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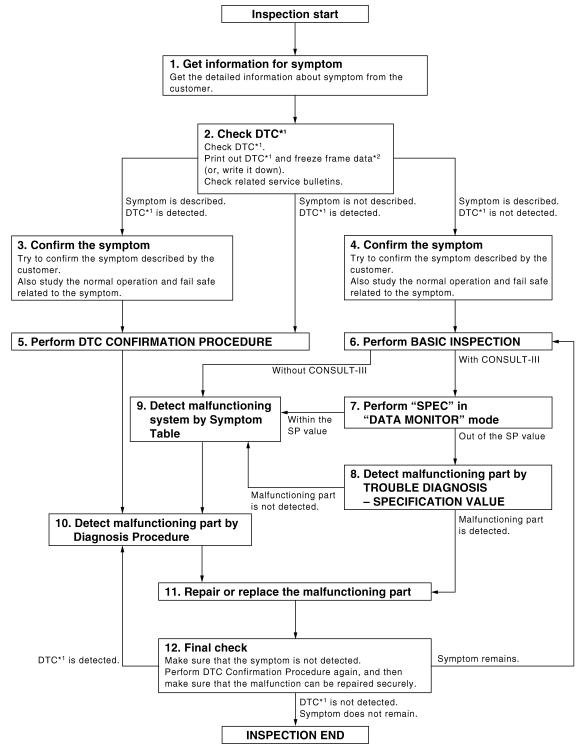
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# **BASIC INSPECTION**

### DIAGNOSIS AND REPAIR WORKFLOW

Work Flow

#### **OVERALL SEQUENCE**



<sup>\*1:</sup> Include 1st trip DTC.

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<sup>\*2:</sup> Include 1st trip freeze frame data.

### DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[MR20DE (WITH EURO-OBD)]

# 1.GET INFORMATION FOR SYMPTOM

Get the detailed information from the customer about the symptom (the condition and the environment when the incident/malfunction occurred) using the "Diagnostic Work Sheet". (Refer to <a href="ECM-12">ECM-12</a>, "Diagnostic Work Sheet".)

**ECM** 

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>> GO TO 2.

# 2. CHECK DTC

- 1. Check DTC.
- 2. Perform the following procedure if DTC is displayed.
- Record DTC and freeze frame data. (Print them out with CONSULT-III or GST.)
- Erase DTC. (Refer to <u>ECM-78</u>, "<u>Diagnosis Description</u>".)
- Study the relationship between the cause detected by DTC and the symptom described by the customer. (Symptom Table is useful. Refer to <a href="ECM-338">ECM-338</a>, "Symptom Table".)
- 3. Check related service bulletins for information.

#### Is any symptom described and is any DTC detected?

Symptom is described, DTC is detected>>GO TO 3.

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

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

# 3.CONFIRM THE SYMPTOM

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

Also study the normal operation and fail safe related to the symptom. Refer to <u>ECM-342, "Description"</u> and <u>ECM-330, "Fail Safe"</u>.

Diagnosis Work Sheet is useful to verify the incident.

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

>> GO TO 5.

# 4. CONFIRM THE SYMPTOM

Try to confirm the symptom described by the customer.

Also study the normal operation and fail safe related to the symptom. Refer to <u>ECM-342, "Description"</u> and <u>ECM-330, "Fail Safe"</u>.

Diagnosis Work Sheet is useful to verify the incident.

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

>> GO TO 6.

# 5. PERFORM DTC CONFIRMATION PROCEDURE

Perform DTC CONFIRMATION PROCEDURE for the displayed DTC, and then make sure that DTC is detected again.

If two or more DTCs are detected, refer to <u>ECM-332</u>, "<u>DTC Inspection Priority Chart"</u> and determine trouble diagnosis order.

#### NOTE:

- Freeze frame data is useful if the DTC is not detected.
- Perform Component Function Check if DTC CONFIRMATION PROCEDURE is not included on Service Manual. This simplified check procedure is an effective alternative though DTC cannot be detected during this check.

If the result of Component Function Check is NG, it is the same as the detection of DTC by DTC CONFIR-MATION PROCEDURE.

### Is DTC detected?

YES >> GO TO 10.

NO >> Check according to ECM-333, "DTC Index".

### 6.PERFORM BASIC INSPECTION

Perform ECM-14, "BASIC INSPECTION: Special Repair Requirement".

Do you have CONSULT-III?

### **ECM-11**

### DIAGNOSIS AND REPAIR WORKFLOW

### < BASIC INSPECTION >

[MR20DE (WITH EURO-OBD)]

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

# 7.PERFORM SPEC IN DATA MONITOR MODE

#### (P)With CONSULT-III

Make sure that "MAS A/F SE-B1", "B/FUEL SCHDL" and "A/F ALPHA-B1" are within the SP value using CON-SULT-III in "SPEC" of "DATA MONITOR" mode. Refer to <u>ECM-100</u>, "Component Function Check".

#### Is the measurement value within the SP value?

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

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

Detect malfunctioning part according to ECM-101, "Diagnosis Procedure".

#### Is malfunctioning part detected?

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

### 9. DETECT MALFUNCTIONING SYSTEM BY SYMPTOM TABLE

Detect malfunctioning system according to <u>ECM-338</u>. "Symptom Table" based on the confirmed symptom in step 4, and determine the trouble diagnosis order based on possible causes and symptom.

>> GO TO 10.

# 10. DETECT MALFUNCTIONING PART BY DIAGNOSIS PROCEDURE

Inspect according to Diagnosis Procedure of the system.

#### NOTE:

The Diagnosis Procedure in EC section described based on open circuit inspection. A short circuit inspection is also required for the circuit check in the Diagnosis Procedure. For details, refer to Circuit Inspection in GI-41. "Circuit Inspection".

#### Is malfunctioning part detected?

YES >> GO TO 11.

NO >> Monitor input data from related sensors or check the voltage of related ECM terminals using CON-SULT-III. Refer to <u>ECM-309</u>, "Reference Value".

# 11. REPAIR OR REPLACE THE MALFUNCTIONING PART

- 1. Repair or replace the malfunctioning part.
- Reconnect parts or connectors disconnected during Diagnosis Procedure again after repair and replacement.
- 3. Check DTC. If DTC is displayed, erase it. Refer to <a href="ECM-78">ECM-78</a>, "Diagnosis Description".

>> GO TO 12.

# 12. FINAL CHECK

When DTC was detected in step 2, perform DTC CONFIRMATION PROCEDURE or Component Function Check again, and then make sure that the malfunction have been 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.

### Is DTC detected and does symptom remain?

YES-1 >> DTC is detected: GO TO 10.

YES-2 >> Symptom remains: GO TO 6.

NO >> Before returning the vehicle to the customer, make sure to erase unnecessary DTC in ECM and TCM (Transmission Control Module). (Refer to <a href="ECM-78">ECM-78</a>, "Diagnosis Description"</a>.) If the completion of SRT is needed, drive vehicle under the specific DRIVING PATTERN in <a href="ECM-335">ECM-335</a>, "How to Set SRT Code".

# Diagnostic Work Sheet

INFOID:0000000001179935

### **DIAGNOSIS AND REPAIR WORKFLOW**

#### < BASIC INSPECTION >

#### [MR20DE (WITH EURO-OBD)]

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

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

Utilize a diagnostic worksheet like the one on the next page in order to organize all the information for troubleshooting.

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

Vehicle ran out of fuel, which caused the engine to misfire.

#### **KEY POINTS**

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

Symptoms

SEF907L

#### **WORKSHEET SAMPLE**

Engine #   Trans.	Customer nar	ne MR/MS	Model & Year VIN			
Vehicle ran out of fuel causing misfire   Fuel filler cap was left off or incorrectly screwed on.   Partial combustion   Partial comb	Engine #	ne # Trans. Mile		Mileage		
Fuel filler cap was left off or incorrectly screwed on.     Impossible to start	Incident Date		Manuf. Date	In Service Date		
Startability	Fuel and fuel	filler cap	i <del></del>	y screwed on.		
Symptoms		☐ Startability	☐ Partial combustion affected by throttle position ☐ Partial combustion NOT affected by throttle position			
Driveability	Symptoms	□ Idling		ligh idle ☐ Low idle		
Engine stall	,,,,	☐ Driveability	☐ Intake backfire ☐ Exhaust backfi	☐ Intake backfire ☐ Exhaust backfire		
In the morning		☐ Engine stall	☐ While accelerating ☐ While decelerating			
Weather conditions    Not affected	Incident occurrence		☐ In the daytime			
Weather   Fine   Raining   Snowing   Others [ ]   Temperature   Hot   Warm   Cool   Cold   Humid   F   Cold   During warm-up   After warm-up   Engine conditions   Engine speed	Frequency		ditions			
Temperature	Weather conditions		☐ Not affected			
Engine conditions  Engine speed  O 2,000 4,000 6,000 8,000 rpm  Road conditions  In town In suburbs Highway Off road (up/down)  Not affected At starting While idling At racing While accelerating While cruising While decelerating While turning (RH/LH)  Vehicle speed  O 10 20 30 40 50 60 MPH		Weather	ather			
Engine speed		Temperature	☐ Hot ☐ Warm ☐ Cool ☐	] Cold ☐ Humid °F		
Driving conditions  Not affected  At starting While idling At racing  While accelerating While cruising  While decelerating While turning (RH/LH)  Vehicle speed			Engine speed	· 		
Driving conditions  At starting While idling At racing While accelerating While cruising While decelerating While turning (RH/LH)  Vehicle speed U 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Road conditions		hway 🔲 Off road (up/down)			
1 11 21 11 11 11	☐ At starting ☐ While idling ☐ At racing ☐ While accelerating ☐ While cruising ☐ While decelerating ☐ While turning (RH/LH)  Vehicle speed ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐		ing ng (RH/LH)			
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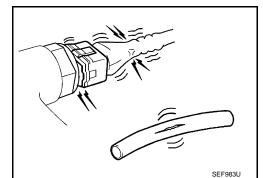
# INSPECTION AND ADJUSTMENT BASIC INSPECTION

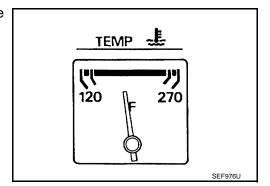
# BASIC INSPECTION: Special Repair Requirement

#### INFOID:0000000001179936

# 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.
- Start engine and warm it up until engine coolant temperature indicator points the middle of gauge. Ensure engine stays below 1,000 rpm.

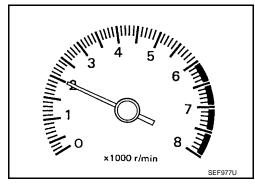




- 5. Run engine at about 2,000 rpm for about 2 minutes under no load.
- 6. Make sure that no DTC is displayed with CONSULT-III or GST.

#### Is any DTC detected?

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



# 2. REPAIR OR REPLACE

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

>> GO TO 3.

# 3. CHECK TARGET IDLE SPEED

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

### **INSPECTION AND ADJUSTMENT**

#### < BASIC INSPECTION >

#### [MR20DE (WITH EURO-OBD)]

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

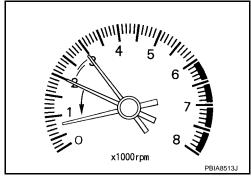
Check idle speed.

For procedure, refer to ECM-18, "IDLE SPEED: Special Repair Requirement".

For specification, refer to ECM-352, "Idle Speed".

#### Is the inspection result normal?

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



# f 4.PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

Stop engine.

2. Perform ECM-19, "ACCELERATOR PEDAL RELEASED POSITION LEARNING: Special Repair Requirement".

>> GO TO 5.

### ${f 5}$ .PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Perform ECM-19, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement".

>> GO TO 6.

### 6.PERFORM IDLE AIR VOLUME LEARNING

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

### Is Idle Air Volume Learning carried out successfully?

YES >> GO TO 7.

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

### 7.CHECK TARGET IDLE SPEED AGAIN

Start engine and warm it up to normal operating temperature.

2. Check idle speed.

For procedure, refer to ECM-18, "IDLE SPEED: Special Repair Requirement". For specification, refer to ECM-352, "Idle Speed".

#### Is the inspection result normal?

YES >> GO TO 10.

NO >> GO TO 8.

### 8.DETECT MALFUNCTIONING PART

Check the Following.

- Check camshaft position sensor (PHASE) and circuit. Refer to <u>ECM-185</u>, "DTC Logic".
- Check crankshaft position sensor (POS) and circuit. Refer to <u>ECM-181, "DTC Logic"</u>.

#### Is the inspection result normal?

YES >> GO TO 9.

NO >> Repair or replace. Then GO TO 4

### 9. CHECK ECM FUNCTION

- Substitute another known-good ECM to check ECM function. (ECM may be the cause of an incident, but this is a rare case.)
- Perform initialization of NATS system and registration of all NATS ignition key IDs. Refer to <u>SEC-9</u>. "ECM RE-COMMUNICATING FUNCTION: Description".

>> GO TO 4.

### 10. CHECK IGNITION TIMING

Run engine at idle.

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### **INSPECTION AND ADJUSTMENT**

#### < BASIC INSPECTION >

### [MR20DE (WITH EURO-OBD)]

2. Check ignition timing with a timing light.

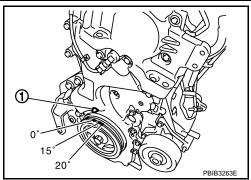
For procedure, refer to <u>ECM-18</u>, "<u>IGNITION TIMING</u>: <u>Special</u> <u>Repair Requirement</u>"

For specification, refer to ECM-352, "Ignition Timing".

1 : Timing indicator

#### Is the inspection result normal?

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



# 11. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

- 1. Stop engine.
- 2. Perform <u>ECM-19</u>, "ACCELERATOR PEDAL RELEASED POSITION LEARNING : Special Repair Requirement".

>> GO TO 12.

# 12. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Perform ECM-19, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement".

>> GO TO 13.

# 13. PERFORM IDLE AIR VOLUME LEARNING

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

### Is Idle Air Volume Learning carried out successfully?

YES >> GO TO 14.

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

# 14. CHECK TARGET IDLE SPEED AGAIN

- 1. Start engine and warm it up to normal operating temperature.
- 2. Check idle speed.

For procedure, refer to ECM-18, "IDLE SPEED: Special Repair Requirement".

For specification, refer to ECM-352, "Idle Speed".

#### Is the inspection result normal?

YES >> GO TO 15.

NO >> GO TO 17.

# 15. CHECK IGNITION TIMING AGAIN

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

For procedure, refer to <u>ECM-18</u>, "<u>IGNITION TIMING</u>: <u>Special Repair Requirement</u>".

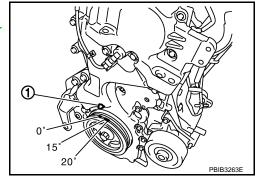
For specification, refer to ECM-352, "Ignition Timing".

1 : Timing indicator

#### Is the inspection result normal?

YES >> GO TO 19.

NO >> GO TO 16.



# 16. CHECK TIMING CHAIN INSTALLATION

Check timing chain installation. Refer to EM-164, "Removal and Installation".

### Is the inspection result normal?

YES >> GO TO 17.

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

# 17. DETECT MALFUNCTIONING PART Α Check the following. • Check camshaft position sensor (PHASE) and circuit. Refer to ECM-185, "DTC Logic". Check crankshaft position sensor (POS) and circuit. Refer to ECM-181. "DTC Logic". **ECM** Is the inspection result normal? YES >> GO TO 18. NO >> Repair or replace. Then GO TO 4 18. CHECK ECM FUNCTION Substitute another known-good ECM to check ECM function. (ECM may be the cause of an incident, but this is a rare case.) D Perform initialization of NATS system and registration of all NATS ignition key IDs. Refer to <u>SEC-9</u>. "ECM RE-COMMUNICATING FUNCTION: Description". Е >> GO TO 4. 19. INSPECTION END If ECM is replaced during this BASIC INSPECTION procedure, go to ECM-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT: Special Repair Requirement". >> INSPECTION END ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT Н ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT: Description When replacing ECM, this procedure must be performed. ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT: Special Repair Requirement INFOID:0000000001179938 ${f 1}$ .PERFORM INITIALIZATION OF NATS SYSTEM AND REGISTRATION OF ALL NATS IGNITION KEY IDS Refer to SEC-9, "ECM RE-COMMUNICATING FUNCTION: Description". K >> GO TO 2. 2.PERFORM VIN REGISTRATION Refer to ECM-18, "VIN REGISTRATION: Special Repair Requirement". M >> GO TO 3. 3.perform accelerator pedal released position learning Refer to ECM-19. "ACCELERATOR PEDAL RELEASED POSITION LEARNING: Special Repair Requirement". >> GO TO 4. $oldsymbol{4}.$ PERFORM THROTTLE VALVE CLOSED POSITION LEARNING Refer to ECM-19, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement". >> GO TO 5. ${f 5}$ PERFORM IDLE AIR VOLUME LEARNING Refer to ECM-19, "IDLE AIR VOLUME LEARNING: Special Repair Requirement",

>> END

# **IDLE SPEED**

### **IDLE SPEED**: Description

INFOID:0000000001179939

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

### IDLE SPEED: Special Repair Requirement

INFOID:0000000001179940

### 1. CHECK IDLE SPEED

#### With CONSULT-III

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

#### **With GST**

Check idle speed with Service \$01 of GST.

#### >> INSPECTION END

#### **IGNITION TIMING**

# **IGNITION TIMING: Description**

INFOID:0000000001179941

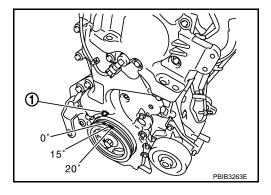
This describes how to check the ignition timing. For the actual procedure, follow the instructions in "BASIC INSPECTION".

# IGNITION TIMING: Special Repair Requirement

#### INFOID:0000000001179942

# 1. CHECK IGNITION TIMING

- 1. Attach timing light to the ignition coil No.4 harness.
- 2. Check ignition timing.
  - 1 : Timing indicator
    - >> INSPECTION END



### VIN REGISTRATION

### VIN REGISTRATION: Description

INFOID:0000000001179943

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

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

### VIN REGISTRATION : Special Repair Requirement

INFOID:0000000001179944

# 1.CHECK VIN

Check the VIN of the vehicle and note it. Refer to GI-22, "Information About Identification or Model Code".

>> GO TO 2.

# 2. PERFORM VIN REGISTRATION

#### (P)With CONSULT-III

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

P

# Α >> END ACCELERATOR PEDAL RELEASED POSITION LEARNING ACCELERATOR PEDAL RELEASED POSITION LEARNING: Description INFOID:00000001179945 **ECM** Accelerator Pedal Released Position Learning is a function of ECM to learn the fully released position of the accelerator pedal by monitoring the accelerator pedal position sensor output signal. It must be performed each time harness connector of accelerator pedal position sensor or ECM is disconnected. ACCELERATOR PEDAL RELEASED POSITION LEARNING: Special Repair Requirement D INFOID:0000000001179946 1.START Е Make sure that accelerator pedal is fully released. Turn ignition switch ON and wait at least 2 seconds. Turn ignition switch OFF and wait at least 10 seconds. Turn ignition switch ON and wait at least 2 seconds. Turn ignition switch OFF and wait at least 10 seconds. >> END THROTTLE VALVE CLOSED POSITION LEARNING THROTTLE VALVE CLOSED POSITION LEARNING: Description INFOID:0000000001179947 Throttle Valve Closed Position Learning is a function of ECM to learn the fully closed position of the throttle valve by monitoring the throttle position sensor output signal. It must be performed each time harness connector of electric throttle control actuator or ECM is disconnected. THROTTLE VALVE CLOSED POSITION LEARNING : Special Repair Requirement INFOID:0000000001179948 1.START Make sure that accelerator pedal is fully released. Turn ignition switch ON. Turn ignition switch OFF and wait at least 10 seconds. Make sure that throttle valve moves during above 10 seconds by confirming the operating sound. >> END IDLE AIR VOLUME LEARNING IDLE AIR VOLUME LEARNING: Description INFOID:0000000001179949 Idle Air Volume Learning is a function of ECM to learn the idle air volume that keeps each engine idle speed within the specific range. It must be performed under any of the following conditions: Each time electric throttle control actuator or ECM is replaced. Idle speed or ignition timing is out of specification. IDLE AIR VOLUME LEARNING: Special Repair Requirement INFOID:0000000001179950

1.PRECONDITIONING

Make sure that all of the following conditions are satisfied.

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

- Battery voltage: More than 12.9V (At idle)
- Engine coolant temperature: 70 100°C (158 212°F)
- PNP switch: ON
- Electric load switch: OFF (Air conditioner, headlamp, rear window defogger)

#### < BASIC INSPECTION >

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

- Steering wheel: Neutral (Straight-ahead position)
- Vehicle speed: Stopped
- Transmission: Warmed-up
- CVT models
- With CONSULT-III: Drive vehicle until "ATF TENP SEN" in "DATA MONITOR" mode of "TRANSMISSION" system indicates less than 0.9V.
- Without CONSULT-III: Drive vehicle for 10 minutes.
- M/T models
- · Drive vehicle for 10 minutes.

#### Do you have CONSULT-III?

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

2.IDLE AIR VOLUME LEARNING

#### (P)With CONSULT-III

- Perform Accelerator Pedal Released Position Learning. Refer to <u>ECM-19</u>, "ACCELERATOR PEDAL <u>RELEASED POSITION LEARNING</u>: Special Repair Requirement".
- Perform Throttle Valve Closed Position Learning. Refer to <u>ECM-19</u>, "THROTTLE VALVE CLOSED POSI-TION LEARNING: Special Repair Requirement".
- 3. Start engine and warm it up to normal operating temperature.
- 4. Select "IDLE AIR VOL LEARN" in "WORK SUPPORT" mode.
- 5. Touch "START" and wait 20 seconds.

### Is "CMPLT" displayed on CONSULT-III screen?

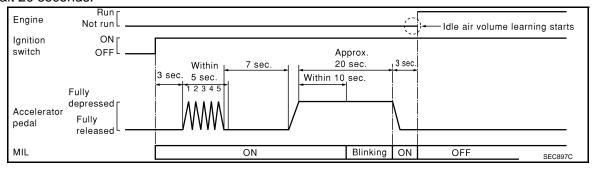
YES >> GO TO 4. NO >> GO TO 5.

3.IDLE AIR VOLUME LEARNING

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#### NOTF:

- 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 Accelerator Pedal Released Position Learning. Refer to <u>ECM-19</u>, "ACCELERATOR PEDAL RELEASED POSITION LEARNING: Special Repair Requirement".
- 2. Perform Throttle Valve Closed Position Learning. Refer to <u>ECM-19</u>, "THROTTLE VALVE CLOSED POSI-TION LEARNING: Special Repair Requirement".
- 3. Start engine and warm it up to normal operating temperature.
- 4. Turn ignition switch OFF and wait at least 10 seconds.
- 5. Confirm that accelerator pedal is fully released, turn ignition switch ON and wait 3 seconds.
- 6. Repeat the following procedure quickly five times within 5 seconds.
- Fully depress the accelerator pedal.
- Fully release the accelerator pedal.
- Wait 7 seconds, fully depress the accelerator pedal and keep it for approx. 20 seconds until the MI stops blinking and turned ON.
- Fully release the accelerator pedal within 3 seconds after the MI turned ON.
- 9. Start engine and let it idle.
- 10. Wait 20 seconds.



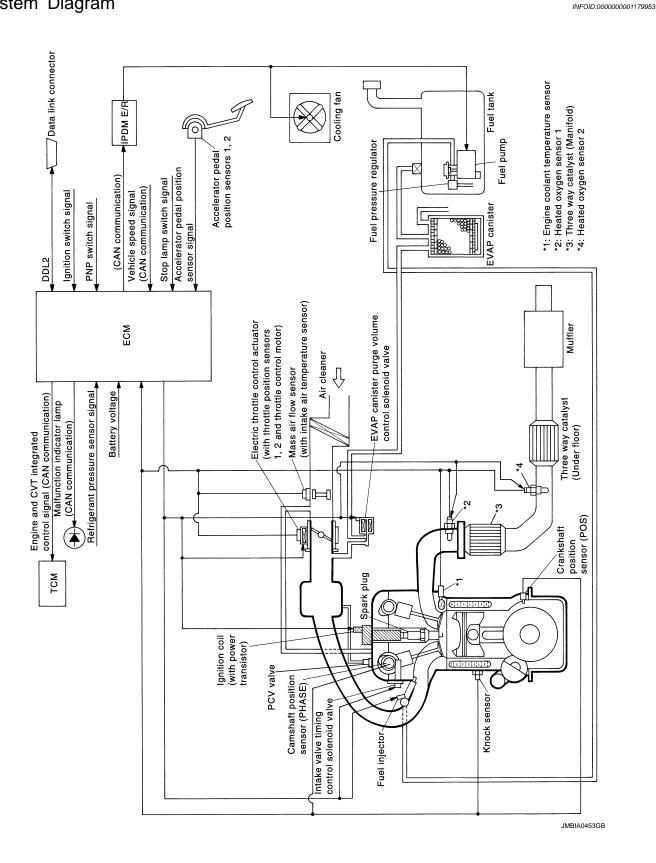
Α >> GO TO 4 4. CHECK IDLE SPEED AND IGNITION TIMING Rev up the engine two or three times and make sure that idle speed and ignition timing are within the specifi-**ECM** cations. For specification, refer to ECM-352, "Idle Speed" and ECM-352, "Ignition Timing". Is the inspection result normal? YES >> INSPECTION END NO >> GO TO 5.  ${f 5.}$ DETECT MALFUNCTIONING PART D Check the following Check that throttle valve is fully closed. Check PCV valve operation. Check that downstream of throttle valve is free from air leakage. Е Is the inspection result normal? YES >> GO TO 6. NO >> Repair or replace malfunctioning part. F  $\mathsf{6}.\mathsf{DETECT}$  MALFUNCTIONING PART Engine component parts and their installation condition are questionable. Check and eliminate the cause of the incident. It is useful to perform "TROUBLE DIAGNOSIS - SPECIFICATION VALUE". Refer to ECM-100, "Description". If any of the following conditions occur after the engine has started, eliminate the cause of the incident and perform Idle Air Volume Learning all over again: Н · Engine stalls. Erroneous idle. >> INSPECTION END MIXTURE RATIO SELF-LEARNING VALUE CLEAR MIXTURE RATIO SELF-LEARNING VALUE CLEAR: Description This describes how to erase the mixture ratio self-learning value. For the actual procedure, follow the instructions in "Diagnosis Procedure". MIXTURE RATIO SELF-LEARNING VALUE CLEAR: Special Repair Requirement INFOID:0000000001179952 1.START (P)With CONSULT-III M 1. Start engine and warm it up to normal operating temperature. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-III. Clear mixture ratio self-learning value by touching "CLEAR". N **With GST** Start engine and warm it up to normal operating temperature. Turn ignition switch OFF. 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. Р 7. Select Service \$04 with GST to erase the DTC P0102.

>> END

# **FUNCTION DIAGNOSIS**

# **ENGINE CONTROL SYSTEM**

System Diagram



# System Description

INFOID:0000000001179954

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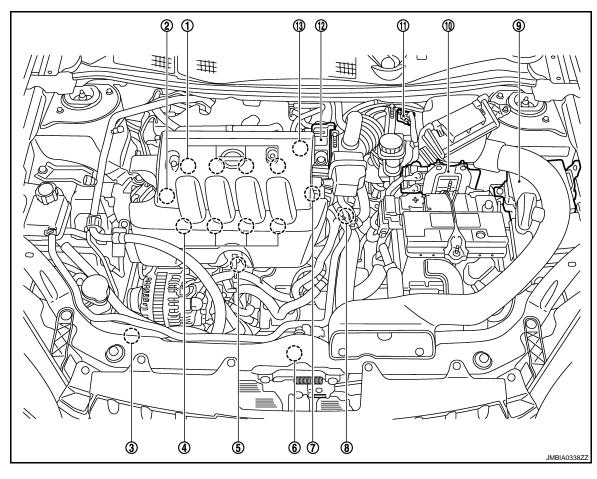
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ECM performs various controls such as fuel injection control and ignition timing control.

# Component Parts Location

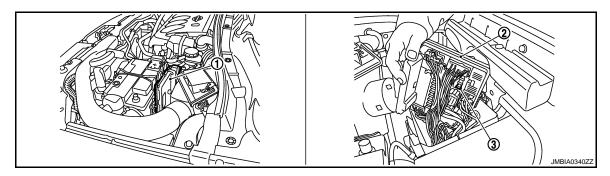
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- Ignition coil (with power transistor) and spark plug
- 4. Fuel injector
- 7. Camshaft position sensor (PHASE)
- 10. ECM

- 2. PCV valve
- 5. Knock sensor
- 8. Engine coolant temperature sensor
- 11. Mass air flow sensor (with intake temperature sensor)
- 3. Refrigerant pressure sensor
- 6. Cooling fan motor
- 9. IPDM E/R
- Electric throttle control actuator (with built in throttle position sensor and throttle control motor)

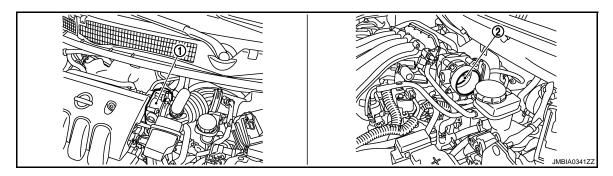
13. EVAP canister purge volume control solenoid valve



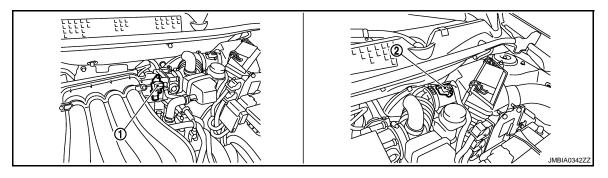
1. ECM

2. IPDM E/R

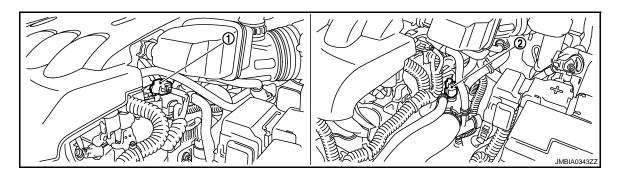
3. Fuel pump fuse (15A)



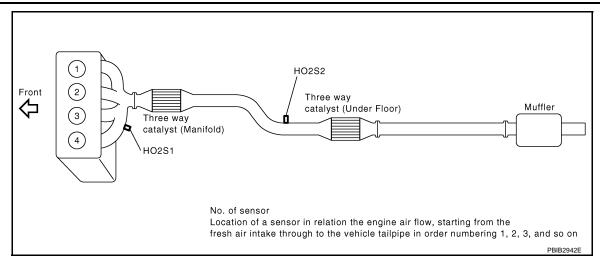
- Electric throttle control actuator (with built-in position sensor, throttle control motor)
- Throttle valve

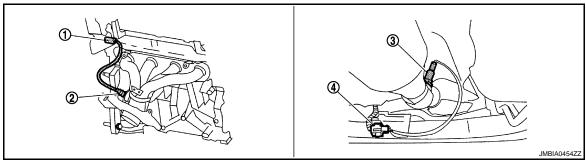


- EVAP canister purge volume control 2. solenoid valve
- Mass air flow sensor (with intake air temperature sensor)

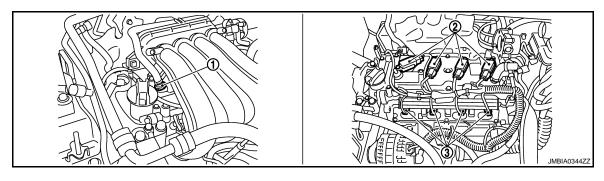


- 1. Camshaft position sensor
- 2. Engine coolant temperature sensor





- Heated oxygen sensor 1 harness connector
- Heated oxygen sensor 2 harness connector
- Heated oxygen sensor 1
- 3. Heated oxygen sensor 2



1. PCV valve

- 2. Ignition coil (with power transistor) and spark plug

3.

