2. CHECK CONNECTOR

1. Disconnect EVAP control system pressure sensor harness connector.

View from under the vehicle



2. Check sensor harness connector for water.

Water should not exist.

OK or NG

OK >> GO TO 3.

NG >> Repair or replace harness connector.

3. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR POWER SUPPLY CIRCUIT

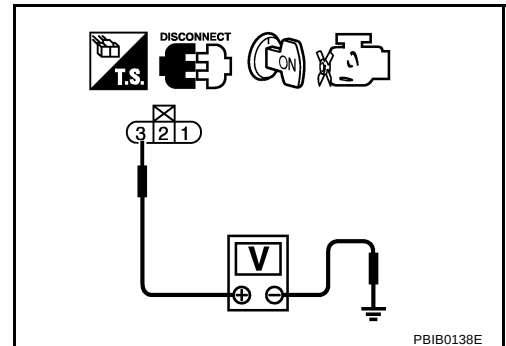
1. Turn ignition switch ON.
2. Check voltage between EVAP control system pressure sensor terminal 3 and ground with CONSULT-II or tester.

Voltage: Approximately 5V

OK or NG

OK >> GO TO 5.

NG >> GO TO 4.



4. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F41, M61
- Harness connectors B2, M18
- Harness for open or short between EVAP control system pressure sensor and ECM

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

DTC P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

5. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between EVAP control system pressure sensor terminal 1 and ECM terminal 67.
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 7.
NG >> GO TO 6.

6. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F41, M61
- Harness connectors B2, M18
- Harness for open or short between EVAP control system pressure sensor and ECM

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

7. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between ECM terminal 32 and EVAP control system pressure sensor terminal 2.
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 9.
NG >> GO TO 8.

8. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F41, M61
- Harness connectors B2, M18
- 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.

9. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-402, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 10.
NG >> Replace EVAP control system pressure sensor.

A

EC

C

D

E

F

G

H

I

J

K

L

M

DTC P0452 EVAP CONTROL SYSTEM PRESSURE SENSOR

10. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

Component Inspection

EVAP CONTROL SYSTEM PRESSURE SENSOR

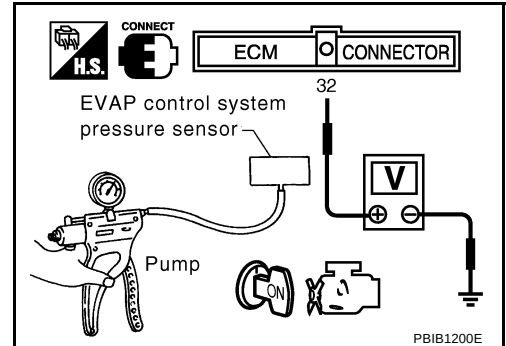
ABS00CR4

1. Remove EVAP control system pressure sensor with its harness connector connected from EVAP canister.
Always replace O-ring with a new one.
2. Install a vacuum pump to EVAP control system pressure sensor.
3. Turn ignition switch ON and check output voltage between ECM terminal 32 and ground under the following conditions.

Applied vacuum kPa (mmHg, inHg)	Voltage V
Not applied	1.8 - 4.8
-26.7 (-200, -7.87)	2.1 to 2.5V lower than above value

CAUTION:

- Always calibrate the vacuum pump gauge when using it.
 - Do not apply below -93.3 kPa (-700 mmHg, -27.56 inHg) or pressure over 101.3 kPa (760 mmHg, 29.92 inHg).
4. If NG, replace EVAP control system pressure sensor.



DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

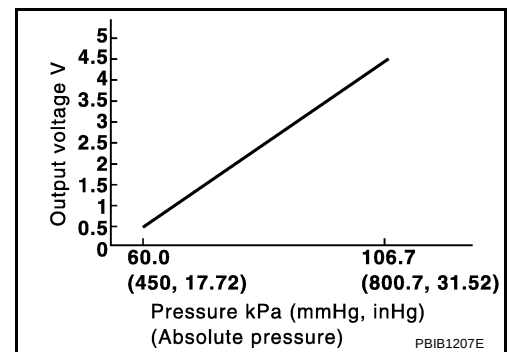
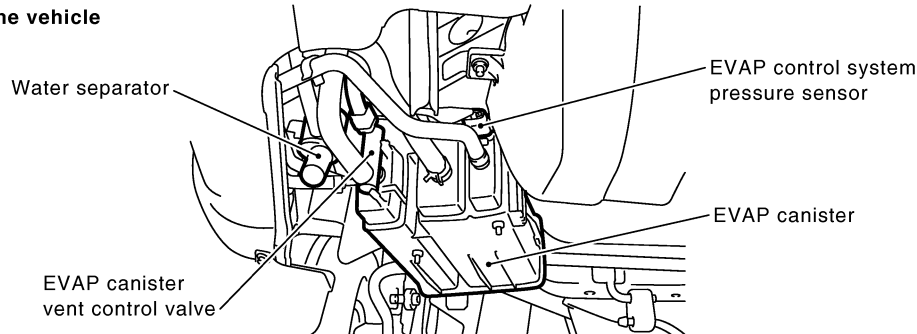
PFP:25085

Component Description

ABS00CR5

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

View from under the vehicle



CONSULT-II Reference Value in Data Monitor Mode

ABS00CR6

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
EVAP SYS PRES	● Ignition switch: ON	Approx. 1.8 - 4.8V

On Board Diagnosis Logic

ABS00CR7

NOTE:

If DTC P0453 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643.

Refer to [EC-454, "DTC P0643 SENSOR POWER SUPPLY"](#) .

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0453 0453	EVAP control system pressure sensor high input	An excessively high voltage from the sensor is sent to ECM.	● Harness or connectors (The sensor circuit is open or shorted.) ● EVAP control system pressure sensor ● EVAP canister vent control valve ● EVAP canister ● Water separator ● Rubber hose to EVAP canister vent control valve to water separator

DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

ABS00CR8

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 test at a temperature of 5°C (41°F) or more.

WITH CONSULT-II

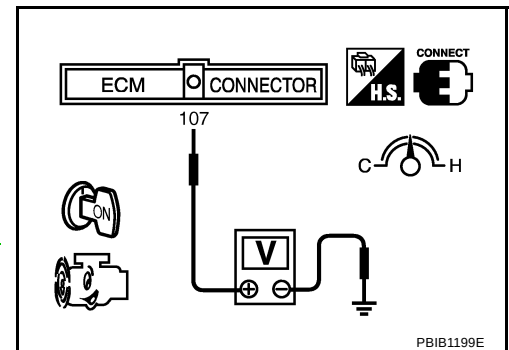
1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch OFF and wait at least 10 seconds.
3. Turn ignition switch ON.
4. Select "DATA MONITOR" mode with CONSULT-II.
5. Make sure that "FUEL T/TEMP SE" is more than 0°C (32°F).
6. Wait at least 10 seconds.
If 1st trip DTC is detected, go to [EC-406, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
FUEL T/TMP SE	XXX °C

SEF194Y

WITH GST

1. Start engine and warm it up to normal operating temperature.
2. Check that voltage between ECM terminal 107 (Fuel tank temperature sensor signal) and ground is less than 4.2V.
3. Turn ignition switch OFF and wait at least 10 seconds.
4. Wait at least 10 seconds.
5. Select Service \$07 with GST.
If 1st trip DTC is detected, go to [EC-406, "Diagnostic Procedure"](#)



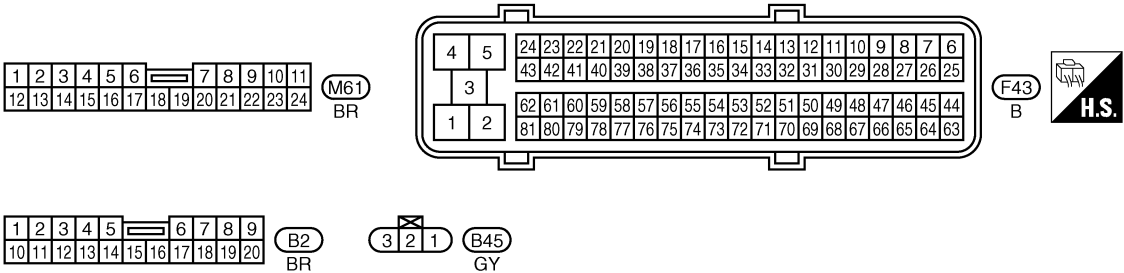
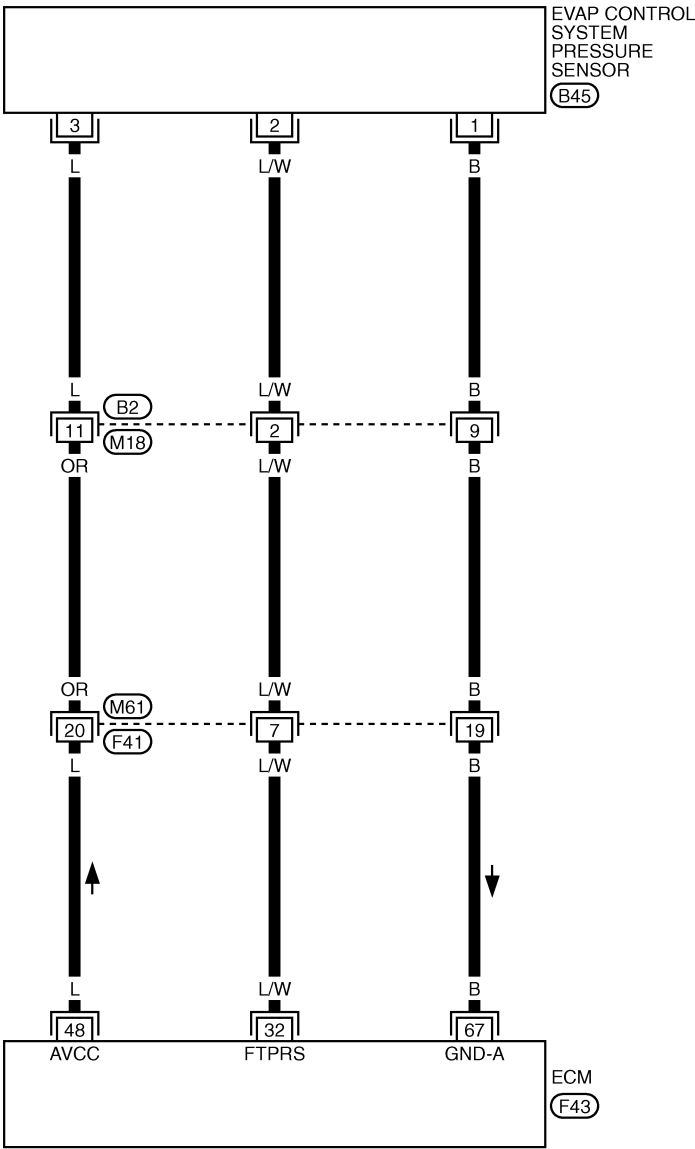
DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

Wiring Diagram

ABS00CR9

EC-PRE/SE-01

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



TBW80125E

DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

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.

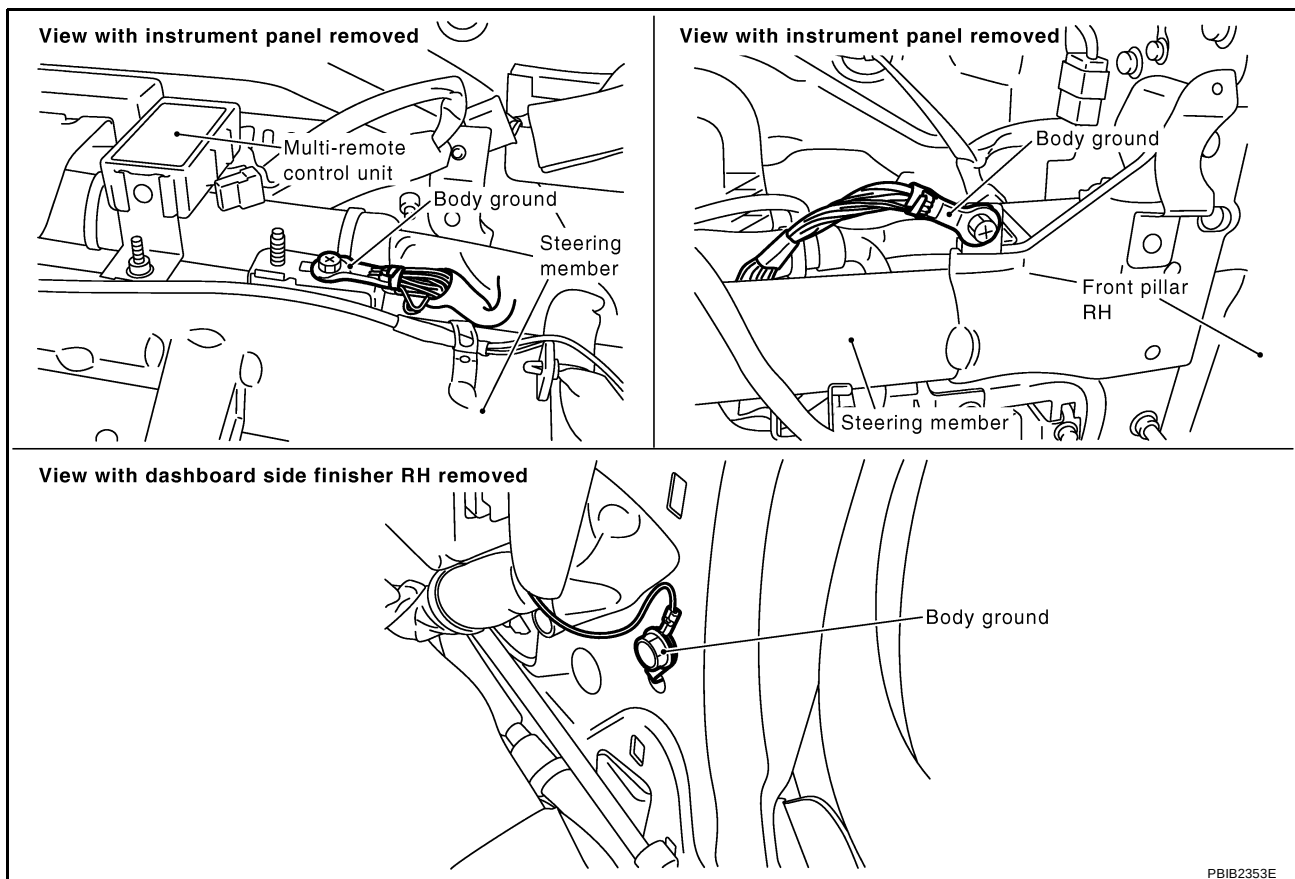
TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
32	L/W	EVAP control system pressure sensor	[Ignition switch: ON]	Approximately 1.8 - 4.8V
48	L	Sensor power supply (EVAP control system pressure sensor)	[Ignition switch: ON]	Approximately 5V
67	B	Sensor ground	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V

Diagnostic Procedure

ABS00CRA

1. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten three ground screws on the body. Refer to [EC-151, "Ground Inspection"](#) .



OK or NG

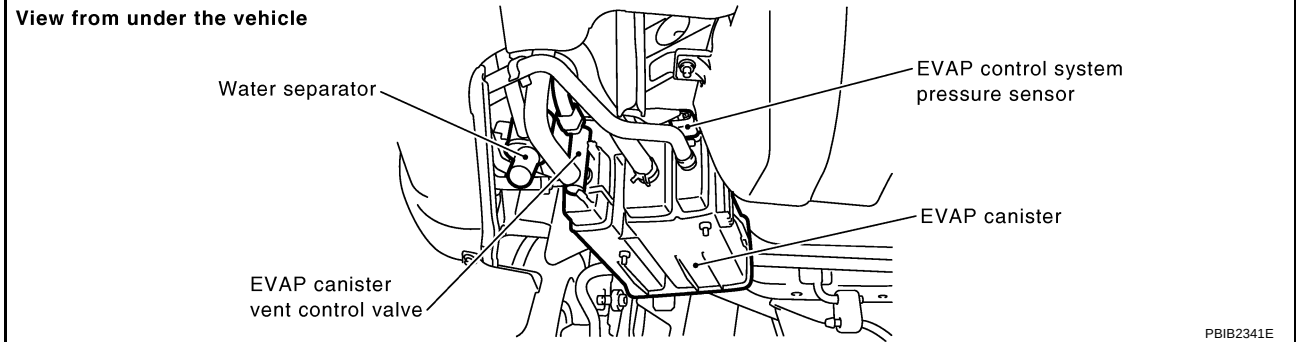
- OK >> GO TO 2.
NG >> Repair or replace ground connections.

DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

2. CHECK CONNECTOR

1. Disconnect EVAP control system pressure sensor harness connector.

View from under the vehicle



2. Check sensor harness connector for water.

Water should not exist.

OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace harness connector.

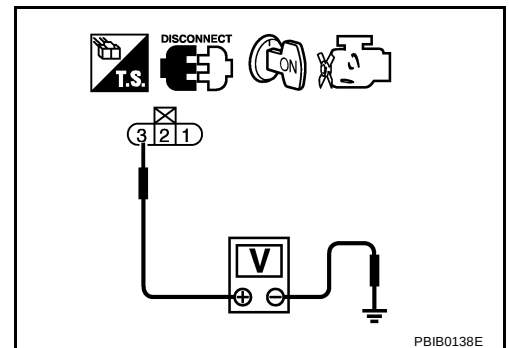
3. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR POWER SUPPLY CIRCUIT

1. Turn ignition switch ON.
2. Check voltage between EVAP control system pressure sensor terminal 3 and ground with CONSULT-II or tester.

Voltage: Approximately 5V

OK or NG

- OK >> GO TO 5.
- NG >> GO TO 4.



4. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F41, M61
- Harness connectors B2, M18
- Harness for open or short between EVAP control system pressure sensor and ECM

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

DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

5. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between EVAP control system pressure sensor terminal 1 and ECM terminal 67.
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 7.
NG >> GO TO 6.

6. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F41, M61
- Harness connectors B2, M18
- Harness for open or short between EVAP control system pressure sensor and ECM

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

7. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between ECM terminal 32 and EVAP control system pressure sensor terminal 2.
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 9.
NG >> GO TO 8.

8. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F41, M61
- Harness connectors B2, M18
- 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.

9. CHECK RUBBER TUBE

1. Disconnect rubber tube connected to EVAP canister vent control valve.
2. Check the rubber tube for clogging, vent and kinked.

OK or NG

- OK >> GO TO 10.
NG >> Clean the rubber tube using an air blower, repair or replace rubber tube.

DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

10. CHECK EVAP CANISTER VENT CONTROL VALVE

Refer to [EC-384, "Component Inspection"](#) .

OK or NG

OK >> GO TO 11.

NG >> Replace EVAP canister vent control valve.

11. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-410, "Component Inspection"](#) .

OK or NG

OK >> GO TO 12.

NG >> Replace EVAP control system pressure sensor.

12. CHECK WATER SEPARATOR

Refer to [EC-410, "Component Inspection"](#) .

OK or NG

OK >> GO TO 13.

NG >> Clean or replace water separator.

13. CHECK IF EVAP CANISTER SATURATED WITH WATER

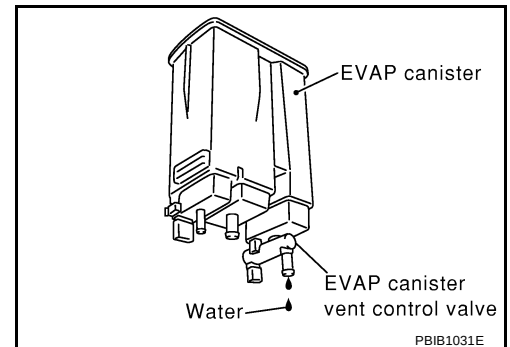
1. Remove EVAP canister with EVAP canister vent control valve and EVAP control system pressure sensor attached.

2. Does water drain from the EVAP canister?

Yes or No

Yes >> GO TO 14.

No >> GO TO 16.



14. CHECK EVAP CANISTER

Weigh the EVAP canister with the EVAP canister vent control valve and EVAP control system pressure sensor attached.

The weight should be less than 2.5 kg (5.5 lb).

OK or NG

OK >> GO TO 16.

NG >> GO TO 15.

15. DETECT MALFUNCTIONING PART

Check the following.

- EVAP canister for damage
- EVAP hose between to EVAP canister and water separator for clogging or poor connection

>> Repair hose or replace EVAP canister.

DTC P0453 EVAP CONTROL SYSTEM PRESSURE SENSOR

16. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

Component Inspection EVAP CONTROL PRESSURE SENSOR

ABS00CRB

1. Remove EVAP control system pressure sensor with its harness connector connected from EVAP canister.
Always replace O-ring with a new one.
2. Install a vacuum pump to EVAP control system pressure sensor.
3. Turn ignition switch ON and check output voltage between ECM terminal 32 and ground under the following conditions.

Applied vacuum kPa (mmHg, inHg)	Voltage V
Not applied	1.8 - 4.8
-26.7 (-200, -7.87)	2.1 to 2.5V lower than above value

CAUTION:

- Always calibrate the vacuum pump gauge when using it.
- Do not apply below -93.3 kPa (-700 mmHg, -27.56 inHg) or pressure over 101.3 kPa (760 mmHg, 29.92 inHg).

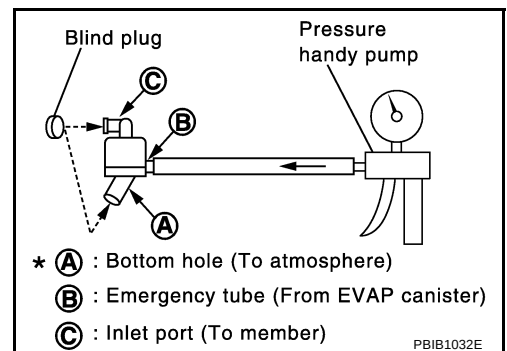
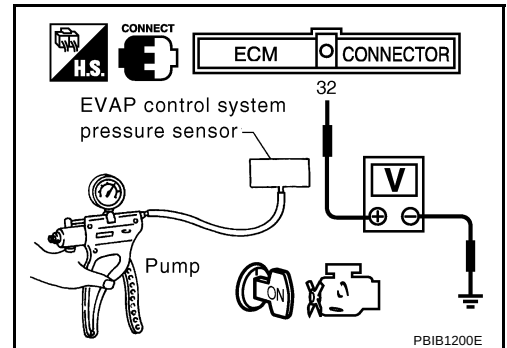
4. If NG, replace EVAP control system pressure sensor.

WATER SEPARATOR

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.
5. In case of NG in items 2 - 4, replace the parts.

NOTE:

Do not disassemble water separator.



DTC P0455 EVAP CONTROL SYSTEM

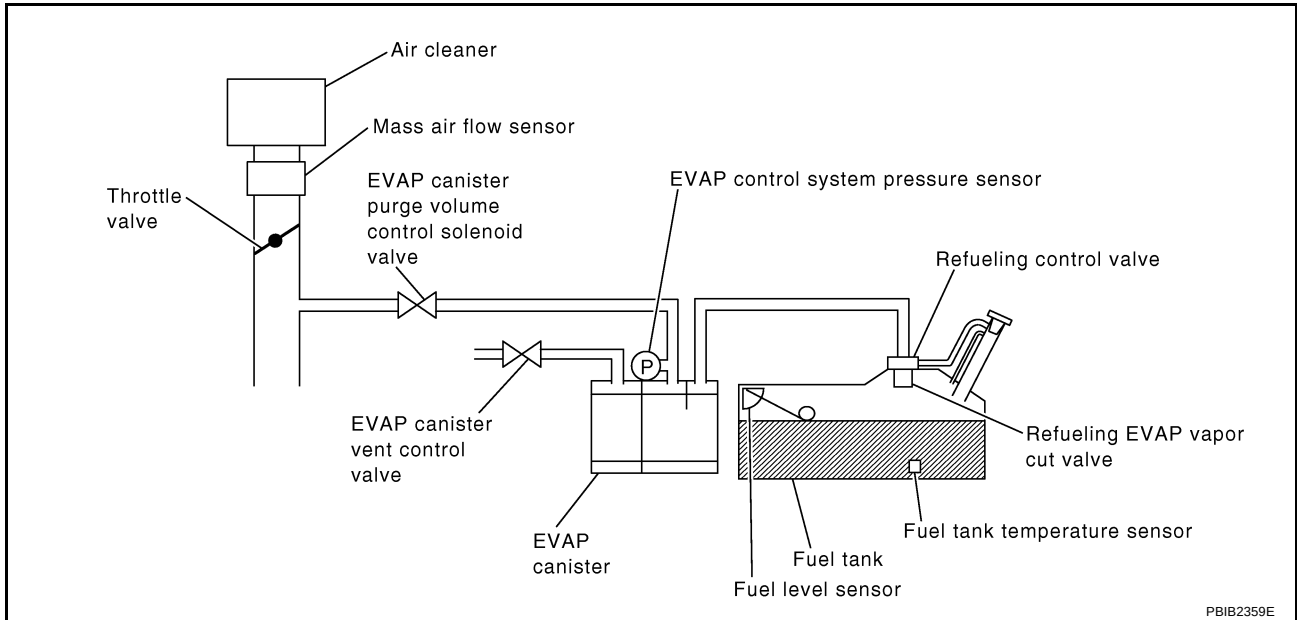
DTC P0455 EVAP CONTROL SYSTEM

PFP:14950

On Board Diagnosis Logic

ABS00CRC

This diagnosis detects a very large leak (fuel filler cap fell off etc.) in EVAP system between the fuel tank and EVAP canister purge volume control solenoid valve.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0455 0455	EVAP control system gross leak detected	EVAP control system has a very large leak such as fuel filler cap fell off, EVAP control sys- tem does not operate properly.	● 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 ● Fuel tank temperature sensor ● O-ring of EVAP canister vent control valve is missing or damaged. ● EVAP control system pressure sensor ● Refueling EVAP vapor cut valve ● Refueling control valve ● ORVR system leaks

DTC P0455 EVAP CONTROL SYSTEM

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.

DTC Confirmation Procedure

ABS00CRD

CAUTION:

Never remove fuel filler cap during the DTC Confirmation Procedure.

NOTE:

- 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:

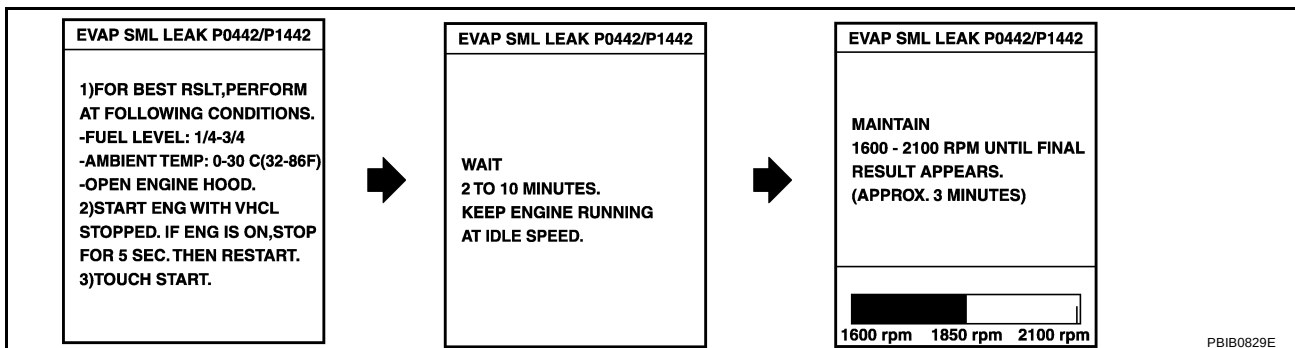
- Perform "DTC WORK SUPPORT" when the fuel level is between 1/4 and 3/4 full, and vehicle is placed on flat level surface.
- Open engine hood before conducting the following procedures.

WITH CONSULT-II

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.
COOLANT TEMP/S: 0 - 70°C (32 - 158°F)
INT/A TEMP SE: 0 - 60°C (32 - 140°F)
6. Select "EVAP SML LEAK P0442/P1442" of "EVAPORATIVE SYSTEM" in "DTC WORK SUPPORT" mode with CONSULT-II. Follow the instruction displayed.

DATA MONITOR	
MONITOR	DTC
ENG SPEED	XXX rpm
COOLANT TEMP/S	XXX °C
INT/A TEMP SE	XXX °C

PBIB2643E



NOTE:

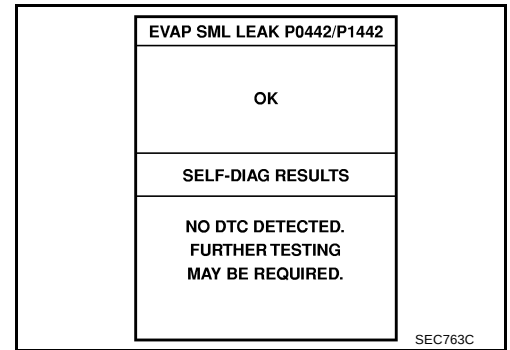
If the engine speed cannot be maintained within the range displayed on the CONSULT-II screen, go to [EC-70. "Basic Inspection"](#).

7. Make sure that "OK" is displayed.

DTC P0455 EVAP CONTROL SYSTEM

If "NG" is displayed, select "SELF-DIAG RESULTS" mode with CONSULT-II and make sure that "EVAP GROSS LEAK [P0455]" is displayed. If it is displayed, refer to [EC-413, "Diagnostic Procedure"](#).

If P0442 is displayed, perform Diagnostic Procedure for DTC P0442, [EC-357](#).



WITH GST

NOTE:

Be sure to read the explanation of [EC-57, "Driving Pattern"](#) before driving vehicle.

1. Start engine.
2. Drive vehicle according to [EC-57, "Driving Pattern"](#).
3. Stop vehicle.
4. Turn ignition switch OFF, wait at least 10 seconds and then turn ignition switch ON.
5. Select Service \$07 with GST.
 - If P0455 is displayed on the screen, go to [EC-413, "Diagnostic Procedure"](#).
 - If P0442 is displayed on the screen, go to [EC-357, "Diagnostic Procedure"](#) for DTC P0442.
 - If P0441 is displayed on the screen, go to [EC-350, "Diagnostic Procedure"](#) for DTC P0441.

Diagnostic Procedure

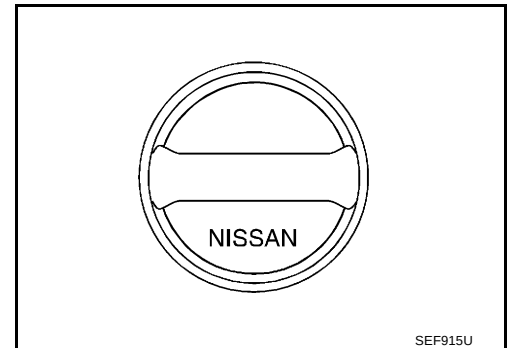
ABS00CRE

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.



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 >> 1. Open fuel filler cap, then clean cap and fuel filler neck threads using air blower.
2. 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.

4. CHECK FUEL TANK VACUUM RELIEF VALVE

Refer to [EC-33, "FUEL TANK VACUUM RELIEF VALVE \(BUILT INTO FUEL FULLER CAP\)"](#)

OK or NG

OK >> GO TO 5.

NG >> Replace fuel filler cap with a genuine one.

5. CHECK EVAP PURGE LINE

Check EVAP purge line (pipe, rubber tube, fuel tank and EVAP canister) for cracks, improper connection or disconnection.

Refer to [EC-30, "EVAPORATIVE EMISSION SYSTEM"](#) .

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

Check the following.

- EVAP canister vent control is installed properly.
Refer to [EC-34, "Removal and Installation"](#)
- EVAP canister vent control valve.
Refer to [EC-384, "Component Inspection"](#)

OK or NG

OK >> GO TO 8.

NG >> Repair or replace EVAP canister vent control valve and O-ring.

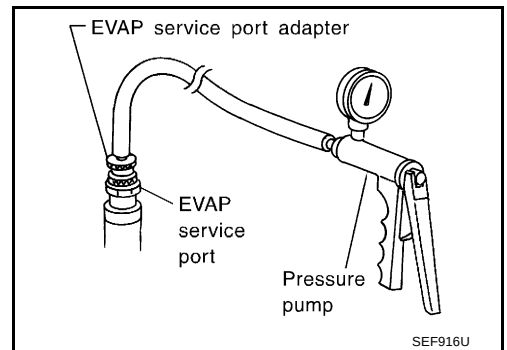
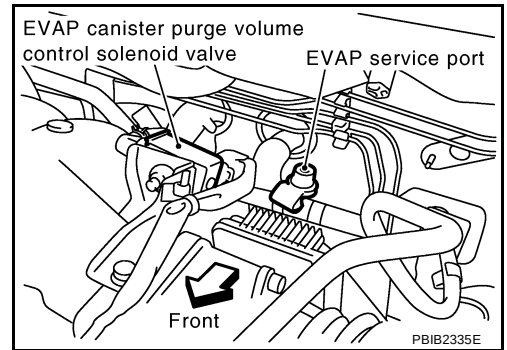
DTC P0455 EVAP CONTROL SYSTEM

8. INSTALL THE PRESSURE PUMP

To locate the EVAP leak, install EVAP service port adapter and pressure pump to EVAP service port securely.

NOTE:

Improper installation of the EVAP service port adapter to the EVAP service port may cause leaking.



With CONSULT-II>>GO TO 9.
Without CONSULT-II>>GO TO 10.

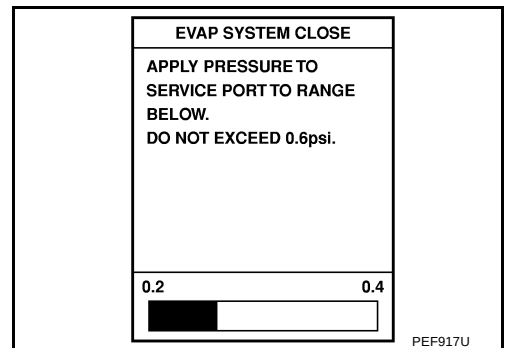
9. CHECK FOR EVAP LEAK

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.

CAUTION:

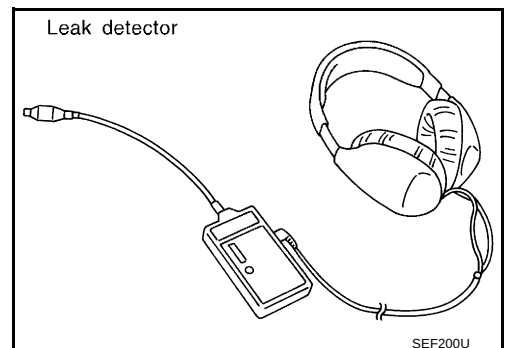
- Never use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm² , 0.6 psi) of pressure in the system.



4. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details.
Refer to [EC-31, "EVAPORATIVE EMISSION LINE DRAWING"](#).

OK or NG

- OK >> GO TO 11.
NG >> Repair or replace.

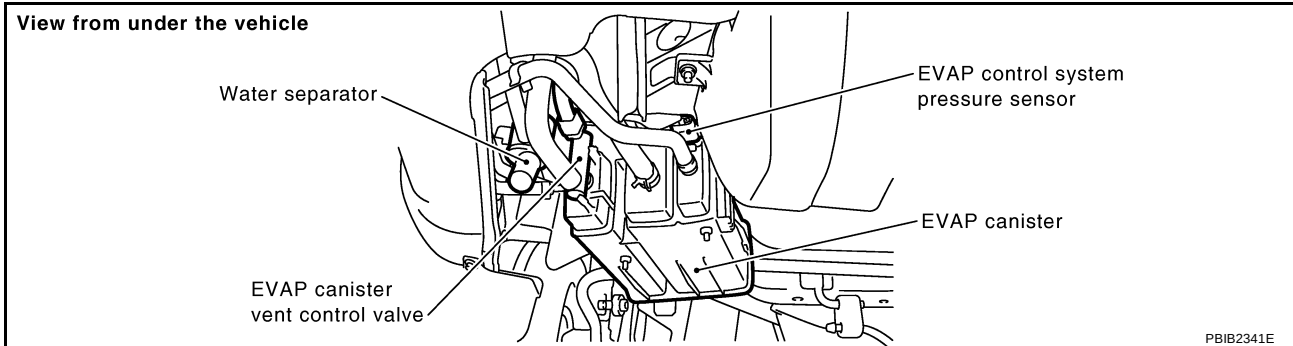


DTC P0455 EVAP CONTROL SYSTEM

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. 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.

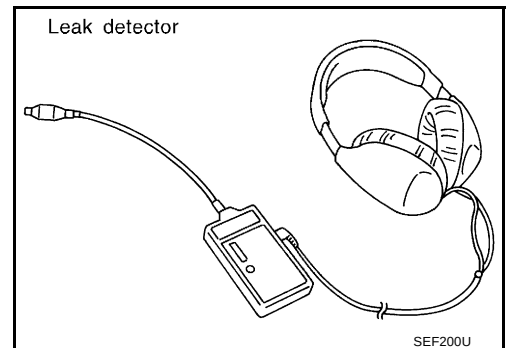
CAUTION:

- 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 the system.

4. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details. Refer to [EC-31, "EVAPORATIVE EMISSION LINE DRAWING"](#).

OK or NG

- OK >> GO TO 12.
NG >> Repair or replace.



11. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION

With CONSULT-II

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%.
5. Check vacuum hose for vacuum when revving engine up to 2,000 rpm.

OK or NG

- OK >> GO TO 14.
NG >> GO TO 13.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XXX %

PBIB1786E

DTC P0455 EVAP CONTROL SYSTEM

12. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION

Without CONSULT-II

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.

OK or NG

- OK >> GO TO 15.
NG >> GO TO 13.

13. CHECK VACUUM HOSE

Check vacuum hoses for clogging or disconnection. Refer to [EC-101, "Vacuum Hose Drawing"](#).

OK or NG

- OK (With CONSULT-II) >> GO TO 14.
OK (Without CONSULT-II) >> GO TO 15.
NG >> Repair or reconnect the hose.

14. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

With CONSULT-II

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.

OK or NG

- OK >> GO TO 16.
NG >> GO TO 15.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XXX %

PBIB1786E

15. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to [EC-377, "Component Inspection"](#).

OK or NG

- OK >> GO TO 16.
NG >> Replace EVAP canister purge volume control solenoid valve.

16. CHECK FUEL TANK TEMPERATURE SENSOR

Refer to [EC-301, "Component Inspection"](#).

OK or NG

- OK >> GO TO 17.
NG >> Replace fuel level sensor unit.

17. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-402, "Component Inspection"](#).

OK or NG

- OK >> GO TO 18.
NG >> Replace EVAP control system pressure sensor.

DTC P0455 EVAP CONTROL SYSTEM

18. CHECK EVAP/ORVR LINE

Check refueling EVAP/ORVR line between EVAP canister and fuel tank for clogging, kink, looseness and improper connection. For location, refer to [EC-37, "ON BOARD REFUELING VAPOR RECOVERY \(ORVR\)"](#) .

OK or NG

- OK >> GO TO 19.
- >> Repair or replace hoses and tubes.

19. 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 20.
- >> Repair or replace hoses, tubes or filler neck tube.

20. CHECK REFUELING CONTROL VALVE

Refer to [EC-41, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 21.
- NG >> Replace refueling control valve.

21. CHECK EVAPP VAPOR CUT VALVE

Refer to [EC-41, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 22.
- NG >> Replace refueling EVAP vapor cut valve with fuel tank.

22. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

DTC P0456 EVAP CONTROL SYSTEM

DTC P0456 EVAP CONTROL SYSTEM

PFP:14950

On Board Diagnosis Logic

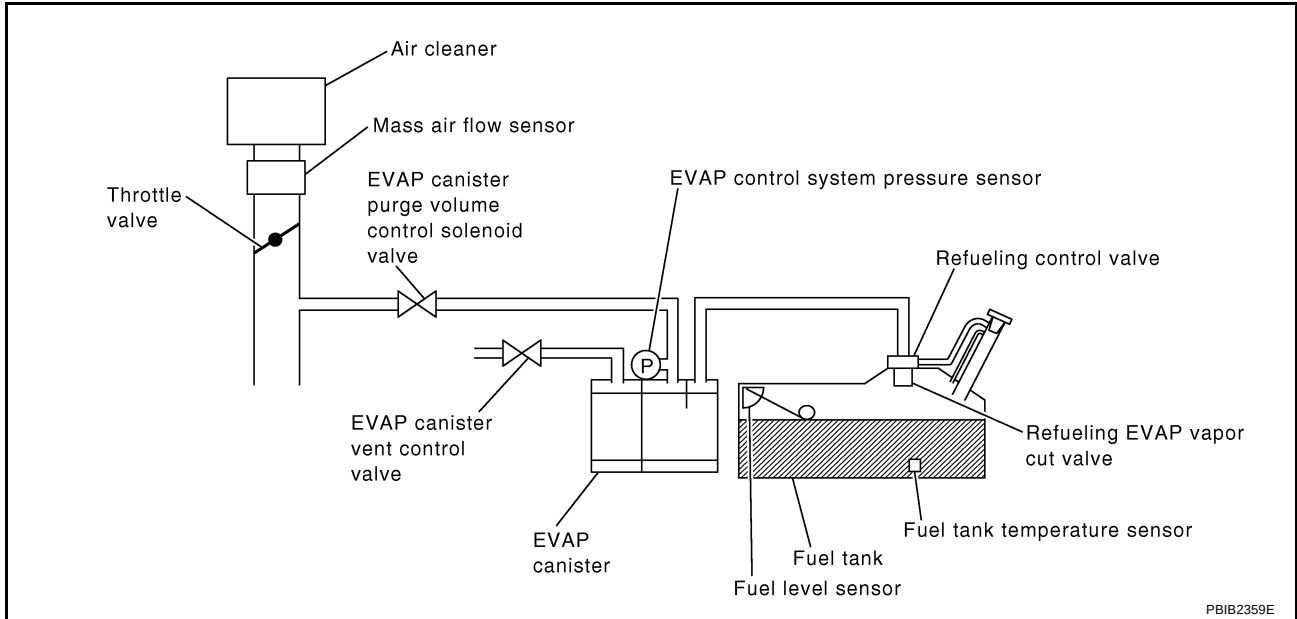
ABS00CRF

This diagnosis detects very small leaks in the EVAP line between fuel tank and EVAP canister purge volume control solenoid valve, using the intake manifold vacuum in the same way as conventional EVAP small leak diagnosis.

If ECM judges a leak which corresponds to a very small leak, the very small leak P0456 will be detected.

If ECM judges a leak equivalent to a small leak, EVAP small leak P0442 will be detected.

If ECM judges there are no leaks, the diagnosis will be OK.



DTC P0456 EVAP CONTROL SYSTEM

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0456 0456	Evaporative emission control system very small leak (negative pressure check)	● EVAP system has a very small leak. ● EVAP system does not operate properly.	● Incorrect fuel tank vacuum relief valve ● Incorrect fuel filler cap used ● Fuel filler cap remains open or fails to close. ● Foreign matter caught in fuel filler cap. ● Leak is in line between intake manifold and EVAP canister purge volume control solenoid valve. ● Foreign matter caught in EVAP canister vent control valve. ● EVAP canister or fuel tank leaks ● EVAP purge line (pipe and rubber tube) leaks ● EVAP purge line rubber tube bent ● Loose or disconnected rubber tube ● EVAP canister vent control valve and the circuit ● EVAP canister purge volume control solenoid valve and the circuit ● Fuel tank temperature sensor ● Water separator ● O-ring of EVAP canister vent control valve is missing or damaged ● EVAP canister is saturated with water ● EVAP control system pressure sensor ● Refueling EVAP vapor cut valve ● ORVR system leaks ● Refueling control valve ● Fuel level sensor and the circuit ● Foreign matter caught in EVAP canister purge volume control solenoid valve

CAUTION:

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

DTC Confirmation Procedure

ABS00CRG

NOTE:

- If DTC P0456 is displayed with P0442, first perform trouble diagnosis for DTC P0456.
- After repair, make sure that the hoses and clips are installed 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:

- Open engine hood before conducting following procedure.
- If any of following conditions are met just before the DTC confirmation procedure, leave the vehicle for more than 1 hour.
 - Fuel filler cap is removed.
 - Refilled or drained the fuel.
 - EVAP component parts is/are removed.
- Before performing the following procedure, confirm that battery voltage is more than 11V at idle.

DTC P0456 EVAP CONTROL SYSTEM

WITH CONSULT-II

1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT-II.

2. Make sure the following conditions are met.

FUEL LEVEL SE: 0.25 - 1.4V

COOLAN TEMP/S: 0 - 32°C (32 - 90°F)

FUEL T/TMP SE: 0 - 35°C (32 - 95°F)

INT/A TEMP SE: More than 0°C (32°F)

If NG, turn ignition switch OFF and leave the vehicle in a cool place (soak the vehicle) or refilling/draining fuel until the output voltage condition of the "FUEL LEVEL SE" meets within the range above and leave the vehicle for more than 1 hour. Then start from step 1).

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

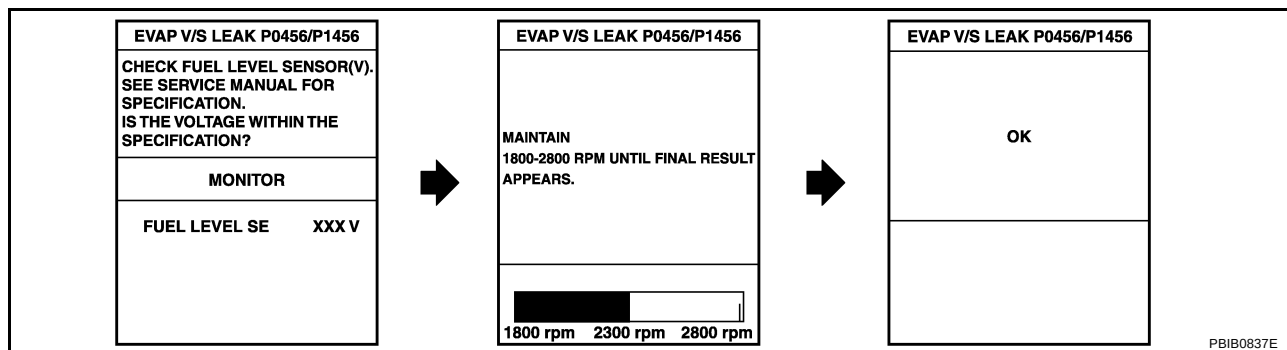
4. Turn ignition switch ON.

5. Select "EVAP V/S LEAK P0456" of "EVAPORATIVE SYSTEM" in "DTC WORK SUPPORT" mode with CONSULT-II.

Follow the instruction displayed.

DATA MONITOR	
MONITOR	DTC
ENG SPEED	XXX rpm
COOLAN TEMP/S	XXX °C
INT/A TEMP SE	XXX °C
FUEL LEVEL SE	XXX V
FUEL T/TEMP/S	XXX °C

PBIB2644E



6. Make sure that "OK" is displayed.

If "NG" is displayed, refer to [EC-422, "Diagnostic Procedure"](#).

NOTE:

- If the engine speed cannot be maintained within the range displayed on CONSULT-II screen, go to [EC-70, "Basic Inspection"](#).
- Make sure that EVAP hoses are connected to EVAP canister purge volume control solenoid valve properly.

Overall Function Check

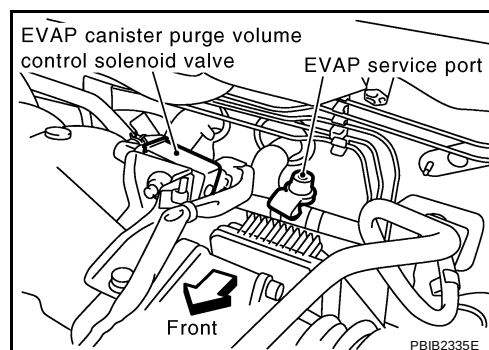
WITH GST

Use this procedure to check the overall function of the EVAP very small leak function. During this check, a 1st trip DTC might not be confirmed.

CAUTION:

- Never use compressed air, doing so may damage the EVAP system.
- Do not start engine.
- Do not exceeded 4.12 kPa (0.042 kg/cm², 0.6 psi).

1. Attach the EVAP service port adapter securely to the EVAP service port.



DTC P0456 EVAP CONTROL SYSTEM

2. Set the pressure pump and a hose.
3. Also set a vacuum gauge via 3-way connector and a hose.
4. Turn ignition switch ON.
5. Connect GST and select Service \$08.
6. Using Service \$08 control the EVAP canister vent control valve (close).
7. Apply pressure and make sure the following conditions are satisfied.

Pressure to be applied: 2.7 kPa (20 mmHg, 0.79 inHg)

Time to be waited after the pressure drawn in to the EVAP system and the pressure to be dropped: 60 seconds and the pressure should not be dropped more than 0.4 kPa (3 mmHg, 0.12 inHg).

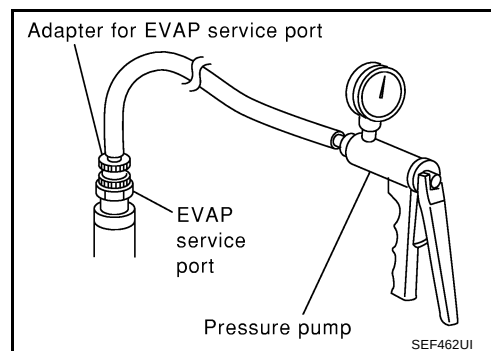
If NG, go to [EC-422, "Diagnostic Procedure"](#).

If OK, go to next step.

8. Disconnect GST.
9. Start engine and warm it up to normal operating temperature.
10. Turn ignition switch OFF and wait at least 10 seconds.
11. Restart engine and let it idle for 90 seconds.
12. Keep engine speed at 2,000 rpm for 30 seconds.
13. Turn ignition switch OFF.

NOTE:

For more information, refer to GST Instruction Manual.



Diagnostic Procedure

ABS00CRI

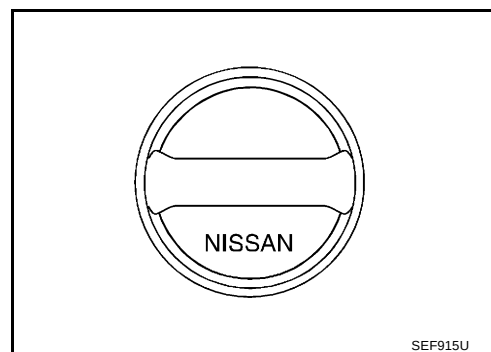
1. CHECK FUEL FILLER CAP DESIGN

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.



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 >> 1. Open fuel filler cap, then clean cap and fuel filler neck threads using air blower.
2. 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 P0456 EVAP CONTROL SYSTEM

4. CHECK FUEL TANK VACUUM RELIEF VALVE

Refer to [EC-33, "FUEL TANK VACUUM RELIEF VALVE \(BUILT INTO FUEL FULLER CAP\)"](#) .

OK or NG

OK >> GO TO 5.

NG >> Replace fuel filler cap with a genuine one.

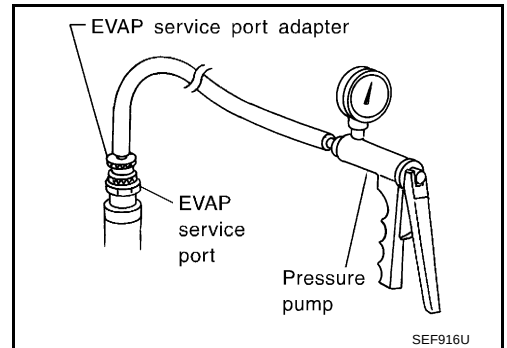
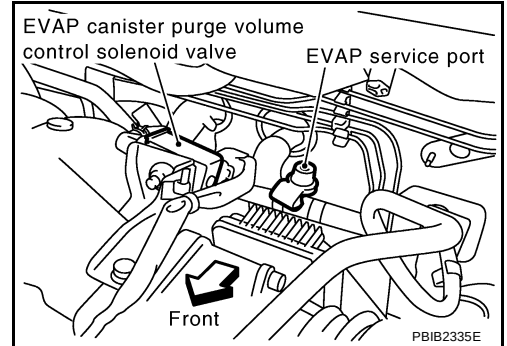
5. INSTALL THE PRESSURE PUMP

To locate the EVAP leak, install EVAP service port adapter and pressure pump to EVAP service port securely.

For the location of EVAP service port, refer to [EC-31, "EVAPORATIVE EMISSION LINE DRAWING"](#) .

NOTE:

Improper installation of the EVAP service port adapter to the EVAP service port may cause leaking.



With CONSULT-II>>GO TO 6.

Without CONSULT-II>>GO TO 7.

DTC P0456 EVAP CONTROL SYSTEM

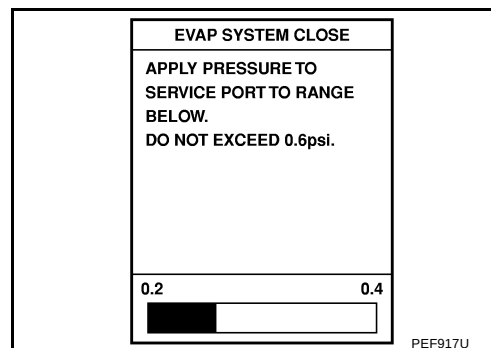
6. CHECK FOR EVAP LEAK

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.

CAUTION:

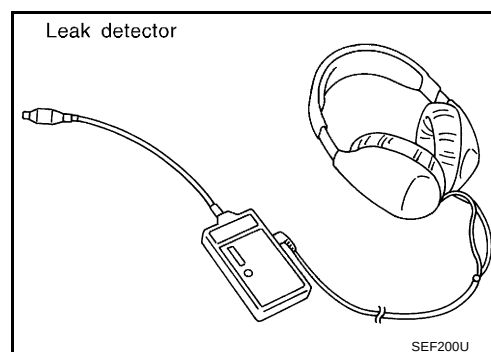
- Never use compressed air or a high pressure pump.
- Do not exceed 4.12 kPa (0.042 kg/cm² , 0.6 psi) of pressure in the system.



4. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details.
Refer to [EC-31, "EVAPORATIVE EMISSION LINE DRAWING"](#) .

OK or NG

- OK >> GO TO 8.
NG >> Repair or replace.

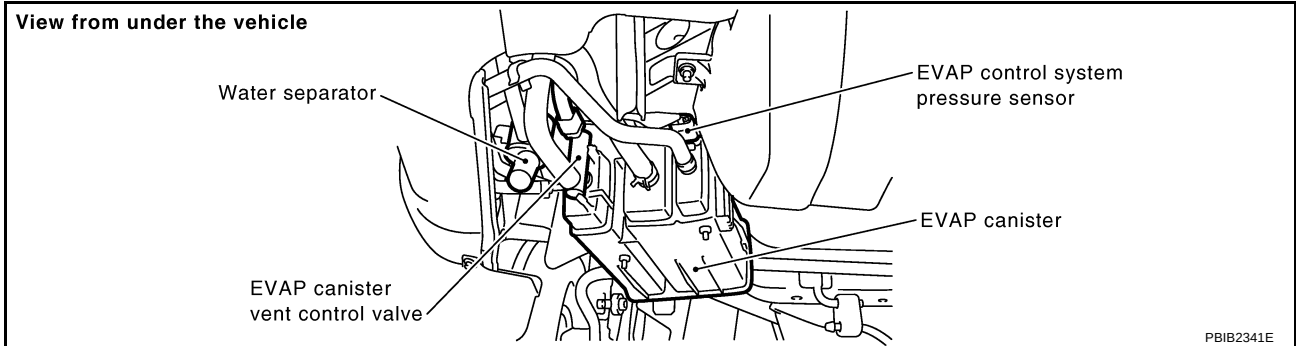


DTC P0456 EVAP CONTROL SYSTEM

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. 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.

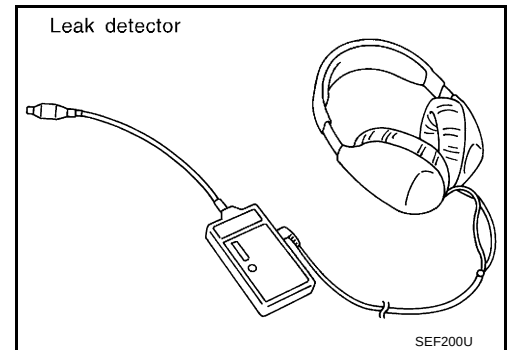
CAUTION:

- 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 the system.

4. Using EVAP leak detector, locate the EVAP leak. For the leak detector, refer to the instruction manual for more details. Refer to [EC-31, "EVAPORATIVE EMISSION LINE DRAWING"](#).

OK or NG

- OK >> GO TO 8.
NG >> Repair or replace.



8. CHECK WATER SEPARATOR

Refer to [EC-429, "Component Inspection"](#).

OK or NG

- OK >> GO TO 9.
NG >> Replace water separator.

9. CHECK EVAP CANISTER VENT CONTROL VALVE

Check the following.

- EVAP canister vent control valve is installed properly.
Refer to [EC-34, "Removal and Installation"](#)
- EVAP canister vent control valve.
Refer to [EC-384, "Component Inspection"](#)

OK or NG

- OK >> GO TO 10.
NG >> Repair or replace EVAP canister vent control valve and O-ring.

DTC P0456 EVAP CONTROL SYSTEM

10. CHECK IF EVAP CANISTER SATURATED WITH WATER

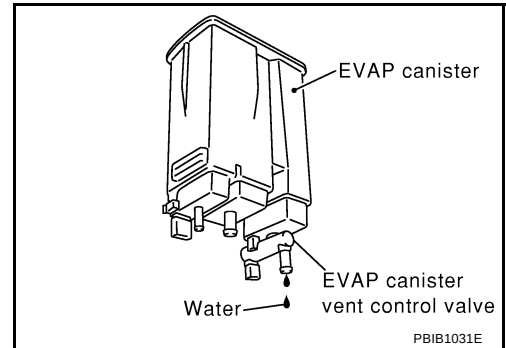
1. Remove EVAP canister with EVAP canister vent control valve and EVAP control system pressure sensor attached.
2. Does water drain from the EVAP canister?

Yes or No

Yes >> GO TO 11.

No (With CONSULT-II)>>GO TO 13.

No (Without CONSULT-II)>>GO TO 14.



11. CHECK EVAP CANISTER

Weigh the EVAP canister with the EVAP canister vent control valve and EVAP control system pressure sensor attached.

The weight should be less than 2.5 kg (5.5 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.

- 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

 **With CONSULT-II**

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%.
5. Check vacuum hose for vacuum when revving engine up to 2,000 rpm.

OK or NG

OK >> GO TO 16.

NG >> GO TO 15.

ACTIVE TEST	
PURG VOL CONT/V	XXX %
MONITOR	
ENG SPEED	XXX rpm
A/F ALPHA-B1	XXX %

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DTC P0456 EVAP CONTROL SYSTEM

14. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION

⊗ Without CONSULT-II

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.

OK or NG

OK >> GO TO 17.

NG >> GO TO 15.

15. CHECK VACUUM HOSE

Check vacuum hoses for clogging or disconnection. Refer to [EC-101, "Vacuum Hose Drawing"](#).

OK or NG

OK >> GO TO 16.

NG >> Repair or reconnect the hose.

16. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to [EC-377, "Component Inspection"](#).

OK or NG

OK >> GO TO 17.

NG >> Replace EVAP canister purge volume control solenoid valve.

17. CHECK FUEL TANK TEMPERATURE SENSOR

Refer to [EC-301, "Component Inspection"](#).

OK or NG

OK >> GO TO 18.

NG >> Replace fuel level sensor unit.

18. CHECK EVAP CONTROL SYSTEM PRESSURE SENSOR

Refer to [EC-402, "Component Inspection"](#).

OK or NG

OK >> GO TO 19.

NG >> Replace EVAP control system pressure sensor.

19. CHECK EVAP PURGE LINE

Check EVAP purge line (pipe, rubber tube, fuel tank and EVAP canister) for cracks or improper connection.

Refer to [EC-31, "EVAPORATIVE EMISSION LINE DRAWING"](#).

OK or NG

OK >> GO TO 20.

NG >> Repair or reconnect the hose.

20. CLEAN EVAP PURGE LINE

Clean EVAP purge line (pipe and rubber tube) using air blower.

>> GO TO 21.

21. CHECK EVAP/ORVR LINE

Check EVAP/ORVR line between EVAP canister and fuel tank for clogging, kink, looseness and improper connection. For location, refer to [EC-37, "ON BOARD REFUELING VAPOR RECOVERY \(ORVR\)"](#) .

OK or NG

OK >> GO TO 22.

NG >> Repair or replace hoses and tubes.

22. 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 23.

NG >> Repair or replace hose, tube or filler neck tube.

23. CHECK REFUELING CONTROL VALVE

Refer to [EC-41, "Component Inspection"](#) .

OK or NG

OK >> GO TO 24.

NG >> Replace refueling control valve.

24. CHECK REFUELING EVAP VAPOR CUT VALVE

Refer to [EC-41, "Component Inspection"](#) .

OK or NG

OK >> GO TO 25.

NG >> Replace refueling EVAP vapor cut valve with fuel tank.

25. CHECK FUEL LEVEL SENSOR

Refer to [FL-4, "FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY"](#) .

OK or NG

OK >> GO TO 26.

NG >> Replace fuel level sensor unit.

26. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

DTC P0456 EVAP CONTROL SYSTEM

Component Inspection

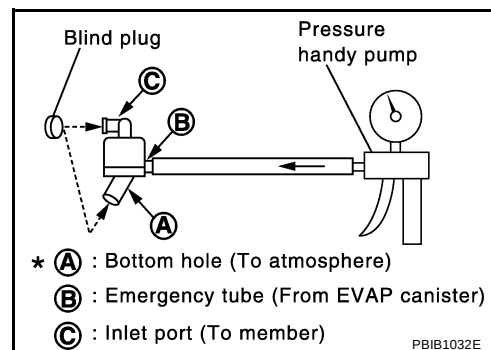
WATER SEPARATOR

ABS00DAZ

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.
5. In case of NG in items 2 - 4, replace the parts.

NOTE:

Do not disassemble water separator.



A

EC

C

D

E

F

G

H

I

J

K

L

M

DTC P0460 FUEL LEVEL SENSOR

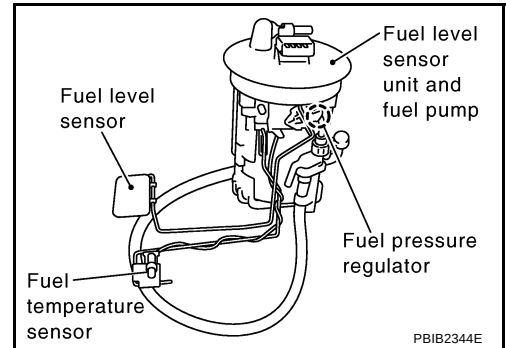
DTC P0460 FUEL LEVEL SENSOR

PFP:25060

Component Description

ABS00CRJ

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 combination meter. The combination meter sends the fuel level sensor signal to the ECM through CAN communication line. It consists of two parts, one is mechanical float and the other is variable resistor. Fuel level sensor output voltage changes depending on the movement of the fuel mechanical float.



PBIB2344E

On Board Diagnostic Logic

ABS00CRK

NOTE:

If DTC P0460 is displayed with DTC U1000, U1001, first perform the trouble diagnosis for DTC U1000, U1001. Refer to [EC-152. "DTC U1000, U1001 CAN COMMUNICATION LINE"](#).

When the vehicle is parked, naturally the fuel level in the fuel tank is stable. It means that output signal of the fuel level sensor does not change. If ECM senses sloshing signal from the sensor, fuel level sensor malfunction is detected.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0460 0460	Fuel level sensor circuit noise	Even though the vehicle is parked, a signal being varied is sent from the fuel level sensor to ECM.	● Harness or connectors (The CAN communication line is open or shorted) ● Harness or connectors (The sensor circuit is open or shorted) ● Combination meter ● Fuel level sensor

DTC Confirmation Procedure

ABS00CRL

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. Start engine and wait maximum of 2 consecutive minutes.
4. If 1st trip DTC is detected, go to [EC-431. "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
FUEL T/TMP SE	XXX °C
FUEL LEVEL SE	XXX V

SEF195Y

WITH GST

Follow the procedure "WITH CONSULT-II" above.

DTC P0460 FUEL LEVEL SENSOR

Diagnostic Procedure

ABS00DAS

1. CHECK FUEL GAUGE OPERATION

Refer to [DI-5, "ODO/TRIP METER"](#) .

OK or NG

OK >> GO TO 2.

NG >> Follow the instruction of [DI-5, "ODO/TRIP METER"](#) .

2. CHECK FUEL LEVEL SENSOR AND CIRCUIT

Refer to [DI-17, "Fuel Level Sensor Inspection"](#) .

OK or NG

OK >> GO TO 3.

NG >> Repair or replace malfunctioning parts.

3. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

Removal and Installation FUEL LEVEL SENSOR

ABS00CRN

Refer to [FL-4, "FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY"](#)

A

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DTC P0461 FUEL LEVEL SENSOR

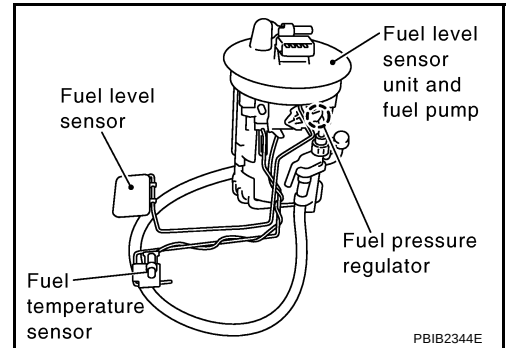
DTC P0461 FUEL LEVEL SENSOR

PFP:25060

Component Description

ABS00CRO

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 combination meter. The combination meter sends the fuel level sensor signal to the ECM through CAN communication line. It consists of two parts, one is mechanical float and the other is variable resistor. Fuel level sensor output voltage changes depending on the movement of the fuel mechanical float.



On Board Diagnostic Logic

ABS00CRP

NOTE:

If DTC P0461 is displayed with DTC U1000, U1001, first perform the trouble diagnosis for DTC U1000, U1001. Refer to [EC-152, "DTC U1000, U1001 CAN COMMUNICATION LINE"](#).

Driving long distances naturally affect fuel gauge level.

This diagnosis detects the fuel gauge malfunction of the gauge not moving even after a long distance has been driven.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0461 0461	Fuel level sensor circuit range/performance	The output signal of the fuel level sensor does not change within the specified range even though the vehicle has been driven a long distance.	● Harness or connectors (the CAN communication line is open or shorted) ● Harness or connectors (The sensor circuit is open or shorted) ● Combination meter ● Fuel level sensor

Overall Function Check

ABS00CRQ

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.

WARNING:

When performing following procedure, be sure to observe the handling of the fuel. Refer to [FL-11, "FUEL TANK"](#).

TESTING CONDITION:

Before starting overall function check, preparation of draining fuel and refilling fuel is required.

WITH CONSULT-II

NOTE:

Start from step 10, if it is possible to confirm that the fuel cannot be drained by 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal) in advance.

1. Prepare a fuel container and a spare hose.
2. Release fuel pressure from fuel line, refer to [EC-80, "FUEL PRESSURE RELEASE"](#).
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

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 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal) and stop it.
10. Check "FUEL LEVEL SE" output voltage and note it.
11. Fill fuel into the fuel tank for 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal).
12. Check "FUEL LEVEL SE" output voltage and note it.
13. Confirm whether the voltage changes more than 0.03V during step 7 to 10 and 10 to 12.
If NG, go to [EC-433, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
FUEL T/TMP SE	XXX °C
FUEL LEVEL SE	XXX V

SEF195Y

WITH GST

NOTE:

Start from step 8, if it is possible to confirm that the fuel cannot be drained by 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal) in advance.

1. Prepare a fuel container and a spare hose.
2. Release fuel pressure from fuel line, refer to [EC-80, "FUEL PRESSURE RELEASE"](#).
3. Remove the fuel feed hose on the fuel level sensor unit.
4. Connect a spare fuel hose where the fuel feed hose was removed.
5. Turn ignition switch ON.
6. Drain fuel by 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal) from the fuel tank using proper equipment.
7. Confirm that the fuel gauge indication varies.
8. Fill fuel into the fuel tank for 30 ℓ (7-7/8 US gal, 6-5/8 Imp gal).
9. Confirm that the fuel gauge indication varies.
10. If NG, go to [EC-433, "Diagnostic Procedure"](#).

Diagnostic Procedure

ABS00DAT

1. CHECK FUEL GAUGE OPERATION

Refer to [DI-5, "ODO/TRIP METER"](#).

OK or NG

- OK >> GO TO 2.
NG >> Follow the instruction of [DI-5, "ODO/TRIP METER"](#).

2. CHECK FUEL LEVEL SENSOR AND CIRCUIT

Refer to [DI-17, "Fuel Level Sensor Inspection"](#).

OK or NG

- OK >> GO TO 3.
NG >> Repair or replace malfunctioning parts.

3. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

>> INSPECTION END

Removal and Installation FUEL LEVEL SENSOR

ABS00CRS

Refer to [FL-4, "FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY"](#).

DTC P0462, P0463 FUEL LEVEL SENSOR

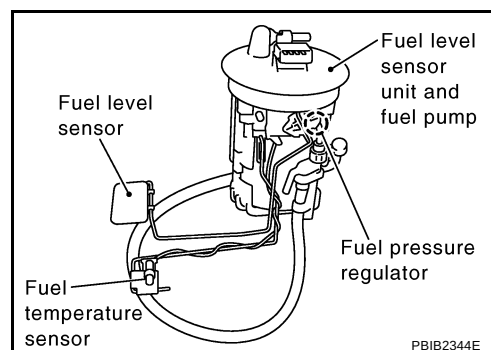
DTC P0462, P0463 FUEL LEVEL SENSOR

PFP:25060

Component Description

ABS00CRT

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 combination meter. The combination meter sends the fuel level sensor signal to the ECM through CAN communication. It consists of two parts, one is mechanical float and the other is variable resistor. Fuel level sensor output voltage changes depending on the movement of the fuel mechanical float.



On Board Diagnostic Logic

ABS00CRU

NOTE:

If DTC P0462 or P0463 is displayed with DTC U1000, U1001, first perform the trouble diagnosis for DTC U1000, U1001. Refer to [EC-152, "DTC U1000, U1001 CAN COMMUNICATION LINE"](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0462 0462	Fuel level sensor circuit low input	An excessively low voltage from the sensor is sent to ECM.	● Harness or connectors (The CAN communication line is open or shorted) ● Harness or connectors (The sensor circuit is open or shorted) ● Combination meter ● Fuel level sensor
P0463 0463	Fuel level sensor circuit high input	An excessively high voltage from the sensor is sent to ECM.	

DTC Confirmation Procedure

ABS00CRV

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.

WITH CONSULT-II

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 [EC-435, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
FUEL T/TMP SE	XXX °C
FUEL LEVEL SE	XXX V

SEF195Y

WITH GST

Follow the procedure "WITH CONSULT-II" above.

DTC P0462, P0463 FUEL LEVEL SENSOR

Diagnostic Procedure

ABS00DAU

1. CHECK FUEL GAUGE OPERATION

Refer to [DI-5, "ODO/TRIP METER"](#) .