Fuel injection

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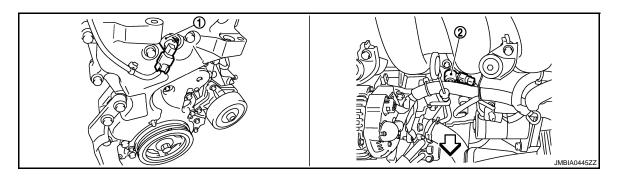
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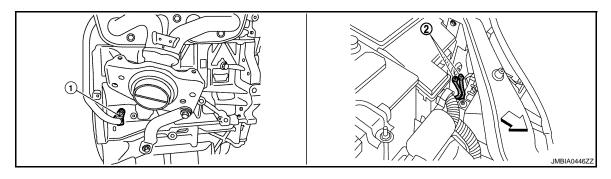
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- 1. Refrigerant pressure sensor
- Resister

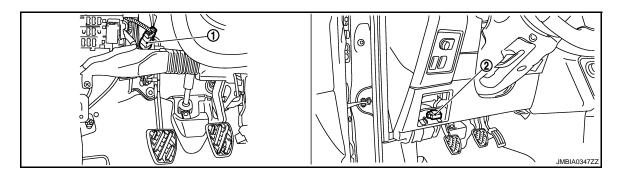
3. Cooling fan motor



Intake valve timing control solenoid 2. Knock sensor valve

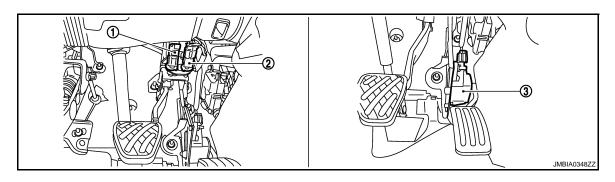


1. Crankshaft position sensor (POS) 2. Ground



1. ASCD clutch switch

2. Data link connector



### **ENGINE CONTROL SYSTEM**

# [MR20DE (WITH EURO-OBD)]

- 1. Stop lamp switch
- 2. ASCD brake switch
- Accelerator pedal position sensor

RESUME/ACCCELERATE switch



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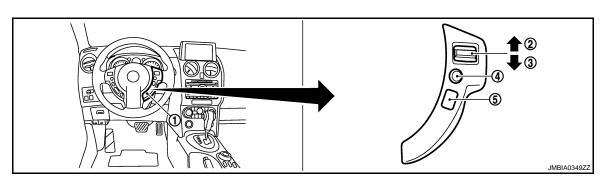
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INFOID:0000000001179956



- ASDC steering switch
- CANSEL switch 2.
- SET/COAST switch
- 5. MAIN SWITCH
- JMBIA0346ZZ

harness connector

Fuel level sensor unit and fuel pump 2. Fuel level sensor unit and fuel pump 3. Fuel pressure regulator

# **Component Description**

Component	Reference
Accelerator pedal position sensor	ECM-270, "Description"
ASCD brake switch	ECM-254, "Description"
ASCD steering switch	ECM-251, "Description"
ASCD vehicle speed sensor	ECM-261, "Description"
Camshaft position sensor (PHASE)	ECM-185, "Description"
Crankshaft position sensor (POS)	ECM-181, "Description"
Cooling fan motor	ECM-57, "System Diagram"
Electric throttle control actuator	ECM-204, "Description"
Engine coolant temperature sensor	ECM-126. "Description"
EVAP canister purge volume control solenoid valve	ECM-194, "Description"
Fuel injector	ECM-294, "Description"
Fuel pump	ECM-297. "Description"
Heated oxygen sensor 1	ECM-132, "Description"
Heated oxygen sensor 1 heater	ECM-147, "Description"
Heated oxygen sensor 2	ECM-150, "Description"
Heated oxygen sensor 2 heater	ECM-160, "Description"

### **ENGINE CONTROL SYSTEM**

### < FUNCTION DIAGNOSIS >

# [MR20DE (WITH EURO-OBD)]

Component	Reference
Ignition signal	ECM-300, "Description"
Intake air temperature sensor	ECM-123, "Description"
Intake valve timing control solenoid valve	ECM-72, "System Description"
Knock sensor	ECM-179. "Description"
Mass air flow sensor	ECM-118, "Description"
Park/neutral position (PNP) switch	ECM-263, "Description"
PCV valve	ECM-306, "Description"
Refrigerant pressure sensor	ECM-307, "Description"
Stop lamp switch	ECM-267, "Description"
Throttle control motor	ECM-213, "Description"
Throttle control motor relay	ECM-210, "Description"
Throttle position sensor	ECM-245, "Description"
Vehicle speed sensor	ECM-197, "Description"

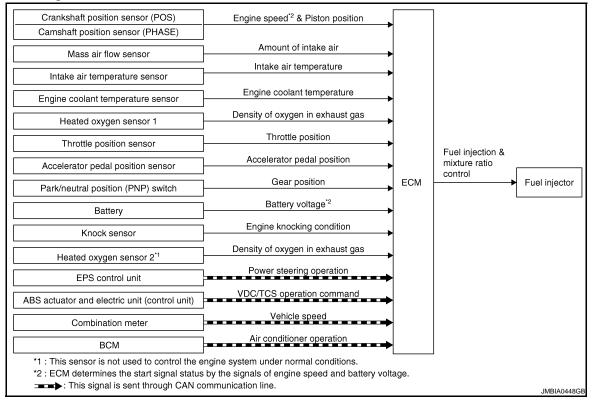
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# MULTIPORT FUEL INJECTION SYSTEM

System Diagram



# System Description

#### INFOID:0000000001179958

### INPUT/OUTPUT SIGNAL CHART

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			
Intake air temperature sensor	Intake air temperature			
Engine coolant temperature sensor	Engine coolant temperature			
Heated oxygen sensor 1	Density of oxygen in exhaust gas			
Throttle position sensor	Throttle position			
Accelerator pedal position sensor	Accelerator pedal position			
Park/neutral position (PNP) switch	Gear position		Fuel injector	
Battery	Battery voltage*3			
Knock sensor	Engine knocking condition			
EPS control unit	Power steering operation			
Heated oxygen sensor 2*1	Density of oxygen in exhaust gas			
ABS actuator and electric unit (control unit)*2	ABS operation command			
Air conditioner switch*2	Air conditioner operation			
Combination meter*2	Vehicle speed			

<sup>\*1:</sup> This sensor is not used to control the engine system under normal conditions.

<sup>\*2:</sup> This signal is sent to the ECM through CAN communication line.

[MR20DE (WITH EURO-OBD)]

< FUNCTION DIAGNOSIS >

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

#### SYSTEM DESCRIPTION

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

#### VARIOUS FUEL INJECTION INCREASE/DECREASE COMPENSATION

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

#### <Fuel increase>

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

#### <Fuel decrease>

- During deceleration
- During high engine speed operation

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

The mixture ratio feedback system provides the best air-fuel mixture ratio for driveability and emission control. The three way catalyst (manifold) can then better reduce CO, HC and NOx emissions. This system uses 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 ECM-132, "Description". This maintains the mixture ratio within the range of stoichiometric (ideal air-fuel mixture).

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

Heated oxygen sensor 2 is located downstream of the three way catalyst (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 (CVT 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.

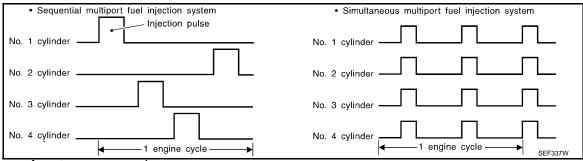
### **MULTIPORT FUEL INJECTION SYSTEM**

### < FUNCTION DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

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

#### **FUEL INJECTION TIMING**



Two types of systems are used.

- Sequential Multiport Fuel Injection System
   Fuel is injected into each cylinder during each engine cycle according to the firing order. This system is used when the engine is running.
- Simultaneous Multiport Fuel Injection System
  Fuel is injected simultaneously into all four cylinders twice each engine cycle. In other words, pulse signals
  of the same width are simultaneously transmitted from the ECM.

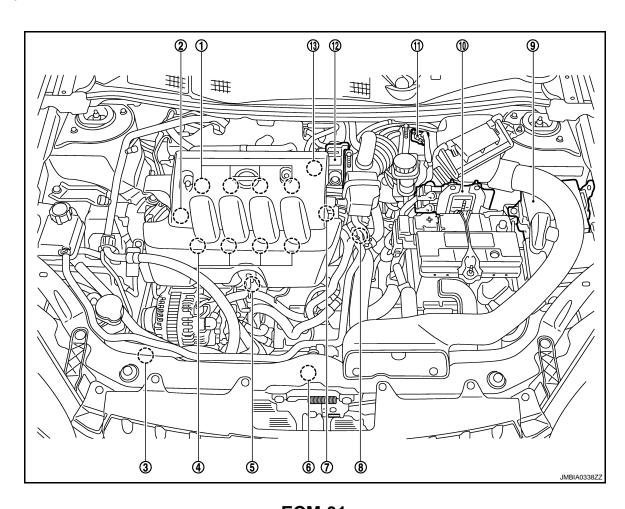
The four injectors will then receive the signals two times for each engine cycle.

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

#### **FUEL SHUT-OFF**

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

### Component Parts Location



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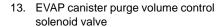
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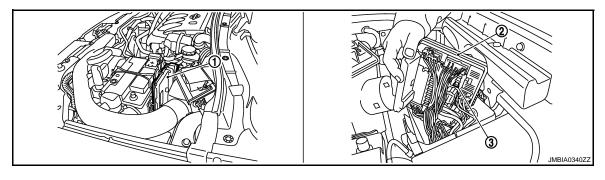
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### [MR20DE (WITH EURO-OBD)]

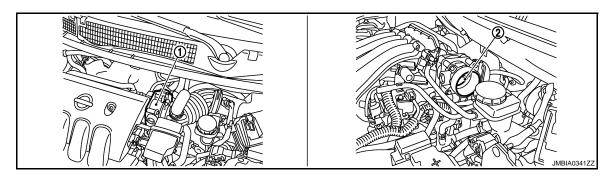
- Ignition coil (with power transistor) and spark plug
- 4. Fuel injector
- 7. Camshaft position sensor (PHASE)
- 10. ECM

- 2. PCV valve
- 5. Knock sensor
- 8. Engine coolant temperature sensor
- 11. Mass air flow sensor (with intake temperature sensor)
- 3. Refrigerant pressure sensor
- 6. Cooling fan motor
- 9. IPDM E/R
- Electric throttle control actuator (with built in throttle position sensor and throttle control motor)

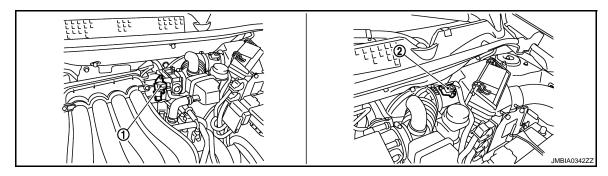




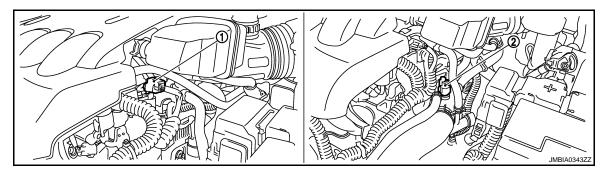
1. ECM 2. IPDM E/R 3. Fuel pump fuse (15A)



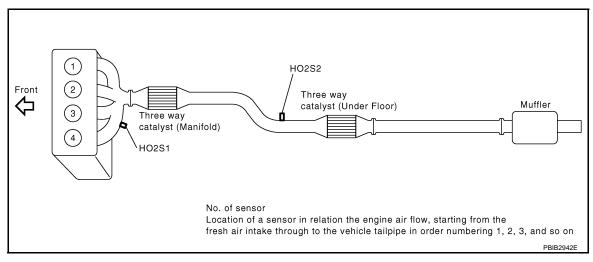
- Electric throttle control actuator (with built-in position sensor, throttle control motor)
- 2. Throttle valve

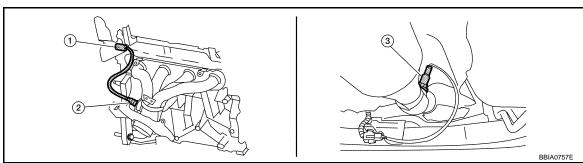


- 1. EVAP canister purge volume control 2. solenoid valve
- Mass air flow sensor (with intake air temperature sensor)



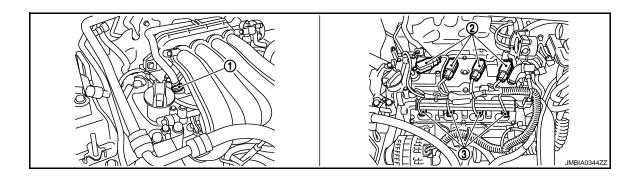
- Camshaft position sensor
- 2. Engine coolant temperature sensor





- Heated oxygen sensor 1 harness connector
- sensor 1 harness 2. Heated oxygen sensor 1
- 3. Heated oxygen sensor 2

4. Heated oxygen sensor 2 harness connector



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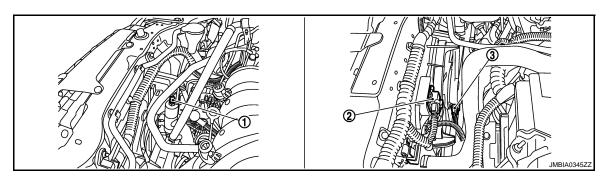
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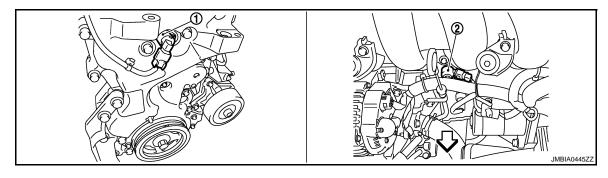
1. PCV valve

- Ignition coil (with power transistor) and spark plug
- 3. Fuel injection

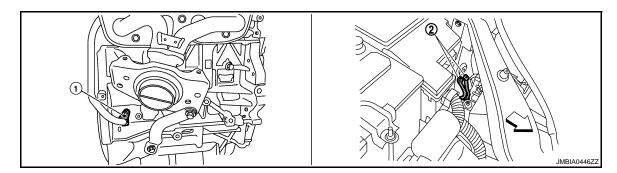


- Refrigerant pressure sensor
- Resister

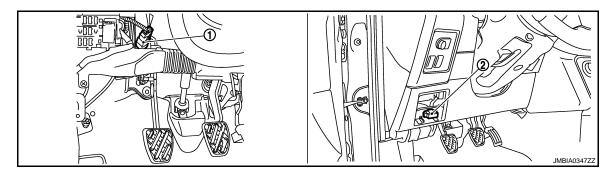
Cooling fan motor



- Intake valve timing control solenoid 2. Knock sensor valve

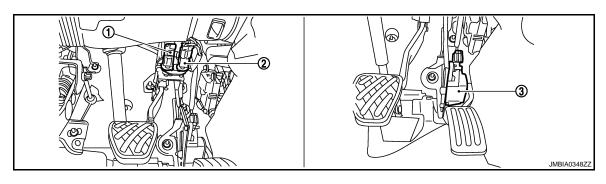


- Crankshaft position sensor (POS)
- Ground



ASCD clutch switch

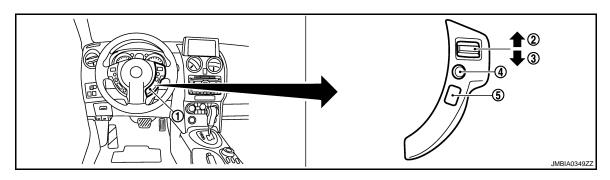
2. Data link connector



Stop lamp switch

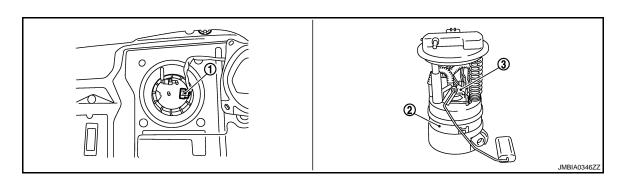
ASCD brake switch

Accelerator pedal position sensor



- ASDC steering switch
- SET/COAST switch
- 2. CANSEL switch
- MAIN SWITCH

RESUME/ACCCELERATE switch



harness connector

Fuel level sensor unit and fuel pump 2. Fuel level sensor unit and fuel pump 3. Fuel pressure regulator

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# **MULTIPORT FUEL INJECTION SYSTEM**

# < FUNCTION DIAGNOSIS >

# [MR20DE (WITH EURO-OBD)]

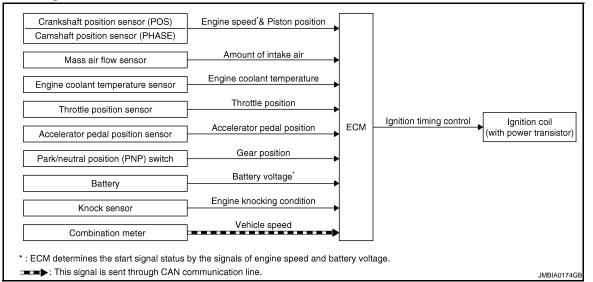
# **Component Description**

INFOID:0000000001179960

Component	Reference
Accelerator pedal position sensor	ECM-280, "Description"
Camshaft position sensor (PHASE)	ECM-185, "Description"
Crankshaft position sensor (POS)	ECM-181, "Description"
Engine coolant temperature sensor	ECM-126, "Description"
Fuel injector	ECM-294, "Description"
Heated oxygen sensor 1	ECM-132, "Description"
Heated oxygen sensor 2	ECM-150, "Description"
Intake air temperature sensor	ECM-123, "Description"
Knock sensor	ECM-179, "Description"
Mass air flow sensor	ECM-118, "Description"
Park/neutral position (PNP) switch	ECM-263, "Description"
Throttle position sensor	ECM-129, "Description"
Vehicle speed sensor	ECM-197, "Description"

### **ELECTRIC IGNITION SYSTEM**

System Diagram



# System Description

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#### INPUT/OUTPUT SIGNAL CHART

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS)	Engine speed*2		Ignition coil (with power transistor)
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		
Battery	Battery voltage*2		
Knock sensor	Engine knocking condition		
Park/neutral position (PNP) switch	Gear position		
Combination meter*1	Vehicle speed		

<sup>\*1:</sup> This signal is sent to the ECM through CAN communication line.

#### SYSTEM DESCRIPTION

Firing order: 1 - 3 - 4 - 2

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

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

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

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

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

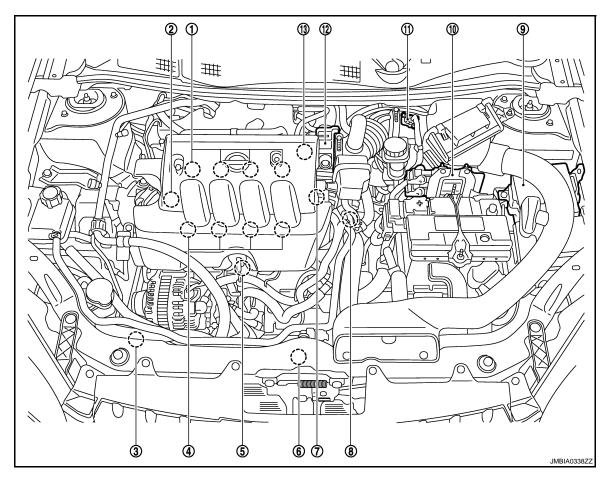
**ECM-37** 

<sup>\*2:</sup> ECM determines the start signal status by the signals of engine speed and battery voltage.

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

### Component Parts Location

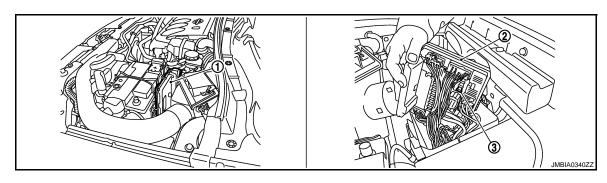
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- Ignition coil (with power transistor) and spark plug
- 4. Fuel injector
- 7. Camshaft position sensor (PHASE)
- 10. ECM

- 2. PCV valve
- 5. Knock sensor
- 8. Engine coolant temperature sensor
- 11. Mass air flow sensor (with intake temperature sensor)
- 3. Refrigerant pressure sensor
- 6. Cooling fan motor
- 9. IPDM E/R
- Electric throttle control actuator (with built in throttle position sensor and throttle control motor)

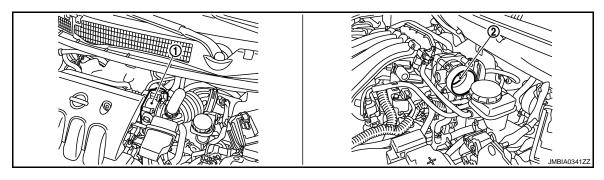
13. EVAP canister purge volume control solenoid valve



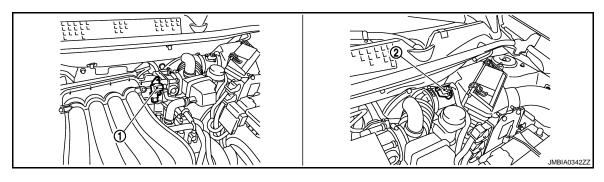
1. ECM

2. IPDM E/R

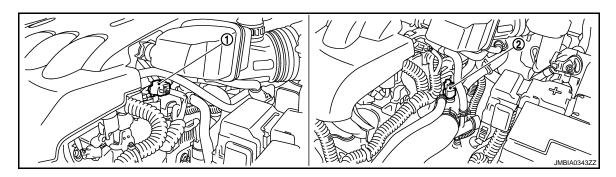
3. Fuel pump fuse (15A)



- Electric throttle control actuator (with built-in position sensor, throttle control motor)
- 2. Throttle valve



 EVAP canister purge volume control 2. solenoid valve Mass air flow sensor (with intake air temperature sensor)



1. Camshaft position sensor

2. Engine coolant temperature sensor

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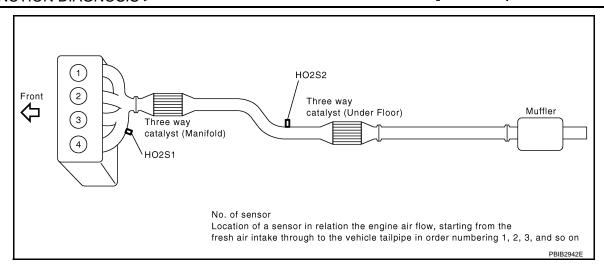
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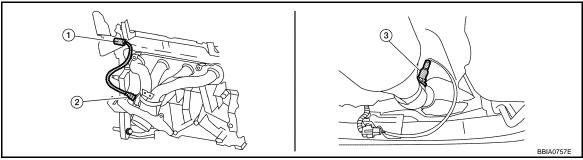
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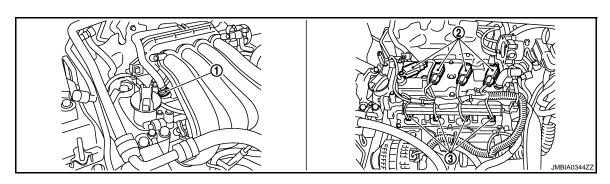
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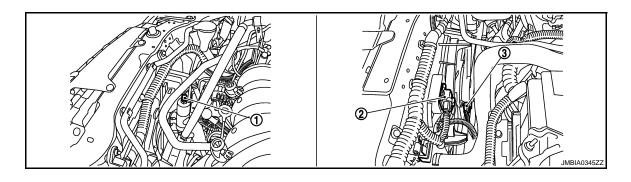


- Heated oxygen sensor 1 harness connector
- Heated oxygen sensor 2 harness connector
- Heated oxygen sensor 1
- 3. Heated oxygen sensor 2



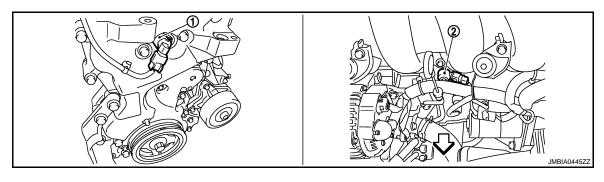
1. PCV valve

- 2. Ignition coil (with power transistor) and spark plug
- 3. Fuel injection

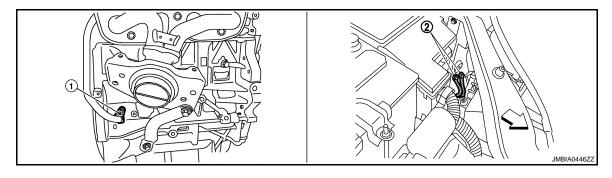


- 1. Refrigerant pressure sensor
- Resister

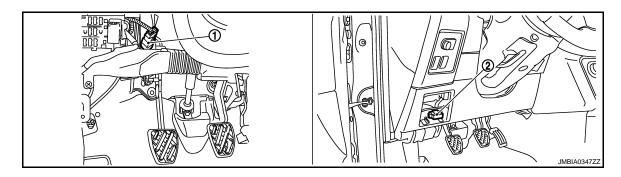
Cooling fan motor



Intake valve timing control solenoid 2. Knock sensor valve

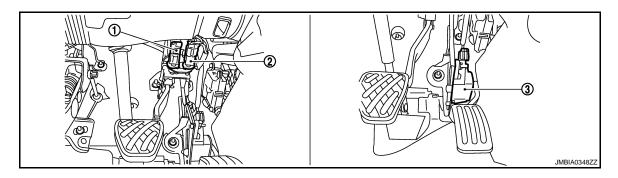


1. Crankshaft position sensor (POS) 2. Ground



1. ASCD clutch switch

2. Data link connector



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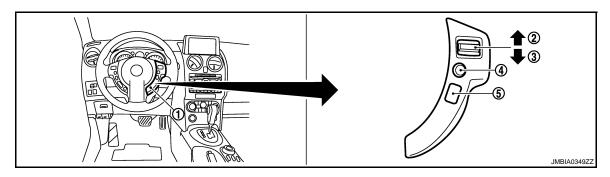
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ECM-41

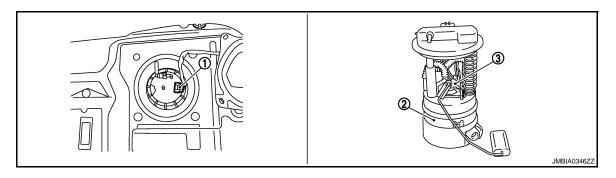
## [MR20DE (WITH EURO-OBD)]

- Stop lamp switch
- ASCD brake switch
- Accelerator pedal position sensor



- ASDC steering switch
- 2. CANSEL switch
- SET/COAST switch
- 5. MAIN SWITCH

RESUME/ACCCELERATE switch



harness connector

Fuel level sensor unit and fuel pump 2. Fuel level sensor unit and fuel pump 3. Fuel pressure regulator

# **Component Description**

INFOID:0000000001179964

Component	Reference
Accelerator pedal position sensor	ECM-280, "Description"
Camshaft position sensor (PHASE)	ECM-185, "Description"
Crankshaft position sensor (POS)	ECM-181, "Description"
Engine coolant temperature sensor	ECM-126, "Description"
Ignition signal	ECM-300, "Description"
Knock sensor	ECM-179, "Description"
Mass air flow sensor	ECM-118, "Description"
Park/neutral position (PNP) switch	ECM-263, "Description"
Throttle position sensor	ECM-129, "Description"
Vehicle speed sensor	ECM-197, "Description"

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**ECM** 

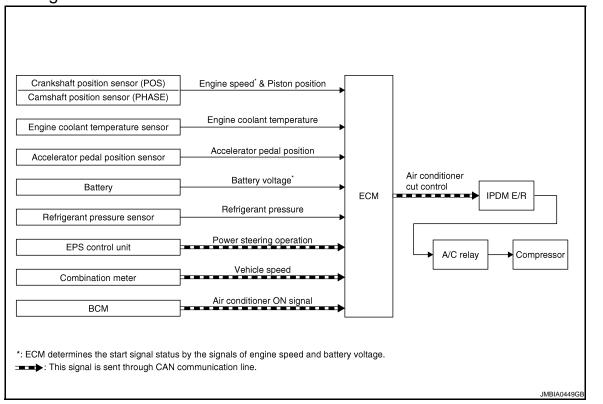
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# AIR CONDITIONING CUT CONTROL

System Diagram INFOID:0000000001179965



### System Description

INFOID:0000000001179966

#### INPUT/OUTPUT SIGNAL CHART

Sensor	Input Signal to ECM	ECM function	Actuator	
Air conditioner switch*1	Air conditioner ON signal			
Accelerator pedal position sensor	Accelerator pedal position		IPDM E/R ↓ Air conditioner relay	
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed*2			
Engine coolant temperature sensor	Engine coolant temperature	Air conditioner		
Battery	Battery voltage*2	sattery voltage*2		
Refrigerant pressure sensor	Refrigerant pressure		Compressor	
EPS control unit*1	Power steering operation			
Combination meter*1	Vehicle speed			

<sup>\*1:</sup> This signal is sent to the ECM through CAN communication line.

#### SYSTEM DESCRIPTION

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

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

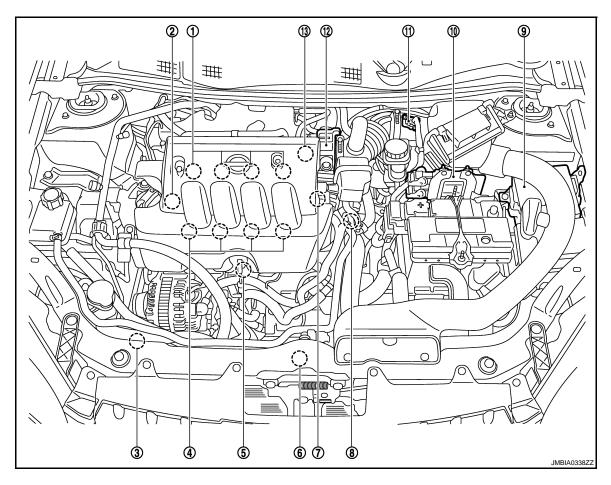
**ECM-43** 

<sup>\*2:</sup> ECM determines the start signal status by the signals of engine speed and battery voltage.

• When refrigerant pressure is excessively low or high.

### Component Parts Location

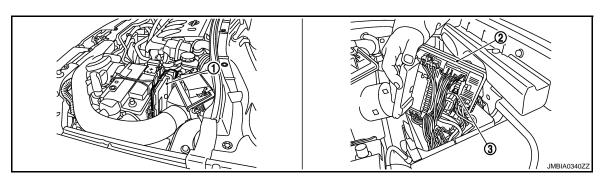
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- Ignition coil (with power transistor) and spark plug
- 4. Fuel injector
- 7. Camshaft position sensor (PHASE)
- 10. ECM

- 2. PCV valve
- 5. Knock sensor
- 8. Engine coolant temperature sensor
- 11. Mass air flow sensor (with intake temperature sensor)
- 3. Refrigerant pressure sensor
- 6. Cooling fan motor
- 9. IPDM E/R
- 12. Electric throttle control actuator (with built in throttle position sensor and throttle control motor)

13. EVAP canister purge volume control solenoid valve

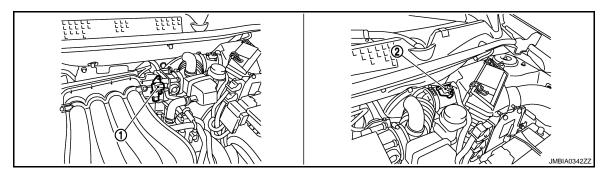


1. ECM

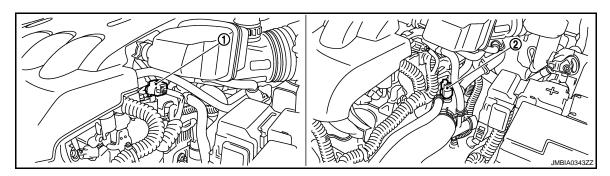
2. IPDM E/R

B. Fuel pump fuse (15A)

- Electric throttle control actuator (with built-in position sensor, throttle control motor)
- 2. Throttle valve



 EVAP canister purge volume control 2. solenoid valve Mass air flow sensor (with intake air temperature sensor)



Camshaft position sensor

2. Engine coolant temperature sensor

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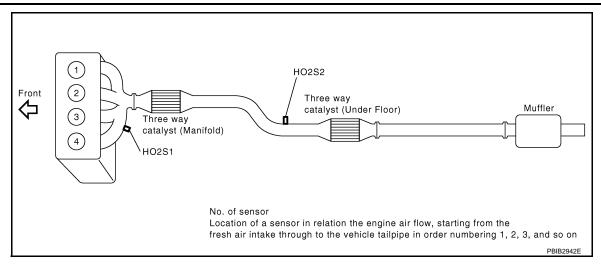
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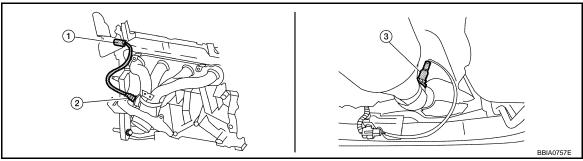
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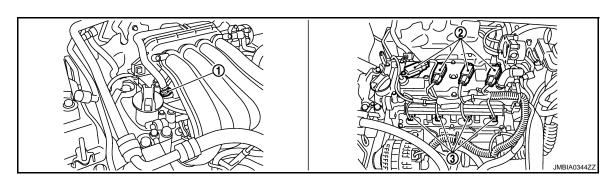
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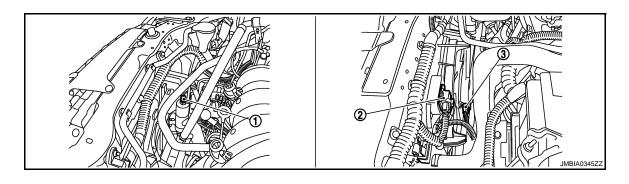


- Heated oxygen sensor 1 harness connector
- Heated oxygen sensor 2 harness connector
- 2. Heated oxygen sensor 1
- 3. Heated oxygen sensor 2



1. PCV valve

- 2. Ignition coil (with power transistor) and spark plug
- 3. Fuel injection



- 1. Refrigerant pressure sensor
- Resister

Cooling fan motor



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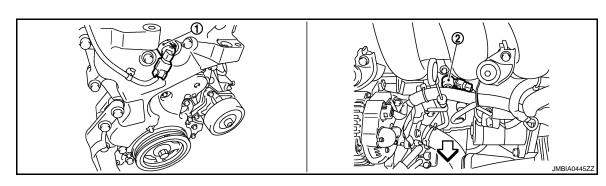
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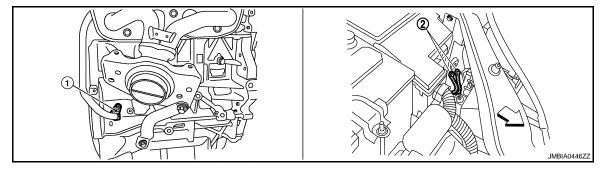
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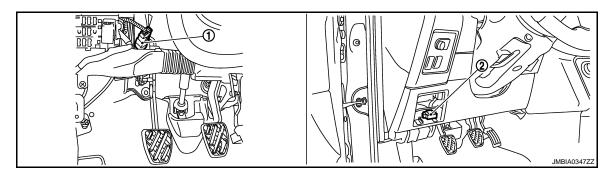
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Intake valve timing control solenoid 2. Knock sensor valve

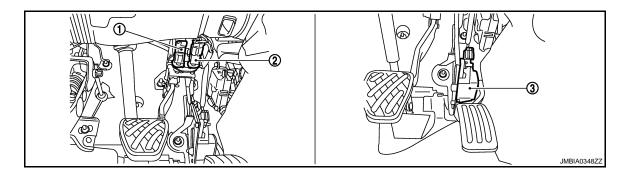


1. Crankshaft position sensor (POS) 2. Ground



1. ASCD clutch switch

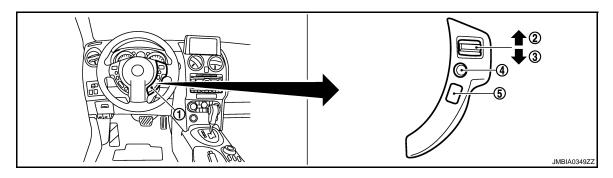
2. Data link connector



### AIR CONDITIONING CUT CONTROL

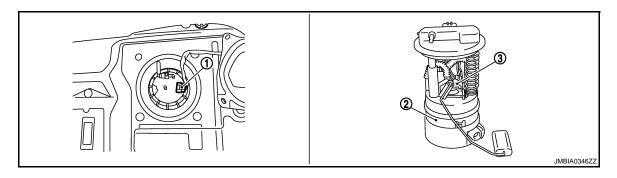
## [MR20DE (WITH EURO-OBD)]

- Stop lamp switch
- ASCD brake switch
- Accelerator pedal position sensor



- ASDC steering switch
- 2. CANSEL switch
- SET/COAST switch
- 5. MAIN SWITCH

RESUME/ACCCELERATE switch



- harness connector
- Fuel level sensor unit and fuel pump 2. Fuel level sensor unit and fuel pump 3. Fuel pressure regulator

# **Component Description**

INFOID:0000000001179968

Component	Reference
Accelerator pedal position sensor	ECM-270, "Description"
Camshaft position sensor (PHASE)	ECM-185, "Description"
Crankshaft position sensor (POS)	ECM-181, "Description"
Engine coolant temperature sensor	ECM-126, "Description"
Refrigerant pressure sensor	ECM-307, "Description"
Vehicle speed sensor	ECM-197, "Description"

# AUTOMATIC SPEED CONTROL DEVICE (ASCD)

System Diagram

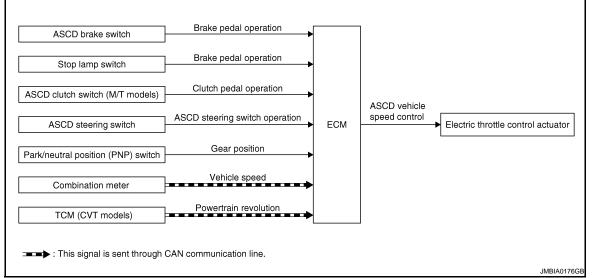
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**ECM** 

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# System Description

#### INPUT/OUTPUT SIGNAL CHART

Sensor	Input signal to ECM	ECM function	Actuator	
ASCD brake switch	Proke nodel eneration			
Stop lamp switch	Brake pedal operation			
ASCD clutch switch (M/T models)	Clutch pedal operation			
ASCD steering switch	ASCD steering switch operation	ASCD vehicle speed control	Electric throttle control actuator	
Park/neutral position (PNP) switch	Gear position			
Combination meter*	Vehicle speed			
TCM* (CVT models)	Powertrain revolution			

<sup>\*:</sup> 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 180 km/h (112 MPH).