OK or NG

OK >> GO TO 2.

NG >> Follow the instruction of [DI-5, "ODO/TRIP METER"](#) .

2. CHECK FUEL LEVEL SENSOR AND CIRCUIT

Refer to [DI-17, "Fuel Level Sensor Inspection"](#) .

OK or NG

OK >> GO TO 3.

NG >> Repair or replace malfunctioning parts.

3. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

Removal and Installation FUEL LEVEL SENSOR

ABS00CRX

Refer to [FL-4, "FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY"](#) .

DTC P0500 VSS

DTC P0500 VSS

PFP:32702

Description

ABS00CRY

NOTE:

If DTC P0500 is displayed with DTC U1000 or U1001, first perform the trouble diagnosis for DTC U1000, U1001. Refer to [EC-152, "DTC U1000, U1001 CAN COMMUNICATION LINE"](#).

The vehicle speed sensor is installed in the transaxle. It contains a pulse generator which provides a vehicle speed signal to the combination meter. The combination meter then sends a signal to the ECM through CAN communication line.

On Board Diagnosis Logic

ABS00CRZ

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0500 0500	Vehicle speed sensor	The almost 0 km/h (0 MPH) signal from vehicle speed sensor is sent to ECM even when vehicle is being driven.	● Harness or connectors (The CAN communication line is open or shorted) ● Harness or connectors (The wheel sensor circuit is open or shorted) ● Wheel sensor ● Combination meter ● VDC/TCS/ABS control unit (with VDC models) ● ABS actuator and electric unit (control unit) (without VDC models)

DTC Confirmation Procedure

ABS00CS0

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:

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.

⑧ WITH CONSULT-II

1. Start engine.
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 [EC-437, "Diagnostic Procedure"](#).
If OK, go to following step.
3. Select "DATA MONITOR" mode with CONSULT-II.
4. Warm engine up to normal operating temperature.
5. Maintain the following conditions for at least 60 consecutive seconds.

ENG SPEED	1,750 - 6,000 rpm (A/T) 2,000 - 6,000 rpm (M/T)
COOLAN TEMP/S	More than 70°C (158°F)
B/FUEL SCHDL	6.0 - 31.8 msec (A/T) 5.0 - 31.8 msec (M/T)
Shift lever	Suitable position
PW/ST SIGNAL	OFF

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

SEF196Y

6. If 1st trip DTC is detected, go to [EC-437, "Diagnostic Procedure"](#).

Overall Function Check

ABS00CS1

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.

WITH GST

1. Lift up drive wheels.
2. Start engine.
3. Read vehicle speed sensor signal in Service \$01 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 [EC-437, "Diagnostic Procedure"](#).

Diagnostic Procedure

ABS00DAV

1. CHECK DTC WITH "VDC/TCS/ABS CONTROL UNIT (WITH VDC MODELS)" OR "ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) (WITHOUT VDC MODELS)"

Refer to [BRC-47, "TROUBLE DIAGNOSIS"](#) (with VDC models) or refer to [BRC-8, "TROUBLE DIAGNOSIS"](#) (without VDC models).

OK or NG

- OK >> GO TO 2.
NG >> Repair or replace.

2. CHECK COMBINATION METER

Check combination meter function.

Refer to [DI-4, "COMBINATION METERS"](#).

>> INSPECTION END

DTC P0506 ISC SYSTEM

DTC P0506 ISC SYSTEM

PPF:23781

Description

ABS00CS3

NOTE:

If DTC P0506 is displayed with other DTC, first perform the trouble diagnosis for the other DTC displayed.

The ECM controls the engine idle speed to a specified level through the fine adjustment of the air, which is let into the intake manifold, by operating the electric throttle control actuator. The operating of the throttle valve is varied to allow for optimum control of the engine idling speed. The crankshaft position sensor (POS) detects the actual engine speed and sends a signal to the ECM.

The ECM controls the electric throttle control actuator so that the engine speed coincides with the target value memorized in the ECM. The target engine speed is the lowest speed at which the engine can operate steadily. The optimum value stored in the ECM is determined by taking into consideration various engine conditions, such as during warming up, deceleration, and engine load (air conditioner, power steering and cooling fan operation, etc.).

On Board Diagnosis Logic

ABS00CS4

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0506 0506	Idle speed control system RPM lower than expected	The idle speed is less than the target idle speed by 100 rpm or more.	● Electric throttle control actuator ● Intake air leak

DTC Confirmation Procedure

ABS00CS5

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 the target idle speed is out of the specified value, perform [EC-78, "Idle Air Volume Learning"](#), before conducting DTC Confirmation Procedure. For the target idle speed, refer to the [EC-661, "SERVICE DATA AND SPECIFICATIONS \(SDS\)"](#)

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

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 [EC-439, "Diagnostic Procedure"](#)

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

SEF174Y

WITH GST

Follow the procedure "WITH CONSULT-II" above.

Diagnostic Procedure

ABS00CS6

1. CHECK INTAKE AIR LEAK

1. Start engine and let it idle.
2. Listen for an intake air leak after the mass air flow sensor.

OK or NG

- OK >> GO TO 2.
NG >> Discover air leak location and repair.

2. REPLACE ECM

1. Stop engine.
2. Replace ECM.
3. Perform initialization of NVIS (NATS) system and registration of all NVIS (NATS) ignition key IDs.
Refer to [BL-97, "NVIS \(NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS\)"](#) .
4. Perform [EC-77, "VIN Registration"](#) .
5. Perform [EC-77, "Accelerator Pedal Released Position Learning"](#) .
6. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
7. Perform [EC-78, "Idle Air Volume Learning"](#) .

>> INSPECTION END

DTC P0507 ISC SYSTEM

DTC P0507 ISC SYSTEM

PDF:23781

Description

ABS00CS7

NOTE:

If DTC P0507 is displayed with other DTC, first perform the trouble diagnosis for the other DTC displayed.

The ECM controls the engine idle speed to a specified level through the fine adjustment of the air, which is let into the intake manifold, by operating the electric throttle control actuator. The operating of the throttle valve is varied to allow for optimum control of the engine idling speed. The crankshaft position sensor (POS) detects the actual engine speed and sends a signal to the ECM.

The ECM controls the electric throttle control actuator so that the engine speed coincides with the target value memorized in the ECM. The target engine speed is the lowest speed at which the engine can operate steadily. The optimum value stored in the ECM is determined by taking into consideration various engine conditions, such as during warming up, deceleration, and engine load (air conditioner, power steering and cooling fan operation, etc.).

On Board Diagnosis Logic

ABS00CS8

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0507 0507	Idle speed control system RPM higher than expected	The idle speed is more than the target idle speed by 200 rpm or more.	● Electric throttle control actuator ● Intake air leak ● PCV system

DTC Confirmation Procedure

ABS00CS9

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 the target idle speed is out of the specified value, perform [EC-78, "Idle Air Volume Learning"](#), before conducting DTC Confirmation Procedure. For the target idle speed, refer to the [EC-661, "SERVICE DATA AND SPECIFICATIONS \(SDS\)"](#).

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

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 [EC-441, "Diagnostic Procedure"](#).

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

SEF174Y

WITH GST

Follow the procedure "WITH CONSULT-II" above.

Diagnostic Procedure

ABS00CSA

1. CHECK PCV HOSE CONNECTION

Confirm that PCV hose is connected correctly.

OK or NG

OK >> GO TO 2.

NG >> Repair or replace.

2. CHECK INTAKE AIR LEAK

1. Start engine and let it idle.

2. Listen for an intake air leak after the mass air flow sensor.

OK or NG

OK >> GO TO 3.

NG >> Discover air leak location and repair.

3. REPLACE ECM

1. Stop engine.

2. Replace ECM.

3. Perform initialization of NVIS (NATS) system and registration of all NVIS (NATS) ignition key IDs.
Refer to [BL-97, "NVIS \(NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS\)"](#) .

4. Perform [EC-77, "VIN Registration"](#) .

5. Perform [EC-77, "Accelerator Pedal Released Position Learning"](#) .

6. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .

7. Perform [EC-78, "Idle Air Volume Learning"](#) .

>> **INSPECTION END**

DTC P0550 PSP SENSOR

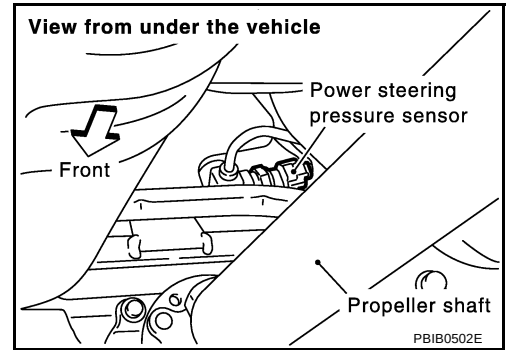
DTC P0550 PSP SENSOR

PFP:49763

Component Description

ABS00CSB

Power steering pressure (PSP) sensor is installed to the power steering high-pressure tube and detects a power steering load. This sensor is a potentiometer which transforms the power steering load into output voltage, and emits the voltage signal to the ECM. The ECM controls the electric throttle control actuator and adjusts the throttle valve opening angle to increase the engine speed and adjusts the idle speed for the increased load.



CONSULT-II Reference Value in Data Monitor Mode

ABS00CSC

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
PW/ST SIGNAL	● Engine: After warming up, idle the engine	Steering wheel: Not being turned.	OFF
		Steering wheel: Being turned.	ON

On Board Diagnosis Logic

ABS00CSD

The MIL will not light up for this diagnosis.

NOTE:

If DTC P0550 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643.

Refer to [EC-454, "DTC P0643 SENSOR POWER SUPPLY"](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0550 0550	Power steering pressure sensor circuit	An excessively low or high voltage from the sensor is sent to ECM.	● Harness or connectors (The sensor circuit is open or shorted.) ● Power steering pressure sensor

DTC Confirmation Procedure

ABS00CSE

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. Start engine and let it idle for at least 5 seconds.
4. If 1st trip DTC is detected, go to [EC-444, "Diagnostic Procedure"](#).

The screenshot shows the "DATA MONITOR" screen. It has a header "DATA MONITOR" and two columns: "MONITOR" and "NO DTC". Under "MONITOR", it shows "ENG SPEED". Under "NO DTC", it shows "XXX rpm". The screen is labeled "SEF058Y".

WITH GST

Follow the procedure "WITH CONSULT-II" above.

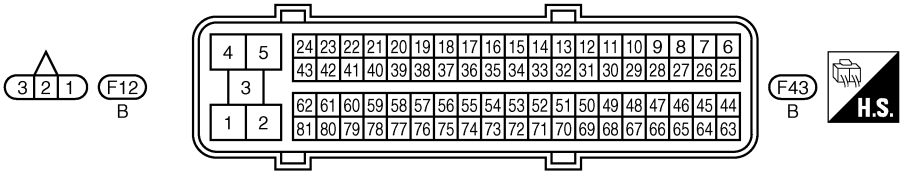
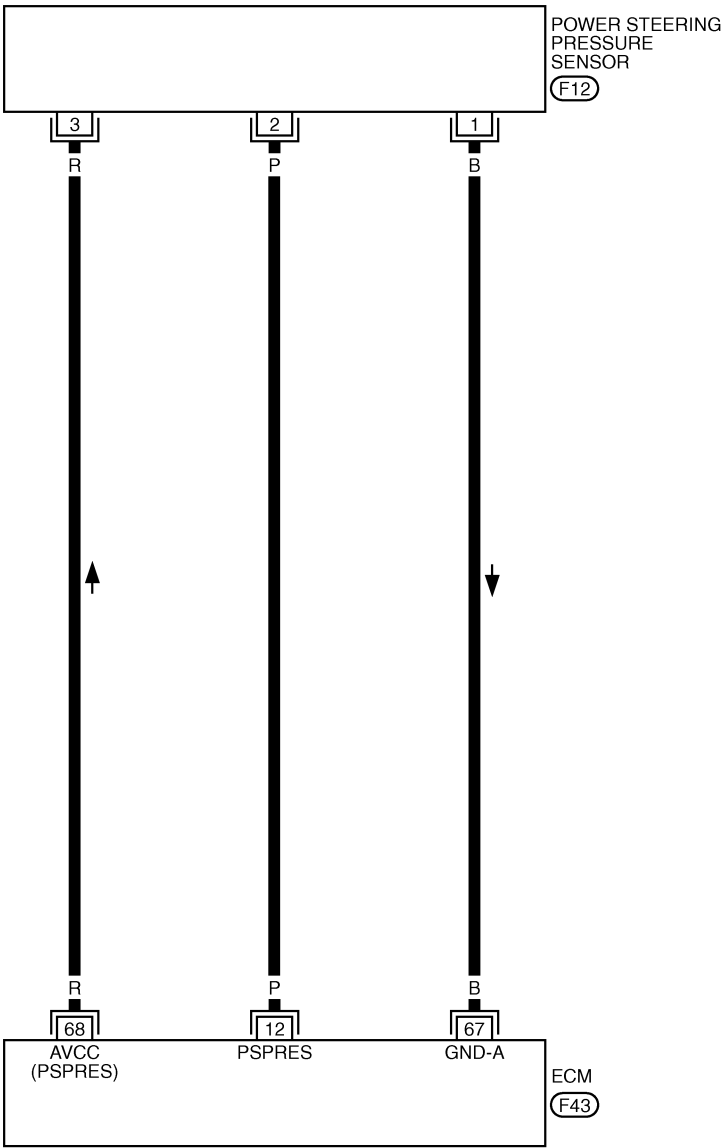
DTC P0550 PSP SENSOR

Wiring Diagram

ABS00CSF

EC-PS/SEN-01

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



TBWB0126E

DTC P0550 PSP SENSOR

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.

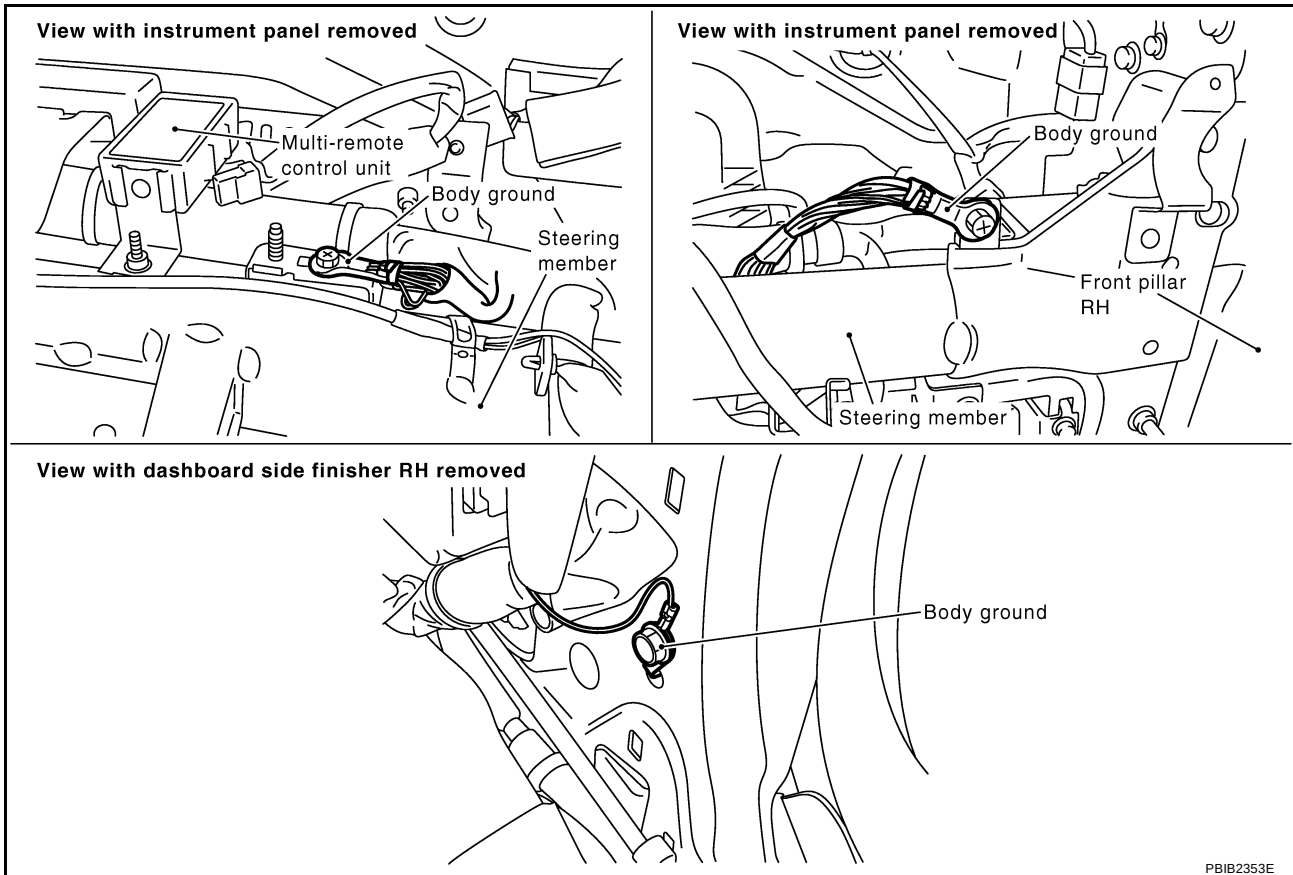
TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
12	P	Power steering pressure sensor	[Engine is running] ● Steering wheel: Being turned	0.5 - 4.0V
			[Engine is running] ● Steering wheel: Not being turned	0.4 - 0.8V
67	B	Sensor ground	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
68	R	Sensor power supply (Power steering pressure sensor)	[Ignition switch: ON]	Approximately 5V

Diagnostic Procedure

ABS00D8H

1. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten ground three screws on the body.
Refer to [EC-151, "Ground Inspection"](#).



PBIB2353E

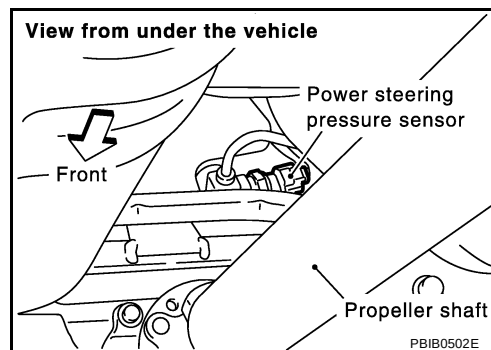
OK or NG

- OK >> GO TO 2.
NG >> Repair or replace ground connections.

DTC P0550 PSP SENSOR

2. CHECK PSP SENSOR POWER SUPPLY CIRCUIT

1. Disconnect power steering pressure (PSP) sensor harness connector.
2. Turn ignition switch ON.



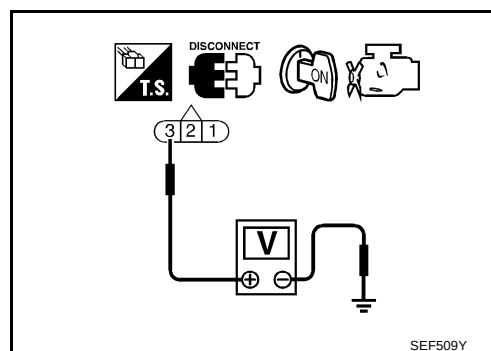
3. Check voltage between PSP sensor terminal 3 and ground with CONSULT-II or tester.

Voltage: Approximately 5V

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 PSP SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between PSP sensor terminal 1 and ECM terminal 67. 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.

4. CHECK PSP SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between PSP sensor terminal 2 and ECM terminal 12.

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 connectors.

5. CHECK PSP SENSOR

Refer to [EC-446, "Component Inspection"](#).

OK or NG

OK >> GO TO 6.

NG >> Replace PSP sensor.

DTC P0550 PSP SENSOR

6. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

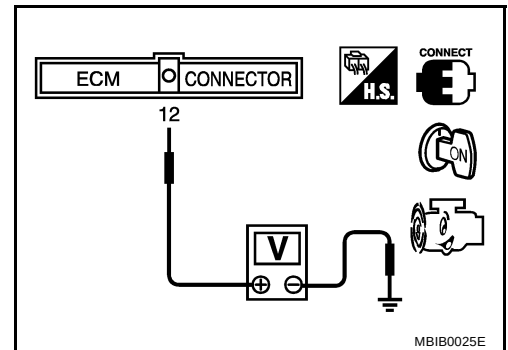
Component Inspection

POWER STEERING PRESSURE SENSOR

ABS00CSH

1. Reconnect all harness connectors disconnected.
2. Start engine and let it idle.
3. Check voltage between ECM terminal 12 and ground under the following conditions.

Condition	Voltage
Steering wheel: Being turned fully.	0.5 - 4.5V
Steering wheel: Not being turned.	0.4 - 0.8V



Removal and Installation

POWER STEERING PRESSURE SENSOR

Refer to [PS-33, "HYDRAULIC LINE"](#) .

ABS00DAW

DTC P0603 ECM POWER SUPPLY

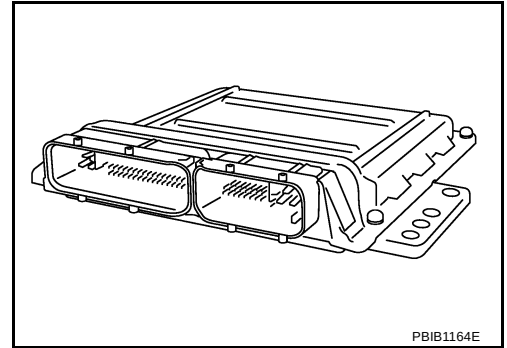
DTC P0603 ECM POWER SUPPLY

PF0:23710

Component Description

ABS00CSU

Battery voltage is supplied to the ECM even when the ignition switch is turned OFF for the ECM memory function of the DTC memory, the air-fuel ratio feedback compensation value memory, the Idle Air Volume Learning value memory, etc.



ABS00CSW

On Board Diagnosis Logic

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0603 0603	ECM power supply circuit	ECM back-up RAM system does not function properly.	● Harness or connectors [The ECM power supply (back-up) circuit is open or shorted.] ● ECM

DTC Confirmation Procedure

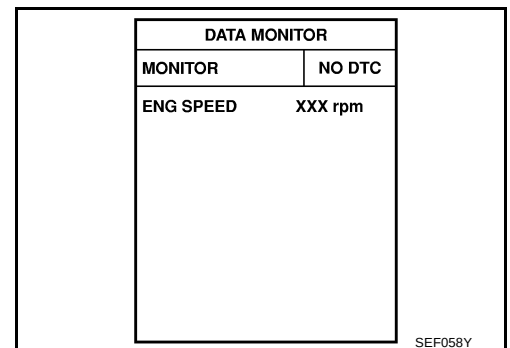
ABS00CSW

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 and wait at least 1 second.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. Turn ignition switch OFF, wait at least 10 seconds, and then turn ON.
5. Repeat steps 3 and 4 for four times.
6. If 1st trip DTC is detected, go to [EC-449, "Diagnostic Procedure"](#)



WITH GST

Follow the procedure "WITH CONSULT-II" above.

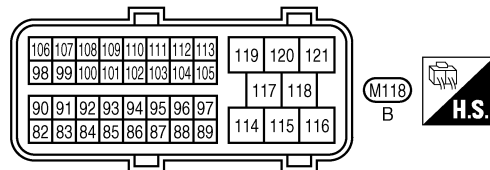
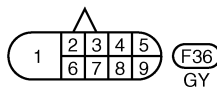
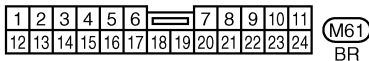
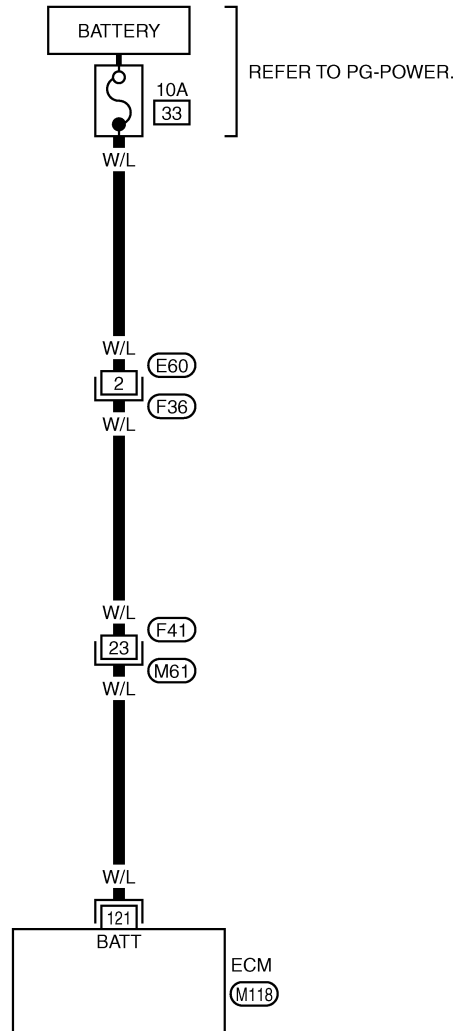
DTC P0603 ECM POWER SUPPLY

Wiring Diagram

ABS00CSX

EC-ECM/PW-01

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



TBWA0611E

DTC P0603 ECM POWER SUPPLY

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.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
121	W/L	Power supply for ECM (Back-up)	[Ignition switch: OFF]	BATTERY VOLTAGE (11 - 14V)

Diagnostic Procedure

ABS00D8I

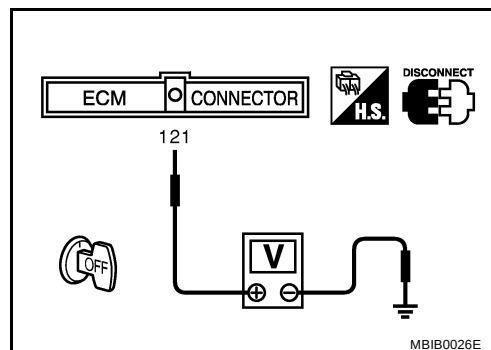
1. CHECK ECM POWER SUPPLY

1. Turn ignition switch OFF.
2. Check voltage between ECM terminal 121 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 3.
NG >> GO TO 2.



2. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E60, M36
- Harness connectors F41, M61
- 10A fuse
- Harness for open or short between ECM and battery

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

3. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

OK or NG

- OK >> GO TO 4.
NG >> Repair or replace harness or connectors.

4. PERFORM DTC CONFIRMATION PROCEDURE

With CONSULT-II

1. Turn ignition switch ON.
2. Select "SELF DIAG RESULTS" mode with CONSULT-II.
3. Touch "ERASE".
4. **Perform DTC Confirmation Procedure.**
See [EC-447, "DTC Confirmation Procedure"](#) .
5. Is the 1st trip DTC P0603 displayed again?

With GST

1. Turn ignition switch ON.
2. Select Service \$04 with GST.
3. **Perform DTC Confirmation Procedure.**
See [EC-447, "DTC Confirmation Procedure"](#) .
4. Is the 1st trip DTC P0603 displayed again?

Yes or No

Yes >> GO TO 5.

No >> **INSPECTION END**

5. REPLACE ECM

1. Replace ECM.
2. Perform initialization of NVIS (NATS) system and registration of all NVIS (NATS) ignition key IDs.
Refer to [BL-97, "NVIS \(NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS\)"](#) .
3. Perform [EC-77, "VIN Registration"](#) .
4. Perform [EC-77, "Accelerator Pedal Released Position Learning"](#) .
5. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
6. Perform [EC-78, "Idle Air Volume Learning"](#) .

>> **INSPECTION END**

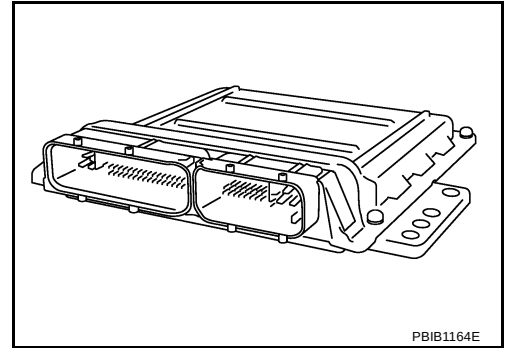
DTC P0605 ECM

PFP:23710

Component Description

ABS00CSJ

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



ABS00CSJ

On Board Diagnosis Logic

This self-diagnosis has one or two trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition		Possible cause
P0605 0605	Engine control module	A)	ECM calculation function is malfunctioning.	● ECM
		B)	ECM EEPROM system is malfunctioning.	
		C)	ECM self shut-off function is malfunctioning.	

FAIL-SAFE MODE

ECM enters fail-safe mode when malfunction A is detected.

Detected items	Engine operation condition in fail-safe mode
Malfunction A	ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.
	ECM deactivates ASCD operation.

DTC Confirmation Procedure

ABS00CSK

Perform **PROCEDURE FOR MALFUNCTION A** first. If the 1st trip DTC cannot be confirmed, perform **PROCEDURE FOR MALFUNCTION B**. If there is no malfunction 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.

PROCEDURE FOR MALFUNCTION A

① With CONSULT-II

- Turn ignition switch ON.
- Select "DATA MONITOR" mode with CONSULT-II.
- If 1st trip DTC is detected, go to [EC-452, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

② With GST

Follow the procedure "With CONSULT-II" above.

DTC P0605 ECM

PROCEDURE FOR MALFUNCTION B

With CONSULT-II

1. Turn ignition switch ON and wait at least 1 second.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Turn ignition switch OFF, wait at least 10 seconds, and then turn ON.
4. If 1st trip DTC is detected, go to [EC-452. "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

With GST

Follow the procedure "With CONSULT-II" above.

PROCEDURE FOR MALFUNCTION C

With CONSULT-II

1. Turn ignition switch ON and wait at least 1 second.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Turn ignition switch OFF, wait at least 10 seconds, and then turn ON.
4. Repeat step 3 for 32 times.
5. If 1st trip DTC is detected, go to [EC-452. "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

With GST

Follow the procedure "With CONSULT-II" above.

Diagnostic Procedure

ABS00CSL

1. INSPECTION START

With CONSULT-II

1. Turn ignition switch ON.
2. Select "SELF DIAG RESULTS" mode with CONSULT-II.
3. Touch "ERASE".
4. **Perform DTC Confirmation Procedure.**
See [EC-451, "DTC Confirmation Procedure"](#).
5. Is the 1st trip DTC P0605 displayed again?

With GST

1. Turn ignition switch ON.
2. Select Service \$04 with GST.
3. **Perform DTC Confirmation Procedure.**
See [EC-451, "DTC Confirmation Procedure"](#).
4. Is the 1st trip DTC P0605 displayed again?

Yes or No

Yes >> GO TO 2.

No >> **INSPECTION END**

2. REPLACE ECM

1. Replace ECM.
2. Perform initialization of NVIS (NATS) system and registration of all NVIS (NATS) ignition key IDs.
Refer to [BL-97, "NVIS \(NISSAN VEHICLE IMMOBILIZER SYSTEM-NATS\)"](#) .
3. Perform [EC-77, "VIN Registration"](#) .
4. Perform [EC-77, "Accelerator Pedal Released Position Learning"](#) .
5. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
6. Perform [EC-78, "Idle Air Volume Learning"](#) .

>> INSPECTION END

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DTC P0643 SENSOR POWER SUPPLY

DTC P0643 SENSOR POWER SUPPLY

PFP:18919

On Board Diagnosis Logic

ABS00CUW

This self-diagnosis has the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0643 0643	Sensor power supply circuit short	ECM detects a voltage of power source for sensor is excessively low or high.	● Harness or connectors (The APP sensor 1 circuit is shorted.) (The PSP sensor circuit is shorted.) (The refrigerant pressure sensor circuit is shorted.) (The EVAP control system pressure sensor circuit is shorted.) ● Accelerator pedal position sensor (APP sensor 1) ● Power steering pressure sensor ● Refrigerant pressure sensor ● EVAP control system pressure sensor

FAIL-SAFE MODE

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

Engine operation condition in fail-safe mode

ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.

DTC Confirmation Procedure

ABS00CUX

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

1. Turn ignition switch ON.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [EC-457, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

WITH GST

Follow the procedure "WITH CONSULT-II" above.

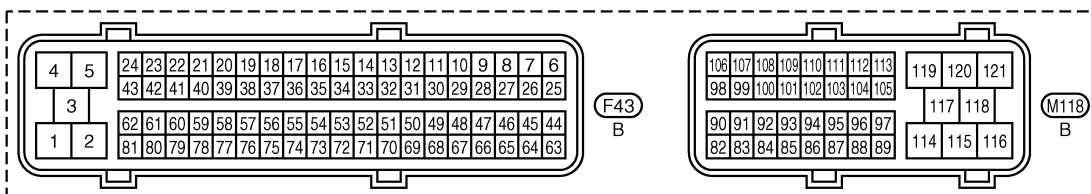
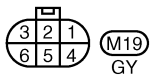
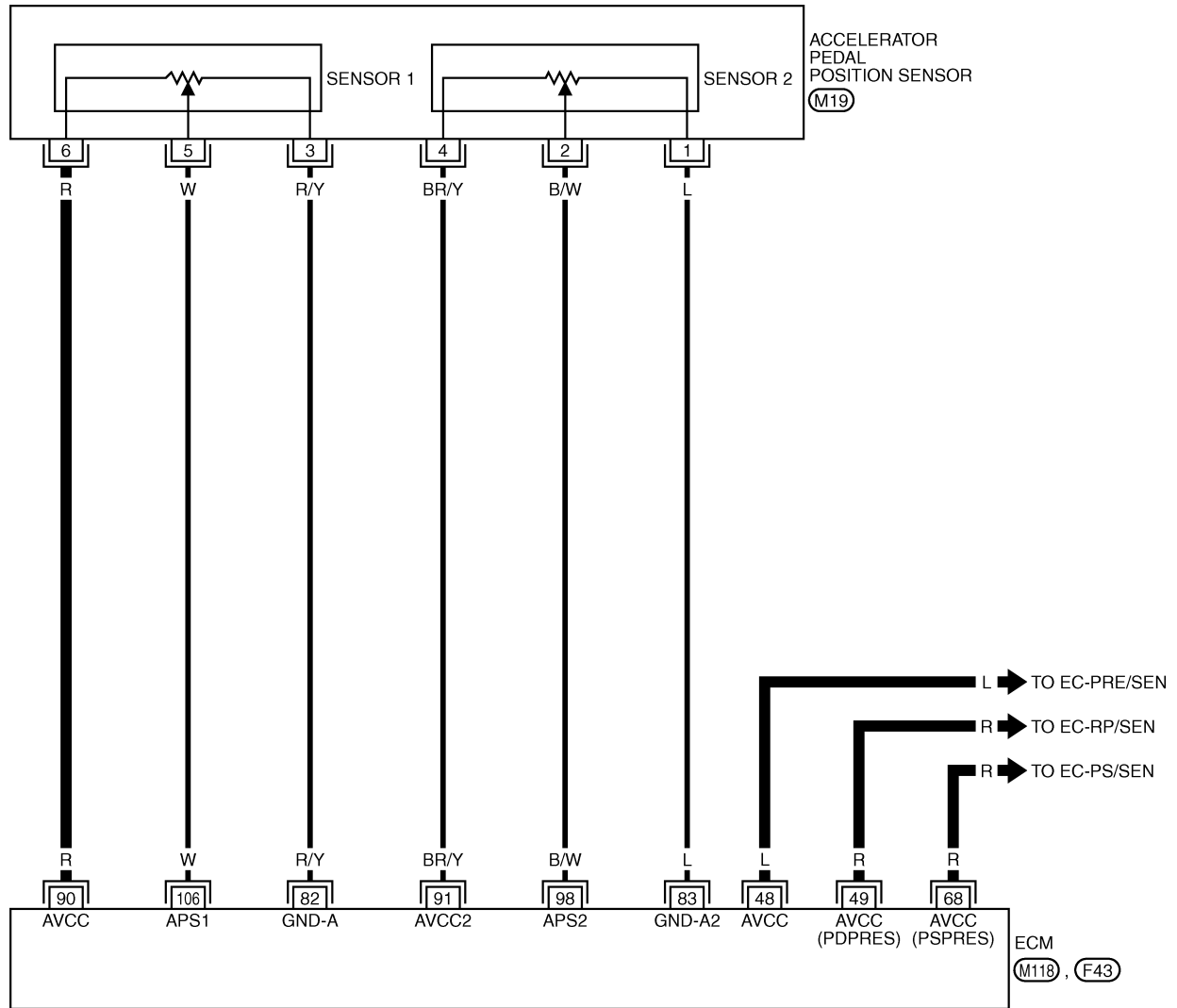
DTC P0643 SENSOR POWER SUPPLY

Wiring Diagram

ABS00CUY

EC-SEN/PW-01

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



TBWB0129E

DTC P0643 SENSOR POWER SUPPLY

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.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
48	L	Sensor power supply (EVAP control system pressure sensor)	[Ignition switch: ON]	Approximately 5V
49	R	Sensor power supply (Refrigerant pressure sensor)	[Ignition switch: ON]	Approximately 5V
68	R	Sensor power supply (Power steering pressure sensor)	[Ignition switch: ON]	Approximately 5V
82	R/Y	Sensor ground (Accelerator pedal position sensor 1)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
90	R	Sensor power supply (Accelerator pedal position sensor 1)	[Ignition switch: ON]	Approximately 5V
91	BR/Y	Sensor power supply (Accelerator pedal position sensor 2)	[Ignition switch: ON]	Approximately 5V
98	B/W	Accelerator pedal position sensor 2	[Ignition switch: ON] ● Engine stopped ● Accelerator pedal: Fully released	0.15 - 0.6V
			[Ignition switch: ON] ● Engine stopped ● Accelerator pedal: Fully depressed	1.95 - 2.4V
101	P	Stop lamp switch	[Ignition switch: OFF] ● Brake pedal: Fully released	Approximately 0V
			[Ignition switch: OFF] ● Brake pedal: Slightly depressed	BATTERY VOLTAGE (11 - 14V)

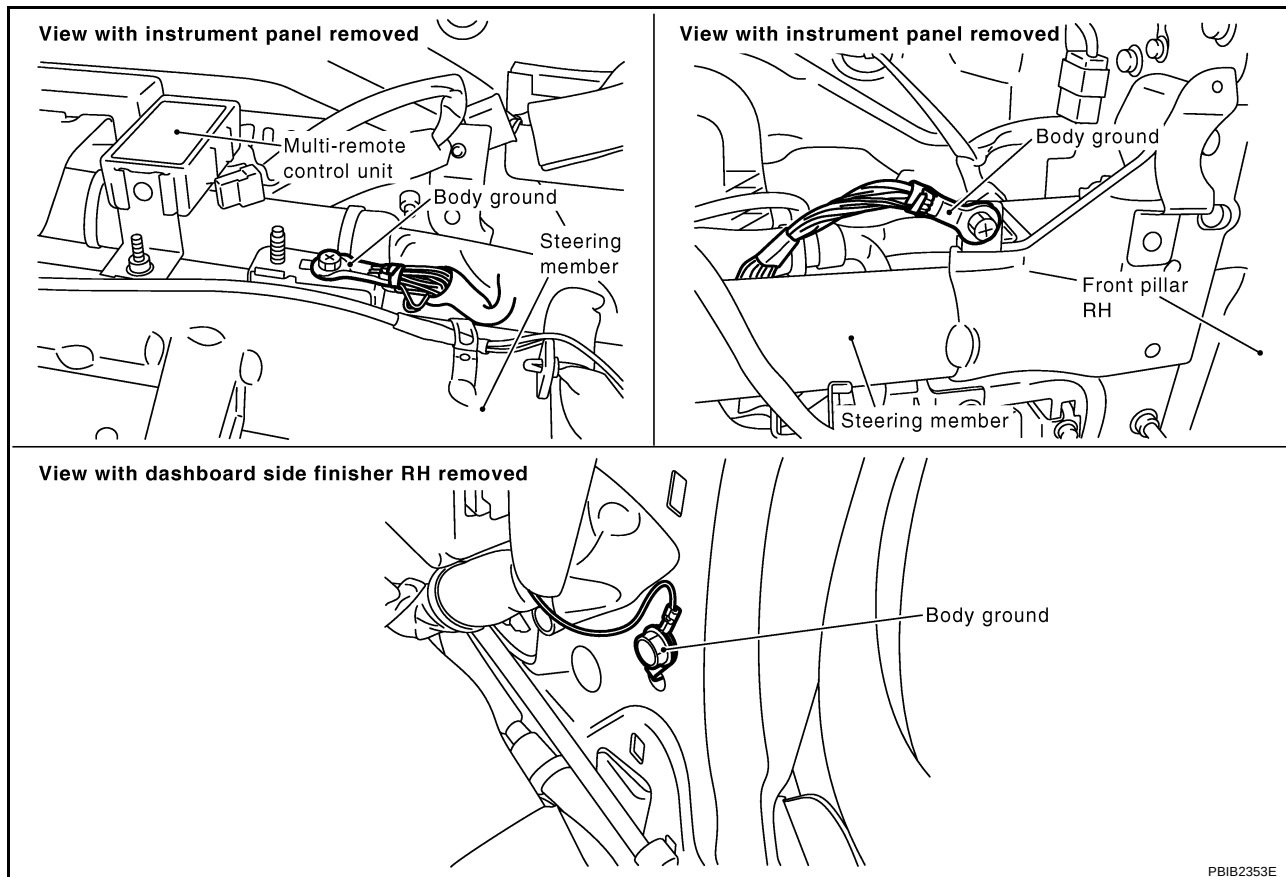
DTC P0643 SENSOR POWER SUPPLY

Diagnostic Procedure

ABS00CUZ

1. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten three ground screws on the body. Refer to [EC-151, "Ground Inspection"](#).



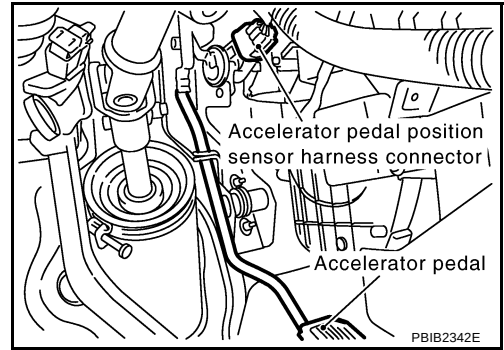
OK or NG

- OK >> GO TO 2.
NG >> Repair or replace ground connections.

DTC P0643 SENSOR POWER SUPPLY

2. CHECK ACCELERATOR PEDAL POSITION SENSOR 1 POWER SUPPLY CIRCUIT

1. Disconnect accelerator pedal position (APP) sensor harness connector.
2. Turn ignition switch ON.

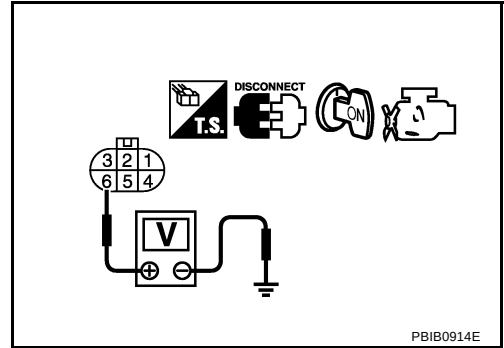


3. Check voltage between APP sensor terminal 2 and ground with CONSULT-II or tester.

Voltage: Approximately 5V

OK or NG

- OK >> GO TO 5.
NG >> GO TO 3.



3. CHECK SENSOR POWER SUPPLY CIRCUITS

Check the following.

- Harness for short to power and short to ground, between the following terminals.

ECM terminal	Sensor terminal	Reference Wiring Diagram
48	EVAP control system pressure sensor terminal 3	EC-398
49	Refrigerant pressure sensor terminal 3	EC-635
68	PSP sensor terminal 3	EC-443
90	APP sensor terminal 6	EC-555

OK or NG

- OK >> GO TO 4.
NG >> Repair short to ground or short to power in harness or connectors.

4. CHECK COMPONENTS

Check the following.

- Refrigerant pressure sensor (Refer to [ATC-76, "COMPONENT INSPECTION"](#) (with auto A/C models) or [MTC-51, "ELECTRICAL COMPONENT INSPECTION"](#) (with manual A/C models).)
- Power steering pressure sensor (Refer to [EC-446, "Component Inspection"](#) .)
- EVAP control system pressure sensor (Refer to [EC-395, "Component Inspection"](#) .)

OK or NG

- OK >> GO TO 7.
NG >> Replace malfunctioning component.

5. CHECK APP SENSOR

Refer to [EC-559, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 7.
NG >> GO TO 6.

DTC P0643 SENSOR POWER SUPPLY

6. REPLACE ACCELERATOR PEDAL ASSEMBLY

1. Replace accelerator pedal assembly.
2. Perform [EC-77, "Accelerator Pedal Released Position Learning"](#) .
3. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
4. Perform [EC-78, "Idle Air Volume Learning"](#) .

>> INSPECTION END

7. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

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DTC P0850 PNP SWITCH

DTC P0850 PNP SWITCH

PFP:23006

Component Description

ABS00CXB

When the shift lever position is P or N (A/T), Neutral (M/T) park/neutral position (PNP) switch is ON. ECM detects the position because the continuity of the line (the ON signal) exists.

CONSULT-II Reference Value in Data Monitor Mode

ABS00CXC

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
P/N POSI SW	● Ignition switch: ON	Shift lever: P or N (A/T), Neutral (M/T)	ON
		Shift lever: Except above position	OFF

On Board Diagnosis Logic

ABS00CXD

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0850 0850	Park/neutral position switch	The signal of the park/neutral position (PNP) switch is not changed in the process of engine starting and driving.	● Harness or connectors [The park/neutral position (PNP) switch circuit is open or shorted.] ● Park/neutral position (PNP) switch

DTC Confirmation Procedure

ABS00CXE

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

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 or P position (A/T) Neutral position (M/T)	ON
Except above position	OFF

If NG, go to [EC-463, "Diagnostic Procedure"](#).

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	More than 1,500 rpm
COOLAN TEMP/S	More than 70°C (158°F)
B/FUEL SCHDL	3.0 - 31.8 msec
VHCL SPEED SE	More than 64 km/h (40 MPH)
Shift lever position	Suitable position

6. If 1st trip DTC is detected, go to [EC-463, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
P/N POSI SW	ON

SEF212Y

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 P0850 PNP SWITCH

Overall Function Check

ABS00CXF

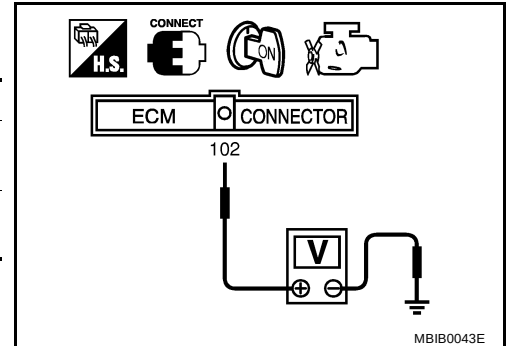
Use this procedure to check the overall function of the park/neutral position (PNP) switch circuit. During this check, a 1st trip DTC might not be confirmed.

WITH GST

1. Turn ignition switch ON.
2. Check voltage between ECM terminal 102 (PNP switch signal) and body ground under the following conditions.

Condition (Shift lever)	Voltage V (Known good data)
P or N position (A/T) Neutral position (M/T)	Approx. 0
Except above position	BATTERY VOLTAGE (11 - 14V)

3. If NG, go to [EC-463, "Diagnostic Procedure"](#) .



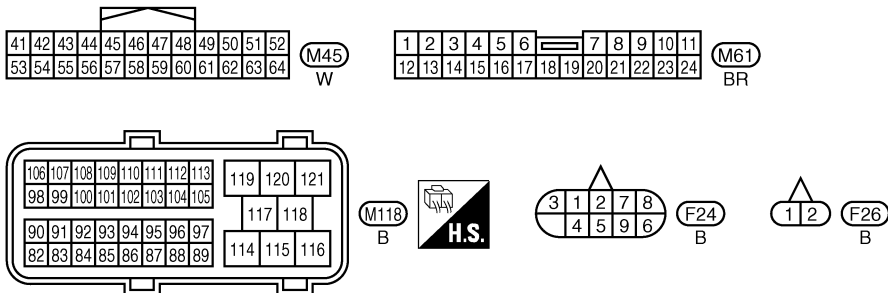
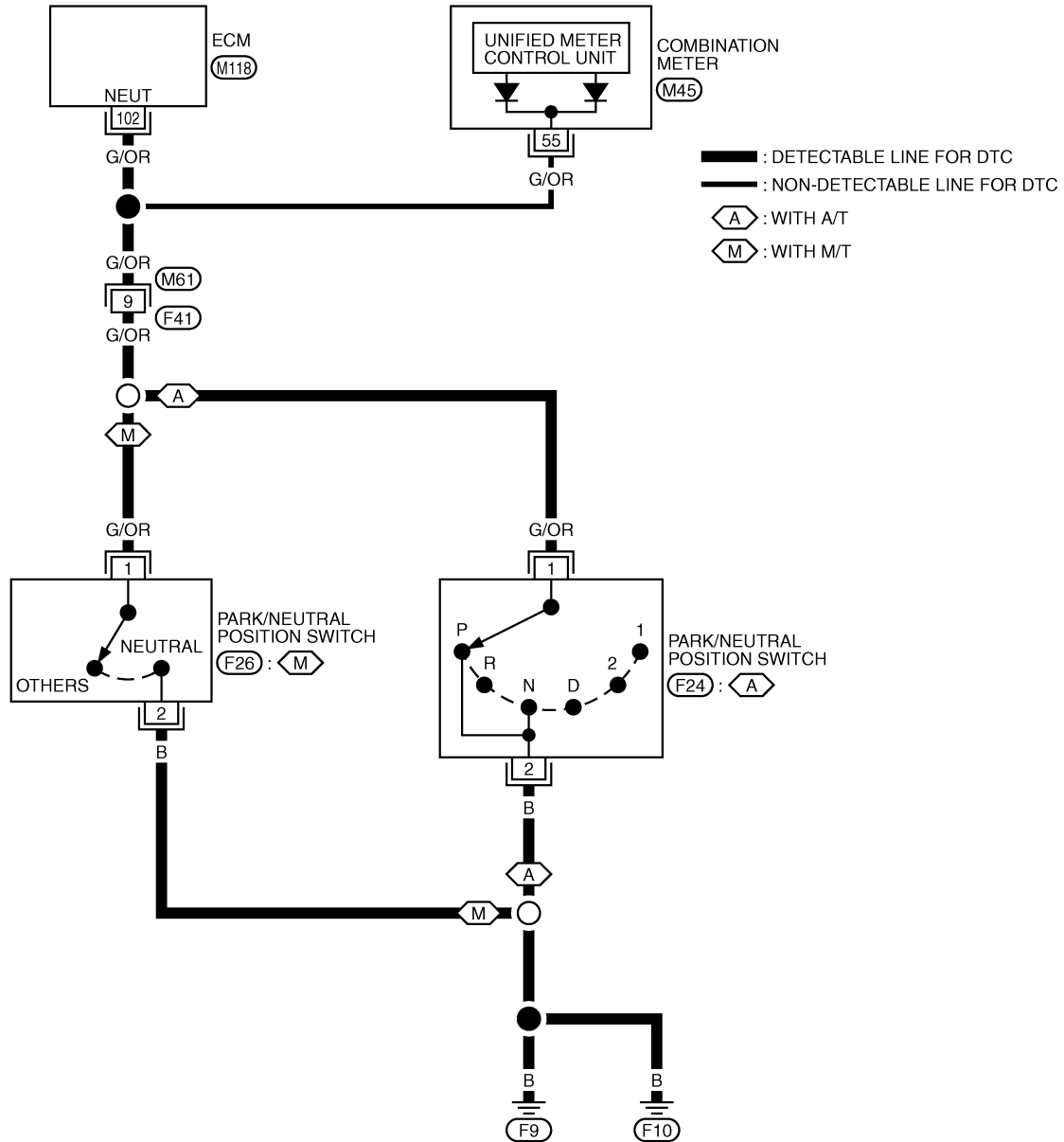
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DTC P0850 PNP SWITCH

Wiring Diagram

ABS00CXG

EC-PNP/SW-01



TBWB0203E

DTC P0850 PNP SWITCH

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.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
102	G/OR	PNP switch	[Ignition switch: ON] ● Shift lever: P or N (A/T), Neutral (M/T)	Approximately 0V
			[Ignition switch: ON] ● Except above position	BATTERY VOLTAGE (11 - 14V)

Diagnostic Procedure

ABS00D8R

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 2 and ground.
Refer to Wiring Diagram.

Continuity should exist.

4. Also check harness for short to power.

OK or NG

OK >> GO TO 2.

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

2. CHECK PNP SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check harness continuity between PNP switch terminal 1 and ECM terminal 102.
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 4.

NG >> GO TO 3.

3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M61, F41
- Harness for open or short between PNP switch and ECM

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

4. CHECK PNP SWITCH

Refer to [AT-96, "DTC P0705 PARK/NEUTRAL POSITION \(PNP\) SWITCH"](#) (A/T models) or [MT-13, "PARK/NEUTRAL POSITION \(PNP\) SWITCH"](#) (M/T models).

OK or NG

OK >> GO TO 4.

NG >> Replace PNP switch.

DTC P0850 PNP SWITCH

5. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

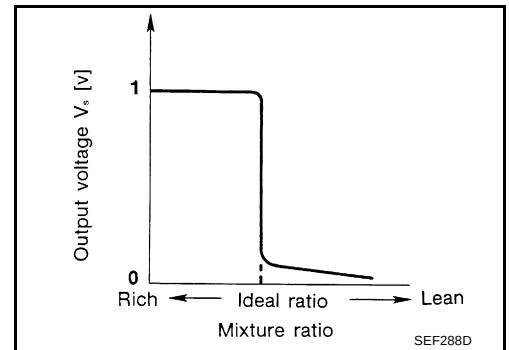
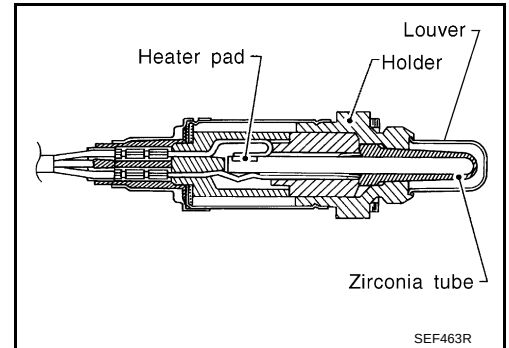
>> INSPECTION END

DTC P1143 HO2S1

PFP:22690

Component Description

The heated oxygen sensor 1 is placed into the exhaust manifold. It detects the amount of oxygen in the exhaust gas compared to the outside air. The heated oxygen sensor 1 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 heated oxygen sensor 1 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

ABS00D7F

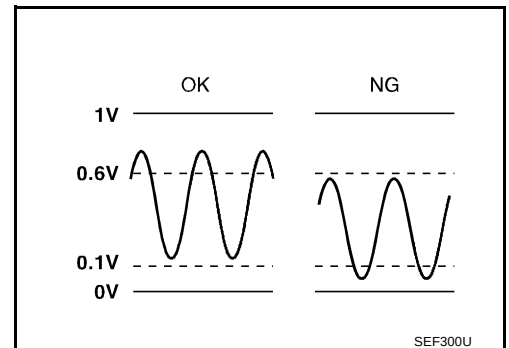
Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
HO2S1 (B1)	Engine: After warming up	Maintaining engine speed at 2,000 rpm	0 - 0.3V ↔ 0.6 - 1.0V
HO2S1 MNTR (B1)			LEAN ↔ RICH Changes more than 5 times during 10 seconds.

On Board Diagnosis Logic

ABS00D7F

To judge the malfunction, the output from the heated oxygen sensor 1 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.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1143 1143	Heated oxygen sensor 1 lean shift monitoring	The maximum and minimum voltage from the sensor are not reached to the specified voltages.	- Heated oxygen sensor 1 - Heated oxygen sensor 1 heater - Fuel pressure - Fuel injector - Intake air leaks

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.

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.

CONSULT-II

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 "HO2S1 (B1) P1143" of "HO2S1" 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.

HO2S1 (B1) P1143	
OUT OF CONDITION	
MONITOR	
ENG SPEED	XXX rpm
B/FUEL SCHDL	XXX msec
COOLAN TEMP/S	XXX °C
VHCL SPEED SEN	XXX km/h

PBIB0546E

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 - 3,100 rpm
VHCL SPEED SE	Less than 100 km/h (62 MPH)
B/FUEL SCHDL	1.8 - 12.0 msec
Shift lever	Suitable position

HO2S1 (B1) P1143	
TESTING	
MONITOR	
ENG SPEED	XXX rpm
B/FUEL SCHDL	XXX msec
COOLAN TEMP/S	XXX °C
VHCL SPEED SEN	XXX km/h

PBIB0547E

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 [EC-467, "Diagnostic Procedure"](#).

HO2S1 (B1) P1143	
COMPLETED	

SEC769C

Overall Function Check

ABS00D7I

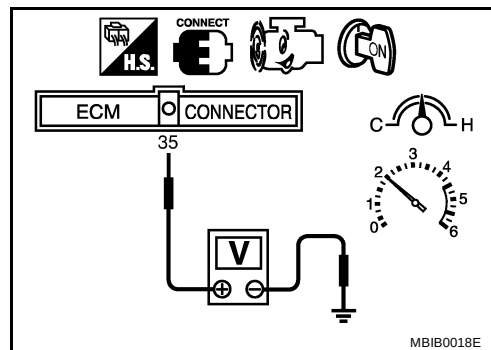
Use this procedure to check the overall function of the heated oxygen sensor 1 circuit. During this check, a 1st trip DTC might not be confirmed.

WITH GST

1. Start engine and warm it up to normal operating temperature.

DTC P1143 HO2S1

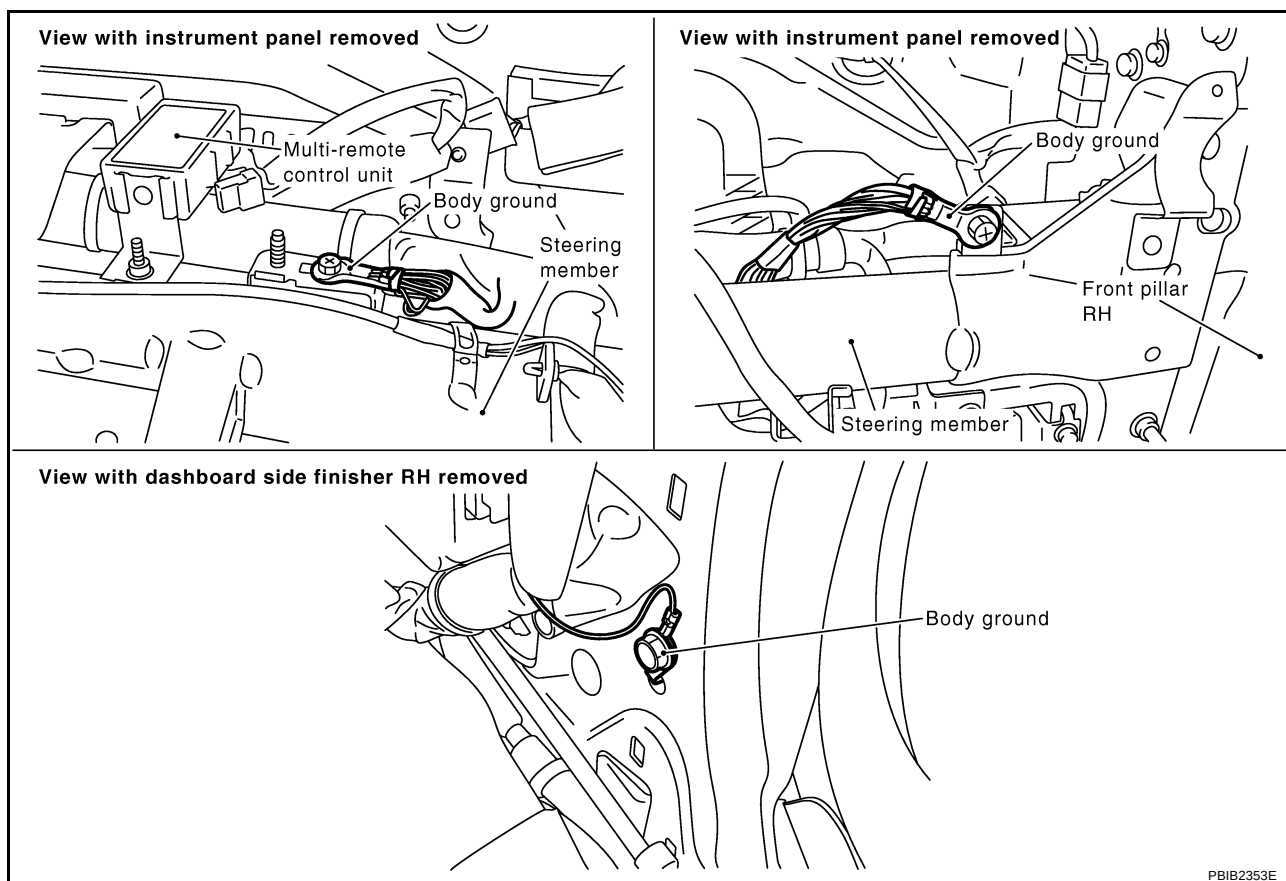
2. Set voltmeter probes between ECM terminal 35 [HO2S1(B1) signal] and ground.
3. Check one of the following with engine speed held at 2,000 rpm constant under no load.
 - The maximum voltage is over 0.6V at least 1 time.
 - The minimum voltage is over 0.1V at least 1 time.
4. If NG, go to [EC-467, "Diagnostic Procedure"](#).



Diagnostic Procedure

1. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten three ground screws on the body.
Refer to [EC-151, "Ground Inspection"](#).



OK or NG

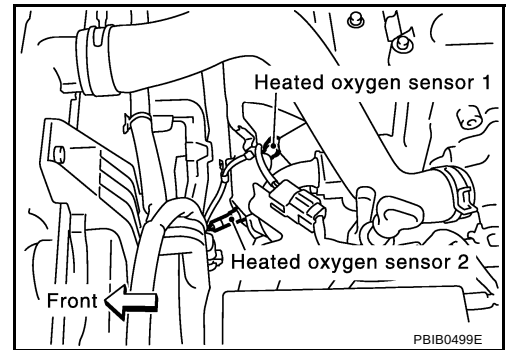
- OK >> GO TO 2.
- NG >> Repair or replace ground connections.

2. RETIGHTEN HEATED OXYGEN SENSOR 1

Loosen and retighten heated oxygen sensor 1.

Tightening torque: 50 N·m (5.1 kg-m, 37 ft-lb)

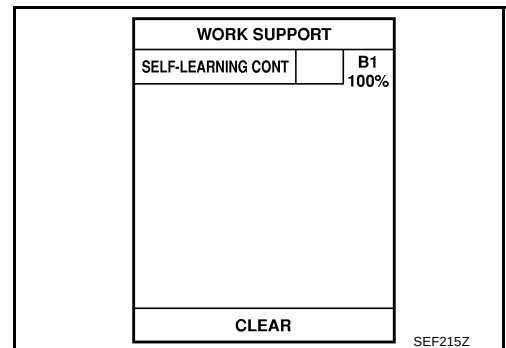
>> GO TO 3.



3. CLEAR THE SELF-LEARNING DATA

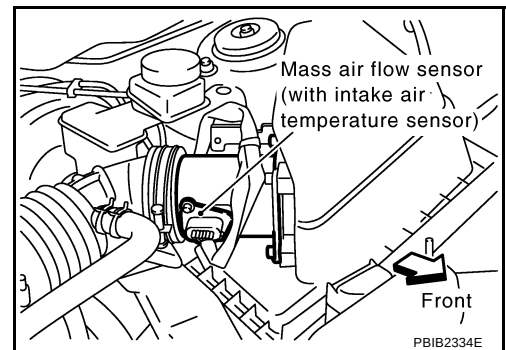
With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
3. Clear the self-learning control coefficient by touching "CLEAR".
4. Run engine for at least 10 minutes at idle speed.
Is the 1st trip DTC P0171 detected?
Is it difficult to start engine?



Without CONSULT-II

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 DTC P0102 is displayed.
6. Erase the DTC memory. Refer to [EC-60, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).
7. Make sure DTC P0000 is displayed.
8. Run engine for at least 10 minutes at idle speed.
Is the 1st trip DTC P0171 detected?
Is it difficult to start engine?



Yes or No

- Yes >> Perform trouble diagnosis for DTC P0171. Refer to [EC-281, "DTC P0171 FUEL INJECTION SYSTEM FUNCTION"](#).
- No >> GO TO 4.

4. CHECK HEATED OXYGEN SENSOR 1 HEATER

Refer to [EC-165, "Component Inspection"](#).

OK or NG

- OK >> GO TO 5.
- NG >> Replace heated oxygen sensor 1.

5. CHECK HEATED OXYGEN SENSOR 1

Refer to [EC-165, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 6.
- NG >> Replace heated oxygen sensor 1.

6. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

Component Inspection HEATED OXYGEN SENSOR 1

ABS00D7K

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 "HO2S1 (B1)" and "HO2S1 MNTR (B1)".
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
MAS A/F SE-B1	XXX V
COOLAN TEMP/S	XXX °C
HO2S1 (B1)	XXX V
HO2S1 MNTR (B1)	LEAN

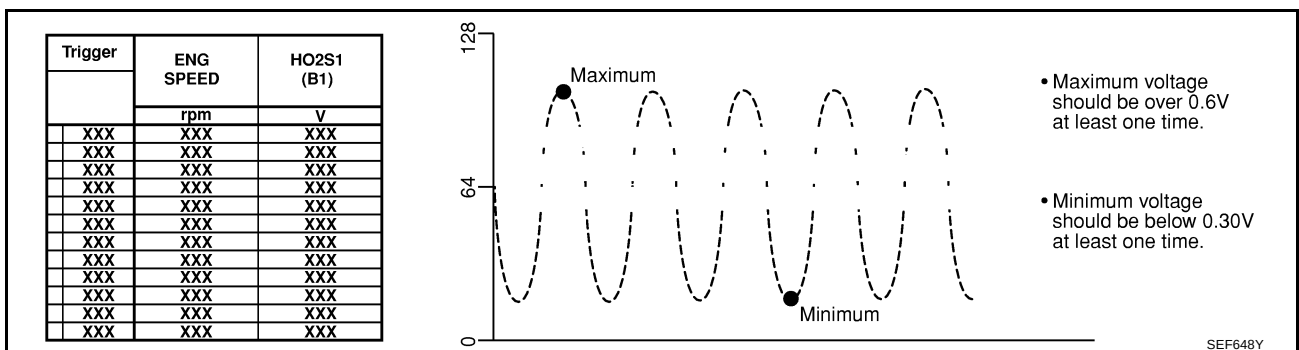
SEF646Y

6. Check the following.
 - "HO2S1 MNTR (B1)" in "DATA MONITOR" mode changes from "RICH" to "LEAN" to "RICH" more than 5 times in 10 seconds.
5 times (cycles) are counted as shown at right.
 - "HO2S1 (B1)" voltage goes above 0.6V at least once.
 - "HO2S1 (B1)" voltage goes below 0.3V at least once.
 - "HO2S1 (B1)" voltage never exceeds 1.0V.

cycle	1	2	3	4	5
HO2S1 MNTR (B1)	R	L	R	L	R

R means HO2S1 MNTR (B1) indicates RICH
L means HO2S1 MNTR (B1) indicates LEAN

SEF217YA



CAUTION:

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

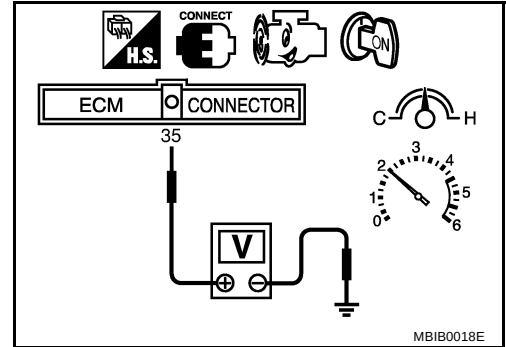
DTC P1143 HO2S1

- 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.

⊗ Without CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Set voltmeter probes between ECM terminal 35 [HO2S1 (B1) signal] and 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.
 - The maximum voltage is over 0.6V at least 1 time.
 - The minimum voltage is below 0.3V at least 1 time.
 - The voltage never exceeds 1.0V.

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



CAUTION:

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

Removal and Installation HEATED OXYGEN SENSOR 1

ABS00D7L

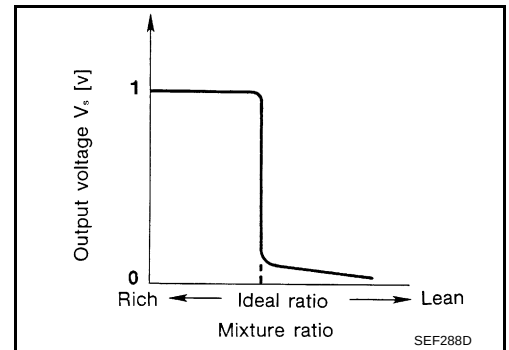
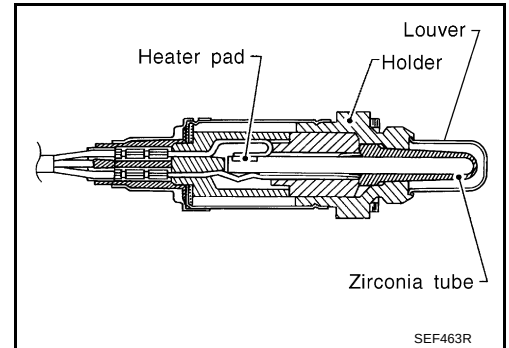
Refer to [EM-20, "EXHAUST MANIFOLD AND THREE WAY CATALYST"](#) .

DTC P1144 HO2S1

PFP:22690

Component Description

The heated oxygen sensor 1 is placed into the exhaust manifold. It detects the amount of oxygen in the exhaust gas compared to the outside air. The heated oxygen sensor 1 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 heated oxygen sensor 1 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

ABS00D7N

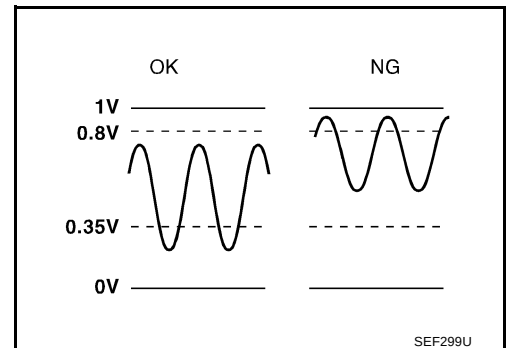
Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
HO2S1 (B1)	● Engine: After warming up	Maintaining engine speed at 2,000 rpm	0 - 0.3V ↔ 0.6 - 1.0V
HO2S1 MNTR (B1)			LEAN ↔ RICH Changes more than 5 times during 10 seconds.