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

Operation status of ASCD is indicated by CRUISE lamp and SET lamp 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 lamp in combination meter illuminates.)

When vehicle speed reaches a desired speed between approximately 40 km/h (25 MPH) and 180 km/h (112 MPH), press SET/COAST switch. (Then SET lamp in combination meter illuminates.)

#### **ACCELERATE OPERATION**

If the RESUME/ACCELERATE switch is pressed during cruise control driving, increase the vehicle speed until the switch is released or vehicle speed reaches maximum speed controlled by the system. And then ASCD will keep the new set speed.

#### **CANCEL OPERATION**

#### **AUTOMATIC SPEED CONTROL DEVICE (ASCD)**

#### < FUNCTION DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

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

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

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

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

#### COAST OPERATION

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

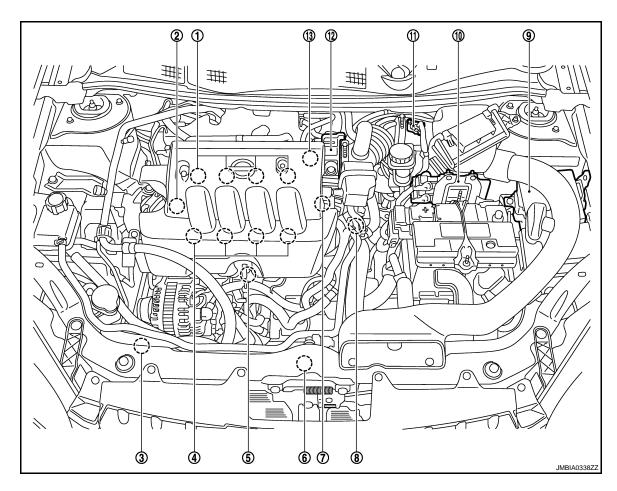
#### RESUME OPERATION

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

- Brake pedal is released
- Clutch pedal is released (M/T models)
- Selector lever is in other than P and N positions (CVT models)
- Vehicle speed is greater than 40 km/h (25 MPH) and less than 180 km/h (112 MPH)

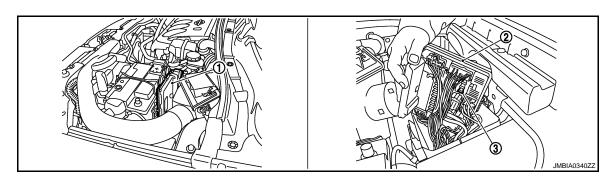
# Component Parts Location

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- Ignition coil (with power transistor) and spark plug
- 4. Fuel injector
- Camshaft position sensor (PHASE)
- 10. ECM
- 13. EVAP canister purge volume control
- PCV valve 2.
- 5. Knock sensor
- 8. Engine coolant temperature sensor
- 11. Mass air flow sensor (with intake temperature sensor)
- Refrigerant pressure sensor 3.
- 6. Cooling fan motor
- IPDM E/R 9.
- 12. Electric throttle control actuator (with built in throttle position sensor and throttle control motor)

solenoid valve



1. **ECM**  2. IPDM E/R 3. Fuel pump fuse (15A) **ECM** 

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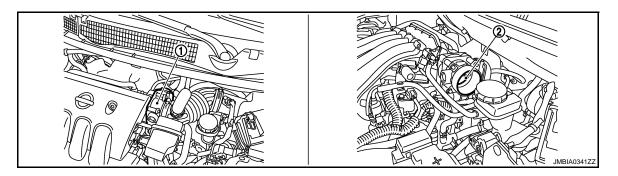
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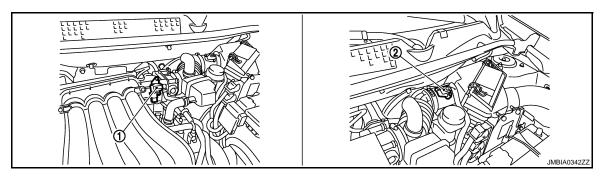
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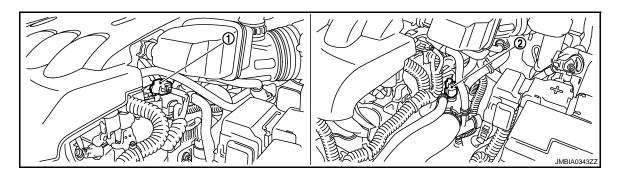
**ECM-51** 



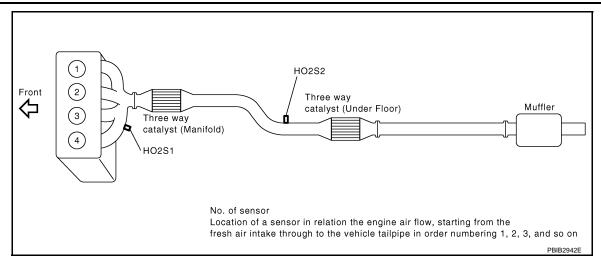
- Electric throttle control actuator (with built-in position sensor, throttle control motor)
- Throttle valve

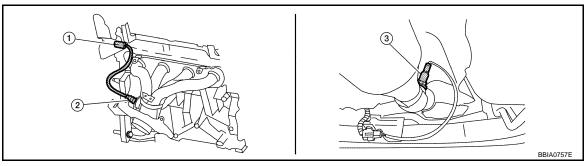


- EVAP canister purge volume control 2. solenoid valve
- Mass air flow sensor (with intake air temperature sensor)

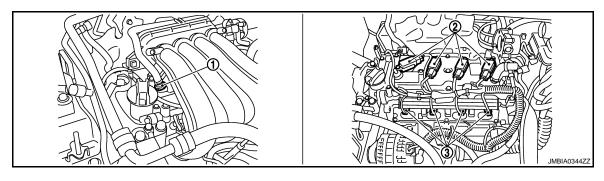


- 1. Camshaft position sensor
- 2. Engine coolant temperature sensor



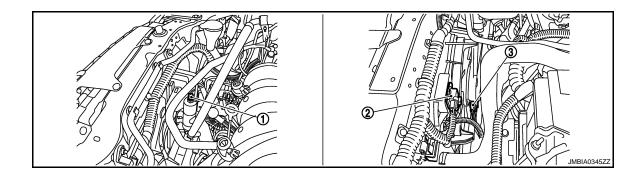


- Heated oxygen sensor 1 harness connector
- Heated oxygen sensor 2 harness connector
- Heated oxygen sensor 1
- Heated oxygen sensor 2



1. PCV valve

- 2. Ignition coil (with power transistor) and spark plug
- 3. Fuel injection



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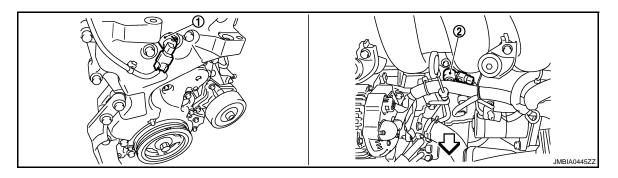
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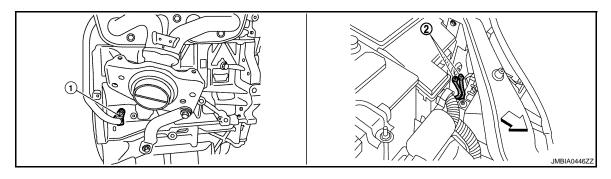
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- 1. Refrigerant pressure sensor
- 2. Resister

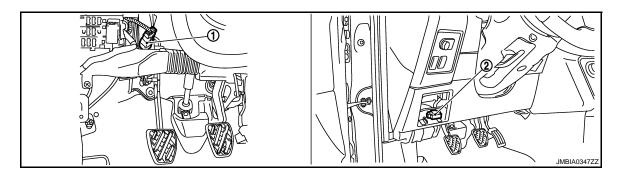
3. Cooling fan motor



Intake valve timing control solenoid 2. Knock sensor valve

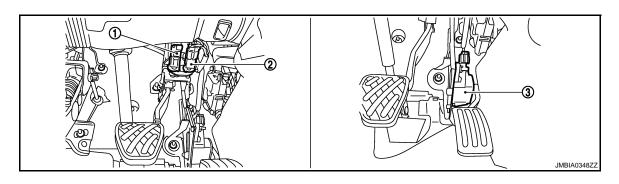


1. Crankshaft position sensor (POS) 2. Ground



1. ASCD clutch switch

2. Data link connector



# **AUTOMATIC SPEED CONTROL DEVICE (ASCD)**

## < FUNCTION DIAGNOSIS >

### [MR20DE (WITH EURO-OBD)]

- 1. Stop lamp switch
- 2. ASCD brake switch
- Accelerator pedal position sensor

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RESUME/ACCCELERATE switch

ASDC steering switch SET/COAST switch

2. CANSEL switch

5. MAIN SWITCH

JMBIA0346ZZ

harness connector

Fuel level sensor unit and fuel pump 2. Fuel level sensor unit and fuel pump 3. Fuel pressure regulator

# Component Description

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Component	Reference
ASCD steering switch	ECM-251, "Description"
ASCD clutch switch	ECM-254, "Description"
ASCD brake switch	ECM-254, "Description"
ASCD indicator	ECM-288, "Description"
Stop lamp switch	ECM-267, "Description"
Electric throttle control actuator	ECM-204, "Description"

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#### **CAN COMMUNICATION**

< FUNCTION DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

### **CAN COMMUNICATION**

## System Description

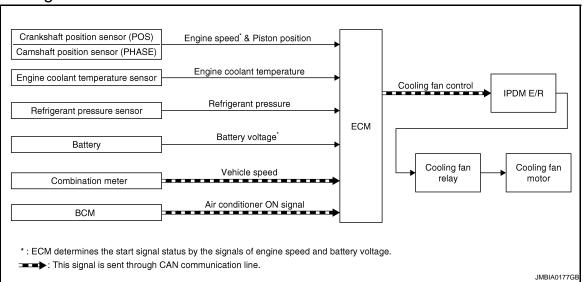
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CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped 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-28, "CAN Communication Signal Chart", about CAN communication for detail...

### **COOLING FAN CONTROL**

System Diagram



# System Description

#### INPUT/OUTPUT SIGNAL CHART

Sensor	Input signal to ECM	ECM function	Actuator	
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed*1			
Battery	Battery voltage*1		IPDM E/R ↓ Cooling fan relay ↓ Cooling fan motor	
Combination meter	Vehicle speed*2	Cooling fan		
Engine coolant temperature sensor	Engine coolant temperature	CONTROL		
BCM	Air conditioner ON signal*2			
Refrigerant pressure sensor	Refrigerant pressure			

<sup>\*1:</sup> The ECM determines the start signal status by the signals of engine speed and battery voltage.

#### SYSTEM DESCRIPTION

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

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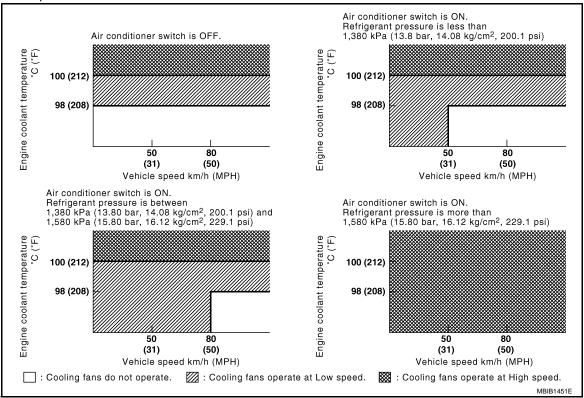
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<sup>\*2:</sup> This signal is sent to ECM through CAN communication line.

Cooling Fan Operation



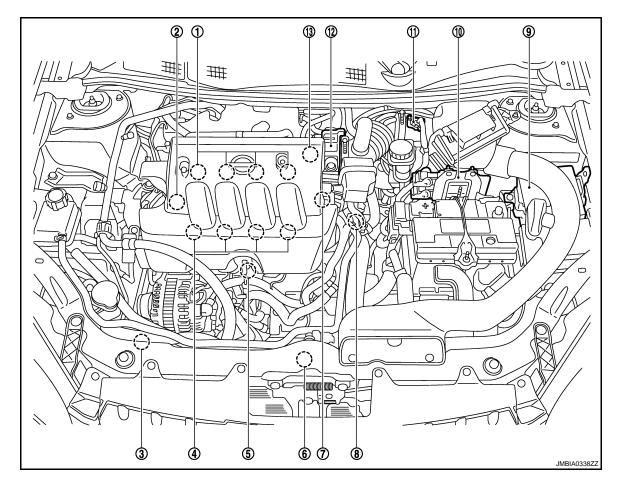
#### Cooling Fan Relay Operation

The ECM controls cooling fan relays through CAN communication line.

Cooling fan spood	Cooling fan relay		
Cooling fan speed	1	3	
Stop (OFF)	OFF	OFF	
Low (LOW)	ON	OFF	
High (HI)	OFF	ON	

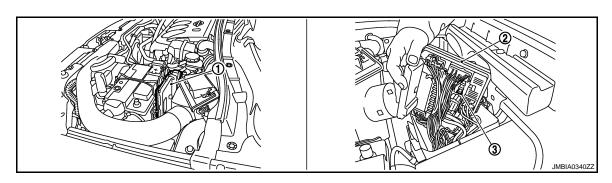
## Component Parts Location

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- Ignition coil (with power transistor) and spark plug
- 4. Fuel injector
- Camshaft position sensor (PHASE)
- 10. ECM
- 13. EVAP canister purge volume control
- PCV valve 2.
- 5. Knock sensor
- Engine coolant temperature sensor 8.
- 11. Mass air flow sensor (with intake temperature sensor)
- Refrigerant pressure sensor 3.
- 6. Cooling fan motor
- IPDM E/R 9.
- 12. Electric throttle control actuator (with built in throttle position sensor and throttle control motor)

solenoid valve



1. **ECM**  2. IPDM E/R 3. Fuel pump fuse (15A) **ECM** 

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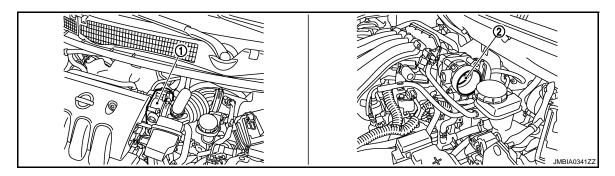
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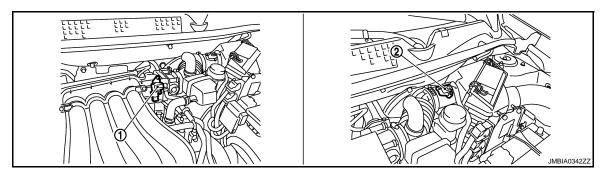
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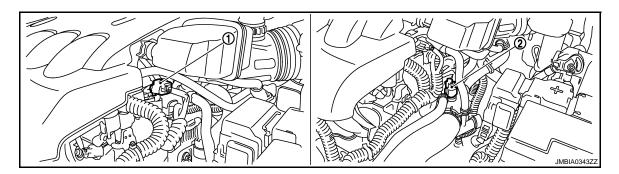
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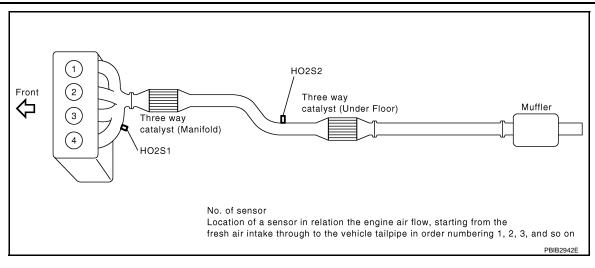
- Electric throttle control actuator (with built-in position sensor, throttle control motor)
- Throttle valve

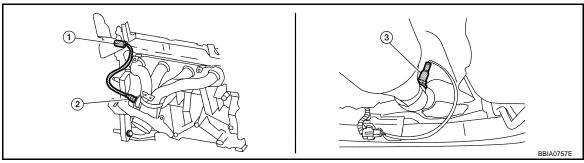


- EVAP canister purge volume control 2. solenoid valve
- Mass air flow sensor (with intake air temperature sensor)

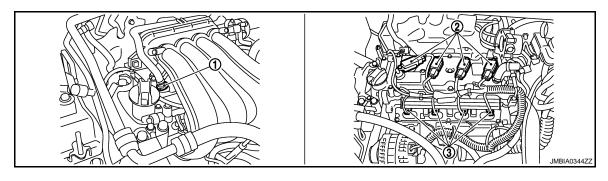


- 1. Camshaft position sensor
- 2. Engine coolant temperature sensor



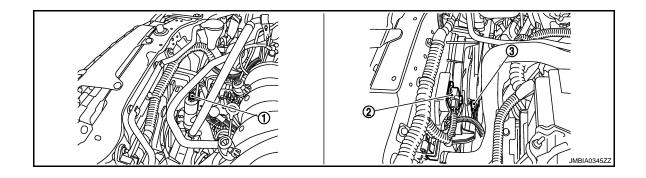


- Heated oxygen sensor 1 harness connector
- Heated oxygen sensor 2 harness connector
- 2. Heated oxygen sensor 1
- 3. Heated oxygen sensor 2



1. PCV valve

- 2. Ignition coil (with power transistor) and spark plug
- 3. Fuel injection



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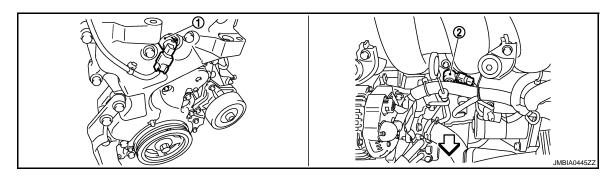
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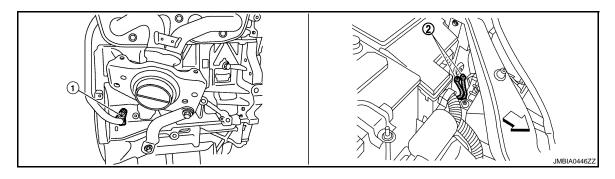
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- 1. Refrigerant pressure sensor
- Resister

3. Cooling fan motor



Intake valve timing control solenoid 2. Knock sensor valve

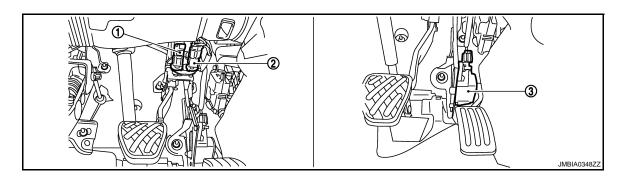


1. Crankshaft position sensor (POS) 2. Ground



1. ASCD clutch switch

2. Data link connector



### **COOLING FAN CONTROL**

#### < FUNCTION DIAGNOSIS >

# [MR20DE (WITH EURO-OBD)]

- 1. Stop lamp switch
- ASCD brake switch 2.
- Accelerator pedal position sensor

RESUME/ACCCELERATE switch



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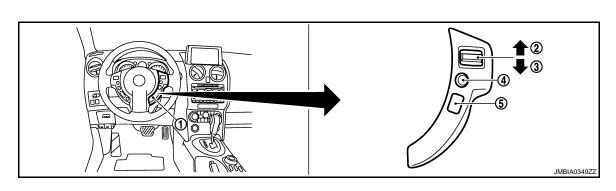
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- ASDC steering switch SET/COAST switch
- 2. CANSEL switch
- 5. MAIN SWITCH
- JMBIA0346ZZ

harness connector

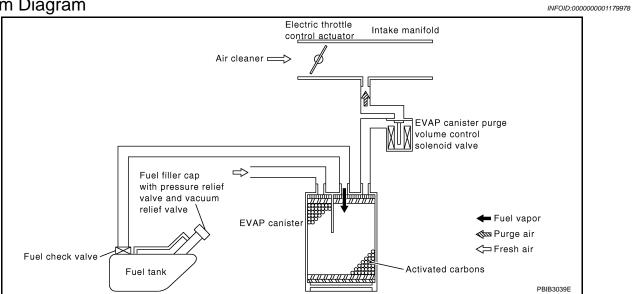
Fuel level sensor unit and fuel pump 2. Fuel level sensor unit and fuel pump 3. Fuel pressure regulator

# **Component Description**

Component	Reference
Camshaft position sensor (PHASE)	ECM-185, "Description"
Crankshaft position sensor (POS)	ECM-181, "Description"
Cooling fan motor	ECM-57, "System Diagram"
Engine coolant temperature sensor	ECM-126, "Description"
Refrigerant pressure sensor	ECM-307, "Description"

# **EVAPORATIVE EMISSION SYSTEM**

System Diagram



**EVAPORATIVE EMISSION LINE DRAWING** 

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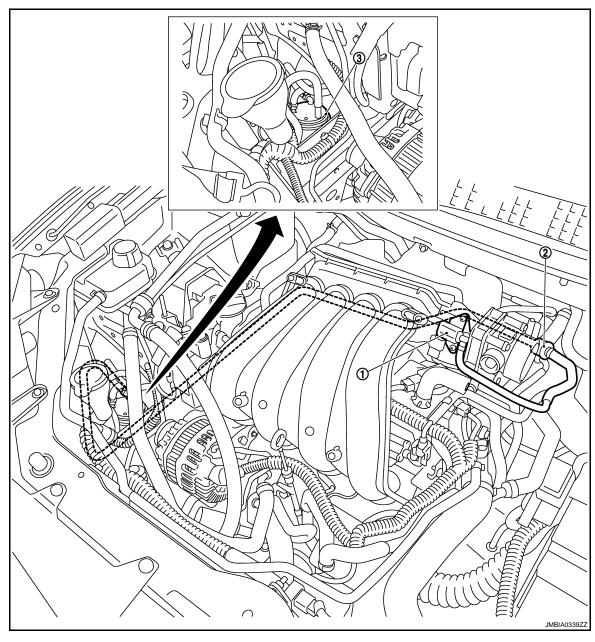
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EVAP canister purge volume control 2. EVAP purge resonator solenoid valve

3. EVAP canister

NOTE:

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

System Description

INPUT/OUTPUT SIGNAL CHART

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#### **EVAPORATIVE EMISSION SYSTEM**

#### < FUNCTION DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

Sensor	Input signal to ECM	ECM function	Actuator	
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed*1			
Mass air flow sensor	Amount of intake air			
Engine coolant temperature sensor	Engine coolant temperature			
Battery	Battery voltage*1			
Throttle position sensor	Throttle position		EVAP canister purge vol- ume control solenoid valve	
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	1		
Wheel sensor*2	Vehicle speed			

<sup>\*1:</sup> ECM determines the start signal status by the signals of engine speed and battery voltage.

#### SYSTEM DESCRIPTION

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

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

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

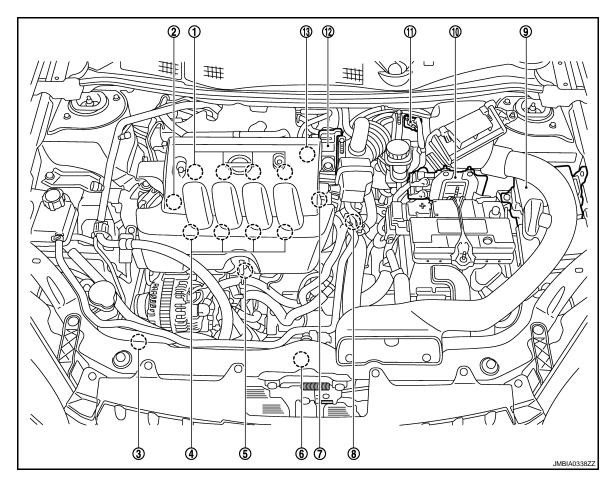
EVAP canister purge volume control solenoid valve also shuts off the vapor purge line during decelerating.

<sup>\*2:</sup> This signal is sent to the ECM through CAN communication line.

## [MR20DE (WITH EURO-OBD)]

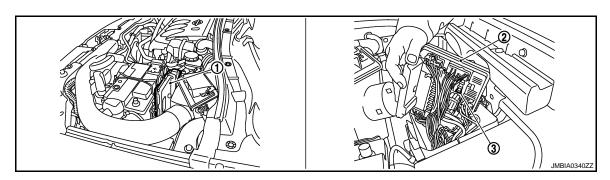
## Component Parts Location

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- Ignition coil (with power transistor) and spark plug
- 4. Fuel injector
- Camshaft position sensor (PHASE)
- 10. ECM
- 13. EVAP canister purge volume control
- PCV valve 2.
- 5. Knock sensor
- Engine coolant temperature sensor 8.
- 11. Mass air flow sensor (with intake temperature sensor)
- Refrigerant pressure sensor 3.
- 6. Cooling fan motor
- IPDM E/R 9.
- 12. Electric throttle control actuator (with built in throttle position sensor and throttle control motor)

solenoid valve



1. **ECM** 

2. IPDM E/R 3. Fuel pump fuse (15A) **ECM** 

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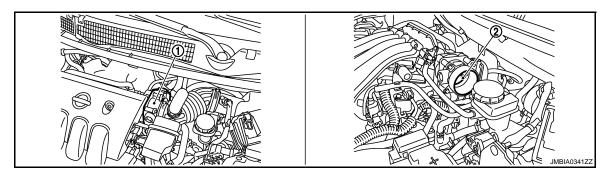
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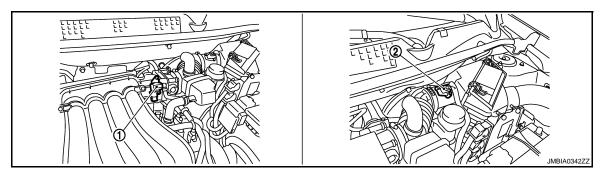
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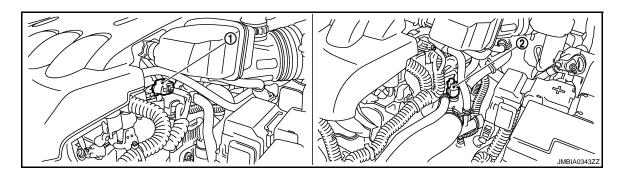
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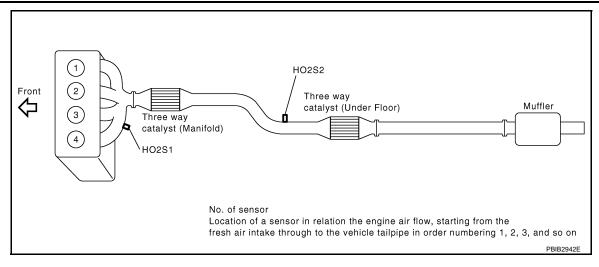
- Electric throttle control actuator (with built-in position sensor, throttle control motor)
- Throttle valve

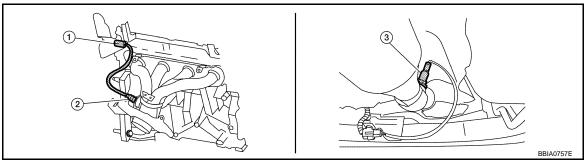


- EVAP canister purge volume control 2. solenoid valve
- Mass air flow sensor (with intake air temperature sensor)

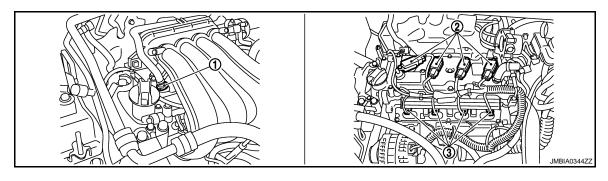


- 1. Camshaft position sensor
- 2. Engine coolant temperature sensor



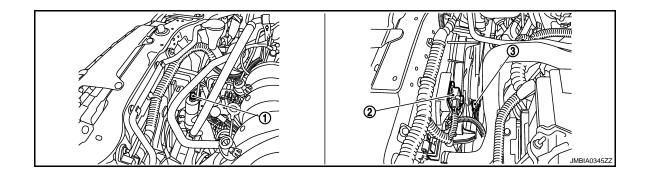


- Heated oxygen sensor 1 harness connector
- Heated oxygen sensor 2 harness connector
- 2. Heated oxygen sensor 1
- 3. Heated oxygen sensor 2



1. PCV valve

- 2. Ignition coil (with power transistor) and spark plug
- 3. Fuel injection



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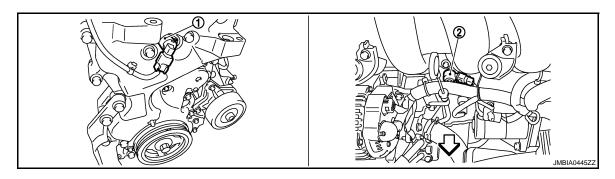
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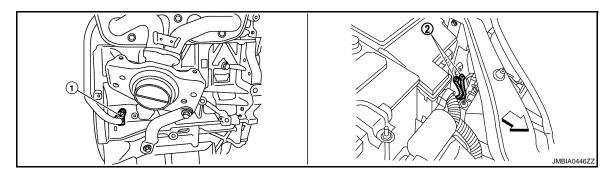
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- 1. Refrigerant pressure sensor
- Resister

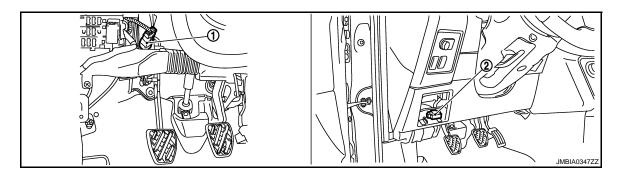
3. Cooling fan motor



Intake valve timing control solenoid 2. Knock sensor valve

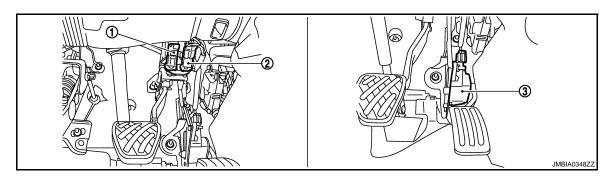


1. Crankshaft position sensor (POS) 2. Ground



1. ASCD clutch switch

2. Data link connector



### **EVAPORATIVE EMISSION SYSTEM**

## [MR20DE (WITH EURO-OBD)]

- 1. Stop lamp switch
- 2. ASCD brake switch
- Accelerator pedal position sensor

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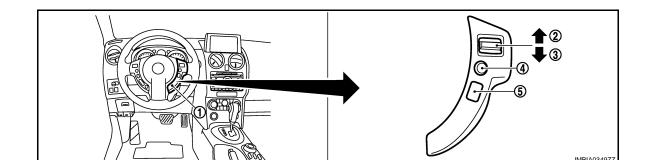
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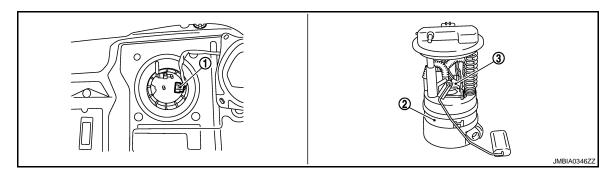
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- ASDC steering switch
- 2. CANSEL switch

RESUME/ACCCELERATE switch

- SET/COAST switch
- 5. MAIN SWITCH



harness connector

Fuel level sensor unit and fuel pump 2. Fuel level sensor unit and fuel pump 3. Fuel pressure regulator

# Component Description

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Component	Reference
Accelerator pedal position sensor	ECM-280, "Description"
Camshaft position sensor (PHASE)	ECM-185, "Description"
Crankshaft position sensor (POS)	ECM-181, "Description"
Engine coolant temperature sensor	ECM-126, "Description"
EVAP canister purge volume control solenoid valve	ECM-194, "Description"
Heated oxygen sensor 1	ECM-132, "Description"
Mass air flow sensor	ECM-118, "Description"
Throttle position sensor	ECM-129, "Description"
Vehicle speed sensor	ECM-197, "Description"

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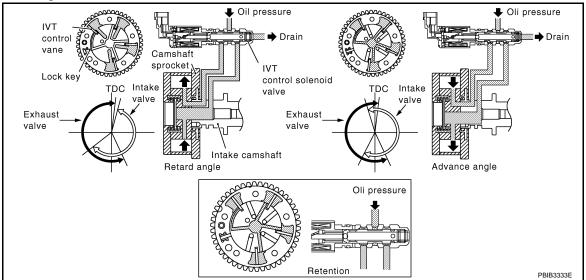
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### INTAKE VALVE TIMING CONTROL

### System Diagram

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# System Description

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#### INPUT/OUTPUT SIGNAL CHART

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

<sup>\*:</sup> This signal is sent to the ECM through CAN communication line

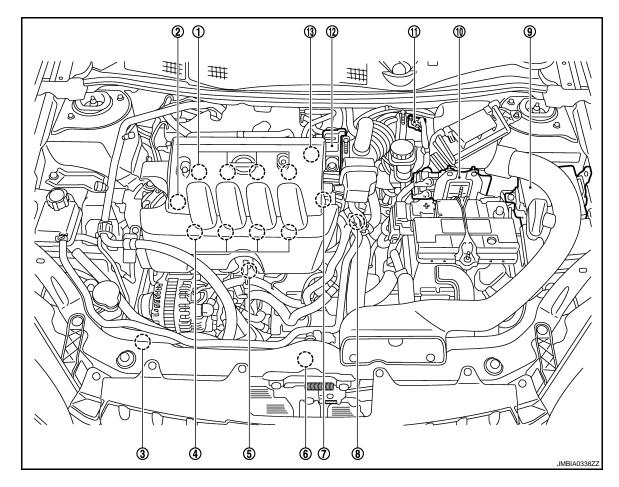
#### SYSTEM DESCRIPTION

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

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

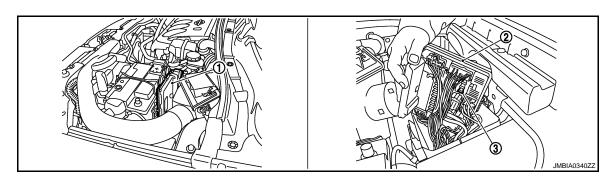
# Component Parts Location

INFOID:0000000001179984



- Ignition coil (with power transistor) and spark plug
- 4. Fuel injector
- Camshaft position sensor (PHASE)
- 10. ECM
- 13. EVAP canister purge volume control
- PCV valve 2.
- 5. Knock sensor
- Engine coolant temperature sensor 8.
- 11. Mass air flow sensor (with intake temperature sensor)
- Refrigerant pressure sensor 3.
- 6. Cooling fan motor
- IPDM E/R 9.
- 12. Electric throttle control actuator (with built in throttle position sensor and throttle control motor)

solenoid valve



1. **ECM**  2. IPDM E/R 3. Fuel pump fuse (15A) **ECM** 

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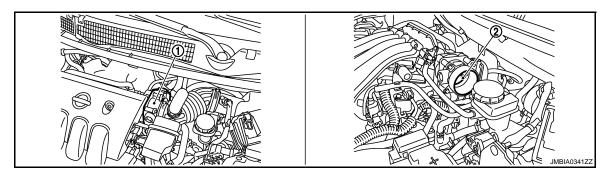
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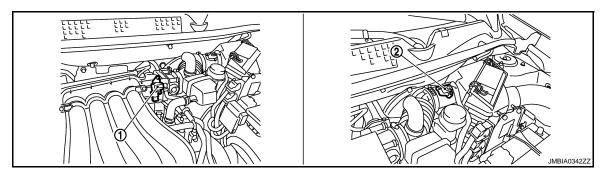
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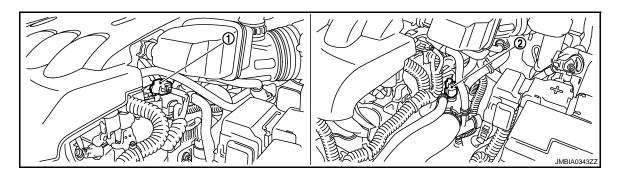
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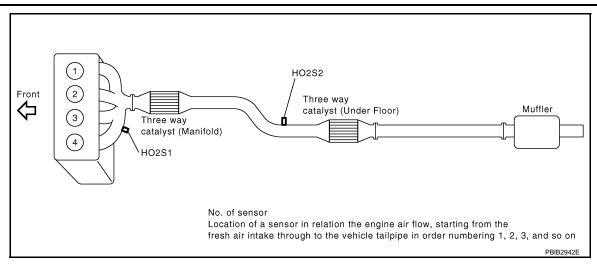
- Electric throttle control actuator (with built-in position sensor, throttle control motor)
- Throttle valve

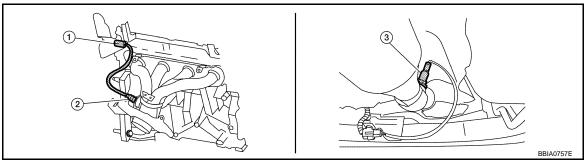


- EVAP canister purge volume control 2. solenoid valve
- Mass air flow sensor (with intake air temperature sensor)

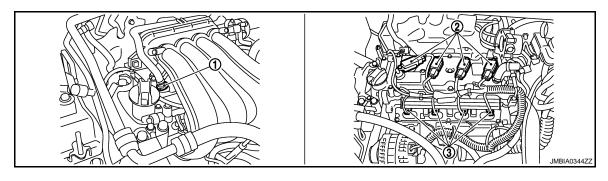


- 1. Camshaft position sensor
- 2. Engine coolant temperature sensor



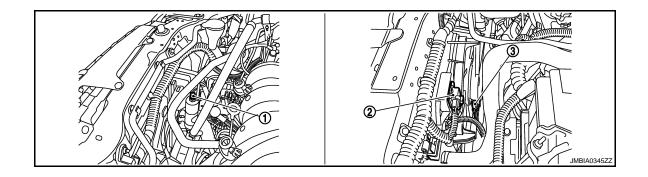


- Heated oxygen sensor 1 harness connector
- Heated oxygen sensor 2 harness connector
- Heated oxygen sensor 1
- 3. Heated oxygen sensor 2



1. PCV valve

- 2. Ignition coil (with power transistor) and spark plug
- 3. Fuel injection



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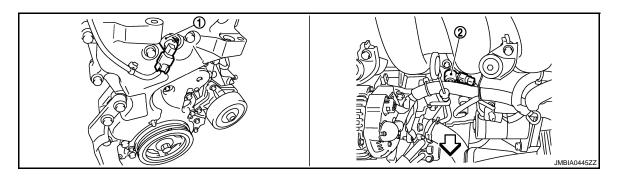
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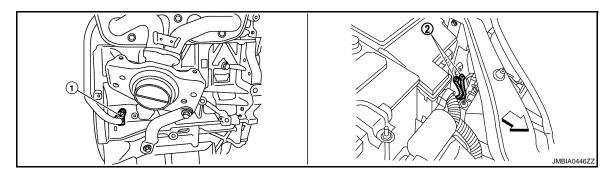
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- 1. Refrigerant pressure sensor
- Resister

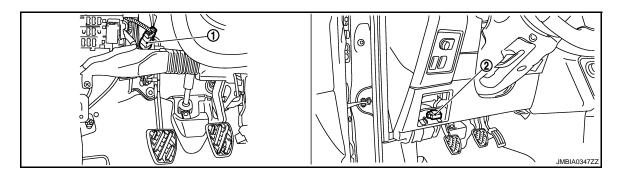
3. Cooling fan motor



Intake valve timing control solenoid 2. Knock sensor valve

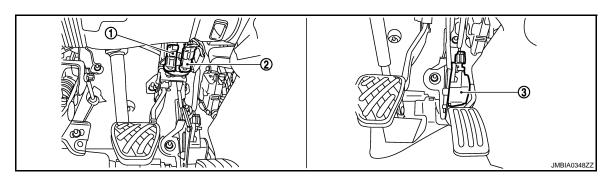


1. Crankshaft position sensor (POS) 2. Ground



1. ASCD clutch switch

2. Data link connector



### INTAKE VALVE TIMING CONTROL

### < FUNCTION DIAGNOSIS >

# [MR20DE (WITH EURO-OBD)]

- 1. Stop lamp switch
- 2. ASCD brake switch
- Accelerator pedal position sensor



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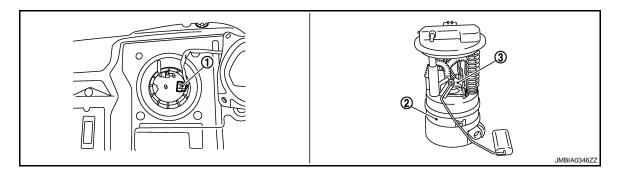
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ASDC steering switch SET/COAST switch

- 2. CANSEL switch
- 5. MAIN SWITCH

RESUME/ACCCELERATE switch



harness connector

Fuel level sensor unit and fuel pump 2. Fuel level sensor unit and fuel pump 3. Fuel pressure regulator

# **Component Description**

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Component	Reference
Camshaft position sensor (PHASE)	ECM-185, "Description"
Crankshaft position sensor (POS)	ECM-181, "Description"
Engine coolant temperature sensor	ECM-126, "Description"
Intake valve timing control solenoid valve	ECM-72, "System Diagram"
Vehicle speed sensor	ECM-197, "Description"

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## **Diagnosis Description**

### INFOID:0000000001179986

### INTRODUCTION

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

Emission-related diagnostic information	Diagnostic service		
Diagnostic Trouble Code (DTC)	Service \$03 of ISO 15031-5		
Freeze Frame data	Service \$02 of ISO 15031-5		
System Readiness Test (SRT) code	Service \$01 of ISO 15031-5		
1st Trip Diagnostic Trouble Code (1st Trip DTC)  Service \$07 of ISO 15031-5			
1st Trip Freeze Frame data			
Test values and Test limits	Service \$06 of ISO 15031-5		
Calibration ID	Service \$09 of ISO 15031-5		

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

×: Applicable —: Not applicable

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

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

The malfunction indicator (MI) 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 <a href="ECM-330">ECM-330</a>, <a href="Fail Safe"</a>.)

### TWO TRIP DETECTION LOGIC

When a malfunction is detected for the first time, 1st trip DTC and 1st trip Freeze Frame data are stored in the ECM memory. The MI 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 MI lights up. The MI 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 MI, and store DTC and Freeze Frame data, even in the 1st trip, as shown below.

×: Applicable —: Not applicable

	MI				DTC		1st trip DTC	
Items	1st trip		2nd trip		1st trip	2nd trip	1st trip	2nd trip
	Blinking	Lighting up	Blinking	Lighting up	displaying	displaying	displaying	display- ing
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 ECM-333, "DTC Index".)	_	×	_	_	×	_	_	_
Except above	_	_	_	×	_	×	×	_

DTC AND FREEZE FRAME DATA

DTC and 1st Trip DTC

### < FUNCTION DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

The 1st trip DTC (whose number is the same as the DTC number) is displayed for the latest self-diagnostic result obtained. If the ECM memory was cleared previously, and the 1st trip DTC did not reoccur, the 1st trip DTC will not be displayed.

If a malfunction is detected during the 1st trip, the 1st trip DTC is stored in the ECM memory. The MI 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 MI lights up. In other words, the DTC is stored in the ECM memory and the MI 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 MI during the 1st trip, the DTC and 1st trip DTC are stored in the ECM memory.

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

For malfunctions in which 1st trip DTCs are displayed, refer to "EMISSION-RELATED DIAGNOSTIC INFOR-MATION ITEMS". These items are required by legal regulations to continuously monitor the system/component. In addition, the items monitored non-continuously are also displayed on CONSULT-III.

1st trip DTC is specified in Service \$07 of ISO 15031-5. 1st trip DTC detection occurs without lighting up the MI 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 <a href="ECM-10">ECM-10</a>, "Work Flow". Then perform DTC CONFIR-MATION PROCEDURE or Component Function Check to try to duplicate the malfunction. If the malfunction is duplicated, the item requires repair.

Freeze Frame Data and 1st Trip Freeze Frame Data

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

Data which are stored in the ECM memory, along with the 1st trip DTC, are called 1st trip freeze frame data. The data, stored together with the DTC data, are called freeze frame data and displayed on CONSULT-III or GST. The 1st trip freeze frame data can only be displayed on the CONSULT-III screen, not on the GST.

Only one set of freeze frame data (either 1st trip freeze frame data or freeze frame data) can be stored in the ECM. 1st trip freeze frame data is stored in the ECM memory along with the 1st trip DTC. There is no priority for 1st trip freeze frame data and it is updated each time a different 1st trip DTC is detected. However, once freeze frame data (2nd trip detection/MI 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 CVT related items)	
3	1st trip freeze frame data		

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

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

How to Read DTC and 1st Trip DTC

(P)With CONSULT-III

CONSULT-III or GST (Generic Scan Tool) Examples: P0340, P1148, P1706, etc. These DTCs are prescribed by ISO 15031-5.

**ECM** 

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### < FUNCTION DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

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

### No Tools

The number of blinks of the MI 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-III can identify malfunction status as shown below. Therefore, using CONSULT-III (if available) is recommended.

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

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

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

How to Erase DTC and 1st Trip DTC

### (P) With CONSULT-III

The emission related diagnostic information in the ECM can be erased by selecting "All Erase" in the "Description" of "FINAL CHECK" mode with CONSULT-III.

### 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 CVT related items (see ECM-333, "DTC Index"), 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 TM-430, "Diagnosis Description". (The DTC in TCM will be erased)
- 3. Select Service \$04 with GST (Generic Scan Tool).

### No Tools

### NOTE:

### If the DTC is not for CVT related items (see <a href="ECM-333">ECM-333</a>, "DTC Index"), skip step 2.

- 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 TM-430, "Diagnosis Description". (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.
- 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.

### SYSTEM READINESS TEST (SRT) CODE

System Readiness Test (SRT) code is specified in Service \$01 of ISO 15031-5.

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

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

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

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

### NOTE:

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

### < FUNCTION DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

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 MI 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.

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

SRT item (CONSULT-III indication)	Performance Priority*	Required self-diagnostic items to set the SRT to "CMPLT"	Corresponding DTC No.
CATALYST	2	Three way catalyst function	P0420
HO2S	1	Heated oxygen sensor 1	P1133
		Heated oxygen sensor 1	P1143
		Heated oxygen sensor 1	P1144
		Heated oxygen sensor 2	P0139
		Heated oxygen sensor 2	P1146
		Heated oxygen sensor 2	P1147
HO2S HTR	1	Heated oxygen sensor 1 heater	P0135
		Heated oxygen sensor 2 heater	P0141

<sup>\*:</sup> If completion of several SRTs is required, perform driving patterns (DTC CONFIRMATION PROCEDURE), one by one based on the priority for models with CONSULT-III.

### SRT Set Timing

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

				Example			
Self-diagno	osis result	Diagnosis $\leftarrow$ ON $\rightarrow$ OFF			Ignition cycle $F \ \leftarrow ON \to \ OFF \ \leftarrow ON \to \ OFF \ \leftarrow ON \to$		
All OK	Case 1	P0400	OK (1)	— (1)	OK (2)	— (2)	
		P0402	OK (1)	— (1)	— (1)	OK (2)	
		P1402	OK (1)	OK (2)	— (2)	— (2)	
		SRT of EGR	"CMPLT"	"CMPLT"	"CMPLT"	"CMPLT"	
	Case 2	P0400	OK (1)	— (1)	— (1)	—(1)	
		P0402	— (0)	— (0)	OK (1)	— (1)	
		P1402	OK (1)	OK (2)	— (2)	— (2)	
		SRT of EGR	"INCMP"	"INCMP"	"CMPLT"	"CMPLT"	
NG exists	Case 3	P0400	OK	OK	_	_	
		P0402	_	_	_	_	
		P1402	NG	_	NG	NG (Consecutive NG)	
		(1st trip) DTC	1st trip DTC	_	1st trip DTC	DTC (= MI 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.

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### < FUNCTION DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

When all SRT related self-diagnoses showed OK results in a single cycle (Ignition OFF-ON-OFF), the SRT will indicate "CMPLT".  $\rightarrow$  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".  $\rightarrow$  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:

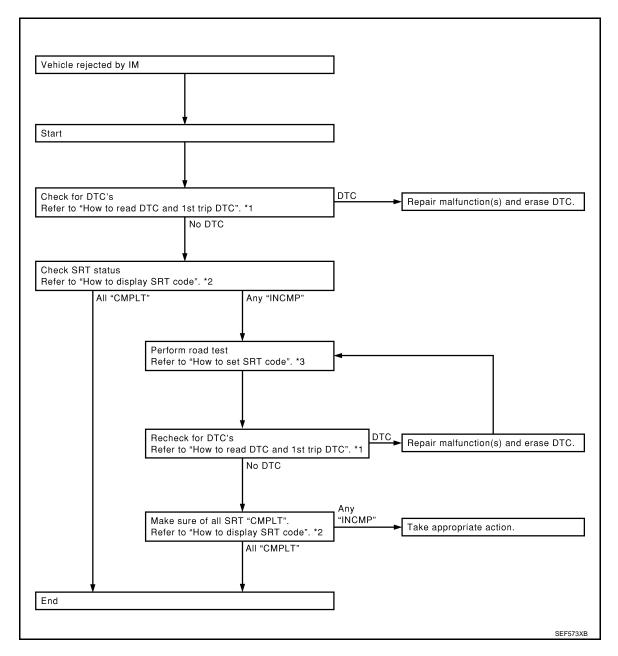
- The SRT will indicate "CMPLT" at the time the respective self-diagnoses have one (1) OK result.
- The emissions inspection requires "CMPLT" of the SRT only with OK self-diagnosis results.
- When, during SRT driving pattern, 1st trip DTC (NG) is detected prior to "CMPLT" of SRT, the self-diagnosis memory 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".

### 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.



\*1 "How to Read DTC and 1st Trip DTC" \*2 "How to Display SRT Status"

\*3 "How to Set SRT Code"

How to Display SRT Code

### **®WITH CONSULT-III**

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

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

### ■WITH GST

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

### MALFUNCTION INDICATOR (MI)

Description

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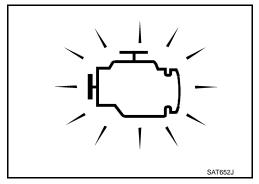
### < FUNCTION DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

The MI is located on the instrument panel.

- The MI will light up when the ignition switch is turned ON without the engine running. This is a bulb check.
   If the MI does not light up, check MI circuit. Refer to MWI-19. "WARNING LAMPS/INDICATOR LAMPS: System Diagram".
- 2. When the engine is started, the MI should go off.

  If the MI 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.

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 MI bulb for damage (blown, open circuit, etc.).  If the MI does not come on, check MI 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 MI will light up to inform the driver that a malfunction has been detected.  The following malfunctions will light up or blink the MI 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.

Diagnostic Test Mode I — Bulb Check

In this mode, the MI on the instrument panel should stay ON. If it remains OFF, check MI circuit. Refer to <a href="MWI-19">MWI-19</a>, "WARNING LAMPS/INDICATOR LAMPS: System Diagram".

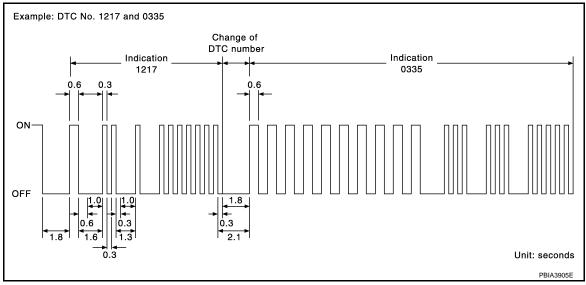
Diagnostic Test Mode I — Malfunction Warning

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

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

Diagnostic Test Mode II — Self-diagnostic Results

In this mode, the DTC and 1st trip DTC are indicated by the number of blinks of the MI as shown below. The DTC and 1st trip DTC are displayed at the same time. If the MI 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 MI 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-III or GST. A DTC will be used as an example for how to read a code.



A particular trouble code can be identified by the number of four-digit numeral flashes. 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 <a href="ECM-333">ECM-333</a>, "DTC Index".)

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

The DTC can be erased from the back up memory in the ECM by depressing accelerator pedal. Refer to "HOW to ERASE DIAGNOSTIC TEST MODE II (SELF-DIAGNOSTIC RESULTS)".

- If the battery is disconnected, the DTC will be 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 MI displays the condition of the fuel mixture (lean or rich) which is monitored by the heated oxygen sensor 1.

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

<sup>\*:</sup> 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 MI comes ON more than 5 times within 10 seconds with engine running at 2,000 rpm under no load. MI FLASHING WITHOUT DTC

If the ECM is in Diagnostic Test Mode II, MI may flash when engine is running. In this case, check ECM diagnostic test mode. How to switch the diagnostic test (function) modes, and details of the above functions are described later. Refer to "How to Switch Diagnostic Test Mode".

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

• Diagnostic trouble codes

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[MR20DE (WITH EURO-OBD)]

### < FUNCTION DIAGNOSIS >

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

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.

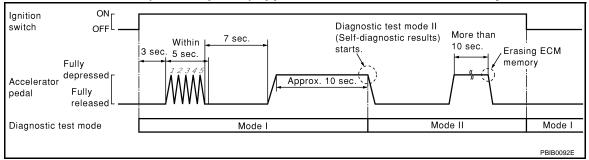
HOW to SET DIAGNOSTIC TEST MODE II (SELF-DIAGNOSTIC RESULTS)

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

ECM has entered to Diagnostic Test Mode II (Self-diagnostic results).

### NOTE:

### Wait until the same DTC (or 1st trip DTC) appears to 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 "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).

HOW to ERASE DIAGNOSTIC TEST MODE II (SELF-DIAGNOSTIC RESULTS)

- Set ECM in Diagnostic Test Mode II (Self-diagnostic results). Refer to "HOW to SET DIAGNOSTIC TEST MODE II (SELF-DIAGNOSTIC RESULTS)".
- 2. Fully depress the accelerator pedal and keep it 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.

### **OBD System Operation Chart**

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

- When a malfunction is detected for the first time, the 1st trip DTC and the 1st trip freeze frame data are stored in the ECM memory.
- When the same malfunction is detected in two consecutive trips, the DTC and the freeze frame data are stored in the ECM memory, and the MI will come on.
- The MI will go off after the vehicle is driven 3 times (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 (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 (pattern C) without the same malfunction recurring. The "TIME" in "SELF-DIAGNOSTIC RESULTS" mode of CONSULT-III will count the number of times the vehicle is driven.

### < FUNCTION DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

• 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
MI (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 "EXPLANATION FOR DRIVING PATTERNS FOR "MISFIRE <EXHAUST QUALITY DETERIORATION>", "FUEL INJECTION SYSTEM".

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

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

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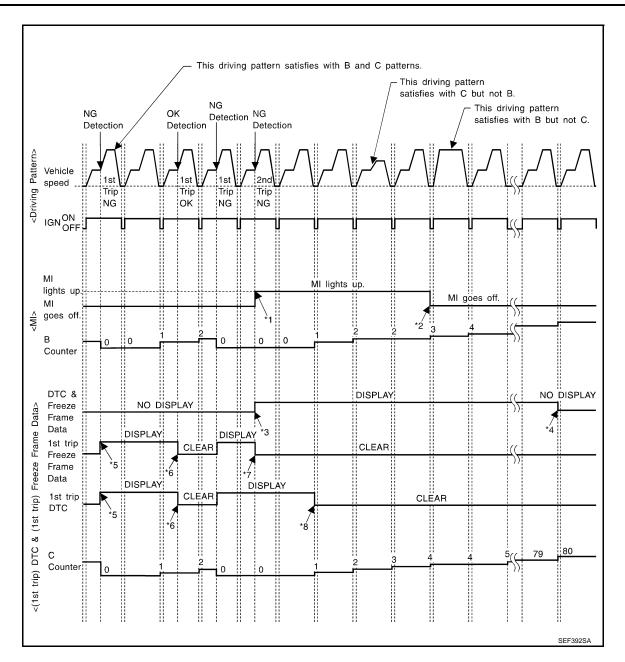
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<sup>\*1:</sup> Clear timing is at the moment OK is detected.

<sup>\*2:</sup> Clear timing is when the same malfunction is detected in the 2nd trip.



- \*1: When the same malfunction is detected in two consecutive trips, MI will light up.
- \*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.)
- \*7: When the same malfunction is detected in the 2nd trip, the 1st trip freeze frame data will be cleared.

- \*2: MI will go off after vehicle is driven 3 times (pattern B) without any malfunctions.
- \*5: When a malfunction is detected for the first time, the 1st trip DTC and the 1st trip freeze frame data will be stored in ECM.
- \*8: 1st trip DTC will be cleared when vehicle is driven once (pattern C) without the same malfunction after DTC is stored in ECM.
- \*3: When the same malfunction is detected in two consecutive trips, the DTC and the 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.

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.

### < FUNCTION DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

- 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 MI 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) x (1±0.1) [%]

Engine coolant temperature (T) condition:

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

Example:

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

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

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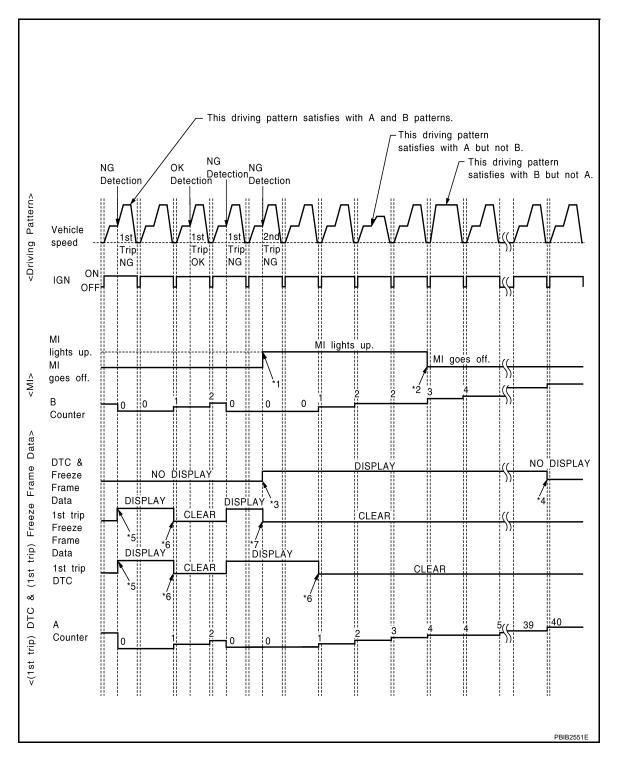
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- \*1: When the same malfunction is detected in two consecutive trips, MI will light up.
- times (pattern B) without any malfunctions.
- \*2: MI will go off after vehicle is driven 3 \*3: When the same malfunction is detected in two consecutive trips, the DTC and the freeze frame data will be stored in ECM.

### < FUNCTION DIAGNOSIS >

### [MR20DE (WITH EURO-OBD)]

- \*4: The DTC and the freeze frame data will not be displayed any longer after vehicle is driven 40 times (pattern A) without the same malfunction. (The DTC and the freeze frame data still remain in ECM.)
- \*5: When a malfunction is detected for the first time, the 1st trip DTC and the 1st trip freeze frame data will be stored in ECM.
- \*6: 1st trip DTC will be cleared after vehicle is driven once (pattern B) without the same malfunction.

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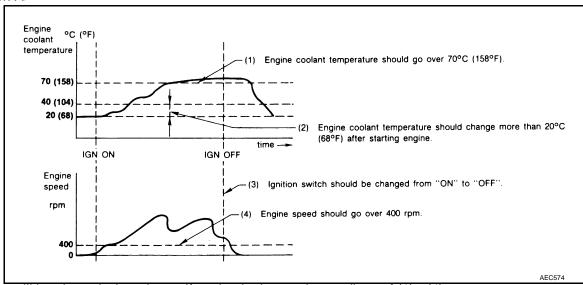
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\*7: When the same malfunction is detected in the 2nd trip, the 1st trip freeze frame data will be cleared.

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



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

### <Driving Pattern B>

Driving pattern B means 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 MI will go off when the B counter reaches 3 (\*2 in OBD SYSTEM OPERATION CHART).

### **CONSULT-III Function**

INFOID:0000000001179987

### **FUNCTION**

Diagnostic test mode	Function
Work support	This mode enables a technician to adjust some devices faster and more accurately by following the indications on the CONSULT-III unit.
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.
Active test	Diagnostic Test Mode in which CONSULT-III drives some actuators apart from the ECMs and also shifts some parameters in a specified range.
DTC & SRT confirmation	The status of system monitoring tests and the self-diagnosis status/result can be confirmed.
Function test	This mode is used to inform customers when their vehicle condition requires periodic maintenance.
ECU 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

**ECM-91** 

### < FUNCTION DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

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

### ENGINE CONTROL COMPONENT PARTS/CONTROL SYSTEMS APPLICATION

		DIAGNOSTIC TEST MODE							
Item		WORK	SELF-DIAGNOSTIC RESULTS		DATA	DATA		DTC 8	
		SUP- PORT	DTC*1	FREEZE FRAME DATA* <sup>2</sup>	MONI- TOR	MONI- TOR (SPEC)	ACTIVE TEST	SRT STATUS	DTC WORK SUP- PORT
	Crankshaft position sensor (POS)		×	×	×	×			
	Camshaft position sensor (PHASE)		×	×	×	×			
	Mass air flow sensor		×		×	×			
	Engine coolant temperature sensor		×	×	×	×	×		
	Heated oxygen sensor 1		×		×	×		×	×
	Heated oxygen sensor 2		×		×	×		×	×
2	Wheel sensor		×	×	×	×			
₹	Accelerator pedal position sensor		×		×	×			
Z	Throttle position sensor		×		×	×			
	Intake air temperature sensor		×	×	×	×			
<u></u>	Knock sensor		×						
INPUT	EPS control unit				×	×			
<u> </u>	Refrigerant pressure sensor				×	×			
ENGINE CONTROL COMPONENT PARTS INPUT	Closed throttle position switch (accelerator pedal position sensor signal)				×	×			
5	Air conditioner switch				×	×			
	Park/neutral position (PNP) switch		×		×	×			
	Stop lamp switch		×		×	×			
	Battery voltage				×	×			
	Load signal				×	×			
	ASCD steering switch		×		×				
	ASCD break switch		×		×				
	Fuel injector				×	×	×		
so .	Power transistor (Ignition timing)				×	×	×		
AR I	Throttle control motor relay		×		×	×			
= -	Throttle control motor		×						
ENGINE CONTROL COMPONENT PARTS OUTPUT	EVAP canister purge volume control solenoid valve		×		×	×	×		×
	Air conditioner relay				×	×			
OL COM	Fuel pump relay	×			×	×	×		
	Cooling fan relay		×		×	×	×		
000	Heated oxygen sensor 1 heater		×		×	×		×	
<u>Н</u>	Heated oxygen sensor 2 heater		×		×	×		×	
ENGII	Intake valve timing control solenoid valve		×		×	×	×		
	Calculated load value			×	×	×			

### < FUNCTION DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

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-III screen in freeze frame data mode only if a 1st trip DTC or DTC is detected. For details, refer to ECM-78, "Diagnosis Description".

### **WORK SUPPORT MODE**

Work Item

WORK ITEM	CONDITION	USAGE
FUEL PRESSURE RELEASE	FUEL PUMP WILL STOP BY TOUCHING "START" DUR- ING 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 COEF- FICIENT.	When clearing mixture ratio self- learning value
TARGET IDLE RPM ADJ*	IDLE CONDITION	When setting target idle speed
TARGET IGN TIM ADJ*	IDLE CONDITION	When adjusting target ignition timing

<sup>\*:</sup> 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 ECM-333, "DTC Index".)

Freeze Frame Data and 1st Trip Freeze Frame Data

Freeze frame data item*	Description
DIAG TROUBLE CODE [PXXXX]	The engine control component part/control system has a trouble code, it is displayed as PXXXX. (Refer to ECM-333, "DTC Index".)
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 enleanment)     Mode4: Closed loop - using oxygen sensor(s) as feedback for fuel control     Mode5: Open loop - has not yet satisfied condition to go to closed loop
COOLANT TEMP [°C] or [°F]	The engine coolant temperature at the moment a malfunction is detected is displayed.
L-FUEL TRM-B1 [%]	<ul> <li>"Long-term fuel trim" at the moment a malfunction is detected is displayed.</li> <li>The long-term fuel trim indicates much more gradual feedback compensation to the base fuel schedule than short-term fuel trim.</li> </ul>
S-FUEL TRM-B1 [%]	<ul> <li>"Short-term fuel trim" at the moment a malfunction is detected is displayed.</li> <li>The short-term fuel trim indicates dynamic or instantaneous feedback compensation to the base fuel schedule.</li> </ul>
ENGINE SPEED [rpm]	The engine speed at the moment a malfunction is detected is displayed.
VEHICL SPEED [km/h] or [mph]	The vehicle speed at the moment a malfunction is detected is displayed.
ABSOL TH-P/S [%]	The throttle valve opening angle at the moment a malfunction is detected is displayed.
B/FUEL SCHDL [msec]	The base fuel schedule at the moment a malfunction is detected is displayed.
INT/A TEMP SE [°C] or [°F]	The intake air temperature at the moment a malfunction is detected is displayed.

<sup>\*:</sup> The items are the same as those of 1st trip freeze frame data.

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# **DATA MONITOR MODE**

### Monitored Item

Manitared item	Linit	Description	×: Applicable
Monitored item	Unit	Description	Remarks
ENG SPEED	rpm	Indicates the engine speed computed from the signal of the crankshaft position sensor (POS) and camshaft position sensor (PHASE).	<ul> <li>Accuracy becomes poor if engine speed drops below the idle rpm.</li> <li>If the signal is interrupted while the engine is running, an abnormal value may be indicated.</li> </ul>
MAS A/F SE-B1	V	The signal voltage of the mass air flow sensor is displayed.	<ul> <li>When the engine is stopped, a certain value is indicated.</li> <li>When engine is running specification range is indicated in "SPEC".</li> </ul>
B/FUEL SCHDL	msec	"Base fuel schedule" indicates the fuel injection pulse width programmed into ECM, prior to any learned on board correction.	When engine is running specification range is indicated in "SPEC".
A/F ALPHA-B1	%	The mean value of the air-fuel ratio feedback correction factor per cycle is indicated.	<ul> <li>When the engine is stopped, a certain value is indicated.</li> <li>When engine is running specification range is indicated in "SPEC".</li> <li>This data also includes the data for the air-fuel ratio learning control.</li> </ul>
COOLAN TEMP/S	°C or °F	The engine coolant temperature (determined by the signal voltage of the engine coolant tempera- ture sensor) is displayed.	When the engine coolant temperature sensor is open or short-circuited, ECM enters fail-safe mode. The en- gine coolant temperature determined by the ECM is displayed.
H02S1 (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.	<ul> <li>After turning ON the ignition switch, "RICH" is displayed until air-fuel mix- ture ratio feedback control begins.</li> <li>When the air-fuel ratio feedback is clamped, the value just before the clamping is displayed continuously.</li> </ul>
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 sent from combination meter is dis- played.	
BATTERY VOLT	V	The power supply voltage of ECM is displayed.	
ACCEL SEN 1		The accelerator pedal position sensor signal volt-	ACCEL SEN 2 signal is converted by
ACCEL SEN 2	V	age is displayed.	ECM internally. Thus, it differs from ECM terminal voltage signal.
THRTL SEN 1-B1	V	The throttle position sensor signal voltage is dis-	THRTL SEN 2-B1 signal is converted     by ECM interpally. Thus, it differs from
THRTL SEN 2-B1	V	played.	by ECM internally. Thus, it differs from ECM terminal voltage signal.
START SIGNAL	ON/OFF	<ul> <li>Indicates start signal status [ON/OFF] computed by the ECM according to the signals of engine speed and battery voltage.</li> </ul>	<ul> <li>After starting the engine, [OFF] is dis- played regardless of the starter sig- nal.</li> </ul>
CLSD THL POS	ON/OFF	Indicates idle position [ON/OFF] computed by ECM according to the accelerator pedal position sensor signal.	