On Board Diagnosis Logic

ABS00D7O

To judge the malfunction, the output from the heated oxygen sensor 1 is monitored to determine whether the rich output is sufficiently high and lean output is sufficiently low. When both the outputs are shifting to the rich side, the malfunction will be detected.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1144 1144	Heated oxygen sensor 1 rich shift monitoring	The maximum and minimum voltages from the sensor are beyond the specified voltages.	● Heated oxygen sensor 1 ● Heated oxygen sensor 1 heater ● Fuel pressure ● Fuel injector

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.

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.

CONSULT-II

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 "HO2S1 (B1) P1144" of "HO2S1" 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.

HO2S1 (B1) P1144	
OUT OF CONDITION	
MONITOR	
ENG SPEED	XXX rpm
B/FUEL SCHDL	XXX msec
COOLAN TEMP/S	XXX °C
VHCL SPEED SEN	XXX km/h

PBIB0548E

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 - 3,100 rpm
VHCL SPEED SE	Less than 100 km/h (62 MPH)
B/FUEL SCHDL	1.8 - 12.0 msec
Shift lever	Suitable position

HO2S1 (B1) P1144	
TESTING	
MONITOR	
ENG SPEED	XXX rpm
B/FUEL SCHDL	XXX msec
COOLAN TEMP/S	XXX °C
VHCL SPEED SEN	XXX km/h

PBIB0549E

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 [EC-473, "Diagnostic Procedure"](#).

HO2S1 (B1) P1144	
COMPLETED	

SEC772C

Overall Function Check

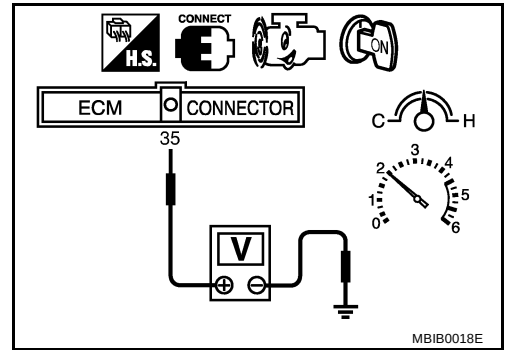
Use this procedure to check the overall function of the heated oxygen sensor 1 circuit. During this check, a 1st trip DTC might not be confirmed.

WITH GST

1. Start engine and warm it up to normal operating temperature.

DTC P1144 HO2S1

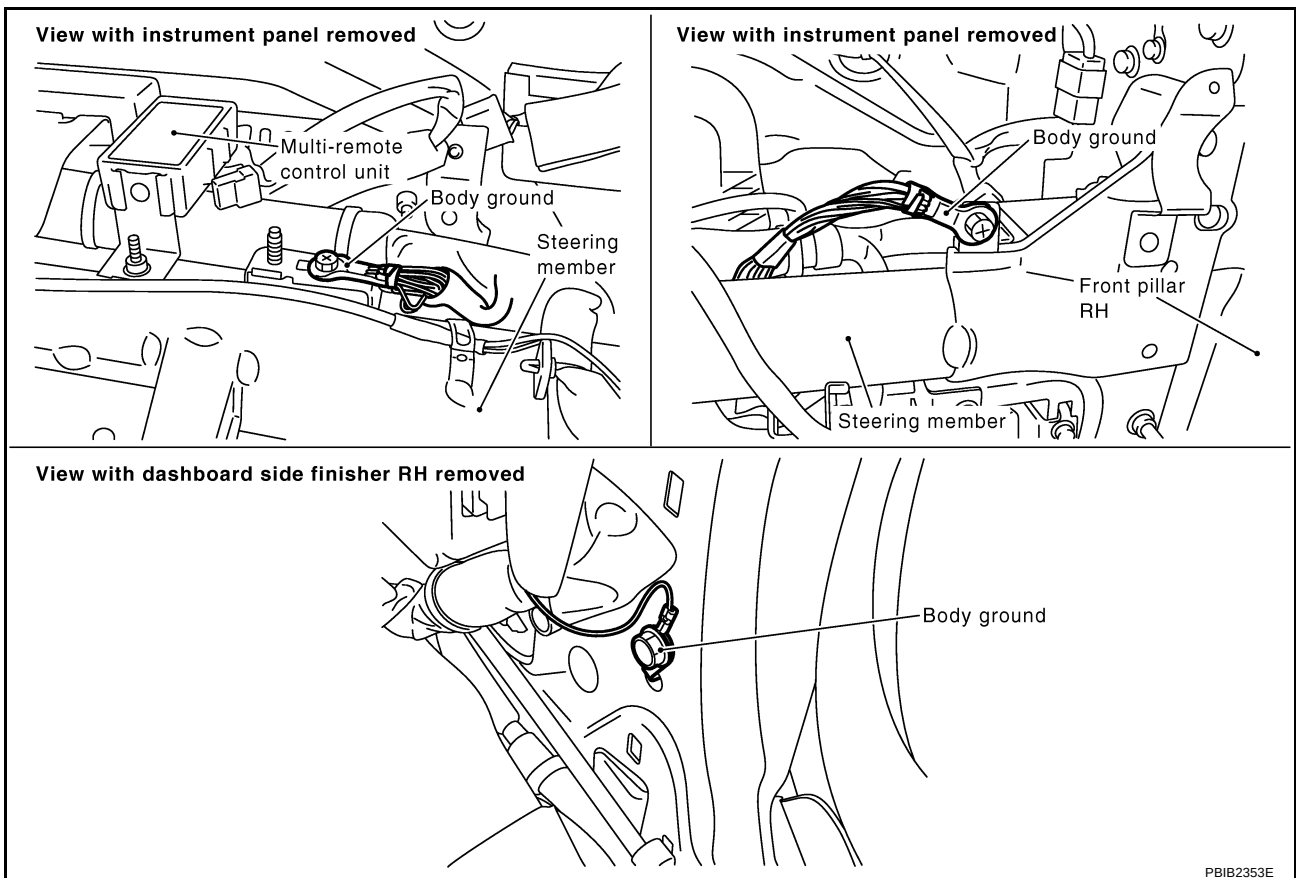
2. Set voltmeter probes between ECM terminal 35 [HO2S1(B1) signal] and ground.
3. Check one of the following with engine speed held at 2,000 rpm constant under no load.
 - The maximum voltage is below 0.8V at least 1 time.
 - The minimum voltage is below 0.35V at least 1 time.
4. If NG, go to [EC-473, "Diagnostic Procedure"](#).



Diagnostic Procedure

1. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten three ground screws on the body.
Refer to [EC-151, "Ground Inspection"](#).



OK or NG

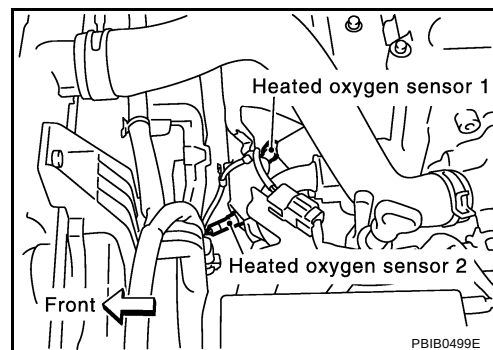
- OK >> GO TO 2.
- NG >> Repair or replace ground connections.

2. RETIGHTEN HEATED OXYGEN SENSOR 1

Loosen and retighten heated oxygen sensor 1.

Tightening torque: 50 N·m (5.1 kg-m, 37 ft-lb)

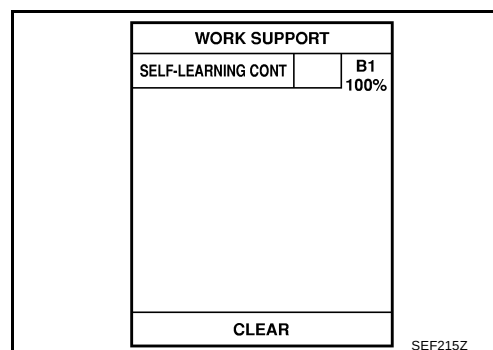
>> GO TO 3.



3. CLEAR THE SELF-LEARNING DATA

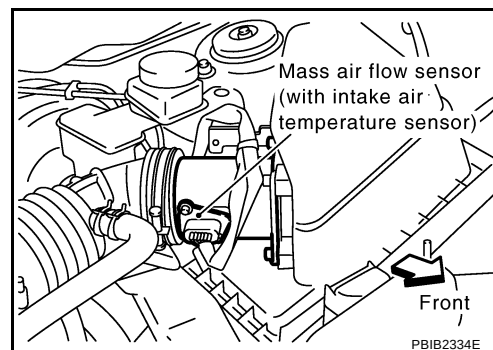
With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-II.
3. Clear the self-learning control coefficient by touching "CLEAR".
4. Run engine for at least 10 minutes at idle speed.
Is the 1st trip DTC P0172 detected?
Is it difficult to start engine?



Without CONSULT-II

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 DTC P0102 is displayed.
6. Erase the DTC memory. Refer to [EC-60, "HOW TO ERASE EMISSION-RELATED DIAGNOSTIC INFORMATION"](#).
7. Make sure DTC P0000 is displayed.
8. Run engine for at least 10 minutes at idle speed.
Is the 1st trip DTC P0172 detected?
Is it difficult to start engine?



Yes or No

- Yes >> Perform trouble diagnosis for DTC P0172. Refer to [EC-289, "DTC P0172 FUEL INJECTION SYSTEM FUNCTION"](#).
- No >> GO TO 4.

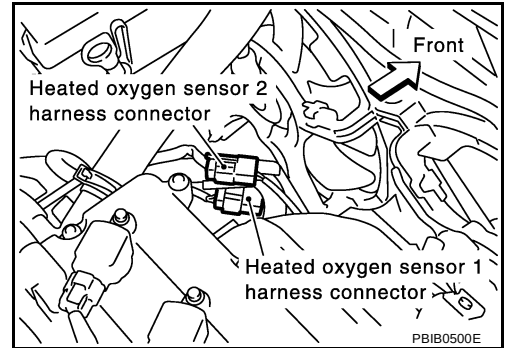
4. CHECK HO2S1 CONNECTOR FOR WATER

1. Turn ignition switch OFF.
2. Disconnect heated oxygen sensor 1 harness connector.
3. Check connectors for water.

Water should not exist.

OK or NG

- OK >> GO TO 5.
NG >> Repair or replace harness or connectors.



5. CHECK HEATED OXYGEN SENSOR 1 HEATER

Refer to [EC-165, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 6.
NG >> Replace heated oxygen sensor 1.

6. CHECK HEATED OXYGEN SENSOR 1

Refer to [EC-228, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 7.
NG >> Replace heated oxygen sensor 1.

7. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

Component Inspection HEATED OXYGEN SENSOR 1

ABS0007S

Ⓟ 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 "HO2S1 (B1)" and "HO2S1 MNTR (B1)".
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
MAS A/F SE-B1	XXX V
COOLAN TEMP/S	XXX °C
HO2S1 (B1)	XXX V
HO2S1 MNTR (B1)	LEAN

SEF646Y

DTC P1144 HO2S1

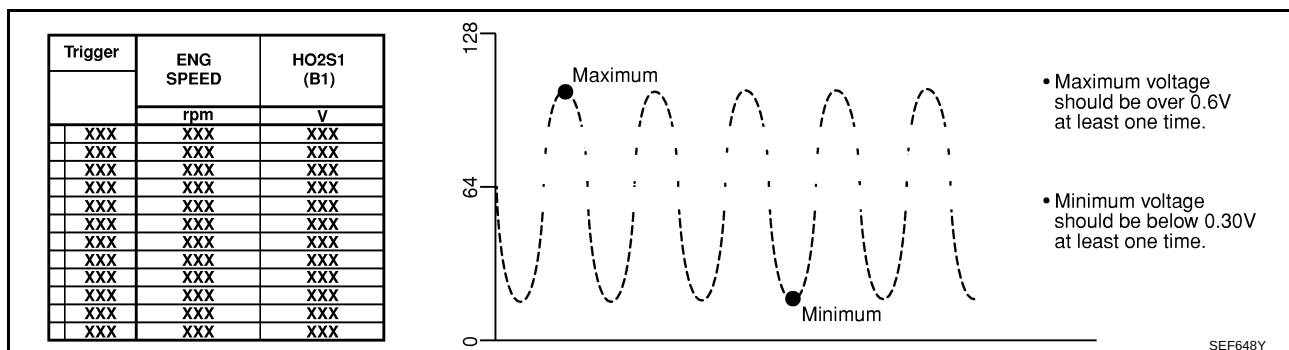
6. Check the following.

- "HO2S1 MNTR (B1)" in "DATA MONITOR" mode changes from "RICH" to "LEAN" to "RICH" more than 5 times in 10 seconds.
5 times (cycles) are counted as shown at right.
- "HO2S1 (B1)" voltage goes above 0.6V at least once.
- "HO2S1 (B1)" voltage goes below 0.3V at least once.
- "HO2S1 (B1)" voltage never exceeds 1.0V.

cycle | 1 | 2 | 3 | 4 | 5 |
HO2S1 MNTR (B1) R-L-R-L-R-L-R-L-R-L-R

R means HO2S1 MNTR (B1) indicates RICH
L means HO2S1 MNTR (B1) indicates LEAN

SEF217YA

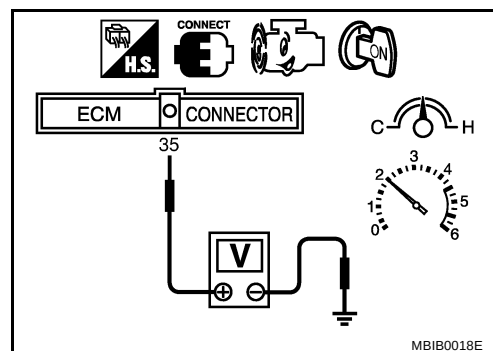


CAUTION:

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

⊗ Without CONSULT-II

1. Start engine and warm it up to normal operating temperature.
 2. Set voltmeter probes between ECM terminal 35 [HO2S1 (B1) signal] and 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.
 - The maximum voltage is over 0.6V at least 1 time.
 - The minimum voltage is below 0.3V at least 1 time.
 - The voltage never exceeds 1.0V.
- 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



CAUTION:

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

Removal and Installation HEATED OXYGEN SENSOR 1

ABS00D7T

Refer to [EM-20, "EXHAUST MANIFOLD AND THREE WAY CATALYST"](#) .

DTC P1148 CLOSED LOOP CONTROL

DTC P1148 CLOSED LOOP CONTROL

PFP:22690

On Board Diagnosis Logic

ABS00D7U

This self-diagnosis has the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1148 1148	Closed loop control function	The closed loop control function does not operate even when vehicle is driving in the specified condition.	• The heated oxygen sensor 1 circuit is open or shorted. • Heated oxygen sensor 1 • Heated oxygen sensor heater

DTC Confirmation Procedure

ABS00D7V

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

1. Turn ignition switch ON and "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 and let it idle at least 2 minutes.
5. If DTC is detected, go to [EC-477, "Diagnostic Procedure"](#).

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

SEF174Y

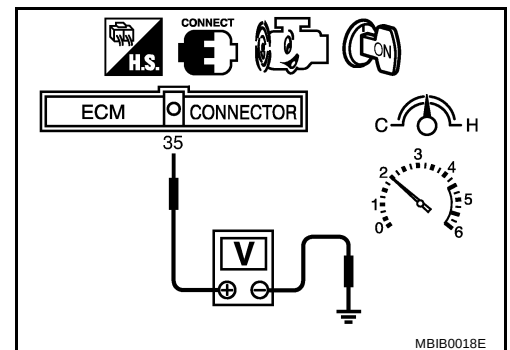
Overall Function Check

ABS00D7W

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 35 [HO2S1 (B1) signal] and 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 [EC-477, "Diagnostic Procedure"](#).



Diagnostic Procedure

ABS00D7X

Perform trouble diagnosis for DTC P0133, [EC-231, "DTC P0133 HO2S1"](#).

DTC P1211 TCS CONTROL UNIT

DTC P1211 TCS CONTROL UNIT

PDF:47850

Description

ABS00D9A

The malfunction information related to TCS is transferred through the CAN communication line from VDC/TCS/ABS control unit (with VDC models) or "ABS actuator and electric unit (control unit)" (without VDC models) to ECM.

Be sure to erase the malfunction information such as DTC not only for VDC/TCS/ABS control unit (with VDC models) or "ABS actuator and electric unit (control unit)" (without VDC models) but also for ECM after TCS related repair.

On Board Diagnosis Logic

ABS00D9B

**Freeze frame data is not stored in the ECM for this self-diagnosis.
The MIL will not light up for this self-diagnosis.**

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1211 1211	TCS control unit	ECM receives a malfunction information from VDC/TCS/ABS control unit (with VDC models) or "ABS actuator and electric unit (control unit)" (without VDC models).	● VDC/TCS/ABS control unit (with VDC models) ● ABS actuator and electric unit (control unit) (without VDC models) ● TCS related parts

DTC Confirmation Procedure

ABS00D9C

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 let it idle for at least 60 seconds.
4. If 1st trip DTC is detected, go to [EC-478, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

WITH GST

Follow the procedure "WITH CONSULT-II" above.

Diagnostic Procedure

ABS00D9D

Go to [BRC-8, "TROUBLE DIAGNOSIS"](#) (without VDC models) or [BRC-47, "TROUBLE DIAGNOSIS"](#) (with VDC models).

DTC P1212 TCS COMMUNICATION LINE

DTC P1212 TCS COMMUNICATION LINE

PPF:47850

Description

ABS00D9E

NOTE:

If DTC P1212 is displayed with DTC U1000 or U1001, first perform the trouble diagnosis for DTC U1000, U1001. Refer to [EC-152, "DTC U1000, U1001 CAN COMMUNICATION LINE"](#).

This CAN communication line is used to control the smooth engine operation during the TCS operation. Pulse signals are exchanged between ECM and VDC/TCS/ABS control unit (with VDC models) or "ABS actuator and electric unit (control unit)" (without VDC models).

Be sure to erase the malfunction information such as DTC not only for VDC/TCS/ABS control unit (with VDC models) or "ABS actuator and electric unit (control unit)" (without VDC models) but also for ECM after TCS related repair.

On Board Diagnosis Logic

ABS00D9F

Freeze frame data is not stored in the ECM for this self-diagnosis.

The MIL will not light up for this self-diagnosis.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1212 1212	TCS communication line	ECM can not receive the information from VDC/TCS/ABS control unit (with VDC models) or "ABS actuator and electric unit (control unit)" (without VDC models) continuously.	● Harness or connectors (The CAN communication line is open or shorted.) ● VDC/TCS/ABS control unit (with VDC models) ● ABS actuator and electric unit (control unit) (without VDC models) ● Dead (Weak) battery

DTC Confirmation Procedure

ABS00D9G

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 let it idle for at least 10 seconds.
4. If a 1st trip DTC is detected, go to [EC-479, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

WITH GST

Follow the procedure "WITH CONSULT-II" above.

Diagnostic Procedure

ABS00D9H

Go to [BRC-8, "TROUBLE DIAGNOSIS"](#) (without VDC models) or [BRC-47, "TROUBLE DIAGNOSIS"](#) (with VDC models).

DTC P1217 ENGINE OVER TEMPERATURE

DTC P1217 ENGINE OVER TEMPERATURE

PFP:00000

Description SYSTEM DESCRIPTION

ABS00CUE

Cooling Fan Control

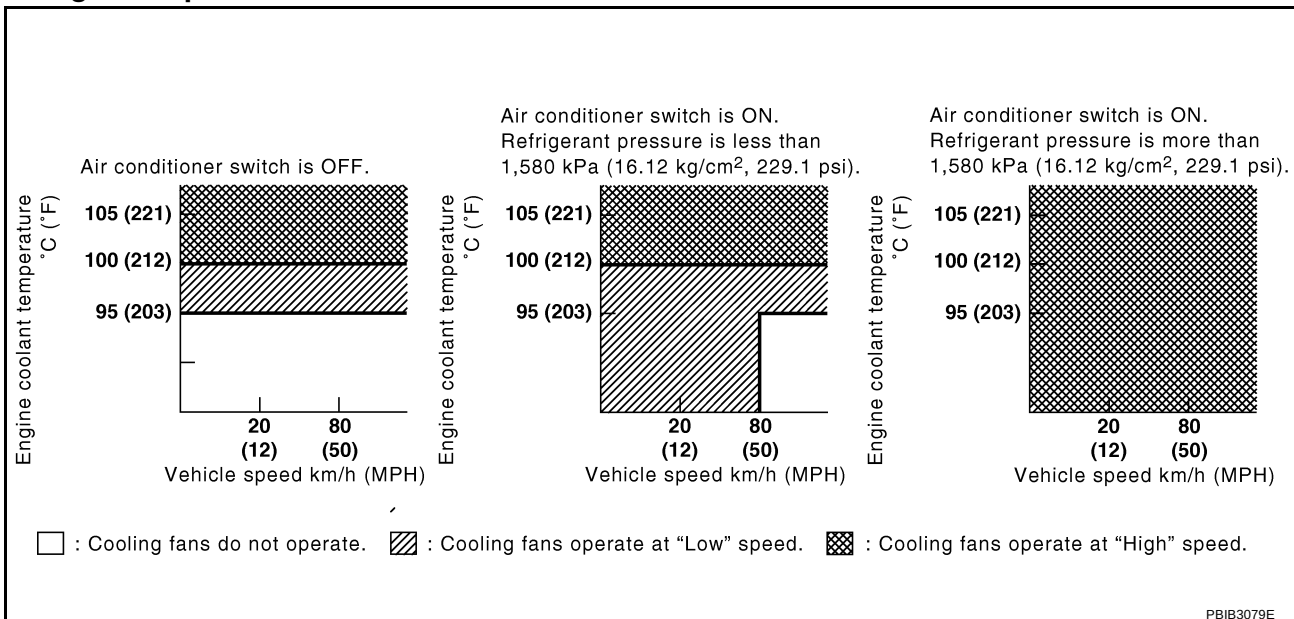
Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed*1	Cooling fan control	Cooling fan relays
Battery	Battery voltage*1		
Wheel sensor	Vehicle speed*2		
Engine coolant temperature sensor	Engine coolant temperature		
Air conditioner switch	Air conditioner ON signal		
Refrigerant pressure sensor	Refrigerant pressure		

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

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

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].

Cooling Fan Operation



DTC P1217 ENGINE OVER TEMPERATURE

CONSULT-II Reference Value in Data Monitor Mode

ABS00CUF

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	● Engine: After warming up, idle the engine ● Air conditioner switch: OFF	Engine coolant temperature is 94°C (201°F) or less	OFF
		Engine coolant temperature is between 95°C (203°F) and 99°C (210°F)	LOW
		Engine coolant temperature is 100°C (212°F) or more	HIGH

On Board Diagnosis Logic

ABS00CUG

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.

This self-diagnosis has the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1217 1217	Engine over temperature (Overheat)	● Cooling fan does not operate properly (Overheat). ● Cooling fan system does not operate properly (Overheat). ● Engine coolant was not added to the system using the proper filling method. ● Engine coolant is not within the specified range.	● Harness or connectors (The cooling fan circuit is open or shorted.) ● Cooling fan relays ● Cooling fan ● Radiator hose ● Radiator ● Radiator cap ● Water pump ● Thermostat For more information, refer to EC-491, "Main 12 Causes of Overheating".

CAUTION:

When a malfunction is indicated, be sure to replace the coolant. Refer to [CO-8, "Changing Engine Coolant"](#). Also, replace the engine oil. Refer to [LU-7, "Changing 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-11, "Anti-Freeze Coolant Mixture Ratio"](#).
2. After refilling coolant, run engine to ensure that no water-flow noise is emitted.

Overall Function Check

ABS00CUH

Use this procedure to check the overall function of the cooling fan. During this 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 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.

DTC P1217 ENGINE OVER TEMPERATURE

WITH CONSULT-II

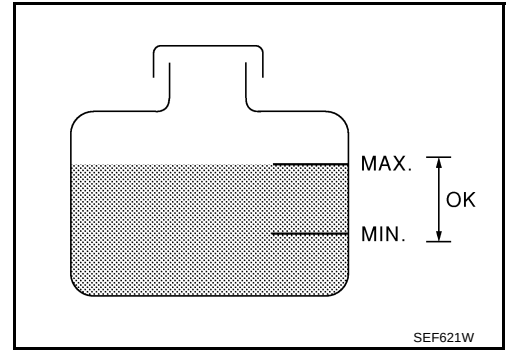
1. Check the coolant level in the reservoir tank and radiator.

NOTE:

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 [EC-485, "Diagnostic Procedure"](#).

2. Confirm whether customer filled the coolant or not. If customer filled the coolant, skip the following steps and go to [EC-485, "Diagnostic Procedure"](#).
3. Turn ignition switch ON.
4. Perform "COOLING FAN" in "ACTIVE TEST" mode with CONSULT-II.
5. If the results are NG, go to [EC-485, "Diagnostic Procedure"](#).



ACTIVE TEST	
COOLING FAN	OFF
MONITOR	
COOLANT TEMP/°S	XXX °C

WITH GST

1. Check the coolant level in the reservoir tank and radiator.

NOTE:

Allow engine to cool before checking coolant level.

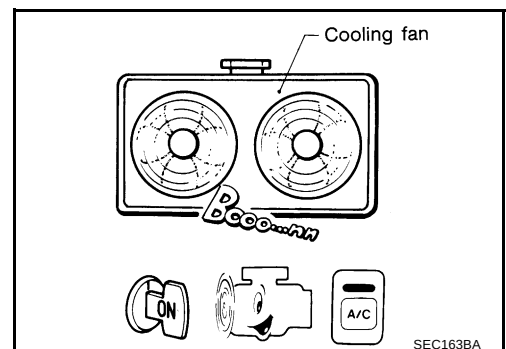
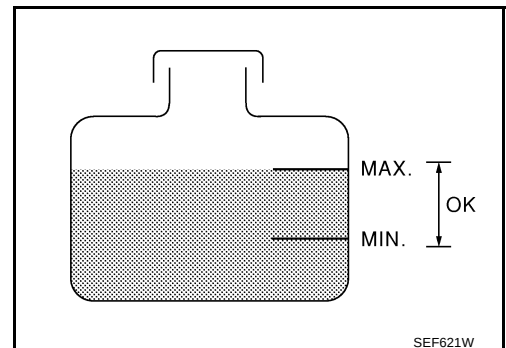
If the coolant level in the reservoir tank and/or radiator is below the proper range, skip the following steps and go to [EC-485, "Diagnostic Procedure"](#).

2. Confirm whether customer filled the coolant or not. If customer filled the coolant, skip the following steps and go to [EC-485, "Diagnostic Procedure"](#).
3. Start engine.

CAUTION:

Be careful not to overheat engine.

4. Turn air conditioner switch ON.
5. Turn blower fan switch ON.
6. Make sure that cooling fans operates at low speed.
If NG, go to [EC-485, "Diagnostic Procedure"](#).
If OK, go to the following step.
7. Turn ignition switch OFF.
8. Turn air conditioner switch and blower fan switch OFF.
9. Disconnect engine coolant temperature sensor harness connector.
10. Connect 150Ω resistor to engine coolant temperature sensor harness connector.



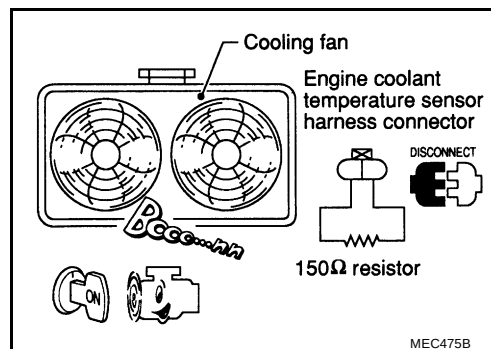
DTC P1217 ENGINE OVER TEMPERATURE

11. Restart engine and make sure that cooling fan operates at higher speed than low speed.

CAUTION:

Be careful not to overheat engine.

12. If NG, go to [EC-485, "Diagnostic Procedure"](#).

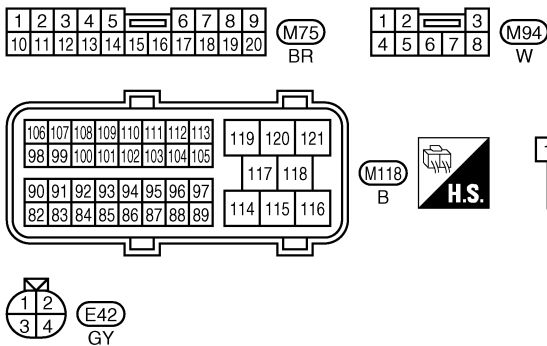
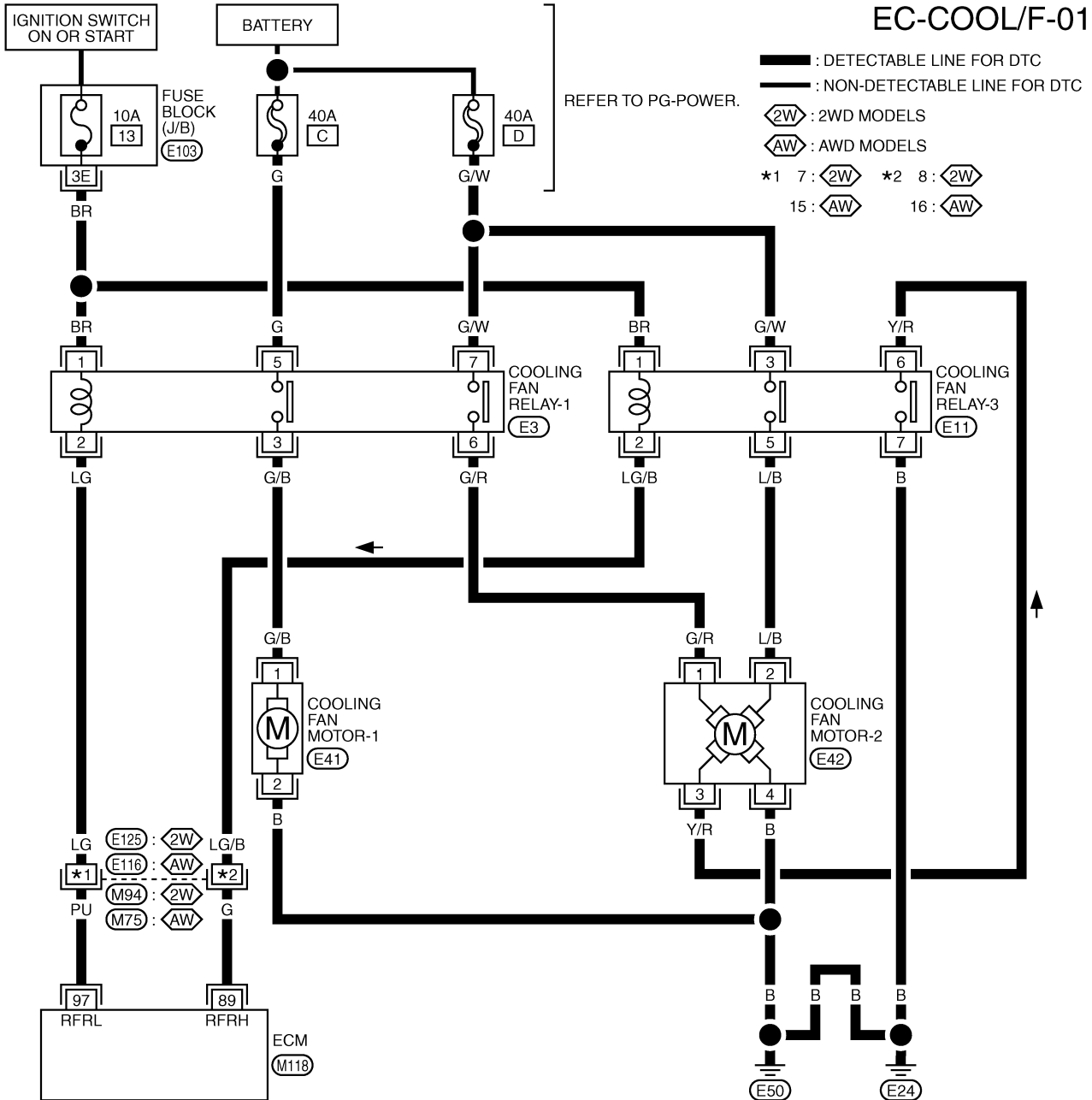


DTC P1217 ENGINE OVER TEMPERATURE

Wiring Diagram

ABS00CUI

EC-COOL/F-01



REFER TO THE FOLLOWING.

(E103) - FUSE BLOCK-JUNCTION BOX (J/B)

TBWB0128E

DTC P1217 ENGINE OVER TEMPERATURE

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.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
89	G	Cooling fan relay (High)	[Engine is running] ● Cooling fan: Not operating	BATTERY VOLTAGE (11 - 14V)
			[Engine is running] ● Cooling fan: High speed operating	0 - 1.0V
97	PU	Cooling fan relay (Low)	[Engine is running] ● cooling fan: Not operating	BATTERY VOLTAGE (11 - 14V)
			[Engine is running] ● Cooling fan: Low speed operating	0 - 1.0V

Diagnostic Procedure

ABS00D8Q

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

With CONSULT-II

- Turn ignition switch ON.
- Perform "COOLING FAN" in "ACTIVE TEST" mode with CONSULT-II and touch "LOW" on the CONSULT-II screen.
- Make sure that cooling fans-1 and -2 operates at low speed.

OK or NG

- OK >> GO TO 3.
NG >> Check cooling fan low speed control circuit. (Go to [EC-488, "PROCEDURE A"](#).)

ACTIVE TEST	
COOLING FAN	LOW
MONITOR	
COOLANT TEMP/S	XXX °C

SEF784Z

3. CHECK COOLING FAN HIGH SPEED OPERATION

With CONSULT-II

- Touch "HI" on the CONSULT-II screen.
- Make sure that cooling fans-1 and -2 operates at higher speed than low speed.

OK or NG

- OK >> GO TO 6.
NG >> Check cooling fan high speed control circuit. (Go to [EC-490, "PROCEDURE B"](#).)

ACTIVE TEST	
COOLING FAN	HIGH
MONITOR	
COOLANT TEMP/S	XXX °C

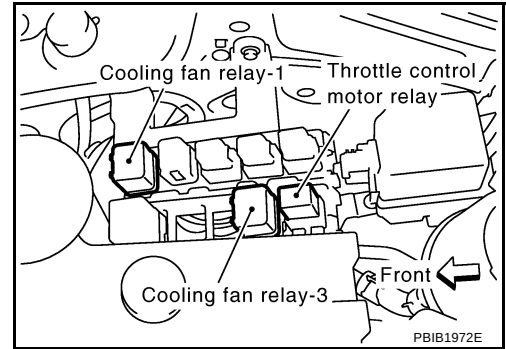
SEF785Z

DTC P1217 ENGINE OVER TEMPERATURE

4. CHECK COOLING FAN LOW SPEED OPERATION

⊗ Without CONSULT-II

1. Turn ignition switch OFF.
2. Disconnect cooling fan relay-3.
3. Start engine and let it idle.
4. Turn air conditioner switch ON.
5. Turn blower fan switch ON.

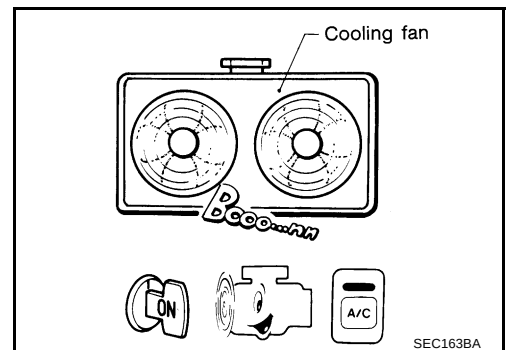


6. Make sure that cooling fans-1 and -2 operates at low speed.

OK or NG

OK >> GO TO 5.

NG >> Check cooling fan low speed control circuit. (Go to [EC-488, "PROCEDURE A"](#).)



5. CHECK COOLING FAN HIGH SPEED OPERATION

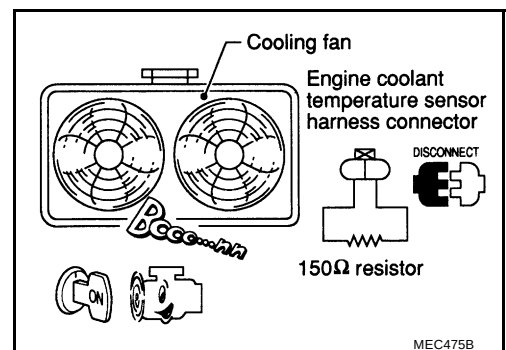
⊗ Without CONSULT-II

1. Turn air conditioner switch and blower fan switch OFF.
2. Stop engine and turn ignition switch OFF.
3. Reconnect cooling fan relay-3.
4. Disconnect engine coolant temperature sensor harness connector.
5. Connect 150Ω resistor to engine coolant temperature sensor harness connector.
6. Restart engine and make sure that cooling fans-1 and -2 operates at higher speed than low speed.

OK or NG

OK >> GO TO 6.

NG >> Check cooling fan high speed control circuit. (Go to [EC-490, "PROCEDURE B"](#).)



DTC P1217 ENGINE OVER TEMPERATURE

6. CHECK COOLING SYSTEM FOR LEAK

Refer to [CO-8, "ENGINE COOLANT"](#)

OK or NG

- OK >> GO TO 7.
NG >> Check the following for leak.
- Hose
 - Radiator
 - Water pump

7. CHECK RADIATOR CAP

Refer to [CO-11, "RADIATOR"](#)

OK or NG

- OK >> GO TO 8.
NG >> Replace radiator cap.

8. CHECK THERMOSTAT

Refer to [CO-22, "THERMOSTAT AND WATER CONTROL VALVE"](#)

OK or NG

- OK >> GO TO 9.
NG >> Replace thermostat.

9. CHECK ENGINE COOLANT TEMPERATURE SENSOR

Refer to [EC-206, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 10.
NG >> Replace engine coolant temperature sensor.

10. CHECK MAIN 12 CAUSES

If the cause cannot be isolated, go to [EC-491, "Main 12 Causes of Overheating"](#) .

>> **INSPECTION END**

A

EC

C

D

E

F

G

H

I

J

K

L

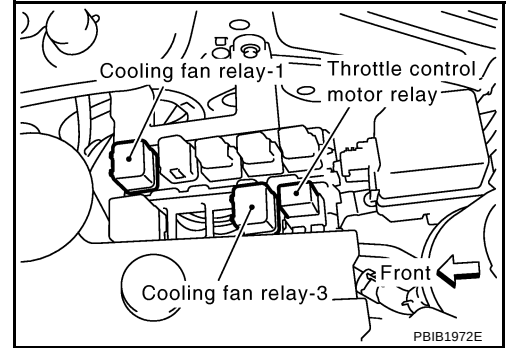
M

DTC P1217 ENGINE OVER TEMPERATURE

PROCEDURE A

1. CHECK COOLING FAN POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect cooling fan relay-1.
3. Turn ignition switch ON.

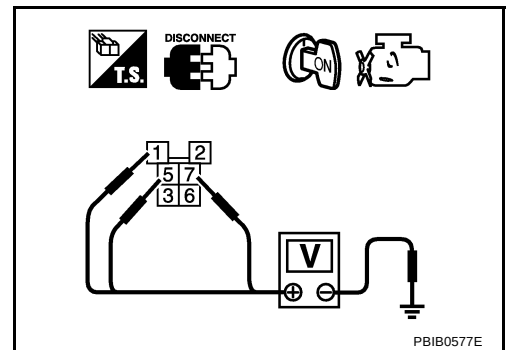


4. Check voltage between cooling fan relay-1 terminals 1, 5, 7 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 3.
NG >> GO TO 2.



2. DETECT MALFUNCTIONING PART

Check the following.

- Fuse block (J/B) connector E103
- 10A 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

3. CHECK COOLING FAN MOTORS CONTROL CIRCUIT FOR OPEN AND SHORT

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 the following;
cooling fan relay-1 terminal 3 and cooling fan motor-1 terminal 1,
cooling fan motor-1 terminal 2 and ground.

Continuity should exist.

4. Also check harness for short to ground and short to power.
5. Check harness continuity between the following;
cooling fan relay-1 terminal 6 and cooling fan motor-2 terminal 1,
cooling fan motor-2 terminal 4 and ground.

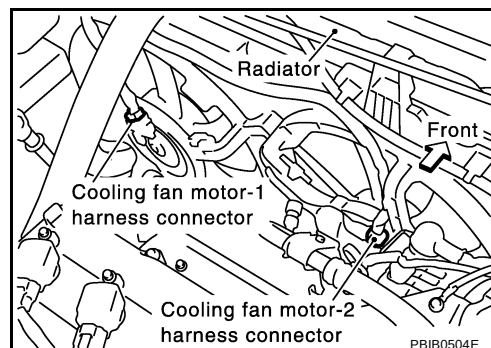
Continuity should exist.

6. 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 MOTOR OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check harness continuity between cooling fan relay-1 terminal 2 and ECM terminal 97.
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.

- Harness connectors E125, M94 (2WD models)
- Harness connectors E116, M75 (AWD models)
- 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.

6. CHECK COOLING FAN RELAY-1

Refer to [EC-492, "Component Inspection"](#).

OK or NG

OK >> GO TO 7.

NG >> Replace cooling fan relay.

7. CHECK COOLING FAN MOTORS-1 AND -2

Refer to [EC-492, "Component Inspection"](#).

OK or NG

OK >> GO TO 8.

NG >> Replace cooling fan motors.

DTC P1217 ENGINE OVER TEMPERATURE

8. CHECK INTERMITTENT INCIDENT

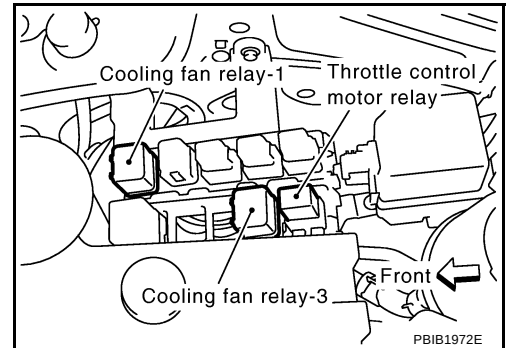
Perform [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

PROCEDURE B

1. CHECK COOLING FAN POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect cooling fan relay-3.
3. Turn ignition switch ON.

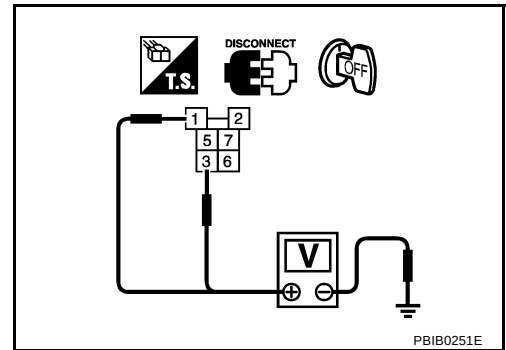


4. Check voltage between cooling fan relay-3 terminals 1, 3 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 3.
NG >> GO TO 2.



2. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between cooling fan relay-3 and fuse
- Harness for open or short between cooling fan relay-3 and battery

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

3. CHECK COOLING FAN MOTORS CONTROL CIRCUIT FOR OPEN AND SHORT

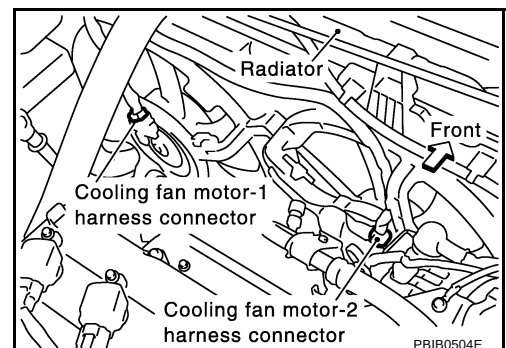
1. Turn ignition switch OFF.
2. Disconnect cooling fan motor-2 harness connector.
3. Check harness continuity between the following;
cooling fan relay-3 terminal 5 and cooling fan motor-2 terminal 2,
cooling fan motor-2 terminal 3 and cooling fan relay-3 terminal 6,
cooling fan relay-3 terminal 7 and ground.

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 P1217 ENGINE OVER TEMPERATURE

4. CHECK COOLING FAN MOTOR OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check harness continuity between cooling fan relay-3 terminal 2 and ECM terminal 89.
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.

- Harness connectors E125, M94 (2WD models)
- Harness connectors E116, M75 (AWD models)
- Harness for open or short between cooling fan relay-3 and ECM

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

6. CHECK COOLING FAN RELAY-3

Refer to [EC-492, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 7.
NG >> Replace cooling fan relay.

7. CHECK INTERMITTENT INCIDENT

Perform [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

Main 12 Causes of Overheating

ABS00CUK

Engine	Step	Inspection item	Equipment	Standard	Reference page
OFF	1	● Blocked radiator ● Blocked condenser ● Blocked radiator grille ● Blocked bumper	● Visual	No blocking	—
	2	● Coolant mixture	● Coolant tester	50 - 50% coolant mixture	Refer to MA-11, "Anti-Freeze Coolant Mixture Ratio" .
	3	● Coolant level	● Visual	Coolant up to MAX level in reservoir tank and radiator filler neck	Refer to CO-8, "Changing Engine Coolant" .
	4	● Radiator cap	● Pressure tester	59 - 98 kPa (0.6 - 1.0 kg/cm ² , 9 - 14 psi) (Limit)	Refer to CO-12, "Checking Radiator Cap" .
ON*2	5	● Coolant leaks	● Visual	No leaks	Refer to CO-8, "CHECKING LEAKAGE" .
ON*2	6	● Thermostat	● Touch the upper and lower radiator hoses	Both hoses should be hot	Refer to CO-22, "THERMOSTAT AND WATER CONTROL VALVE" , and CO-11, "RADIATOR" .

DTC P1217 ENGINE OVER TEMPERATURE

Engine	Step	Inspection item	Equipment	Standard	Reference page
ON*1	7	● Cooling fan	● CONSULT-II	Operating	See trouble diagnosis for DTC P1217 (EC-480, "DTC P1217 ENGINE OVER TEMPERATURE").
OFF	8	● Combustion gas leak	● Color checker chemical tester 4 Gas analyzer	Negative	—
ON*3	9	● Coolant temperature gauge	● Visual	Gauge less than 3/4 when driving	—
		● Coolant overflow to reservoir tank	● Visual	No overflow during driving and idling	Refer to CO-8, "Changing Engine Coolant" .
OFF*4	10	● Coolant return from reservoir tank to radiator	● Visual	Should be initial level in reservoir tank	Refer to CO-8, "CHECKING ENGINE COOLANT LEVEL" .
OFF	11	● Cylinder head	● Straight gauge feeler gauge	0.1 mm (0.004 in) Maximum distortion (warping)	Refer to EM-62, "CYLINDER HEAD" .
	12	● Cylinder block and pistons	● Visual	No scuffing on cylinder walls or piston	Refer to EM-82, "CYLINDER BLOCK" .

*1: Turn the ignition switch ON.

*2: Engine running at 3,000 rpm for 10 minutes.

*3: Drive at 90 km/h (55 MPH) for 30 minutes and then let idle for 10 minutes.

*4: After 60 minutes of cool down time.

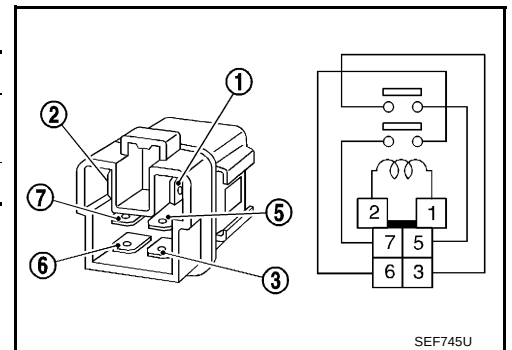
For more information, refer to [CO-4, "OVERHEATING CAUSE ANALYSIS"](#).

Component Inspection COOLING FAN RELAYS-1 AND -3

ABS00DAX

Check continuity between terminals 3 and 5, 6 and 7.

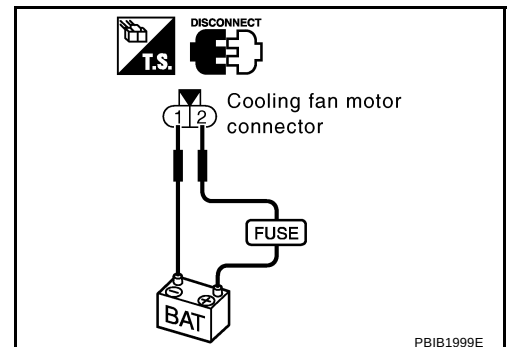
Conditions	Continuity
12V direct current supply between terminals 1 and 2	Yes
No current supply	No



COOLING FAN MOTOR-1

1. Disconnect cooling fan motor harness connector.
2. Supply cooling fan motor terminals with battery voltage and check operation.

	Terminals	
	(+)	(-)
Cooling fan motor	1	2

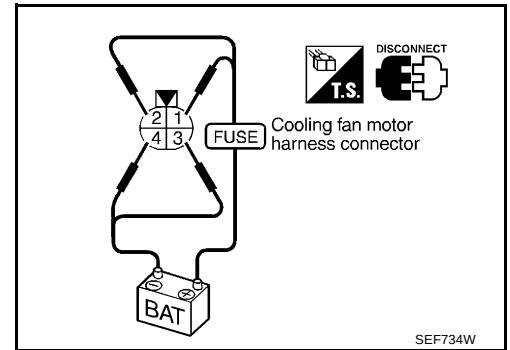


DTC P1217 ENGINE OVER TEMPERATURE

COOLING FAN MOTOR-2

1. Disconnect cooling fan motor harness connector.
2. Supply cooling fan motor terminals with battery voltage and check operation.

	Speed	Terminals	
		(+)	(-)
Cooling fan motor	Low	1	4
	High	1, 2	3, 4



DTC P1225 TP SENSOR

DTC P1225 TP SENSOR

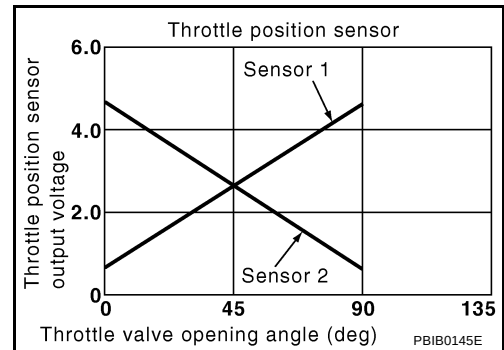
PFP:16119

Component Description

ABS00CUM

Electric throttle control actuator consists of throttle control motor, throttle position sensor, etc. The throttle position sensor responds to the throttle valve movement.

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



On Board Diagnosis Logic

ABS00CUN

The MIL will not light up for this self-diagnosis.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1225 1225	Closed throttle position learning performance problem	Closed throttle position learning value is excessively low.	● Electric throttle control actuator (TP sensor 1 and 2)

DTC Confirmation Procedure

ABS00CUO

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

1. Turn ignition switch ON.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Turn ignition switch OFF, wait at least 10 seconds.
4. Turn ignition switch ON.
5. If 1st trip DTC is detected, go to [EC-495, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

WITH GST

Follow the procedure "WITH CONSULT-II" above.

Diagnostic Procedure

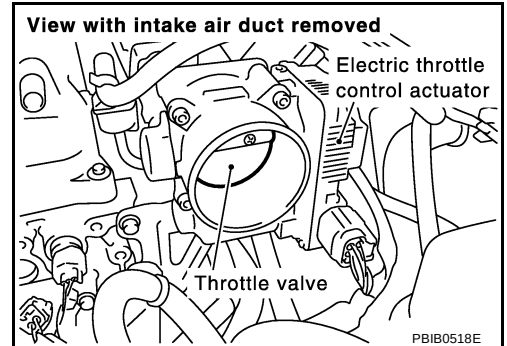
ABS00CUP

1. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

1. Turn ignition switch OFF.
2. Remove the intake air duct.
3. Check if foreign matter is caught between the throttle valve and the housing.

OK or NG

- OK >> GO TO 2.
NG >> Remove the foreign matter and clean the electric throttle control actuator inside.



2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace the electric throttle control actuator.
2. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-78, "Idle Air Volume Learning"](#) .

>> INSPECTION END

Remove and Installation ELECTRIC THROTTLE CONTROL ACTUATOR

ABS00CUQ

Refer to [EM-16, "INTAKE MANIFOLD"](#) .

DTC P1226 TP SENSOR

DTC P1226 TP SENSOR

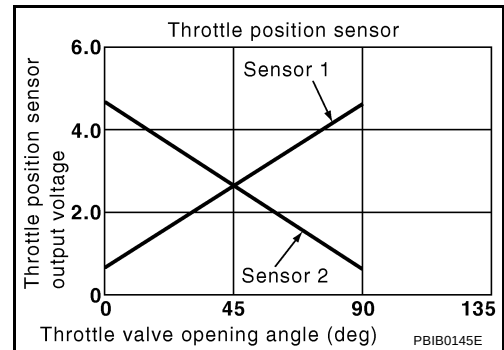
PFP:16119

Component Description

ABS00CUR

Electric throttle control actuator consists of throttle control motor, throttle position sensor, etc. The throttle position sensor responds to the throttle valve movement.

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



On Board Diagnosis Logic

ABS00CUS

The MIL will not light up for this diagnosis.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1226 1226	Closed throttle position learning performance problem	Closed throttle position learning is not performed successfully, repeatedly.	● Electric throttle control actuator (TP sensor 1 and 2)

DTC Confirmation Procedure

ABS00CUT

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

1. Turn ignition switch ON.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Turn ignition switch OFF, wait at least 10 seconds.
4. Turn ignition switch ON.
5. Repeat steps 3 and 4 for 32 times.
6. If 1st trip DTC is detected, go to [EC-497, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

WITH GST

Follow the procedure "WITH CONSULT-II" above.

Diagnostic Procedure

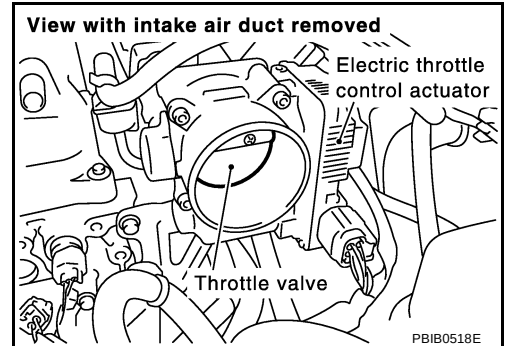
ABS00CUU

1. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

1. Turn ignition switch OFF.
2. Remove the intake air duct.
3. Check if foreign matter is caught between the throttle valve and the housing.

OK or NG

- OK >> GO TO 2.
NG >> Remove the foreign matter and clean the electric throttle control actuator inside.



2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace the electric throttle control actuator.
2. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-78, "Idle Air Volume Learning"](#) .

>> INSPECTION END

Remove and Installation ELECTRIC THROTTLE CONTROL ACTUATOR

ABS00CUU

Refer to [EM-16, "INTAKE MANIFOLD"](#) .

DTC P1564 ASCD STEERING SWITCH

DTC P1564 ASCD STEERING SWITCH

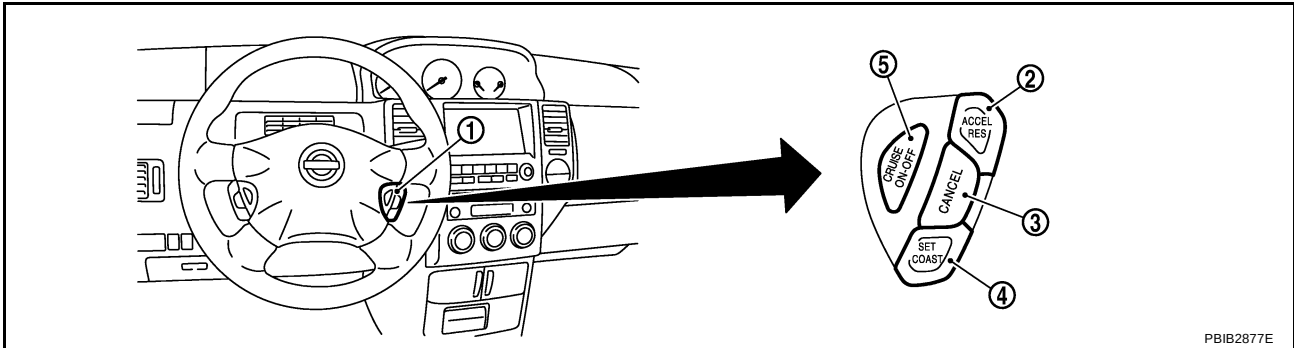
PFP:25551

Component Description

ABS00CWT

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

Refer to [EC-27, "AUTOMATIC SPEED CONTROL DEVICE \(ASCD\)"](#) for the ASCD function.



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

CONSULT-II Reference Value in Data Monitor Mode

ABS00CWU

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
MAIN SW	● Ignition switch: ON	MAIN switch: Pressed	ON
		MAIN switch: Released	OFF
CANCEL SW	● Ignition switch: ON	CANCEL switch: Pressed	ON
		CANCEL switch: Released	OFF
RESUME/ACC SW	● Ignition switch: ON	RESUME/ACCELERATE switch: Pressed	ON
		RESUME/ACCELERATE switch: Released	OFF
SET SW	● Ignition switch: ON	SET/COAST switch: Pressed	ON
		SET/COAST switch: Released	OFF

On Board Diagnosis Logic

ABS00CWV

This self-diagnosis has the one trip detection logic.
The MIL will not light up for this diagnosis.

NOTE:

If DTC P1564 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605.

Refer to [EC-451, "DTC P0605 ECM"](#) .

DTC No.	Trouble Diagnosis Name	DTC Detecting Condition	Possible Cause
P1564 1564	ASCD steering switch	● An excessively high voltage signal from the ASCD steering switch is sent to ECM. ● ECM detects that input signal from the ASCD steering switch is out of the specified range. ● ECM detects that the ASCD steering switch is stuck ON.	● Harness or connectors (The switch circuit is open or shorted.) ● ASCD steering switch ● ECM

DTC P1564 ASCD STEERING SWITCH

DTC Confirmation Procedure

ABS00CWW

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. Wait at least 10 seconds.
4. Press MAIN switch for at least 10 seconds, then release it and wait at least 10 seconds.
5. Press CANCEL switch for at least 10 seconds, then release it and wait at least 10 seconds.
6. Press RESUME/ACCELERATE switch for at least 10 seconds, then release it and wait at least 10 seconds.
7. Press SET/COAST switch for at least 10 seconds, then release it and wait at least 10 seconds.
8. If DTC is detected, go to [EC-502, "Diagnostic Procedure"](#).

WITH GST

Follow the procedure "WITH CONSULT-II" above.

A

EC

C

D

E

F

G

H

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J

K

L

M

DTC P1564 ASCD STEERING SWITCH

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.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
67	B	Sensor ground	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
99	W/R	ASCD steering switch	[Ignition switch: ON] ● ASCD steering switch: OFF	Approximately 4V
			[Ignition switch: ON] ● MAIN switch: Pressed	Approximately 0V
			[Ignition switch: ON] ● CANCEL switch: Pressed	Approximately 1V
			[Ignition switch: ON] ● RESUME/ACCELERATE switch: Pressed	Approximately 3V
			[Ignition switch: ON] ● SET/COAST switch: Pressed	Approximately 2V

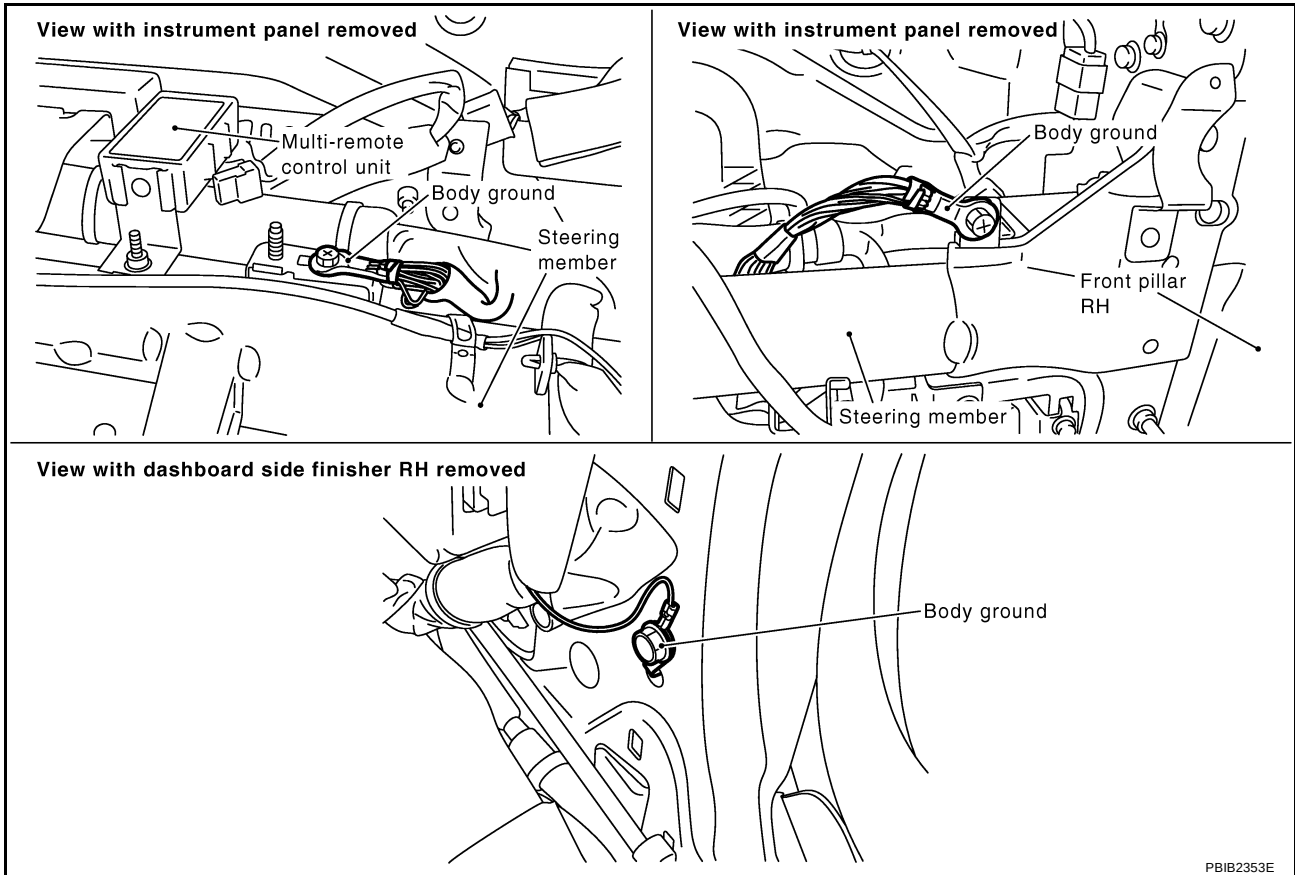
DTC P1564 ASCD STEERING SWITCH

ABS00CWY

Diagnostic Procedure

1. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten three ground screws on the body.
Refer to [EC-151, "Ground Inspection"](#).



PBIB2353E

OK or NG

- OK >> GO TO 2.
NG >> Repair or replace ground connections.

DTC P1564 ASCD STEERING SWITCH

2. CHECK ASCD STEERING SWITCH CIRCUIT

With CONSULT-II

1. Turn ignition switch ON.
2. Select "MAIN SW", "RESUME/ACC SW", "SET SW and "CANCEL SW" in "DATA MONITOR" mode with CONSULT-II.
3. Check each item indication under the following conditions.

Switch	Monitor item	Condition	Indication
MAIN switch	MAIN SW	Pressed	ON
		Released	OFF
CANCEL switch	CANCEL SW	Pressed	ON
		Released	OFF
RESUME/ACCELERATE switch	RESUME/ACC SW	Pressed	ON
		Released	OFF
SET/COAST switch	SET SW	Pressed	ON
		Released	OFF

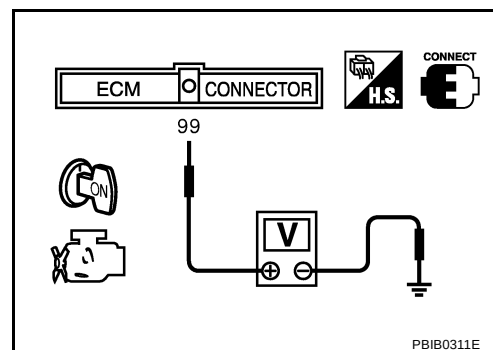
DATA MONITOR	
MONITOR	NO DTC
MAIN SW	OFF
CANCEL SW	OFF
RESUME/ACC SW	OFF
SET SW	OFF

SEC006D

Without CONSULT-II

1. Turn ignition switch ON.
2. Check voltage between ECM terminal 99 and ground with pressing each button.

Switch	Condition	Voltage [V]
MAIN switch	Pressed	Approx. 0
	Released	Approx. 4.0
CANCEL switch	Pressed	Approx. 1.0
	Released	Approx. 4.0
RESUME/ACCELERATE switch	Pressed	Approx. 3.0
	Released	Approx. 4.0
SET/COAST switch	Pressed	Approx. 2.0
	Released	Approx. 4.0



OK or NG

- OK >> GO TO 8.
NG >> GO TO 3.

3. CHECK ASCD STEERING SWITCH GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ASCD steering switch harness connector and ECM harness connector.
3. Check harness continuity between ASCD steering switch terminal 5 and ECM terminal 67. 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 >> GO TO 4.

DTC P1564 ASCD STEERING SWITCH

4. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M62, F42
- Harness connectors M206, M202
- Combination switch (spiral cable)
- Harness for open and short between ECM and ASCD steering switch

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

5. CHECK ASCD STEERING SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between ECM terminal 99 and ASCD steering switch terminal 4.
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 7.
NG >> GO TO 6.

6. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M206, M202
- Combination switch (spiral cable)
- Harness for open and short between ECM and ASCD steering switch

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

7. CHECK ASCD STEERING SWITCH

Refer to [EC-505, "Component Inspection"](#) .

OK or NG

OK >> GO TO 8.
NG >> Replace ASCD steering switch.

8. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

DTC P1564 ASCD STEERING SWITCH

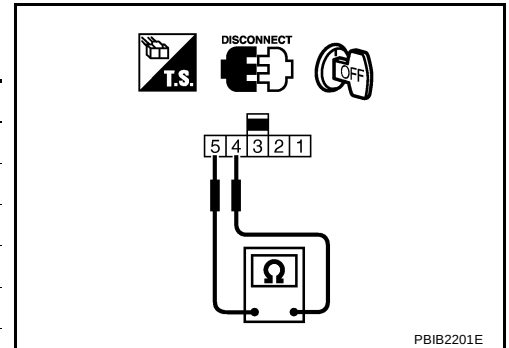
Component Inspection ASCD STEERING SWITCH

ABS00CWZ

1. Disconnect ASCD steering switch harness connector M205.
2. Check continuity between ASCD steering switch terminals 4 and 5 with pushing each switch.

Switch	Condition	Resistance [Ω]
MAIN switch	Pressed	Approx. 0
	Released	Approx. 4,000
CANCEL switch	Pressed	Approx. 250
	Released	Approx. 4,000
RESUME/ACCELERATE switch	Pressed	Approx. 1,480
	Released	Approx. 4,000
SET/COAST switch	Pressed	Approx. 660
	Released	Approx. 4,000

If NG, replace ASCD steering switch.



DTC P1572 ASCD BRAKE SWITCH

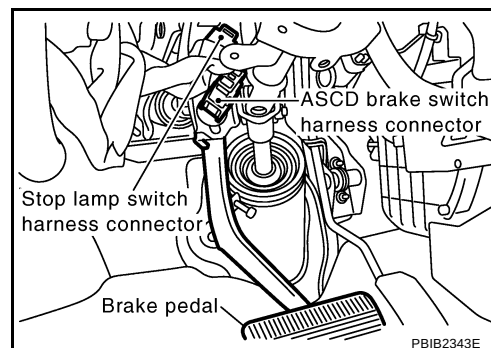
DTC P1572 ASCD BRAKE SWITCH

PFP:25320

Component Description

ABS00CX0

When the brake pedal is depressed, ASCD brake switch is turned OFF and stop lamp switch is turned ON. ECM detects the state of the brake pedal by this input of two kinds (ON/OFF signal). Refer to [EC-27, "AUTOMATIC SPEED CONTROL DEVICE \(ASCD\)"](#) for the ASCD function.



CONSULT-II Reference Value in Data Monitor Mode

ABS00CX1

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
BRAKE SW1 (ASCD brake switch)	● Ignition switch: ON	● Brake pedal: Fully released (A/T) ● Brake pedal and clutch pedal: Fully released (M/T)	ON
		● Brake pedal: Slightly depressed (A/T) ● Brake pedal and/or clutch pedal: Slightly depressed (M/T)	OFF
BRAKE SW2 (Stop lamp switch)	● Ignition switch: ON	Brake pedal: Fully released	OFF
		Brake pedal: Slightly depressed	ON

On Board Diagnosis Logic

ABS00CX2

This self-diagnosis has the one trip detection logic.
The MIL will not light up for this diagnosis.

NOTE:

- If DTC P1572 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to [EC-451, "DTC P0605 ECM"](#).
- This self-diagnosis has one trip detection logic. When malfunction A is detected, DTC is not stored in ECM memory. And in that case, 1st trip DTC and 1st trip freeze frame data are displayed. 1st trip DTC is erased when ignition switch is turned OFF. And even when malfunction A is detected in two consecutive trips, DTC is not stored in ECM memory.

DTC No.	Trouble Diagnosis Name	DTC Detecting Condition		Possible Cause
P1572 1572	ASCD brake switch	A)	When the vehicle speed is above 30km/h (19 MPH), ON signals from the stop lamp switch and the ASCD brake switch are sent to ECM at the same time.	● Harness or connectors (The stop lamp switch circuit is shorted.) ● Harness or connectors (The ASCD brake switch circuit is shorted.) ● Harness or connectors (M/T models) (The ASCD clutch switch circuit is shorted.) ● Stop lamp switch ● ASCD brake switch ● ASCD clutch switch (M/T models) ● Incorrect stop lamp switch installation ● Incorrect ASCD brake switch installation ● Incorrect ASCD clutch switch installation (M/T models) ● ECM
		B)	ASCD brake switch signal is not sent to ECM for extremely long time while the vehicle is driving	

DTC P1572 ASCD BRAKE SWITCH

ABS00CX3

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.
- Procedure for malfunction B is not described here. It takes extremely long time to complete procedure for malfunction B. By performing procedure for malfunction A, the incident that causes malfunction B can be detected.

TESTING CONDITION:

Steps 4 and 5 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

1. Start engine.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Press MAIN switch and make sure that CRUISE indicator lights up.
4. Drive the vehicle for at least 5 consecutive seconds under the following condition.

VHCL SPEED SE	More than 30 km/h (19 MPH)
Shift lever	Suitable position

If 1st trip DTC is detected, go to [EC-510, "Diagnostic Procedure"](#)

If 1st trip DTC is not detected, go to the following step.