# < FUNCTION DIAGNOSIS >

# [MR20DE (WITH EURO-OBD)]

Monitored item	Unit	Description	Remarks
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 sent from ESP control unit) is indicated.	
LOAD SIGNAL	ON/OFF	Indicates [ON/OFF] condition from the electrical load signal.     ON: Rear window defogger switch is ON and/or lighting switch is in 2nd position.     OFF: Both rear window defogger switch and lighting switch are OFF.	
IGNITION SW	ON/OFF	Indicates [ON/OFF] condition from ignition switch signal.	
HEATER FAN SW	ON/OFF	Indicates [ON/OFF] condition from the heater fan switch signal.	
BRAKE SW	ON/OFF	Indicates [ON/OFF] condition from the stop lamp switch signal.	
INJ PULSE-B1	msec	Indicates the actual fuel injection pulse width compensated by ECM according to the input sig- nals.	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.
PURG VOL C/V	%	<ul> <li>Indicates the EVAP canister purge volume control solenoid valve control value computed by the ECM according to the input signals.</li> <li>The opening becomes larger as the value increases.</li> </ul>	
INT/V TIM (B1)	°CA	Indicates [°CA] of intake camshaft advance angle.	
INT/V SOL-B1	%	<ul> <li>The control value of the intake valve timing control solenoid valve (determined by ECM according to the input signals) is indicated.</li> <li>The advance angle becomes larger as the value increases.</li> </ul>	
AIR COND RLY	ON/OFF	The air conditioner relay control condition (determined by ECM according to the input signals) is indicated.	
FUEL PUMP RLY	ON/OFF	<ul> <li>Indicates the fuel pump relay control condition determined by ECM according to the input sig- nals.</li> </ul>	
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 accordining 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.	

# < FUNCTION DIAGNOSIS >

# [MR20DE (WITH EURO-OBD)]

Monitored item	Unit	Description	Remarks	
VEHICLE SPEED	km/h or mph	The vehicle speed computed from the vehicle speed signal sent from TCM is displayed.		
IDL A/V LEARN	YET/CMPLT	Display the condition of Idle Air Volume Learning YET: Idle air volume learning has not been performed yet. CMPLT: Idle air volume learning has already been performed successfully.		
02SEN HTR DTY	%	<ul> <li>Indicates the heated oxygen sensor 1 heater con- trol value computed by the ECM according to the input signals.</li> </ul>		
AC PRESS SEN	V	The signal voltage from the refrigerant pressure sensor is displayed.		
VHCL SPEED SE	km/h or mph	<ul> <li>The vehicle speed computed from the vehicle speed signal sent from combination meter is dis- played.</li> </ul>		
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	<ul> <li>Indicates [ON/OFF] condition from CANCEL switch signal.</li> </ul>		
RESUME/ACC SW	ON/OFF	Indicates [ON/OFF] condition from RESUME/AC- CELERATE switch signal.		
SET SW	ON/OFF	Indicates [ON/OFF] condition from SET/COAST switch signal.		
BRAKE SW1	ON/OFF	Indicates [ON/OFF] condition from ASCD brake switch signal.		
BRAKE SW2	ON/OFF	Indicates [ON/OFF] condition of stop lamp switch signal.		
VHCL SPD CUT	NON/CUT	Indicates the vehicle cruise condition.     NON: Vehicle speed is maintained at the ASCD set speed.     CUT: Vehicle speed decreased to excessively low compared with 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, and ASCD operation is cut off.		
AT OD MONITOR	ON/OFF	<ul> <li>Indicates [ON/OFF] condition of CVT O/D ac- cording to the input signal from the TCM.</li> </ul>	For M/T models, always "OFF" is displayed.	
AT OD CANCEL	ON/OFF	Indicates [ON/OFF] condition of CVT O/D cancel request signal.	For M/T models, always "OFF" is displayed.	
CRUISE LAMP	ON/OFF	<ul> <li>Indicates [ON/OFF] condition of CRUISE lamp determined by the ECM according to the input signals.</li> </ul>		
SET LAMP	ON/OFF	Indicates [ON/OFF] condition of SET lamp determined by the ECM according to the input signals.		
Voltage	V			
Frequency	msec, Hz or %		<ul> <li>Only "#" is displayed if item is unable to be measured.</li> </ul>	
DUTY-HI		Voltage, frequency, duty cycle or pulse width	• Figures with "#"s are temporary ones.	
DUTY-LOW	_	measured by the probe.	They are the same figures as an act al piece of data which was just prev	
PLS WIDTH-HI			ously measured.	
PLS WIDTH-LOW				

### < FUNCTION DIAGNOSIS >

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NOTE:

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

### **ACTIVE TEST MODE**

Test Item

TEST ITEM	CONDITION	JUDGEMENT	CHECK ITEM (REMEDY)
FUEL INJECTION	Engine: Return to the original trouble condition     Change the amount of fuel injection using CONSULT-III.	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-III.	If trouble symptom disappears, see CHECK ITEM.	Perform Idle Air Volume Learning.
POWER BALANCE	<ul> <li>Engine: After warming up, idle the engine.</li> <li>A/C switch OFF</li> <li>Shift lever: P or N (CVT), Neutral (M/T)</li> <li>Cut off each fuel injector signal one at a time using CONSULT-III.</li> </ul>	Engine runs rough or dies.	<ul> <li>Harness and connectors</li> <li>Compression</li> <li>Fuel injector</li> <li>Power transistor</li> <li>Spark plug</li> <li>Ignition coil</li> </ul>
COOLING FAN*	Ignition switch: ON     Turn the cooling fan "LOW", "HI" and "OFF" CONSULT-III.	Cooling fan moves and stops.	Harness and connectors     IPDM E/R (Cooling fan relay)     Cooling fan motor
ENG COOLANT TEMP	Engine: Return to the original trouble condition     Change the engine coolant temperature using CONSULT-III.	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-III and listen to operating sound.	Fuel pump relay makes the operating sound.	Harness and connectors     Fuel pump relay
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-III.	Engine speed changes according to the opening percent.	Harness and connectors     Solenoid valve
V/T ASSIGN ANGLE	Engine: Return to the original trouble condition     Change intake valve timing using CONSULT-III.	If trouble symptom disappears, see CHECK ITEM.	Harness and connectors     Intake valve timing control solenoid valve

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

### **DTC & SRT CONFIRMATION MODE**

SRT STATUS Mode

For details, refer to ECM-78, "Diagnosis Description".

SRT WORK SUPPORT Mode

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

DTC WORK SUPPORT Mode

**ECM-97** 

Test mode	Test item	Condition	Reference page
	HO2S1 (B1) P0133		ECM-136
HO2S1	HO2S1 (B1) P0134	Refer to corresponding trouble diagnosis for DTC.	ECM-142
H0231	HO2S1 (B1) P1143		ECM-142
	HO2S1 (B1) P1144		ECM-220
	HO2S2 (B1) P0139 HO2S2 (B1) P1146 HO2S2 (B1) P1147		ECM-154
HO2S2			ECM-225
			ECM-232

# Diagnosis Tool Function

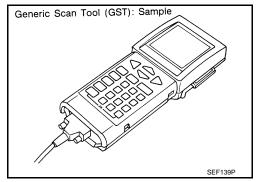
INFOID:0000000001179988

### **DESCRIPTION**

Generic Scan Tool (OBDII scan tool) complying with ISO 15031-5 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**

Dia	agnostic Service	Function
Service \$01	READINESS TESTS	This diagnostic service gains access to current emission-related data values, including analog inputs and outputs, digital inputs and outputs, and system status information.
Service \$02	(FREEZE DATA)	This diagnostic service gains access to emission-related data value which were stored by ECM during the freeze frame. For details, refer to <a href="ECM-333">ECM-333</a> , "DTC Index".
Service \$03	DTCs	This diagnostic service gains access to emission-related power train trouble codes which were stored by ECM.
Service \$04	CLEAR DIAG INFO	This diagnostic service can clear all emission-related diagnostic information. This includes:  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 is not applicable on this vehicle.
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.

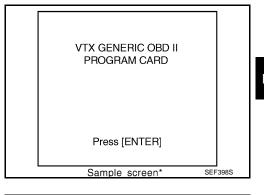
### INSPECTION PROCEDURE

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

### < FUNCTION DIAGNOSIS >

### [MR20DE (WITH EURO-OBD)]

- 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.)



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\*

**ECM-99** 

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### TROUBLE DIAGNOSIS - SPECIFICATION VALUE

< COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

# COMPONENT DIAGNOSIS

# TROUBLE DIAGNOSIS - SPECIFICATION VALUE

Description INFOID:000000001179989

The specification (SP) value indicates the tolerance of the value that is displayed in "SPEC" of "DATA MONITOR" mode of CONSULT-III during normal operation of the Engine Control System. When the value in "SPEC" of "DATA MONITOR" mode is within the SP value, the Engine Control System is confirmed OK. When the value in "SPEC" of "DATA MONITOR" mode is NOT within the SP value, the Engine Control System may have one or more malfunctions.

The SP value is used to detect malfunctions that may affect the Engine Control System, but will not light the MI.

The SP value will be displayed for the following three items:

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

## Component Function Check

INFOID:0000000001179990

# 1.START

Make sure that all of the following conditions are satisfied.

- Vehicle driven distance: More than 5,000 km (3,107 miles)
- Barometric pressure: 98.3 104.3 kPa (0.983 1.043 bar, 1.003 1.064 kg/cm<sup>2</sup>, 14.25 15.12 psi)
- Atmospheric temperature: 20 30°C (68 86°F)
- Engine coolant temperature: 75 95°C (167 203°F)
- Transmission: Warmed-up
- CVT models: After the engine is warmed up to normal operating temperature, drive vehicle until "FLUID TEMP SE" (CVT fluid temperature sensor signal) indicates more than 60°C (140°F).
- M/T models: After the engine is warmed up to normal operating temperature, drive vehicle for 5 minutes.
- Electrical load: Not applied\*
- Engine speed: Idle
- \*: Rear window defogger switch, air conditioner switch, lighting switch are OFF. Steering wheel is straight ahead.

>> GO TO 2.

# 2.PERFORM "SPEC" OF "DATA MONITOR" MODE

## **With CONSULT-III**

NOTE:

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

- 1. Perform ECM-14, "BASIC INSPECTION: Special Repair Requirement".
- Select "B/FUEL SCHDL", "A/F ALPHA-B1" and "MAS A/F SE-B1" in "SPEC" of "DATA MONITOR" mode with CONSULT-III.
- 3. Make sure that monitor items are within the SP value.

### Is the inspection result normal?

YES >> END

NO >> Go to ECM-101, "Diagnosis Procedure".

### TROUBLE DIAGNOSIS - SPECIFICATION VALUE

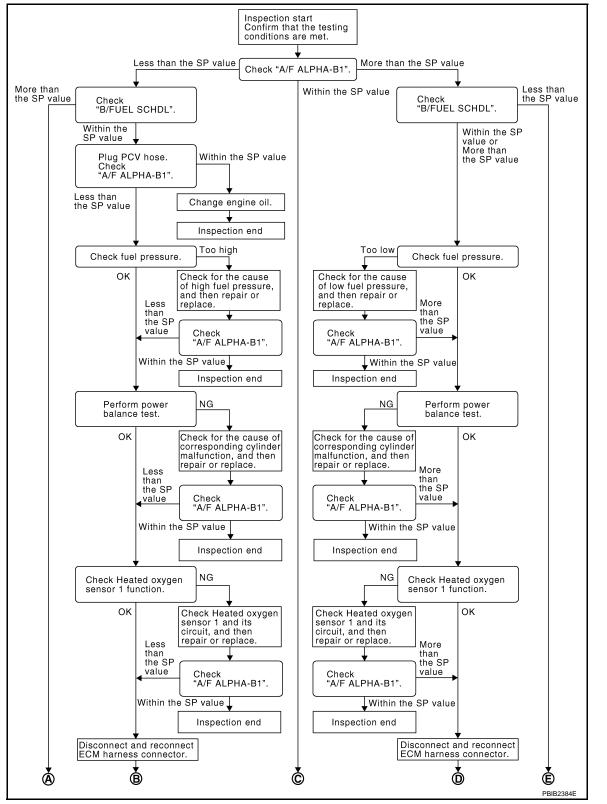
< COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

## **Diagnosis Procedure**

INFOID:0000000001179991

### **OVERALL SEQUENCE**



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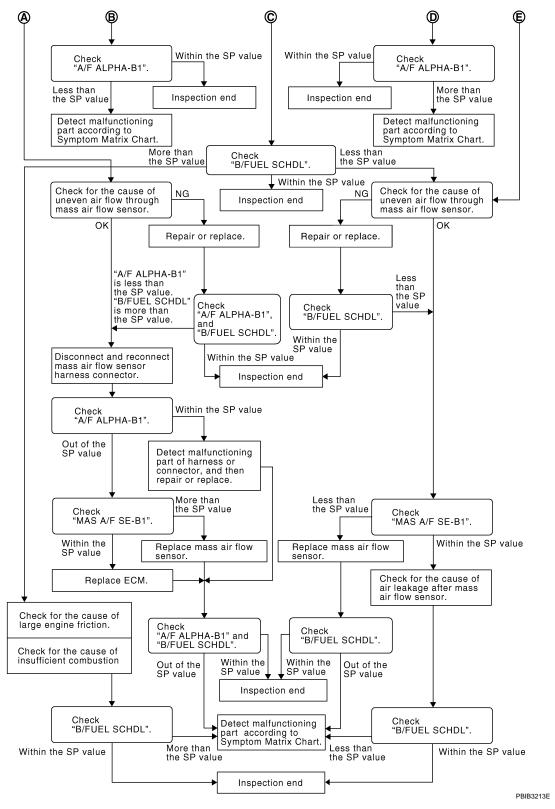
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### **DETAILED PROCEDURE**

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

### (E)With CONSULT-III

- Start engine.
- Confirm that the testing conditions are met. Refer to <u>ECM-100, "Component Function Check"</u>.
- Select "A/F ALPHA-B1" in "SPEC" of "DATA MONITOR" mode, and make sure that the indication is within the SP value.

### TROUBLE DIAGNOSIS - SPECIFICATION VALUE

### < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

### 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.

Is the measurement value within the SP value?

>> GO TO 17. YES

NO-1 >> Less than the SP value: GO TO 2.

NO-2 >> More than the SP value: GO TO 3.

2.CHECK "B/FUEL SCHDL"

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

Is the measurement value within the SP value?

YES >> GO TO 4.

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

3.CHECK "B/FUEL SCHDL"

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

Is the measurement value within the SP value?

YES >> GO TO 6.

NO-1 >> More than the SP value: GO TO 6.

NO-2 >> Less than the SP value: GO TO 25.

4.CHECK "A/F ALPHA-B1"

Stop the engine.

Disconnect PCV hose, and then plug it. 2.

Start engine.

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

Is the measurement value within the SP value?

YES >> GO TO 5.

NO >> GO TO 6.

# 5. CHANGE ENGINE OIL

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

### $\mathbf{6}.$ CHECK FUEL PRESSURE

Check fuel pressure, (Refer to ECM-349, "Inspection",)

Is the inspection result normal?

YES >> GO TO 9.

NO-1 >> Fuel pressure is too high: Replace "fuel filter and fuel pump assembly" and then GO TO 8.

NO-2 >> Fuel pressure is too low: GO TO 7.

.DETECT MALFUNCTIONING PART

Check fuel hoses and fuel tubes for clogging

Is the inspection result normal?

YES >> Replace "fuel filter and fuel pump assembly" and then GO TO 8.

NO >> Repair or replace and then GO TO 8.

 $oldsymbol{8}.$ CHECK "A/F ALPHA-B1"

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### TROUBLE DIAGNOSIS - SPECIFICATION VALUE

### < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

1. Start engine.

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

### Is the measurement value within the SP value?

YES >> INSPECTION END

NO >> GO TO 9.

# 9. PERFORM POWER BALANCE TEST

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

### Is the inspection result normal?

YES >> GO TO 12.

NO >> GO TO 10.

# 10. DETECT MALFUNCTIONING PART

### Check the following.

- 1. Ignition coil and its circuit (Refer to ECM-300, "Component Function Check".)
- 2. Fuel injector and its circuit (Refer to ECM-294, "Component Function Check".)
- 3. Intake air leakage
- 4. Low compression pressure (Refer to <a href="EM-143">EM-143</a>, "Inspection".)

### Is the inspection result normal?

YES >> Replace fuel injector and then GO TO 11.

NO >> Repair or replace malfunctioning part and then GO TO 11.

# 11.CHECK "A/F ALPHA-B1"

Start engine.

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

### Is the measurement value within the SP value?

YES >> INSPECTION END

NO >> GO TO 12.

# 12. CHECK HEATED OXYGEN SENSOR 1 FUNCTION

- 1. Run engine at about 2,000 rpm for about 2minutes under no load.
- 2. Select "HO2S1 MNTR (B1)", in "DATA MONITOR" mode.
- 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  $\rightarrow$  LEAN  $\rightarrow$  RICH

2 times : RICH  $\rightarrow$  LEAN  $\rightarrow$  RICH  $\rightarrow$  LEAN  $\rightarrow$  RICH

### Is the inspection result more than 5 times during 10 seconds?

YES >> GO TO 15.

NO >> GO TO 13.

# 13. CHECK HEATED OXYGEN SENSOR 1 CIRCUIT

Check heated oxygen sensor 1 and its circuit, refer to.

>> GO TO 14.

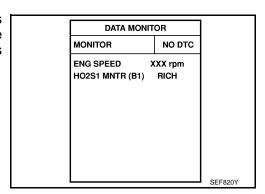
# 14.CHECK "A/F ALPHA-B1"

Start engine.

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

### Is the measurement value within the SP value?

YES >> INSPECTION END



TROUBLE DIAGNOSIS - SPECIFICATION VALUE [MR20DE (WITH EURO-OBD)] < COMPONENT DIAGNOSIS > NO >> GO TO 15. 15. DISCONNECT AND RECONNECT ECM HARNESS CONNECTOR Α Stop the engine. 2. Disconnect ECM harness connector. Check pin terminal and connector for damage, and then reconnect it. **ECM** >> GO TO 16. **16.**CHECK "A/F ALPHA-B1" Start engine. 2. Select "A/F ALPHA-B1" in "SPEC" of "DATA MONITOR" mode, and make sure that the indication is within the SP value. D Is the measurement value within the SP value? >> INSPECTION END YES Е NO >> Detect malfunctioning part according to <a href="ECM-338">ECM-338</a>, "Symptom Table". 17.CHECK "B/FUEL SCHDL" Select "B/FUEL SCHDL" in "SPEC" of "DATA MONITOR" mode, and make sure that the indication is within the SP value. Is the measurement value within the SP value? >> INSPECTION END NO-1 >> More than the SP value: GO TO 18. NO-2 >> Less than the SP value: GO TO 25. 18.DETECT MALFUNCTIONING PART Check for the cause of large engine friction. Refer to the following. Engine oil level is too high Engine oil viscosity Belt tension of 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. L 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 N Is the inspection result normal? YES >> GO TO 21. NO >> Repair or replace malfunctioning part, and then GO TO 20. 20.check "A/F ALPHA-B1", AND "B/FUEL SCHDL" Select "A/F ALPHA-B1" and "B/FUEL SCHDL" in "SPEC" of "DATA MONITOR" mode, and make sure that the each indication is within the SP value. Р

YES >> INSPECTION END

Is the measurement value within the SP value?

NO >> "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.

### TROUBLE DIAGNOSIS - SPECIFICATION VALUE

### < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

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

### Is the measurement value within the SP value?

YES >> Detect malfunctioning part of mass air flow sensor circuit and repair it. Refer to <a href="ECM-118">ECM-118</a>, "DTC <a href="Logic"</a>. Then GO TO 29.

NO >> GO TO 23.

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

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

### Is the measurement value within the SP value?

YES >> GO TO 24.

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

# 24.REPLACE ECM

- 1. Replace ECM.
- Go to <u>ECM-17</u>, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement".

>> GO TO 29.

# 25. CHECK INTAKE SYSTEM

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

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

### Is the inspection result normal?

YES >> GO TO 27.

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

26. CHECK "B/FUEL SCHDL"

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

### Is the measurement value within the SP value?

YES >> INSPECTION END

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

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

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

### Is the measurement value within the SP value?

YES >> GO TO 28.

NO >> 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

### TROUBLE DIAGNOSIS - SPECIFICATION VALUE

### < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

- 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 "SPEC" of "DATA MONITOR" mode, and make sure that the indication is within the SP value.

### Is the measurement value within the SP value?

YES >> INSPECTION END

NO >> Detect malfunctioning part according to <a href="ECM-338">ECM-338</a>, "Symptom Table".

# 30.CHECK "B/FUEL SCHDL"

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

### Is the measurement value within the SP value?

YES >> INSPECTION END

NO >> Detect malfunctioning part according to <a href="ECM-338">ECM-338</a>, "Symptom Table". ECM

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### POWER SUPPLY AND GROUND CIRCUIT

< COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

INFOID:0000000001179992

### POWER SUPPLY AND GROUND CIRCUIT

# Diagnosis Procedure

# 1.INSPECTION START

Start engine.

### Is engine running?

YES >> GO TO 8.

NO >> GO TO 2.

# 2.CHECK ECM POWER SUPPLY CIRCUIT-I

- 1. Turn ignition switch OFF and then ON.
- 2. Check the voltage between ECM harness connector and ground.

EC	CM	Ground	Voltage	
Connector	Connector Terminal		voltage	
E16	93	Ground	Battery voltage	

### Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 3.

# 3.DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E105, M77
- 10A fuse (No. 4)
- · 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 CONNECTION-I

- 1. Turn ignition switch OFF.
- 2. Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

### Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace ground connection.

### ${f 5.}$ CHECK ECM GROUND CIRCUIT FOR OPEN AND SHORT-I

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

Е	CM	Ground	Continuity	
Connector Terminal		Ground	Continuity	
F7	10		Existed	
17	11	Ground		
E16	108			

3. Also check harness for short to power.

### Is the inspection result normal?

YES >> GO TO 7.

NO >> GO TO 6.

### 6. DETECT MALFUNCTIONING PART

### Check the following.

- Harness connectors F121, E7
- · Harness for open or short between ECM and ground

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

## 7.CHECK ECM POWER SUPPLY CIRCUIT-II

1. Reconnect ECM harness connectors.

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

IPDM E/R		Ground	Voltage
Connector	Terminal	Oround	voltage
E11	10	Ground	Battery voltage

### Is the inspection result normal?

YES >> Go to ECM-300, "Diagnosis Procedure".

NO >> GO TO 8.

# 8. CHECK ECM POWER SUPPLY CIRCUIT-III

- Turn ignition switch OFF and wait at least 10 seconds.
- 2. Check the voltage between ECM harness connector and ground.

ECM		Ground	Voltage	
Connector	Terminal	Ground	voltage	
E16	105	Ground	After turning ignition switch OFF, battery voltage will exist for a few seconds, then drop approximately 0V.	

#### Is the inspection result normal?

YES >> GO TO 14.

NO-1 >> Battery voltage does not exist: GO TO 9.

NO-2 >> Battery voltage exists for more than a few seconds: GO TO 12.

### 9. CHECK ECM POWER SUPPLY CIRCUIT-IV

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

ECM		Ground	Voltage	
Connector	Terminal	Oround	voltage	
F7	32	Ground	Battery voltage	

### Is the inspection result normal?

YES >> GO TO 10.

NO >> GO TO 11.

### 10. CHECK ECM POWER SUPPLY CIRCUIT-V

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

ECM		IPDM E/R		Continuity	
Connector	Terminal	Connector	Terminal	Continuity	
E16	105	E11	9	Existed	

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

#### Is the inspection result normal?

YES >> GO TO 13.

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

11. CHECK ECM POWER SUPPLY CIRCUIT-VI

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### POWER SUPPLY AND GROUND CIRCUIT

### < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

- 1. Disconnect ECM harness connector.
- 2. Disconnect IPDM E/R harness connector E11.
- 3. Check the continuity between ECM harness connector and IPDM E/R harness connector.

ECM		IPDM E/R		Continuity
Connector	Terminal	Connector	Terminal	Continuity
F7	32	E11	15	Existed

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

#### Is the inspection result normal?

YES >> GO TO 13.

NO >> GO TO 12.

# 12. DETECT MALFUNCTIONING PART

### Check the following.

- Junction block connectors E6, F123
- Harness for open or short between ECM and IPDM E/R

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

# 13. CHECK 20A FUSE

- 1. Disconnect 20A fuse (No. 62) from IPDM E/R.
- 2. Check 20A fuse.

#### Is the inspection result normal?

YES >> GO TO 17.

NO >> Replace 20A fuse.

### 14. CHECK GROUND CONNECTION-II

- 1. Turn ignition switch OFF.
- 2. Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

#### Is the inspection result normal?

YES >> GO TO 15.

NO >> Repair or replace ground connection.

# 15. CHECK ECM GROUND CIRCUIT FOR OPEN AND SHORT-II

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

ECM		Ground	Continuity
Connector	Terminal	Giodila	Continuity
F7	10		
1 7	11	Ground	Existed
E16	108		

3. Also check harness for short to power.

### Is the inspection result normal?

YES >> GO TO 17.

NO >> GO TO 16.

### 16. DETECT MALFUNCTIONING PART

### Check the following.

- Harness or connectors F121, E7
- · Harness for open or short between ECM and ground

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

### **POWER SUPPLY AND GROUND CIRCUIT**

< COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

# 17. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

### Is the inspection result normal?

YES >> Replace IPDM E/R.

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

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### U1001 CAN COMM CIRCUIT

Description INFOID:000000001179993

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

DTC Logic

#### DTC DETECTION LOGIC

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

### DTC CONFIRMATION PROCEDURE

# 1. PERFORM DTC CONFIRMATION PROCEDURE

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

### Is DTC detected?

YES >> ECM-112, "Diagnosis Procedure".

NO >> INSPECTION END

### Diagnosis Procedure

Go to LAN-13, "Trouble Diagnosis Flow Chart".

INFOID:0000000001179995

[MR20DE (WITH EURO-OBD)]

### U1010 CONTROL UNIT (CAN)

Description INFOID:0000000001179996

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

DTC Logic INFOID:0000000001179997

#### DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
U1010	CAN communication bus	When detecting error during the initial diagnosis of CAN controller of ECM.	• ECM

#### DTC CONFIRMATION PROCEDURE

## 1. PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON.
- Check DTC.

### Is DTC detected?

YES >> Go to ECM-113, "Diagnosis Procedure".

>> INSPECTION END NO

### Diagnosis Procedure

1.INSPECTION START

### (P)With CONSULT-III

- Turn ignition switch ON.
- Select "SELF-DIAG RESULTS" mode with CONSULT-III.
- Touch "ERASE".
- Perform DTC CONFIRMATION PROCEDURE.

See ECM-113, "DTC Logic".

Check DTC.

### **With GST**

- Turn ignition switch ON.
- Select "Service \$04" with GST.
- Perform DTC CONFIRMATION PROCEDURE. See ECM-113. "DTC Logic".
- 4. Check DTC.

### Is the DTC U1010 displayed again?

YES >> GO TO 2.

NO >> INSPECTION END

### 2.REPLACE ECM

- Replace ECM.
- Go to ECM-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT: Special Repair Requirement".

>> INSPECTION END

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INFOID:0000000001179998

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### P0011 IVT CONTROL

DTC Logic

### DTC DETECTION LOGIC

#### NOTE:

If DTC P0011 is displayed with DTC P1111, first perform the trouble diagnosis for <u>ECM-201, "DTC Logic"</u>.

DTC No.	Trouble diagnosis name	Detecting condition	Possible cause
P0011	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

### DTC CONFIRMATION PROCEDURE

### 1.PRECONDITIONING

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

#### **TESTING CONDITION:**

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

>> GO TO 2.

### 2.PERFORM DTC CONFIRMATION PROCEDURE-I

### (II) With CONSULT-III

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

ENG SPEED	1,200 - 2,000 rpm
COOLAN TEMP/S	More than 60°C (140°F)
B/FUEL SCHDL	More than 3.5 msec (CVT) More than 4.2 msec (M/T)
Shift lever	P or N position (CVT) N position (M/T)

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

### With GST

Follow the procedure "With CONSULT-III" above.

### Is 1st trip DTC detected?

YES >> Go to ECM-115, "Diagnosis Procedure"

NO >> GO TO 3.

## 3.perform dtc confirmation procedure-ii

### (P)With CONSULT-III

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

5. CHECK CAMSHAFT (INTAKE)

Check the following.

ENG SPEED	2,000 - 3,175 rpm (A constant rotation is maintained.)	•	Α
COOLAN TEMP/S	More than 70°C (221°F)	· 	
Shift lever	1st or 2nd position	-	ECI
Driving location uphill	Driving vehicle uphill (Increased engine load will help maintain the driving conditions required for this test.)		0
CAUTION: Always drive at Check 1st trip D			
<b>With GST</b> Follow the procedure	"With CONSULT-III" above.		D
YES >> Go to EC	CM-115, "Diagnosis Procedure"		Е
Diagnosis Proce	dure	INFOID:000000001180000	F
1. CHECK OIL PRES	SSURE WARNING LAMP		
Start engine.     Check oil pressinated.	ure warning lamp and confirm it is not illumi-		G
	J-14, "Inspection".		Н
NO >> GO TO 2	2.	- 4-7	I
_		PBIA8559J	J
2.CHECK INTAKE	ALVE TIMING CONTROL SOLENOID VALVE		IZ.
Refer to <u>ECM-116</u> , "Color to Is the inspection results."	Component Inspection".		K
YES >> GO TO 3 NO >> Replace	B. intake valve timing control solenoid valve.		L
	HAFT POSITION SENSOR (POS)		
Refer to <u>ECM-184</u> , "C	Component Inspection".		M
YES >> GO TO 4			Ν
	FT POSITION SENSOR (PHASE)		
<u>'</u>	Component Inspection".		0
Is the inspection resu			
YES >> GO TO 5 NO >> Replace	o. camshaft position sensor (PHASE).		Р

### [MR20DE (WITH EURO-OBD)]

#### < COMPONENT DIAGNOSIS >

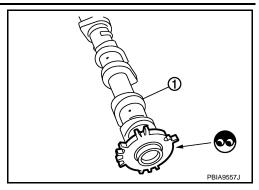
- Accumulation of debris to the signal plate of camshaft (1) rear end
- · Chipping signal plate of camshaft rear end

#### Is the inspection result normal?

YES >> GO TO 6.

NO >:

>> Remove debris and clean the signal plate of camshaft rear end or replace camshaft.



### 6. CHECK TIMING CHAIN INSTALLATION

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

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

YES >> Check timing chain installation. Refer to EM-164, "Removal and Installation".

NO >> GO TO 7.

### 7. CHECK LUBRICATION CIRCUIT

Refer to EM-178, "Inspection".

### Is the inspection result normal?

YES >> GO TO 8.

NO >> Clean lubrication line.

### 8. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

### Component Inspection

INFOID:0000000001180001

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

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

Terminals	Resistance [at 20°C (68°F)]
1 and 2	6.7 - 7.7 Ω
1 or 2 and ground	$\stackrel{\scriptstyle \infty}{} \Omega$ (Continuity should not exist)

### Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace intake valve timing control solenoid valve.

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

1. Remove intake valve timing control solenoid valve.

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

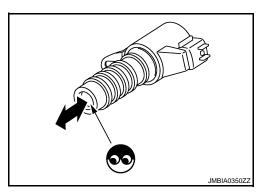
### **CAUTION:**

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

NOTE:

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

### Is the inspection result normal?



### **P0011 IVT CONTROL**

< COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

YES >> INSPECTION END

NO >> Replace intake valve timing control solenoid valve.

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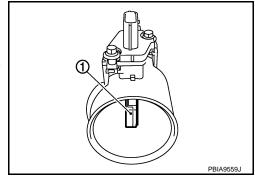
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### P0102, P0103 MAF SENSOR

Description INFOID:000000001180002

The mass air flow sensor (1) is placed in the stream of intake air. It measures the intake flow rate by measuring a part of the entire intake flow. The mass air flow sensor controls the temperature of the hot wire to a certain amount. The heat generated by the hot wire is reduced as the intake air flows around it. The more air, the greater the heat loss.

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



### **DTC** Logic

#### INFOID:0000000001180003

### DTC DETECTION LOGIC

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

### DTC CONFIRMATION PROCEDURE

### 1.PRECONDITIONING

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

#### Which DTC is detected?

P0102 >> GO TO 2.

P0103 >> GO TO 3.

### 2.PERFORM DTC CONFIRMATION PROCEDURE FOR DTC P0102

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

### Is DTC detected?

YES >> Go to ECM-119, "Diagnosis Procedure".

NO >> INSPECTION END

# 3.PERFORM DTC CONFIRMATION PROCEDURE FOR DTC P0103-I

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

### Is DTC detected?

YES >> Go to ECM-119, "Diagnosis Procedure".

NO >> GO TO 4.

### $oldsymbol{4}$ .PERFORM DTC CONFIRMATION PROCEDURE FOR DTC P0103-II

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

### Is DTC detected?

YES >> Go to ECM-119, "Diagnosis Procedure".

### **P0102, P0103 MAF SENSOR**

[MR20DE (WITH EURO-OBD)] < COMPONENT DIAGNOSIS > NO >> INSPECTION END Α Diagnosis Procedure INFOID:0000000001180004 1.INSPECTION START ECM Confirm the detected DTC. Which DTC is detected? P0102 >> GO TO 2. P0103 >> GO TO 3. 2.CHECK INTAKE SYSTEM Check the following for connection. Air duct Vacuum hoses Е Intake air passage between air duct to intake manifold Is the inspection result normal? YES >> GO TO 3. >> Reconnect the parts. NO F 3.check ground connection Turn ignition switch OFF. Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection". Is the inspection result normal? >> GO TO 4. YES Н NO >> Repair or replace ground connection. f 4.CHECK MAF SENSOR POWER SUPPLY CIRCUIT Disconnect mass air flow (MAF) sensor harness connector. 2. Turn ignition switch ON. Check the voltage between MAF sensor harness connector and ground. MAF sensor Ground Voltage Connector **Terminal** E18 Ground Battery voltage Is the inspection result normal? YES >> GO TO 5. NO >> Repair open circuit or short to ground or short to power in harness or connectors.  ${f 5.}$ CHECK MAF SENSOR GROUND CIRCUIT FOR OPEN AND SHORT Turn ignition switch OFF. Disconnect ECM harness connector. Check the continuity between MAF sensor harness connector and ECM harness connector. N

MAF	sensor	E	Continuity	
Connector	Terminal	Connector	Terminal	Continuity
E18	4	F8	52	Existed

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

### Is the inspection result normal?

YES >> GO TO 6.