5. Drive the vehicle for at least 5 consecutive seconds under the following condition.

VHCL SPEED SE	More than 30 km/h (19 MPH)
Shift lever	Suitable position
Driving location	Depress the brake pedal for more than 5 seconds so as not to come off from the above-mentioned vehicle speed.

6. If 1st trip DTC is detected, go to [EC-510, "Diagnostic Procedure"](#) .

WITH GST

Follow the procedure "WITH CONSULT-II" above.

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
VHCL SPEED SE	XXX km/h
CRUISE LAMP	ON
BRAKE SW 1	ON
BRAKE SW 2	OFF

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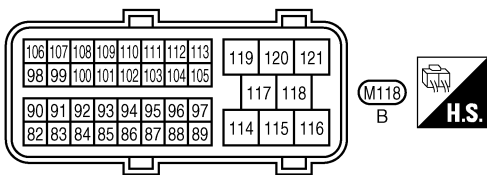
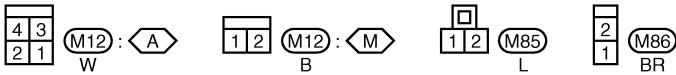
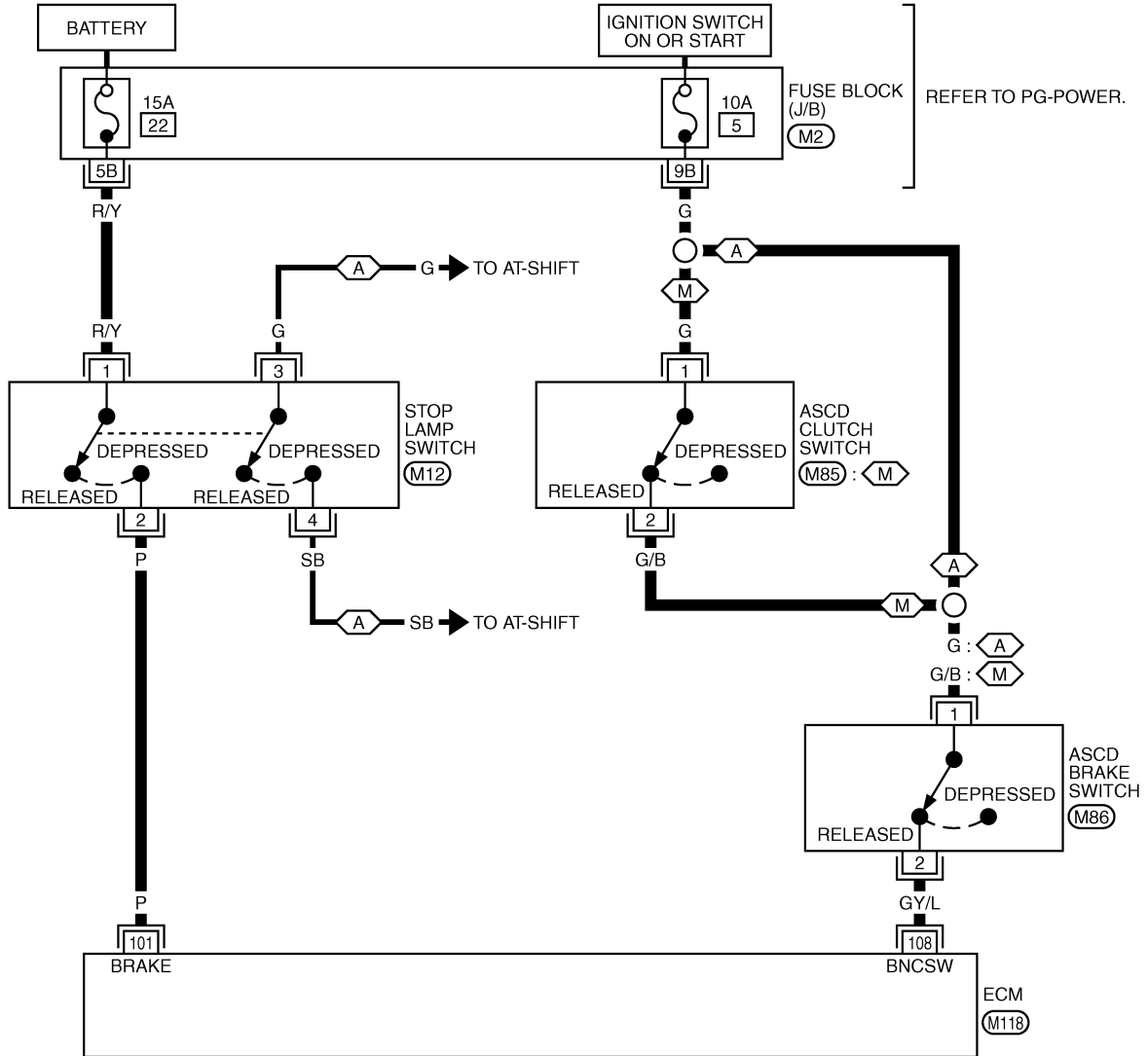
DTC P1572 ASCD BRAKE SWITCH

Wiring Diagram

ABS00CX4

EC-ASC/BS-01

- : DETECTABLE LINE FOR DTC
- : NON-DETECTABLE LINE FOR DTC
- A : WITH A/T
- M : WITH M/T



REFER TO THE FOLLOWING.
M2 - FUSE BLOCK-JUNCTION BOX (J/B)

TBW80154E

DTC P1572 ASCD BRAKE SWITCH

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.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
101	P	Stop lamp switch	[Ignition switch: OFF] ● Brake pedal: Fully released	Approximately 0V
			[Ignition switch: OFF] ● Brake pedal: Slightly depressed	BATTERY VOLTAGE (11 - 14V)
108	GY/L	ASCD brake switch	[Ignition switch: ON] ● Brake pedal: Slightly depressed (A/T) ● Brake pedal and/or clutch pedal: Slightly depressed (M/T)	Approximately 0V
			[Ignition switch: ON] ● Brake pedal: Fully released (A/T) ● Brake pedal and clutch pedal: Fully released (M/T)	BATTERY VOLTAGE (11 - 14V)

DTC P1572 ASCD BRAKE SWITCH

Diagnostic Procedure

ABS00CX5

1. CHECK OVERALL FUNCTION-I

With CONSULT-II

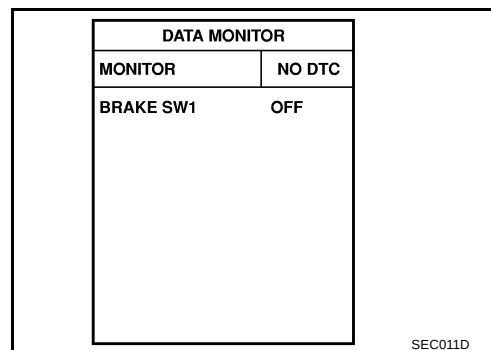
1. Turn ignition switch ON.
2. Select "BRAKE SW1" in "DATA MONITOR" mode with CONSULT-II.
3. Check "BRAKE SW1" indication under the following conditions.

A/T models

CONDITION	INDICATION
Brake pedal: Slightly depressed	OFF
Brake pedal: Fully released	ON

M/T models

CONDITION	INDICATION
Clutch pedal or brake pedal: Slightly depressed	OFF
Clutch pedal and brake pedal: Fully released	ON



Without CONSULT-II

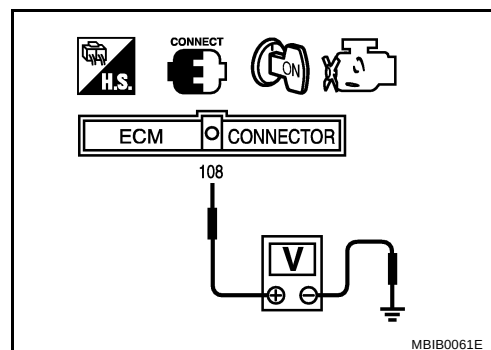
1. Turn ignition switch ON.
2. Check voltage between ECM terminal 108 and ground under the following conditions.

A/T models

CONDITION	VOLTAGE
Brake pedal: Slightly depressed	Approximately 0V
Brake pedal: Fully released	Battery voltage

M/T models

CONDITION	VOLTAGE
Clutch pedal or brake pedal: Slightly depressed	Approximately 0V
Clutch pedal and brake pedal: Fully released	Battery voltage



OK or NG

OK >> GO TO 2.

NG (M/T models) >>GO TO 3.

NG (A/T models) >>GO TO 8.

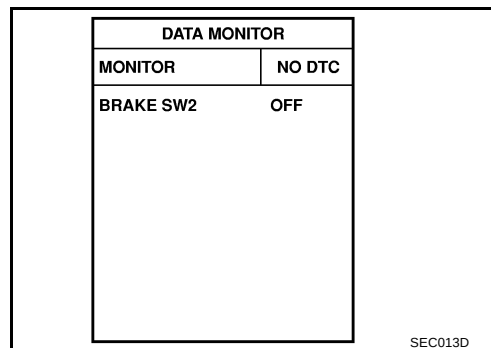
DTC P1572 ASCD BRAKE SWITCH

2. CHECK OVERALL FUNCTION-II

With CONSULT-II

Check "BRAKE SW2" indication in "DATA MONITOR" mode.

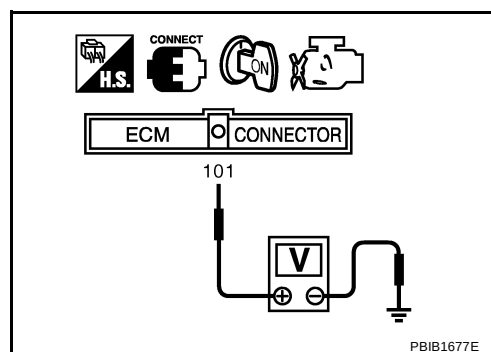
CONDITION	INDICATION
Brake pedal: Fully released	OFF
Brake pedal: Slightly depressed	ON



Without CONSULT-II

Check voltage between ECM terminal 101 and ground under the following conditions.

CONDITION	VOLTAGE
Brake pedal: Fully released	Approximately 0V
Brake pedal: Slightly depressed	Battery voltage

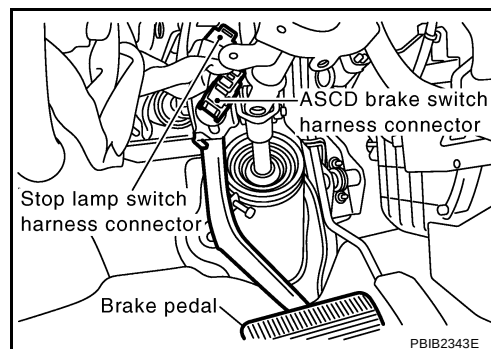


OK or NG

- OK >> GO TO 18.
- NG >> GO TO 13.

3. CHECK ASCD CLUTCH SWITCH CIRCUIT

- Turn ignition switch OFF.
- Disconnect ASCD brake switch harness connector.
- Turn ignition switch ON.

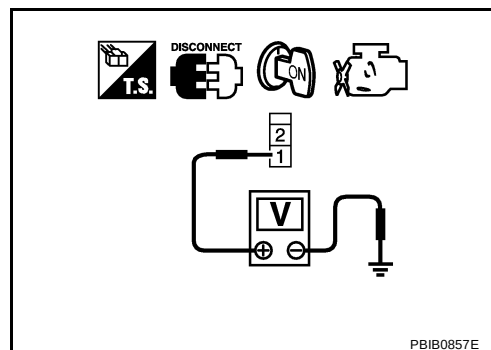


- Check voltage between ASCD brake switch terminal 1 and ground under the following conditions with CONSULT-II or tester.

CONDITION	VOLTAGE
Clutch pedal: Fully released	Battery voltage
Clutch pedal: Slightly depressed	Approx. 0V

OK or NG

- OK >> GO TO 10.
- NG >> GO TO 4.



DTC P1572 ASCD BRAKE SWITCH

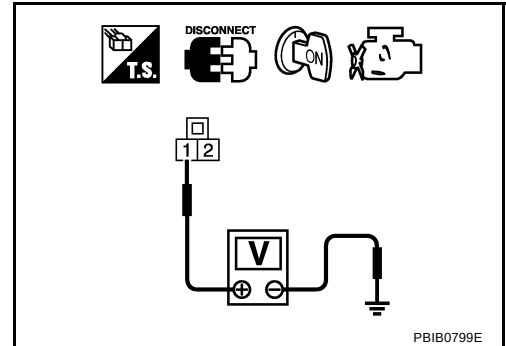
4. CHECK ASCD CLUTCH SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ASCD clutch switch harness connector.
3. Turn ignition switch ON.
4. Check voltage between ASCD clutch switch terminal 1 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 6.
NG >> GO TO 5.



5. DETECT MALFUNCTIONING PART

Check the following.

- Fuse block (J/B) connector M2
- 10A fuse
- Harness for open or short between ASCD clutch switch and fuse

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

6. CHECK ASCD CLUTCH SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Check harness continuity between ASCD clutch switch terminal 2 and ASCD brake switch terminal 1. 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 7.
NG >> Repair open circuit or short to ground or short to power in harness or connectors.

7. CHECK ASCD CLUTCH SWITCH

Refer to [EC-516, "Component Inspection"](#)

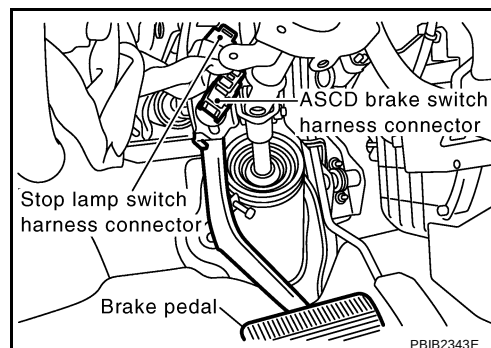
OK or NG

- OK >> GO TO 18.
NG >> Replace ASCD clutch switch.

DTC P1572 ASCD BRAKE SWITCH

8. CHECK ASCD BRAKE SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ASCD brake switch harness connector.
3. Turn ignition switch ON.

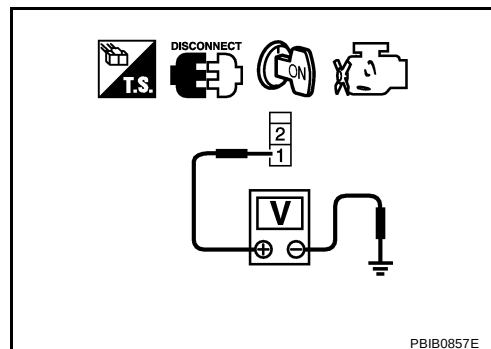


4. Check voltage between ASCD brake switch terminal 1 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 10.
- NG >> GO TO 9.



9. DETECT MALFUNCTIONING PART

Check the following.

- Fuse block (J/B) connector M2
- 10A fuse
- Harness for open or short between ASCD brake switch and fuse

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

10. CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 108 and ASCD brake switch terminal 2. Refer to Wiring Diagram.

Continuity should exist.

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

OK or NG

- OK >> GO TO 12.
- NG >> GO TO 11.

11. DETECT MALFUNCTIONING PART

Check harness for open or short between ECM and ASCD brake switch.

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

DTC P1572 ASCD BRAKE SWITCH

12. CHECK ASCD BRAKE SWITCH

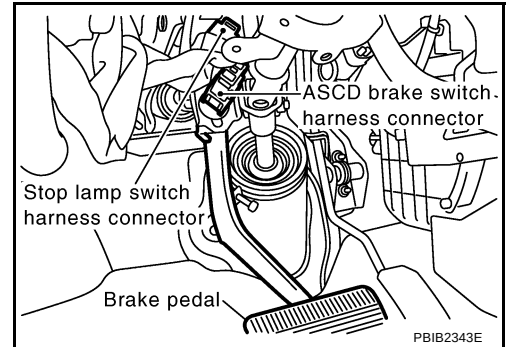
Refer to [EC-516, "Component Inspection"](#)

OK or NG

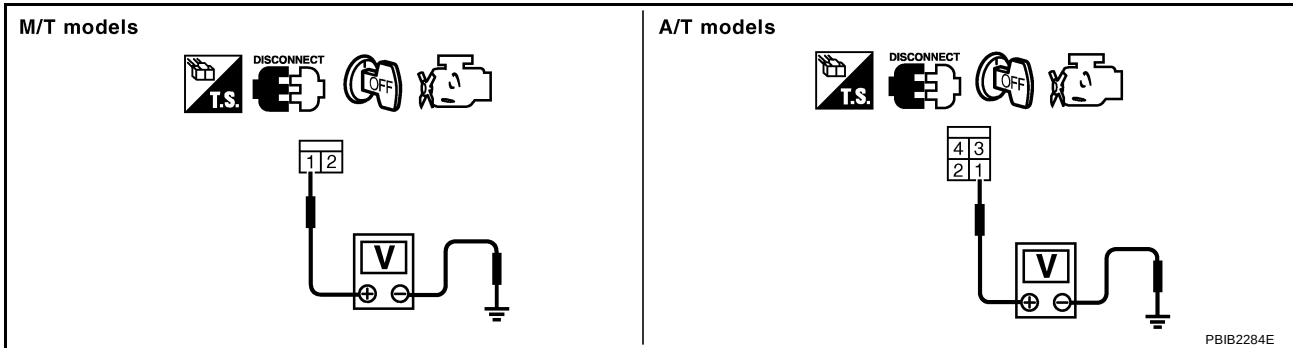
- OK >> GO TO 18.
NG >> Replace ASCD brake switch.

13. CHECK STOP LAMP SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect stop lamp switch harness connector.



3. Check voltage between stop lamp switch terminal 1 and ground with CONSULT -II or tester.



Voltage: Battery voltage

OK or NG

- OK >> GO TO 15.
NG >> GO TO 14.

14. DETECT MALFUNCTIONING PART

Check the following.

- Fuse block (J/B) connector M2
- 15A fuse
- Harness for open or short between stop lamp switch and fuse

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

DTC P1572 ASCD BRAKE SWITCH

15. CHECK STOP LAMP SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 101 and stop lamp 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 17.
NG >> GO TO 16.

16. DETECT MALFUNCTIONING PART

Check harness for open or short between ECM and stop lamp switch.

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

17. CHECK STOP LAMP SWITCH

Refer to [EC-516, "Component Inspection"](#)

OK or NG

- OK >> GO TO 18.
NG >> Replace stop lamp switch.

18. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

DTC P1572 ASCD BRAKE SWITCH

ABS00CX6

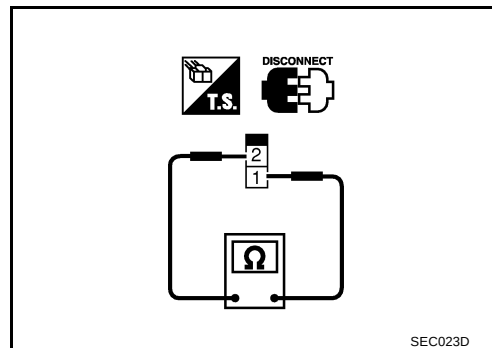
Component Inspection

ASCD BRAKE SWITCH

1. Turn ignition switch OFF.
2. Disconnect ASCD brake switch harness connector.
3. Check continuity between ASCD brake switch terminals 1 and 2 under the following conditions.

Condition	Continuity
Brake pedal: Fully released.	Should exist.
Brake pedal: Slightly depressed.	Should not exist.

If NG, adjust ASCD brake switch installation, refer to [BR-6](#), "[BRAKE PEDAL](#)", and perform step 3 again.

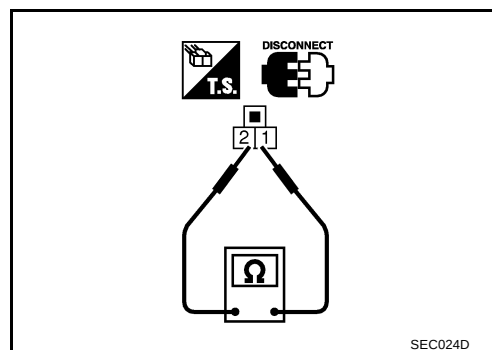


ASCD CLUTCH SWITCH

1. Turn ignition switch OFF.
2. Disconnect ASCD clutch switch harness connector.
3. Check continuity between ASCD clutch switch terminals 1 and 2 under the following conditions.

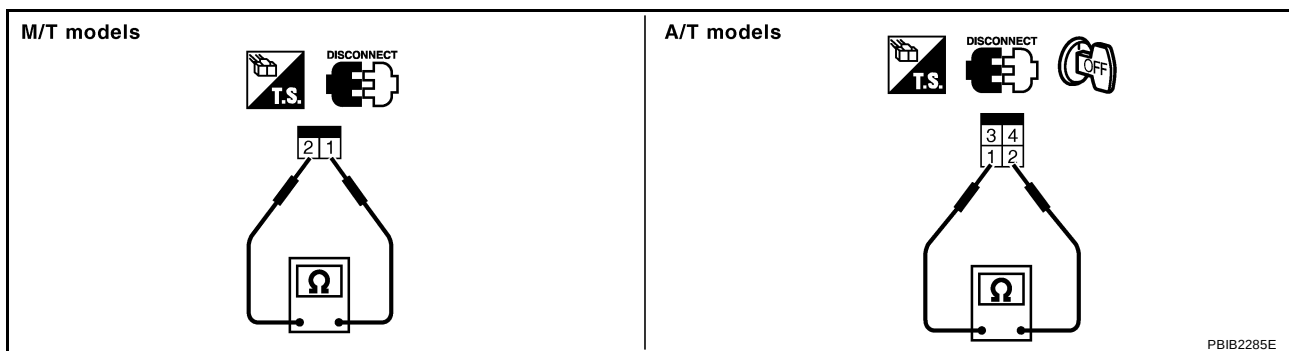
Condition	Continuity
Clutch pedal: Fully released.	Should exist.
Clutch pedal: Slightly depressed.	Should not exist.

If NG, adjust ASCD clutch switch installation, refer to [CL-5](#), "[CLUTCH PEDAL](#)", and perform step 3 again.



STOP LAMP SWITCH

1. Turn ignition switch OFF.
2. Disconnect stop lamp switch harness connector.
3. Check continuity between stop lamp switch terminals 1 and 2 under the following conditions.



Condition	Continuity
Brake pedal: Fully released.	Should not exist.
Brake pedal: Slightly depressed.	Should exist.

If NG, adjust stop lamp switch installation, refer to [BR-6](#), "[BRAKE PEDAL](#)", and perform step 3 again.

DTC P1574 ASCD VEHICLE SPEED SENSOR

DTC P1574 ASCD VEHICLE SPEED SENSOR

PFP:31036

Component Description

ABS00CX7

The ECM receives two vehicle speed sensor signals via CAN communication line. One is sent from combination meter, and the other is from TCM (Transmission control module). The ECM uses these signals for ASCD control. Refer to [EC-27, "AUTOMATIC SPEED CONTROL DEVICE \(ASCD\)"](#) for ASCD functions.

On Board Diagnosis Logic

ABS00CX8

This self-diagnosis has the one trip detection logic.

The MIL will not light up for this diagnosis.

NOTE:

- If DTC P1574 is displayed with DTC U1000, U1001, first perform the trouble diagnosis for DTC U1000, U1001. Refer to [EC-152, "DTC U1000, U1001 CAN COMMUNICATION LINE"](#).
- If DTC P1574 is displayed with DTC P0500, first perform the trouble diagnosis for DTC P0500. Refer to [EC-436, "DTC P0500 VSS"](#).
- If DTC P1574 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to [EC-451, "DTC P0605 ECM"](#).

DTC No.	Trouble Diagnosis Name	DTC Detecting Condition	Possible Cause
P1574 1574	ASCD vehicle speed sensor	ECM detects a difference between two vehicle speed signals is out of the specified range.	● Harness or connectors (The CAN communication line is open or shorted.) ● Harness or connectors (The combination meter circuit is open or shorted.) ● TCM (A/T models) ● Combination meter ● VDC/TCS/ABS control unit (with VDC models) ● ABS actuator and electric unit (control unit) (without VDC models) ● Wheel sensor ● ECM

DTC Confirmation Procedure

ABS00CX9

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:

Step 3 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

1. Start engine.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Drive the vehicle at more than 40 km/h (25MPH).
4. If DTC is detected, go to [EC-518, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
VHCL SPEED SE	XXX km/h

PBIB2673E

DTC P1574 ASCD VEHICLE SPEED SENSOR

WITH GST

Follow the procedure "WITH CONSULT-II" above.

Diagnostic Procedure

ABS00CXA

1. CHECK DTC WITH TCM

Check DTC with TCM. Refer to [AT-38, "ON BOARD DIAGNOSTIC \(OBD\) SYSTEM"](#) .

OK or NG

OK >> GO TO 2.

NG >> Perform trouble shooting relevant to DTC indicated.

2. CHECK DTC WITH VDC/TCS/ABS CONTROL UNIT (WITH VDC MODELS) OR ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) (WITHOUT VDC MODELS)

Refer to [BRC-8, "TROUBLE DIAGNOSIS"](#) (without VDC models) or [BRC-47, "TROUBLE DIAGNOSIS"](#) (with VDC models).

OK or NG

OK >> GO TO 3.

NG >> Repair or replace.

3. CHECK COMBINATION METER

Check combination meter function.

Refer to [DI-4, "COMBINATION METERS"](#) .

>> INSPECTION END

DTC P1720 VSS

DTC P1720 VSS

PFP:31036

Description

ABS00GF0

NOTE:

If DTC P1720 is displayed with DTC U1000, first perform the trouble diagnosis for DTC U1000. Refer to [EC-152, "DTC U1000, U1001 CAN COMMUNICATION LINE"](#).

ECM receives two vehicle speed sensor signals via CAN communication line. One is sent from VDC/TCS/ABS control unit, and the other is from TCM (Transmission control module). ECM uses these two signals for engine control.

CONSULT-II Reference Value in Data Monitor Mode

ABS00GF1

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
VEHICLE SPEED	Turn drive wheels and compare CONSULT-II value with the speedometer indication.	Almost the same speed as the speedometer indication

On Board Diagnosis Logic

ABS00GF2

The MIL will not light up for this diagnosis.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1720 1720	Vehicle speed sensor (A/T output)	ECM detects a difference between two vehicle speed sensor signals is out of the specified range.	- Harness or connectors (The CAN communication line is open or shorted) - Harness or connectors (Revolution sensor circuit is open or shorted) - Harness or connectors (Wheel sensor circuit is open or shorted.) - TCM (Transmission control module) - VDC/TCS/ABS control unit - Combination meter

DTC Confirmation Procedure

ABS00GF3

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

- Turn ignition switch ON.
- Select "DATA MONITOR" mode with CONSULT-II.
- Start engine.
- Drive vehicle at a speed of 20 km/h (12 MPH) or more for at least 5 seconds without brake pedal depressing.
- If 1st trip DTC is detected, go to [EC-520, "Diagnostic Procedure"](#).

WITH GST

Follow the procedure WITH CONSULT-II above.

DTC P1720 VSS

Diagnostic Procedure

ABS00GF4

1. CHECK DTC WITH TCM

Check DTC with TCM. Refer to [AT-38, "ON BOARD DIAGNOSTIC \(OBD\) SYSTEM"](#) .

OK or NG

OK >> GO TO 2.

NG >> Perform trouble shooting relevant to DTC indicated.

2. CHECK DTC WITH VDC/TCS/ABS CONTROL UNIT

Check DTC with VDC/TCS/ABS control unit (with VDC models) or ABS actuator and electric unit (control unit) (without VDC models). Refer to [BRC-47, "TROUBLE DIAGNOSIS"](#) (with VDC models) or [BRC-8, "TROUBLE DIAGNOSIS"](#) (without VDC models).

OK or NG

OK >> GO TO 3.

NG >> Perform trouble shooting relevant to DTC indicated.

3. CHECK COMBINATION METER

Check combination meter function. Refer to [DI-4, "COMBINATION METERS"](#) .

>> **INSPECTION END**

DTC P1800 VIAS CONTROL SOLENOID VALVE

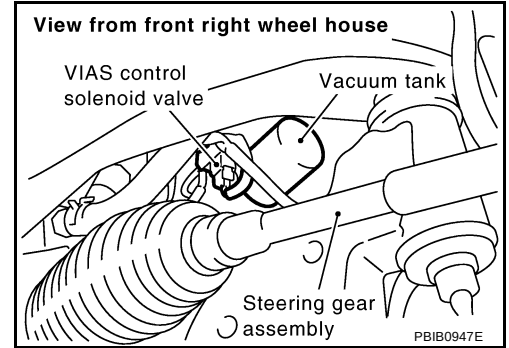
DTC P1800 VIAS CONTROL SOLENOID VALVE

PFP:14955

Component Description

ABS00CXI

The VIAS control solenoid valve cuts the intake manifold vacuum signal for power valve actuator. 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.



CONSULT-II Reference Value in Data Monitor Mode

ABS00CXJ

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
VIAS S/V	● Engine: After warming up	Idle	OFF
		More than 5,000 rpm	ON

On Board Diagnosis Logic

ABS00CXX

The MIL will not light up for this self-diagnosis.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1800 1800	VIAS control solenoid valve circuit	An excessively low or high voltage signal is sent to ECM through the valve	● Harness or connectors (The solenoid valve circuit is open or shorted.) ● VIAS control solenoid valve

DTC Confirmation Procedure

ABS00CXL

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 11V at idle.

⑧ 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 5 seconds.
4. If 1st trip DTC is detected, go to [EC-523, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

⑧ WITH GST

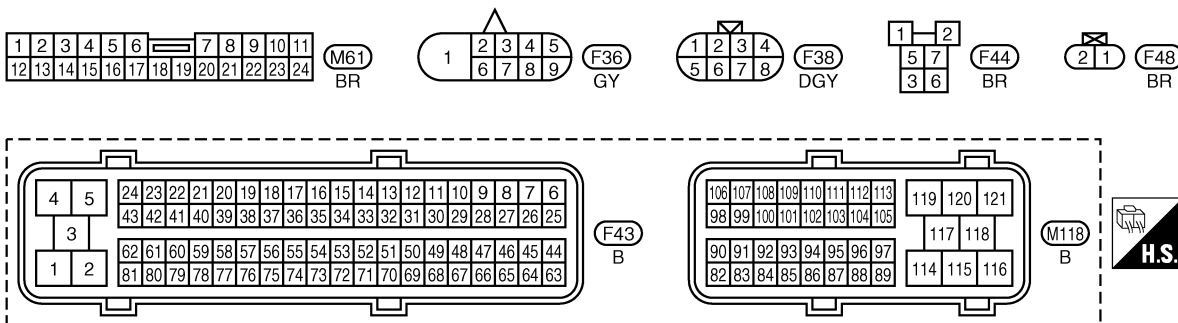
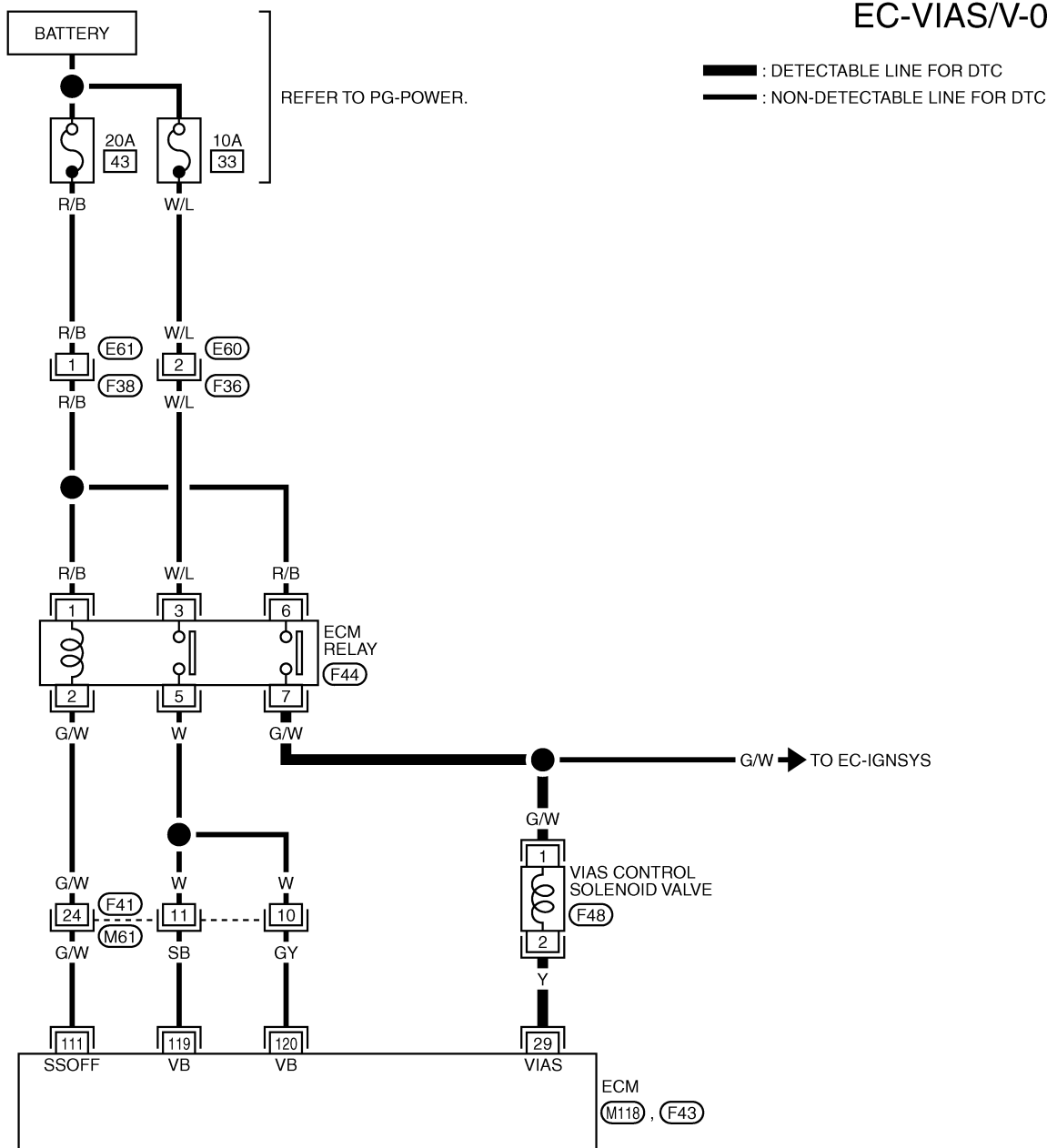
Follow the procedure "WITH CONSULT-II" above.

DTC P1800 VIAS CONTROL SOLENOID VALVE

Wiring Diagram

ABS00CXM

EC-VIAS/V-01



TBW80131E

DTC P1800 VIAS CONTROL SOLENOID VALVE

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.

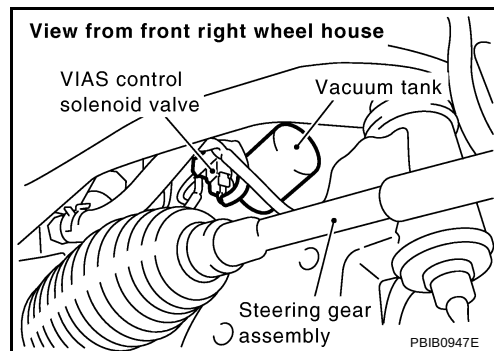
TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
29	Y	VIAS control solenoid valve	[Engine is running] ● Idle speed	BATTERY VOLTAGE (11 - 14V)
			[Engine is running] ● Engine speed: Above 5,000 rpm	0 - 1.0V
111	G/W	ECM relay (Self shut-off)	[Engine is running] [Ignition switch: OFF] ● For a few seconds after turning ignition switch OFF	0 - 1.0V
			[Ignition switch: OFF] ● More than a few seconds after turning ignition switch OFF	BATTERY VOLTAGE (11 - 14V)
119 120	SB GY	Power supply for ECM	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)

Diagnostic Procedure

ABS00CXN

1. CHECK VIAS CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect VIAS control solenoid valve harness connector.
3. Turn ignition switch ON.

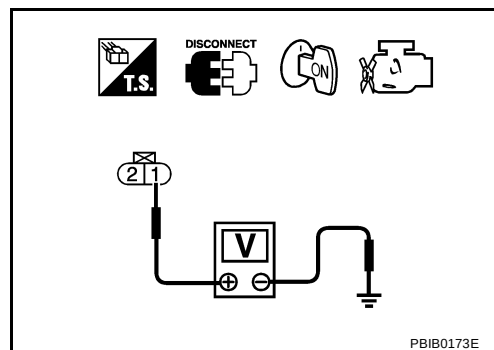


4. Check voltage between VIAS control solenoid valve terminal 1 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 2.
- NG >> Repair open circuit or short to ground or short to power in harness connectors.



DTC P1800 VIAS CONTROL SOLENOID VALVE

2. CHECK VIAS CONTROL SOLENOID VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 29 and VIAS control solenoid valve terminal 2.
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 3.

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

3. CHECK VIAS CONTROL SOLENOID VALVE

Refer to [EC-524, "Component Inspection"](#) .

OK or NG

OK >> GO TO 4.

NG >> Replace VIAS control solenoid valve.

4. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

Component Inspection VIAS CONTROL SOLENOID VALVE

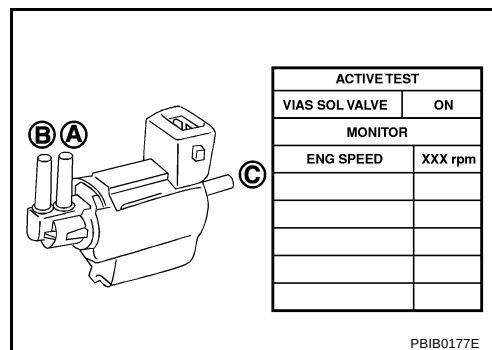
ABS00CX0

With CONSULT-II

1. Reconnect harness connectors disconnected.
2. Turn ignition switch ON.
3. Perform "VIAS SOL VALVE" in "ACTIVE TEST" mode.
4. Check air passage continuity and operation delay time under the following conditions.

Condition VIAS SOL VALVE	Air passage continuity between A and B	Air passage continuity between A and C
ON	Yes	No
OFF	No	Yes

Operation takes less than 1 second.



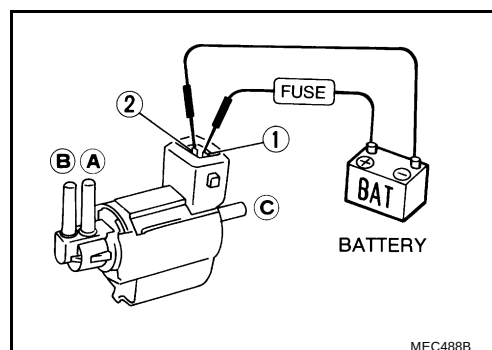
PB1B0177E

With GST

Check air passage continuity and operation delay time under the following conditions.

Condition	Air passage continuity between A and B	Air passage continuity between A and C
12V direct current supply between terminals 1 and 2	Yes	No
No supply	No	Yes

Operation takes less than 1 second.



MEC488B

DTC P1800 VIAS CONTROL SOLENOID VALVE

Removal and Installation
VIAS CONTROL SOLENOID VALVE

ABS00CXP

Refer to [EM-16, "INTAKE MANIFOLD"](#) .

A

EC

C

D

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J

K

L

M

DTC P1805 BRAKE SWITCH

DTC P1805 BRAKE SWITCH

PFP:25320

Description

ABS00CXQ

Brake switch signal is applied to the ECM through the stop lamp switch when the brake pedal is depressed. This signal is used mainly to decrease the engine speed when the vehicle is driving.

CONSULT-II Reference Value in Data Monitor Mode

ABS00CXR

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
BRAKE SW	● Ignition switch: ON	Brake pedal: Fully released	OFF
		Brake pedal: Slightly depressed	ON

On Board Diagnosis Logic

ABS00CXS

The MIL will not light up for this diagnosis.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1805 1805	Brake switch	A brake switch signal is not sent to ECM for extremely long time while the vehicle is driving.	● Harness or connectors (The stop lamp switch circuit is open or shorted.) ● Stop lamp switch

FAIL-SAFE MODE

When the malfunction is detected, the ECM enters fail-safe mode.

Engine operating condition in fail-safe mode

ECM controls the electric throttle control actuator by regulating the throttle opening to a small range. Therefore, acceleration will be poor.

Vehicle condition	Driving condition
When engine is idling	Normal
When accelerating	Poor acceleration

DTC Confirmation Procedure

ABS00CXT

WITH CONSULT-II

1. Turn ignition switch ON.
2. Fully depress the brake pedal for at least 5 seconds.
3. Erase the DTC with CONSULT-II.
4. Select "DATA MONITOR" mode with CONSULT-II.
5. If 1st trip DTC is detected, go to [EC-528, "Diagnostic Procedure"](#)

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
BRAKE SW	ON

PBIB1952E

WITH GST

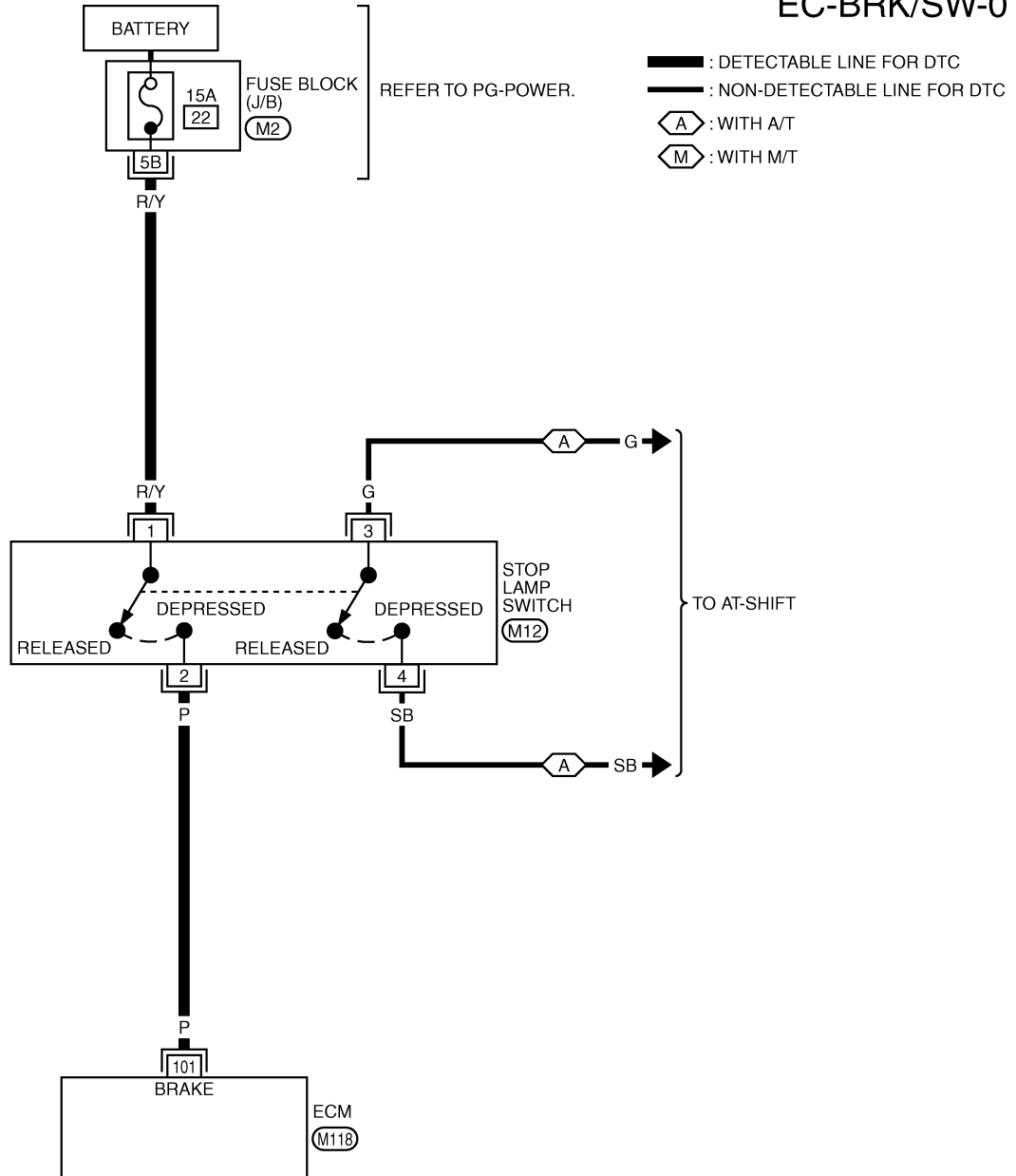
Follow the procedure "WITH CONSULT-II" above.

DTC P1805 BRAKE SWITCH

Wiring Diagram

ABS00CXU

EC-BRK/SW-01

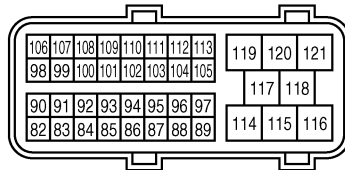


4	3
2	1

M12 : A

1	2
---	---

M12 : M



M118 : B



REFER TO THE FOLLOWING.

M2 - FUSE BLOCK-JUNCTION BOX (J/B)

TBWB0155E

DTC P1805 BRAKE SWITCH

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.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
101	P	Stop lamp switch	[Ignition switch: OFF] ● Brake pedal: Fully released	Approximately 0V
			[Ignition switch: OFF] ● Brake pedal: Slightly depressed	BATTERY VOLTAGE (11 - 14V)

Diagnostic Procedure

ABS00D8S

1. CHECK STOP LAMP SWITCH CIRCUIT

1. Turn ignition switch OFF.
2. Check the stop lamp when depressing and releasing the brake pedal.

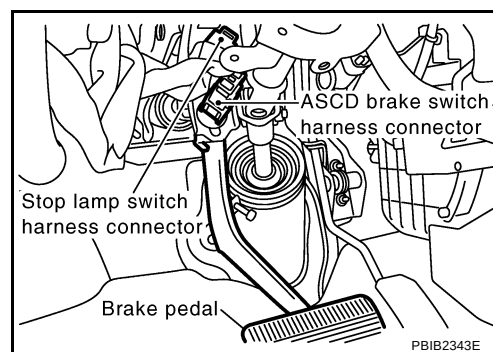
Brake pedal	Stop lamp
Fully released	Not illuminated
Slightly depressed	Illuminated

OK or NG

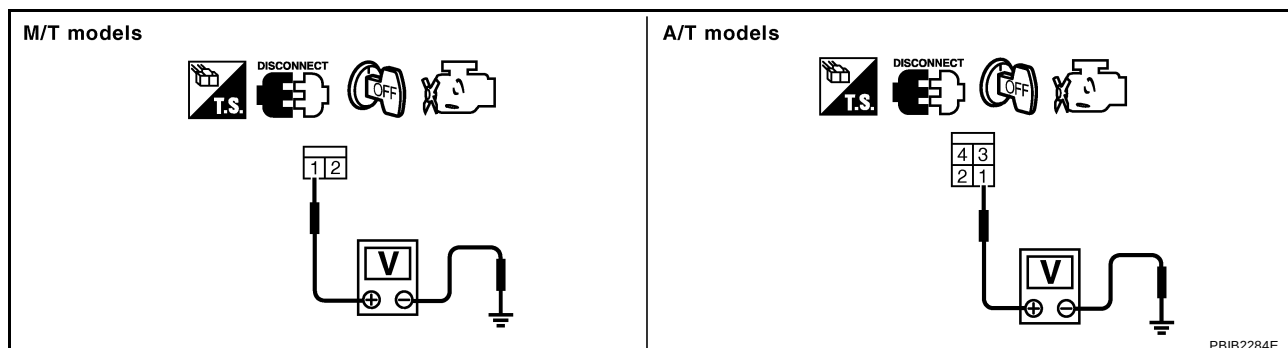
- OK >> GO TO 4.
NG >> GO TO 2.

2. CHECK STOP LAMP SWITCH POWER SUPPLY CIRCUIT

1. Disconnect stop lamp switch harness connector.



2. Check voltage between stop lamp switch terminal 1 and ground with CONSULT-II or tester.



Voltage: Battery voltage

OK or NG

- OK >> GO TO 4.
NG >> GO TO 3.

DTC P1805 BRAKE SWITCH

3. DETECT MALFUNCTIONING PART

Check the following.

- 15A fuse
- Fuse block (J/B) connector M2
- Harness for open and short between stop lamp switch and battery

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

4. CHECK STOP LAMP SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect stop lamp switch harness connector.
2. Disconnect ECM harness connector.
3. Check harness continuity between stop lamp switch terminal 2 and ECM terminal 101.
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 STOP LAMP SWITCH

Refer to [EC-530, "Component Inspection"](#) .

OK or NG

OK >> GO TO 6.

NG >> Replace stop lamp switch.

6. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

A

EC

C

D

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K

L

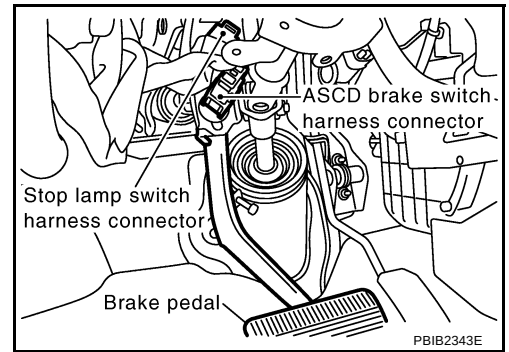
M

DTC P1805 BRAKE SWITCH

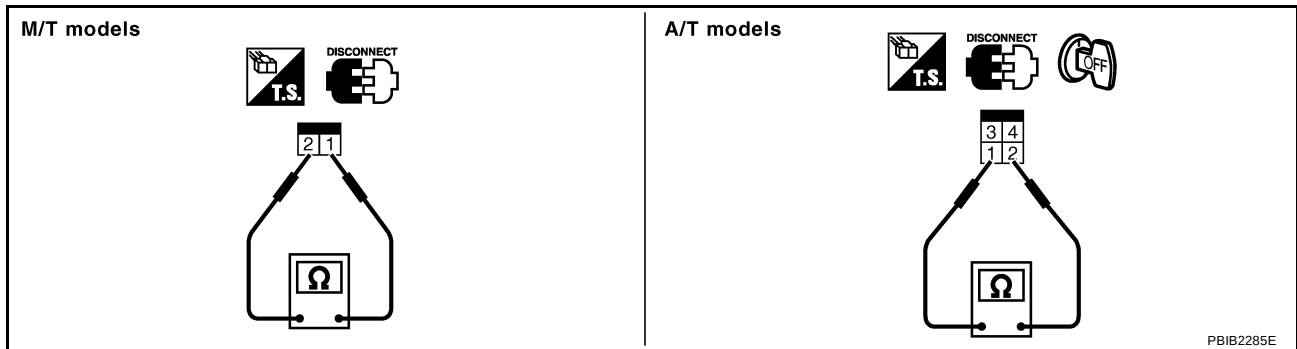
ABS00CXW

Component Inspection STOP LAMP SWITCH

1. Disconnect stop lamp switch harness connector.



2. Check continuity between stop lamp switch terminals 1 and 2 under the following conditions.



Conditions	Continuity
Brake pedal: Fully released	Should not exist.
Brake pedal: Slightly depressed	Should exist.

If NG, adjust brake pedal installation, refer to [BR-6, "BRAKE PEDAL"](#) , and perform step 2 again.

DTC P2100, P2103 THROTTLE CONTROL MOTOR RELAY

DTC P2100, P2103 THROTTLE CONTROL MOTOR RELAY

PFP:16119

Component Description

ABS00CTI

Power supply for the throttle control motor is provided to the ECM via throttle control motor relay. The throttle control motor relay is ON/OFF controlled by the ECM. When the ignition switch is turned ON, the ECM sends an ON signal to throttle control motor relay and battery voltage is provided to the ECM. When the ignition switch is turned OFF, the ECM sends an OFF signal to throttle control motor relay and battery voltage is not provided to the ECM.

CONSULT-II Reference Value in Data Monitor Mode

ABS00CTJ

Specification data are reference values.

MONITOR ITEM	CONDITION	SPECIFICATION
THRTL RELAY	● Ignition switch: ON	ON

On Board Diagnosis Logic

ABS00CTK

These self-diagnoses have one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P2100 2100	Throttle control motor relay circuit open	ECM detects a voltage of power source for throttle control motor is excessively low.	● Harness or connectors (The throttle control motor relay circuit is open) ● Throttle control motor relay
P2103 2103	Throttle control motor relay circuit short	ECM detects the throttle control motor relay is stuck ON.	● Harness or connectors (The throttle control motor relay circuit is shorted) ● Throttle control motor relay

FAIL-SAFE MODE

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

Engine operating condition in fail-safe mode

ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.

DTC Confirmation Procedure

ABS00CTL

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.

PROCEDURE FOR DTC P2100

With CONSULT-II

1. Turn ignition switch ON and wait at least 2 seconds.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 5 seconds.
4. If DTC is detected, go to [EC-535, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

With GST

Follow the procedure "With CONSULT-II" above.

DTC P2100, P2103 THROTTLE CONTROL MOTOR RELAY

PROCEDURE FOR DTC P2103

TESTING CONDITION:

Before performing the following procedure, confirm that battery voltage is more than 8V.

With CONSULT-II

1. Turn ignition switch ON and wait at least 1 second.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. If DTC is detected, go to [EC-535, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

With GST

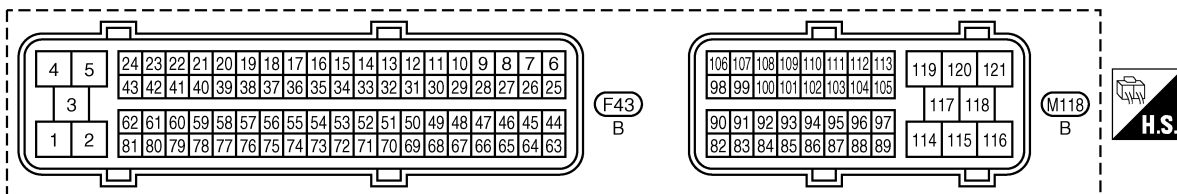
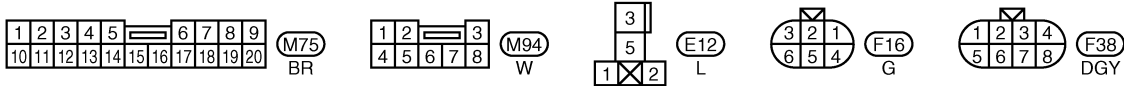
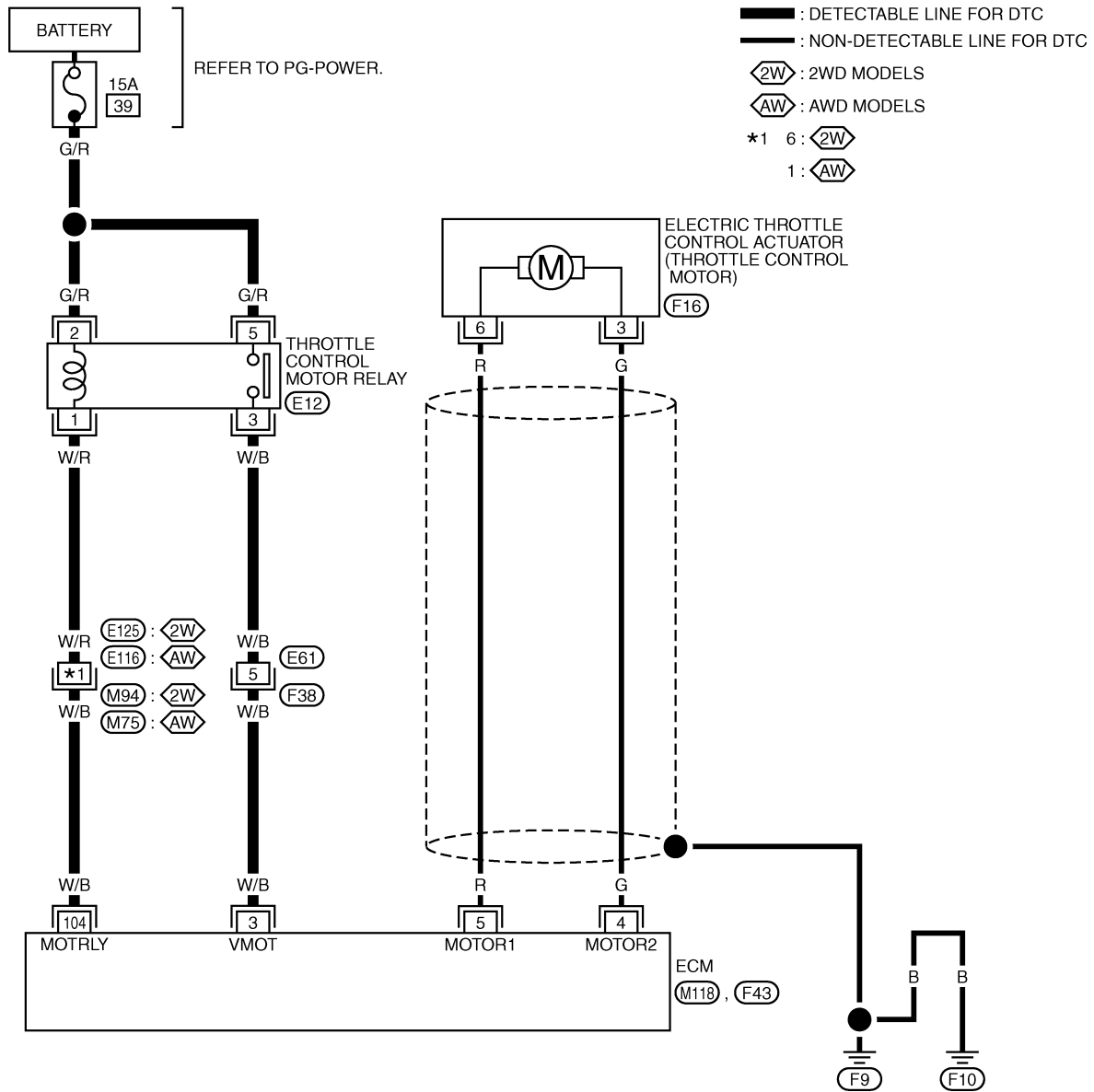
Follow the procedure "With CONSULT-II" above.

DTC P2100, P2103 THROTTLE CONTROL MOTOR RELAY

Wiring Diagram

ABS00CTM

EC-ETC2-01



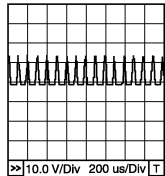
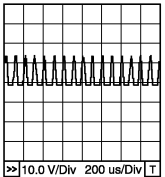
TBWB0152E

DTC P2100, P2103 THROTTLE CONTROL MOTOR RELAY

Specification data are reference values and are measured between each terminal and ground.
Pulse signal is measured by CONSULT-II.

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.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
3	W/B	Throttle control motor power supply	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)
4	G	Throttle control motor (Close)	[Ignition switch: ON] ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully released	0 - 14V★  PBIB0534E
5	R	Throttle control motor (Open)	[Ignition switch: ON] ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully depressed	0 - 14V★  PBIB0533E
104	W/B	Throttle control motor relay	[Ignition switch: OFF]	BATTERY VOLTAGE (11 - 14V)
			[Ignition switch: ON]	0 - 1.0V

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

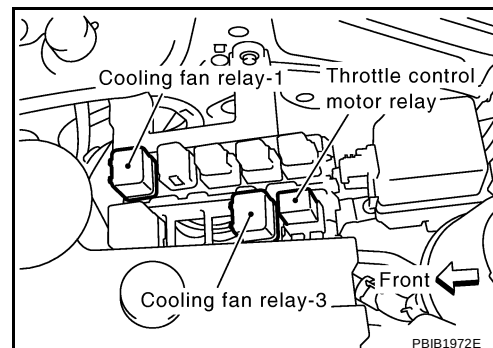
DTC P2100, P2103 THROTTLE CONTROL MOTOR RELAY

Diagnostic Procedure

ABS00D8L

1. CHECK THROTTLE CONTROL MOTOR RELAY POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect throttle control motor relay.

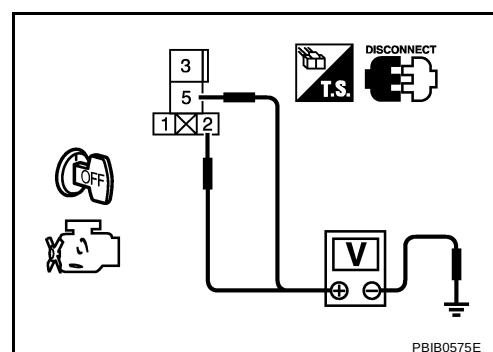


3. Check voltage between throttle control motor relay terminals 2, 5 and ground.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 3.
- NG >> GO TO 2.



2. DETECT MALFUNCTIONING PART

Check the following.

- 15A fuse
- Harness for open or short between throttle control motor relay and battery

>> Repair or replace harness or connectors.

3. CHECK THROTTLE CONTROL MOTOR RELAY INPUT SIGNAL CIRCUIT

1. Disconnect ECM harness connector.
2. Check harness continuity between throttle control motor relay terminal 3 and ECM 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 5.
- NG >> GO TO 4.

4. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E61, F38
- Harness for open or short between throttle control motor relay and ECM

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

DTC P2100, P2103 THROTTLE CONTROL MOTOR RELAY

5. CHECK THROTTLE CONTROL MOTOR RELAY OUTPUT SIGNAL CIRCUIT

1. Check continuity between throttle control motor relay terminal 1 and ECM terminal 104.
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 7.

NG >> GO TO 6.

6. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E125, M94 (2WD models)
- Harness connectors E116, M75 (AWD models)
- Harness for open or short between throttle control motor relay and ECM

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

7. CHECK THROTTLE CONTROL MOTOR RELAY

Refer to [EC-537, "Component Inspection"](#) .

OK or NG

OK >> GO TO 8.

NG >> Replace throttle control motor relay.

8. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

DTC P2100, P2103 THROTTLE CONTROL MOTOR RELAY

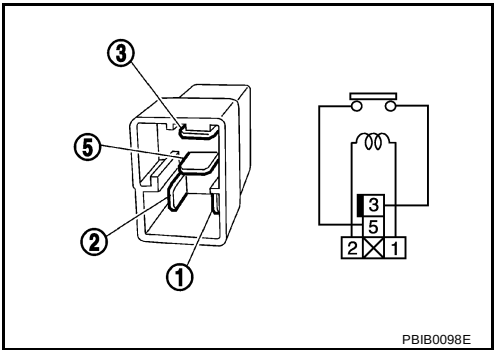
Component Inspection
THROTTLE CONTROL MOTOR RELAY

ABS00D8M

- 1. Apply 12V direct current between relay terminals 1 and 2.
- 2. Check continuity between relay terminals 3 and 5.

Conditions	Continuity
12V direct current supply between terminals 1 and 2	Yes
No current supply	No

- 3. If NG, replace throttle control motor relay.



A

EC

C

D

E

F

G

H

I

J

K

L

M

DTC P2101 ELECTRIC THROTTLE CONTROL FUNCTION

DTC P2101 ELECTRIC THROTTLE CONTROL FUNCTION

PFP:16119

Description

ABS00CTB

NOTE:

If DTC P2101 is displayed with DTC P2100 or 2119, first perform the trouble diagnosis for DTC P2100 or P2119. Refer to [EC-531, "DTC P2100, P2103 THROTTLE CONTROL MOTOR RELAY"](#) or [EC-551, "DTC P2119 ELECTRIC THROTTLE CONTROL ACTUATOR"](#).

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

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

The current opening angle of the throttle valve is detected by the throttle position sensor and it provides feedback to the ECM to control the throttle control motor to make the throttle valve opening angle properly in response to driving condition.

On Board Diagnosis Logic

ABS00CTC

This self-diagnosis has the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P2101 2101	Electric throttle control performance problem	Electric throttle control function does not operate properly.	● Harness or connectors (The throttle control motor circuit is open or shorted) ● Electric throttle control actuator

FAIL-SAFE MODE

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

Engine operating condition in fail-safe mode

ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.

DTC Confirmation Procedure

ABS00CTD

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 when engine is running.

WITH CONSULT-II

1. Turn ignition switch ON and wait at least 2 seconds.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 5 seconds.
4. If DTC is detected, go to [EC-541, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

WITH GST

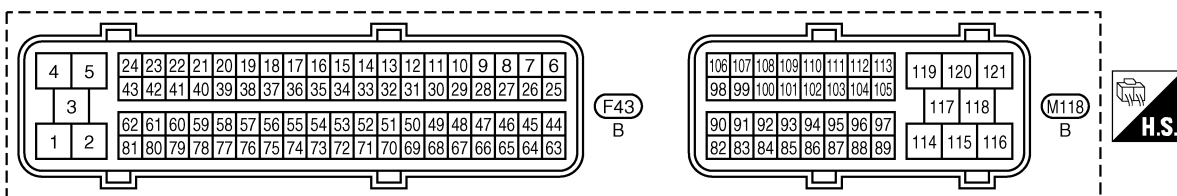
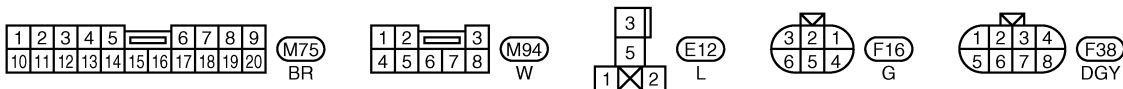
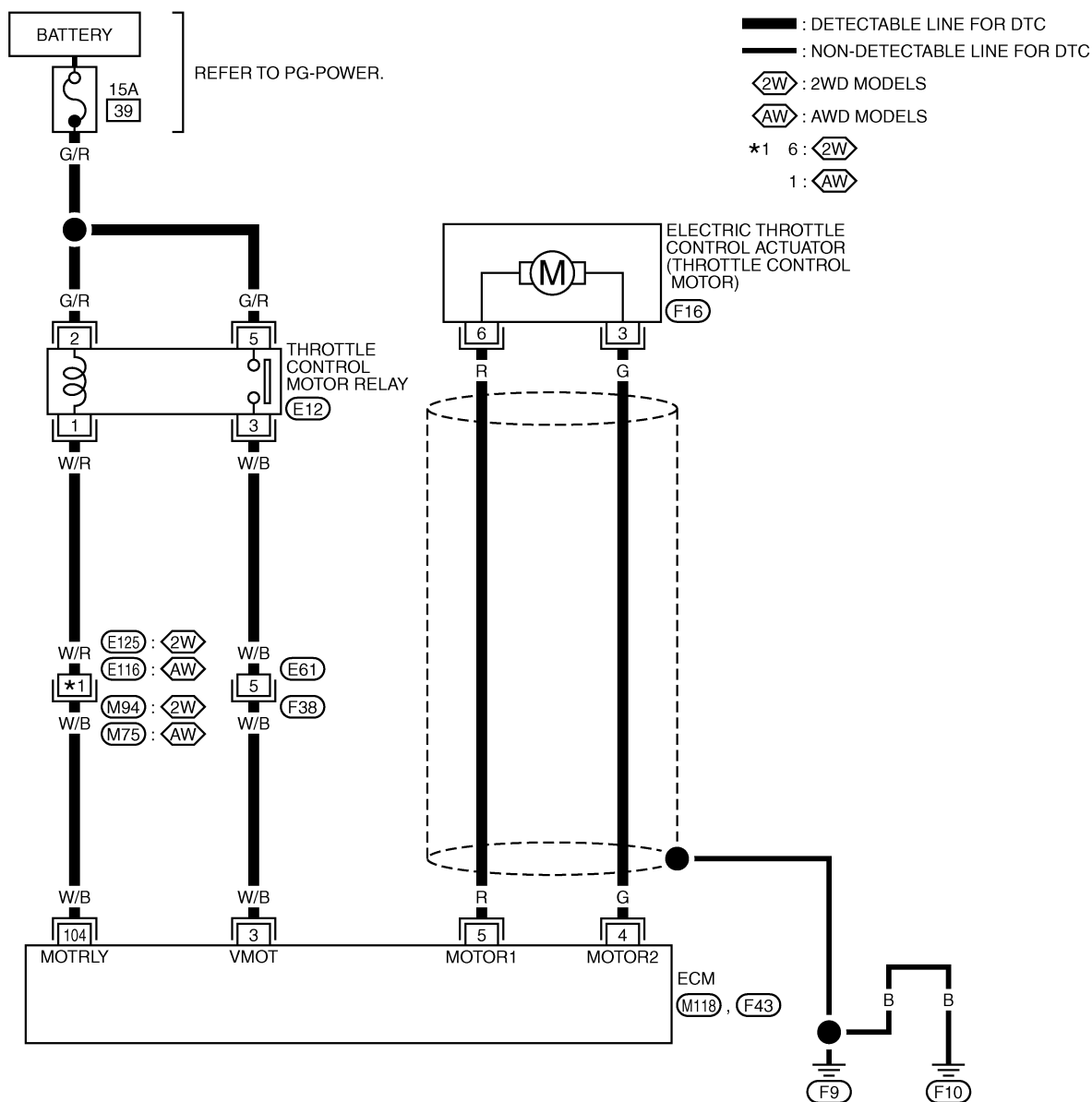
Follow the procedure "WITH CONSULT-II" above.

DTC P2101 ELECTRIC THROTTLE CONTROL FUNCTION

Wiring Diagram

ABS00CTE

EC-ETC1-01



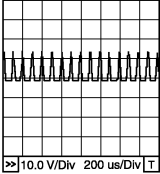
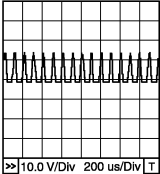
TBW80151E

DTC P2101 ELECTRIC THROTTLE CONTROL FUNCTION

Specification data are reference values and are measured between each terminal and ground.
Pulse signal is measured by CONSULT-II.

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.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
3	W/B	Throttle control motor power supply	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)
4	G	Throttle control motor (Close)	[Ignition switch: ON] ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully released	0 - 14V★  PBIB0534E
5	R	Throttle control motor (Open)	[Ignition switch: ON] ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully depressed	0 - 14V★  PBIB0533E
104	W/B	Throttle control motor relay	[Ignition switch: OFF]	BATTERY VOLTAGE (11 - 14V)
			[Ignition switch: ON]	0 - 1.0V

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

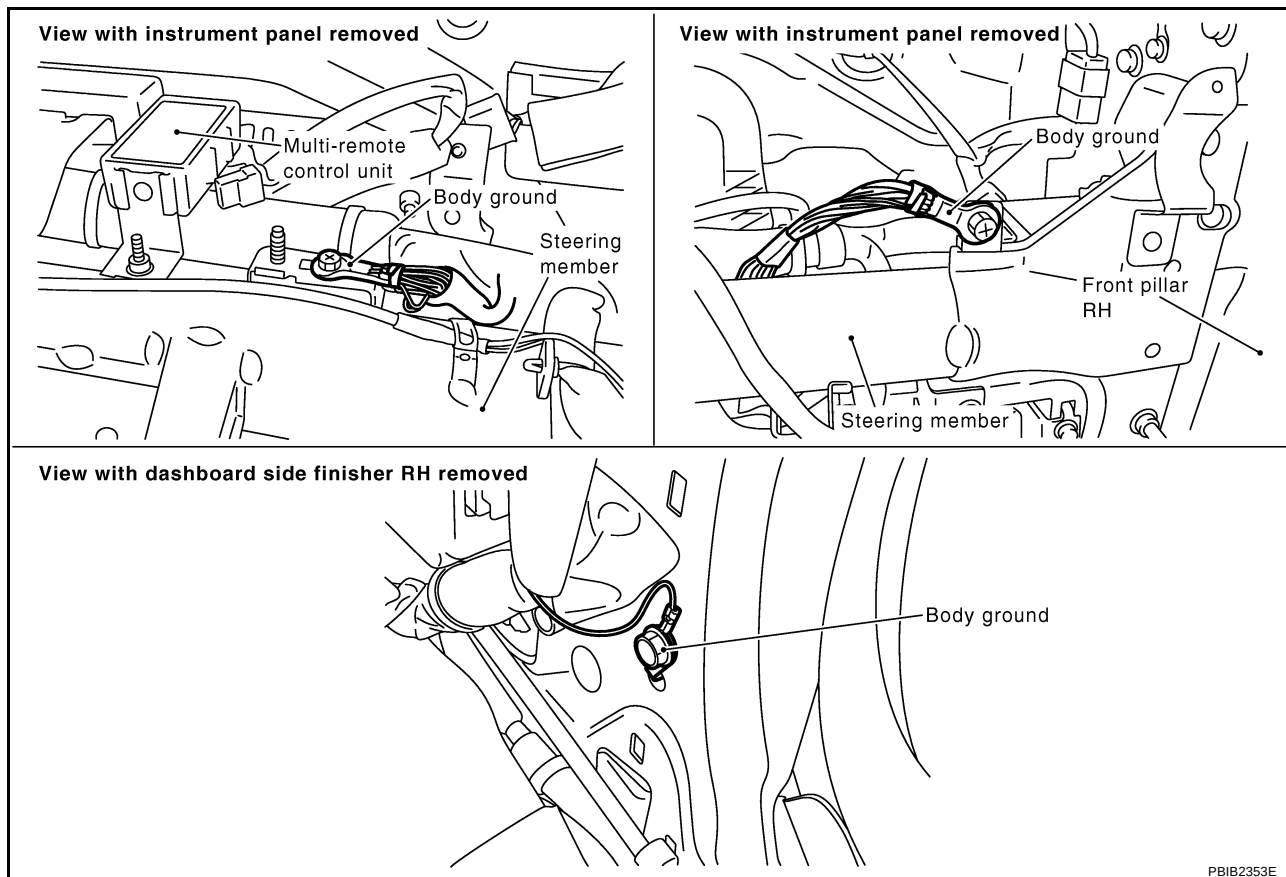
DTC P2101 ELECTRIC THROTTLE CONTROL FUNCTION

Diagnostic Procedure

ABS00D8K

1. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten three ground screws on the body.
Refer to [EC-151, "Ground Inspection"](#).



OK or NG

- OK >> GO TO 2.
- NG >> Repair or replace ground connections.

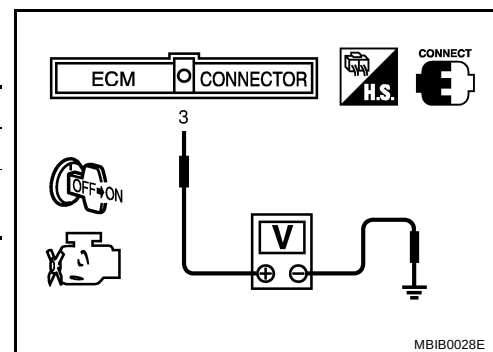
2. CHECK THROTTLE CONTROL MOTOR RELAY SIGNAL CIRCUIT

Check voltage between ECM terminal 3 and ground under the following conditions with CONSULT-II or tester.

Ignition switch	Voltage
OFF	Approximately 0V
ON	Battery voltage (11 - 14V)

OK or NG

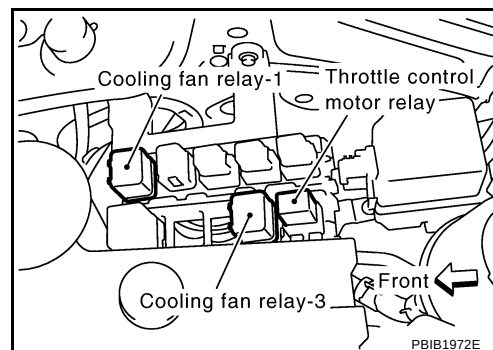
- OK >> GO TO 10.
- NG >> GO TO 3.



DTC P2101 ELECTRIC THROTTLE CONTROL FUNCTION

3. CHECK THROTTLE CONTROL MOTOR RELAY POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect throttle control motor relay.

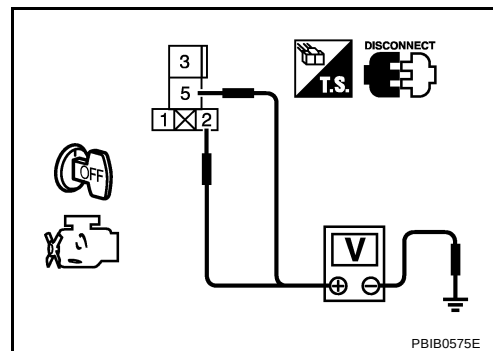


3. Check voltage between throttle control motor relay terminals 2, 5 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 5.
- NG >> GO TO 4.



4. DETECT MALFUNCTIONING PART

Check the following.

- 15A fuse
- Harness for open or short between throttle control motor relay and battery

>> Repair or replace harness or connectors.

5. CHECK THROTTLE CONTROL MOTOR RELAY INPUT SIGNAL CIRCUIT

1. Disconnect ECM harness connector.
2. Check harness continuity between throttle control motor relay terminal 3 and ECM 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 7.
- NG >> GO TO 6.

6. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E61, F38
- Harness for open or short between throttle control motor relay and ECM

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

DTC P2101 ELECTRIC THROTTLE CONTROL FUNCTION

7. CHECK THROTTLE CONTROL MOTOR RELAY OUTPUT SIGNAL CIRCUIT

1. Check continuity between throttle control motor relay terminal 1 and ECM terminal 104.
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 9.
NG >> GO TO 8.

8. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E125, M94 (2WD models)
- Harness connectors E116, M75 (AWD models)
- Harness for open or short between throttle control motor relay and ECM

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

9. CHECK THROTTLE CONTROL MOTOR RELAY

Refer to [EC-545, "Component Inspection"](#) .

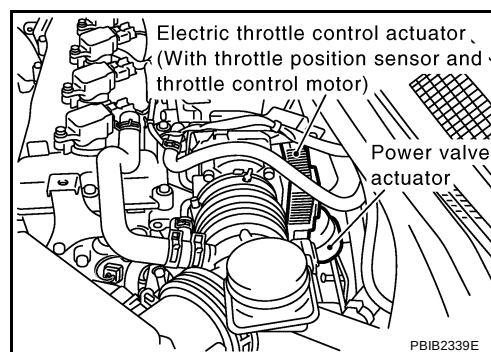
OK or NG

- OK >> GO TO 13.
NG >> Replace throttle control motor relay.

10. CHECK THROTTLE CONTROL MOTOR OUTPUT SIGNAL CIRCUIT FOR OPEN OR SHORT

1. Turn ignition switch OFF.
2. Disconnect electric throttle control actuator harness connector.
3. Check harness continuity between the following terminals.
Refer to Wiring Diagram.

Electric throttle control actuator terminal	ECM terminal	Continuity
3	4	Should exist
	5	Should not exist
6	4	Should not exist
	5	Should exist



4. 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.

DTC P2101 ELECTRIC THROTTLE CONTROL FUNCTION

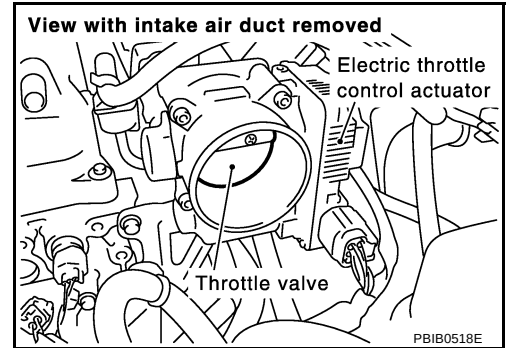
11. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

1. Remove the intake air duct.
2. Check if foreign matter is caught between the throttle valve and the housing.

OK or NG

OK >> GO TO 12.

NG >> Remove the foreign matter and clean the electric throttle control actuator inside.



12. CHECK THROTTLE CONTROL MOTOR

Refer to [EC-545, "Component Inspection"](#) .

OK or NG

OK >> GO TO 13.

NG >> GO TO 14.

13. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

OK or NG

OK >> GO TO 14.

NG >> Repair or replace harness or connectors.

14. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace the electric throttle control actuator.
2. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-78, "Idle Air Volume Learning"](#) .

>> INSPECTION END

DTC P2101 ELECTRIC THROTTLE CONTROL FUNCTION

Component Inspection

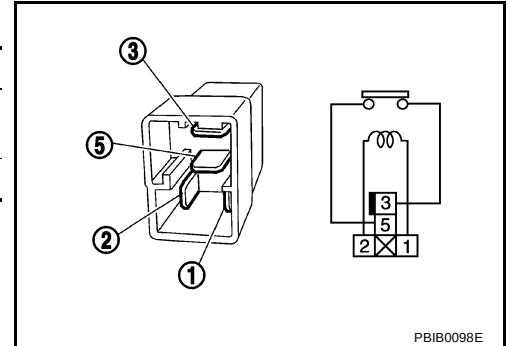
THROTTLE CONTROL MOTOR RELAY

ABS00CTG

1. Apply 12V direct current between relay terminals 1 and 2.
2. Check continuity between relay terminals 3 and 5.

Conditions	Continuity
12V direct current supply between terminals 1 and 2	Yes
No current supply	No

3. If NG, replace throttle control motor relay.

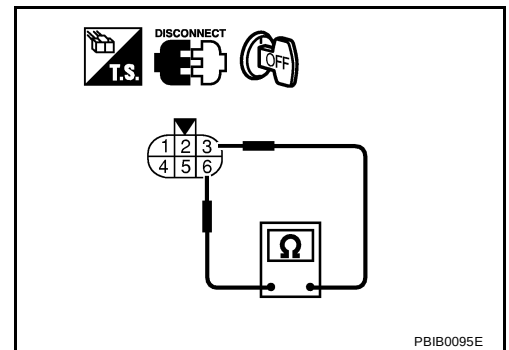


THROTTLE CONTROL MOTOR

1. Disconnect electric throttle control actuator harness connector.
2. Check resistance between terminals 3 and 6.

Resistance: Approximately 1 - 15 Ω [at 25 °C (77°F)]

3. If NG, replace electric throttle control actuator and go to next step.
4. Perform [EC-78, "Throttle Valve Closed Position Learning"](#).
5. Perform [EC-78, "Idle Air Volume Learning"](#).



Remove and Installation

ELECTRIC THROTTLE CONTROL ACTUATOR

ABS00CTH

Refer to [EM-16, "INTAKE MANIFOLD"](#).

DTC P2118 THROTTLE CONTROL MOTOR

DTC P2118 THROTTLE CONTROL MOTOR

PFP:16119

Component Description

ABS00CTO

The throttle control motor is operated by the ECM and it opens and closes the throttle valve. The current opening angle of the throttle valve is detected by the throttle position sensor and it provides feedback to the ECM to control the throttle control motor to make the throttle valve opening angle properly in response to driving condition.

On Board Diagnosis Logic

ABS00CTP

This self-diagnosis has the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P2118 2118	Throttle control motor circuit short	ECM detects short in both circuits between ECM and throttle control motor.	● Harness or connectors (The throttle control motor circuit is shorted.) ● Electric throttle control actuator (The throttle control motor)

FAIL-SAFE MODE

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

Engine operating condition in fail-safe mode

ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.

DTC Confirmation Procedure

ABS00CTQ

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 and wait at least 2 seconds.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 5 seconds.
4. If DTC is detected, go to [EC-549, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
SEF058Y	

WITH GST

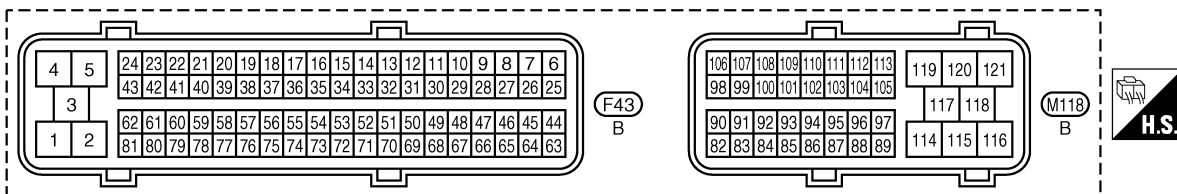
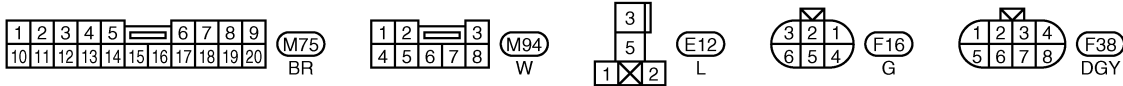
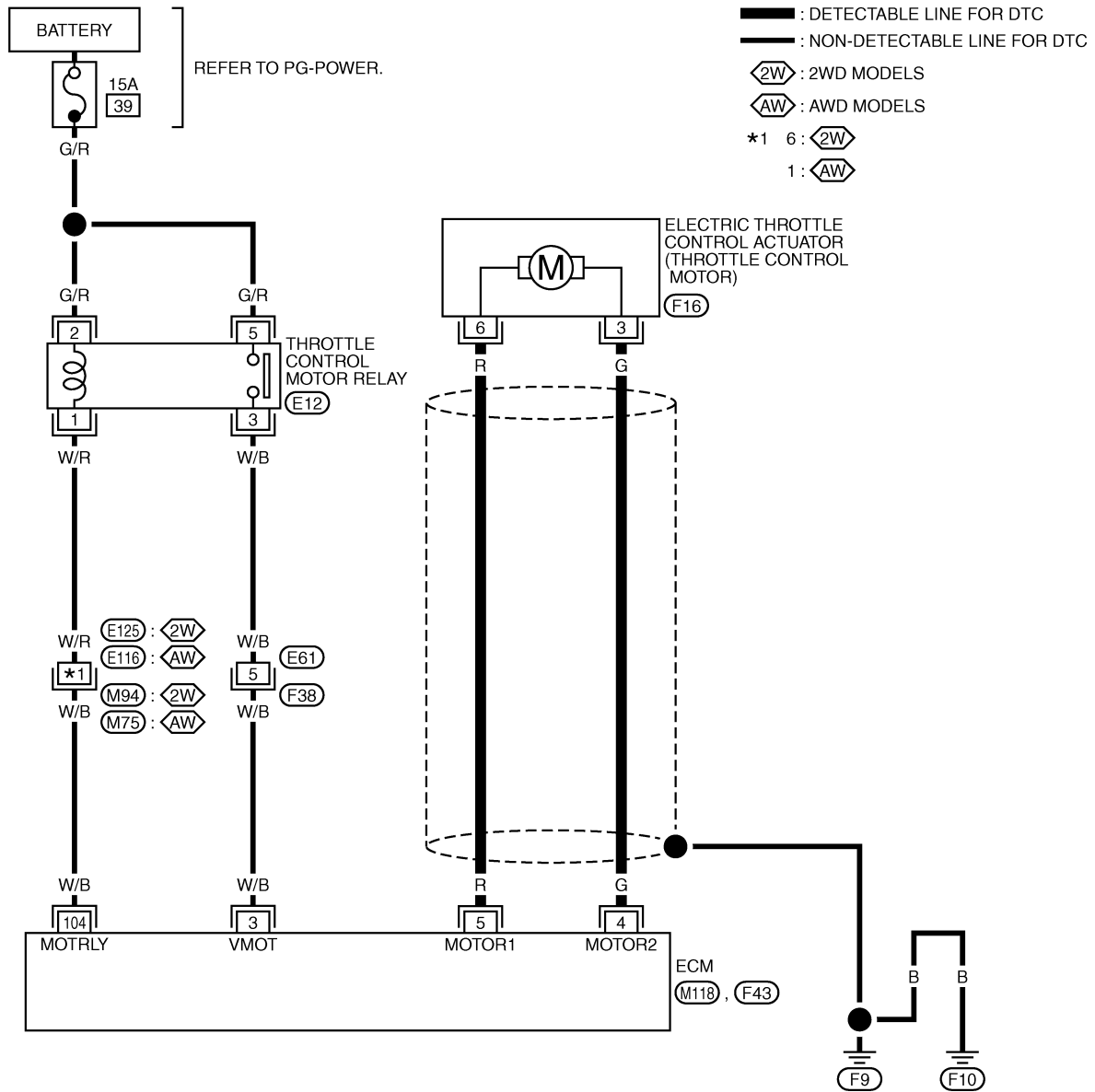
Follow the procedure "WITH CONSULT-II" above.

DTC P2118 THROTTLE CONTROL MOTOR

Wiring Diagram

ABS00CTR

EC-ETC3-01



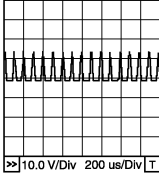
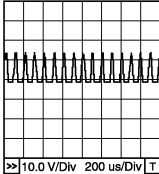
TBWB0153E

DTC P2118 THROTTLE CONTROL MOTOR

Specification data are reference values and are measured between each terminal and ground.
Pulse signal is measured by CONSULT-II.

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.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
3	W/B	Throttle control motor power supply	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)
4	G	Throttle control motor (Close)	[Ignition switch: ON] ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully released	0 - 14V★  PBIB0534E
5	R	Throttle control motor (Open)	[Ignition switch: ON] ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully depressed	0 - 14V★  PBIB0533E
104	W/B	Throttle control motor relay	[Ignition switch: OFF]	BATTERY VOLTAGE (11 - 14V)
			[Ignition switch: ON]	0 - 1.0V

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

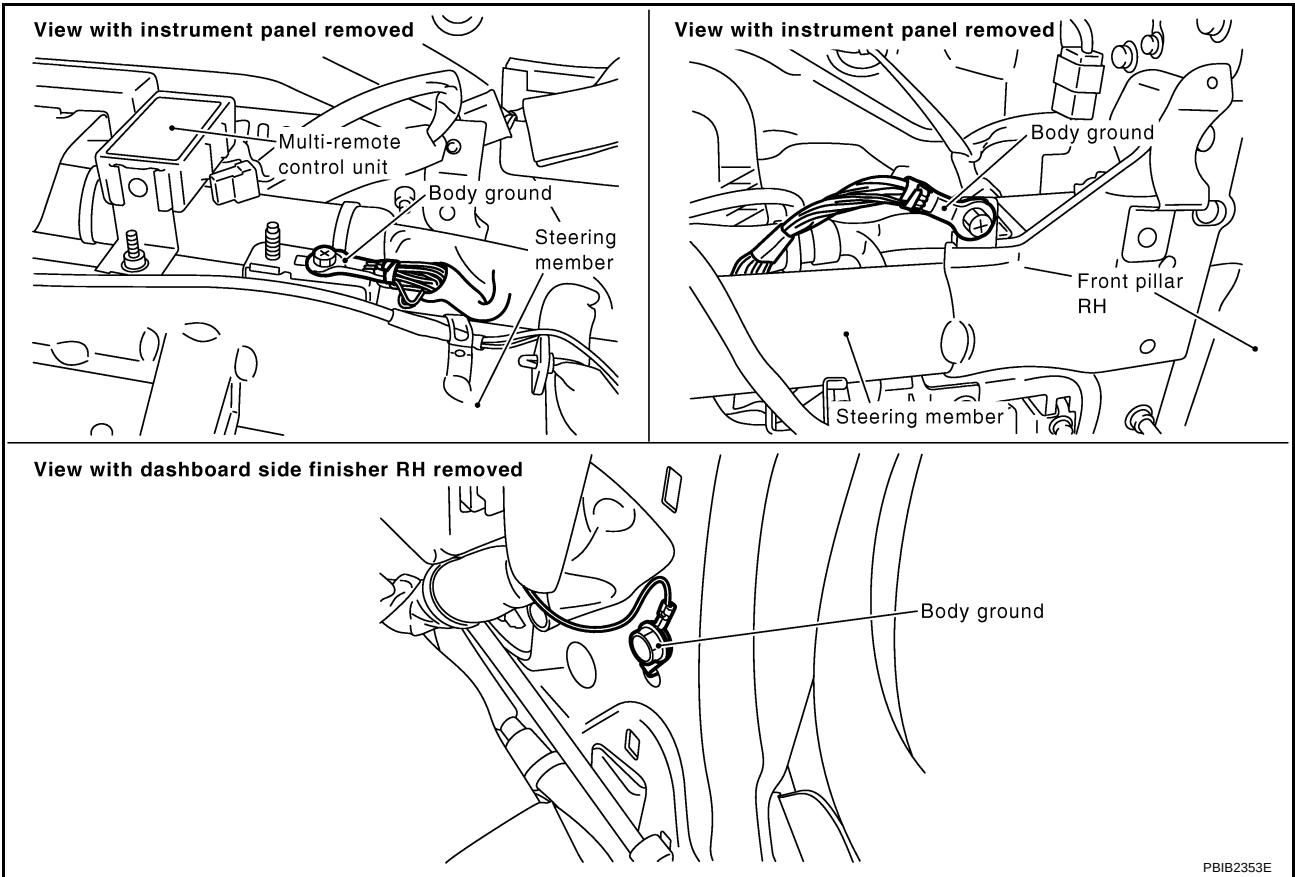
DTC P2118 THROTTLE CONTROL MOTOR

ABS00D8N

Diagnostic Procedure

1. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten three ground screws on the body.
Refer to [EC-151, "Ground Inspection"](#).



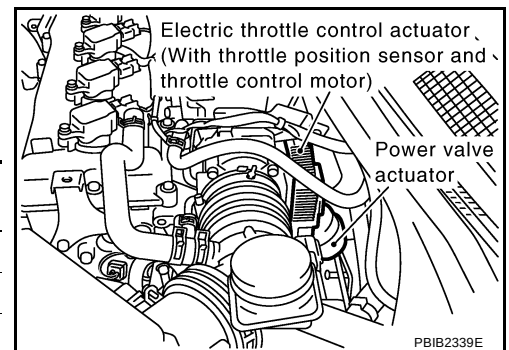
OK or NG

- OK >> GO TO 2.
NG >> Repair or replace ground connections.

2. CHECK THROTTLE CONTROL MOTOR OUTPUT SIGNAL CIRCUIT FOR OPEN OR SHORT

1. Disconnect electric throttle control actuator harness connector.
2. Disconnect ECM harness connector.
3. Check harness continuity between the following terminals.
Refer to Wiring Diagram.

Electric throttle control actuator terminal	ECM terminal	Continuity
3	4	Should exist
	5	Should not exist
6	4	Should not exist
	5	Should exist



4. 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.

DTC P2118 THROTTLE CONTROL MOTOR

3. CHECK THROTTLE CONTROL MOTOR

Refer to [EC-550, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 5.

4. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace harness or connectors.

5. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace the electric throttle control actuator.
2. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-78, "Idle Air Volume Learning"](#) .

>> INSPECTION END

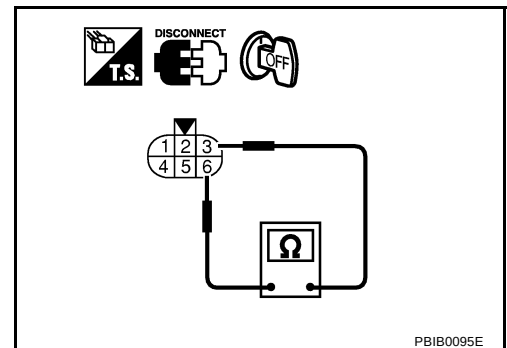
Component Inspection THROTTLE CONTROL MOTOR

ABS00CTT

1. Disconnect electric throttle control actuator harness connector.
2. Check resistance between terminals 3 and 6.

Resistance: Approximately 1 - 15 Ω [at 25 °C (77°F)]

3. If NG, replace electric throttle control actuator and go to next step.
4. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
5. Perform [EC-78, "Idle Air Volume Learning"](#) .



PB1B0095E

Removal and Installation ELECTRIC THROTTLE CONTROL ACTUATOR

ABS00CTU

Refer to [EM-16, "INTAKE MANIFOLD"](#) .

DTC P2119 ELECTRIC THROTTLE CONTROL ACTUATOR

DTC P2119 ELECTRIC THROTTLE CONTROL ACTUATOR

PFP:16119

Component Description

ABS00CT7

Electric throttle control actuator consists of throttle control motor, throttle position sensor, etc. The throttle control motor is operated by the ECM and it opens and closes the throttle valve. The throttle position sensor detects the throttle valve position, and the opening and closing speed of the throttle valve and feeds the voltage signals to the ECM. The ECM judges the current opening angle of the throttle valve from these signals and the ECM controls the throttle control motor to make the throttle valve opening angle properly in response to driving condition.

On Board Diagnosis Logic

ABS00CT8

This self-diagnosis has the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition		Possible cause
P2119 2119	Electric throttle control actuator	A)	Electric throttle control actuator does not function properly due to the return spring malfunction.	● Electric throttle control actuator
		B)	Throttle valve opening angle in fail-safe mode is not in specified range.	
		C)	ECM detects the throttle valve is stuck open.	

FAIL-SAFE MODE

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

Detected items	Engine operating condition in fail-safe mode
Malfunction A	ECM controls the electric throttle actuator by regulating the throttle opening around the idle position. The engine speed will not rise more than 2,000 rpm.
Malfunction B	ECM controls the electric throttle control actuator by regulating the throttle opening to 20 degrees or less.
Malfunction C	While the vehicle is driving, it slows down gradually by fuel cut. After the vehicle stops, the engine stalls. The engine can restart in N or P (A/T models), Neutral (M/T models) position, and engine speed will not exceed 1,000 rpm or more.

DTC Confirmation Procedure

ABS00CT9

NOTE:

- Perform PROCEDURE FOR MALFUNCTION A AND B first. If the DTC cannot be confirmed, 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.

PROCEDURE FOR MALFUNCTION A AND B

With CONSULT-II

1. Turn ignition switch ON and wait at least 1 second.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Set shift lever to D position (A/T) or 1st position (M/T), and wait at least 3 seconds.
4. Set shift lever to P position (A/T) or Neutral position (M/T).
5. Turn ignition switch OFF and wait at least 10 seconds.
6. Turn ignition switch ON and wait at least 1 second.
7. Set shift lever to D position (A/T) or 1st position (M/T), and wait at least 3 seconds.
8. Set shift lever to P position (A/T) or Neutral position (M/T).
9. Turn ignition switch OFF, wait at least 10 seconds, and then turn ON.
10. If DTC is detected, go to [EC-552, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEP058Y

DTC P2119 ELECTRIC THROTTLE CONTROL ACTUATOR

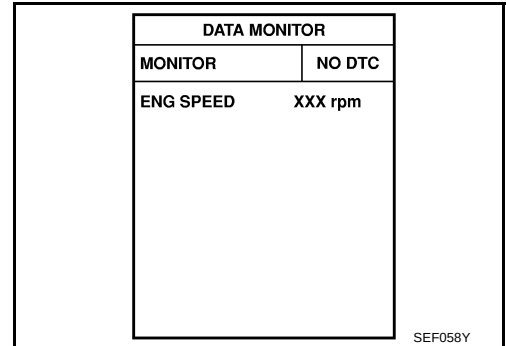
With GST

Follow the procedure "With CONSULT-II" above.

PROCEDURE FOR MALFUNCTION C

With CONSULT-II

1. Turn ignition switch ON and wait at least 1 second.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Set shift lever to D position (A/T) or 1st position (M/T) and wait at least 3 seconds.
4. Set shift lever to N, P position (A/T) or Neutral (M/T) position.
5. Start engine and let it idle for 3 seconds.
6. If DTC is detected, go to [EC-552, "Diagnostic Procedure"](#) .



With GST

Follow the procedure "With CONSULT-II" above.

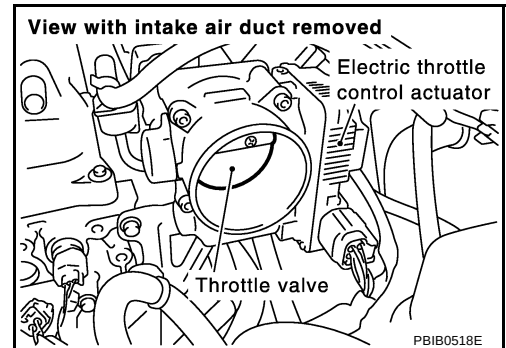
Diagnostic Procedure

1. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

1. Remove the intake air duct.
2. Check if a foreign matter is caught between the throttle valve and the housing.

OK or NG

- OK >> GO TO 2.
NG >> Remove the foreign matter and clean the electric throttle control actuator inside.



2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace the electric throttle control actuator.
2. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-78, "Idle Air Volume Learning"](#) .

>> INSPECTION END

DTC P2122, P2123 APP SENSOR

DTC P2122, P2123 APP SENSOR

PFP:18002

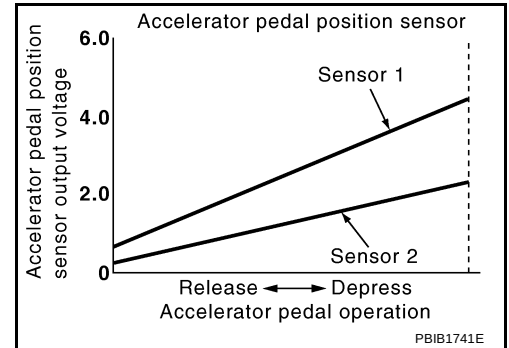
Component Description

ABS00CXX

The accelerator pedal position sensor is installed on the upper end of the accelerator pedal assembly. The sensor detects the accelerator position and sends a signal to the ECM.

Accelerator pedal position sensor has two sensors. These sensors are a kind of potentiometers which transform the accelerator pedal position into output voltage, and emit the voltage signal to the ECM. In addition, these sensors detect the opening and closing speed of the accelerator pedal and feed the voltage signals to the ECM. The ECM judges the current opening angle of the accelerator pedal from these signals and controls the throttle control motor based on these signals.

Idle position of the accelerator pedal is determined by the ECM receiving the signal from the accelerator pedal position sensor. The ECM uses this signal for the engine operation such as fuel cut.



CONSULT-II Reference Value in Data Monitor Mode

ABS00CXY

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
ACCEL SEN 1	● Ignition switch: ON (Engine stopped)	Accelerator pedal: Fully released	0.5 - 1.0V
		Accelerator pedal: Fully depressed	4.0 - 4.7V
ACCEL SEN 2*	● Ignition switch: ON (Engine stopped)	Accelerator pedal: Fully released	0.3 - 1.2V
		Accelerator pedal: Fully depressed	3.9 - 4.8V
CLSD THL POS	● Ignition switch: ON (Engine stopped)	Accelerator pedal: Fully released	ON
		Accelerator pedal: Slightly depressed	OFF

*: Accelerator pedal position sensor 2 signal is converted by ECM internally. Thus, they differs from ECM terminal voltage signal.

On Board Diagnosis Logic

ABS00CXZ

These self-diagnoses have the one trip detection logic.

NOTE:

If DTC P2122 or P2123 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643. Refer to [EC-454, "DTC P0643 SENSOR POWER SUPPLY"](#).

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P2122 2122	Accelerator pedal position sensor 1 circuit low input	An excessively low voltage from the APP sensor 1 is sent to ECM.	● Harness or connectors (The APP sensor 1 circuit is open or shorted.) ● Accelerator pedal position sensor (Accelerator pedal position sensor 1)
P2123 2123	Accelerator pedal position sensor 1 circuit high input	An excessively high voltage from the APP sensor 1 is sent to ECM.	

FAIL-SAFE MODE

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

Engine operating condition in fail-safe mode

The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees.

The ECM regulates the opening speed of the throttle valve to be slower than the normal condition.

So, the acceleration will be poor.

DTC P2122, P2123 APP SENSOR

DTC Confirmation Procedure

ABS00CY0

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

1. Turn ignition switch ON.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [EC-557, "Diagnostic Procedure"](#).

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm

SEF058Y

 WITH GST

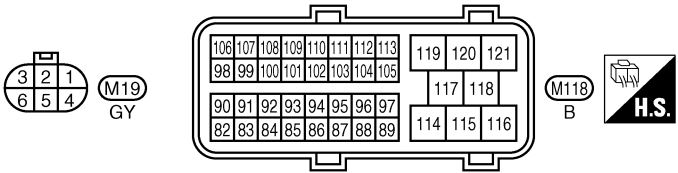
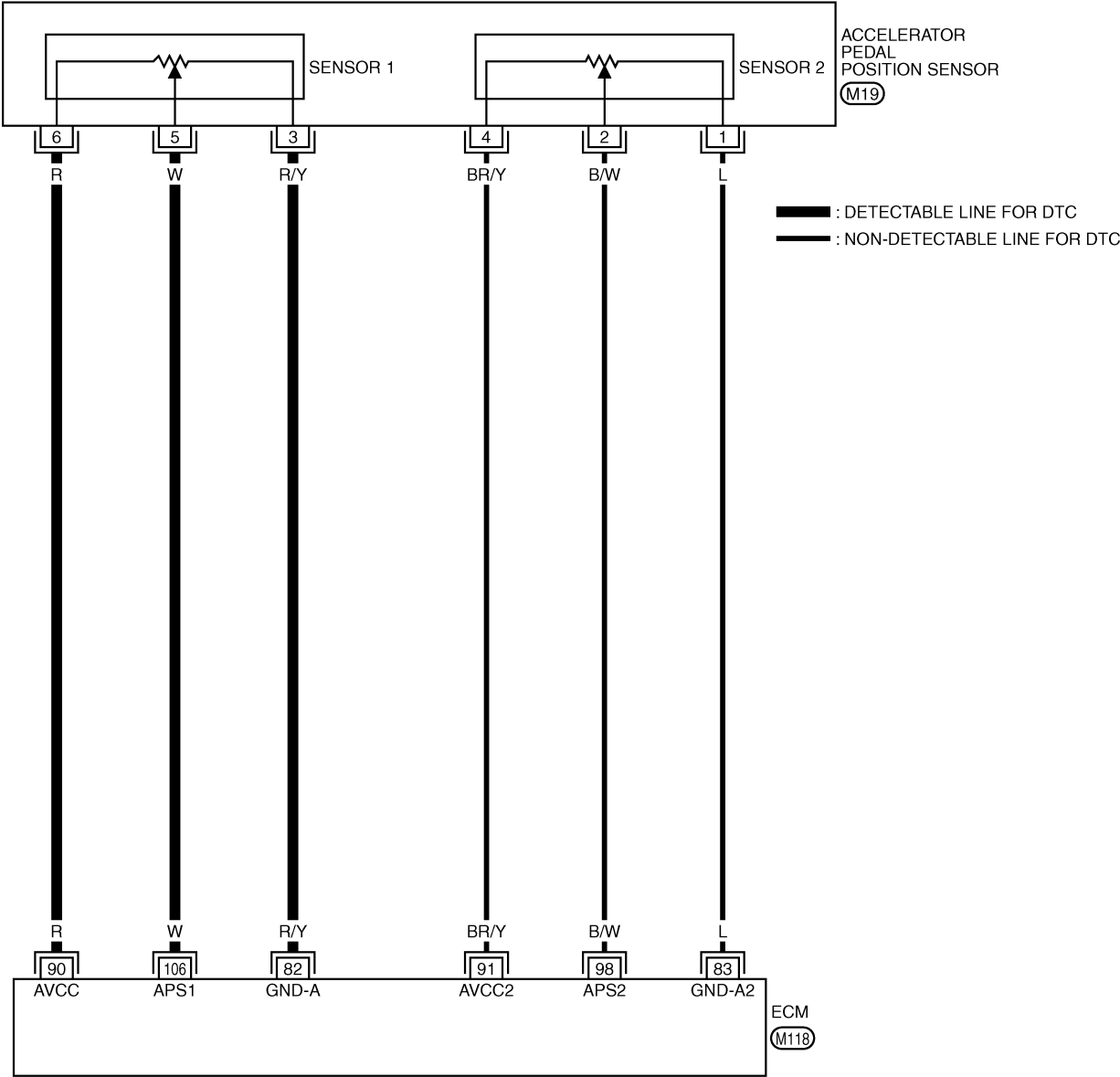
Follow the procedure "WITH CONSULT-II" above.

DTC P2122, P2123 APP SENSOR

Wiring Diagram

ABS00CY1

EC-APPS1-01



TBWA0624E

DTC P2122, P2123 APP SENSOR

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.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
82	R/Y	Sensor ground (Accelerator pedal position sensor 1)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
83	L	Sensor ground (Accelerator pedal position sensor 2)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
90	R	Sensor power supply (Accelerator pedal position sensor 1)	[Ignition switch: ON]	Approximately 5V
91	BR/Y	Sensor power supply (Accelerator pedal position sensor 2)	[Ignition switch: ON]	Approximately 5V
98	B/W	Accelerator pedal position sensor 2	[Ignition switch: ON] ● Engine stopped ● Accelerator pedal: Fully released	0.15 - 0.6V
			[Ignition switch: ON] ● Engine stopped ● Accelerator pedal: Fully depressed	1.95 - 2.4V
106	W	Accelerator pedal position sensor 1	[Ignition switch: ON] ● Engine stopped ● Accelerator pedal: Fully released	0.5 - 1.0V
			[Ignition switch: ON] ● Engine stopped ● Accelerator pedal: Fully depressed	3.9 - 4.7V

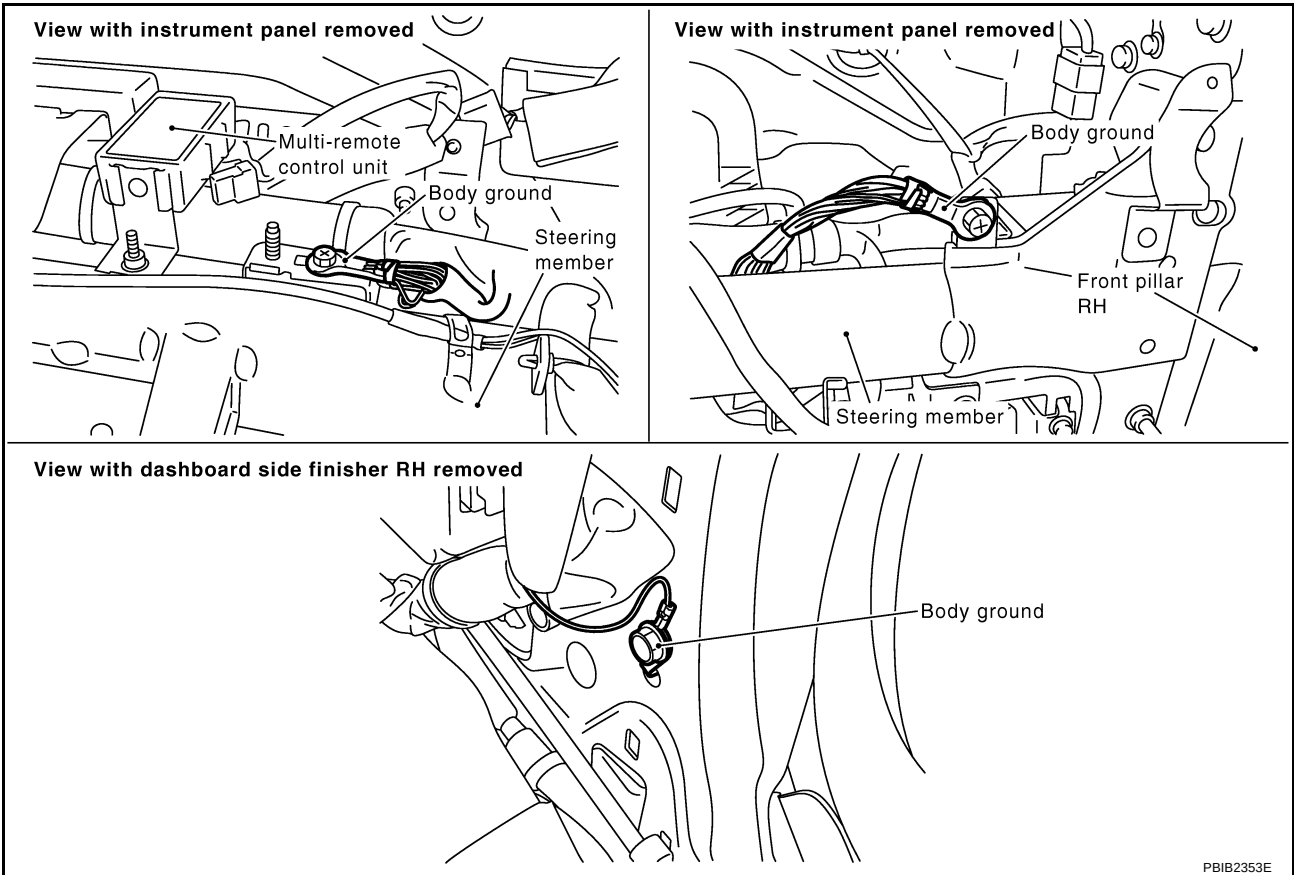
DTC P2122, P2123 APP SENSOR

ABS00D8T

Diagnostic Procedure

1. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten three ground screws on the body.
Refer to [EC-151, "Ground Inspection"](#).



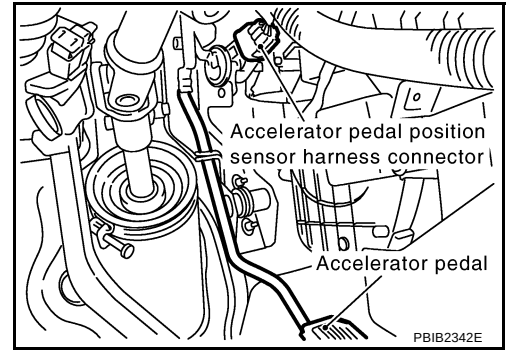
OK or NG

- OK >> GO TO 2.
NG >> Repair or replace ground connections.

DTC P2122, P2123 APP SENSOR

2. CHECK APP SENSOR 1 POWER SUPPLY CIRCUIT

1. Disconnect accelerator pedal position (APP) sensor harness connector.
2. Turn ignition switch ON.

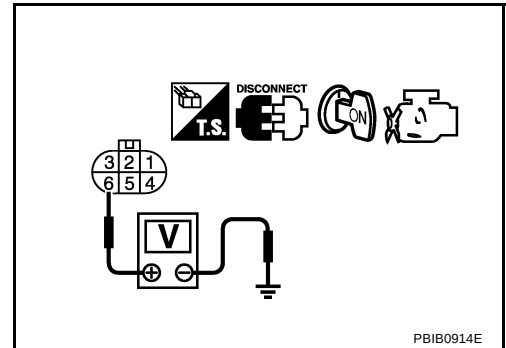


3. Check voltage between APP sensor terminal 6 and ground with CONSULT-II or tester.

Voltage: Approximately 5V

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 APP SENSOR 1 GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between APP sensor terminal 3 and ECM terminal 82. 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.

4. CHECK APP SENSOR 1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between APP sensor terminal 5 and ECM terminal 106. 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 5.
NG >> Repair open circuit or short to ground or short to power in harness or connectors.

5. CHECK APP SENSOR

Refer to [EC-559, "Component Inspection"](#).

OK or NG

- OK >> GO TO 7.
NG >> GO TO 6.

DTC P2122, P2123 APP SENSOR

6. REPLACE ACCELERATOR PEDAL ASSEMBLY

1. Replace the accelerator pedal assembly.
2. Perform [EC-77, "Accelerator Pedal Released Position Learning"](#) .
3. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
4. Perform [EC-78, "Idle Air Volume Learning"](#) .

>> INSPECTION END

7. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

Component Inspection ACCELERATOR PEDAL POSITION SENSOR

ABS00CY3

1. Reconnect all harness connectors disconnected.
2. Turn ignition switch ON.
3. Check voltage between ECM terminals 106 (APP sensor 1 signal), 98 (APP sensor 2 signal) and ground under the following conditions.

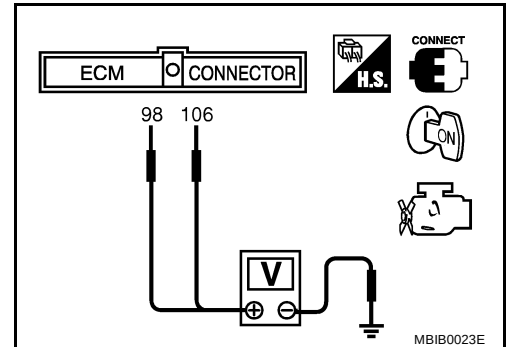
Terminal	Accelerator pedal	Voltage
106 (Accelerator pedal position sensor 1)	Fully released	0.5 - 1.0V
	Fully depressed	3.9 - 4.7V
98 (Accelerator pedal position sensor 2)	Fully released	0.15 - 0.6V
	Fully depressed	1.95 - 2.4V

4. If NG, replace accelerator pedal assembly and go to the next step.
5. Perform [EC-77, "Accelerator Pedal Released Position Learning"](#) .
6. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
7. Perform [EC-78, "Idle Air Volume Learning"](#) .

Removal and Installation ACCELERATOR PEDAL

ABS00CY4

Refer to [ACC-3, "ACCELERATOR CONTROL SYSTEM"](#) .



DTC P2127, P2128 APP SENSOR

DTC P2127, P2128 APP SENSOR

PFP:18002

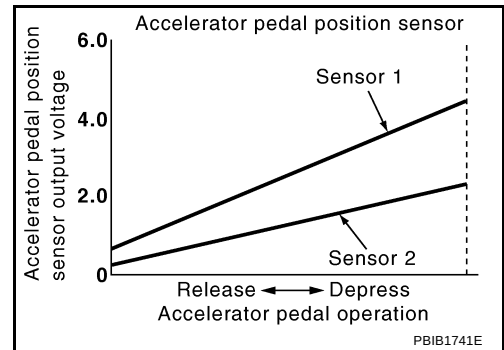
Component Description

ABS00CY5

The accelerator pedal position sensor is installed on the upper end of the accelerator pedal assembly. The sensor detects the accelerator position and sends a signal to the ECM.

Accelerator pedal position sensor has two sensors. These sensors are a kind of potentiometers which transform the accelerator pedal position into output voltage, and emit the voltage signal to the ECM. In addition, these sensors detect the opening and closing speed of the accelerator pedal and feed the voltage signals to the ECM. The ECM judges the current opening angle of the accelerator pedal from these signals and controls the throttle control motor based on these signals.

Idle position of the accelerator pedal is determined by the ECM receiving the signal from the accelerator pedal position sensor. The ECM uses this signal for the engine operation such as fuel cut.



CONSULT-II Reference Value in Data Monitor Mode

ABS00CY6

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
ACCEL SEN 1	● Ignition switch: ON (Engine stopped)	Accelerator pedal: Fully released	0.5 - 1.0V
		Accelerator pedal: Fully depressed	4.0 - 4.7V
ACCEL SEN 2*	● Ignition switch: ON (Engine stopped)	Accelerator pedal: Fully released	0.3 - 1.2V
		Accelerator pedal: Fully depressed	3.9 - 4.8V
CLSD THL POS	● Ignition switch: ON (Engine stopped)	Accelerator pedal: Fully released	ON
		Accelerator pedal: Slightly depressed	OFF

*: Accelerator pedal position sensor 2 signal is converted by ECM internally. Thus, they differs from ECM terminal voltage signal.

On Board Diagnosis Logic

ABS00CY7

These self-diagnoses have the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P2127 2127	Accelerator pedal position sensor 2 circuit low input	An excessively low voltage from the APP sensor 2 is sent to ECM.	● Harness or connectors (The APP sensor 2 circuit is open or shorted.) (The TP sensor circuit is shorted.) ● Accelerator pedal position sensor (Accelerator pedal position sensor 2) ● Electric throttle control actuator (TP sensor 1 and 2)
P2128 2128	Accelerator pedal position sensor 2 circuit high input	An excessively high voltage from the APP sensor 2 is sent to ECM.	

FAIL-SAFE MODE

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

Engine operating condition in fail-safe mode

The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees.

The ECM regulates the opening speed of the throttle valve to be slower than the normal condition.

So, the acceleration will be poor.

DTC P2127, P2128 APP SENSOR

DTC Confirmation Procedure

ABS00CY8

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

1. Turn ignition switch ON.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [EC-564, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
SEF058Y	

WITH GST

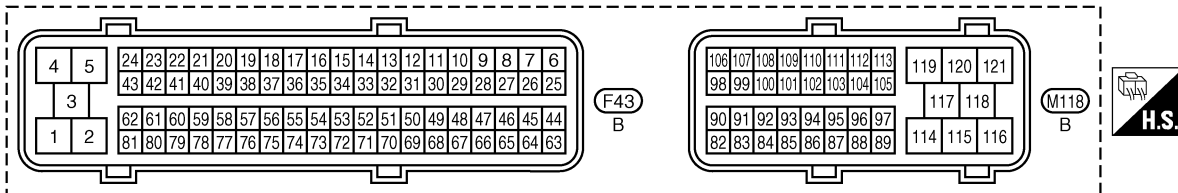
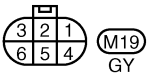
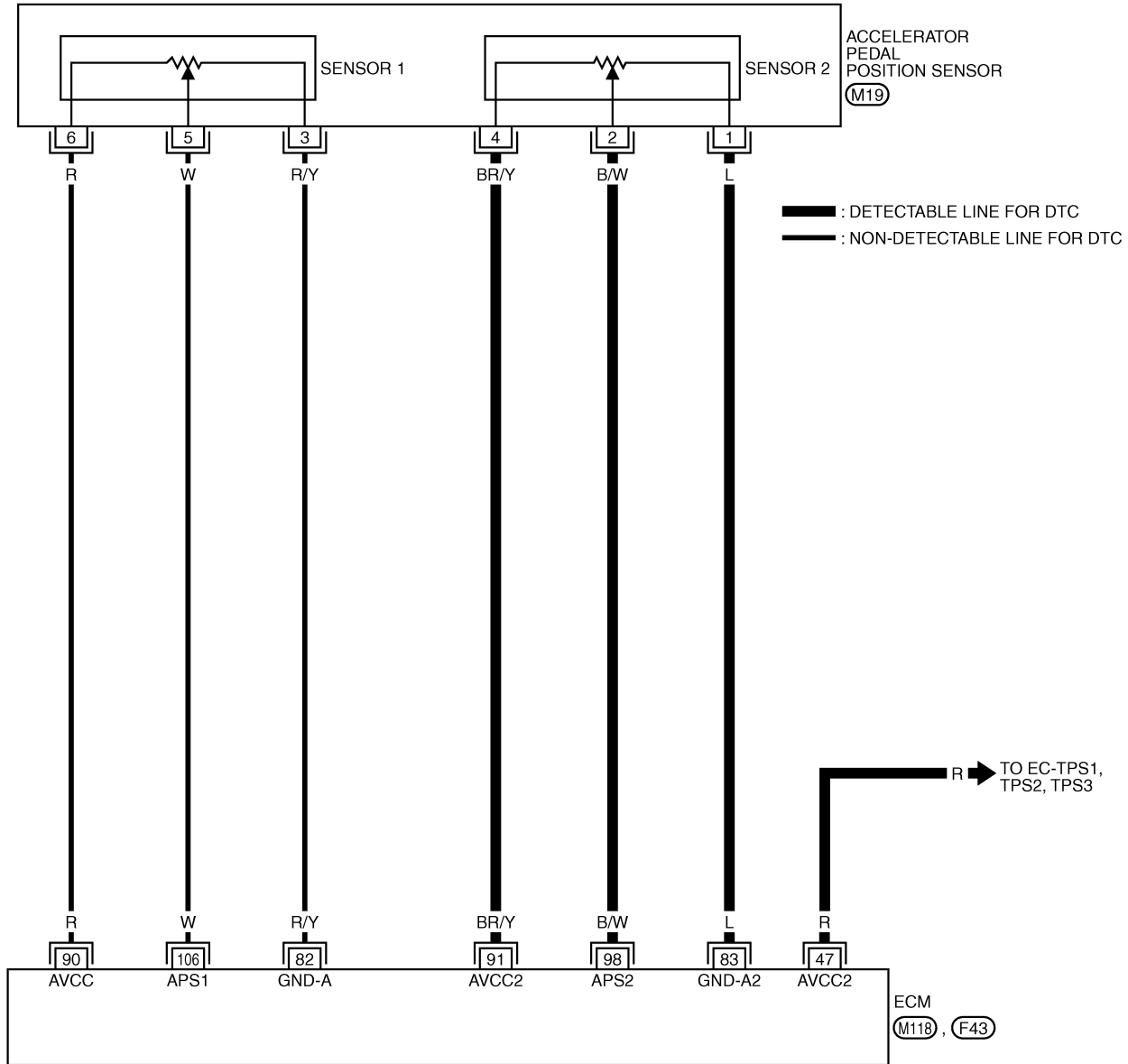
Follow the procedure "WITH CONSULT-II" above.

DTC P2127, P2128 APP SENSOR

Wiring Diagram

ABS00CY9

EC-APPS2-01



TBW80087E

DTC P2127, P2128 APP SENSOR

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.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
47	R	Sensor power supply (Throttle position sensor)	[Ignition switch: ON]	Approximately 5V
82	R/Y	Sensor ground (Accelerator pedal position sensor 1)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
83	L	Sensor ground (Accelerator pedal position sensor 2)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
90	R	Sensor power supply (Accelerator pedal position sensor 1)	[Ignition switch: ON]	Approximately 5V
91	BR/Y	Sensor power supply (Accelerator pedal position sensor 2)	[Ignition switch: ON]	Approximately 5V
98	B/W	Accelerator pedal position sensor 2	[Ignition switch: ON] ● Engine stopped ● Accelerator pedal: Fully released	0.15 - 0.6V
			[Ignition switch: ON] ● Engine stopped ● Accelerator pedal: Fully depressed	1.95 - 2.4V
106	W	Accelerator pedal position sensor 1	[Ignition switch: ON] ● Engine stopped ● Accelerator pedal: Fully released	0.5 - 1.0V
			[Ignition switch: ON] ● Engine stopped ● Accelerator pedal: Fully depressed	3.9 - 4.7V

A

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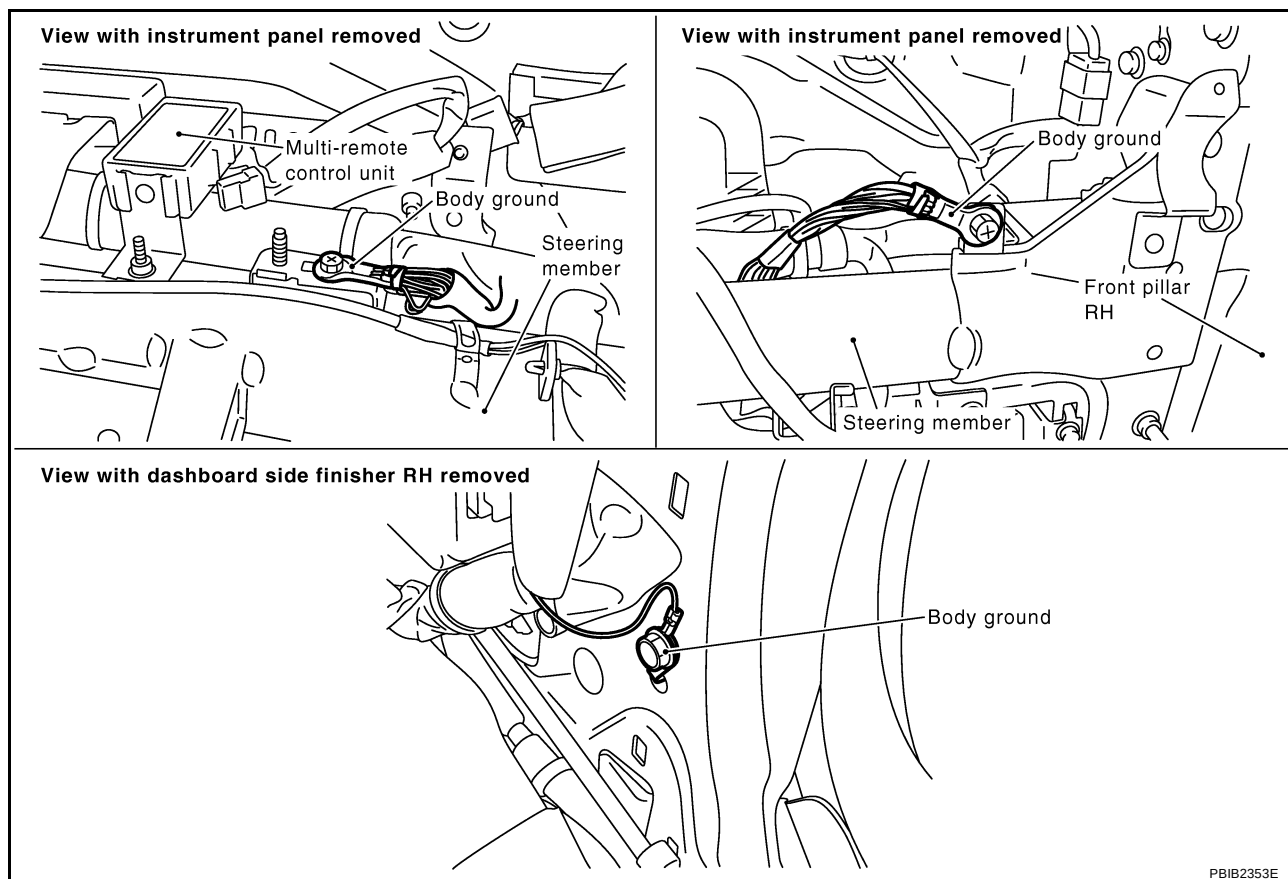
DTC P2127, P2128 APP SENSOR

ABS00D8U

Diagnostic Procedure

1. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten three ground screws on the body.
Refer to [EC-151, "Ground Inspection"](#).



PBIB2353E

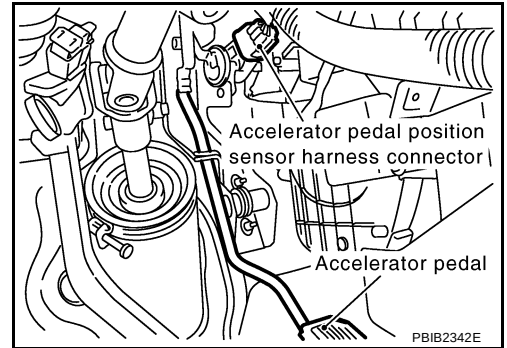
OK or NG

- OK >> GO TO 2.
NG >> Repair or replace ground connections.

DTC P2127, P2128 APP SENSOR

2. CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-I

1. Disconnect accelerator pedal position (APP) sensor harness connector.
2. Turn ignition switch ON.

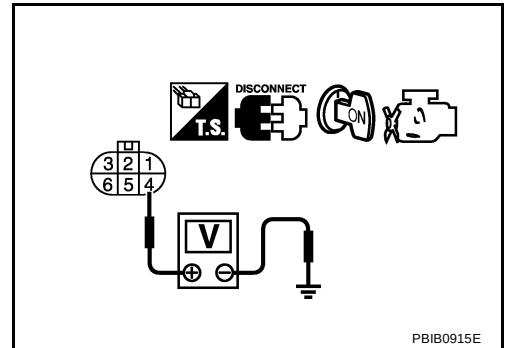


3. Check voltage between APP sensor terminal 4 and ground with CONSULT-II or tester.

Voltage: Approximately 5V

OK or NG

- OK >> GO TO 7.
NG >> GO TO 3.



3. CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-II

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between APP sensor terminal 4 and ECM terminal 91. Refer to Wiring Diagram.

Continuity should exist.

OK or NG

- OK >> GO TO 4.
NG >> Repair or replace open circuit.

4. CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-III

Check harness for short to power and short to ground, between the following terminals.

ECM terminal	Sensor terminal	Reference Wiring Diagram
47	Electric throttle control actuator terminal 1	EC-570
91	APP sensor terminal 4	EC-562

OK or NG

- OK >> GO TO 5.
NG >> Repair short to ground or short to power in harness or connectors.

5. CHECK THROTTLE POSITION SENSOR

Refer to [EC-575, "Component Inspection"](#).

OK or NG

- OK >> GO TO 11.
NG >> GO TO 6.

DTC P2127, P2128 APP SENSOR

6. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace the electric throttle control actuator.
2. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-78, "Idle Air Volume Learning"](#) .

>> INSPECTION END

7. CHECK APP SENSOR 2 GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between APP sensor terminal 1 and ECM terminal 83.
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 >> Repair open circuit or short to ground or short to power in harness or connectors.

8. CHECK APP SENSOR 2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between APP sensor terminal 2 and ECM terminal 98.
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 9.

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

9. CHECK APP SENSOR

Refer to [EC-567, "Component Inspection"](#) .

OK or NG

OK >> GO TO 11.

NG >> GO TO 10.

10. REPLACE ACCELERATOR PEDAL ASSEMBLY

1. Replace the accelerator pedal assembly.
2. Perform [EC-77, "Accelerator Pedal Released Position Learning"](#) .
3. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
4. Perform [EC-78, "Idle Air Volume Learning"](#) .

>> INSPECTION END

11. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

DTC P2127, P2128 APP SENSOR

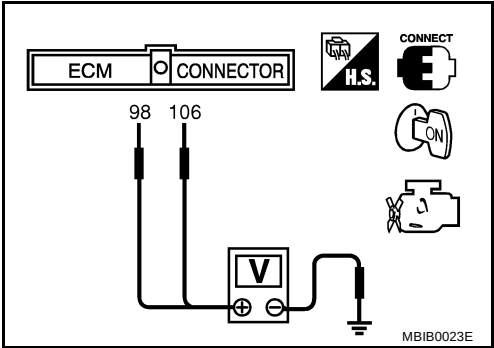
Component Inspection

ACCELERATOR PEDAL POSITION SENSOR

ABS00CYB

1. Reconnect all harness connectors disconnected.
2. Turn ignition switch ON.
3. Check voltage between ECM terminals 106 (APP sensor 1 signal), 98 (APP sensor 2 signal) and ground under the following conditions.

Terminal	Accelerator pedal	Voltage
106 (Accelerator pedal position sensor 1)	Fully released	0.5 - 1.0V
	Fully depressed	3.9 - 4.7V
98 (Accelerator pedal position sensor 2)	Fully released	0.15 - 0.6V
	Fully depressed	1.95 - 2.4V



4. If NG, replace accelerator pedal assembly and go to the next step.
5. Perform [EC-77, "Accelerator Pedal Released Position Learning"](#) .
6. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
7. Perform [EC-78, "Idle Air Volume Learning"](#) .

Remove and Installation

ACCELERATOR PEDAL

ABS00CYC

Refer to [ACC-3, "ACCELERATOR CONTROL SYSTEM"](#) .

DTC P2135 TP SENSOR

DTC P2135 TP SENSOR

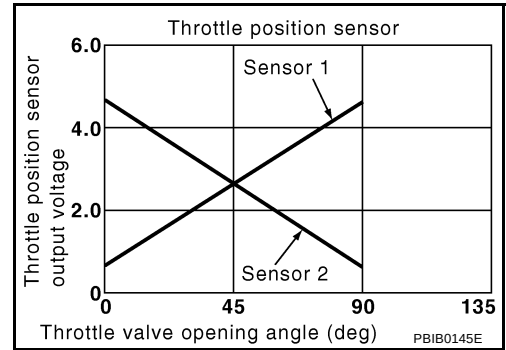
PFP:16119

Component Description

ABS00CYD

Electric throttle control actuator consists of throttle control motor, throttle position sensor, etc. The throttle position sensor responds to the throttle valve movement.

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



CONSULT-II Reference Value in Data Monitor Mode

ABS00CYE

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
THRTL SEN 1 THRTL SEN 2*	● Ignition switch: ON (Engine stopped)	Accelerator pedal: Fully released	More than 0.36V
	● Shift lever: D (A/T), 1st (M/T)	Accelerator pedal: Fully depressed	Less than 4.75V

*: Throttle position sensor 2 signal is converted by ECM internally. Thus, they differs from ECM terminal voltage signal.

On Board Diagnosis Logic

ABS00CYF

This self-diagnosis has the one trip detection logic.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P2135 2135	Throttle position sensor circuit range/performance problem	Rationally incorrect voltage is sent to ECM compared with the signals from TP sensor 1 and TP sensor 2.	● Harness or connector (The TP sensor 1 and 2 circuit is open or shorted.) (The APP sensor 2 circuit is shorted.) ● Electric throttle control actuator (TP sensor 1 and 2) ● Accelerator pedal position sensor (APP sensor 2)

FAIL-SAFE MODE

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

Engine operation condition in fail-safe mode

The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees.

The ECM regulates the opening speed of the throttle valve to be slower than the normal condition.

So, the acceleration will be poor.

DTC Confirmation Procedure

ABS00CYG

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

1. Turn ignition switch ON.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [EC-572, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
SEF058Y	

 WITH GST

Follow the procedure "WITH CONSULT-II" above.

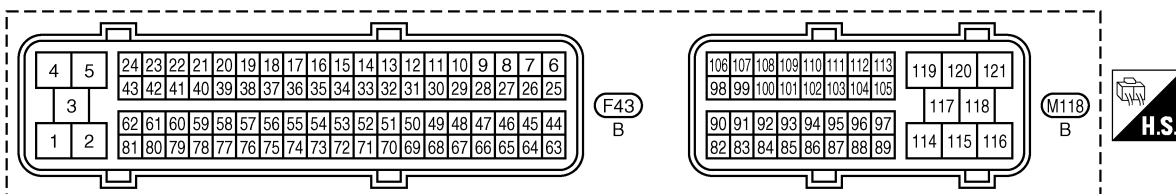
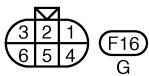
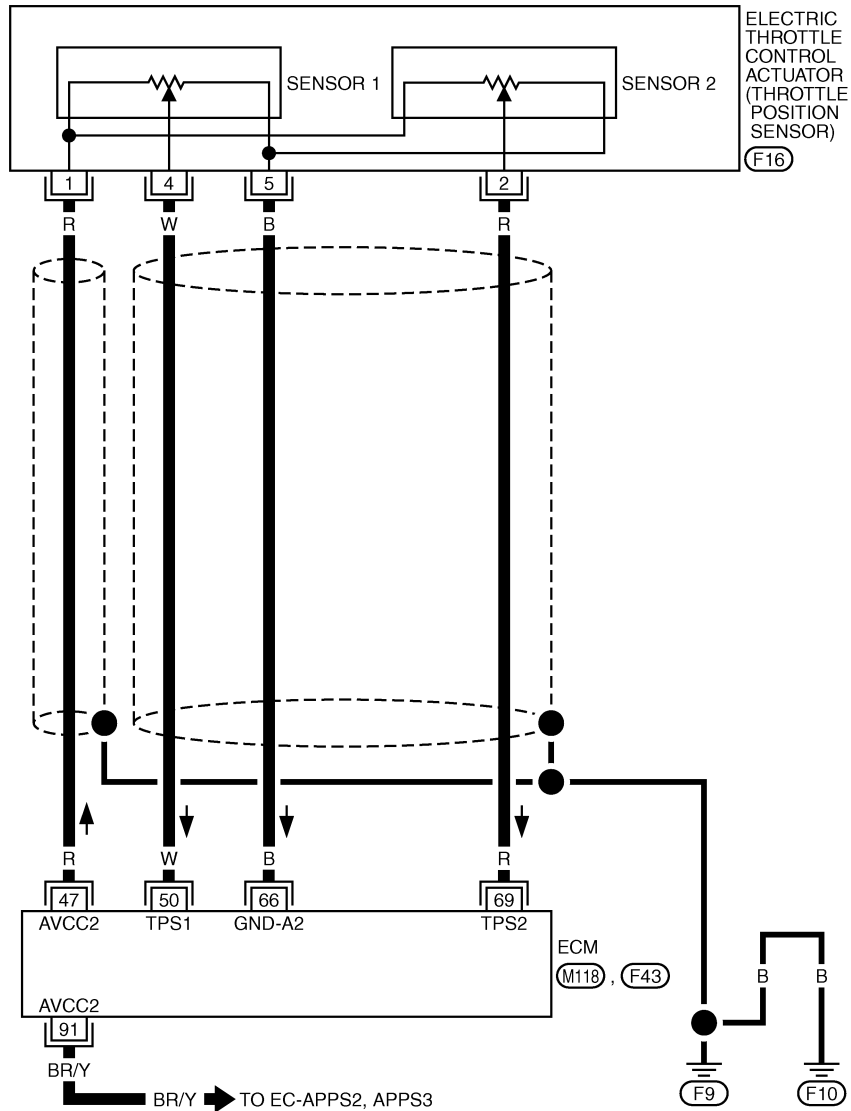
Wiring Diagram

ABS00CYH

EC-TPS3-01

■ : DETECTABLE LINE FOR DTC

— : NON-DETECTABLE LINE FOR DTC



TBWB0132E

DTC P2135 TP SENSOR

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.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
47	R	Sensor power supply (Throttle position sensor)	[Ignition switch: ON]	Approximately 5V
50	W	Throttle position sensor 1	[Ignition switch: ON] ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully released	More than 0.36V
			[Ignition switch: ON] ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully depressed	Less than 4.75V
66	B	Sensor ground (Throttle position sensor)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
69	R	Throttle position sensor 2	[Ignition switch: ON] ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully released	Less than 4.75V
			[Ignition switch: ON] ● Engine stopped ● Shift lever: D (A/T), 1st (M/T) ● Accelerator pedal: Fully depressed	More than 0.36V
91	BR/Y	Sensor power supply (Accelerator pedal position sensor 2)	[Ignition switch: ON]	Approximately 5V

A

EC

C

D

E

F

G

H

I

J

K

L

M

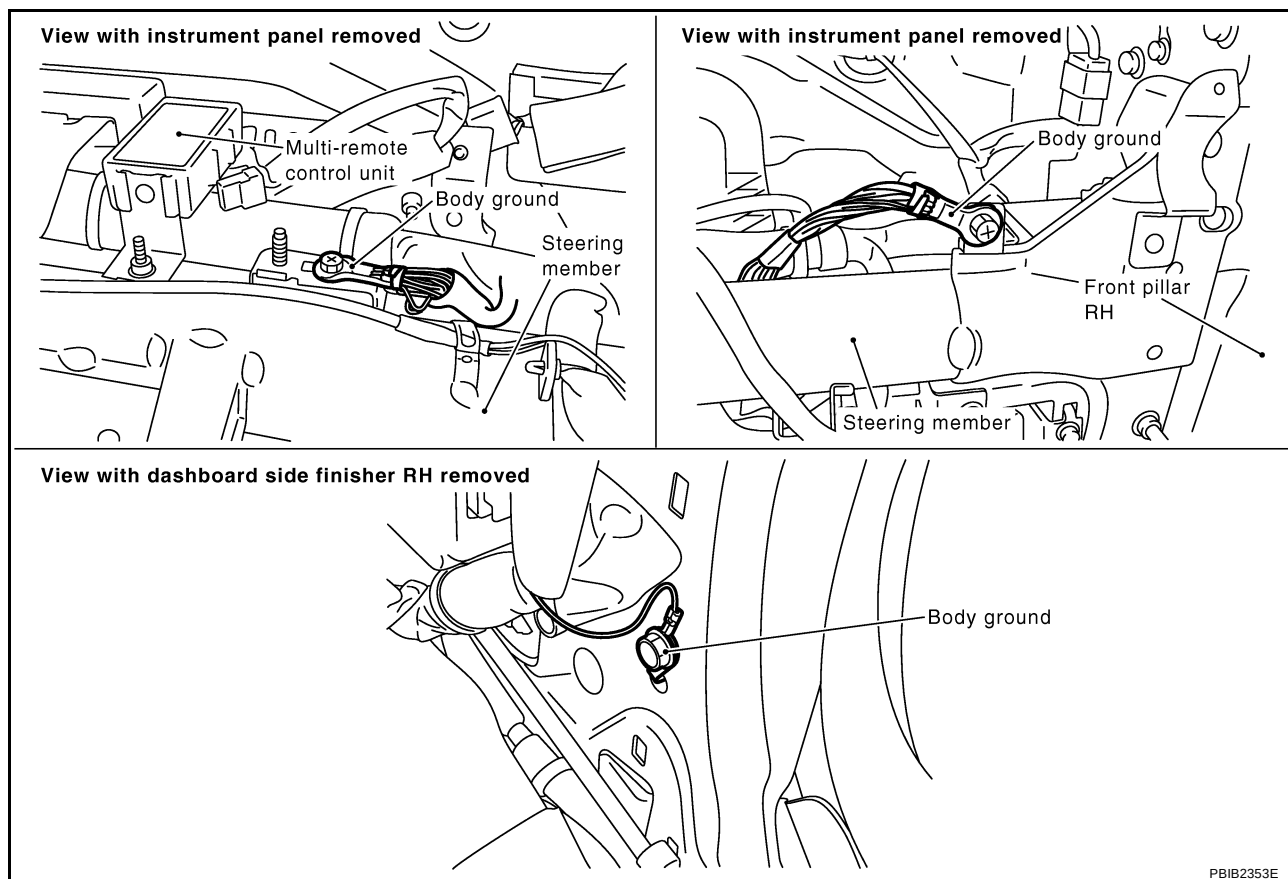
DTC P2135 TP SENSOR

ABS00D8V

Diagnostic Procedure

1. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten three ground screws on the body.
Refer to [EC-151, "Ground Inspection"](#).