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

### **6.**CHECK MAF SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

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

MAF sensor		E	Continuity	
Connector	Terminal	Connector	Terminal	Continuity
E18	3	F8	45	Existed

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

#### Is the inspection result normal?

YES >> GO TO 7.

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

### 7. CHECK MASS AIR FLOW SENSOR

Refer to ECM-120, "Component Inspection".

### Is the inspection result normal?

YES >> GO TO 8.

NO >> Replace mass air flow sensor.

### 8. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

#### >> INSPECTION END

# Component Inspection

INFOID:0000000001180005

### 1. CHECK MASS AIR FLOW SENSOR-I

### (E)With CONSULT-III

- Turn ignition switch OFF.
- 2. Reconnect all harness connectors disconnected.
- 3. Start engine and warm it up to normal operating temperature.
- 4. Connect CONSULT-III and select "DATA MONITOR" mode.
- 5. Select "MAS A/F SE-B1" and check indication.

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

<sup>\*:</sup> Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

#### 

- 1. Turn ignition switch OFF.
- 2. Reconnect all harness connectors disconnected.
- 3. Start engine and warm it up to normal operating temperature.
- Check the voltage between ECM harness connector and ground.

ECM		Ground	Condition	Voltage	
Connector	Terminal	Giodila	Condition	voltage	
	45 (MAF sensor)	Ground	Ignition switch ON (Engine stopped.)	Approx. 0.4V	
F8			Idle (Engine is warmed-up to normal operating temperature.)	0.9 - 1.1V	
			Idle to about 4,000 rpm	0.9 - 1.1V to Approx. 2.4V*	

<sup>\*:</sup> Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

### Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 2.

### 2. CHECK FOR THE CAUSE OF UNEVEN AIR FLOW THROUGH MASS AIR FLOW SENSOR

### **P0102, P0103 MAF SENSOR**

### < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

- Turn ignition switch OFF.
- 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

### Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 3.

3.CHECK MASS AIR FLOW SENSOR-II

### (P)With CONSULT-III

- Repair or replace malfunctioning part.
- Start engine and warm it up to normal operating temperature.
- 3. Connect CONSULT-III and select "DATA MONITOR" mode.
- Select "MAS A/F SE-B1" and check indication.

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

<sup>\*:</sup> Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

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- Repair or replace malfunctioning part.
- Start engine and warm it up to normal operating temperature.
- Check the voltage between ECM harness connector and ground.

ECM		Ground	Condition	Voltage
Connector	Terminal	Giodila	Condition	vollage
F8 45 (MAF sensor)			Ignition switch ON (Engine stopped.)	Approx. 0.4V
	Ground	Idle (Engine is warmed-up to normal operating temperature.)	0.9 - 1.1V	
			Idle to about 4,000 rpm	0.9 - 1.1V to Approx. 2.4V*

<sup>\*:</sup> Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 4.

### 4. CHECK MASS AIR FLOW SENSOR-III

### (P)With CONSULT-III

- Turn ignition switch OFF.
- Disconnect mass air flow sensor harness connector and reconnect it again.
- Start engine and warm it up to normal operating temperature.
- Connect CONSULT-III and select "DATA MONITOR" mode.
- 5. Select "MAS A/F SE-B1" and check indication.

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

<sup>\*:</sup> Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

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- Turn ignition switch OFF.
- Disconnect mass air flow sensor harness connector and reconnect it again.

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### **P0102, P0103 MAF SENSOR**

### < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

- 3. Start engine and warm it up to normal operating temperature.
- 4. Check the voltage between ECM harness connector and ground.

ECM		Ground	Condition	Voltage	
Connector	Terminal	Giodila	Condition	vollage	
F8	45	Ground	Ignition switch ON (Engine stopped.)	Approx. 0.4V	
			Idle (Engine is warmed-up to normal operating temperature.)	0.9 - 1.1V	
			Idle to about 4,000 rpm	0.9 - 1.1V to Approx. 2.4V*	

<sup>\*:</sup> Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

### Is the inspection result normal?

YES >> INSPECTION END

NO >> Clean or replace mass air flow sensor.

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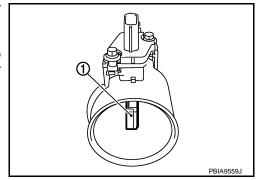
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### P0112, P0113 IAT SENSOR

Description INFOID:0000000001180006

The intake air temperature sensor is built-into mass air flow sensor (1). The sensor detects intake air temperature and transmits a signal to the ECM.

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



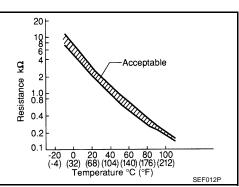
#### <Reference data>

Intake air temperature °C (°F)	Voltage* V	Resistance kΩ
25 (77)	3.3	1.800 - 2.200
80 (176)	1.2	0.283 - 0.359

<sup>\*:</sup> These data are reference values and are measured between ECM terminal 46 (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.



**DTC** Logic INFOID:0000000001180007

### DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0112	Intake air tempera- ture 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.)
P0113	Intake air tempera- ture sensor circuit high input	An excessively high voltage from the sensor is sent to ECM.	Intake air temperature sensor

### DTC CONFIRMATION PROCEDURE

### 1.PRECONDITIONING

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

>> GO TO 2.

### 2.PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON and wait at least 5 seconds.
- Check 1st trip DTC.

### Is 1st trip DTC detected?

YES >> Go to ECM-124, "Diagnosis Procedure".

NO >> INSPECTION END

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INFOID:0000000001180008

# **Diagnosis Procedure**

### CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

### Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

## 2.CHECK INTAKE AIR TEMPERATURE SENSOR POWER SUPPLY CIRCUIT

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

MAF	sensor	Ground	Voltage	
Connector	Connector Terminal		vollage	
E18	2	Ground	Approx. 5V	

#### Is the inspection result normal?

YES >> GO TO 3.

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

### 3.CHECK INTAKE AIR TEMPERATURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

- Turn ignition switch OFF.
- Disconnect ECM harness connector.
- Check the continuity between mass air flow sensor harness connector and ECM harness connector.

MAF	sensor	ECM		Continuity
Connector	Terminal	Connector Terminal		Continuity
E18	1	F8	55	Existed

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

#### Is the inspection result normal?

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

### 4.DETECT MALFUNCTIONING PART

#### Check the following.

- Harness connectors F123, E6
- Harness for open or short between intake air temperature sensor and ECM.
  - >> Repair open circuit or short to ground or short to power in harness or connectors.

### 5. CHECK INTAKE AIR TEMPERATURE SENSOR

Refer to ECM-125, "Component Inspection".

#### Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace mass air flow sensor (with intake air temperature sensor).

### 6.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

### **P0112, P0113 IAT SENSOR**

### < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

### Component Inspection

INFOID:0000000001180009

# 1.CHECK INTAKE AIR TEMPERATURE SENSOR

- 1. Turn ignition switch OFF.
- 2. Disconnect mass air flow sensor harness connector.
- 3. Check resistance between mass air flow sensor terminals as follows.

Terminals	Condition		Resistance
1 and 2	Temperature °C (°F)	25 (77)	1.800 - 2.200 kΩ

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace mass air flow sensor (with intake air temperature sensor).

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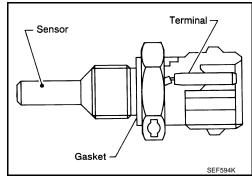
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### P0117, P0118 ECT SENSOR

Description INFOID:000000001180010

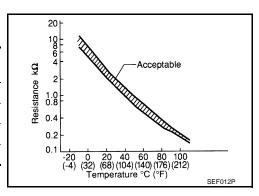
The engine coolant temperature sensor is used to detect the engine coolant temperature. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the engine coolant temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The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

<sup>\*:</sup> These data are reference values and are measured between ECM terminal 38 (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.

DTC Logic (INFOID:000000001180011

### DTC DETECTION LOGIC

DTC No.	Trouble Diagnosis Name	DTC Detecting Condition	Possible Cause
P0117	Engine coolant tem- perature sensor cir- cuit low input	An excessively low voltage from the sensor is sent to ECM.	Harness or connectors     (The sensor circuit is open or shorted.)
P0118	Engine coolant tem- perature sensor cir- cuit high input	An excessively high voltage from the sensor is sent to ECM.	Engine coolant temperature sensor

### DTC CONFIRMATION PROCEDURE

### 1.PRECONDITIONING

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

>> GO TO 2.

# 2. PERFORM DTC CONFIRMATION PROCEDURE

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

#### Is DTC detected?

YES >> Go to ECM-127, "Diagnosis Procedure".

NO >> INSPECTION END

### **P0117, P0118 ECT SENSOR**

### < COMPONENT DIAGNOSIS >

### [MR20DE (WITH EURO-OBD)]

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#### **Diagnosis Procedure** INFOID:0000000001180012 Α CHECK GROUND CONNECTION Turn ignition switch OFF. **ECM** Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection". Is the inspection result normal? YES >> GO TO 2. NO >> Repair or replace ground connection. 2.CHECK ECT SENSOR POWER SUPPLY CIRCUIT 1. Disconnect engine coolant temperature (ECT) sensor harness connector. D 2. Turn ignition switch ON. Check the voltage between ECT sensor harness connector and ground. Е ECT sensor Ground Voltage Connector **Terminal** F28 Ground Approx. 5V Is the inspection result normal? YES >> GO TO 3. NO >> Repair open circuit or short to ground or short to power in harness or connectors. ${f 3.}$ CHECK ECT SENSOR GROUND CIRCUIT FOR OPEN AND SHORT Turn ignition switch OFF. Disconnect ECM harness connector. Check the continuity between ECT sensor harness connector and ECM harness connector. **ECM** ECT sensor Continuity Connector **Terminal** Connector **Terminal** F28 2 F8 44 Existed Also check harness for short to ground and short to power. Is the inspection result normal? YES >> GO TO 4. NO >> Repair open circuit or short to ground or short to power in harness or connectors. f 4.CHECK ENGINE COOLANT TEMPERATURE SENSOR Refer to ECM-127, "Component Inspection". Is the inspection result normal? M YES >> GO TO 5. NO >> Replace engine coolant temperature sensor. ${f 5.}$ CHECK INTERMITTENT INCIDENT Refer to GI-39, "Intermittent Incident". >> INSPECTION END Component Inspection INFOID:0000000001180013

# 1. CHECK ENGINE COOLANT TEMPERATURE SENSOR

- Turn ignition switch OFF.
- Disconnect engine coolant temperature sensor harness connector. 2.
- Remove engine coolant temperature sensor.

### **P0117, P0118 ECT SENSOR**

### < COMPONENT DIAGNOSIS >

### [MR20DE (WITH EURO-OBD)]

Check resistance between engine coolant temperature sensor terminals by heating with hot water as shown in the figure.

Terminals	Condition			Resistance
			20 (68)	2.1 - 2.9 kΩ
1 and 2	Temperature	°C (°F)	50 (122)	0.68 - 1.00 kΩ
			90 (194)	0.236 - 0.260 kΩ

### Is the inspection result normal?

YES >> INSPECTION END

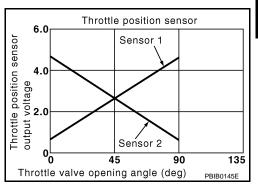
NO >> Replace engine coolant temperature sensor.

### P0122, P0123 TP SENSOR

Description INFOID:0000000001180014

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.



DTC Logic

#### DTC DETECTION LOGIC

#### NOTE:

If DTC P0122 or P0123 is displayed with DTC P1229, first perform the trouble diagnosis for DTC P1229. Refer to ECM-249, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0122	Throttle position sensor 2 circuit low input	An excessively low voltage from the TP sensor 2 is sent to ECM.	Harness or connectors     (TP sensor 2 circuit is open or shorted.)
P0123	Throttle position sensor 2 circuit high input	An excessively high voltage from the TP sensor 2 is sent to ECM.	Electric throttle control actuator (TP sensor 2)

#### DTC CONFIRMATION PROCEDURE

### 1.PRECONDITIONING

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

#### **TESTING CONDITION:**

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

>> GO TO 2.

### 2 Perform DTC Confirmation procedure

- Start engine and let it idle for 1 second.
- Check DTC.

### Is DTC detected?

YES >> Go to ECM-129, "Diagnosis Procedure".

NO >> INSPECTION END

### Diagnosis Procedure

### 1. CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- 2. Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

#### Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

### 2 .CHECK THROTTLE POSITION SENSOR 2 POWER SUPPLY CIRCUIT

- Disconnect electric throttle control actuator harness connector.
- Turn ignition switch ON.

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### [MR20DE (WITH EURO-OBD)]

### < COMPONENT DIAGNOSIS >

3. Check the voltage between electric throttle control actuator harness connector and ground.

Electric throttle	control actuator	Ground	Voltage
Connector Terminal		Giouna	voltage
F29	1	Ground	Approx. 5V

### Is the inspection result normal?

YES >> GO TO 3.

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

# 3.check throttle position sensor 2 ground circuit for open and short

- Turn ignition switch OFF.
- Disconnect ECM harness connector.
- Check the continuity between electric throttle control actuator harness connector and ECM harness connector.

Electric throttle	control actuator	ECM		Continuity
Connector	Terminal	Connector Terminal		Continuity
F29	4	F8	36	Existed

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

### Is the inspection result normal?

YES >> GO TO 4.

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

### 4. CHECK THROTTLE POSITION SENSOR 2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

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

Electric throttle	control actuator	ECM		Continuity
Connector	Terminal	Connector Terminal		Continuity
F29	3	F8	34	Existed

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

### Is the inspection result normal?

YES >> GO TO 5.

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

### ${f 5.}$ CHECK THROTTLE POSITION SENSOR

Refer to ECM-131, "Component Inspection".

### Is the inspection result normal?

YES >> GO TO 7.

NO >> GO TO 6.

### 6. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

- 1. Replace electric throttle control actuator.
- 2. Go to ECM-131, "Special Repair Requirement".

#### >> INSPECTION END

### 7. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

### P0122, P0123 TP SENSOR

### < COMPONENT DIAGNOSIS >

### [MR20DE (WITH EURO-OBD)]

### Component Inspection

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# 1. CHECK THROTTLE POSITION SENSOR

- 1. Turn ignition switch OFF.
- 2. Reconnect all harness connectors disconnected.
- 3. Perform ECM-19, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement".
- 4. Turn ignition switch ON.
- 5. Set shift lever to D (CVT) or 1st (M/T) position.
- 6. Check the voltage between ECM harness connector and ground.

ECM		Ground	Cond	Condition	
Connector	Terminal	Orodria	Conc	iiiiOii	Voltage
	33			Fully released	More than 0.36V
F8	(TP sensor 1 signal)	Ground	Accelerator pedal	Fully depressed	Less than 4.75V
	34	Ciodila	Accelerator pedar	Fully released	Less than 4.75V
	(TP sensor 2 signal)			Fully depressed	More than 0.36V

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

## 2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

- 1. Replace electric throttle control actuator.
- Go to <u>ECM-131</u>, "Special Repair Requirement".

>> INSPECTION END

### Special Repair Requirement

INFOID:0000000001180018

### 1. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to ECM-19, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement"

>> GO TO 2.

# 2.PERFORM IDLE AIR VOLUME LEARNING

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

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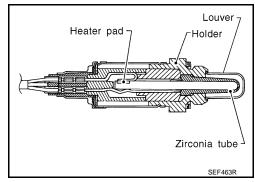
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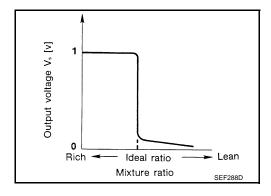
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### P0132 H02S1

Description INFOID:000000001180019

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.

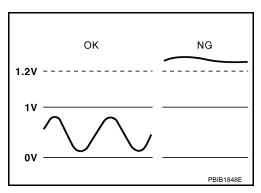




DTC Logic

### DTC DETECTION LOGIC

To judge the malfunction, the diagnosis checks that the heated oxygen sensor 1 is not inordinately high.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible Cause
P0132	heated oxygen sensor 1 cir- cuit 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

### 1.PRECONDITIONING

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

>> GO TO 2.

# $\overline{2}$ .PERFORM DTC CONFIRMATION PROCEDURE

- 1. Start engine and warm it up to normal operating temperature.
- Turn ignition switch OFF and wait at least 10 seconds.
- Restart engine and let it idle for 2 minutes.
- Check 1st trip DTC.

### Is 1st trip DTC is detected?

YES >> Go to ECM-133, "Diagnosis Procedure".

>> INSPECTION END NO

### Diagnosis Procedure

### 1. CHECK GROUND CONNECTION

Turn ignition switch OFF.

Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

### Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

### 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 H02S1 ground circuit for open and short

- Disconnect heated oxygen sensor 1 harness connector.
- Disconnect ECM harness connector.
- Check harness continuity between HO2S1 harness connector and ECM harness connector.

НО	HO2S1		ECM	
Connector	Terminal	Connector Terminal		Continuity
F30	1	F8	56	existed

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

### Is the inspection result normal?

YES >> GO TO 4.

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

### 4.CHECK HO2S1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between HO2S1 harness connector and ECM harness connector.

HC	2S1	ECM		Continuity
Connector	Terminal	Connector	Terminal	Continuity
F30	4	F8	49	existed

Check harness continuity between HO2S1 harness connector or ECM harness connector and ground.

	НО	2S1	ECM		Ground	Continuity
Co	nnector	Terminal	Connector	Terminal	Ground	Continuity
	F30	4	F8	49	Ground	Not existed

Also check harness for short to power.

#### Is the inspection result normal?

YES >> GO TO 5. **ECM** 

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

### ${f 5}.$ CHECK HO2S1 CONNECTOR FOR WATER

Check heated oxygen sensor 1 connector for water.

#### Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair or replace harness or connectors.

### 6.CHECK HEATED OXYGEN SENSOR 1

Refer to ECM-134, "Component Inspection".

### Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace heated oxygen sensor 1.

### 7. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

#### >> INSPECTION END

### Component Inspection

INFOID:0000000001180022

### 1. INSPECTION START

Do you have CONSULT-III?

#### Do you have CONSULT-III?

YES >> GO TO 2.

NO >> GO TO 3.

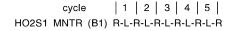
### 2.CHECK HEATED OXYGEN SENSOR 1

#### (P) With CONSULT-III

- 1. Start engine and warm it up to normal operating temperature.
- Set "POST TRIGGER" to 100% in "DATA MONITOR" mode with CONSULT-III.
- Select "HO2S1 (B1)" and "HO2S1 MNTR (B1)".
- 4. Hold engine speed at 2,000 rpm under no load during the following steps.
- Touch "RECORD" on CONSULT-III screen.
- 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.

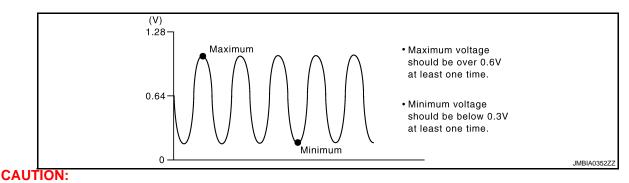
5 times (cycles) are counted as shown in the figure.

- "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.



R means HO2S1 MNTR (B1) indicates RICH L means HO2S1 MNTR (B1) indicates LEAN

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- 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 and approved anti-seize lubricant.

### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 3.

### 3. CHECK HEATED OXYGEN SENSOR 1

### Without CONSULT-III

- 1. Start engine and warm it up to normal operating temperature.
- 2. Check the voltage between ECM harness connector and ground under the following condition.

E	ECM		Condition	Voltage	
Connector	Terminal	ground	Condition	voltage	
F8	49 (HO2S1 signal)	Ground	Engine speed held at 2,000 rpm constant under no load.	<ul> <li>The voltage fluctuates between 0 to 0.3V and 0.6 to 1.0V more than 5 times within 10 seconds.</li> <li>The maximum voltage is over 0.6V at least 1 time.</li> <li>The minimum voltage is below 0.3V at least 1 time.</li> <li>The voltage never exceeds 1.0V.</li> <li>1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V</li> <li>2 times: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V</li> </ul>	

#### **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 and approved anti-seize lubricant.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 4

### 4. REPLACE HEATED OXYGEN SENSOR 1

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 and approved anti-seize lubricant.

>> INSPECTION END

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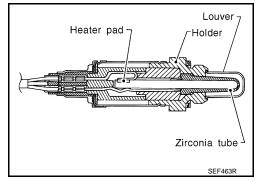
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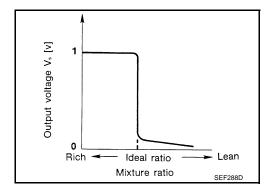
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### P0133 H02S1

Description INFOID:000000001180023

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.

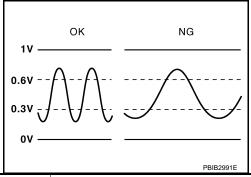




DTC Logic (INFOID:000000001180024

### DTC DETECTION LOGIC

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 No.	Trouble diagnosis name	DTC detecting condition	Possible Cause
P0133	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

### 1.PRECONDITIONING

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

#### **TESTING CONDITION:**

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.

#### Do vou have CONSULT-III?

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

### 2.PERFORM DTC CONFIRMATION PROCEDURE-I

#### (P)With CONSULT-III

- Start engine and warm it up to normal operating temperature.
- Stop engine and wait at least 10 seconds.
- Turn ignition switch ON and select "HO2S1 (B1) P0133" of "HO2S1" in "DTC WORK SUPPORT" mode with CONSULT-III.
- Touch "START".
- Start engine and let it idle for at least 3 minutes.

Never raise engine speed above 3,600 rpm after this step. If the engine speed limit is exceeded, return to step 5.

6. When the following conditions are met, "TESTING" will be displayed on the CONSULT-III screen. Maintain the conditions continuously until "TESTING" changes to "COMPLETED". (It will take approximately 40 to 50 seconds.)

#### **CAUTION:**

Always drive vehicle at a safe speed.

ENG SPEED	A/T: 1,300 - 3,500 rpm M/T: 1,300 - 3,500 rpm
VHCL SPEED SE	More than 80 km/h (50 MPH)
B/FUEL SCHDL	A/T: 3 - 15 msec M/T: 3 - 15 msec
Shift lever	Suitable position

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

Touch "SELF-DIAG RESULTS".

### Which displayed on COUSULT-III screen?

OK >> INSPECTION END.

NG >> Go to ECM-137, "Diagnosis Procedure".

### 3.PERFORM COMPONENT FUNCTION CHECK

#### Without CONSULT-III

- 1. Start engine and warm it up to normal operating temperature.
- Set volmeter probes between ECM harness connector and ground.

	ECM	Ground	Condition	Voltage
Connector	Terminal	Giodila	Condition	voltage
F8	49 (HO2S1 signal)	Ground	Engine speed held at 2,000 rpm constant under no load.	The voltage fluctuates between 0 yo 0.3v and 0.6 to 1.0v more than 5 times within 10 seconds.     1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V     2 times: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V     → 0 - 0.3V

#### Is the inspection result normal?

YES >> INSPECTION END.

>> Go to ECM-137, "Diagnosis Procedure". NO

### Diagnosis Procedure

1.CHECK GROUND CONNECTION

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- 1. Turn ignition switch OFF.
- Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

#### Is the inspection result normal?

YES >> GO TO 2

NO >> Repair or replace ground connection.

# 2. RETIGHTEN HEATED OXYGEN SENSOR 1

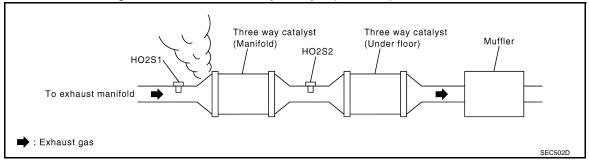
Loosen and retighten the heated oxygen sensor 1.

#### Tightening torque: 50 N-m (5.1 kg-m, 37 ft-lb)

>> GO TO 3.

### 3.CHECK EXHAUST GAS LEAK

- 1. Start engine and run it at idle.
- 2. Listen for an exhaust gas leak before three way catalyst (manifold).



### Is exhaust gas leak detected?

YES >> Repair or replace.

NO >> GO TO 4.

### 4. CHECK FOR INTAKE AIR LEAK

Listen for an intake air leak after the mass air flow sensor.

#### Is intake air leak detected?

YES >> Repair or replace.

NO >> GO TO 5.

### 5.CLEAR THE MIXTURE RATIO SELF-LEARNING VALUE

- Clear the mixture ratio self-learning value. Refer to <u>ECM-21, "MIXTURE RATIO SELF-LEARNING VALUE CLEAR: Special Repair Requirement"</u>.
- Run engine for at least 10 minutes at idle speed.

### Is the 1st trip DTC P0171 or P172 detected? Is it difficult to start engine?

YES >> Perform trouble diagnosis for DTC P0171 or P0172. Refer to <u>ECM-163, "DTC Logic"</u> or <u>ECM-167, "DTC Logic"</u>.

NO >> GO TO 6.

### 6.CHECK HEATED OXYGEN SENSOR 1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

- 1. Turn ignition switch OFF.
- Disconnect ECM harness connector.
- Check the continuity between HO2S1 harness connector and ECM harness connector.

HO2	.S1	EC	Continuity	
Connector	Terminal	Connector	Terminal	Continuity
F30	1	F8	56	Existed

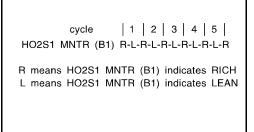
4. Check the continuity between HO2S1 harness connector or ECM harness connector and ground.

HO2	2S1	EC	M	Cround	Continuity	
Connector	Terminal	Connector	Terminal	Ground	Continuity	
F30	4	F8	49	Ground	Not existed	
5. Also che	eck harnes:	s for short to	power.			
Is the inspec	ction result	normal?				
	GO TO 7.					
_				una or si	hort to power in harness or connectors.	
		FLOW SENS	OR			
Check mass		nsor. mponent Ins	noction"			
Is the inspec		-	<u>bection</u> .			
•	GO TO 8.	<del>Homan</del>				
NO >>	Replace m	ass air flow s	ensor.			
8.CHECK F	PCV VALVE					
Refer to ECI	M-306, "Co	mponent Ins	pection".			
Is the inspec		normal?				
	GO TO 9.	onlogo DC\/\	, alva			
_	•	eplace PCV v XYGEN SEN				
		mponent Ins	<u>pection"</u> .			
Is the inspec	GO TO 10.					
		eated oxygen	sensor 1.			
10.CHECK	( INTERMI	TTENT INCII	DENT			
Refer to GI-	39, "Intermi	ttent Incident	<u>t"</u> .			
			_			
>>	INSPECTION	ON END				
Compone	nt Inspe	ction			INFOID:000	00000001180026
1		<del>-</del>				
1.INSPECT						
Do you have						
Do you have		<u> -   ?</u>				
	GO TO 2. GO TO 3.					
_		XYGEN SEN	ISOR 1			
<ul><li>With CON</li><li>Start en</li></ul>		arm it up to n	ormal ope	rating te	mperature.	
2. Set "PO	ST TRIGG	ER" to 100%	in "DATA	MONĬTC	DR" mode with CONSULT-III.	
		)" and "HO29 at 2 000 rpm			ring the following steps.	
		on CONSULT			and tollowing otopo.	

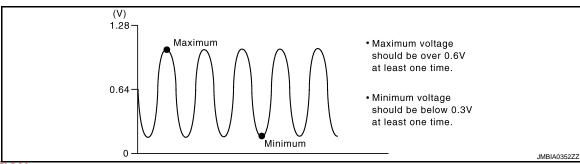
- 6. Check the following.
- "HO2S1 MNTR (B1)" in "DATA MONITOR" mode changes from "RICH" to "LEAN" to "RICH" more than 5 times in 10 seconds.

5 times (cycles) are counted as shown in the figure.

- "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.



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#### **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 and approved anti-seize lubricant.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 3.

### 3. CHECK HEATED OXYGEN SENSOR 1

### N Without CONSULT-III

- 1. Start engine and warm it up to normal operating temperature.
- 2. Check the voltage between ECM harness connector and ground under the following condition.

E	ECM		Condition	Voltogra
Connector	Terminal	ground	Condition	Voltage
F8	49	Ground	Engine speed held at 2,000 rpm constant under no load.	<ul> <li>The voltage fluctuates between 0 to 0.3V and 0.6 to 1.0V more than 5 times within 10 seconds.</li> <li>The maximum voltage is over 0.6V at least 1 time.</li> <li>The minimum voltage is below 0.3V at least 1 time.</li> <li>The voltage never exceeds 1.0V.</li> <li>1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V</li> <li>2 times: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V</li> </ul>

#### **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 and approved anti-seize lubricant.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 4

4. REPLACE HEATED OXYGEN SENSOR 1

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 and approved anti-seize lubricant.

>> INSPECTION END

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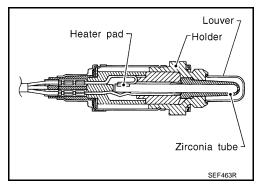
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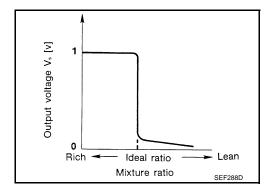
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### P0134 H02S1

Description INFOID:000000001180027

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.

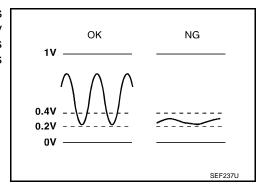




DTC Logic (INFOID:000000001180028

### DTC DETECTION LOGIC

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

### 1.PRECONDITIONING

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

### **TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 11V at idle.

Do you have CONSULT-III?

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

### 2.PERFORM DTC CONFIRMATION PROCEDURE-I

### (P)With CONSULT-III

Start engine and warm it up to normal operating temperature. 1.

- Stop engine and wait at least 10 seconds.
- Turn ignition switch ON and select "HO2S1 (B1) P0133" of "HO2S1" in "DTC WORK SUPPORT" mode with CONSULT-III.
- 4. Touch "START".
- 5. Start engine and let it idle for at least 3 minutes.

#### NOTE:

Never raise engine speed above 3,600 rpm after this step. If the engine speed limit is exceeded, return to step 5.

6. When the following conditions are met, "TESTING" will be displayed on the CONSULT-III screen. Maintain the conditions continuously until "TESTING" changes to "COMPLETED". (It will take approximately 40 to 50 seconds.)

#### **CAUTION:**

Always drive vehicle at a safe speed.

ENG SPEED	A/T: 1,300 - 3,500 rpm M/T: 1,300 - 3,500 rpm
VHCL SPEED SE	More than 80 km/h (50 MPH)
B/FUEL SCHDL	A/T: 3 - 15 msec M/T: 3 - 15 msec
Shift lever	Suitable position

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

7. Touch "SELF-DIAG RESULTS".

### Which displayed on COUSULT-III screen?

OK >> INSPECTION END.

NG >> Go to ECM-137, "Diagnosis Procedure".

### 3.PERFORM COMPONENT FUNCTION CHECK

### **WITH GST**

- Start engine and warm it up to normal operating temperature.
- Set voltmeter probes between ECM harness connector and ground.

	ECM	Ground	Condition	Voltage	
Connector	Terminal	Ground	Condition	voltage	
F8	49 (HO2S1 signal)	Ground	Engine speed held at 2,000 rpm constant under no load.	The voltage dose not remain in the range of 0.2 to 0.4.	

#### Is the inspection result normal?

YES >> INSPECTION END.

NO >> Go to ECM-137, "Diagnosis Procedure".

### Diagnosis Procedure

### 1. CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection". 2.

### Is the inspection result normal?

YES >> GO TO 2

NO >> Repair or replace ground connection.

2.CHECK HO2S1 GROUND CIRCUIT FOR OPEN AND SHORT

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INFOID:0000000001180029

- Disconnect heated oxygen sensor 1 harness connector.
- 2. Disconnect ECM harness connector.
- 3. Check harness continuity between ECM harness connector and HO2S1 harness connector.

HO2S1		ECM		Continuity	
Connector	Terminal	Connector	Terminal	Continuity	
F30	1	F8	56	Existed	

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

#### Is the inspection result normal?

YES >> GO TO 3.

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

## 3.CHECK HO2S1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

Check harness continuity between HO2S1 harness connector and ECM harness connector.

HO2S1		ECM		Continuity	
Connector	Terminal	Connector	Terminal	Continuity	
F30	4	F8	49	Existed	

Check harness continuity between ECM harness connector or HO2S1 harness connector and ground.

HO2S1		ECM		Ground	Continuity
Connector	Terminal	Connector	Terminal	Giodila	Continuity
F30	4	F8	49	Ground	Not existed

3. Also check harness for short to power.

### Is the inspection result normal?

YES >> GO TO 4.

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

### 4. CHECK HEATED OXYGEN SENSOR 1

Refer to ECM-144, "Component Inspection".

### Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace heated oxygen sensor 1.

### ${f 5.}$ CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

#### >> INSPECTION END

### Component Inspection

INFOID:0000000001180030

### 1.INSPECTION START

Do you have CONSULT-III?

#### Do you have CONSULT-III?

YES >> GO TO 2.

NO >> GO TO 3.

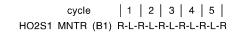
## 2.CHECK HEATED OXYGEN SENSOR 1

#### (P) With CONSULT-III

- 1. Start engine and warm it up to normal operating temperature.
- 2. Set "POST TRIGGER" to 100% in "DATA MONITOR" mode with CONSULT-III.
- Select "HO2S1 (B1)" and "HO2S1 MNTR (B1)".
- Hold engine speed at 2,000 rpm under no load during the following steps.

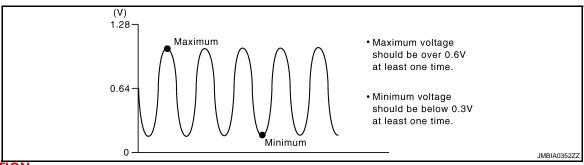
#### < COMPONENT DIAGNOSIS >

- Touch "RECORD" on CONSULT-III screen.
- 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 in the figure.
- "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.



R means HO2S1 MNTR (B1) indicates RICH L means HO2S1 MNTR (B1) indicates LEAN

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#### **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 and approved anti-seize lubricant.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 3.

## 3.CHECK HEATED OXYGEN SENSOR 1 $\,$

#### Without CONSULT-III

- Start engine and warm it up to normal operating temperature.
- Check the voltage between ECM harness connector and ground under the following condition.