PBIB2353E

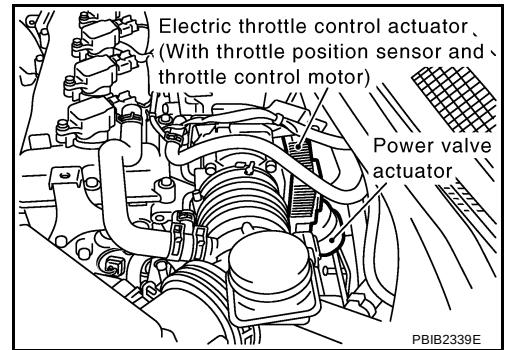
OK or NG

- OK >> GO TO 2.
NG >> Repair or replace ground connections.

DTC P2135 TP SENSOR

2. CHECK THROTTLE POSITION SENSOR POWER SUPPLY CIRCUIT-I

1. Disconnect electric throttle control actuator harness connector.
2. Turn ignition switch ON.

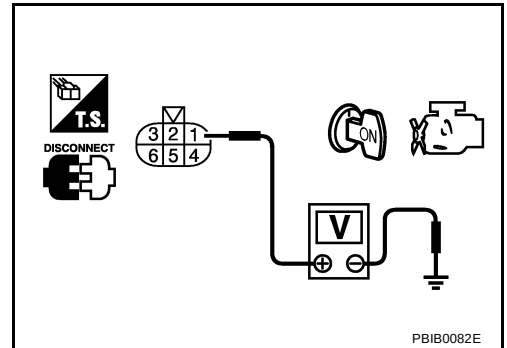


3. Check voltage between electric throttle control actuator terminal 1 and ground with CONSULT-II or tester.

Voltage: Approximately 5V

OK or NG

- OK >> GO TO 7.
NG >> GO TO 3.



3. CHECK THROTTLE POSITION SENSOR POWER SUPPLY CIRCUIT-II

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between electric throttle control actuator terminal 1 and ECM terminal 47. Refer to Wiring Diagram.

Continuity should exist.

OK or NG

- OK >> GO TO 4.
NG >> Repair or replace open circuit.

4. CHECK THROTTLE POSITION SENSOR POWER SUPPLY CIRCUIT-III

Check harness for short to power and short to ground, between the following terminals.

ECM terminal	Sensor terminal	Reference Wiring Diagram
47	Electric throttle control actuator terminal 1	EC-570
91	APP sensor terminal 4	EC-562

OK or NG

- OK >> GO TO 5.
NG >> Repair short to ground or short to power in harness or connectors.

5. CHECK APP SENSOR

Refer to [EC-567, "Component Inspection"](#).

OK or NG

- OK >> GO TO 11
NG >> GO TO 6.

6. REPLACE ACCELERATOR PEDAL ASSEMBLY

1. Replace accelerator pedal assembly.
2. Perform [EC-77, "Accelerator Pedal Released Position Learning"](#) .
3. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
4. Perform [EC-78, "Idle Air Volume Learning"](#) .

>> INSPECTION END

7. CHECK THROTTLE POSITION SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between electric throttle control actuator terminal 5 and ECM terminal 66.
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 >> Repair open circuit or short to ground or short to power in harness or connectors.

8. CHECK THROTTLE POSITION SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between the following;
electric throttle control actuator terminal 4 and ECM terminal 50,
electric throttle control actuator terminal 2 and ECM terminal 69.
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 9.

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

9. CHECK THROTTLE POSITION SENSOR

Refer to [EC-575, "Component Inspection"](#) .

OK or NG

OK >> GO TO 11.

NG >> GO TO 10.

10. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace the electric throttle control actuator.
2. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-78, "Idle Air Volume Learning"](#) .

>> INSPECTION END

11. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

DTC P2135 TP SENSOR

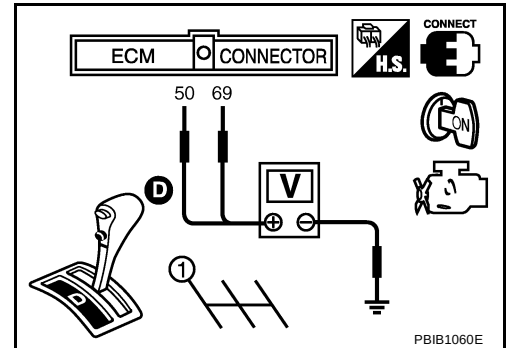
Component Inspection THROTTLE POSITION SENSOR

ABS00CYJ

1. Reconnect all harness connectors disconnected.
2. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
3. Turn ignition switch ON.
4. Set shift lever to D (A/T) or 1st (M/T) position.
5. Check voltage between ECM terminals 50 (TP sensor 1), 69 (TP sensor 2) and ground under the following conditions.

Terminal	Accelerator pedal	Voltage
50 (Throttle position sensor 1)	Fully released	More than 0.36V
	Fully depressed	Less than 4.75V
69 (Throttle position sensor 2)	Fully released	Less than 4.75V
	Fully depressed	More than 0.36V

6. If NG, replace electric throttle control actuator and go to the next step.
7. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
8. Perform [EC-78, "Idle Air Volume Learning"](#) .



Remove and Installation ELECTRIC THROTTLE CONTROL ACTUATOR

ABS00CYK

Refer to [EM-16, "INTAKE MANIFOLD"](#) .

DTC P2138 APP SENSOR

DTC P2138 APP SENSOR

PFP:18002

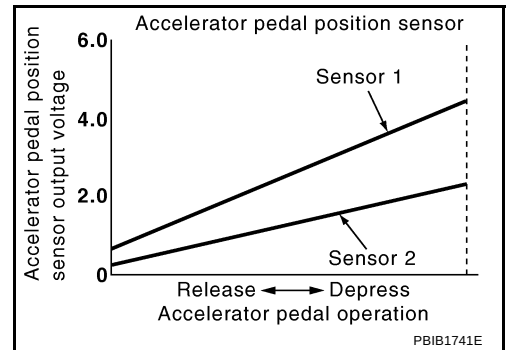
Component Description

ABS00CYL

The accelerator pedal position sensor is installed on the upper end of the accelerator pedal assembly. The sensor detects the accelerator position and sends a signal to the ECM.

Accelerator pedal position sensor has two sensors. These sensors are a kind of potentiometers which transform the accelerator pedal position into output voltage, and emit the voltage signal to the ECM. In addition, these sensors detect the opening and closing speed of the accelerator pedal and feed the voltage signals to the ECM. The ECM judges the current opening angle of the accelerator pedal from these signals and controls the throttle control motor based on these signals.

Idle position of the accelerator pedal is determined by the ECM receiving the signal from the accelerator pedal position sensor. The ECM uses this signal for the engine operation such as fuel cut.



CONSULT-II Reference Value in Data Monitor Mode

ABS00CYM

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
ACCEL SEN 1	● Ignition switch: ON (Engine stopped)	Accelerator pedal: Fully released	0.5 - 1.0V
		Accelerator pedal: Fully depressed	4.0 - 4.7V
ACCEL SEN 2*	● Ignition switch: ON (Engine stopped)	Accelerator pedal: Fully released	0.3 - 1.2V
		Accelerator pedal: Fully depressed	3.9 - 4.8V
CLSD THL POS	● Ignition switch: ON (Engine stopped)	Accelerator pedal: Fully released	ON
		Accelerator pedal: Slightly depressed	OFF

*: Accelerator pedal position sensor 2 signal is converted by ECM internally. Thus, they differs from ECM terminal voltage signal.

On Board Diagnosis Logic

ABS00CYN

This self-diagnosis has the one trip detection logic.

NOTE:

If DTC P2138 is displayed with DTC P0643, first perform the trouble diagnosis for DTC P0643.

Refer to [EC-454, "DTC P0643 SENSOR POWER SUPPLY"](#) .

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P2138 2138	Accelerator pedal position sensor circuit range/performance problem	Rationally incorrect voltage is sent to ECM compared with the signals from APP sensor 1 and APP sensor 2.	● Harness or connector (The APP sensor 1 and 2 circuit is open or shorted.) (The TP sensor circuit is shorted.) ● Accelerator pedal position sensor (APP sensor 1 and 2) ● Electric throttle control actuator (TP sensor 1 and 2)

FAIL-SAFE MODE

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

Engine operating condition in fail-safe mode

The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees.

The ECM regulates the opening speed of the throttle valve to be slower than the normal condition.

So, the acceleration will be poor.

DTC Confirmation Procedure

ABS00CYO

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

1. Turn ignition switch ON.
2. Select "DATA MONITOR" mode with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [EC-580, "Diagnostic Procedure"](#) .

DATA MONITOR	
MONITOR	NO DTC
ENG SPEED	XXX rpm
SEF058Y	

 WITH GST

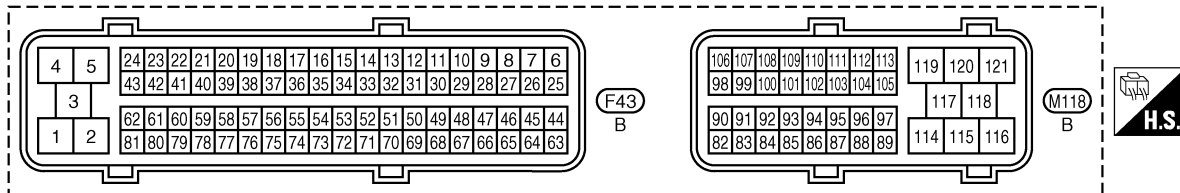
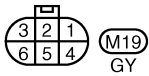
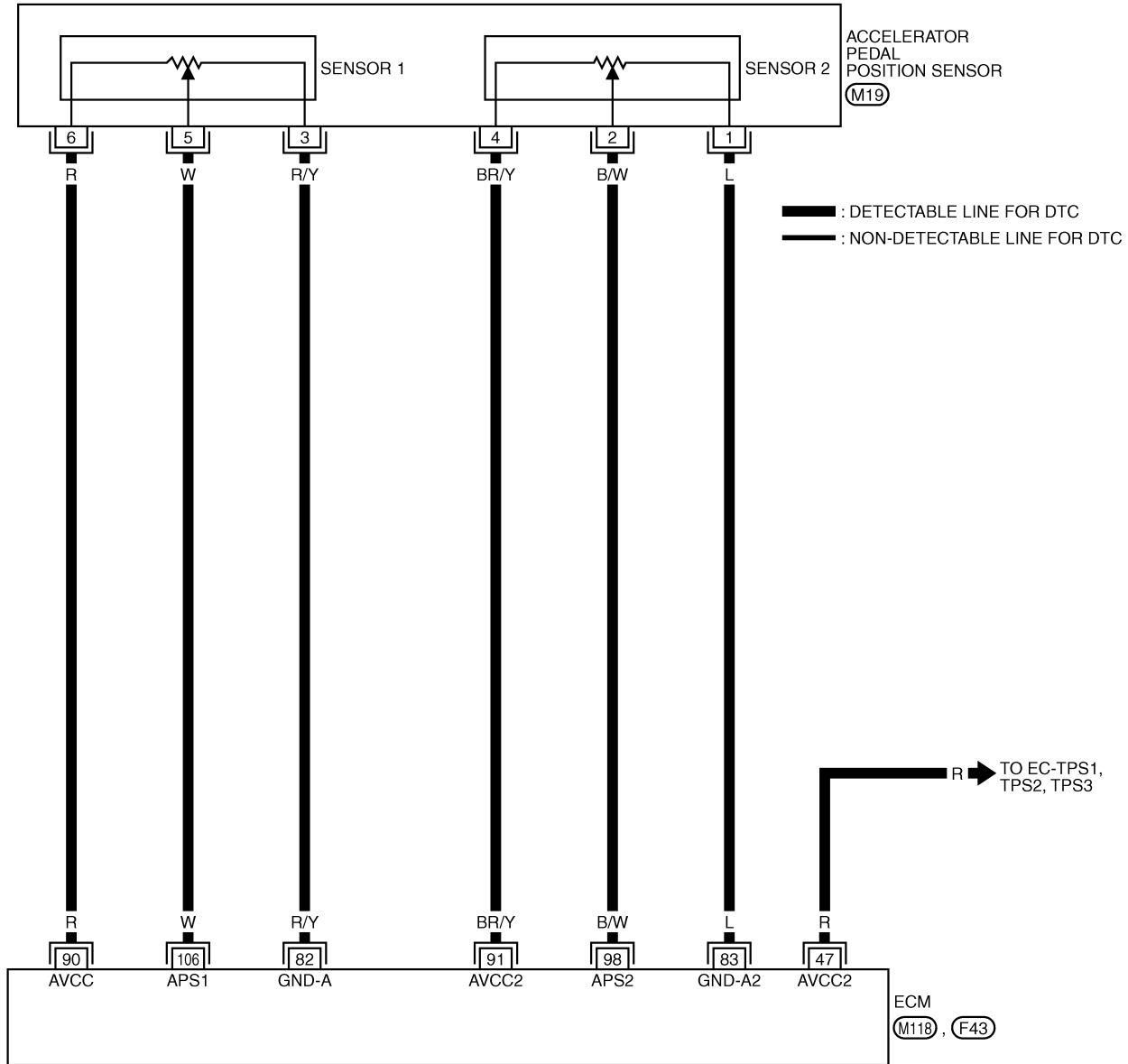
Follow the procedure "WITH CONSULT-II" above.

DTC P2138 APP SENSOR

Wiring Diagram

ABS00CYP

EC-APPS3-01



TBW80089E

DTC P2138 APP SENSOR

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.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
47	R	Sensor power supply (Throttle position sensor)	[Ignition switch: ON]	Approximately 5V
82	R/Y	Sensor ground (Accelerator pedal position sensor 1)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
83	L	Sensor ground (Accelerator pedal position sensor 2)	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
90	R	Sensor power supply (Accelerator pedal position sensor 1)	[Ignition switch: ON]	Approximately 5V
91	BR/Y	Sensor power supply (Accelerator pedal position sensor 2)	[Ignition switch: ON]	Approximately 5V
98	B/W	Accelerator pedal position sensor 2	[Ignition switch: ON] ● Engine stopped ● Accelerator pedal: Fully released	0.15 - 0.6V
			[Ignition switch: ON] ● Engine stopped ● Accelerator pedal: Fully depressed	1.95 - 2.4V
106	W	Accelerator pedal position sensor 1	[Ignition switch: ON] ● Engine stopped ● Accelerator pedal: Fully released	0.5 - 1.0V
			[Ignition switch: ON] ● Engine stopped ● Accelerator pedal: Fully depressed	3.9 - 4.7V

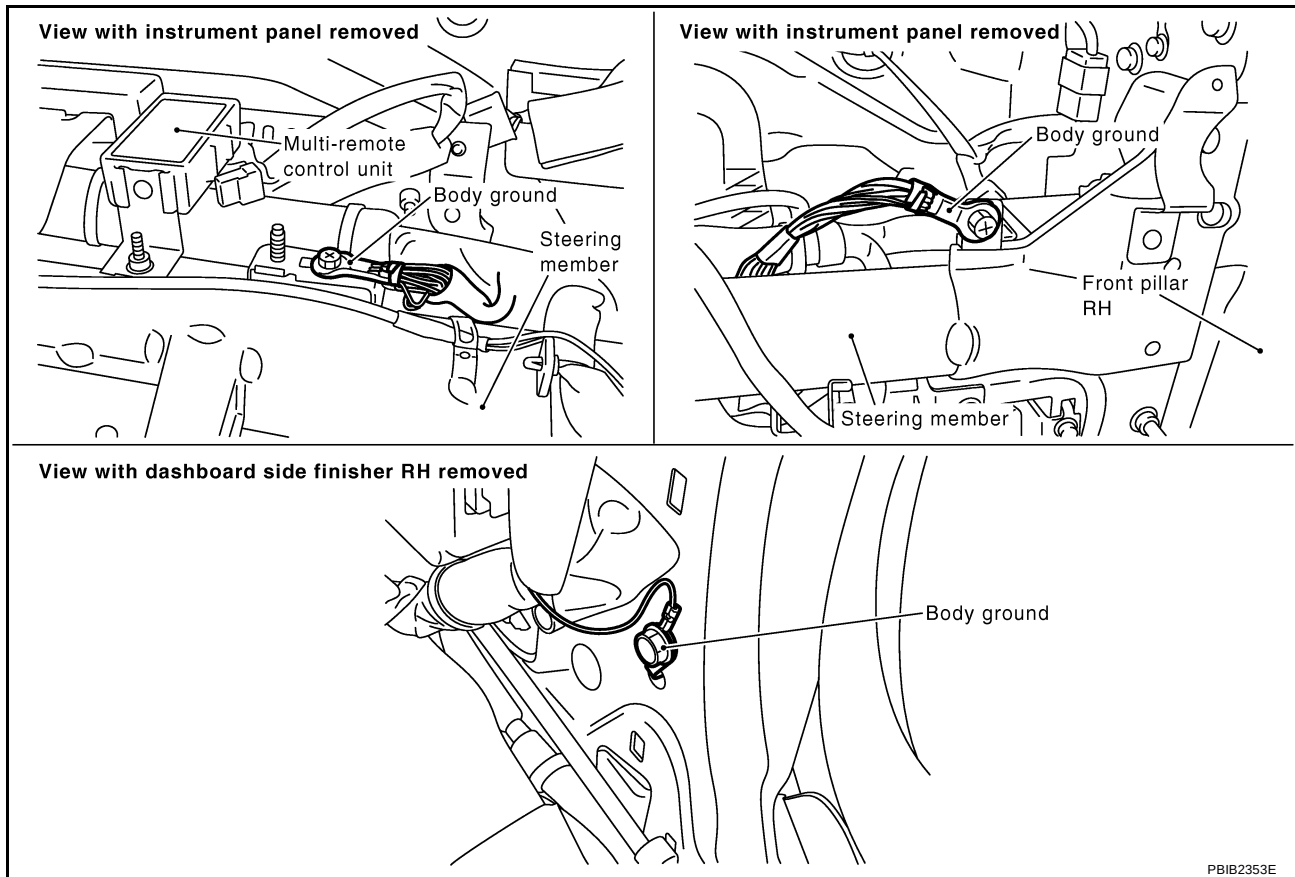
DTC P2138 APP SENSOR

ABS00D8W

Diagnostic Procedure

1. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten three ground screws on the body.
Refer to [EC-151, "Ground Inspection"](#).



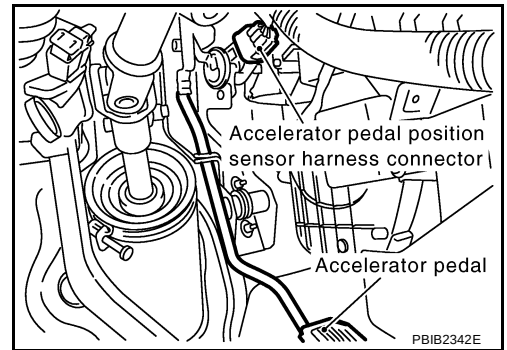
OK or NG

- OK >> GO TO 2.
NG >> Repair or replace ground connections.

DTC P2138 APP SENSOR

2. CHECK APP SENSOR 1 POWER SUPPLY CIRCUIT

1. Disconnect accelerator pedal position (APP) sensor harness connector.
2. Turn ignition switch ON.



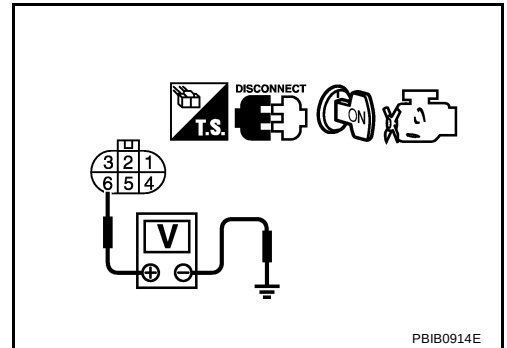
3. Check voltage between APP sensor terminal 6 and ground with CONSULT-II or tester.

Voltage: Approximately 5V

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 APP SENSOR 2 POWER SUPPLY CIRCUIT-I

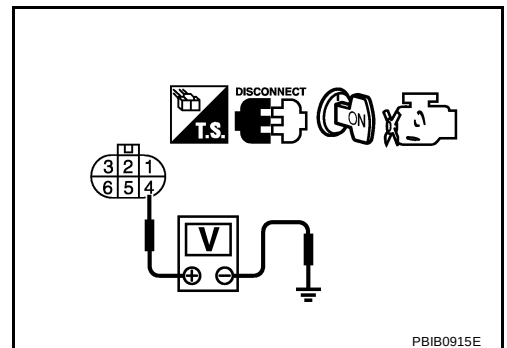
Check voltage between APP sensor terminal 4 and ground with CONSULT-II or tester.

Voltage: Approximately 5V

OK or NG

OK >> GO TO 8.

NG >> GO TO 4.



4. CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-II

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between APP sensor terminal 4 and ECM terminal 91. Refer to Wiring Diagram.

Continuity should exist.

OK or NG

OK >> GO TO 5.

NG >> Repair or replace open circuit.

DTC P2138 APP SENSOR

5. CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-III

Check harness for short to power and short to ground, between the following terminals.

ECM terminal	Sensor terminal	Reference Wiring Diagram
47	Electric throttle control actuator terminal 1	EC-570
91	APP sensor terminal 4	EC-578

OK or NG

OK >> GO TO 6.

NG >> Repair short to ground or short to power in harness or connectors.

6. CHECK THROTTLE POSITION SENSOR

Refer to [EC-575, "Component Inspection"](#) .

OK or NG

OK >> GO TO 12.

NG >> GO TO 7.

7. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

1. Replace the electric throttle control actuator.
2. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
3. Perform [EC-78, "Idle Air Volume Learning"](#) .

>> **INSPECTION END**

8. CHECK APP SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between the following;
APP sensor terminal 3 and ECM terminal 82,
APP sensor terminal 1 and ECM terminal 83.
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 9.

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

9. CHECK APP SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between the following;
APP sensor terminal 5 and ECM terminal 106,
APP sensor terminal 2 and ECM terminal 98.
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 10.

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

10. CHECK APP SENSOR

Refer to [EC-583, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 12.
- NG >> GO TO 11.

11. REPLACE ACCELERATOR PEDAL ASSEMBLY

1. Replace the accelerator pedal assembly.
2. Perform [EC-77, "Accelerator Pedal Released Position Learning"](#) .
3. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
4. Perform [EC-78, "Idle Air Volume Learning"](#) .

>> INSPECTION END

12. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

Component Inspection ACCELERATOR PEDAL POSITION SENSOR

ABS00CYR

1. Reconnect all harness connectors disconnected.
2. Turn ignition switch ON.
3. Check voltage between ECM terminals 106 (APP sensor 1 signal), 98 (APP sensor 2 signal) and ground under the following conditions.

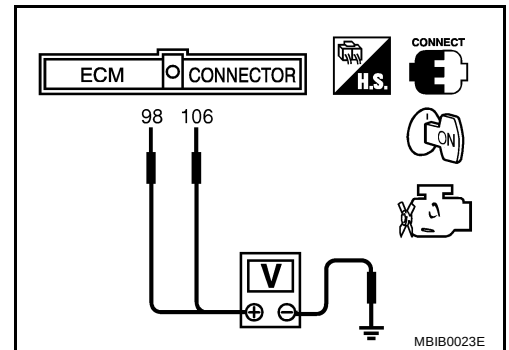
Terminal	Accelerator pedal	Voltage
106 (Accelerator pedal position sensor 1)	Fully released	0.5 - 1.0V
	Fully depressed	3.9 - 4.7V
98 (Accelerator pedal position sensor 2)	Fully released	0.15 - 0.6V
	Fully depressed	1.95 - 2.4V

4. If NG, replace accelerator pedal assembly and go to the next step.
5. Perform [EC-77, "Accelerator Pedal Released Position Learning"](#) .
6. Perform [EC-78, "Throttle Valve Closed Position Learning"](#) .
7. Perform [EC-78, "Idle Air Volume Learning"](#) .

Remove and Installation ACCELERATOR PEDAL

ABS00CYS

Refer to [ACC-3, "ACCELERATOR CONTROL SYSTEM"](#) .



ASCD BRAKE SWITCH

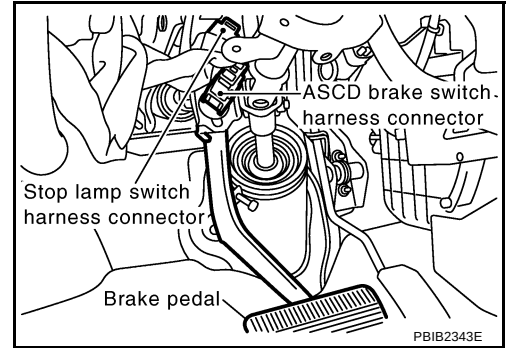
ASCD BRAKE SWITCH

PFP:25320

Component Description

ABS00CZM

When depress on the brake pedal, ASCD brake switch is turned OFF and stop lamp switch is turned ON. ECM detects the state of the brake pedal by this input of two kinds (ON/OFF signal)
Refer to [EC-27, "AUTOMATIC SPEED CONTROL DEVICE \(ASCD\)"](#) for the ASCD function.



CONSULT-II Reference Value in Data Monitor Mode

ABS00CZN

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
BRAKE SW1 (ASCD brake switch)	● Ignition switch: ON	● Brake pedal: Fully released (A/T) ● Brake pedal and clutch pedal: Fully released (M/T)	ON
		● Brake pedal: Slightly depressed (A/T) ● Brake pedal and/or clutch pedal: Slightly depressed (M/T)	OFF
BRAKE SW2 (Stop lamp switch)	● Ignition switch: ON	Brake pedal: Fully released	OFF
		Brake pedal: Slightly depressed	ON

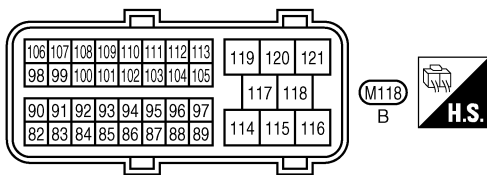
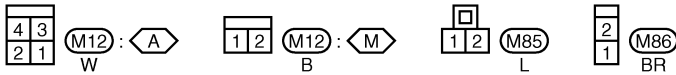
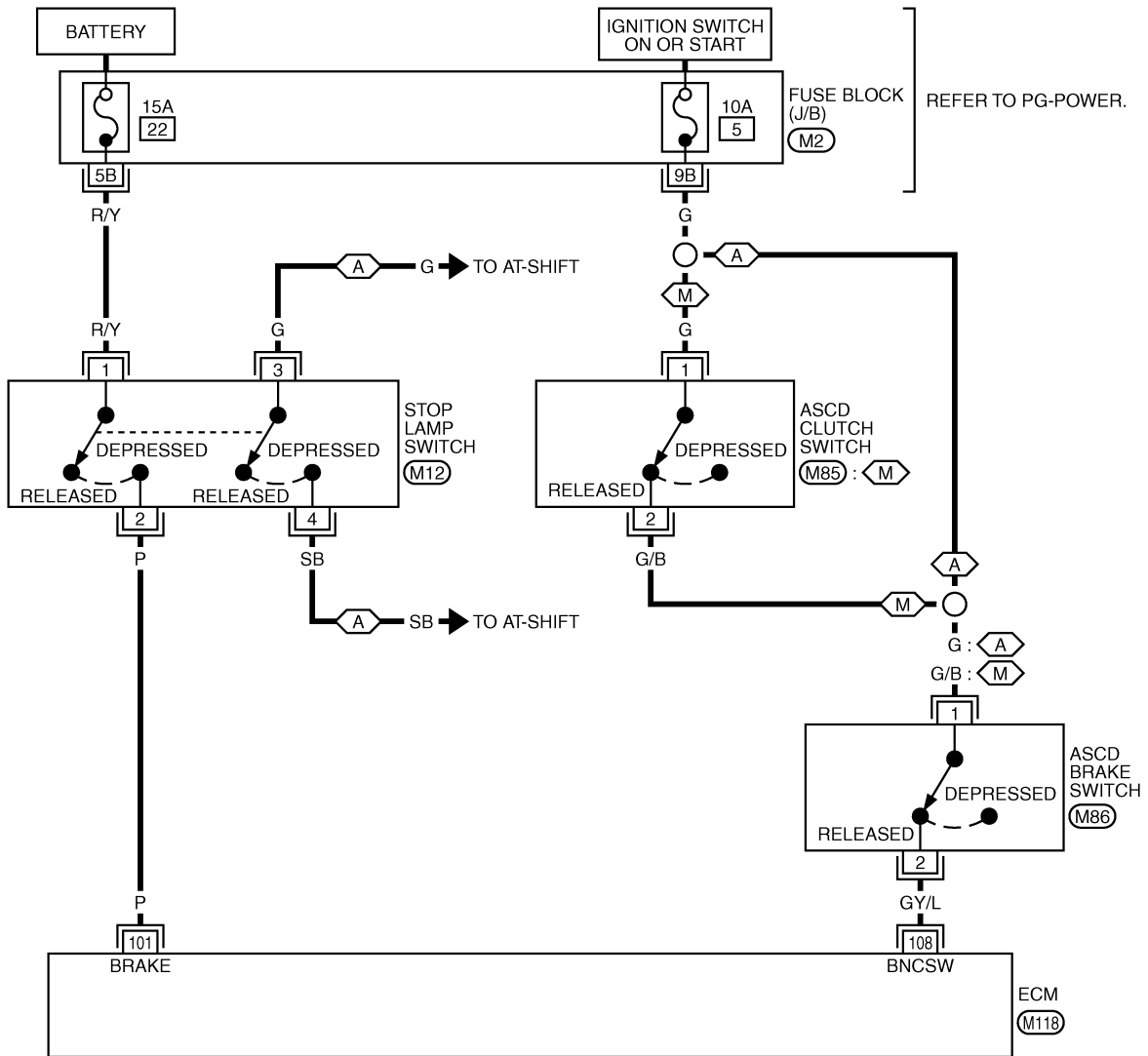
ASC D BRAKE SWITCH

Wiring Diagram

ABS00CZO

EC-ASCBOF-01

- : DETECTABLE LINE FOR DTC
- : NON-DETECTABLE LINE FOR DTC
- (A) : WITH A/T
- (M) : WITH M/T



REFER TO THE FOLLOWING.
(M2) -FUSE BLOCK-JUNCTION BOX (J/B)

TBWB0156E

ASCD BRAKE SWITCH

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.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
101	P	Stop lamp switch	[Ignition switch: OFF] ● Brake pedal: Fully released	Approximately 0V
			[Ignition switch: OFF] ● Brake pedal: Slightly depressed	BATTERY VOLTAGE (11 - 14V)
108	GY/L	ASCD brake switch	[Ignition switch: ON] ● Brake pedal: Slightly depressed (A/T) ● Brake pedal and/or clutch pedal: Slightly depressed (M/T)	Approximately 0V
			[Ignition switch: ON] ● Brake pedal: Fully released (A/T) ● Brake pedal and clutch pedal: Fully released (M/T)	BATTERY VOLTAGE (11 - 14V)

ASCD BRAKE SWITCH

ABS00CZP

Diagnostic Procedure

1. CHECK OVERALL FUNCTION-I

With CONSULT-II

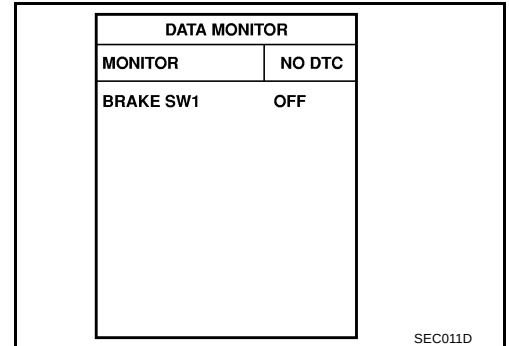
1. Turn ignition switch ON.
2. Select "BRAKE SW1" in "DATA MONITOR" mode with CONSULT-II.
3. Check "BRAKE SW1" indication under the following conditions.

A/T models

CONDITION	INDICATION
Brake pedal: Slightly depressed	OFF
Brake pedal: Fully released	ON

M/T models

CONDITION	INDICATION
Clutch pedal or brake pedal: Slightly depressed	OFF
Clutch pedal and brake pedal: Fully released	ON



Without CONSULT-II

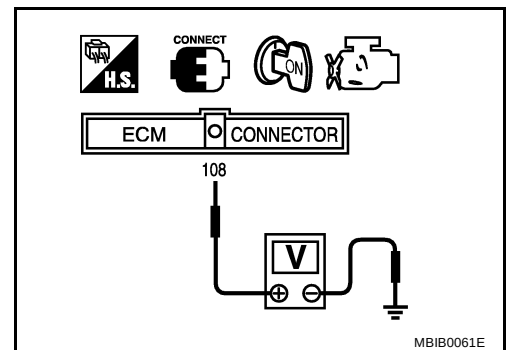
1. Turn ignition switch ON.
2. Check voltage between ECM terminal 108 and ground under the following conditions.

A/T models

CONDITION	VOLTAGE
Brake pedal: Slightly depressed	Approximately 0V
Brake pedal: Fully released	Battery voltage

M/T models

CONDITION	VOLTAGE
Clutch pedal or brake pedal: Slightly depressed	Approximately 0V
Clutch pedal and brake pedal: Fully released	Battery voltage



OK or NG

- OK >> GO TO 2.
NG (M/T models) >>GO TO 3.
NG (A/T models) >>GO TO 8.

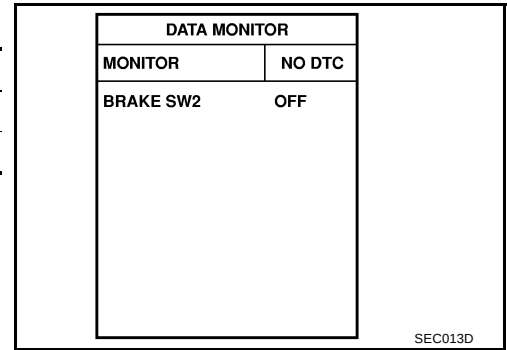
ASCD BRAKE SWITCH

2. CHECK OVERALL FUNCTION-II

With CONSULT-II

Check "BRAKE SW2" indication in "DATA MONITOR" mode.

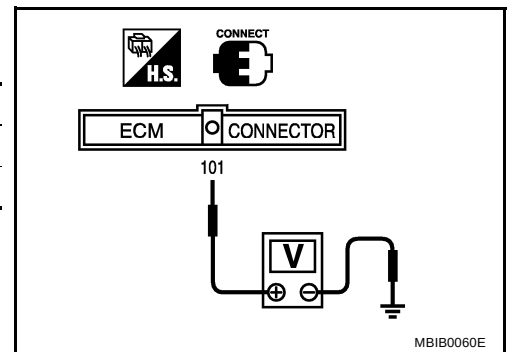
CONDITION	INDICATION
Brake pedal: Fully released	OFF
Brake pedal: Slightly depressed	ON



Without CONSULT-II

Check voltage between ECM terminal 101 and ground under the following conditions.

CONDITION	VOLTAGE
Brake pedal: Fully released	Approximately 0V
Brake pedal: Slightly depressed	Battery voltage

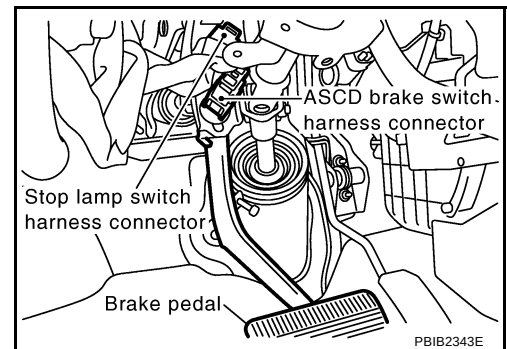


OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 13.

3. CHECK ASCD CLUTCH SWITCH CIRCUIT

- Turn ignition switch OFF.
- Disconnect ASCD brake switch harness connector.
- Turn ignition switch ON.

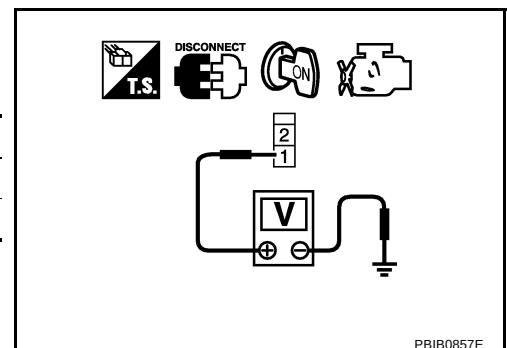


- Check voltage between ASCD brake switch terminal 1 and ground under the following conditions with CONSULT-II or tester.

CONDITION	VOLTAGE
Clutch pedal: Fully released	Battery voltage
Clutch pedal: Slightly depressed	Approx. 0V

OK or NG

- OK >> GO TO 10.
- NG >> GO TO 4.



ASCD BRAKE SWITCH

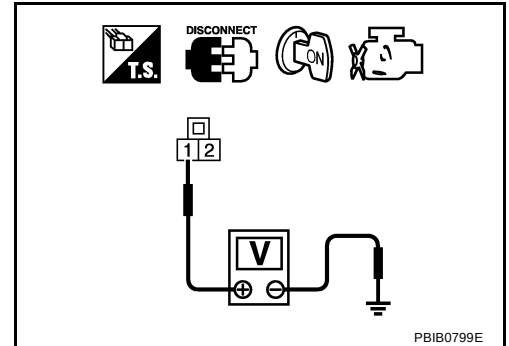
4. CHECK ASCD CLUTCH SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ASCD clutch switch harness connector.
3. Turn ignition switch ON.
4. Check voltage between ASCD clutch switch terminal 1 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 6.
NG >> GO TO 5.



5. DETECT MALFUNCTIONING PART

Check the following.

- Fuse block (J/B) connector M2
- 10A fuse
- Harness for open or short between ASCD clutch switch and fuse

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

6. CHECK ASCD CLUTCH SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Check harness continuity between ASCD clutch switch terminal 2 and ASCD brake switch terminal 1. 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 7.
NG >> Repair open circuit or short to ground or short to power in harness or connectors.

7. CHECK ASCD CLUTCH SWITCH

Refer to [EC-592, "Component Inspection"](#)

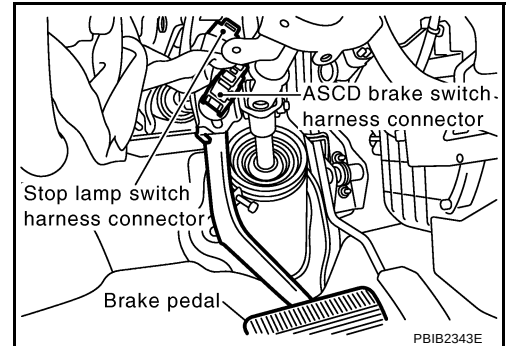
OK or NG

- OK >> GO TO 18.
NG >> Replace ASCD clutch switch.

ASCD BRAKE SWITCH

8. CHECK ASCD BRAKE SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect ASCD brake switch harness connector.
3. Turn ignition switch ON.

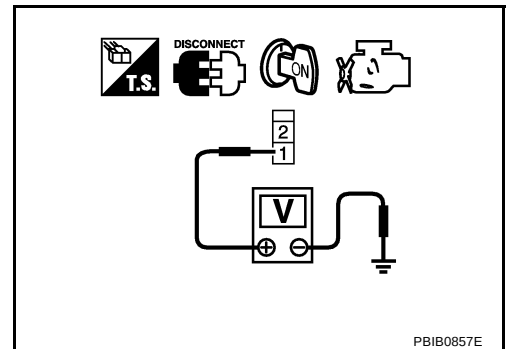


4. Check voltage between ASCD brake switch terminal 1 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 10.
NG >> GO TO 9.



9. DETECT MALFUNCTIONING PART

Check the following.

- Fuse block (J/B) connector M2
- 10A fuse
- Harness for open or short between ASCD brake switch and fuse

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

10. CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between ECM terminal 108 and ASCD brake switch terminal 2. Refer to Wiring Diagram.

Continuity should exist.

4. Also check harness for short to ground or 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 ASCD BRAKE SWITCH

Refer to [EC-592, "Component Inspection"](#)

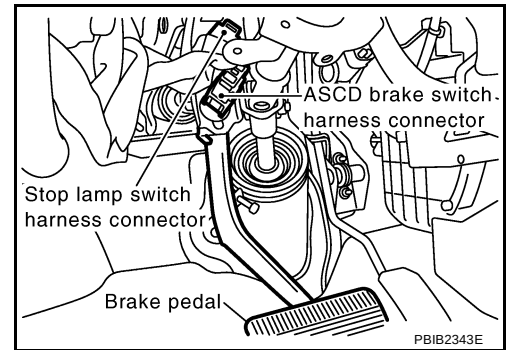
OK or NG

- OK >> GO TO 16.
NG >> Replace ASCD brake switch.

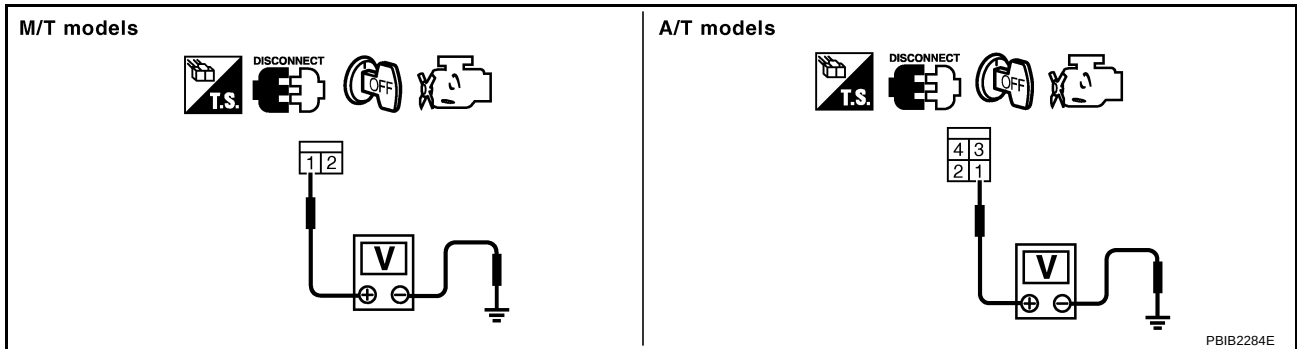
ASCD BRAKE SWITCH

12. CHECK STOP LAMP SWITCH POWER SUPPLY CIRCUIT

1. Disconnect stop lamp switch harness connector.



2. Check voltage between stop lamp switch terminal 1 and ground with CONSULT -II or tester.



Voltage: Battery voltage

OK or NG

- OK >> GO TO 14.
- NG >> GO TO 13.

13. DETECT MALFUNCTIONING PART

Check the following.

- Fuse block (J/B) connector M2
- 10A fuse
- Harness for open or short between stop lamp switch and fuse

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

14. CHECK STOP LAMP SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminal 101 and stop lamp 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 15.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

ASCD BRAKE SWITCH

15. CHECK STOP LAMP SWITCH

Refer to [EC-592, "Component Inspection"](#)

OK or NG

- OK >> GO TO 16.
NG >> Replace stop lamp switch.

16. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

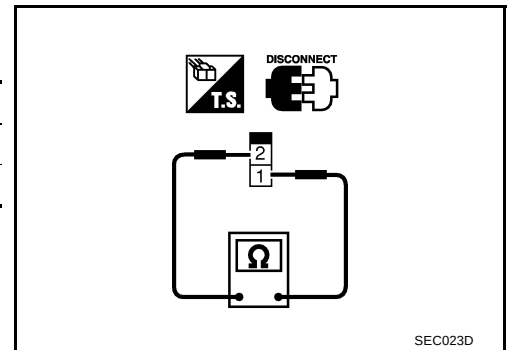
Component Inspection ASCD BRAKE SWITCH

ABS00DB0

1. Turn ignition switch OFF.
2. Disconnect ASCD brake switch harness connector.
3. Check continuity between ASCD brake switch terminals 1 and 2 under the following conditions.

Condition	Continuity
Brake pedal: Fully released.	Should exist.
Brake pedal: Slightly depressed.	Should not exist.

If NG, adjust ASCD brake switch installation, refer to [BR-6, "BRAKE PEDAL"](#) , and perform step 3 again.

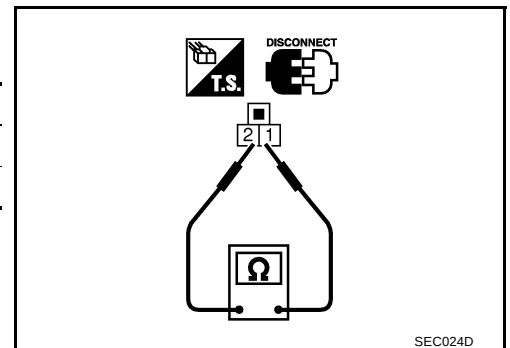


ASCD CLUTCH SWITCH

1. Turn ignition switch OFF.
2. Disconnect ASCD clutch switch harness connector.
3. Check continuity between ASCD clutch switch terminals 1 and 2 under the following conditions.

Condition	Continuity
Clutch pedal: Fully released.	Should exist.
Clutch pedal: Slightly depressed.	Should not exist.

If NG, adjust ASCD clutch switch installation, refer to [CL-5, "CLUTCH PEDAL"](#) , and perform step 3 again.

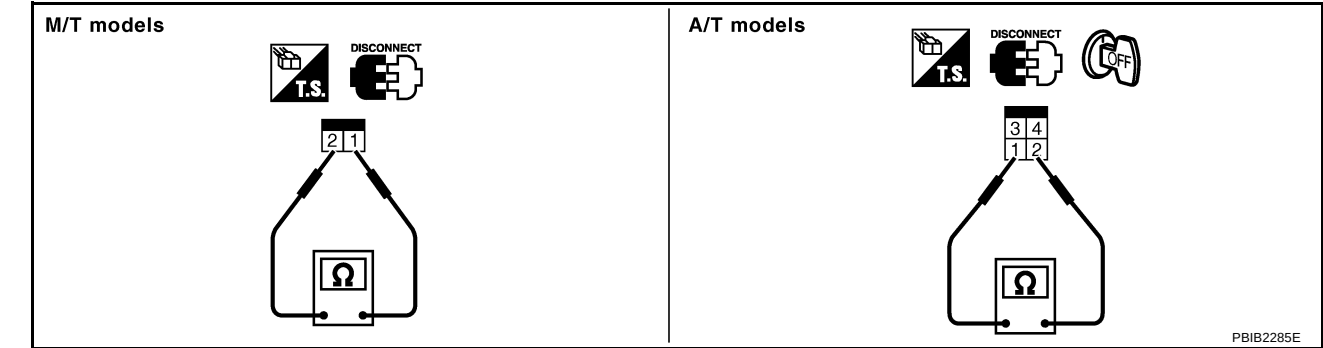


STOP LAMP SWITCH

1. Turn ignition switch OFF.
2. Disconnect stop lamp switch harness connector.

ASCD BRAKE SWITCH

3. Check continuity between stop lamp switch terminals 1 and 2 under the following conditions.



Condition	Continuity
Brake pedal: Fully released.	Should not exist.
Brake pedal: Slightly depressed.	Should exist.

If NG, adjust stop lamp switch installation, refer to [BR-6, "BRAKE PEDAL"](#) , and perform step 3 again.

ASCD INDICATOR

ASCD INDICATOR

PFP:24814

Component Description

ABS00CZQ

ASCD indicator lamp illuminates to indicate ASCD operation status. Lamp has two indicators, CRUISE and SET, and is integrated in combination meter.

CRUISE indicator illuminates when MAIN switch on ASCD steering switch is turned ON to indicated that ASCD system is ready for operation.

SET indicator illuminates when following conditions are met.

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

SET indicator remains lit during ASCD control.

Refer to [EC-27, "AUTOMATIC SPEED CONTROL DEVICE \(ASCD\)"](#) for the ASCD function.

CONSULT-II Reference Value in Data Monitor Mode

ABS00CZR

Specification data are reference value.

MONITOR ITEM	CONDITION		SPECIFICATION
CRUISE LAMP	● Ignition switch: ON	MAIN switch: Pressed at 1st time →2nd time	ON → OFF
SET LAMP	● MAIN switch: ON	ASCD: Operating	ON
	● When vehicle is between 40 km/h (25 MPH) and 144 km/h (89 MPH)	ASCD: Not operating	OFF

ASCD INDICATOR

Wiring Diagram

AWD

ABS00CZS

EC-ASCIND-01

EC

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D

E

F

G

H

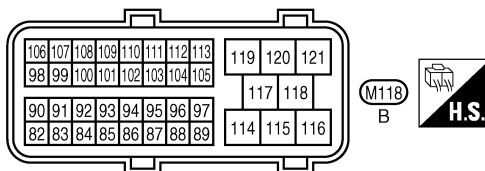
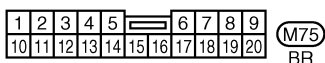
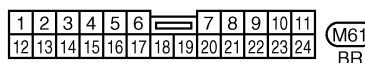
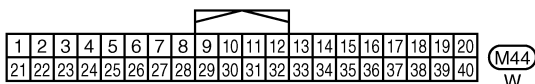
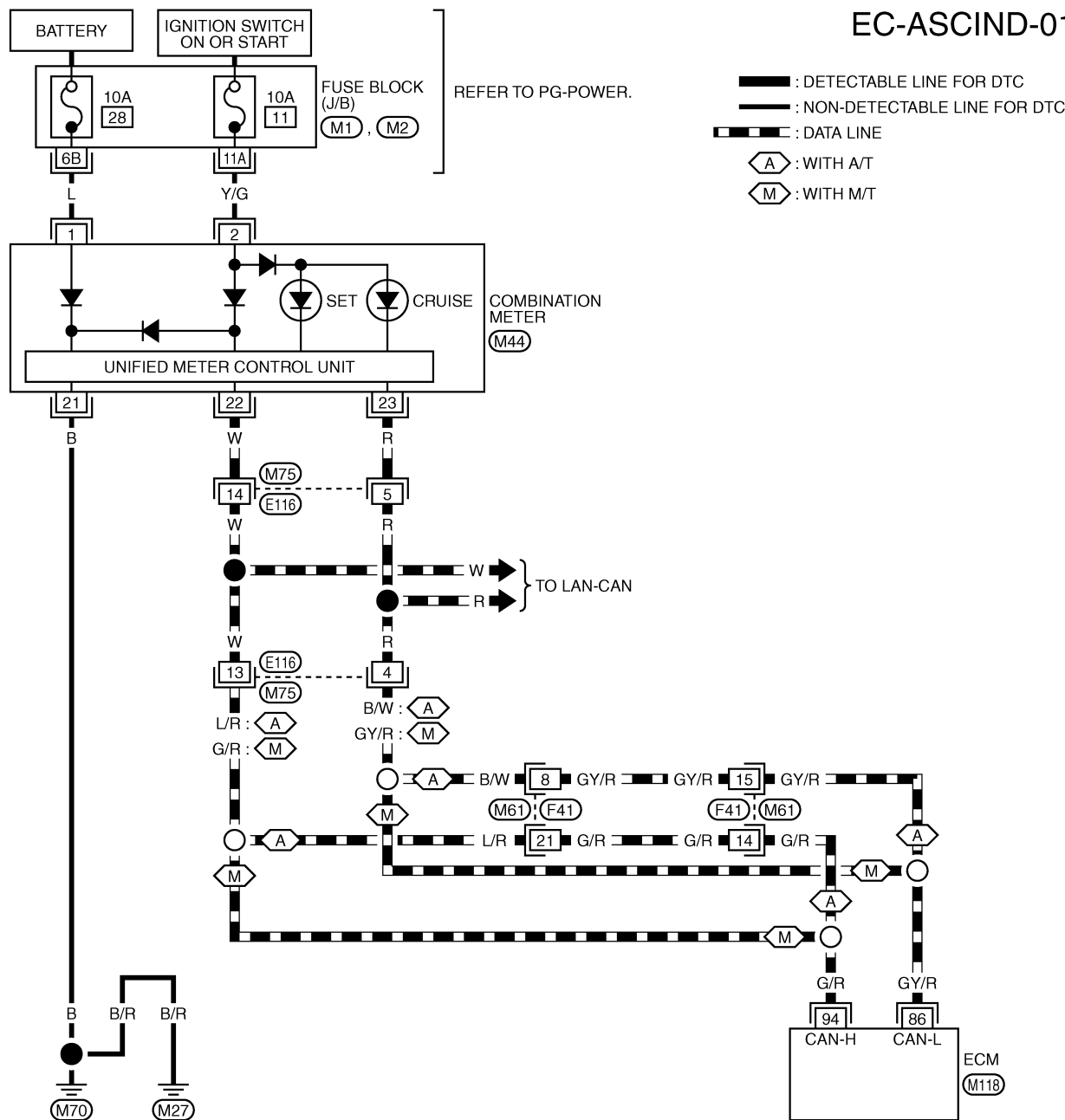
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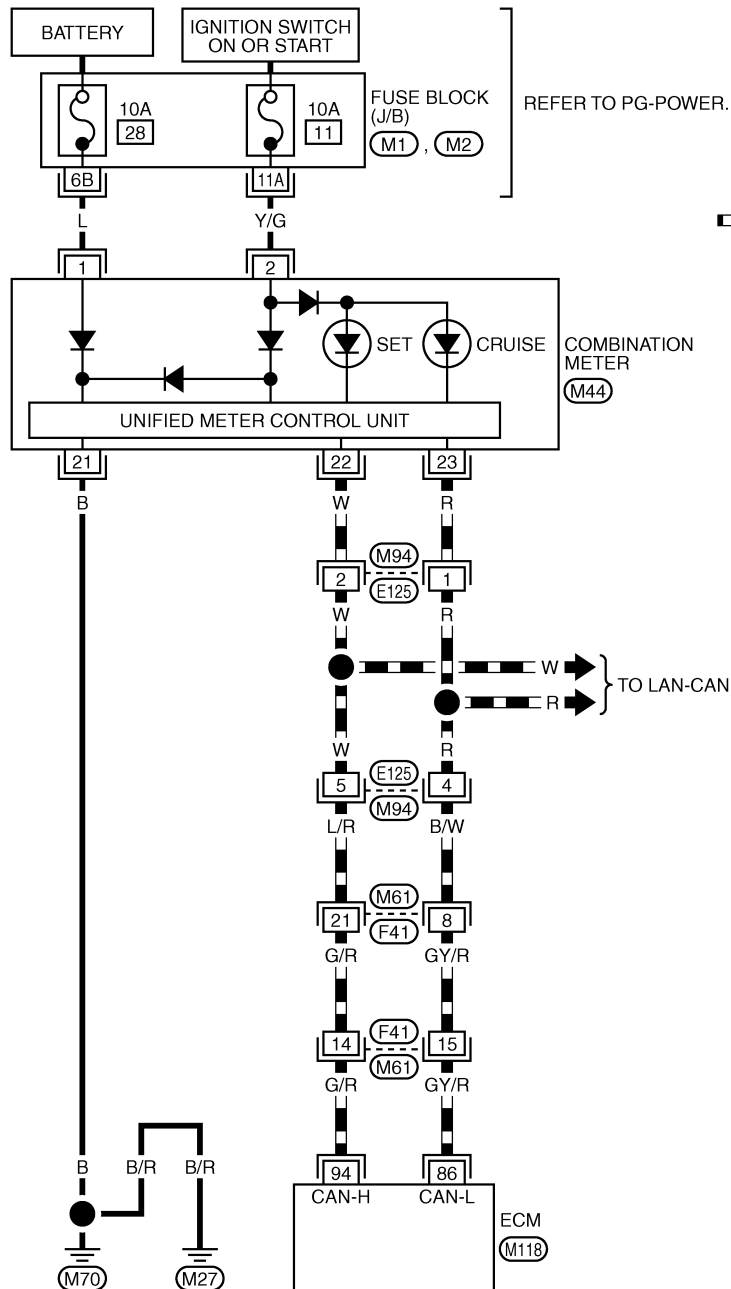
REFER TO THE FOLLOWING.

(M1), (M2) - FUSE BLOCK-JUNCTION BOX (J/B)

ASCD INDICATOR

2WD

EC-ASCIND-02



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

1	2	3	4	5	6	7	8	9	10	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	39	40

M44
W

1	2	3	4	5	6			7	8	9	10	11
12	13	14	15	16	17	18	19	20	21	22	23	24

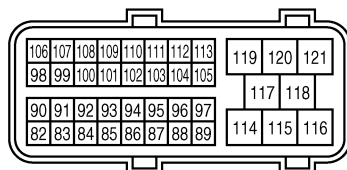
M61
BR

1	2			3
4	5	6	7	8

M94

W

M94
W



M118
B



REFER TO THE FOLLOWING.
 M1, M2 - FUSE BLOCK-JUNCTION BOX (J/B)

TBWA0765E

ASCD INDICATOR

Diagnostic Procedure

ABS00CZT

1. CHECK OVERALL FUNCTION

Check ASCD indicator under the following conditions.

ASCD INDICATOR	CONDITION		SPECIFICATION
CRUISE LAMP	● Ignition switch: ON	MAIN switch: Pressed at 1st time → 2nd time	ON → OFF
SET LAMP	● MAIN switch: ON	ASCD: Operating	ON
	● When vehicle is between 40 km/h (25 MPH) and 144 km/h (89 MPH)	ASCD: Not operating	OFF

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 2.

2. CHECK DTC

Check that DTC U1000 or U1001 is not displayed.

Yes or No

Yes >> Perform trouble diagnoses for DTC U1000, U1001, refer to [EC-152, "DTC U1000, U1001 CAN COMMUNICATION LINE"](#).

No >> GO TO 3.

3. CHECK COMBINATION METER OPERATION

Does combination meter operate normally?

Yes or No

Yes >> GO TO 4.

No >> Check combination meter circuit. Refer to [DI-4, "COMBINATION METERS"](#).

4. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

>> **INSPECTION END**

ELECTRICAL LOAD SIGNAL

ELECTRICAL LOAD SIGNAL

PFP:25350

CONSULT-II Reference Value in Data Monitor Mode

ABS00DAK

Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
LOAD SIGNAL	● Ignition switch: ON	Rear window defogger switch is ON and/or lighting switch is in 1st or 2nd and/or heater fan switch is ON.	ON
		Rear window defogger switch is OFF, lighting switch is OFF and heater fan switch is OFF.	OFF

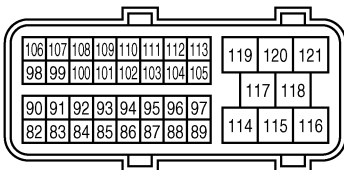
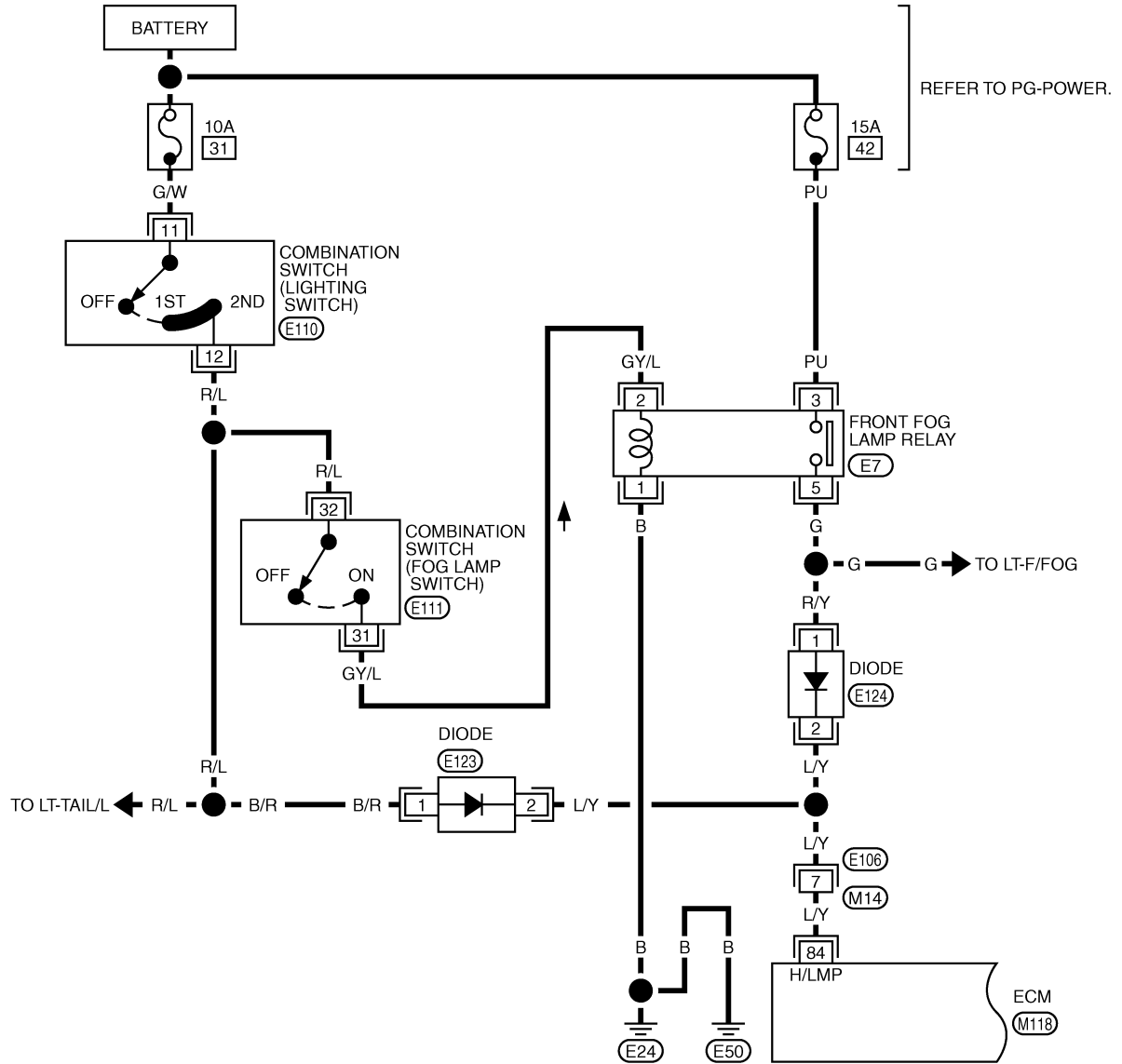
ELECTRICAL LOAD SIGNAL

Wiring Diagram HEADLAMP

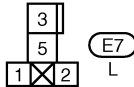
ABS00DAL

EC-LOAD-01

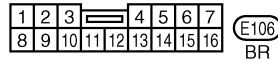
— : DETECTABLE LINE FOR DTC
— : NON-DETECTABLE LINE FOR DTC



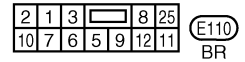
(M118) B



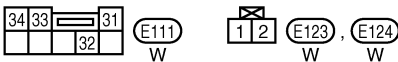
(E7) L



(E106) BR



(E110) BR



(E111) W



(E123) W

(E124) W

TBWB0136E

ELECTRICAL LOAD SIGNAL

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.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
84	L/Y	Electrical load signal (Headlamp signal)	[Lighting switch: ON] ● Lighting switch: 1st or 2nd position	BATTERY VOLTAGE (11 - 14V)
			[Lighting switch: ON] ● Lighting switch: OFF	Approximately 0V

Diagnostic Procedure

ABS00DAM

1. INSPECTION START

Do you have CONSULT-II?

Yes or No

- Yes >> GO TO 2.
No >> GO TO 6.

2. CHECK HEADLAMP CIRCUIT OVERALL FUNCTION-I

With CONSULT-II

- Turn ignition switch ON.
- Check "LOAD SIGNAL" in "DATA MONITOR" mode with CONSULT-II under the following conditions.

Condition	LOAD SIGNAL
Lighting switch: ON at 1st or 2nd	ON
Lighting switch: OFF	OFF

OK or NG

- OK >> GO TO 4.
NG >> GO TO 3.

DATA MONITOR	
MONITORING	NO DTC
LOAD SIGNAL	ON

PBIB0103E

3. CHECK HEADLAMP FUNCTION

- Start engine.
- Check that headlamps are illuminated.

OK or NG

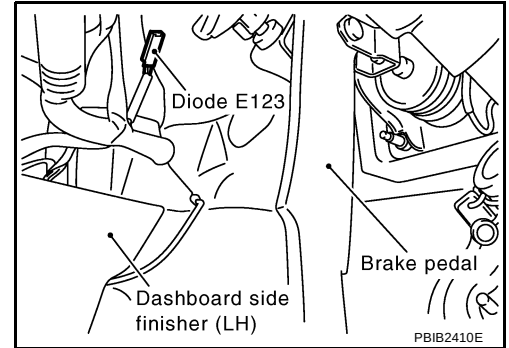
- OK >> GO TO 10.
NG >> Refer to [LT-4, "HEADLAMP - DAYTIME LIGHT SYSTEM -"](#) .

ELECTRICAL LOAD SIGNAL

4. CHECK HEADLAMP CIRCUIT OVERALL FUNCTION-II

With CONSULT-II

1. Turn ignition switch OFF.
2. Disconnect DIODE E123 connector.
3. Turn ignition switch ON.
4. Turn lighting switch ON at 1st or 2nd.

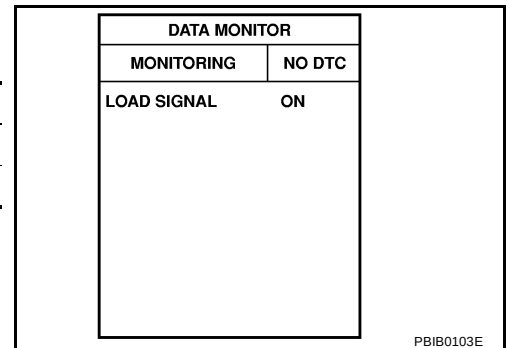


5. Check "LOAD SIGNAL" in "DATA MONITOR" mode with CONSULT-II under the following conditions.

Condition	LOAD SIGNAL
Fog lamp switch: ON	ON
Fog lamp switch: OFF	OFF

OK or NG

- OK >> **INSPECTION END.**
NG >> GO TO 5.



5. CHECK FRONT FOG LAMP FUNCTION

1. Turn lighting switch ON at 1st or 2nd.
2. Turn fog lamp switch ON.
3. Check that front fog lamps are illuminated.

OK or NG

- OK >> GO TO 12.
NG >> Refer to [LT-43, "FRONT FOG LAMP"](#).

6. CHECK HEADLAMP CIRCUIT OVERALL FUNCTION-I

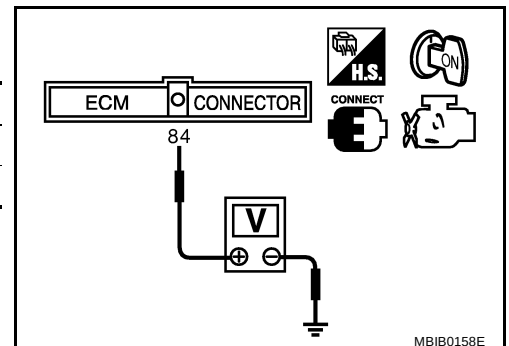
Without CONSULT-II

1. Turn ignition switch ON.
2. Check voltage between ECM terminal 84 and ground under the following conditions.

Condition	Voltage
Lighting switch: ON at 1st or 2nd	BATTERY VOLTAGE
Lighting switch: OFF	0V

OK or NG

- OK >> GO TO 8.
NG >> GO TO 7.



ELECTRICAL LOAD SIGNAL

7. CHECK HEADLAMP FUNCTION

1. Start engine.
2. Check that headlamps are illuminated.

OK or NG

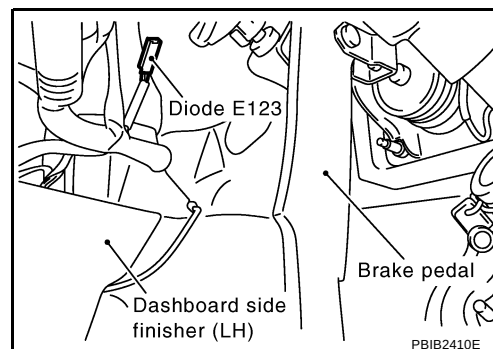
OK >> GO TO 10.

NG >> Refer to [LT-4, "HEADLAMP - DAYTIME LIGHT SYSTEM -"](#) .

8. CHECK HEADLAMP CIRCUIT OVERALL FUNCTION-II

⊗ Without CONSULT-II

1. Turn ignition switch OFF.
2. Disconnect DIODE E123 connector
3. Turn ignition switch ON
4. Turn lighting switch ON at 1st or 2nd.



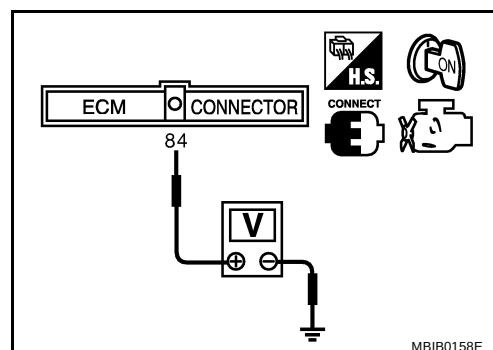
5. Check voltage between ECM terminal 84 and ground under the following conditions.

Condition	Voltage
Fog lamp switch: ON	BATTERY VOLTAGE
Fog lamp switch: OFF	0V

OK or NG

OK >> **INSPECTION END.**

NG >> GO TO 9.



9. CHECK FRONT FOG LAMP FUNCTION

1. Turn lighting switch ON at 1st or 2nd.
2. Turn fog lamp switch ON.
3. Check that front fog lamps are illuminated.

OK or NG

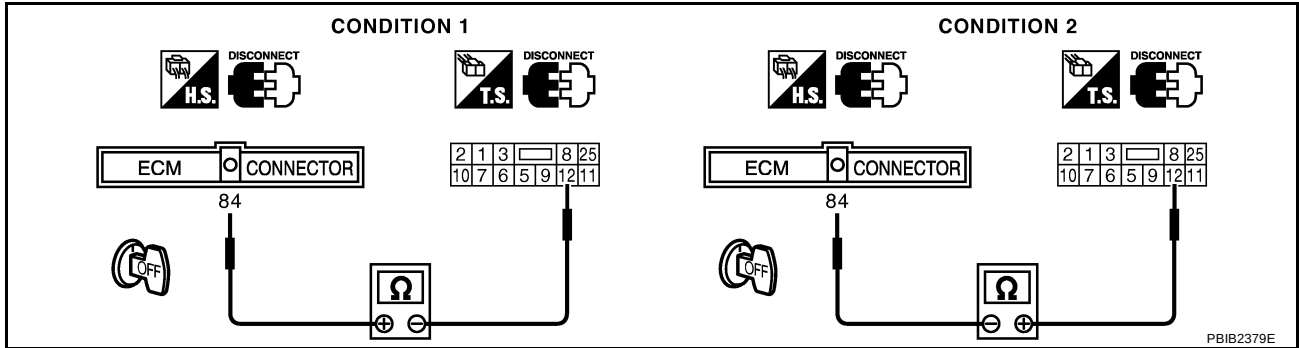
OK >> GO TO 12.

NG >> Refer to [LT-43, "FRONT FOG LAMP"](#) .

ELECTRICAL LOAD SIGNAL

10. CHECK HEADLAMP INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Stop engine.
2. Turn lighting switch OFF
3. Turn ignition switch OFF.
4. Disconnect ECM harness connector and lighting switch harness connector.
5. Check harness continuity between ECM terminal 84 and lighting switch terminal 12 under the following conditions.



Condition	Continuity
1	Should exist
2	Should not exist

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

OK or NG

- OK >> GO TO 14.
NG >> GO TO 11.

11. DETECT MALFUNCTIONING PART

Check the following.

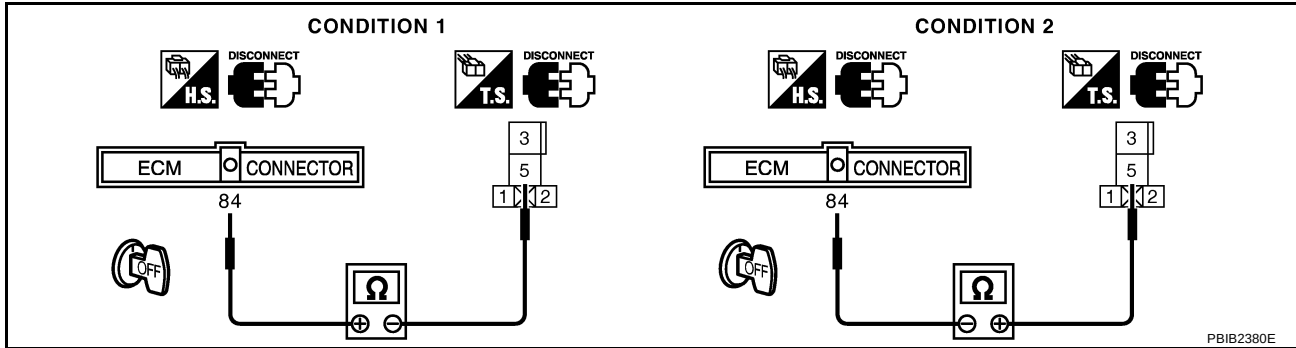
- Harness connectors E106, M14
- DIODE E123
- Harness for open and short between ECM and lighting switch

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

ELECTRICAL LOAD SIGNAL

12. CHECK FOG LAMP INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Stop engine.
2. Turn lighting switch OFF.
3. Turn fog lamp switch OFF.
4. Disconnect ECM harness connector and front fog lamp relay.
5. Check harness continuity between ECM terminal 84 and front fog lamp relay terminal 5 under the following conditions.



Condition	Continuity
1	Should exist
2	Should not exist

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

OK or NG

- OK >> GO TO 14.
- NG >> GO TO 13.

13. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E106, M14
- DIODE E124
- Harness for open and short between ECM and front fog lamp relay

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

14. CHECK INTERMITTENT INCIDENT

Perform [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

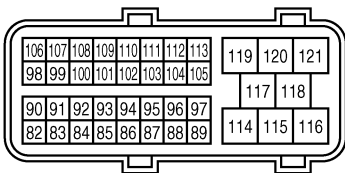
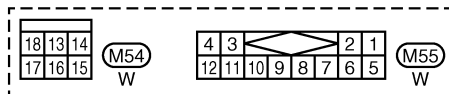
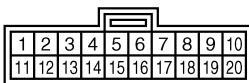
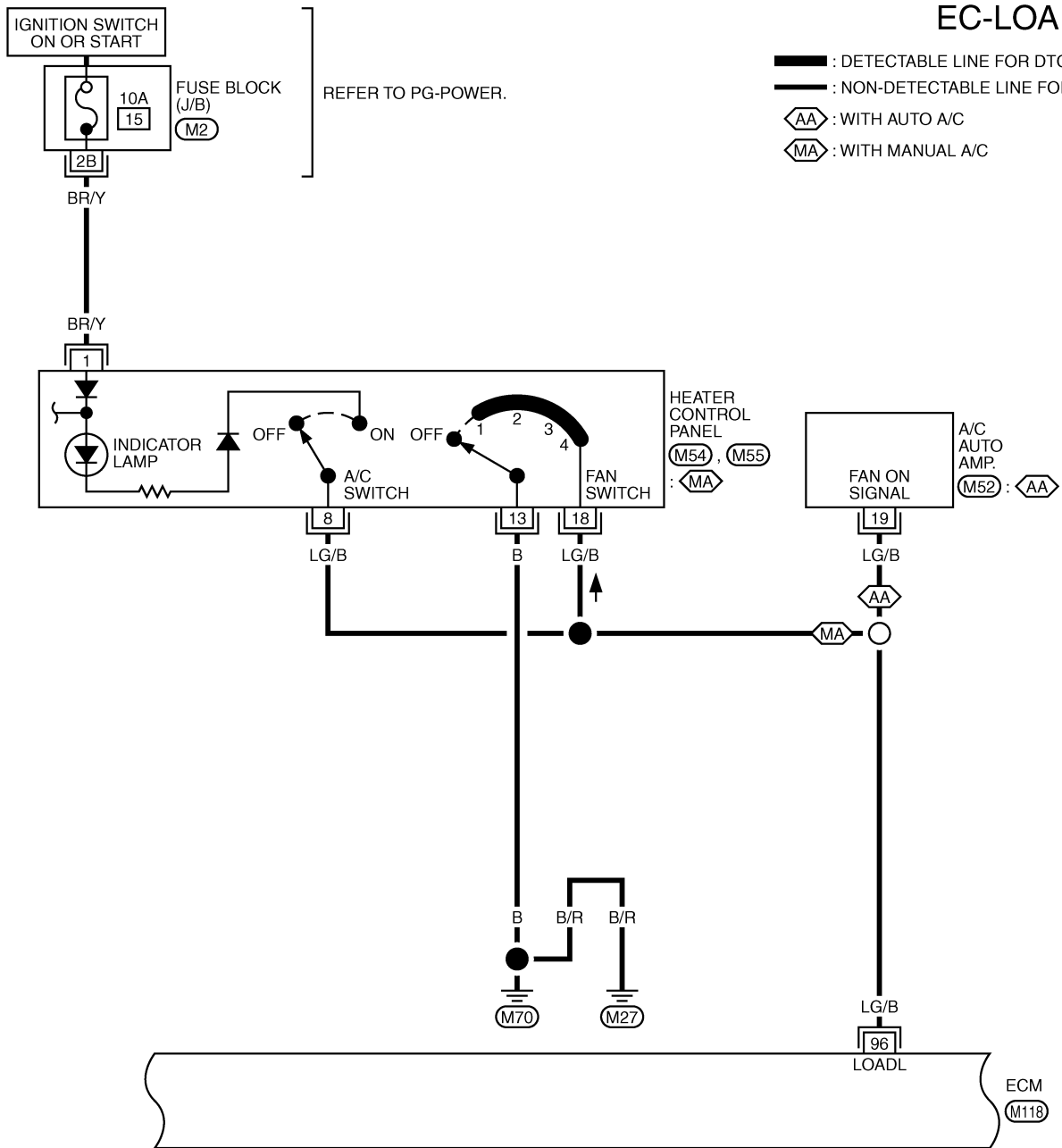
>> INSPECTION END

ELECTRICAL LOAD SIGNAL

Wiring Diagram HEATER FAN

ABS00DCZ

EC-LOAD-02



REFER TO THE FOLLOWING.

(M2) -FUSE BLOCK-JUNCTION BOX (J/B)

TBWB0137E

ELECTRICAL LOAD SIGNAL

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.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
96	LG/B	Heater fan switch	[Engine is running] ● Heater fan switch: ON	Approximately 0V
			[Engine is running] ● Heater fan switch: OFF	BATTERY VOLTAGE (11 - 14V)

Diagnostic Procedure

ABS00DD0

1. INSPECTION START

Do you have CONSULT-II?

Yes or No

Yes >> GO TO 2.

No >> GO TO 3.

2. CHECK HEATER FAN CIRCUIT OVERALL FUNCTION

With CONSULT-II

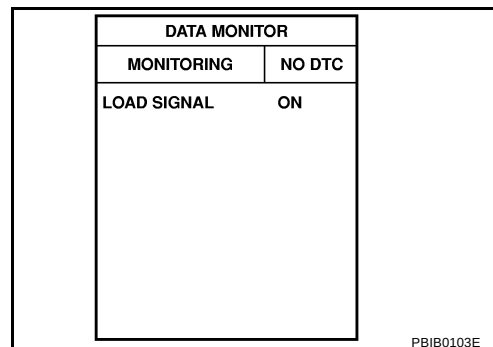
- Turn ignition switch ON.
- Check "LOAD SIGNAL" in "DATA MONITOR" mode with CONSULT-II under the following conditions.

Condition	LOAD SIGNAL
Heater fan switch: ON in any position	ON
Heater fan switch: OFF	OFF

OK or NG

OK >> **INSPECTION END.**

NG >> GO TO 4.



3. CHECK HEATER FAN CIRCUIT OVERALL FUNCTION

Without CONSULT-II

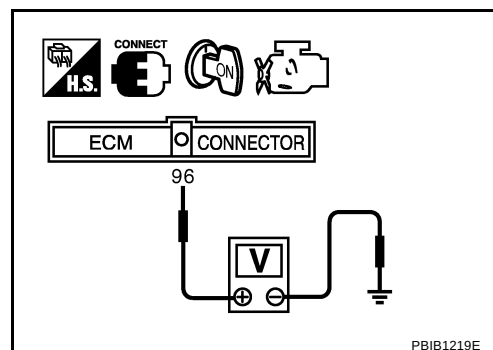
- Turn ignition switch ON.
- Check voltage between ECM terminal 96 and ground under the following conditions.

Condition	Voltage
Heater fan switch: ON in any position	Approximately 0V
Heater fan switch: OFF	BATTERY VOLTAGE (11 - 14V)

OK or NG

OK >> **INSPECTION END.**

NG >> GO TO 4.



ELECTRICAL LOAD SIGNAL

4. CHECK HEATER FAN SWITCH FUNCTION

1. Start engine.
2. Turn heater fan switch ON in any position.
3. Check that heater fan turns properly.

OK or NG

OK >> GO TO 5.

NG >> Refer to [ATC-32, "TROUBLE DIAGNOSIS"](#) (with auto A/C models) or [MTC-28, "TROUBLE DIAGNOSIS"](#) (with manual A/C models).

5. CHECK HEATER FAN INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Stop engine.
2. Turn heater fan switch OFF.
3. Turn ignition switch OFF.
4. Disconnect ECM harness connector.
5. Disconnect A/C auto amp. harness connector or heater control panel harness connector.
6. Check harness continuity between the following;
ECM terminal 96 and A/C auto amp. terminal 19 (with auto A/C models),
ECM terminal 96 and heater control panel terminal 8, 18 (with manual A/C models).
Refer to Wiring Diagram.

Continuity should exist.

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

OK or NG

OK >> GO TO 7.

NG >> GO TO 6.

6. DETECT MALFUNCTIONING PART

Check the following;

- harness for open or short between ECM and A/C auto amp. (with auto A/C models).
- harness for open or short between ECM and heater control panel (with manual A/C models).

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

7. CHECK INTERMITTENT INCIDENT

Perform [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

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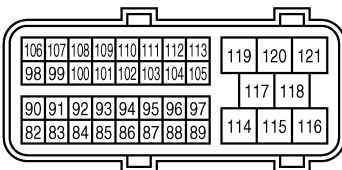
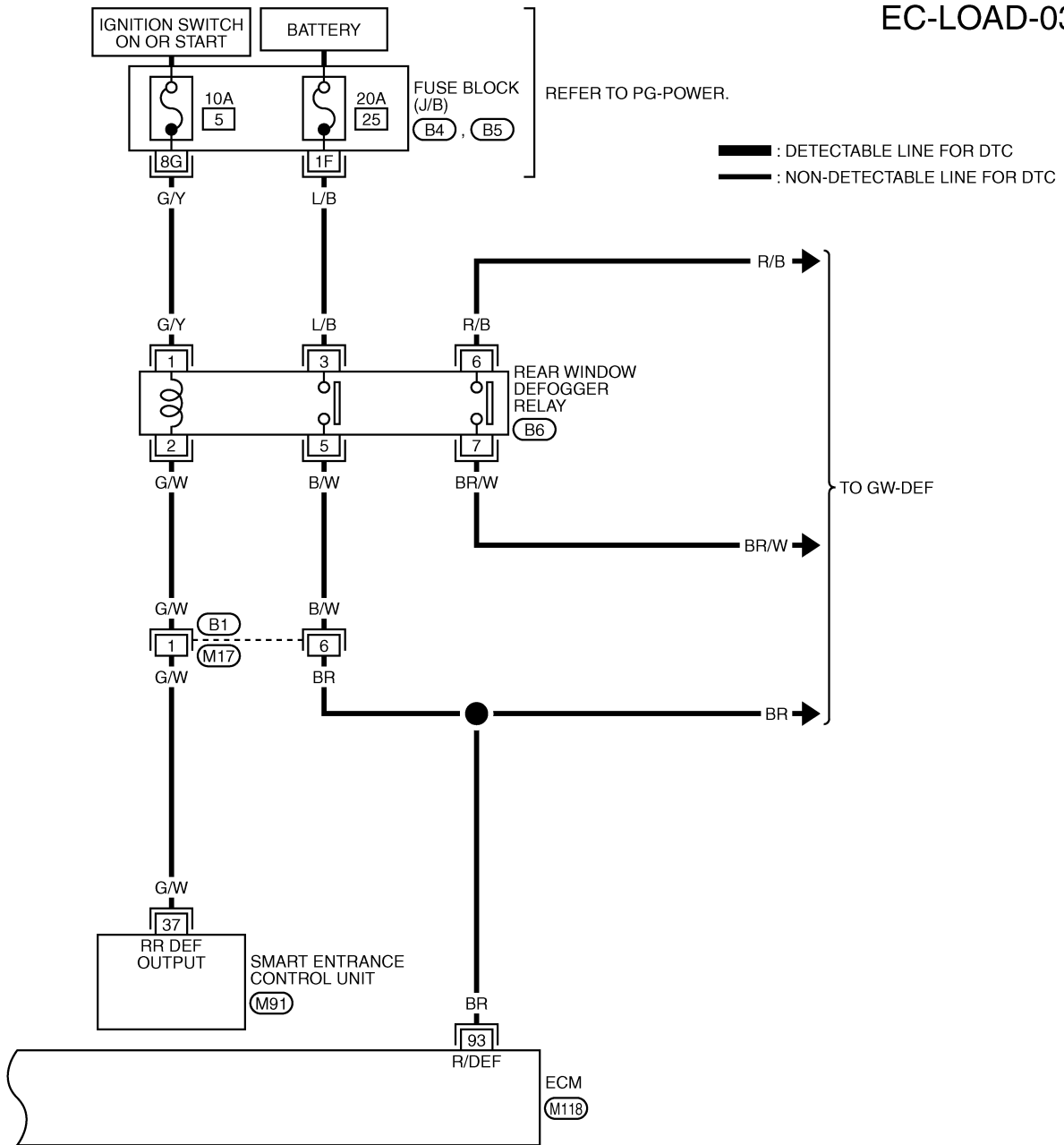
M

ELECTRICAL LOAD SIGNAL

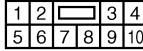
ABS00DD1

Wiring Diagram REAR WINDOW DEFOGGER

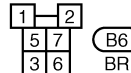
EC-LOAD-03



(M118)
B



(B1)
W



(B6)
BR

REFER TO THE FOLLOWING.

(B4), (B5) - FUSE BLOCK-JUNCTION BOX (J/B)

(M91) - ELECTRICAL UNITS

TBWB0138E

ELECTRICAL LOAD SIGNAL

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.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
93	BR	Electrical load signal (Rear window defogger signal)	[Ignition switch: ON] ● Rear window defogger switch: ON	BATTERY VOLTAGE (11 - 14V)
			[Ignition switch: ON] ● Rear window defogger switch: OFF	Approximately 0V

Diagnostic Procedure

ABS00DD2

1. INSPECTION START

Do you have CONSULT-II?

Yes or No

- Yes >> GO TO 2.
No >> GO TO 3.

2. CHECK REAR WINDOW DEFOGGER CIRCUIT OVERALL FUNCTION

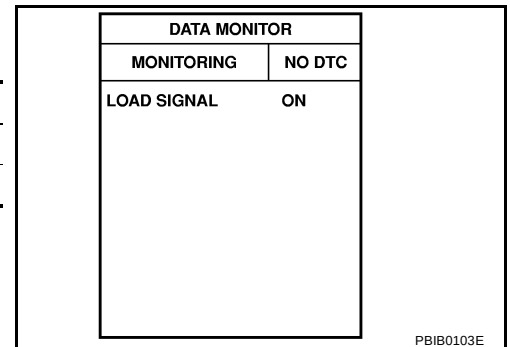
With CONSULT-II

- Turn ignition switch ON.
- Check "LOAD SIGNAL" in "DATA MONITOR" mode with CONSULT-II under the following conditions.

Condition	LOAD SIGNAL
Rear window defogger switch: ON	ON
Rear window defogger switch: OFF	OFF

OK or NG

- OK >> **INSPECTION END**
NG >> GO TO 4.



3. CHECK REAR WINDOW DEFOGGER CIRCUIT OVERALL FUNCTION

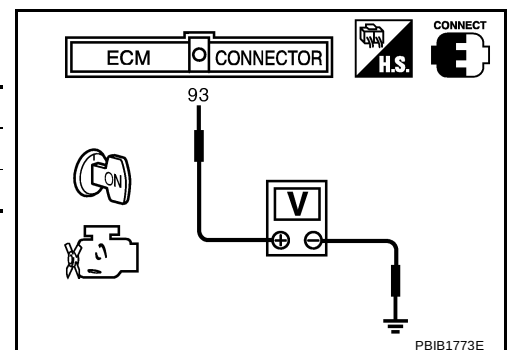
Without CONSULT-II

- Turn ignition switch ON.
- Check voltage between ECM terminal 93 and ground under the following conditions.

Condition	Voltage
Rear window defogger switch: ON	BATTERY VOLTAGE
Rear window defogger switch: OFF	Approximately 0V

OK or NG

- OK >> **INSPECTION END**
NG >> GO TO 4.



ELECTRICAL LOAD SIGNAL

4. CHECK REAR WINDOW DEFOGGER FUNCTION

1. Turn rear window defogger switch ON.
2. Check the rear windshield. Is the rear windshield heated up?

Yes or No

Yes >> GO TO 5.

No >> Refer to [GW-17, "REAR WINDOW DEFOGGER"](#)

5. CHECK REAR WINDOW DEFOGGER INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn rear window defogger switch OFF.
2. Turn ignition switch OFF.
3. Disconnect ECM harness connector and rear window defogger relay.
4. Check harness continuity between ECM terminal 93 and rear window defogger relay terminals 5. Refer to Wiring Diagram.

Continuity should exist.

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

OK or NG

OK >> GO TO 7.

NG >> GO TO 6.

6. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors B1, M17
- Harness for open or short between ECM and rear window defogger relay.

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

7. CHECK INTERMITTENT INCIDENT

Perform [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> **INSPECTION END**

FUEL INJECTOR

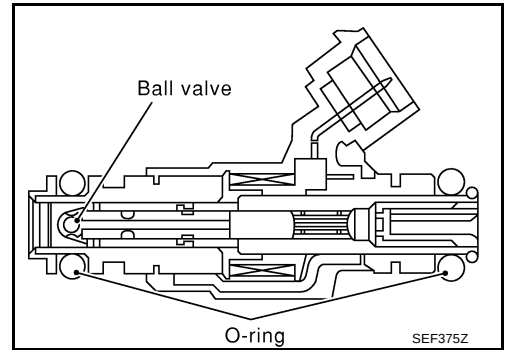
FUEL INJECTOR

PFP:16600

Component Description

ABS00CZ4

The fuel injector is a small, precise solenoid valve. When the ECM supplies a ground to the fuel injector circuit, the coil in the fuel injector is energized. The energized coil pulls the ball valve back and allows fuel to flow through the fuel injector into the intake manifold. The amount of fuel injected depends upon the fuel injection pulse duration. Pulse duration is the length of time the fuel injector remains open. The ECM controls the injection pulse duration based on engine fuel needs.



CONSULT-II Reference Value in Data Monitor Mode

ABS00CZ5

Specification data are reference values.

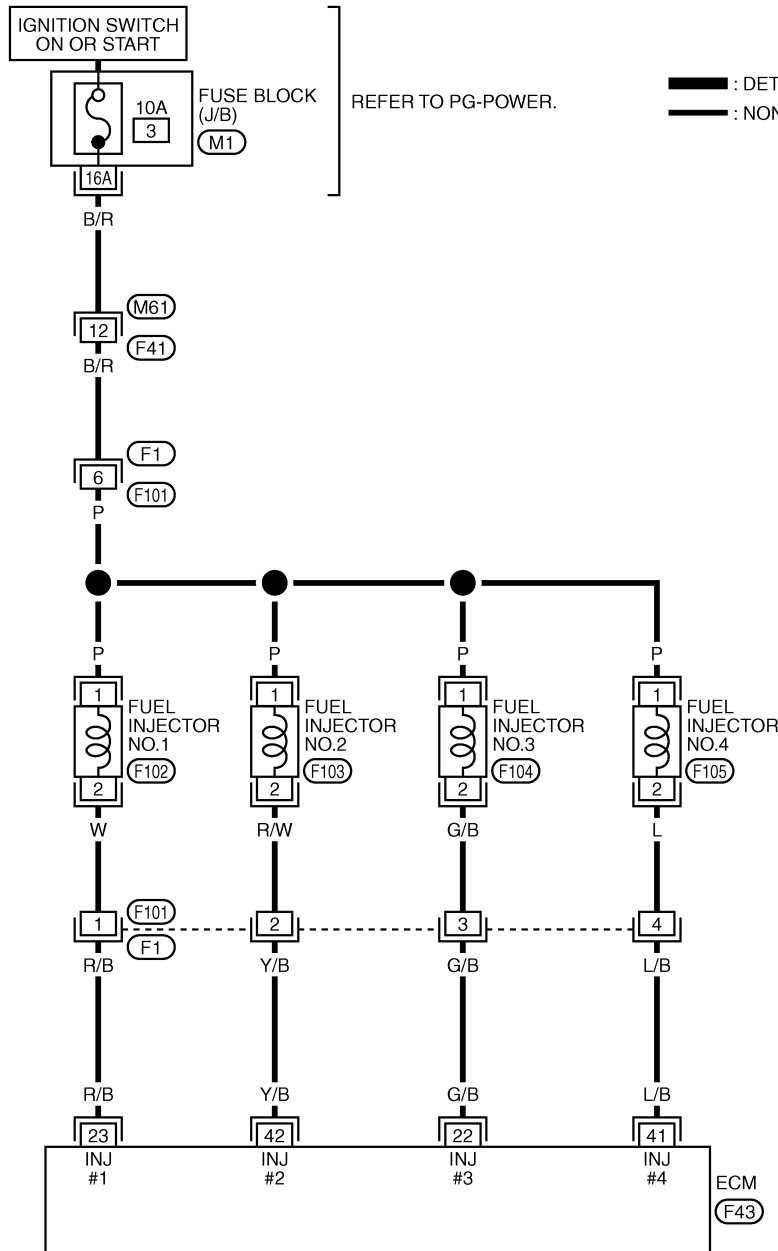
MONITOR ITEM	CONDITION		SPECIFICATION
B/FUEL SCHDL	See EC-133. "TROUBLE DIAGNOSIS - SPECIFICATION VALUE" .		
INJ PULSE-B1	● Engine: After warming up ● Shift lever: N (A/T), Neutral (M/T) ● Air conditioner switch: OFF ● No load	Idle	2.0 - 3.0 msec
		2,000 rpm	1.9 - 2.9 msec

FUEL INJECTOR

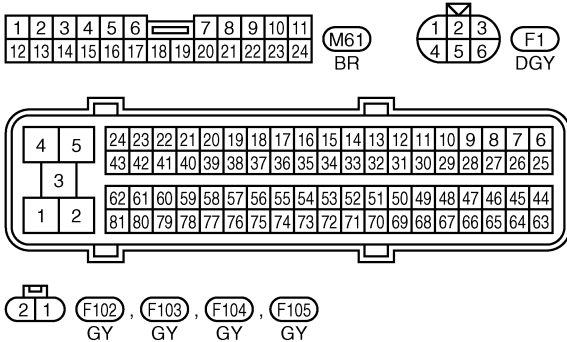
Wiring Diagram

ABS00CZ6

EC-INJECT-01



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



REFER TO THE FOLLOWING.

M1 -FUSE BLOCK-JUNCTION
BOX (J/B)

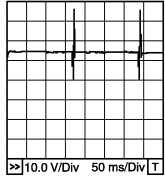
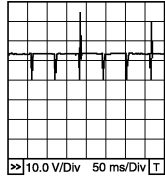
TBWB0843E

FUEL INJECTOR

Specification data are reference values and are measured between each terminal and ground.
Pulse signal is measured by CONSULT-II.

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.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
22	G/B	Fuel injector No. 3	[Engine is running] ● Warm-up condition ● Idle speed NOTE: The pulse cycle changes depending on rpm at idle.	BATTERY VOLTAGE (11 - 14V)★  PBIB0529E
23	R/B	Fuel injector No. 1		
41	L/B	Fuel injector No. 4		
42	Y/B	Fuel injector No. 2		BATTERY VOLTAGE (11 - 14V)★  PBIB0530E

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

Diagnostic Procedure

1. INSPECTION START

Turn ignition switch to START.

Is any cylinder ignited?

Yes or No

Yes >> GO TO 2.

No >> GO TO 3.

FUEL INJECTOR

2. CHECK OVERALL FUNCTION

① With CONSULT-II

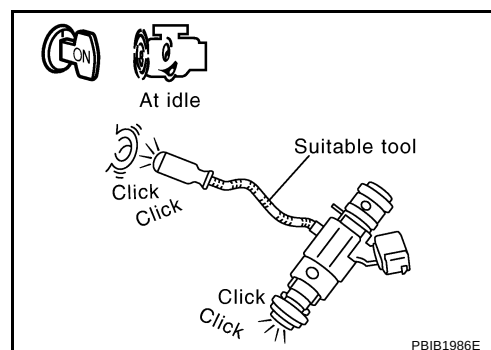
1. Start engine.
2. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT-II.
3. Make sure that each circuit produces a momentary engine speed drop.

ACTIVE TEST	
POWER BALANCE	
MONITOR	
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V

PBIB0133E

⊗ Without CONSULT-II

1. Start engine.
2. Listen to each fuel injector operating sound.
Clicking noise should be heard.



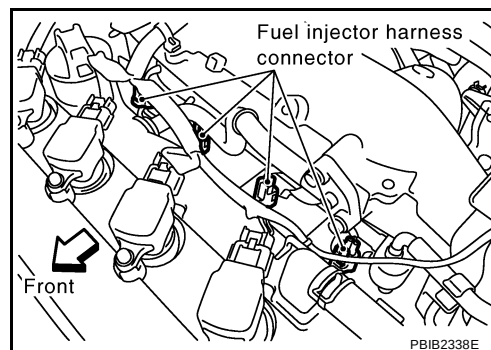
OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 3.

FUEL INJECTOR

3. CHECK FUEL INJECTOR POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect fuel injector harness connector.
3. Turn ignition switch ON.

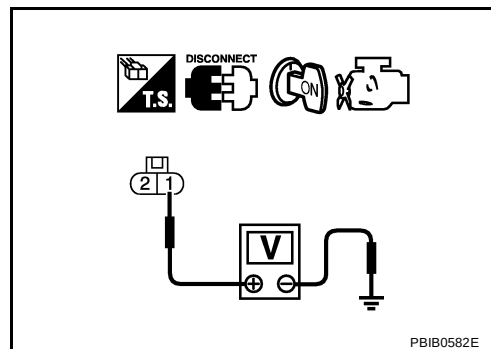


4. Check voltage between fuel injector terminal 1 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 5.
NG >> GO TO 4.



4. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M61, F41
- Harness connectors F1, F101
- Fuse block (J/B) connector M1
- 10A fuse
- Harness for open or short between fuel injector and fuse

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

5. CHECK FUEL INJECTOR OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between fuel injector terminal 2 and ECM terminals 22, 23, 41, 42. Refer to Wiring Diagram.

Continuity should exist.

4. Also check harness for short to ground and short to power in harness or connectors.

OK or NG

- OK >> GO TO 7.
NG >> GO TO 6.

FUEL INJECTOR

6. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F101, F1
- Harness for open or short between fuel injector and ECM

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

7. CHECK FUEL INJECTOR

Refer to [EC-616, "Component Inspection"](#) .

OK or NG

OK >> GO TO 8.

NG >> Replace fuel injector.

8. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

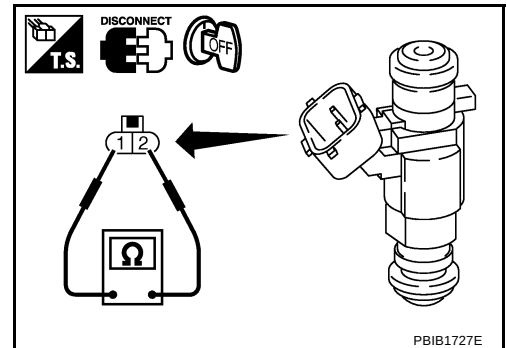
>> INSPECTION END

Component Inspection FUEL INJECTOR

ABS00C28

1. Disconnect fuel injector harness connector.
2. Check resistance between terminals as shown in the figure.

Resistance: 13.5 - 17.5Ω [at 10 - 60°C (50 - 140°F)]



ABS00C29

Removal and Installation FUEL INJECTOR

Refer to [EM-30, "FUEL INJECTOR AND FUEL TUBE"](#) .

FUEL PUMP

FUEL PUMP

PFP:17042

Description SYSTEM DESCRIPTION

ABS00CZA

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

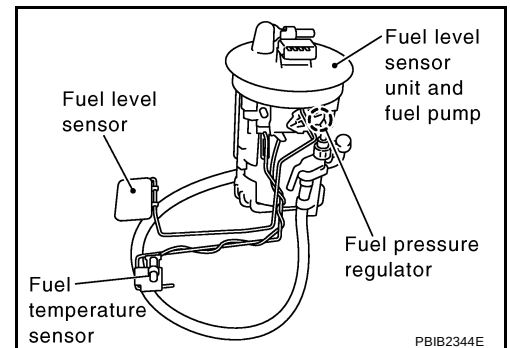
*: ECM determines the start signal status by the signals of engine speed and battery voltage.

The ECM activates the fuel pump for 1 second after the ignition switch is turned ON to improve engine startability. If the ECM receives a engine speed signal from the camshaft position sensor (PHASE), it knows that the engine is rotating, and causes the pump to operate. If the engine speed signal is not received when the ignition switch is ON, the engine stalls. The ECM stops pump operation and prevents battery discharging, thereby improving safety. The ECM does not directly drive the fuel pump. It controls the ON/OFF fuel pump relay, which in turn controls the fuel pump.

Condition	Fuel pump operation
Ignition switch is turned to ON.	Operates for 1 second.
Engine running or cranking	Operates.
When engine is stopped	Stops in 1.5 seconds.
Except as shown above	Stops.

COMPONENT DESCRIPTION

A turbine type design fuel pump is used in the fuel tank.



CONSULT-II Reference Value in Data Monitor Mode

ABS00CZB

Specification data are reference values.

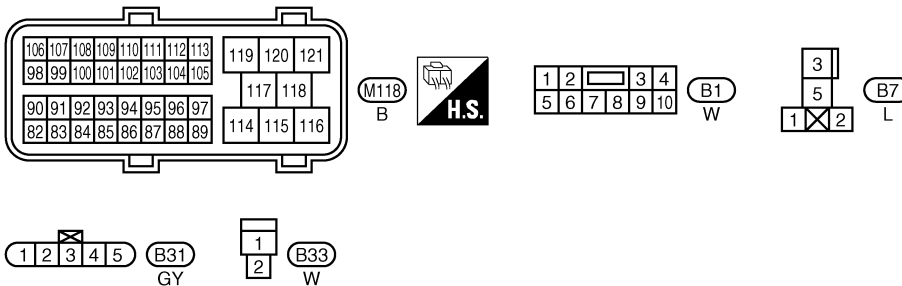
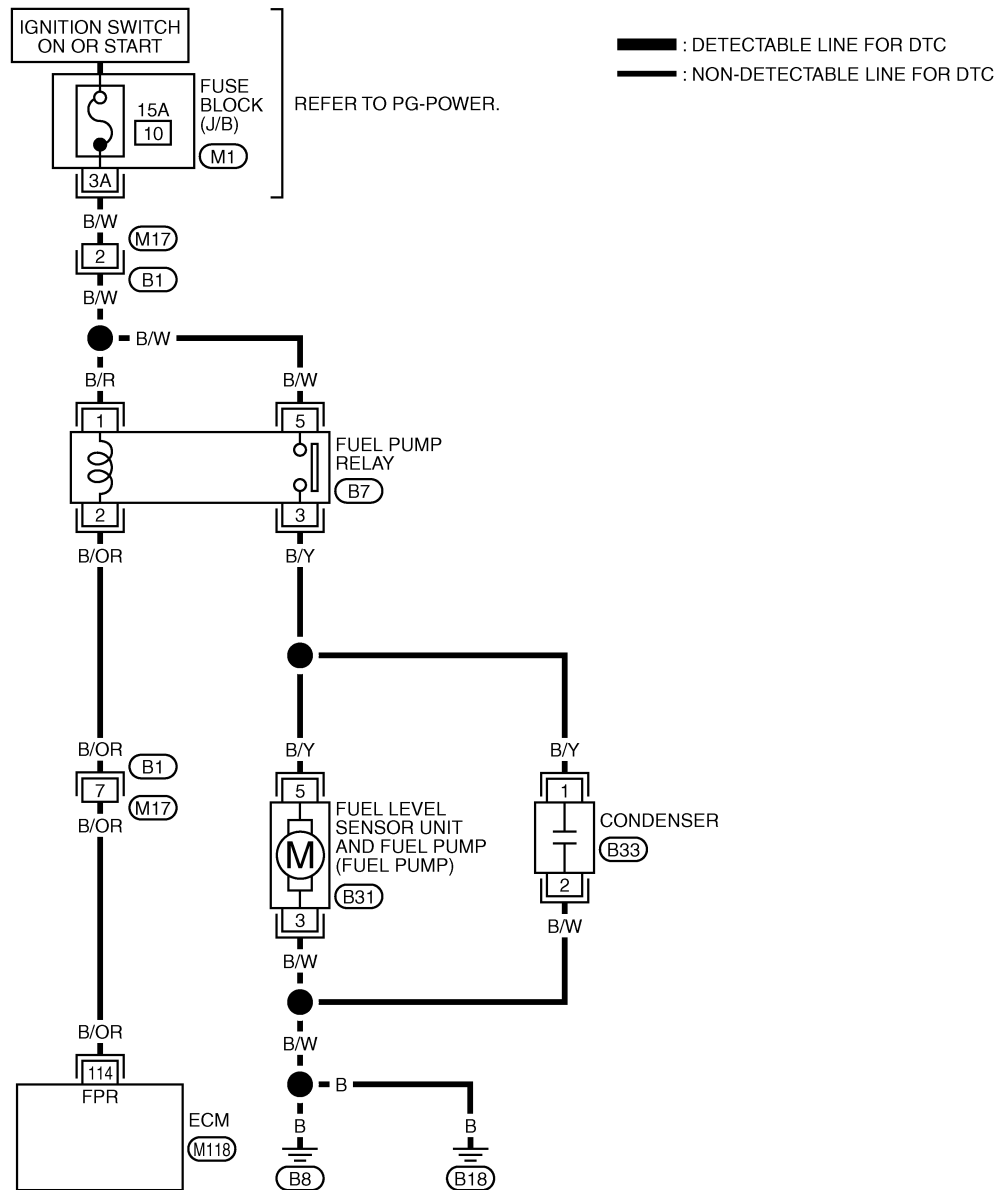
MONITOR ITEM	CONDITION	SPECIFICATION
FUEL PUMP RLY	● For 1 seconds after turning ignition switch ON	ON
	● Engine running or cranking	
	● Except above conditions	OFF

FUEL PUMP

Wiring Diagram

ABS00CZC

EC-F/PUMP-01



REFER TO THE FOLLOWING.

(M1) -FUSE BLOCK-JUNCTION
BOX (J/B)

TBWA0632E

FUEL PUMP

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.

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
114	B/OR	Fuel pump relay	[Ignition switch: ON] ● For 1 second after turning ignition switch ON	0 - 1.0V
			[Engine is running] [Ignition switch: ON] ● More than 1 second after turning ignition switch ON	BATTERY VOLTAGE (11 - 14V)

Diagnostic Procedure

ABS00D90

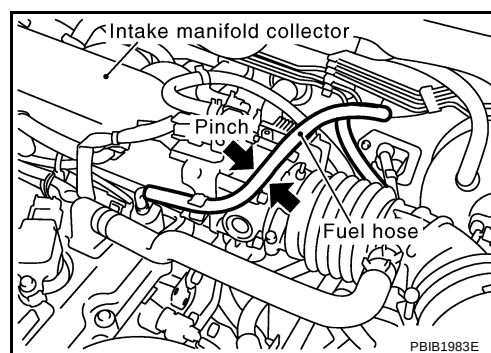
1. CHECK OVERALL FUNCTION

1. Turn ignition switch ON.
2. Pinch fuel feed hose with two fingers.

Fuel pressure pulsation should be felt on the fuel hose for 1 second after ignition switch is turned ON.

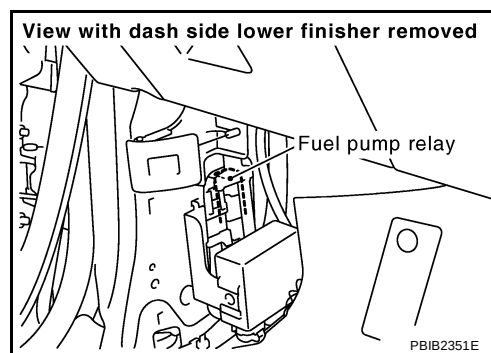
OK or NG

- OK >> **INSPECTION END**
NG >> GO TO 2.



2. CHECK FUEL PUMP RELAY POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect fuel pump relay.
3. Turn ignition switch ON.

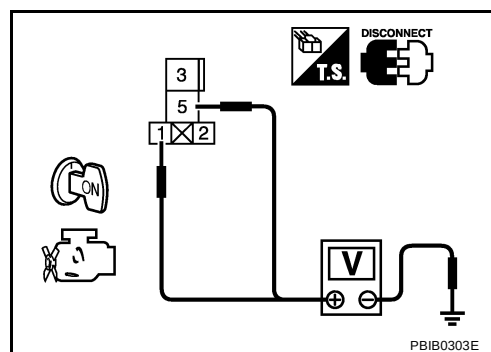


4. Check voltage between fuel pump relay terminals 1, 5 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 4.
NG >> GO TO 3.



FUEL PUMP

3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M17, B1
- Fuse block (J/B) connector M1
- 15A fuse
- Harness for open or short between fuel pump relay and fuse

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

4. CHECK CONDENSER CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect condenser harness connector.
3. Check harness continuity between the following;
fuel pump relay terminal 3 and condenser terminal 1,
condenser terminal 2 and 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 6.

NG >> GO TO 5.

5. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between fuel pump relay and condenser
- Harness for open or short between condenser and ground

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

6. CHECK CONDENSER

Refer to [EC-622, "Component Inspection"](#).

OK or NG

OK >> GO TO 7.

NG >> Replace condenser.

7. CHECK FUEL PUMP POWER SUPPLY AND GROUND CIRCUIT FOR OPEN AND SHORT

1. Disconnect "fuel level sensor unit and fuel pump" harness connector.
2. Check harness continuity between the following;
fuel pump relay terminal 3 and "fuel level sensor unit and fuel pump" terminal 5,
"fuel level sensor unit and fuel pump" terminal 3 and ground.
Refer to Wiring Diagram.

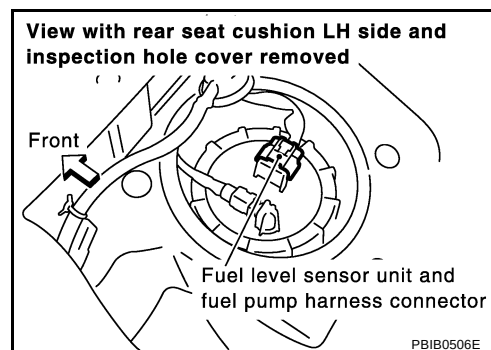
Continuity should exist.

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

OK or NG

OK >> GO TO 9.

NG >> GO TO 8.



FUEL PUMP

8. DETECT MALFUNCTIONING PART

Check the following.

- Harness for open or short between fuel pump relay and “fuel level sensor unit and fuel pump”
- Harness for open or short between “fuel level sensor unit and fuel pump” and ground

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

9. CHECK FUEL PUMP RELAY OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check harness continuity between fuel pump relay terminal 2 and ECM terminal 114.
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 11.
- NG >> GO TO 10.

10. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors B1, M17
- Harness for open or short between fuel pump relay and ECM

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

11. CHECK FUEL PUMP RELAY

Refer to [EC-622, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 12.
- NG >> Replace fuel pump relay.

12. CHECK FUEL PUMP

Refer to [EC-622, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 13.
- NG >> Replace fuel pump.

13. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

FUEL PUMP

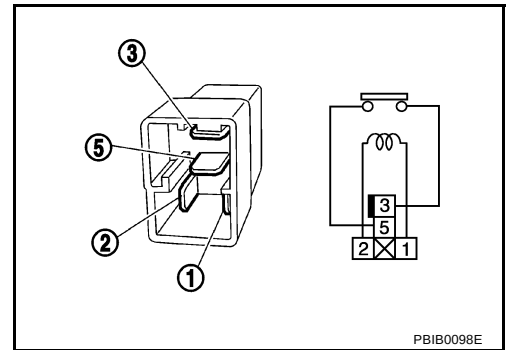
Component Inspection

ABS00CZE

FUEL PUMP RELAY

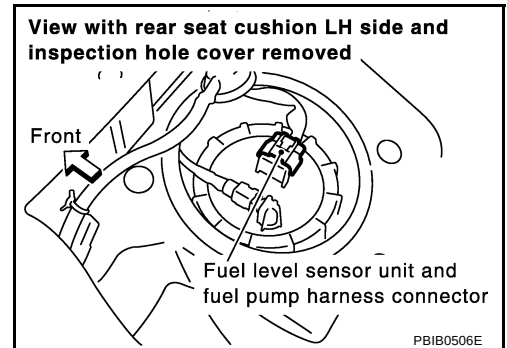
Check continuity between terminals 3 and 5 under the following conditions.

Conditions	Continuity
12V direct current supply between terminals 1 and 2	Yes
No current supply	No



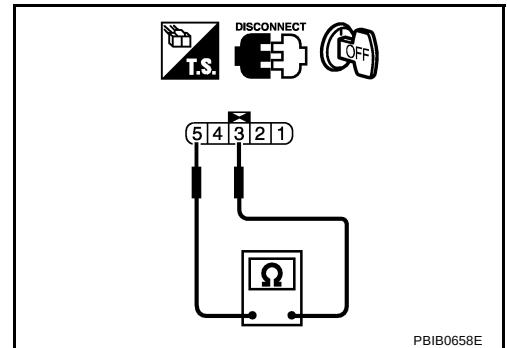
FUEL PUMP

1. Disconnect "fuel level sensor unit and fuel pump" harness connector.



2. Check resistance between "fuel level sensor unit and fuel pump" terminals 3 and 5.

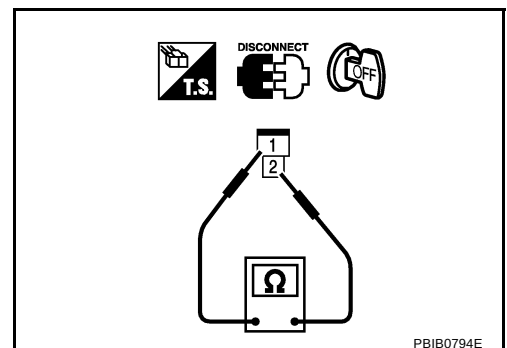
Resistance: Approximately: 0.2 - 5.0Ω[at 25°C (77°F)]



CONDENSER

1. Turn ignition switch OFF.
2. Disconnect condenser harness connector.
3. Check resistance between condenser terminals 1 and 2.

Resistance: Above 1MΩ [at 25°C (77°F)]



Removal and Installation

FUEL PUMP

ABS00CZF

Refer to [FL-4, "FUEL LEVEL SENSOR UNIT, FUEL FILTER AND FUEL PUMP ASSEMBLY"](#).

IGNITION SIGNAL

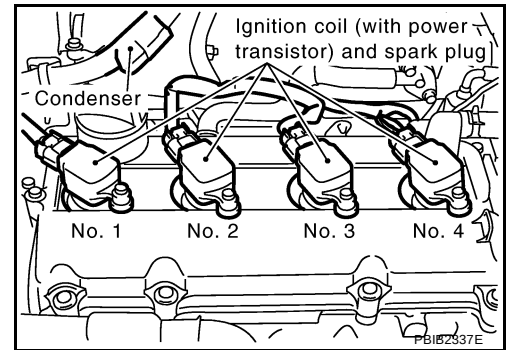
IGNITION SIGNAL

PFP:22448

Component Description

IGNITION COIL & POWER TRANSISTOR

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.



A

EC

C

D

E

F

G

H

I

J

K

L

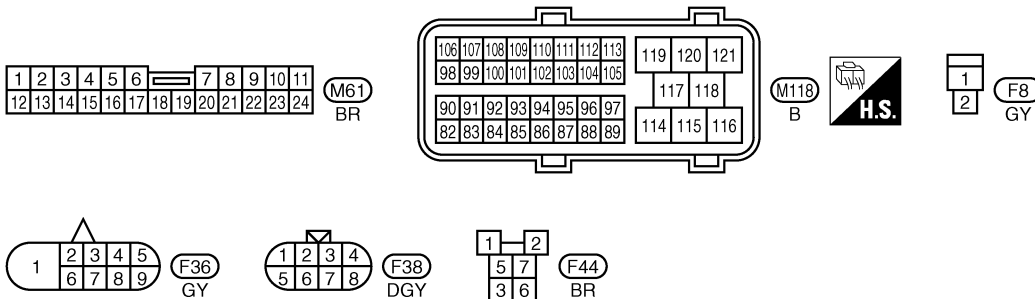
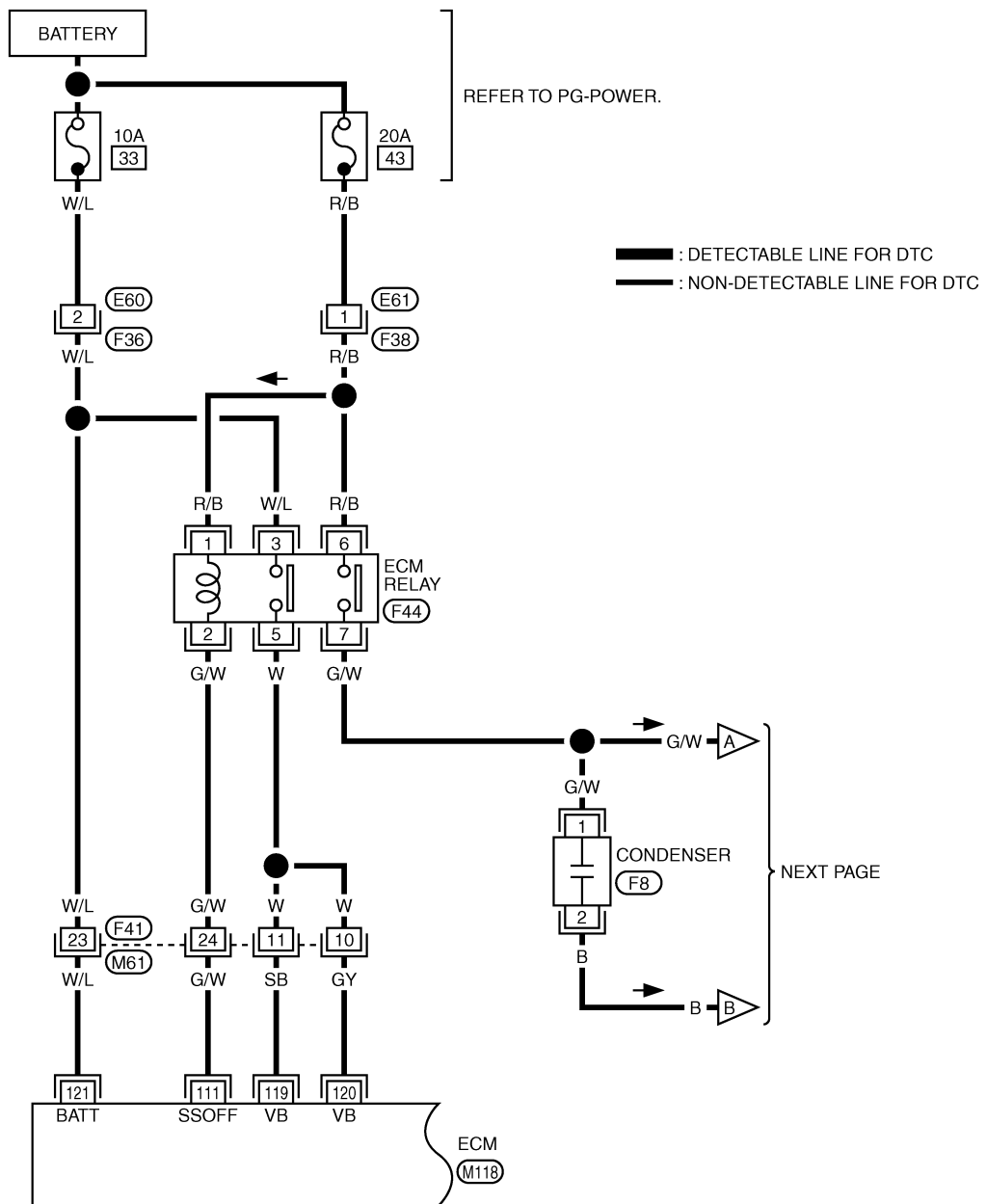
M

IGNITION SIGNAL

Wiring Diagram

ABS00CYU

EC-IGNSYS-01



TBWA0628E

IGNITION SIGNAL

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

CAUTION:

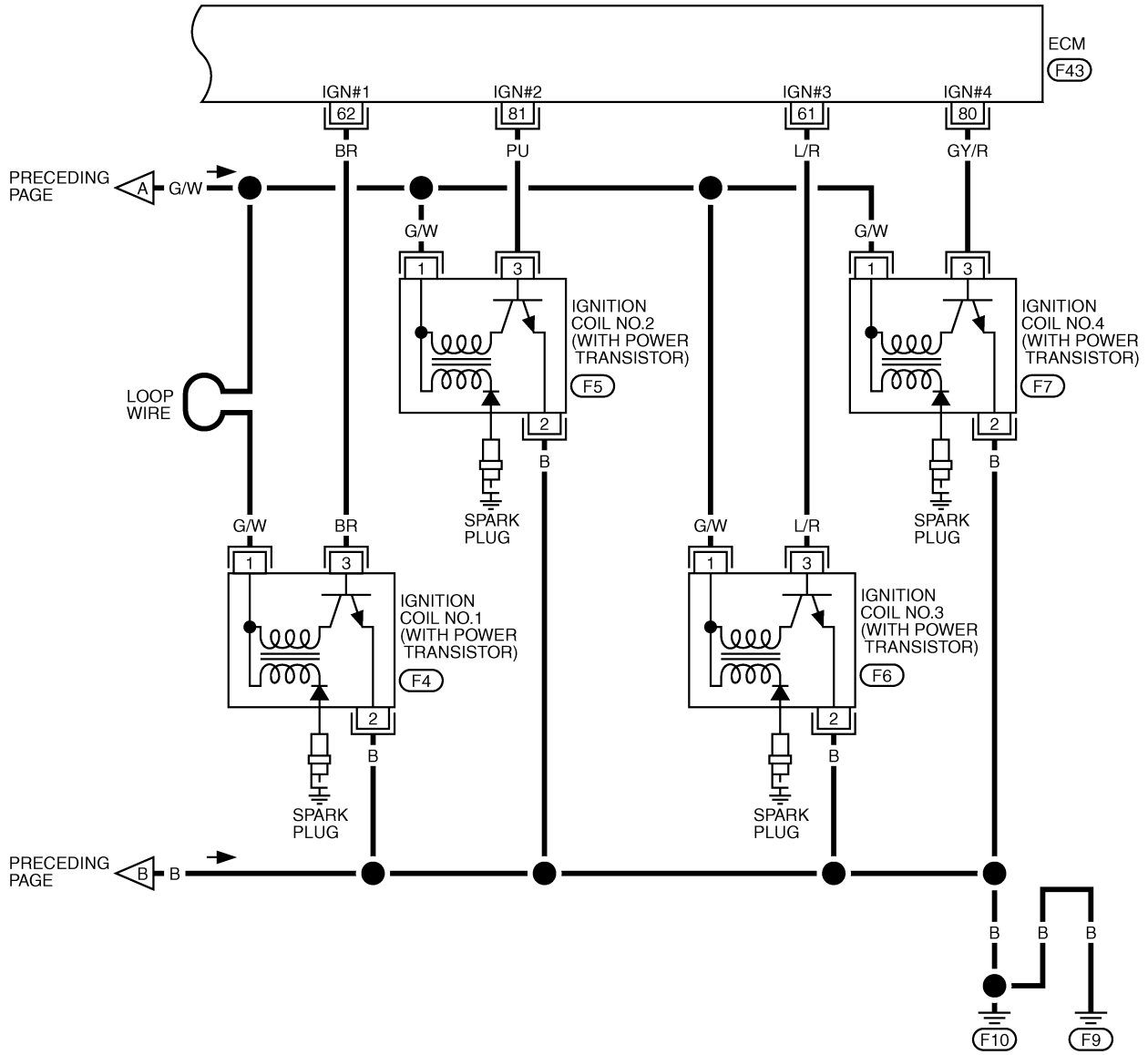
Do not use ECM ground terminals when measuring input/output voltage. Doing so may result in damage to the ECM's transistor. Use a ground other than ECM terminals, such as the ground.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
111	G/W	ECM relay (Self shut-off)	[Engine is running] [Ignition switch: OFF] ● For a few seconds after turning ignition switch OFF	0 - 1.0V
			[Ignition switch: OFF] ● More than a few seconds after turning igni- tion switch OFF	BATTERY VOLTAGE (11 - 14V)
119 120	SB GY	Power supply for ECM	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)
121	W/L	Power supply for ECM (Back-up)	[Ignition switch: OFF]	BATTERY VOLTAGE (11 - 14V)

IGNITION SIGNAL

EC-IGNSYS-02

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



1 2 3 F4 F5 F6 F7
 GY GY GY GY

4	5	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6
		43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25
3		62	61	60	59	58	57	56	55	54	53	52	51	50	49	48	47	46	45	44
1	2	81	80	79	78	77	76	75	74	73	72	71	70	69	68	67	66	65	64	63

F43 B H.S.

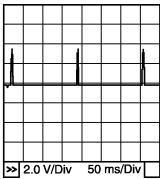
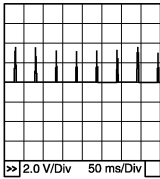
TBW0133E

IGNITION SIGNAL

Specification data are reference values and are measured between each terminal and ground.
Pulse signal is measured by CONSULT-II.

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.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
61 62 80 81	L/R BR GY/R PU	Ignition signal No. 3 Ignition signal No. 1 Ignition signal No. 4 Ignition signal No. 2	[Engine is running] ● Warm-up condition ● Idle speed NOTE: The pulse cycle changes depending on rpm at idle.	0 - 0.1V★  PBIB0521E
			[Engine is running] ● Warm-up condition ● Engine speed: 2,000 rpm.	0 - 0.2V★  PBIB0522E

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

Diagnostic Procedure

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 3.

No >> GO TO 4.

2. CHECK OVERALL FUNCTION

With CONSULT-II

1. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT-II.

2. Make sure that each circuit produces a momentary engine speed drop.

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 12.

ACTIVE TEST	
POWER BALANCE	
MONITOR	
ENG SPEED	XXX rpm
MAS A/F SE-B1	XXX V

PBIB0133E

IGNITION SIGNAL

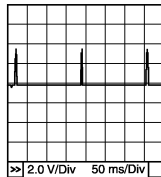
3. CHECK OVERALL FUNCTION

⊗ Without CONSULT-II

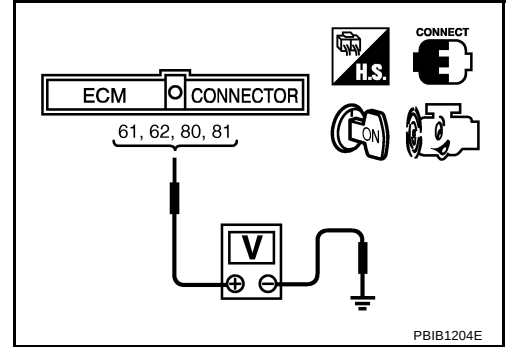
1. Let engine idle.
2. Read the voltage signal between ECM terminals 61, 62, 80, 81 and ground with an oscilloscope.
3. Verify that the oscilloscope screen shows the signal wave as shown below.

NOTE:

The pulse cycle changes depending on rpm at idle.



PBIB0521E



OK or NG

- OK >> **INSPECTION END**
NG >> GO TO 12.

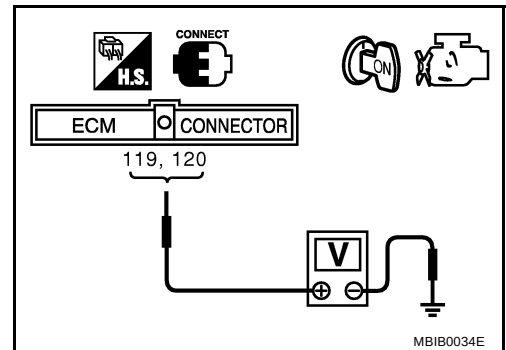
4. CHECK IGNITION COIL POWER SUPPLY CIRCUIT-I

1. Turn ignition switch ON.
2. Check voltage between ECM terminals 119, 120 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

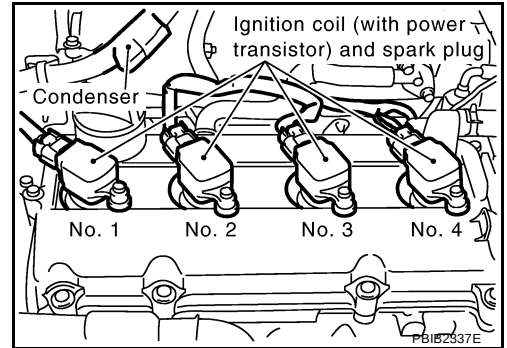
- OK >> GO TO 5.
NG >> Go to [EC-144, "POWER SUPPLY AND GROUND CIRCUIT"](#).



IGNITION SIGNAL

5. CHECK IGNITION COIL POWER SUPPLY CIRCUIT-II

1. Turn ignition switch OFF.
2. Disconnect condenser harness connector.
3. Turn ignition switch ON.

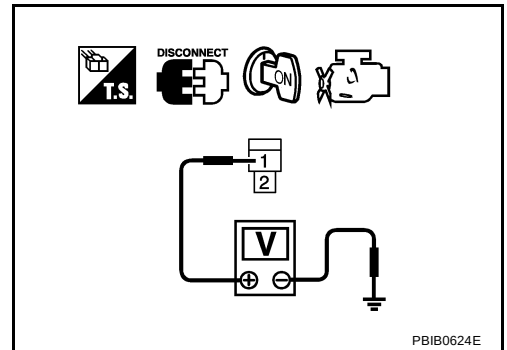


4. Check voltage between condenser terminal 1 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 10.
NG >> GO TO 6.



6. CHECK IGNITION COIL POWER SUPPLY CIRCUIT-III

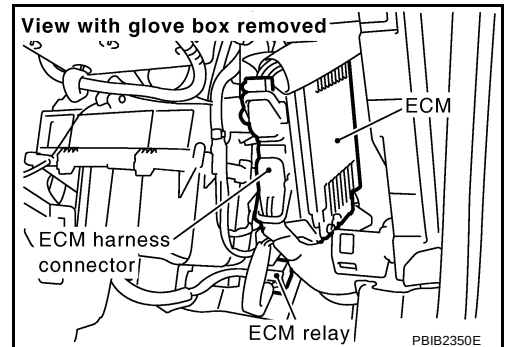
1. Turn ignition switch OFF.
2. Disconnect ECM relay.
3. Check harness continuity between ECM relay terminal 7 and condenser terminal 1. Refer to Wiring Diagram.

Continuity should exist.

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

OK or NG

- OK >> GO TO 7.
NG >> Repair open circuit or short to ground or short to power in harness or connectors.



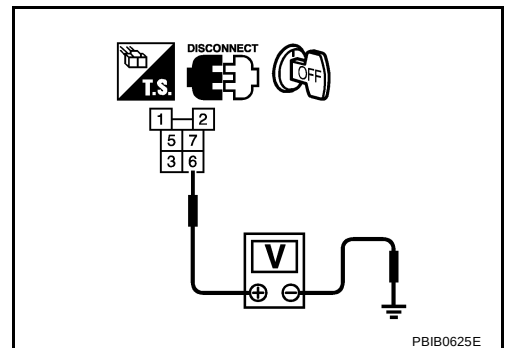
7. CHECK IGNITION COIL POWER SUPPLY CIRCUIT-IV

Check voltage between ECM relay terminal 6 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 9.
NG >> GO TO 8.



IGNITION SIGNAL

8. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E61, F38
- 20A fuse
- Harness for open or short between ECM relay and battery

>> Repair or replace harness or connectors.

9. CHECK ECM RELAY

Refer to [EC-632, "Component Inspection"](#) .

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 ground.
Refer to Wiring diagram.

Continuity should exist.

3. Also check harness for short to power.

OK or NG

OK >> GO TO 11.

NG >> Repair open circuit or short to power in harness or connector.

11. CHECK CONDENSER

Refer to [EC-632, "Component Inspection"](#) .

OK or NG

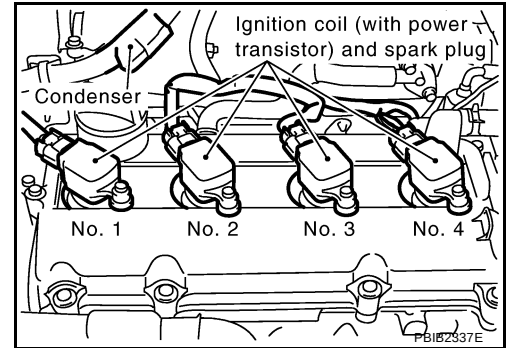
OK >> GO TO 12.

NG >> Replace condenser.

IGNITION SIGNAL

12. CHECK IGNITION COIL POWER SUPPLY CIRCUIT-V

1. Turn ignition switch OFF.
2. Reconnect all harness connectors disconnected.
3. Disconnect ignition coil harness connector.
4. Turn ignition switch ON.

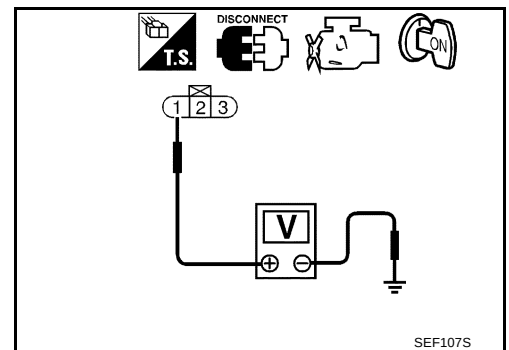


5. Check voltage between ignition coil terminal 1 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 13.
NG >> Repair open circuit or short to ground or short to power in harness or connectors.



13. CHECK IGNITION COIL GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Check harness continuity between ignition coil terminal 2 and ground. Refer to Wiring Diagram.

Continuity should exist.

3. Also check harness for short to power.

OK or NG

- OK >> GO TO 14.
NG >> Repair open circuit or short to power in harness or connectors.

14. CHECK IGNITION COIL OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Disconnect ECM harness connector.
2. Check harness continuity between ECM terminals 61, 62, 80, 81 and ignition coil 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 15.
NG >> Repair open circuit or short to ground or short to power in harness or connectors.

IGNITION SIGNAL

15. CHECK IGNITION COIL WITH POWER TRANSISTOR

Refer to [EC-632, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 16.
NG >> Replace ignition coil with power transistor.

16. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

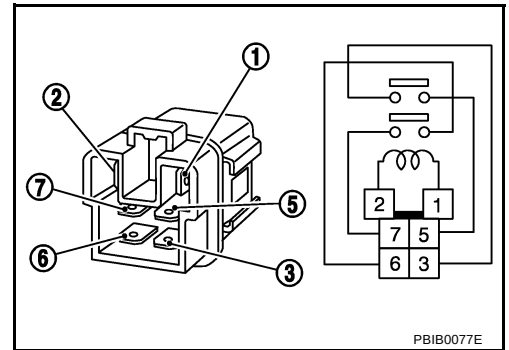
Component Inspection

ECM RELAY

1. Apply 12V direct current between ECM relay terminals 1 and 2.
2. Check continuity between relay terminals 3 and 5, 6 and 7.

Condition	Continuity
12V direct current supply between terminals 1 and 2	Yes
OFF	No

3. If NG, replace ECM relay.



IGNITION COIL WITH POWER TRANSISTOR

CAUTION:

Do the following procedure in the place where ventilation is good without the combustible.

1. Turn ignition switch OFF.
2. Disconnect ignition coil harness connector.
3. Check resistance between ignition coil terminals as follows.

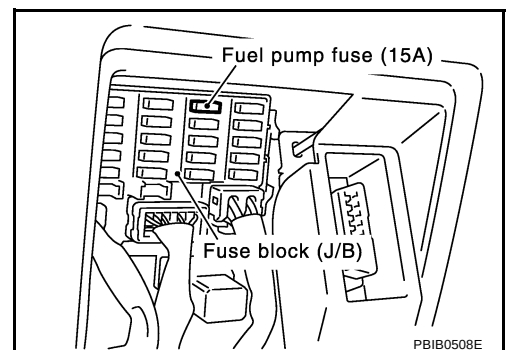
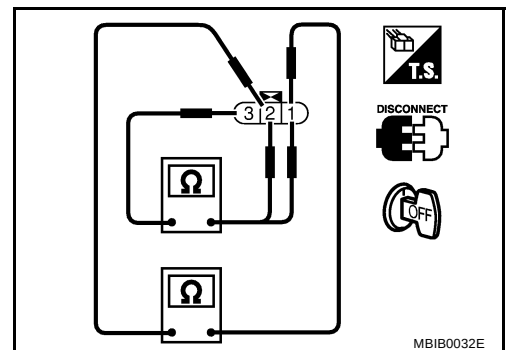
Terminal No. (Polarity)	Resistance Ω [at 25°C (77°F)]
1 and 2	Except 0 or ∞
1 and 3	Except 0
2 and 3	

4. If NG, Replace ignition coil with power transistor.
If OK, go to next step.
5. Turn ignition switch OFF.
6. Reconnect all harness connectors disconnected.
7. Remove fuel pump fuse in located in fuse box to release fuel pressure.

NOTE:

Do not use CONSULT-II to release fuel pressure, or fuel pressure applies again during the following procedure.

8. Start engine.
9. After engine stalls, crank it two or three times to release all fuel pressure.
10. Turn ignition switch OFF.
11. Remove ignition coil harness connectors to avoid the electrical discharge from the ignition coils.
12. Remove ignition coil and spark plug of the cylinder to be checked.
13. Crank engine for 5 seconds or more to remove combustion gas in the cylinder.



IGNITION SIGNAL

14. Connect spark plug and harness connector to ignition coil.
15. Fix ignition coil using a rope etc. with gap of 13 - 17 mm between the edge of the spark plug and grounded metal portion as shown in the figure.
16. Crank engine for about 3 seconds, and check whether spark is generated between the spark plug and the grounded part.

Spark should be generated.

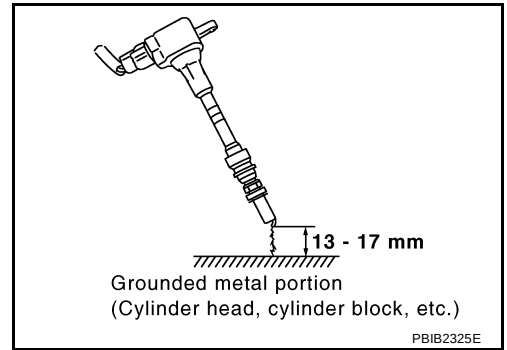
CAUTION:

- Do not approach to the spark plug and the ignition coil within 50cm. Be careful not to get an electrical shock while checking, because the electrical discharge voltage becomes 20kV or more.
- It might cause to damage the ignition coil if the gap of more than 17 mm is taken.