E	ECM		Condition	Voltage	
Connector	Terminal	ground	Condition	Voltage	
F8	49 (HO2S1 signal)	Ground	Engine speed held at 2,000 rpm constant under no load.	<ul> <li>The voltage fluctuates between 0 to 0.3V and 0.6 to 1.0V more than 5 times within 10 seconds.</li> <li>The maximum voltage is over 0.6V at least 1 time.</li> <li>The minimum voltage is below 0.3V at least 1 time.</li> <li>The voltage never exceeds 1.0V.</li> <li>1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V</li> <li>2 times: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V</li> <li>→ 0 - 0.3V</li> </ul>	

#### **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 and approved anti-seize lubricant.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 4

4.REPLACE HEATED OXYGEN SENSOR 1

Replace heated oxygen sensor 1.

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#### **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 and approved anti-seize lubricant.

>> INSPECTION END

### P0135 HO2S1 HEATER

Description INFOID:0000000001180031

#### SYSTEM DESCRIPTION

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
Mass air flow sensor	Amount of intake air	neater control	neater

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.

DTC Logic INFOID:0000000001180032

#### DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0135	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.)     Heated oxygen sensor 1 heater

### DTC CONFIRMATION PROCEDURE

### 1.PRECONDITIONING

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

#### **TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than between 11V at idle.

>> GO TO 2.

## 2.perform dtc confirmation procedure

- Turn ignition switch ON.
- 2. Wait at least 5 seconds.
- Check 1st trip DTC.

#### Is 1st trip DTC detected?

>> Go to ECM-147, "Diagnosis Procedure". YES

>> INSPECTION END

### Diagnosis Procedure

## 1. CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection". 2.

#### Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

### 2.CHECK HO2S1 POWER SUPPLY CIRCUIT

- Disconnect heated oxygen sensor 1 harness connector.
- Turn ignition switch ON.
- Check the voltage between HO2S1 sensor 1 harness connector and ground.

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#### < COMPONENT DIAGNOSIS >

НО	2S1	Ground	Voltage
Connector	Connector Terminal		voltage
F30	2	Ground	Battery voltage

#### Is the inspection result normal?

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

## 3.DETECT MALFUNCTIONING PART

#### Check the following.

- Harness connectors F123, E6
- 10A fuse (No. 56)
- Harness for open or short between heated oxygen sensor 1 and fuse

>> Repair or replace 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 the continuity between HO2S1 harness connector and ECM harness connector.

НС	)2S1	E	Continuity	
Connector	Terminal	Connector Terminal		Continuity
F30	3	F7	3	Existed

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

#### Is the inspection result normal?

YES >> GO TO 5.

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

### 5. CHECK HEATED OXYGEN SENSOR 1 HEATER

Refer to ECM-148, "Component Inspection".

#### Is the inspection result normal?

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

### 6.REPLACE HEATED OXYGEN SENSOR 1

Replace heated oxygen sensor 1.

#### >> INSPECTION END

### 7. CHECK INTERMITTENT INCIDENT

Perform GI-39, "Intermittent Incident".

>> Repair or replace.

### Component Inspection

INFOID:0000000001180034

## 1. CHECK HEATED OXYGEN SENSOR 1

- Turn ignition switch OFF.
- Disconnect HO2S1 harness connector.
- Check resistance between HO2S1 terminals as follows.

### P0135 HO2S1 HEATER

## [MR20DE (WITH EURO-OBD)]

#### < COMPONENT DIAGNOSIS >

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

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#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

2.REPLACE HEATED OXYGEN SENSOR 1

Replace heated oxygen sensor 1.

### **CAUTION:**

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

>> INSPECTION END

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### P0138 H02S2

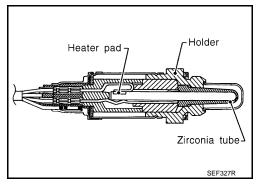
Description INFOID:000000001180035

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.



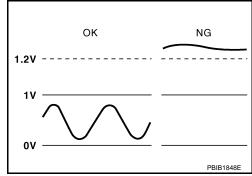
**DTC** Logic

INFOID:0000000001180036

#### DTC DETECTION LOGIC

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.

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.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0138	Heated oxygen sensor 2 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 2

#### DTC CONFIRMATION PROCEDURE

### 1.PRECONDITIONING

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

>> GO TO 2.

### 2.PERFORM DTC CONFIRMATION PROCEDURE

- 1. 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.
- 4. Let engine idle for 2 minutes.
- Check 1st trip DTC.

#### Is 1st trip DTC detected?

YES >> Go to ECM-151, "Diagnosis Procedure".

NO >> INSPECTION END

### **Diagnosis Procedure**

INFOID:0000000001180037

### 1. CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

#### Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

# 2.CHECK HO2S2 GROUND CIRCUIT FOR OPEN AND SHORT

- Disconnect heated oxygen sensor 2 harness connector.
- 2. Disconnect ECM harness connector.
- Check the continuity between HO2S2 harness connector and ECM harness connector.

HO2	2S2	E	Continuity	
Connector	Terminal	Connector Terminal		Continuity
E58	1	F8	59	Existed

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

### Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 3.

### 3.CHECK GROUND CONNECTION

Check the following.

- Harness conectors F121, E7
- · Harness for open or short between heated oxygen sensor 2 and ECM.

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

### f 4.CHECK HO2S2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

Check the continuity between HO2S2 harness connector and ECM harness connector.

HO2	2S2	E	Continuity	
Connector	Terminal	Connector Terminal		Continuity
E58	4	F8	50	Existed

2. Check the continuity between HO2S2 harness connector or ECM harness connector and ground.

HO2	2S2	E	СМ	Ground	Continuity
Connector	Terminal	Connector Terminal		Ground	Continuity
E58	4	F8	50	Ground	Not existed

3. Also check harness for short to power.

#### Is the inspection result normal?

YES >> GO TO 5.

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

#### 5. CHECK HO2S2 CONNECTOR FOR WATER

Check connectors for water.

#### Water should not exist.

#### Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair or replace harness or connectors.

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## 6. CHECK HEATED OXYGEN SENSOR 2

Refer to ECM-152, "Component Inspection".

#### Is the inspection result normal?

YES >> GO TO 8. NO >> GO TO 7.

### 7. REPLACE HEATED OXYGEN SENSOR 2

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 and approved anti-seize lubricant.

#### >> INSPECTION END

### 8. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

#### >> INSPECTION END

## Component Inspection

INFOID:0000000001180038

### 1.INSPECTION START

Do you have CONSULT-III?

#### Do you have CONSULT-III?

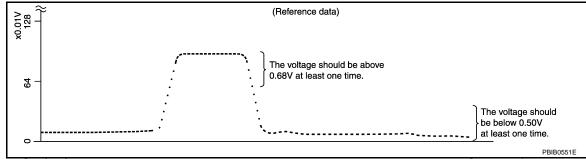
YES >> GO TO 2.

NO >> GO TO 3.

## 2.CHECK HEATED OXYGEN SENSOR 2

#### (P)With CONSULT-III

- 1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT-III.
- 2. Start engine and warm it up to the normal operating temperature.
- 3. Turn ignition switch OFF and wait at least 10 seconds.
- 4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
- 5. Let engine idle for 1 minute.
- Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "HO2S2 (B1)" as the monitor item with CONSULT-III.
- Check "HO2S2 (B1)" at idle speed when adjusting "FUEL INJECTION" to ±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%.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 6.

3. CHECK HEATED OXYGEN SENSOR 2-1

#### Without CONSULT-III

#### < COMPONENT DIAGNOSIS >

- 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.
- Let engine idle for 1 minute.
- 5. Check the voltage between ECM harness connector and ground under the following condition.

ECM		Ground	Condition	Voltage	
Connector	Terminal	Giodila	Condition	voltage	
F8	50 (HO2S2 signal)	Ground	Revving up to 4,000 rpm under no load at least 10 times	The voltage should be above 0.68V at least once during this procedure.  The voltage should be below 0.50V at least once during this procedure.	

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 4.

### 4. CHECK HEATED OXYGEN SENSOR 2-II

Check the voltage between ECM harness connector and ground under the following condition.

ECM		Ground	Condition	Voltage	
Connector	Terminal	Giodila	Condition	voltage	
F8	50 (HO2S2 signal)	Ground	Keeping engine speed at idle for 10 minutes	The voltage should be above 0.68V at least once during this procedure.  The voltage should be below 0.50V at least once during this procedure.	

### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 5.

### 5. CHECK HEATED OXYGEN SENSOR 2-III

Check the voltage between ECM harness connector and ground under the following condition.

ECM		Ground	Condition	Voltage	
Connector	Terminal	Giodila	Conducti	voltage	
F8	50 (HO2S2 signal)	Ground	Coasting from 80 km/h (50 MPH) in D position (CVT), 4th gear position (M/T)	The voltage should be above 0.68V at least once during this procedure. The voltage should be below 0.50V at least once during this procedure.	

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 6.

#### **O.**REPLACE HEATED OXYGEN SENSOR 2

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 and approved anti-seize lubricant.

**ECM-153** 

>> INSPECTION END

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### P0139 H02S2

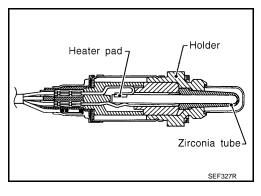
Description INFOID:000000001180039

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.

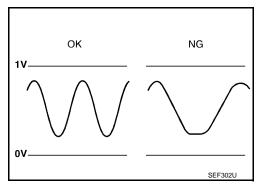


INFOID:0000000001180040

DTC Logic

#### DTC DETECTION LOGIC

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. 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	Heated oxygen sensor 2 circuit slow response	It takes more time for the sensor to respond be- tween rich and lean than the specified time.	<ul> <li>Harness or connectors (The sensor circuit is open or shorted)</li> <li>Heated oxygen sensor 2</li> <li>Fuel pressure</li> <li>Fuel injector</li> <li>Intake air leaks</li> </ul>

#### DTC CONFIRMATION PROCEDURE

### 1.INSPECTION START

Do you have CONSULT-III?

Do you have CONSULT-III?

YES >> GO TO 2.

NO >> GO TO 11.

#### $\mathbf{2}.$ PRECONDITIONING

"COMPLETED" will appear on CONSULT-III screen when all tests "COND1", "COND2" and "COND3" are completed.

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).

Never stop engine during this procedure. If the engine is stopped, retry this procedure from PERFORM PROCEDURE FOR COND1 - II.

>> GO TO 3.

## 3.PERFORM PROCEDURE FOR COND1-I

Start engine and warm it up to normal operating temperature.

>> GO TO 4.

### f 4 . PERFORM PROCEDURE FOR COND1-II

Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 5.

### 5.PERFORM PROCEDURE FOR COND1-III

- 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 1 minute.
- Select "HO2S2 (B1) P0139" of "HO2S2" in "DTC WORK SUPPORT" mode with CONSULT-III. 3.
- Touch "START".
- 5. Start engine and let it idle for at least 30 seconds.
- Rev engine up to 2,000 rpm two or three times quickly under no load.

### Is "CONPLETED" appears on CONSULT-III screen?

YES >> GO TO 9.

NO >> GO TO 6.

### 6.PERFORM PROCEDURE FOR COND1-IV

When the following conditions are met, "TESTING" will be displayed at "COND1" on the CONSULT-III screen. Maintain the condition continuously until "TESTING" changes to "COMPLETED" (It will take approximately 60 seconds.)

ENG SPEED	More than 1,000 rpm
B/FUEL SCHDL	More than 1.0 msec
COOLAN TEMP/S	More than 70°C (158°F)
Shift level	Suitable position

#### Which displayed on CONSULT-III screen?

COND1: OUT OF CONDITION>>GO TO 4.

COND1: COMPLETED COND2: INCOMPLETED>>GO TO 7. COND1: COMPLETED COND2: COMPLETED>>GO TO 8.

### .PERFORM PROCEDURE FOR COND2

While driving, release accelerator pedal completely from the above condition until "INCOMPLETED" at "COND2" on CONSULT-III screen has turned to "COMPLETED". (It will take approximately 4 seconds.)

#### Which displayed on CONSULT-III screen?

COND2: COMPLETED COND3: INCOMPLETED>>GO TO 8.

COND2: COMPLETED COND3: COMPLETED>>GO TO 9.

### 8.PERFORM PROCEDURE FOR COND3-I

Stop vehicle and let it idle until "INCOMPLETED" of "COND3" on CONSULT-III screen has turned to "COM-PLETED". (It will take a maximum of approximately 6 minutes.)

>> GO TO 9.

### 9. PERFORM PROCEDURE FOR COND3-II

Touch "SELF DIAGRESULTS".

#### Which displayed on CONSULT-III screen?

OK >> INSPECTION END

NG >> Go to ECM-157, "Diagnosis Procedure".

CAN NOT BE DIAGNOSED>>GO TO 10.

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## 10. PERFORM PROCEDURE FOR COND3-III

- 1. Turn ignition switch OFF and leave the vehicle in a cool place (soak the vehicle).
- 2. Turn ignition switch ON and select "COOLAN TEMP/S" in "DATA MONITOR" mode with CONSULT-III.
- 3. Start engine and warm it up while monitoring "COOLAN TEMP/S" indication on CONSULT-III.
- 4. When "COOLAN TEMP/S" indication reaches to 70°C (158°F).

>> GO TO 5.

### 11. PREFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to ECM-156, "Component Function Check".

#### NOTE:

Use component function check the overall function of the heated oxygen sensor 2 circuit. During this check, a 1st trip DTC might not be confirmed.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-157, "Diagnosis Procedure".

### Component Function Check

INFOID:0000000001180041

## 1. PERFORM COMPONENT FUNCTION CHECK-I

#### **⋈**Without CONSULT-III

- 1. Start engine and warm it up to the normal operating temperature.
- 2. Turn ignition switch OFF and wait at least 10 seconds.
- 3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
- 4. Let engine idle for 1 minute.
- 5. Check the voltage between ECM harness connector and ground under the following condition.

ECM		Ground	nd Condition	Voltage	
Connector	Terminal	Ground	Condition	voitage	
F8	50 (HO2S2 signal)	Ground	Revving up to 4,000 rpm under no load at least 10 times	A change of voltage should be more than 0.12 V for 1 second during this procedure.	

### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

### 2. PERFORM COMPONENT FUNCTION CHECK-II

Check the voltage between ECM harness connector and ground under the following condition.

ECM		Ground	Condition	Voltage
Connector	Terminal	Giodila	Condition	voltage
F8	50 (HO2S2 signal)	Ground	Keeping engine speed at idle for 10 minutes	A change of voltage should be more than 0.12 V for 1 second during this procedure.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 3.

### 3.PERFORM COMPONENT FUNCTION CHECK-III

Check the voltage between ECM harness connector and ground under the following condition.

ECM		Ground	Condition	Voltage	
Connector	Terminal	Ground	Condition	voltage	
F8	50 (HO2S2 signal)	Ground	Coasting from 80 km/h (50 MPH) in D position (CVT), 3rd gear position (M/T)	A change of voltage should be more than 0.12 V for 1 second during this procedure.	

#### < COMPONENT DIAGNOSIS >

YES >> INSPECTION END

NO >> Go to ECM-157, "Diagnosis Procedure".

### **Diagnosis Procedure**

INFOID:0000000001180042

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### 1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.

Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

#### Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

## 2.clear the mixture ratio self-learning value

1. Clear the mixture ratio self-learning value. Refer to <u>ECM-21, "MIXTURE RATIO SELF-LEARNING VALUE CLEAR : Special Repair Requirement"</u>.

2. Run engine for at least 10 minutes at idle speed.

#### Is the 1st trip DTC P0171 or P0172 detected? Is it difficult to start engine?

YES >> Perform trouble diagnosis for DTC P0171 or P0172. Refer to <u>ECM-163, "DTC Logic"</u> or <u>ECM-167, "DTC Logic"</u>.

NO >> GO TO 3.

### 3.CHECK HO2S2 GROUND CIRCUIT FOR OPEN AND SHORT

Turn ignition switch OFF.

- 2. Disconnect heated oxygen sensor 2 harness connector.
- 3. Disconnect ECM harness connector.
- 4. Check the continuity between HO2S2 harness connector and ECM harness connector.

НО	2S2	EC	Continuity	
Connector	Connector Terminal		Connector Terminal	
E58	1	F8	59	Existed

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

#### Is the inspection result normal?

YES >> GO TO 4.

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

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

1. Check the continuity between HO2S2 harness connector and ECM harness connector.

HO	2 <b>S</b> 2	EC	Continuity	
Connector Terminal		Connector	Terminal	Continuity
E58	4	F8	50	Existed

Check the continuity between HO2S2 harness connector or ECM harness connector and ground.

HO	2S2	EC	M	Ground	Continuity
Connector	Terminal	Connector	Terminal	Ground	Continuity
E58	4	F8	50	Ground	Not existed

3. Also check harness for short to power.

#### Is the inspection result normal?

YES >> GO TO 5.

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

### 5. CHECK HEATED OXYGEN SENSOR 2

Refer to ECM-158, "Component Inspection".

Is the inspection result normal?

#### < COMPONENT DIAGNOSIS >

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

### 6. REPLACE HEATED OXYGEN SENSOR 2

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 and approved anti-seize lubricant.

#### >> INSPECTION END

### 7. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

### Component Inspection

INFOID:0000000001180043

### 1.INSPECTION START

Do you have CONSULT-III?

#### Do you have CONSULT-III?

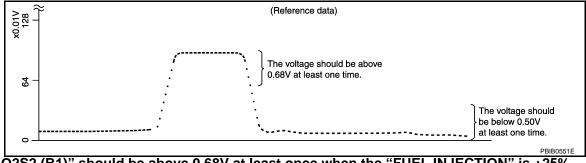
YES >> GO TO 2.

NO >> GO TO 3.

### 2.CHECK HEATED OXYGEN SENSOR 2

#### (P)With CONSULT-III

- 1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT-III.
- 2. Start engine and warm it up to the normal operating temperature.
- 3. Turn ignition switch OFF and wait at least 10 seconds.
- 4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
- 5. Let engine idle for 1 minute.
- Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "HO2S2 (B1)" as the monitor item with CONSULT-III.
- Check "HO2S2 (B1)" at idle speed when adjusting "FUEL INJECTION" to ±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%.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 6.

## 3.CHECK HEATED OXYGEN SENSOR 2-I

#### **Without CONSULT-III**

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

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#### < COMPONENT DIAGNOSIS >

5. Check the voltage between ECM harness connector and ground under the following condition.

ECM		Ground	Condition	Voltage	
Connector	Terminal	Giodila	Condition	voltage	
F8	50 (HO2S2 signal)	Ground	Revving up to 4,000 rpm under no load at least 10 times	The voltage should be above 0.68V at least once during this procedure.  The voltage should be below 0.50V at least once during this procedure.	

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 4.

4. CHECK HEATED OXYGEN SENSOR 2-II

Check the voltage between ECM harness connector and ground under the following condition.

	ECM		Condition	Voltage	
Connector	Terminal	Ground	Condition	voltage	
F8	50 (HO2S2 signal)	Ground	Keeping engine speed at idle for 10 minutes	The voltage should be above 0.68V at least once during this procedure. The voltage should be below 0.50V at least once during this procedure.	

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 5.

5. CHECK HEATED OXYGEN SENSOR 2-III

Check the voltage between ECM harness connector and ground under the following condition.

ECM		Ground	Condition	Voltage	
Connector	Terminal	Giodila	Conducti	voltage	
F8	50 (HO2S2 signal)	Ground	Coasting from 80 km/h (50 MPH) in D position (CVT), 4th gear position (M/T)	The voltage should be above 0.68V at least once during this procedure.  The voltage should be below 0.50V at least once during this procedure.	

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 6.

6. REPLACE HEATED OXYGEN SENSOR 2

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 and approved anti-seize lubricant.

>> INSPECTION END

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### P0141 HO2S2 HEATER

Description INFOID:000000001180044

#### SYSTEM DESCRIPTION

Sensor	Input signal to ECM	ECM function	Actuator	
Camshaft position sensor (PHASE) Crankshaft position sensor (POS)	Engine speed	Heated oxygen sensor 2	Heated oxygen sensor 2 heater	
Engine coolant temperature sensor	Engine coolant temperature	heater control		
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

DTC Logic (INFOID:000000001180045

#### DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name DTC detecting condition		Possible cause
P0141	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.)     Heated oxygen sensor 2 heater

#### DTC CONFIRMATION PROCEDURE

### 1.PRECONDITIONING

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

#### **TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 11V at idle.

>> GO TO 2.

## 2. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Wait at least 5 seconds.
- 2. Check 1st trip DTC.

#### Is 1st tip DTC detected?

YES >> Go to ECM-160, "Diagnosis Procedure".

NO >> INSPECTION END

#### Diagnosis Procedure

INFOID:0000000001180046

### 1. CHECK GROUND CONNECTION

- 1. Turn ignition switch OFF.
- 2. Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

#### Is the inspection result normal?

#### P0141 HO2S2 HEATER

#### < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

YES >> GO TO 2.

NO >> Repair or replace ground connection.

## 2.CHECK HO2S2 POWER SUPPLY CIRCUIT

- Disconnect heated oxygen sensor 2 harness connector.
- Turn ignition switch ON. 2.
- Check the voltage between HO2S2 harness connector and ground.

НО	2S2	Ground	Voltage	
Connector	nnector Terminal		voltage	
E58	2	Ground	Battery voltage	

#### Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 3.

## 3.DETECT MALFUNCTIONING PART

Check the following.

- 10A fuse (No. 56)
- 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.

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

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

HO2S2		ECM		Continuity	
Connector	Terminal	Connector Terminal		Continuity	
E58	3	F7	5	Existed	

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

#### Is the inspection result normal?

YES >> GO TO 5.

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

### ${f 5}$ . CHECK HEATED OXYGEN SENSOR 2 HEATER

Refer to ECM-162, "Component Inspection".

#### Is the inspection result normal?

YES >> GO TO 7.

>> GO TO 6. NO

### **6.**REPLACE HEATED OXYGEN SENSOR 2

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 and approved anti-seize lubricant.

#### >> INSPECTION END

#### .CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

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#### [MR20DE (WITH EURO-OBD)]

### **Component Inspection**

INFOID:0000000001180047

# 1. CHECK HEATED OXYGEN SENSOR 2 HEATER

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

Terminals	Resistance [at 25°C (77°F)	
2 and 3	3.3 - 4.4 Ω	
1 and 2, 3, 4	∞ Ω	
4 and 1, 2, 3	(Continuity should not exist)	

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

## 2. REPLACE HEATED OXYGEN SENSOR 2

Replace 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 and approved anti-seize lubricant.

>> INSPECTION END

< COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

### P0171 FUEL INJECTION SYSTEM FUNCTION

DTC Logic

#### DTC DETECTION LOGIC

With the Air/Fuel Mixture Ratio Self-Learning Control, the actual mixture ratio can be brought closely to the theoretical mixture ratio based on the mixture ratio feedback signal from the heated oxygen sensors 1. The ECM calculates the necessary compensation to correct the offset between the actual and the theoretical ratios.

In case the amount of the compensation value is extremely large (The actual mixture ratio is too lean.), the ECM judges the condition as the fuel injection system malfunction and lights up the MI (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	Fuel injection system too lean	<ul> <li>Fuel injection system does not operate properly.</li> <li>The amount of mixture ratio compensation is too large. (The mixture ratio is too lean.)</li> </ul>	<ul> <li>Intake air leaks</li> <li>Heated oxygen sensor 1</li> <li>Fuel injector</li> <li>Exhaust gas leaks</li> <li>Incorrect fuel pressure</li> <li>Lack of fuel</li> <li>Mass air flow sensor</li> <li>Incorrect PCV hose connection</li> </ul>

#### DTC CONFIRMATION PROCEDURE

### 1.PRECONDITIONING

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

>> GO TO 2.

### 2. PERFORM DTC CONFIRMATION PROCEDURE-I

- Clear the mixture ratio self-learning value. Refer to <u>ECM-21, "MIXTURE RATIO SELF-LEARNING VALUE CLEAR: Special Repair Requirement"</u>.
- 2. Start engine.

#### Is it difficult to start engine?

YES >> GO TO 3.

NO >> GO TO 4.

### 3. RESTART ENGINE

If it is difficult to start engine, the fuel injection system has a malfunction, too. Crank engine while depressing accelerator pedal.

#### Does engine start?

YES >> Go to ECM-164, "Diagnosis Procedure".

NO >> Check exhaust and intake air leak visually.

### f 4.PERFORM DTC CONFIRMATION PROCEDURE-II

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

#### Is 1st trip DTC detected?

YES >> Go to ECM-164, "Diagnosis Procedure".

NO >> GO TO 5.

### 5. PERFORM DTC CONFIRMATION PROCEDURE-III

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

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#### < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

2. 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).	
Engine coolant temperature (1) condition	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).	

3. Check 1st trip DTC.

#### Is 1st trip DTC detected?

YES >> Go to ECM-164, "Diagnosis Procedure".

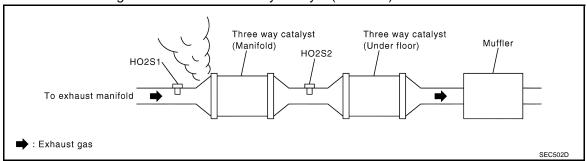
NO >> INSPECTION END

### Diagnosis Procedure

INFOID:0000000001180049

## 1. CHECK EXHAUST GAS LEAK

- 1. Start engine and run it at idle.
- 2. Listen for an exhaust gas leak before three way catalyst (manifold).



#### Is exhaust gas leak detected?

YES >> Repair or replace.

NO >> GO TO 2.

## 2.CHECK FOR INTAKE AIR LEAK

- 1. Listen for an intake air leak after the mass air flow sensor.
- 2. Check PCV hose connection.

#### Intake air leak detected?

YES >> Repair or replace.

NO >> GO TO 3.

### 3. CHECK HEATED OXYGEN SENSOR 1 INPUT SIGNAL CIRCUIT

- Turn ignition switch OFF.
- 2. Disconnect corresponding heated oxygen sensor 1 harness connector.
- Disconnect ECM harness connector.
- 4. Check the continuity between heated oxygen sensor 1 harness connector and ECM harness connector.

HO2S1		ECM		Continuity
Connector	Terminal	Connector Terminal		Continuity
F30	4	F8	49	Existed

Check the continuity between heated oxygen sensor 1 harness connector or ECM harness connector and ground.

### < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

НО	2S1	EC	CM		One distriction	Α
Connector	Terminal	Connector	Terminal	Ground	Continuity	
F30	4	F8	49	Ground	Not existed	ECM
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	> GO TO 4 > Repair o		or short t	o aroun	d or short to power in harness or connectors.	С
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					ressure. Refer to ECM-349, "Inspection".	
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		•		Pa (3.57	kg/cm <sup>2</sup> , 51 psi)	_
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_	> Repair o	•				Н
6.CHECK	MASS AI	R FLOW S	SENSOR			
⊕With CC						
	all remove "MASS A		in "DATA	MONIT	OR" mode with CONSULT-III.	
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	- 10.0 g·n	n/sec: a	ıt 2,500 r <sub> </sub>	pm		
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Is the mea	surement > GO TO 7		n the spe	<u>cificatior</u>	<u>n?</u>	1 V I
			for rusted	termina	als or loose connections in the mass air flow sensor circuit or	
<b>-</b>	•	. Refer to <u>E</u>			<u>ogic"</u> .	Ν
/.CHECK	FUNCTION	ON OF FU	EL INJEC	TOR		
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<ol> <li>Start e</li> <li>Perfor</li> </ol>		R BALANO	CE" in "AC	TIVE TI	EST" mode with CONSULT-III.	
					nentary engine speed drop.	Р
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#### < COMPONENT DIAGNOSIS >

#### [MR20DE (WITH EURO-OBD)]

Listen to each fuel injector operating sound.

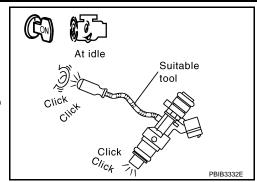
### Clicking noise should be heard.

#### Is the inspection result normal?

YES >> GO TO 8.

NO

>> Perform trouble diagnosis for FUEL INJECTOR, refer to ECM-294, "Component Function Check".



### 8. CHECK FUEL INJECTOR

- Turn ignition switch OFF.
- Confirm that the engine is cooled down and there are no fire hazards near the vehicle.
- Disconnect all fuel injector harness connectors.
- 4. Remove fuel tube assembly. Refer to EM-156, "Removal and Installation". Keep fuel hose and all fuel injectors connected to fuel tube.
- 5. Disconnect all ignition coil harness connectors.
- 6. Prepare pans or saucers under each fuel injector.
- 7. Crank engine for about 3 seconds.

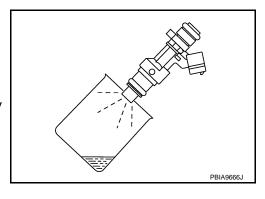
### Fuel should be sprayed evenly for each fuel injector.

#### Is the inspection result normal?

YES >> GO TO 9.

NO

>> Replace fuel injectors from which fuel does not spray out. Always replace O-ring with new ones.



### 9. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

< COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

### P0172 FUEL INJECTION SYSTEM FUNCTION

DTC Logic INFOID:0000000001180050

#### DTC DETECTION LOGIC

With the Air/Fuel Mixture Ratio Self-Learning Control, the actual mixture ratio can be brought closely to the theoretical mixture ratio based on the mixture ratio feedback signal from the heated oxygen sensors 1. The ECM calculates the necessary compensation to correct the offset between the actual and the theoretical ratios.

In case the amount of the compensation value is extremely large (The actual mixture ratio is too rich.), the ECM judges the condition as the fuel injection system malfunction and lights up the MI (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	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

### 1.PRECONDITIONING

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

>> GO TO 2.

### 2 .PERFORM DTC CONFIRMATION PROCEDURE-I

- Clear the mixture ratio self-learning value. Refer to ECM-21, "MIXTURE RATIO SELF-LEARNING VALUE CLEAR: Special Repair Requirement".
- 2. Start engine.

#### Is it difficult to start engine?

YES >> GO TO 3.

>> GO TO 4. NO

### 3. RESTART ENGINE

If it is difficult to start engine, the fuel injection system has a malfunction, too.

Crank engine while depressing accelerator pedal.

#### Does engine start?

YES >> Go to ECM-168, "Diagnosis Procedure".

>> Remove spark plugs and check for fouling, etc. NO

### f 4.PERFORM DTC CONFIRMATION PROCEDURE-II

Start engine and let it idle for at least 10 minutes.

#### Is 1st trip DTC detected?

YES >> Go to ECM-168, "Diagnosis Procedure".

NO >> GO TO 5.

### 5. PERFORM DTC CONFIRMATION PROCEDURE-III

- 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.

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#### < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

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 $\pm400~\text{rpm}$	
Vehicle speed	Vehicle speed in the freeze frame data ± 10 km/h (6 MPH)	
Engine coolant temperature (T) condition	When the freeze frame data shows lower than 70 °C (158 °F), T should be lower than 70 °C (158 °F).	
Engine coolant temperature (1) condition	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).	

#### 3. Check 1st trip DTC.

#### Is 1st trip DTC detected?

YES >> Go to ECM-168, "Diagnosis Procedure".

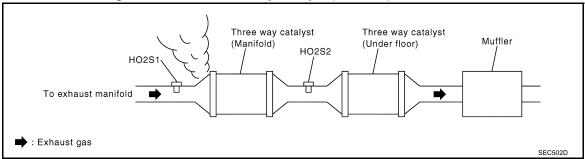
NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000001180051

### 1.CHECK EXHAUST GAS LEAK

- 1. Start engine and run it at idle.
- 2. Listen for an exhaust gas leak before three way catalyst (manifold).



#### Is exhaust gas leak detected?

YES >> Repair or replace.

NO >> GO TO 2.

### 2.CHECK FOR INTAKE AIR LEAK

Listen for an intake air leak after the mass air flow sensor.

#### Is intake air leak detected?

YES >> Repair or replace.

NO >> GO TO 3.

## ${f 3.}$ CHECK HEATED OXYGEN SENSOR 1 INPUT SIGNAL CIRCUIT

- 1. Turn ignition switch OFF.
- Disconnect corresponding heated oxygen sensor 1 harness connector.
- 3. Disconnect ECM harness connector.
- 4. Check the continuity between heated oxygen sensor 1 harness connector and ECM harness connector.

HO2S1 s	sensor 1	EC	Continuity	
Connector	Terminal	Connector	Terminal	Continuity
F30	4	F8	49	Existed

Check the continuity between heated oxygen sensor 1 harness connector or ECM harness connector and ground.

HO2S1 s	sensor 1	EC	M	Ground	Continuity	
Connector	Terminal	Connector	Terminal	Orouna	Continuity	
F30	4	F8	49	Ground	Not existed	

#### [MR20DE (WITH EURO-OBD)] < COMPONENT DIAGNOSIS > Also check harness for short to power. Α Is the inspection result normal? YES >> GO TO 4. NO >> Repair open circuit or short to ground or short to power in harness or connectors. **ECM** 4. CHECK FUEL PRESSURE Release fuel pressure to zero. Refer to ECM-349, "Inspection". Install fuel pressure gauge and check fuel pressure. Refer to ECM-349, "Inspection". At idling: Approximately 350 kPa (3.57 kg/cm<sup>2</sup>, 51 psi) Is the inspection result normal? D YES >> GO TO 6. NO >> GO TO 5. Е ${f 5}$ . DETECT MALFUNCTIONING PART Check fuel hoses and fuel tubes for clogging. Is the inspection result normal? F YES >> Replace "fuel filter and fuel pump assembly". NO >> Repair or replace 6.CHECK MASS AIR FLOW SENSOR With CONSULT-III Install all removed parts. Check "MASS AIR FLOW" in "DATA MONITOR" mode with CONSULT-III. Н 1.0 - 4.0 g·m/sec: at idling 4.0 - 10.0 g·m/sec: at 2,500 rpm With GST 1. Install all removed parts. Check mass air flow sensor signal in "Service \$01" with GST. 1.0 - 4.0 g·m/sec: at idling K 4.0 - 10.0 g·m/sec: at 2,500 rpm Is the measurement value within the specification? YES >> GO TO 7. NO >> Check connectors for rusted terminals or loose connections in the mass air flow sensor circuit or grounds. Refer to ECM-118, "DTC Logic". .CHECK FUNCTION OF FUEL INJECTOR M (I) With CONSULT-III 1. Start engine. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT-III. Ν 3. Make sure that each circuit produces a momentary engine speed drop. **⊗Without CONSULT-III** 1. Let engine idle. Р

#### < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

Listen to each fuel injector operating sound.

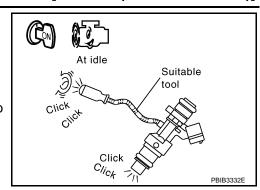
### Clicking noise should be heard.