NOTE:

When the gap is less than 13 mm, the spark might be generated even if the coil is malfunctioning.

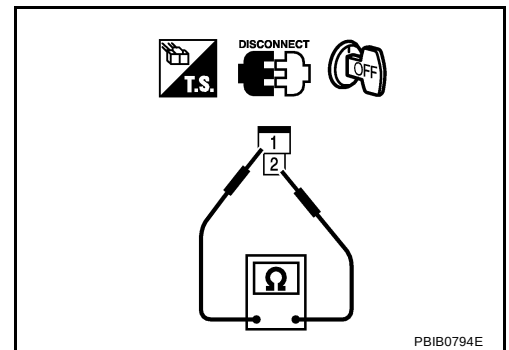
17. If NG, Replace ignition coil with power transistor.



CONDENSER

1. Turn ignition switch OFF.
2. Disconnect condenser harness connector.
3. Check resistance between condenser terminals as 1 and 2.

Resistance: Above 1 MΩ [at 25°C (77°F)]



Removal and Installation

IGNITION COIL WITH POWER TRANSISTOR

Refer to [EM-27, "IGNITION COIL"](#).

REFRIGERANT PRESSURE SENSOR

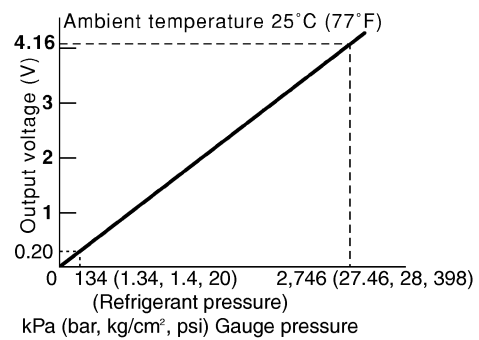
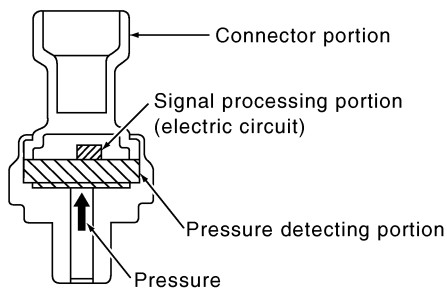
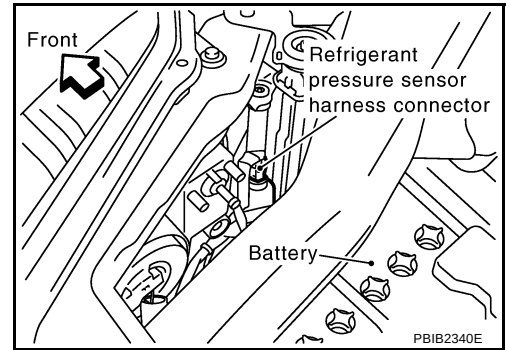
REFRIGERANT PRESSURE SENSOR

PFP:92136

Component Description

ABS00CZG

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



REFRIGERANT PRESSURE SENSOR

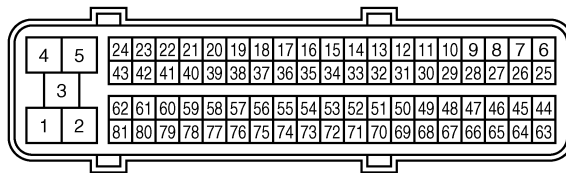
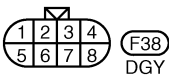
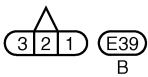
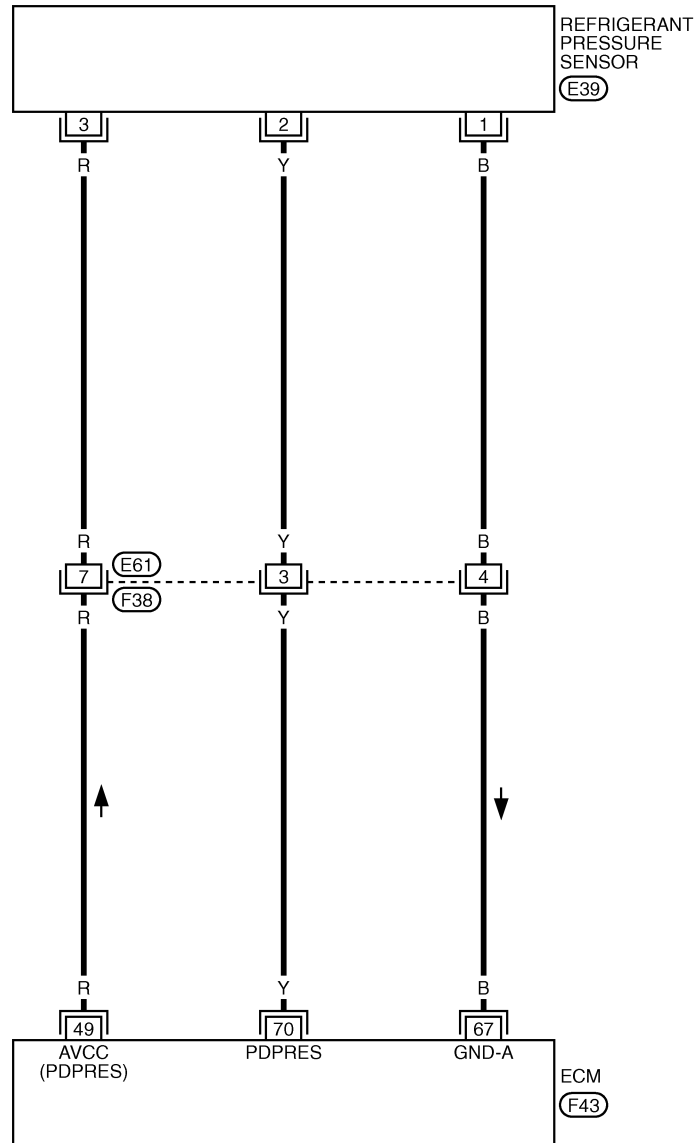
Wiring Diagram

ABS00CZH

EC-RP/SEN-01

— : DETECTABLE LINE FOR DTC

— : NON-DETECTABLE LINE FOR DTC



TBWB0135E

REFRIGERANT PRESSURE SENSOR

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.

TERMI- NAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
49	R	Sensor power supply (Refrigerant pressure sensor)	[Ignition switch: ON]	Approximately 5V
67	B	Sensor ground	[Engine is running] ● Warm-up condition ● Idle speed	Approximately 0V
70	Y	Refrigerant pressure sensor	[Engine is running] ● Warm-up condition ● Both A/C switch and blower switch: ON (Compressor operates.)	1.0 - 4.0V

Diagnostic Procedure

ABS00D91

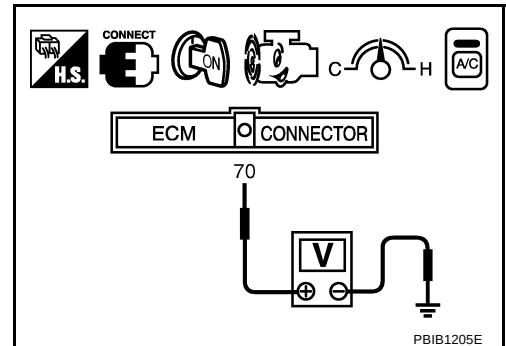
1. CHECK REFRIGERANT PRESSURE SENSOR OVERALL FUNCTION

1. Start engine and warm it up to normal operating temperature.
2. Turn A/C switch and blower switch ON.
3. Check voltage between ECM terminal 70 and ground with CONSULT-II or tester.

Voltage: 1.0 - 4.0V

OK or NG

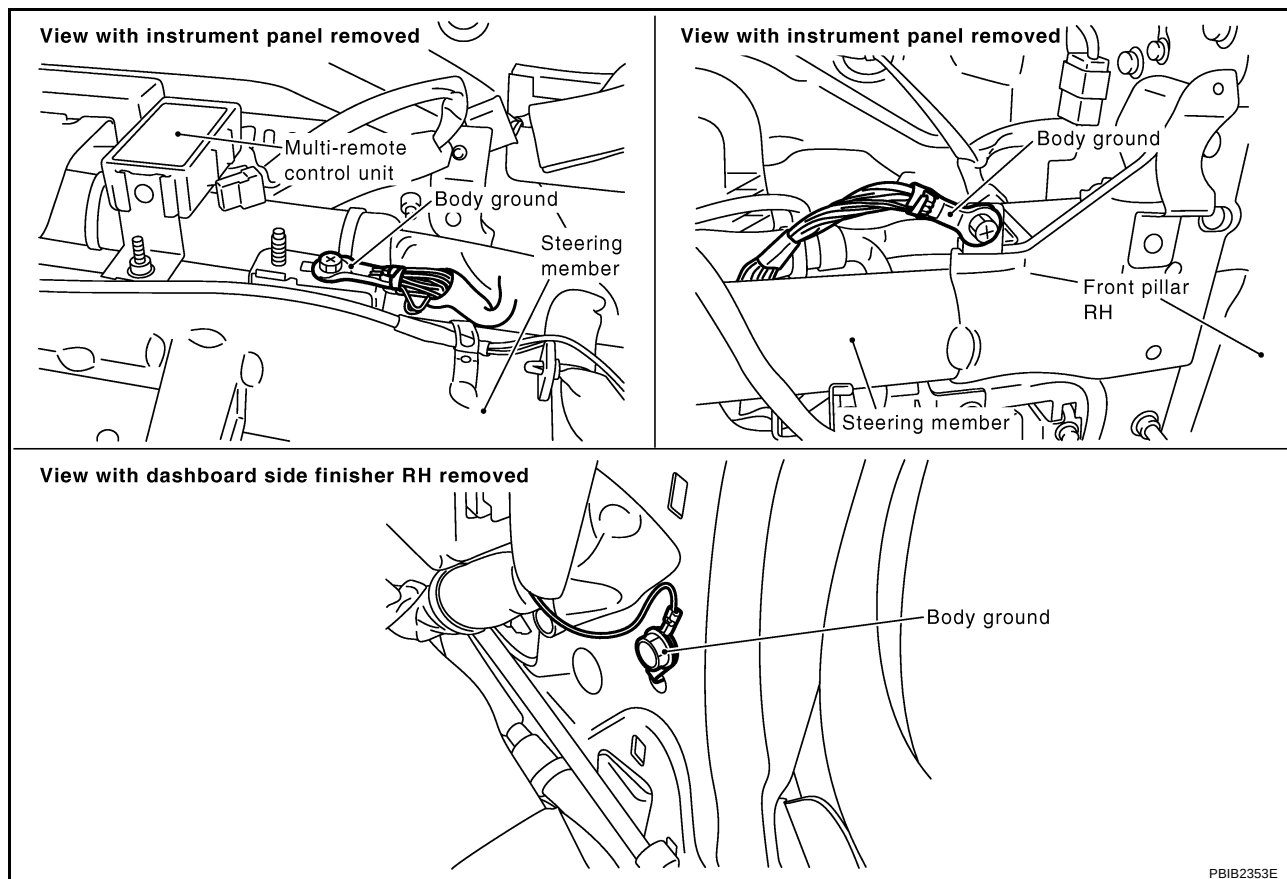
OK >> **INSPECTION END**
NG >> GO TO 2.



REFRIGERANT PRESSURE SENSOR

2. CHECK GROUND CONNECTIONS

1. Turn A/C switch and blower switch OFF.
2. Stop engine.
3. Turn ignition switch OFF.
4. Loosen and retighten three ground screws on the body.
Refer to [EC-151, "Ground Inspection"](#).



OK or NG

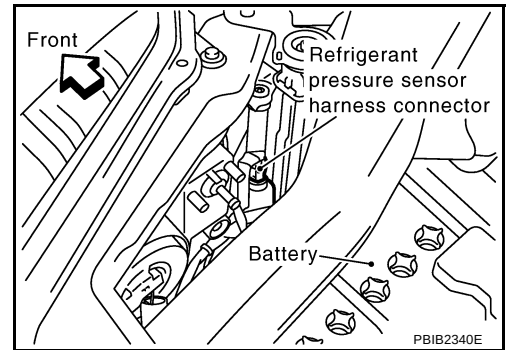
OK >> GO TO 3.

NG >> Repair or replace ground connections.

REFRIGERANT PRESSURE SENSOR

3. CHECK REFRIGERANT PRESSURE SENSOR POWER SUPPLY CIRCUIT

1. Disconnect refrigerant pressure sensor harness connector.
2. Turn ignition switch ON.

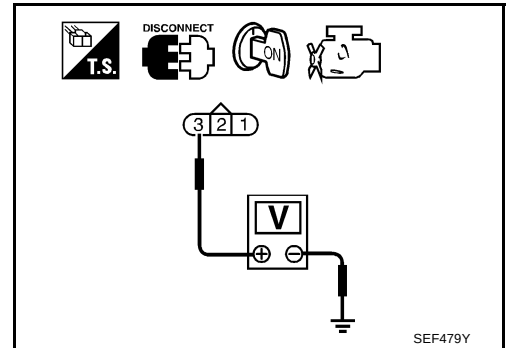


3. Check voltage between refrigerant pressure sensor terminal 3 and ground with CONSULT-II or tester.

Voltage: Approximately 5V

OK or NG

- OK >> GO TO 5.
NG >> GO TO 4.



4. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E61, F38
- Harness for open or short between refrigerant pressure sensor and ECM

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

5. CHECK REFRIGERANT PRESSURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between refrigerant pressure sensor terminal 1 and ECM terminal 67. 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 7.
NG >> GO TO 6.

6. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E61, F38
- Harness for open or short between refrigerant pressure sensor and ECM

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

REFRIGERANT PRESSURE SENSOR

7. CHECK REFRIGERANT PRESSURE SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between refrigerant pressure sensor terminal 2 and ECM terminal 70.
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 9.
- NG >> GO TO 8.

8. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E61, F38
- Harness for open or short between refrigerant pressure sensor and ECM

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

9. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

OK or NG

- OK >> Replace refrigerant pressure sensor.
- NG >> Repair or replace.

Removal and Installation REFRIGERANT PRESSURE SENSOR

ABS00CZJ

Refer to [ATC-130, "Removal and Installation of Refrigerant Pressure Sensor"](#) (with auto A/C models) or [MTC-89, "Removal and Installation for Refrigerant Pressure Sensor"](#) (with manual A/C models).

SNOW MODE SWITCH

SNOW MODE SWITCH

PFP:25310

Description

ABS00D92

NOTE:

If DTC U1000 or U1001 are displayed, first perform the trouble diagnosis for DTC U1000, U1001.

Refer to [EC-152, "DTC U1000, U1001 CAN COMMUNICATION LINE"](#).

The snow mode switch signal is sent to the combination meter from the snow mode switch. The combination meter then sends the signal to the ECM by CAN communication line.

The snow mode is used for driving or starting the vehicle on snowy roads or slippery areas. If the snow mode is activated, the vehicle speed will not be accelerated immediately than your original pedal in due to avoid the vehicle slip. In other words, ECM controls the rapid engine torque change by controlling the electric throttle control actuator operating speed.

CONSULT-II Reference Value in the Data Monitor Mode

ABS00D93

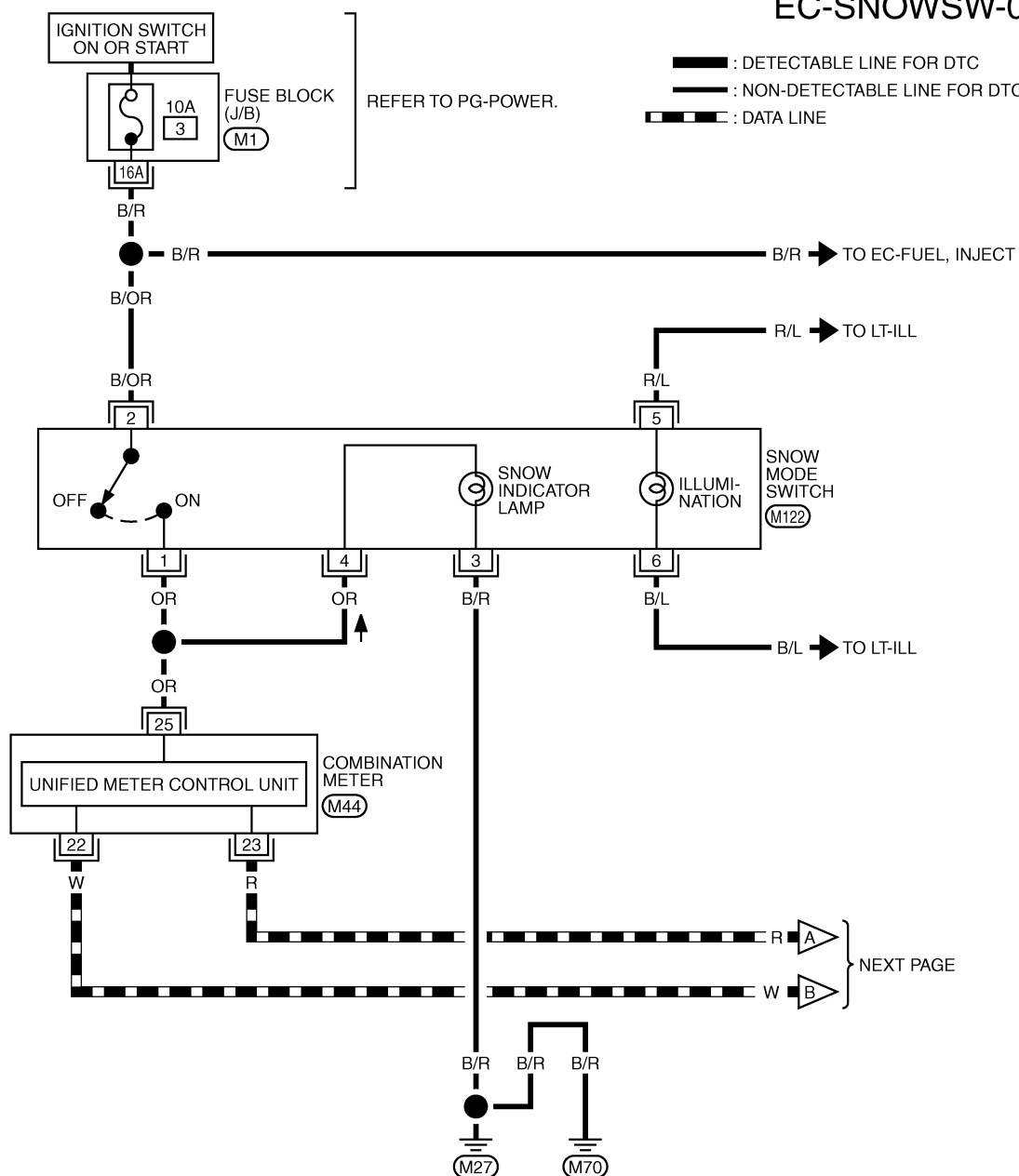
Specification data are reference values.

MONITOR ITEM	CONDITION		SPECIFICATION
SNOW MODE SW	● Ignition switch: ON	Snow mode switch: ON	ON
		Snow mode switch: OFF	OFF

A
EC
C
D
E
F
G
H
I
J
K
L
M

ABS00D94

EC



1	2	3	4	5	6	7	8	9	10	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	39	40

M44
W

2		1
3	4	6
5		

M122
BR

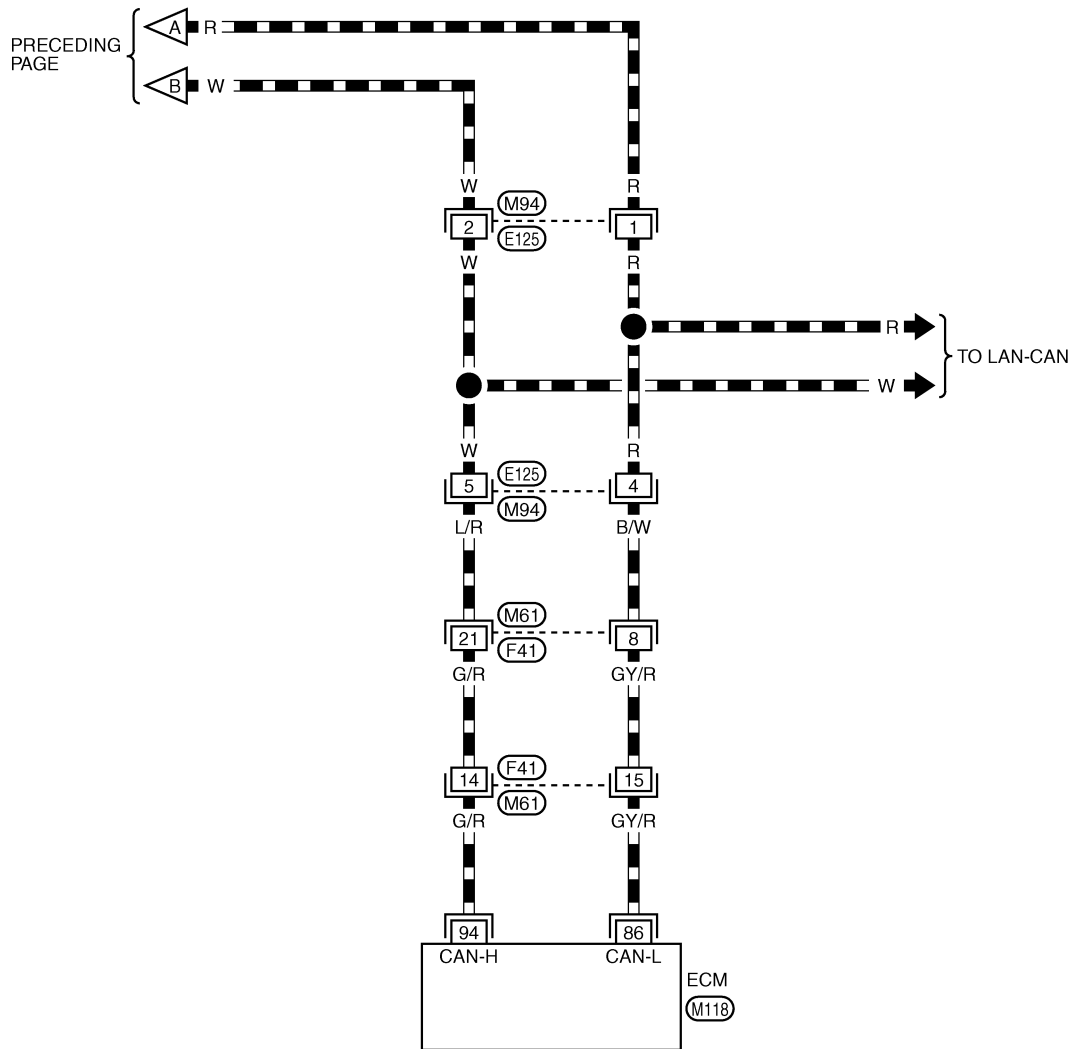
REFER TO THE FOLLOWING.

(M1) -FUSE BLOCK-JUNCTION BOX (J/B)

SNOW MODE SWITCH

EC-SNOWSW-02

 : DETECTABLE LINE FOR DTC
 : NON-DETECTABLE LINE FOR DTC
 : DATA LINE



1	2	3	4	5	6			7	8	9	10	11
12	13	14	15	16	17	18	19	20	21	22	23	24

M61

BB

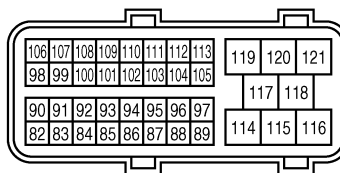
M61
BR

1	2			3
4	5	6	7	8

M94

W

M94
W



M118
B



TBW80140E

SNOW MODE SWITCH

Diagnostic Procedure

ABS00D95

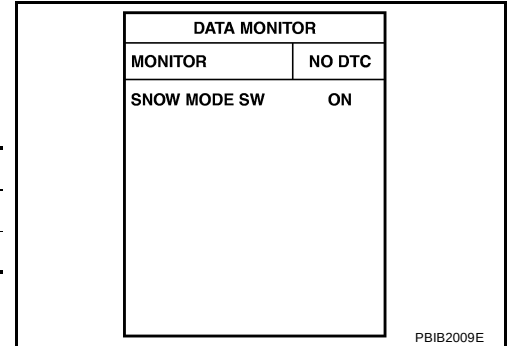
1. CHECK SNOW MODE SWITCH OVERALL FUNCTION- I

1. Turn ignition switch ON.
2. Select "SNOW MODE SW" in "DATA MONITOR" mode with CONSULT-II.
3. Check "SNOW MODE SW" indication under the following conditions.

CONDITION	INDICATION
Snow mode switch: ON	ON
Snow mode switch: OFF	OFF

OK or NG

- OK >> GO TO 2.
NG >> GO TO 3.



2. CHECK SNOW MODE SWITCH OVERALL FUNCTION- II

1. Start engine.
2. Check the snow mode indicator in the combination meter under the following condition.

CONDITION	INDICATION
Snow mode switch: ON	ON
Snow mode switch: OFF	OFF

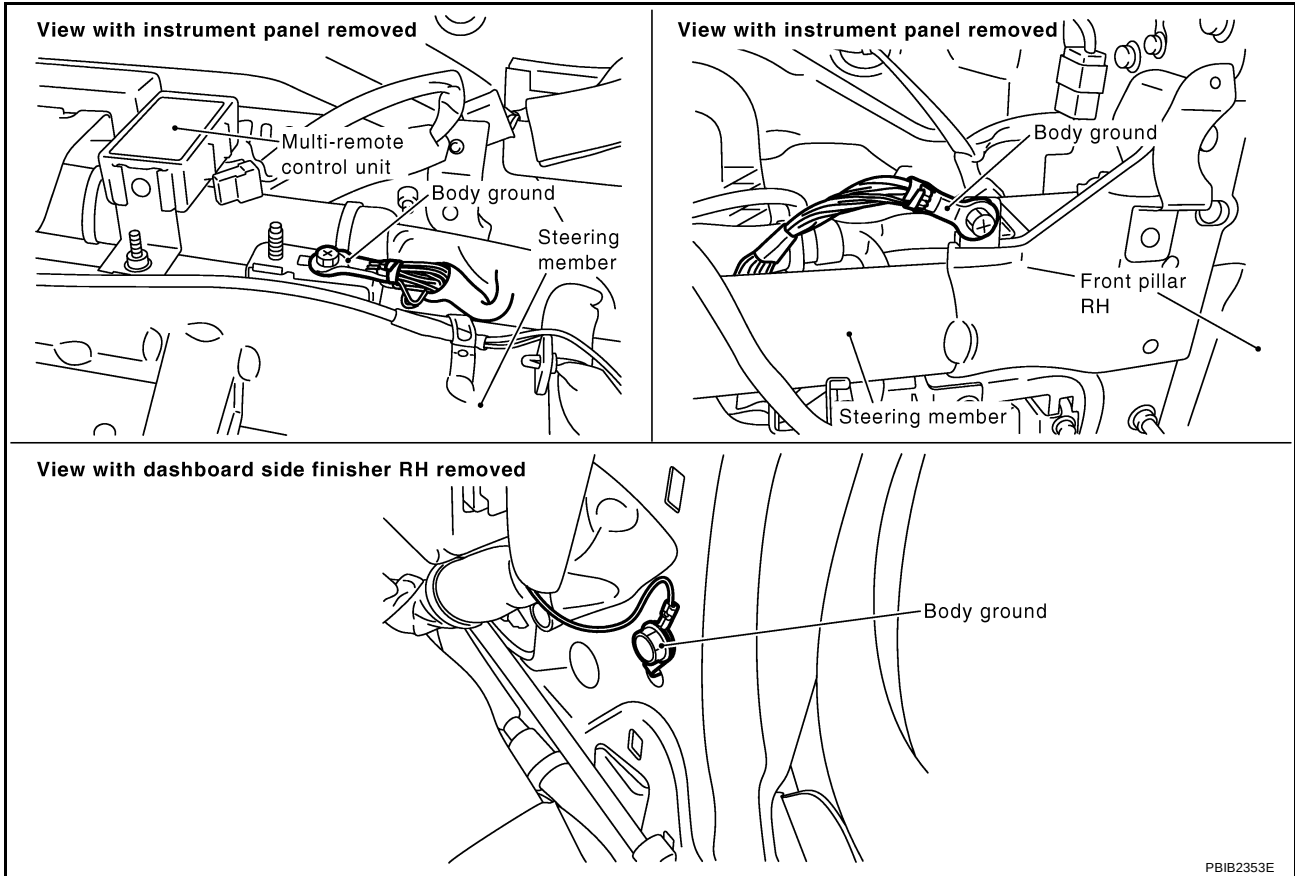
OK or NG

- OK >> **INSPECTION END**
NG >> GO TO 3.

SNOW MODE SWITCH

3. CHECK GROUND CONNECTIONS

1. Turn ignition switch OFF.
2. Loosen and retighten three ground screws on the body.
Refer to [EC-151, "Ground Inspection"](#).



OK or NG

- OK >> GO TO 4.
NG >> Repair or replace ground connections.

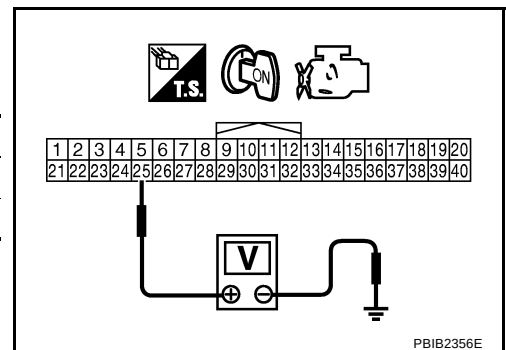
4. CHECK POWER SUPPLY CIRCUIT-I

1. Disconnect combination meter harness connector.
2. Turn ignition switch ON.
3. Check voltage between combination meter terminal 25 and ground under the following conditions with CONSULT-II or tester.

CONDITION	VOLTAGE
Snow mode switch: ON	Battery voltage
Snow mode switch: OFF	0V

OK or NG

- OK >> GO TO 8.
NG >> GO TO 5.



SNOW MODE SWITCH

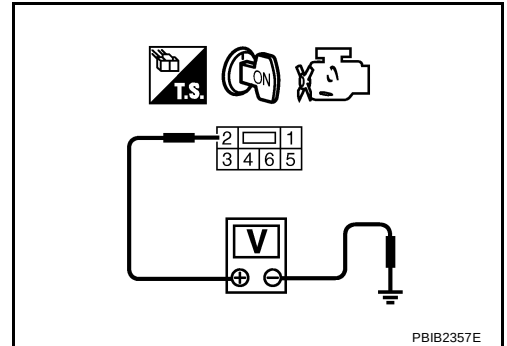
5. CHECK POWER SUPPLY CIRCUIT-II

1. Turn ignition switch OFF.
2. Disconnect snow mode switch.
3. Turn ignition switch ON.
4. Check voltage between snow mode switch terminal 2 and ground with CONSULT-II or tester.

Voltage: Battery voltage.

OK or NG

- OK >> GO TO 7.
NG >> GO TO 6.



6. DETECT MALFUNCTIONING PART

Check the following.

- 10A fuse
- Fuse block (J/B) M1
- Harness for open or short between snow mode switch and fuse.

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

7. CHECK SNOW MODE SWITCH OUT PUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Check harness continuity between snow mode switch terminal 1 and combination meter terminal 25. 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 >> Repair open circuit or short to ground or short to power in harness or connectors.

8. CHECK SNOW MODE INDICATOR LAMP INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect snow mode switch harness connector.
3. Check harness continuity between snow mode switch terminal 4 and combination meter terminal 25. 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 9.
NG >> Repair open circuit or short to ground or short to power in harness or connectors.

SNOW MODE SWITCH

9. CHECK SNOW MODE INDICATOR LAMP GROUND CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between snow mode switch terminal 3 and ground.
Refer to Wiring Diagram.

Continuity should exist.

2. Also check harness for short to power.

OK or NG

OK >> GO TO 10.

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

10. CHECK SNOW MODE INDICATOR LAMP

1. Check harness continuity between snow mode switch terminals 3 and 4.
Refer to Wiring Diagram.

Continuity should exist.

2. Also check harness for short to ground or short to power.

OK or NG

OK >> GO TO 11.

NG >> Replace snow mode switch.

11. CHECK SNOW MODE SWITCH

Refer to [EC-646, "Component Inspection"](#) .

OK or NG

OK >> GO TO 12.

NG >> Replace snow mode switch.

12. CHECK COMBINATION METER

Refer to [DI-4, "COMBINATION METERS"](#) .

OK or NG

OK >> GO TO 13.

NG >> Replace combination meter.

13. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#) .

>> INSPECTION END

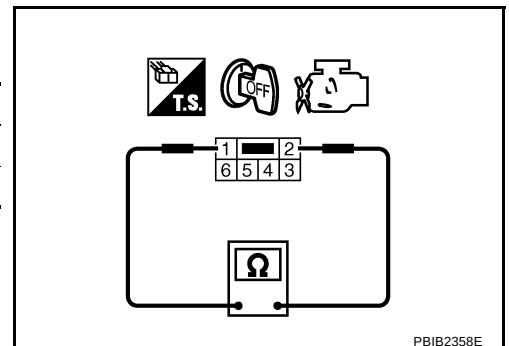
Component Inspection SNOW MODE SWITCH

ABS00D96

1. Check snow mode switch continuity between terminals 1 and 2 under the following condition.

CONDITION	CONTINUITY
Snow mode switch: ON	Should exist
Snow mode switch: OFF	Should not exist

2. If NG, replace snow mode switch.



VIAS

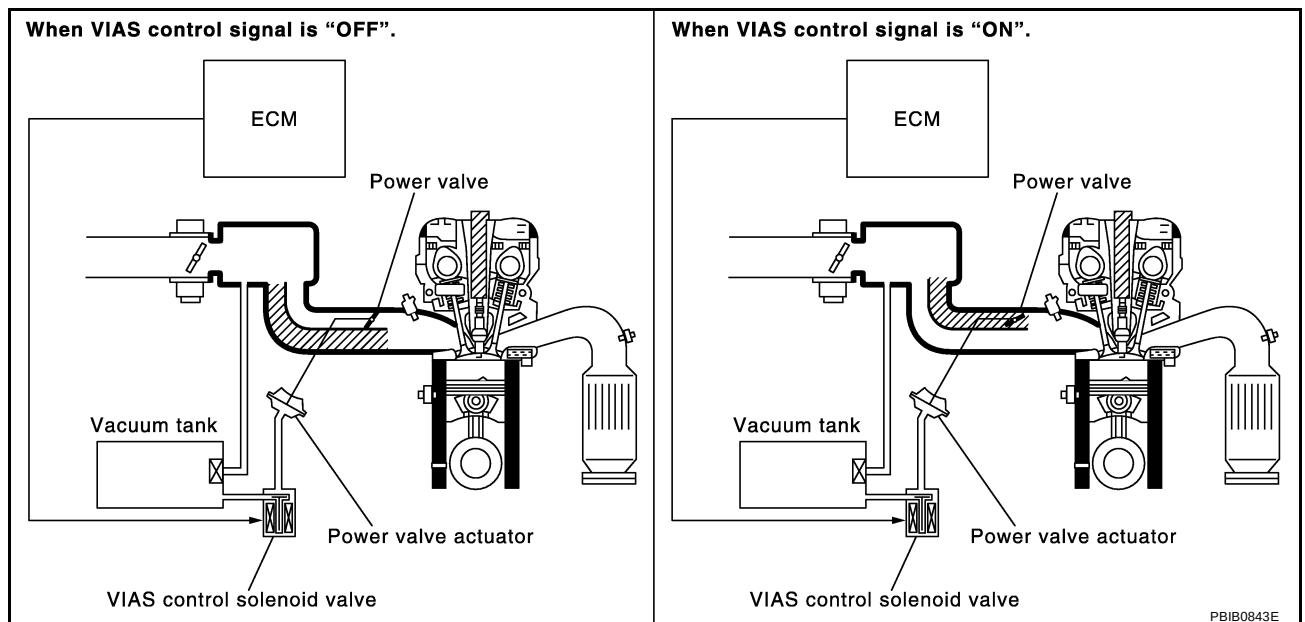
PFP:14956

Description SYSTEM DESCRIPTION

ABS00CYY

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		
Accelerator pedal position sensor	Closed throttle position		
Battery	Battery voltage*		
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed*		
Engine coolant temperature sensor	Engine coolant temperature		

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



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.

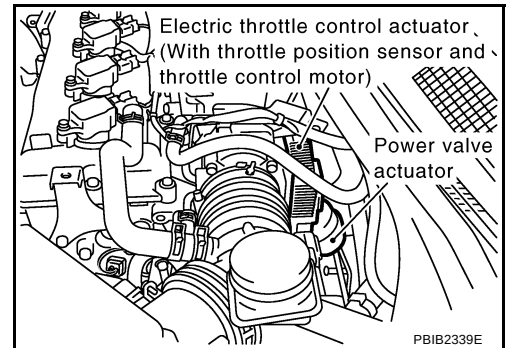
The surge tank and one-way valve are provided. When engine is running at high speed, the ECM sends the signal to the VIAS control solenoid valve. This signal introduces the intake manifold vacuum into the power valve actuator and therefore opens the power valve to two suction passages together in the 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.

COMPONENT DESCRIPTION

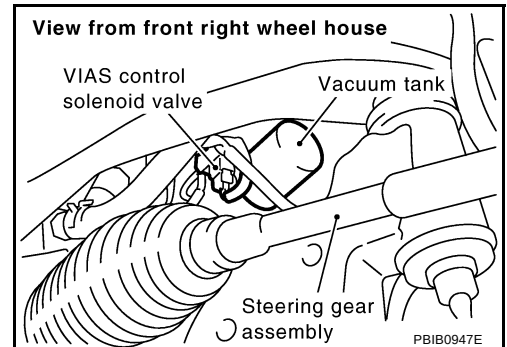
Power Valve

The power valve actuator 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

The VIAS control solenoid valve cuts the intake manifold vacuum signal for power valve actuator. 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.



CONSULT-II Reference Value in Data Monitor Mode

ABS00CYZ

MONITOR ITEM	CONDITION		SPECIFICATION
VIAS S/V	● Engine: After warming up	Idle	OFF
		More than 5,000 rpm	ON

M

VIAS

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

TER-MINAL NO.	WIRE COLOR	ITEM	CONDITION	DATA (DC Voltage)
29	Y	VIAS control solenoid valve	[Engine is running] ● Idle speed	BATTERY VOLTAGE (11 - 14V)
			[Engine is running] ● Engine speed: Above 5,000 rpm	0 - 1.0V
111	G/W	ECM relay (Self shut-off)	[Engine is running] [Ignition switch: OFF] ● For a few seconds after turning ignition switch OFF	0 - 1.0V
			[Ignition switch: OFF] ● More than a few seconds after turning ignition switch OFF	BATTERY VOLTAGE (11 - 14V)
119 120	SB GY	Power supply for ECM	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)

Diagnostic Procedure

ABS00D8Y

1. CHECK OVERALL FUNCTION

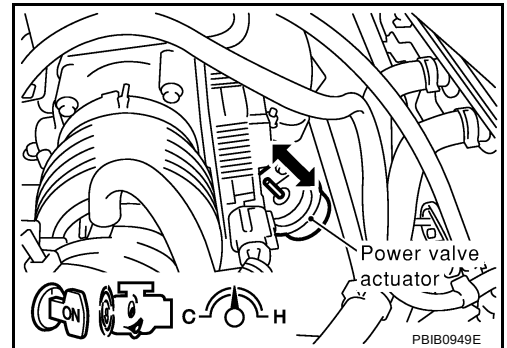
With CONSULT-II

1. Start engine and warm it up to normal operating temperature.
2. Perform "VIAS SOL VALVE" in "ACTIVE TEST" mode with CONSULT-II.

ACTIVE TEST	
VIAS SOL VALVE	OFF
MONITOR	
ENG SPEED	XXX rpm

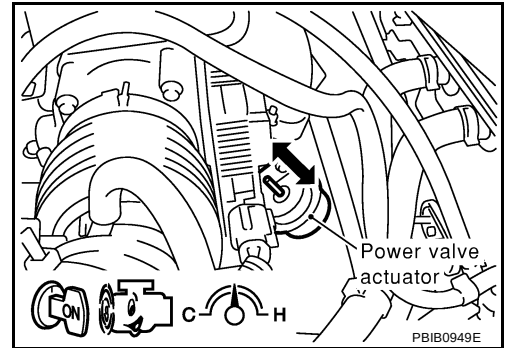
PBIB0844E

3. Turn VIAS control solenoid valve ON and OFF, and make sure that power valve actuator rod moves.



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

OK >> **INSPECTION END**

NG (With CONSULT-II) >>GO TO 2.

NG (Without CONSULT-II) >>GO TO 3.

2. CHECK VACUUM EXISTENCE

With CONSULT-II

1. Stop engine and disconnect vacuum hose connected to power valve actuator.
2. Start engine and let it idle.
3. Perform "VIAS SOL VALVE" in "ACTIVE TEST" mode with CONSULT-II.
4. Turn VIAS control solenoid valve ON and OFF, and check vacuum existence under the following conditions.

VIAS SOL VALVE	Vacuum
ON	Should exist.
OFF	Should not exist.

ACTIVE TEST	
VIAS SOL VALVE	OFF
MONITOR	
ENG SPEED	XXX rpm

PBIB0844E

OK or NG

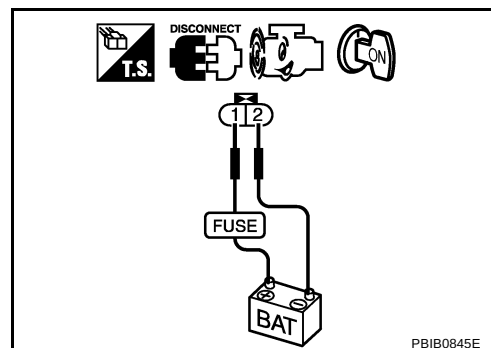
- OK >> Repair or replace power valve actuator.
 NG >> GO TO 4.

3. CHECK VACUUM EXISTENCE

Without CONSULT-II

1. Stop engine and disconnect vacuum hose connected to power valve actuator.
2. Disconnect VIAS control solenoid valve harness connector.
3. Start engine and let it idle.
4. Apply 12V of direct current between VIAS control solenoid valve terminals 1 and 2.
5. Check vacuum existence under the following conditions.

Condition	Vacuum
12V direct current supply	Should exist.
No supply	Should not exist.



PBIB0845E

OK or NG

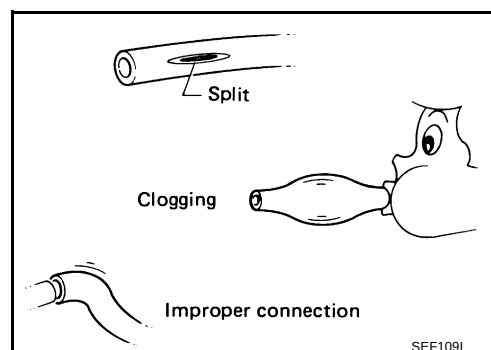
- OK >> Repair or replace power valve actuator.
 NG >> GO TO 4.

4. CHECK VACUUM HOSE

1. Stop engine.
2. Check hoses and tubes between intake manifold and power valve actuator for crack, clogging, improper connection or disconnection. Refer to [EC-101, "Vacuum Hose Drawing"](#).

OK or NG

- OK >> GO TO 5.
 NG >> Repair hoses or tubes.



SEF109L

5. CHECK VACUUM TANK

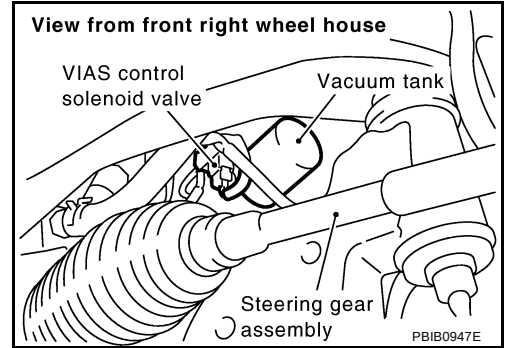
Refer to [EC-655, "Component Inspection"](#) .

OK or NG

- OK >> GO TO 6.
- NG >> Replace vacuum tank.

6. CHECK VIAS CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT-I

1. Disconnect VIAS control solenoid valve harness connector.
2. Turn ignition switch ON.

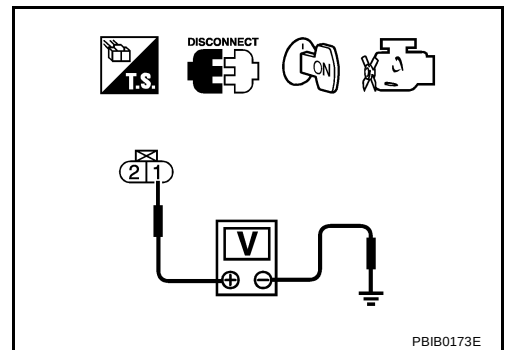


3. Check voltage between VIAS control solenoid valve terminal 1 and ground with CONSULT-II or tester.

Voltage: Battery voltage

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 VIAS CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT-II

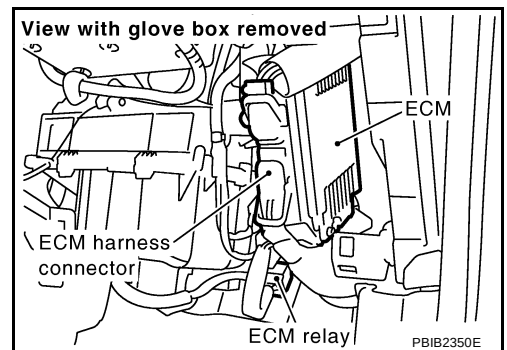
1. Turn ignition switch OFF.
2. Disconnect ECM relay.
3. Check harness continuity between ECM relay terminal 7 and condenser terminal 1.
Refer to Wiring Diagram.

Continuity should exist.

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

OK or NG

- OK >> GO TO 8.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.



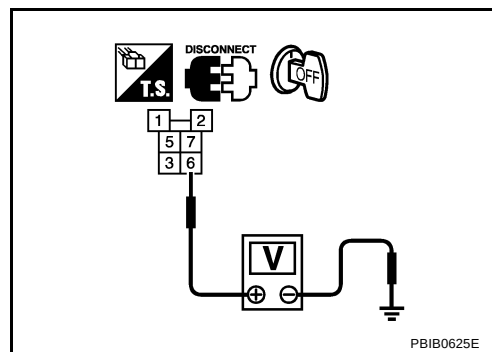
8. CHECK VIAS CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT-III

Check voltage between ECM relay terminal 6 and ground with CONSULT-II or tester.

Voltage: Battery voltage

OK or NG

- OK >> GO TO 10.
- NG >> GO TO 9.



9. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E61, F38
- 20A fuse
- Harness for open or short between ECM relay and battery

>> Repair or replace harness or connectors.

10. CHECK ECM RELAY

Refer to [EC-632, "Component Inspection"](#).

OK or NG

- OK >> GO TO 13.
- NG >> Replace ECM relay.

11. CHECK VIAS CONTROL SOLENOID VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.
2. Disconnect ECM harness connector.
3. Check harness continuity between VIAS control solenoid valve terminal 2 and ECM terminal 29. 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 12.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

12. CHECK VIAS CONTROL SOLENOID VALVE

Refer to [EC-655, "Component Inspection"](#).

OK or NG

- OK >> GO TO 13.
- NG >> Replace VIAS control solenoid valve.

13. CHECK INTERMITTENT INCIDENT

Refer to [EC-143, "TROUBLE DIAGNOSIS FOR INTERMITTENT INCIDENT"](#).

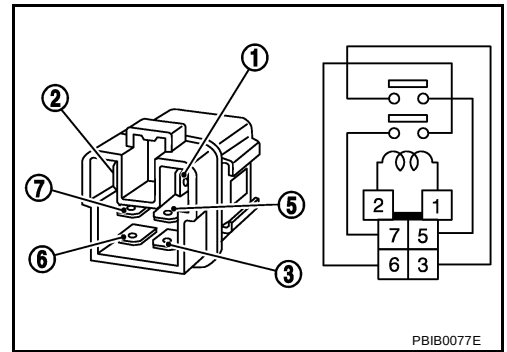
>> INSPECTION END

Component Inspection ECM RELAY

1. Apply 12V direct current between ECM relay terminals 1 and 2.
2. Check continuity between relay terminals 3 and 5, 6 and 7.

Condition	Continuity
12V direct current supply between terminals 1 and 2	Yes
OFF	No

3. If NG, replace ECM relay.



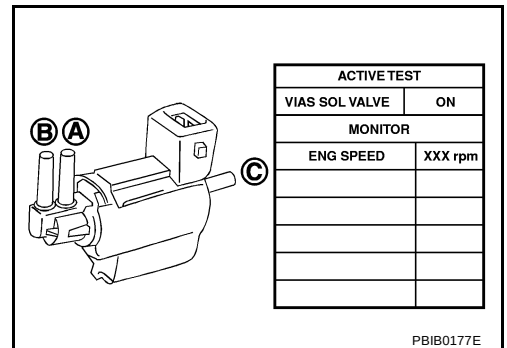
VIAS CONTROL SOLENOID VALVE

With CONSULT-II

1. Reconnect harness connectors disconnected.
2. Turn ignition switch ON.
3. Perform "VIAS SOL VALVE" in "ACTIVE TEST" mode.
4. Check air passage continuity and operation delay time under the following conditions.

Condition VIAS SOL VALVE	Air passage continuity between A and B	Air passage continuity between A and C
ON	Yes	No
OFF	No	Yes

Operation takes less than 1 second.

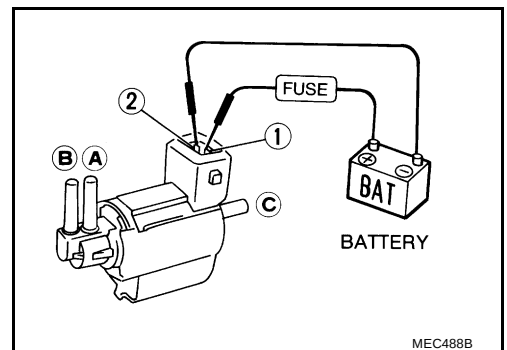


With GST

Check air passage continuity and operation delay time under the following conditions.

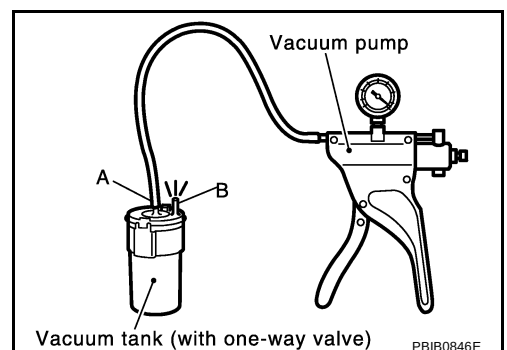
Condition	Air passage continuity between A and B	Air passage continuity between A and C
12V direct current supply between terminals 1 and 2	Yes	No
No supply	No	Yes

Operation takes less than 1 second.



VACUUM TANK

1. Disconnect vacuum hose connected to vacuum tank.
2. Connect a vacuum pump to the port A of vacuum pump.
3. Apply vacuum and make sure that vacuum exists at the port B.



Removal and Installation

VIAS CONTROL SOLENOID VALVE

ABS00CZ3

Refer to [EM-16, "INTAKE MANIFOLD"](#) .

MIL AND DATA LINK CONNECTOR

MIL AND DATA LINK CONNECTOR

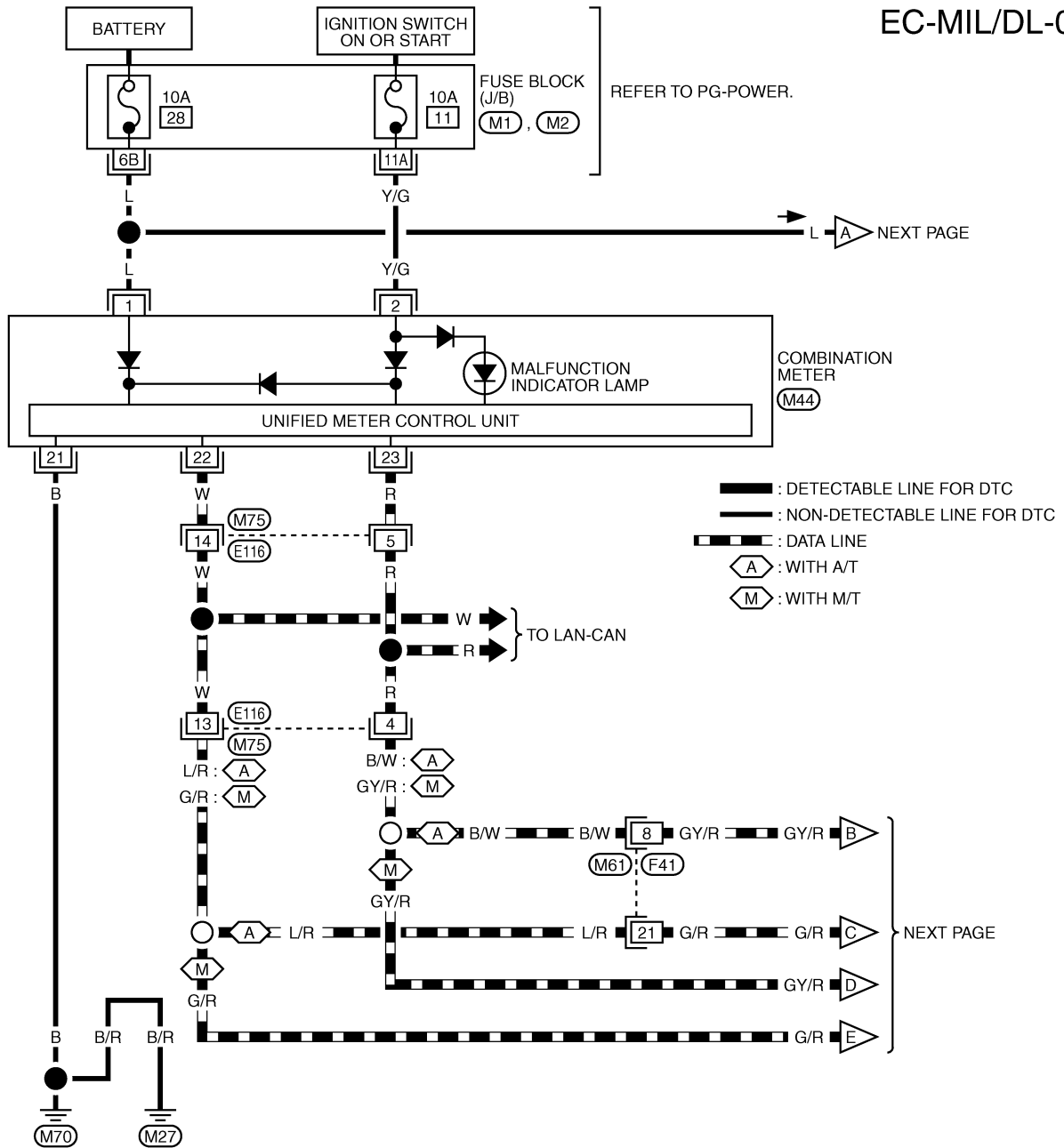
PPF:24814

Wiring Diagram AWD

ABS00CZU

EC-MIL/DL-01

EC



1	2	3	4	5	6	7	8	9	10	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	39	40

(M44)
W

1	2	3	4	5	6	7	8	9	10	11
12	13	14	15	16	17	18	19	20	21	22

(M61)
BR

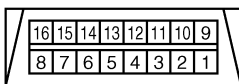
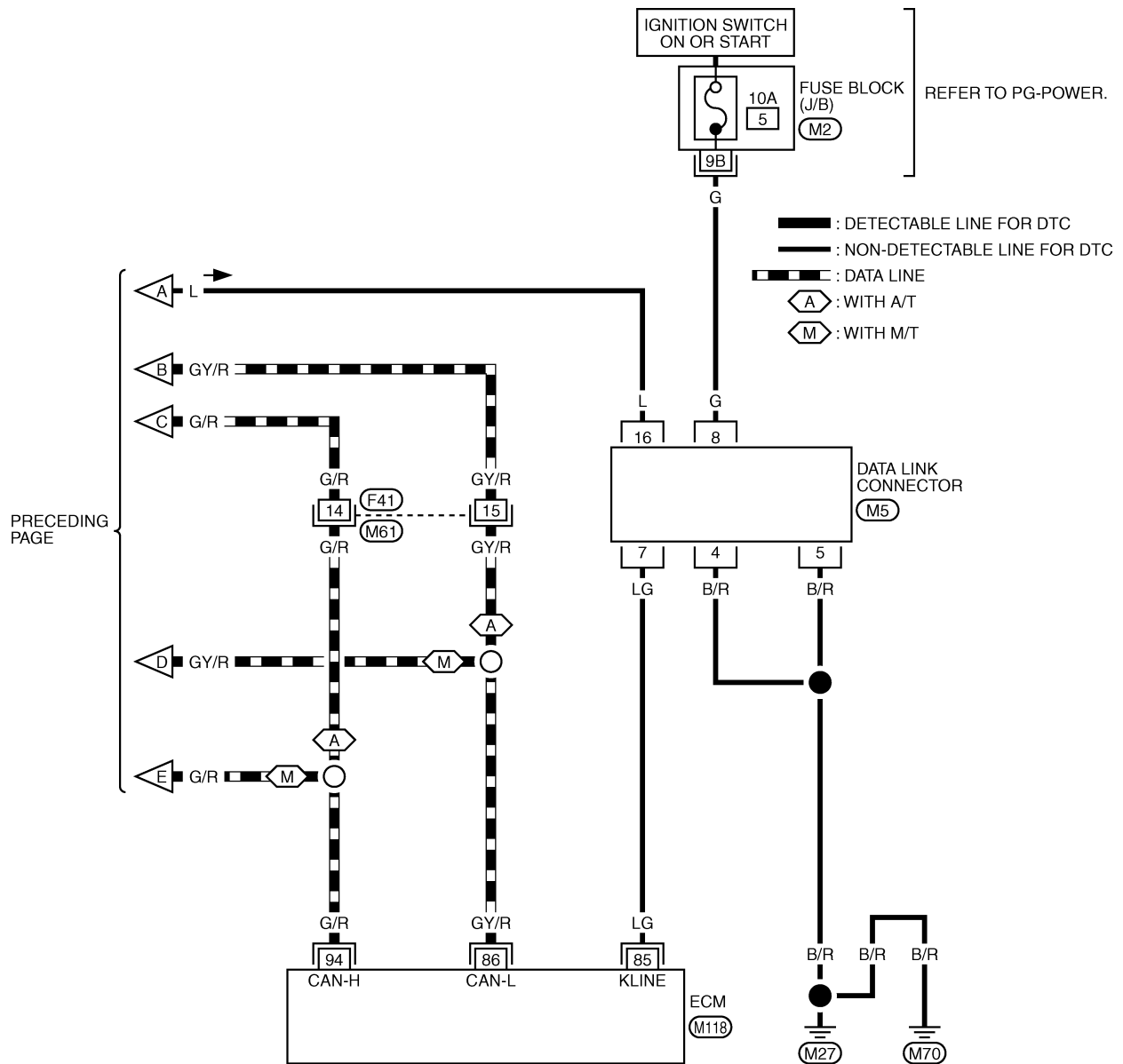
1	2	3	4	5	6	7	8	9
10	11	12	13	14	15	16	17	18

(M75)
BR

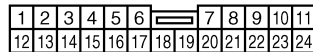
REFER TO THE FOLLOWING.
(M1), (M2) - FUSE BLOCK-
JUNCTION BOX (J/B)

MIL AND DATA LINK CONNECTOR

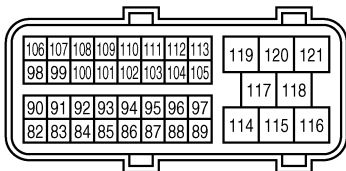
EC-MIL/DL-02



(M5)
W



(M61)
BR



(M118)
B



REFER TO THE FOLLOWING.

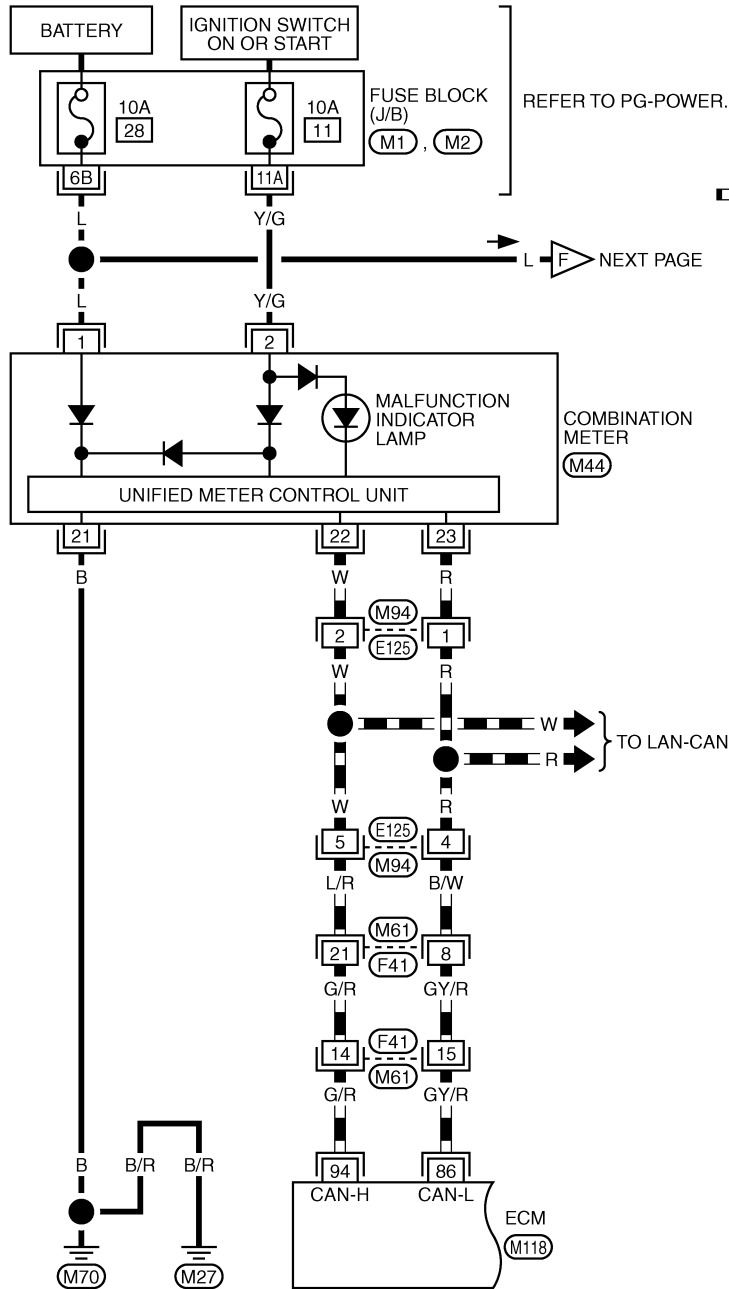
(M2) - FUSE BLOCK-JUNCTION BOX (J/B)

TBWB0142E

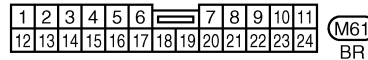
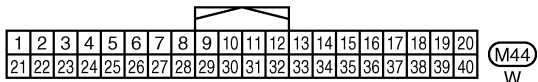
MIL AND DATA LINK CONNECTOR

2WD

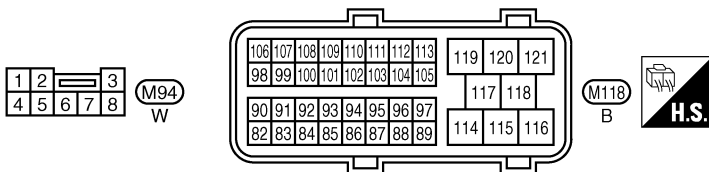
EC-MIL/DL-03



REFER TO PG-POWER.
 — : DETECTABLE LINE FOR DTC
 — : NON-DETECTABLE LINE FOR DTC
 - - - : DATA LINE



REFER TO THE FOLLOWING.
 (M1), (M2) - FUSE BLOCK-JUNCTION BOX (J/B)

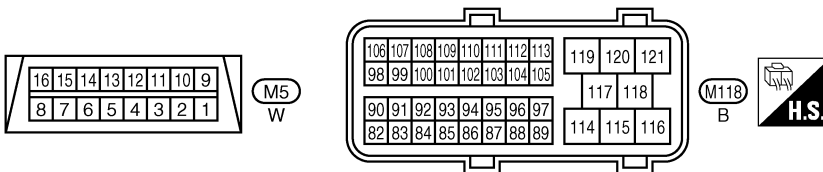
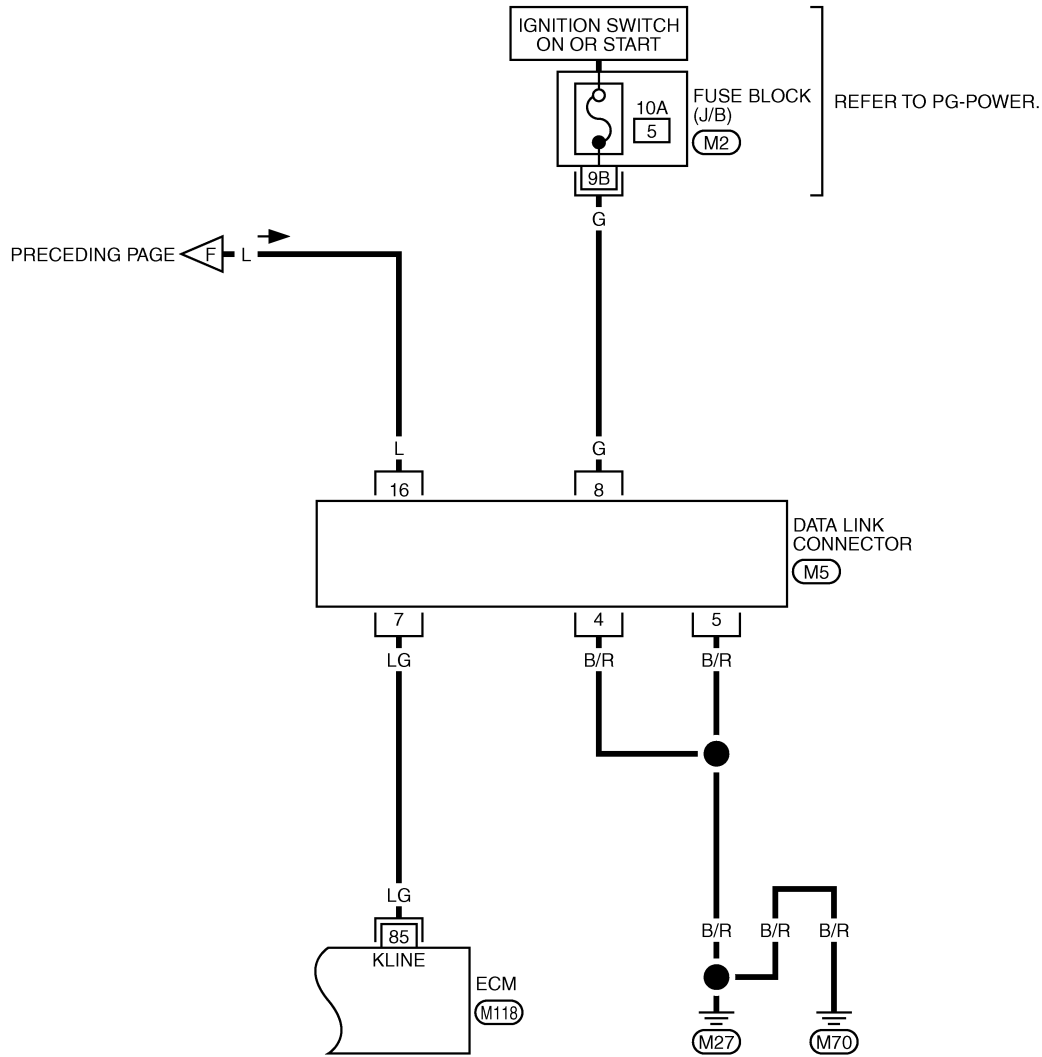


TBWB0143E

MIL AND DATA LINK CONNECTOR

EC-MIL/DL-04

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



REFER TO THE FOLLOWING.
 (M2) -FUSE BLOCK-JUNCTION BOX (J/B)

TBW0144E

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

PPF:00030

Fuel Pressure

ABS00D06

Fuel pressure at idle	Approximately 350 kPa (3.57kg/cm ² , 51psi)
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Idle Speed and Ignition Timing

ABS00D07

Target idle speed	No load* ¹ [in P or N position (A/T) or Neutral position (M/T)]	700 ± 50 rpm
Air conditioner: ON	In P or N position (A/T) or Neutral position (M/T)	800 rpm or more* ²
Ignition timing	In P or N position (A/T) or Neutral position (M/T)	15° ± 5° BTDC

*1: Under the following conditions:

- Air conditioner switch: OFF
- Electric load: OFF (Lights, heater fan & rear window defogger)
- Steering wheel: Kept in straight-ahead position

*2: If refrigerant pressure is low, the idle speed may not be increased.

Calculated Load Value

ABS00D08

Conditions	Calculated load value% (Using CONSULT-II or GST)
At idle	10 - 35
At 2,500 rpm	10 - 35

Mass Air Flow Sensor

ABS00D09

Supply voltage	Battery voltage (11 - 14V)
Output voltage at idle	0.9 - 1.1V*
Mass air flow (Using CONSULT-II or GST)	1.0 - 4.0 g·m/sec at idle* 4.0 - 10.0 g·m/sec at 2,500 rpm*

*: Engine is warmed up to normal operating temperature and running under no load.

Intake Air Temperature Sensor

ABS00D0A

Temperature °C (°F)	Resistance kΩ
25 (77)	1.800 - 2.200
80 (176)	0.283 - 0.359

Engine Coolant Temperature Sensor

ABS00D0B

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

Heated Oxygen Sensor 1 Heater

ABS00D0C

Resistance [at 25°C (77°F)]Ω	3.3 - 4.0
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Heated Oxygen Sensor 2 Heater

ABS00D0D

Resistance [at 25°C (77°F)]	5.0 - 7.0Ω
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Crankshaft Position Sensor (POS)

ABS00D0F

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

Camshaft Position Sensor (PHASE)

ABS00D0G

Refer to [EC-341, "Component Inspection"](#) .

SERVICE DATA AND SPECIFICATIONS (SDS)

Throttle Control Motor

ABS00D0H

Resistance [at 25°C (77°F)]

Approximately 1 - 15Ω

Fuel Injector

ABS00D0I

Resistance [at 10 - 60°C (50 - 140°F)]

13.5 - 17.5Ω

Fuel Pump

ABS00D0J

Resistance [at 25°C (77°F)]

Approximately 0.2 - 5.0Ω