#### Is the inspection result normal?

YES >> GO TO 8.

NO >> Perform trouble diagnosis for FUEL INJECTOR, refer to

ECM-294, "Component Function Check".



### 8. CHECK FUELINJECTOR

- Remove fuel injector assembly. Refer to EM-156, "Removal and Installation". Keep fuel hose and all fuel injectors connected to fuel tube.
- Confirm that the engine is cooled down and there are no fire hazards near the vehicle.
- Disconnect all fuel injector harness connectors.
- 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.

#### Is the inspection result normal?

YES >> GO TO 9.

NO >> Replace the fuel injectors from which fuel is dripping. Always replace O-ring with new one.

### 9. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

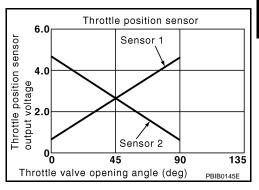
>> INSPECTION END

### P0222, P0223 TP SENSOR

Description INFOID:0000000001180052

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.



DTC Logic INFOID:0000000001180053

#### DTC DETECTION LOGIC

#### NOTE:

If DTC P0222 or P0223 is displayed with DTC P1229, first perform the trouble diagnosis for DTC P1229. Refer to ECM-249, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0222	Throttle position sensor 1 circuit low input	An excessively low voltage from the TP sensor 1 is sent to ECM.	Harness or connectors     (TP sensor 1 circuit is open or shorted.)
P0223	Throttle position sensor 1 circuit high input	An excessively high voltage from the TP sensor 1 is sent to ECM.	Electric throttle control actuator (TP sensor 1)

#### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

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

#### **TESTING CONDITION:**

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

>> GO TO 2.

## 2 .PERFORM DTC CONFIRMATION PROCEDURE

- Start engine and let it idle for 1 second.
- Check DTC.

#### Is DTC detected?

YES >> Go to ECM-171, "Diagnosis Procedure".

NO >> INSPECTION END

### Diagnosis Procedure

### 1. CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- 2. Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

#### Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

### 2.check throttle position sensor 1 power supply circuit

- Disconnect electric throttle control actuator harness connector.
- Turn ignition switch ON.

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#### < COMPONENT DIAGNOSIS >

Check the voltage between electric throttle control actuator harness connector and ground.

Electric throttle of	Ground	Voltage	
Connector	Connector Terminal		voltage
F29	1	Ground	Approx. 5V

#### Is the inspection result normal?

YES >> GO TO 3.

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

## 3.check throttle position sensor 1 ground circuit for open and short

- Turn ignition switch OFF.
- Disconnect ECM harness connector.
- Check the continuity between electric throttle control actuator harness connector and ECM harness connector.

Electric throttle of	control actuator	ECM		Continuity
Connector	Terminal	Connector	Terminal	Continuity
F29	4	F8	36	Existed

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

#### Is the inspection result normal?

YES >> GO TO 4.

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

### 4. CHECK THROTTLE POSITION SENSOR 1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

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

Electric throttle c	ontrol actuator	ECM		Continuity
Connector	Terminal	Connector	Terminal	Continuity
F29	2	F8	33	Existed

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

#### Is the inspection result normal?

YES >> GO TO 5.

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

### ${f 5.}$ CHECK THROTTLE POSITION SENSOR

Refer to ECM-173, "Component Inspection".

#### Is the inspection result normal?

YES >> GO TO 7.

NO >> GO TO 6.

#### 6. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

- 1. Replace electric throttle control actuator.
- 2. Go to ECM-173, "Special Repair Requirement".

#### >> INSPECTION END

### 7. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

### **P0222, P0223 TP SENSOR**

### < COMPONENT DIAGNOSIS >

### [MR20DE (WITH EURO-OBD)]

### Component Inspection

INFOID:0000000001180055

## 1. CHECK THROTTLE POSITION SENSOR

- 1. Turn ignition switch OFF.
- 2. Reconnect all harness connectors disconnected.
- 3. Perform ECM-19, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement".
- 4. Turn ignition switch ON.
- 5. Set shift lever to D (CVT) or 1st (M/T) position.
- 6. Check the voltage between ECM harness connector and ground.

ECM		Ground	Condition		Voltage
Connector	Terminal	Orodria	Condition		voltage
	33 (TP sensor 1 signal) 34 (TP sensor 2 signal)	- Ground	Accelerator pedal	Fully released	More than 0.36V
F8				Fully depressed	Less than 4.75V
10				Fully released	Less than 4.75V
				Fully depressed	More than 0.36V

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

## 2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

- 1. Replace electric throttle control actuator.
- Go to <u>ECM-173</u>, "Special Repair Requirement".

>> INSPECTION END

### Special Repair Requirement

INFOID:0000000001180056

### 1. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to ECM-362, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement"

>> GO TO 2.

## 2.PERFORM IDLE AIR VOLUME LEARNING

Refer to ECM-362, "IDLE AIR VOLUME LEARNING: Special Repair Requirement"

>> END

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DTC Logic

#### DTC DETECTION LOGIC

When a misfire occurs, engine speed will fluctuate. If the engine speed fluctuates enough to cause the crank-shaft position (CKP) sensor (POS) signal to vary, ECM can determine that a misfire is occurring.

Sensor	Input signal to ECM	ECM function	
Crankshaft position sensor (POS)	Engine speed	On board diagnosis of misfire	

The misfire detection logic consists of the following two conditions.

One Trip Detection Logic (Three Way Catalyst Damage)

On the 1st trip that a misfire condition occurs that can damage the three way catalyst (TWC) due to overheating, the MI will blink.

When a misfire condition occurs, the ECM monitors the CKP sensor signal every 200 engine revolutions for a change.

When the misfire condition decreases to a level that will not damage the TWC, the MI will turn off.

If another misfire condition occurs that can damage the TWC on a second trip, the MI will blink.

When the misfire condition decreases to a level that will not damage the TWC, the MI will remain on.

If another misfire condition occurs that can damage the TWC, the MI 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 MI will only light when the misfire is detected on a second trip. During this condition, the ECM monitors the CKP sensor signal every 1,000 engine revolutions.

A misfire malfunction can be detected on any one cylinder or on multiple cylinders.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0300	Multiple cylinder misfire detected	Multiple cylinder misfire.	Improper spark plug
P0301	No.1 cylinder misfire detected	No. 1 cylinder misfires.	Insufficient compression     Incorrect fuel pressure
P0302	No. 2 cylinder misfire detected	No. 2 cylinder misfires.	The fuel injector circuit is open or shorted
P0303	No. 3 cylinder misfire detected	No. 3 cylinder misfires.	Fuel injector     Intake air leak
P0304	No. 4 cylinder misfire detected	No. 4 cylinder misfires.	The ignition signal circuit is open or shorted Lack of fuel Signal plate Heated oxygen sensor 1 Incorrect PCV hose connection

#### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

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

>> GO TO 2.

## 2. PERFORM DTC CONFIRMATION PROCEDURE-I

- 1. Start engine and warm it up to normal operating temperature.
- 2. Turn ignition switch OFF and wait at least 10 seconds.
- 3. Restart engine and let it idle for about 15 minutes.
- Check 1st trip DTC.

#### Is 1st trip DTC detected?

YES >> Go to ECM-175, "Diagnosis Procedure".

NO >> GO TO 3.

## 3.perform dtc confirmation procedure-ii

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

#### < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

2. 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.

#### **CAUTION:**

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

Engine speed	Engine speed in the freeze frame data $\pm400~\text{rpm}$	
Vehicle speed	Vehicle speed in the freeze frame data $\pm$ 10 km/h (6 MPH)	
Engine coolant temperature (T)	When the freeze frame data shows lower than 70 °C (158 °F), T should be lower than 70 °C (158 °F).	
condition	When the freeze frame data shows higher than or equal to 70 °C (158 °F), T should be higher than or equal to 70 °C (158 °F).	

The time to driving varies according to the engine speed in the freeze frame data.

Engine speed	Time
Around 1,000 rpm	Approximately 10 minutes
Around 2,000 rpm	Approximately 5 minutes
More than 3,000 rpm	Approximately 3.5 minutes

#### 3. Check 1st trip DTC.

#### Is 1st trip DTC detected?

YES >> Go to ECM-175, "Diagnosis Procedure".

NO >> INSPECTION END

### Diagnosis Procedure

## 1. CHECK FOR INTAKE AIR LEAK AND PCV HOSE

- 1. Start engine and run it at idle speed.
- Listen for the sound of the intake air leak.
- Check PCV hose connection.

#### Is intake air leak detected?

YES >> Discover air leak location and repair.

NO >> GO TO 2.

#### 2. CHECK FOR EXHAUST SYSTEM CLOGGING

Stop engine and visually check exhaust tube, three way catalyst and muffler for dents.

#### Is the inspection result normal?

YES-1 >> With CONSULT-III: GO TO 3.

YES-2 >> Without CONSULT-III: GO TO 4.

NO >> Repair or replace it.

### 3.PERFORM POWER BALANCE TEST

#### (I) With CONSULT-III

- 1. Start engine.
- Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT-III.
- 3. Make sure that each circuit produces a momentary engine speed drop.

#### Is the inspection result normal?

YES >> GO TO 9.

NO >> GO TO 4.

### 4. CHECK FUNCTION OF FUEL INJECTOR

1. Start engine and let engine idle.

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#### < COMPONENT DIAGNOSIS >

#### [MR20DE (WITH EURO-OBD)]

Listen to each fuel injector operating sound.

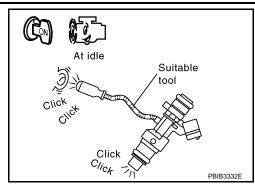
#### Clicking noise should be heard.

#### Is the inspection result normal?

YES >> GO TO 5.

NO

>> Perform trouble diagnosis for FUEL INJECTOR, refer to ECM-295, "Component Inspection".



### $\mathbf{5}$ . CHECK FUNCTION OF IGNITION COIL-I

Do the following procedure in the place where ventilation is good without the combustible.

- Turn ignition switch OFF.
- 2. Remove fuel pump fuse in IPDM E/R to release fuel pressure.

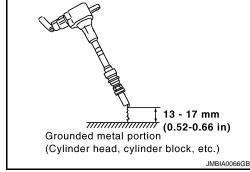
Do not use CONSULT-III to release fuel pressure, or fuel pressure applies again during the following procedure.

- Start engine.
- 4. After engine stalls, crank it two or three times to release all fuel pressure.
- 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.
- Connect spark plug and harness connector to ignition coil.
- 10. Fix ignition coil using a rope etc. with gap of 13 17 mm (0.52 -0.66 in) between the edge of the spark plug and grounded metal portion as shown in the figure.
- 11. Crank engine for about 3 seconds, and check whether spark is generated between the spark plug and the grounded metal por-

### Spark should be generated.

#### **CAUTION:**

 Do not approach to the spark plug and the ignition coil within 50 cm (19.7 in). Be careful not to get an electrical shock while checking, because the electrical discharge voltage becomes 20kV or more.



It might cause to damage the ignition coil if the gap of more than 17 mm (0.66 in) is taken.

When the gap is less than 13 mm (0.52 in), the spark might be generated even if the coil is malfunctioning.

#### Is the inspection result normal?

YES >> GO TO 9.

NO >> GO TO 6.

### 6. CHECK FUNCTION OF IGNITION COIL-II

- Turn ignition switch OFF.
- Disconnect spark plug and connect a known-good spark plug.
- Crank engine for about 3 seconds, and recheck whether spark is generated between the spark plug and the grounded metal portion.

#### Spark should be generated.

#### Is the inspection result normal?

YES >> GO TO 7.

NO >> Check ignition coil, power transistor and their circuits. Refer to ECM-300, "Component Function Check".

#### < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

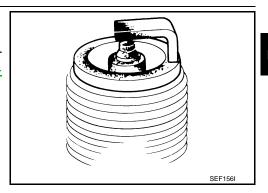
## 7. CHECK SPARK PLUG

Check the initial spark plug for fouling, etc.

#### Is the inspection result normal?

YES >> Replace spark plug(s) with standard type one(s). For spark plug type, refer to <a href="EM-161">EM-161</a>. "Removal and Installation".

NO >> Repair or clean spark plug. Then GO TO 8.



### 8. CHECK FUNCTION OF IGNITION COIL-III

Reconnect the initial spark plugs.

2. Crank engine for about 3 seconds, and recheck whether spark is generated between the spark plug and the grounded portion.

#### Spark should be generated.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace spark plug(s) with standard type one(s). For spark plug type, refer to <a href="EM-161">EM-161</a>, "Removal and Installation".

### 9. CHECK COMPRESSION PRESSURE

Check compression pressure. Refer to EM-143, "Inspection".

#### Is the inspection result normal?

YES >> GO TO 10.

NO >> Check pistons, piston rings, valves, valve seats and cylinder head gaskets.

### 10. CHECK FUEL PRESSURE

1. Install all removed parts.

Release fuel pressure to zero. Refer to <u>ECM-349</u>, "Inspection".

Install fuel pressure gauge and check fuel pressure. Refer to <u>ECM-349, "Inspection"</u>.

### At idling: Approximately 350 kPa (3.57 kg/cm<sup>2</sup>, 51 psi)

#### Is the inspection result normal?

YES >> GO TO 12.

NO >> GO TO 11.

### 11. DETECT MALFUNCTIONING PART

Check fuel hoses and fuel tubes for clogging.

#### Is the inspection result normal?

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

NO >> Repair or replace.

### 12. CHECK IGNITION TIMING

For procedure, refer to ECM-14, "BASIC INSPECTION: Special Repair Requirement".

For specification, refer to ECM-352, "Idle Speed" and ECM-352, "Ignition Timing".

#### Is the inspection result normal?

YES >> GO TO 13.

NO >> Follow the ECM-18, "IGNITION TIMING: Special Repair Requirement".

## 13. CHECK HEATED OXYGEN SENSOR 1 HEATER

Refer to ECM-148, "Component Inspection".

Is the inspection result normal?

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[MR20DE (WITH EURO-OBD)]

YES >> GO TO 14.

NO >> Replace heated oxygen sensor 1.

14.CHECK MASS AIR FLOW SENSOR

#### (P)With CONSULT-III

Check "MASS AIR FLOW" in "MONITOR" mode with CONSULT-III.

For specification, refer to ECM-352, "Mass Air Flow Sensor".

#### ெWith GST

Check mass air flow sensor signal in Service \$01 with GST.

For specification, refer to ECM-352, "Mass Air Flow Sensor".

### Is the measurement value within the specification?

YES >> GO TO 15.

NO >> Check connectors for rusted terminals or loose connections in the mass air flow sensor circuit or ground. Refer to <a href="ECM-118">ECM-118</a>, "DTC Logic".

## 15. CHECK SYMPTOM TABLE

Check items on the rough idle symptom in ECM-338, "Symptom Table".

### Is the inspection result normal?

YES >> GO TO 16.

NO >> 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 <u>ECM-78</u>, "<u>Diagnosis</u> <u>Description</u>".

>> GO TO 17.

## 17. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

### P0327, P0328 KS

Description INFOID:000000001180059

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.

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**DTC** Logic

#### DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detected condition	Possible cause	
P0327	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.)	
P0328	Knock sensor circuit high input	An excessively high voltage from the sensor is sent to ECM.		

#### DTC CONFIRMATION PROCEDURE

#### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always 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.

>> GO TO 2.

### 2. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Start engine and run it for at least 5 seconds at idle speed.
- 2. Check 1st trip DTC.

#### Is 1st trip DTC detected?

YES >> Go to ECM-179, "Diagnosis Procedure".

NO >> INSPECTION END

### Diagnosis Procedure

### 1. CHECK GROUND CONNECTION

1. Turn ignition switch OFF.

Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

#### Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

### 2.CHECK KNOCK SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

- Disconnect knock sensor harness connector and disconnect ECM harness connector.
- Check the continuity between knock sensor harness connector and ECM harness connector.

Knock sensor		ECM		Continuity
Connector	Terminal	Connector	Terminal	Continuity
F12	2	F8	40	Existed

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

#### Is the inspection result normal?

YES >> GO TO 3.

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

INFOID:0000000001180062

## 3.check knock sensor input signal circuit for open and short

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

Knock sensor		ECM		Continuity
Connector	Terminal	Connector	Terminal	Continuity
F12	1	F8	37	Existed

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

#### Is the inspection result normal?

YES >> GO TO 4.

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

### 4. CHECK KNOCK SENSOR

Refer to ECM-180, "Component Inspection".

#### Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace knock sensor.

### ${f 5.}$ CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

#### >> INSPECTION END

### Component Inspection

1. CHECK KNOCK SENSOR

- 1. Turn ignition switch OFF.
- 2. Disconnect knock sensor harness connector.
- 3. Check resistance between knock sensor terminals as follows.

#### NOTE:

It is necessary to use an ohmmeter which can measure more than 10 M $\Omega$ .

Terminals	Resistance [at 20°C (68°F)]
1 and 2	Approx. 532 - 588 kΩ

#### **CAUTION:**

Do not use any knock sensors that have been dropped or physically damaged. Use only new ones.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace knock sensor.

# P0335 CKP SENSOR (POS)

Description INFOID:0000000001180063

The crankshaft position sensor (POS) is located on the oil pan facing the gear teeth (cogs) of the signal plate. It detects the fluctuation of the engine revolution.

The sensor consists of a permanent magnet and Hall IC.

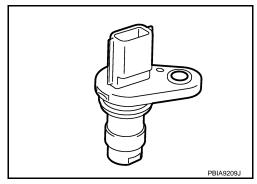
When the engine is running, the high and low parts of the teeth cause the gap with the sensor to change.

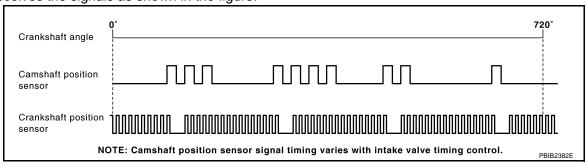
The changing gap causes the magnetic field near the sensor to change.

Due to the changing magnetic field, the voltage from the sensor changes.

The ECM receives the voltage signal and detects the fluctuation of the engine revolution.

ECM receives the signals as shown in the figure.





**DTC** Logic INFOID:0000000001180064

### DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0335	Crankshaft position sensor (POS) circuit	<ul> <li>The crankshaft position sensor (POS) signal is not detected by the ECM during the first few seconds of engine cranking.</li> <li>The proper pulse signal from the crankshaft position sensor (POS) is not sent to ECM while the engine is running.</li> <li>The crankshaft position sensor (POS) signal is not in the normal pattern during engine running.</li> </ul>	Harness or connectors [Crankshaft position sensor (POS) circuit is open or shorted.] (Refrigerant pressure sensor circuit is shorted.) (Accelerator pedal position sensor circuit is shorted.)      Crankshaft position sensor (POS)     Refrigerant pressure sensor     Accelerator pedal position sensor     Signal plate

### DTC CONFIRMATION PROCEDURE

## 1.PRECONDITIONING

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

#### **TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 10.5V with ignition switch ON.

>> GO TO 2.

# 2.perform dtc confirmation procedure

- 1. Start engine and let it idle for at least 5 seconds. If engine does not start, crank engine for at least 2 seconds.
- 2. Check 1st trip DTC.

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## [MR20DE (WITH EURO-OBD)]

#### < COMPONENT DIAGNOSIS >

### Is 1st trip DTC detected?

YES >> Go to ECM-182, "Diagnosis Procedure".

NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000001180065

# CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

#### Is the inspection result normal?

>> GO TO 2. YES

NO >> Repair or replace ground connection.

# 2.CHECK CRANKSHAFT POSITION (CKP) SENSOR (POS) POWER SUPPLY CIRCUIT-I

- Disconnect crankshaft position (CKP) sensor (POS) harness connector.
- Turn ignition switch ON.
- Check the voltage between CKP sensor (POS) harness connector and ground.

CKP sen	sor (POS)	Ground	Voltage
Connector	Terminal	Giodila	voltage
F20	1	Ground	Approx. 5V

## Is the inspection result normal?

YES >> GO TO 8.

NO >> GO TO 3.

# 3.check crankshaft position (CKP) sensor (POS) power supply circuit-ii

- Turn ignition switch OFF.
- Disconnect ECM harness connector. 2.
- Check the continuity between CKP sensor (POS) harness connector and ECM harness connector.

CKP sens	sor (POS)	E	Continuity	
Connector	Terminal	Connector Terminal		Continuity
F20	1	F8	75	Existed

## Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair open circuit.

# f 4.CHECK CRANKSHAFT POSITION (CKP) SENSOR (POS) POWER SUPPLY CIRCUIT-III

Check harness for short to power and short to ground, between the following terminals.

ECM		Sensor		
Connector	Terminal	Name	Connector	Terminal
F8	74	Refrigerant pressure sensor	E49	3
75		CKP sensor (POS)	F20	1
E16	102	APP sensor	E110	5

#### Is the inspection result normal?

YES >> GO TO 5.

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

## **5.**CHECK COMPONENTS

Check the following.

Refrigerant pressure sensor (Refer to <u>ECM-307</u>, "<u>Diagnosis Procedure</u>".)

#### Is the inspection result normal?

## P0335 CKP SENSOR (POS)

### < COMPONENT DIAGNOSIS >

### [MR20DE (WITH EURO-OBD)]

YES >> GO TO 6.

NO >> Replace malfunctioning components.

## 6.CHECK APP SENSOR

Refer to ECM-275, "Component Inspection".

## Is the inspection result normal?

YES >> GO TO 12.

NO >> GO TO 7.

## 7.REPLACE ACCELERATOR PEDAL ASSEMBLY

- Replace accelerator pedal assembly.
- Go to ECM-276, "Special Repair Requirement".

## >> INSPECTION END

# 8.CHECK CKP SENSOR (POS) GROUND CIRCUIT FOR OPEN AND SHORT

- Turn ignition switch OFF.
- Check the continuity between CKP sensor (POS) harness connector and ECM harness connector.

CKP sens	sor (POS)	ECM		Continuity
Connector	Terminal	Connector Terminal		Continuity
F20	2	F8	62	Existed

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

### Is the inspection result normal?

YES >> GO TO 9.

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

## ${f 9.}$ CHECK CKP SENSOR (POS) INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

- Disconnect ECM harness connector.
- 2. Check the continuity between CKP sensor (POS) harness connector and ECM harness connector.

CKP sens	or (POS)	ECM		Continuity
Connector	Connector Terminal		Terminal	Continuity
F20	3	F8	61	Existed

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

#### Is the inspection result normal?

YES >> GO TO 10.

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

## 10.CHECK CRANKSHAFT POSITION SENSOR (POS)

## Refer to ECM-184, "Component Inspection".

## Is the inspection result normal?

YES >> GO TO 11.

NO >> Replace crankshaft position sensor (POS).

# 11. CHECK GEAR TOOTH

Visually check for chipping signal plate gear tooth.

#### Is the inspection result normal?

>> GO TO 12. YES

NO >> Replace the signal plate.

## 12. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

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[MR20DE (WITH EURO-OBD)]

>> INSPECTION END

# Component Inspection

INFOID:0000000001180066

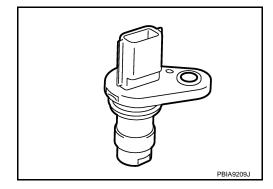
# 1.CHECK CRANKSHAFT POSITION SENSOR (POS)-I

- 1. Turn ignition switch OFF.
- 2. Loosen the fixing bolt of the sensor.
- 3. Disconnect crankshaft position sensor (POS) harness connector.
- 4. Remove the sensor.
- 5. Visually check the sensor for chipping.

## Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace crankshaft position sensor (POS).



# $2.\mathsf{CHECK}$ CRANKSHAFT POSITION SENSOR (POS)-II

Check resistance between crankshaft position sensor (POS) terminals as follows.

Terminals (Polarity)	Resistance [at 25°C (77°F)]
1 (+) - 2 (-)	
1 (+) - 3 (-)	Except 0 or $\infty$ $\Omega$
2 (+) - 3 (-)	_

### Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace crankshaft position sensor (POS).

# P0340 CMP SENSOR (PHASE)

Description INFOID:000000001180067

The camshaft position sensor (PHASE) senses the retraction of camshaft (INT) to identify a particular cylinder. The camshaft position sensor (PHASE) senses the piston position.

When the crankshaft position sensor (POS) system becomes inoperative, the camshaft position sensor (PHASE) provides various controls of engine parts instead, utilizing timing of cylinder identification signals.

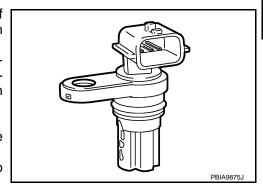
The sensor consists of a permanent magnet and Hall IC.

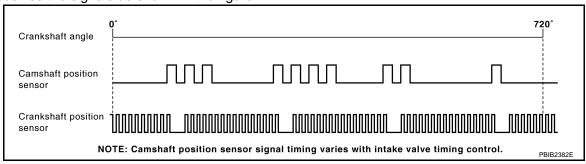
When engine is running, the high and low parts of the teeth cause the gap with the sensor to change.

The changing gap causes the magnetic field near the sensor to change.

Due to the changing magnetic field, the voltage from the sensor changes.

ECM receives the signals as shown in the figure.





DTC Logic

#### DTC DETECTION LOGIC

### NOTE:

If DTC P0340 is displayed with DTC P1129, first perform the trouble diagnosis for DTC P1129. Refer to ECM-249, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0340	Camshaft position sensor (PHASE) circuit	<ul> <li>The cylinder No. signal is not sent to ECM for the first few seconds during engine cranking.</li> <li>The cylinder No. signal is not sent to ECM during engine running.</li> <li>The cylinder No. signal is not in the normal pattern during engine running.</li> </ul>	Harness or connectors     (The sensor circuit is open or shorted)     Camshaft position sensor (PHASE)     Camshaft (INT)     Starter motor     Starting system circuit     Dead (Weak) battery

#### DTC CONFIRMATION PROCEDURE

## 1.PRECONDITIONING

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

### **TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 10.5V with ignition switch ON.

>> GO TO 2.

# 2.PERFORM DTC CONFIRMATION PROCEDURE-I

- Start engine and let it idle for at least 5 seconds.
   If engine does not start, crank engine for at least 2 seconds.
- 2. Check 1st trip DTC.

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## P0340 CMP SENSOR (PHASE)

### < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

### Is 1st trip DTC detected?

YES >> Go to ECM-186, "Diagnosis Procedure".

NO >> GO TO 3.

# 3.perform dtc confirmation procedure-i

- 1. Maintaining engine speed at more than 800 rpm for at least 5 seconds.
- Check 1st trip DTC.

#### Is 1st trip DTC detected?

YES >> Go to ECM-186, "Diagnosis Procedure".

NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000001180069

## 1. CHECK STARTING SYSTEM

Turn ignition switch to START position.

Does the engine turn over? Does the starter motor operate?

YES >> GO TO 2.

NO >> Check starting system.

# 2.check ground connection

- 1. Turn ignition switch OFF.
- 2. Check ground connection E21 Refer to Ground Inspection in GI-41, "Circuit Inspection".

### Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace ground connection.

# 3.check camshaft position (cmp) sensor (phase) power supply circuit

- 1. Disconnect camshaft position (CMP) sensor (PHASE) harness connector.
- 2. Turn ignition switch ON.
- 3. Check the voltage between CMP sensor (PHASE) harness connector and ground.

CMP senso	r (PHASE)	Ground	Voltage
Connector	Connector Terminal		voltage
F26	1	Ground	Approx. 5V

### Is the inspection result normal?

YES >> GO TO 4.

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

# 4. CHECK CMP SENSOR (PHASE) GROUND CIRCUIT FOR OPEN AND SHORT

- 1. Turn ignition switch OFF.
- 2. Check the continuity between CMP sensor (PHASE) harness connector and ECM harness connector.

CMP senso	r (PHASE)	E	Continuity		
Connector	Terminal	Connector	Terminal	Continuity	
F26	2	F8	63	Existed	

3. Also check harness for short to power.

#### Is the inspection result normal?

YES >> GO TO 5.

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

# 5. CHECK CMP SENSOR (PHASE) INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

- 1. Disconnect ECM harness connector.
- 2. Check the continuity between CMP sensor (PHASE) harness connector and ECM harness connector.

## < COMPONENT DIAGNOSIS >

CMP senso	r (PHASE)	E	Continuity	
Connector	Terminal	Connector Terminal		
F26	3	F8	65	Existed

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

## Is the inspection result normal?

YES >> GO TO 6.

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

## 6.CHECK CAMSHAFT POSITION SENSOR (PHASE)

Refer to ECM-187, "Component Inspection".

## Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace camshaft position sensor (PHASE).

# 7. CHECK CAMSHAFT (INT)

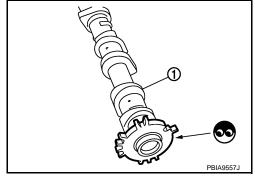
Check the following.

- Accumulation of debris to the signal plate of camshaft (1) rear end
- Chipping signal plate of camshaft rear end

## Is the inspection result normal?

YES >> GO TO 8.

NO >> Remove debris and clean the signal plate of camshaft rear end or replace camshaft.



## 8. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

#### >> INSPECTION END

## Component Inspection

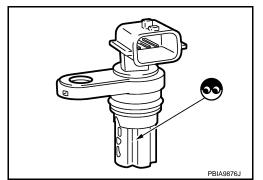
# 1. CHECK CAMSHAFT POSITION SENSOR (PHASE)-I

- Turn ignition switch OFF.
- 2. Loosen the fixing bolt of the sensor.
- 3. Disconnect camshaft position sensor (PHASE) harness connector.
- 4. Remove the sensor.
- Visually check the sensor for chipping.

## Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace camshaft position sensor (PHASE).



# 2. CHECK CAMSHAFT POSITION SENSOR (PHASE)-II

Check resistance camshaft position sensor (PHASE) terminals as follows.

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# P0340 CMP SENSOR (PHASE)

## < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

Terminals (Polarity)	Resistance [at 25°C (77°F)]
1 (+) - 2 (-)	
1 (+) - 3 (-)	Except 0 or $\infty \Omega$
2 (+) - 3 (-)	

## Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace camshaft position sensor (PHASE).

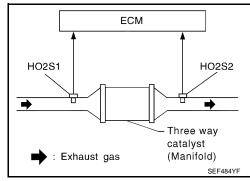
DTC Logic INFOID:0000000001180071

#### DTC DETECTION LOGIC

The ECM monitors the switching frequency ratio of heated oxygen sensor 1 and heated oxygen sensor 2.

A three way catalyst (manifold) with high oxygen storage capacity will indicate a low switching frequency of heated oxygen sensor 2. As oxygen storage capacity decreases, the heated oxygen sensor 2 switching frequency will increase.

When the frequency ratio of heated oxygen sensor 1 and heated oxygen sensor 2 approaches a specified limit value, the three way catalyst (manifold) malfunction is diagnosed.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0420	Catalyst system efficiency below threshold	<ul> <li>Three way catalyst (manifold) does not operate properly.</li> <li>Three way catalyst (manifold) does not have enough oxygen storage capacity.</li> </ul>	<ul> <li>Three way catalyst (manifold)</li> <li>Exhaust tube</li> <li>Intake air leaks</li> <li>Fuel injector</li> <li>Fuel injector leaks</li> <li>Spark plug</li> <li>Improper ignition timing</li> </ul>

### DTC CONFIRMATION PROCEDURE

## 1.INSPECTION START

Do you have CONSULT-III?

## Do you have CONSULT-III?

YES >> GO TO 2.

NO >> GO TO 7.

# 2.PRECONDITIONING

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

#### **TESTING CONDITION:**

Do not hold engine speed for more than the specified minutes below.

>> GO TO 3.

# 3.perform dtc confirmation procedure-i

#### (P)With CONSULT-III

- 1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT-III.
- Start engine and warm it up to the normal operating temperature.
- 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).
- Select "DTC & SRT CONFIRMATION" then "SRT WORK SUPPORT" mode with CONSULT-III.
- Rev engine up to 2,000 to 3,000 rpm and hold it for 3 consecutive minutes then release the accelerator pedal completely.
- 10. Check the indication of "CATALYST".

Which is displayed on CONSULT-III screen?

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## < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

CMPLT >> GO TO 6. INCMP >> GO TO 4.

## f 4.PERFORM DTC CONFIRMATION PROCEDURE-II

- Wait 5 seconds at idle.
- Rev engine up to 2,000 to 3,000 rpm and maintain it until "INCMP" of "CATALYST" changes to "CMPLT" (It will take approximately 5 minutes).

### Does the indication change to "CMPLT"?

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

# 5. PERFORM DTC CONFIRMATION PROCEDURE AGAIN

- 1. Stop engine and cool it down to less than 70°C (158°F).
- 2. Perform DTC CONFIRMATION PROCEDURE again.

>> GO TO 3.

## 6. PERFORM DTC CONFIRMATION PROCEDURE-III

Check 1st trip DTC.

#### Is 1st trip DTC detected?

YES >> Go to ECM-191, "Diagnosis Procedure".

NO >> INSPECTION END

## 7.PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to ECM-190, "Component Function Check".

#### NOTE:

Use component function check to check the overall function of the three way catalyst (manifold). During this check, a 1st trip DTC might not be confirmed.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-191, "Diagnosis Procedure".

# Component Function Check

INFOID:0000000001180072

# 1. PERFORM COMPONENT FUNCTION CHECK-I

#### Without CONSULT-III

- 1. Start engine and warm it up to the normal operating temperature.
- 2. Turn ignition switch OFF and wait at least 10 seconds.
- 3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
- Let engine idle for 1 minute.
- 5. Check the voltage between ECM harness connector and ground under the following condition.

ECM		Ground	Condition Specification		
Connector	Terminal	Giodila	Condition	Specification	
F8	49 (HO2S1 signal)	Ground	Keeping engine speed at 2,000 rpm constant under no load	The voltage switch periodically more than 5 times within 10 seconds.	

#### Is the inspection result normal?

YES >> GO TO 2

NO >> Go to ECM-136, "DTC Logic".

## 2. PERFORM COMPONENT FUNCTION CHECK-II

### **⋈**Without CONSULT-III

- 1. Set voltmeter probes between ECM terminals and ground.
- 2. Make sure that the voltage switching frequency (high&low) HO2S2 voltage is very less than that of HO2S1 voltage under the following condition.

## < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

ECM		Ground	Condition	Specification	
Connector	Terminal	Ground	Condition	Specification	
	49 (HO2S1 signal)		Keeping engine speed at 2,000 rpm constant	Switching frequency ratio (A/B): Less than 0.75 A: Heated oxygen sensor 2 voltage switching	
F8	50 (HO2S2 signal)	Ground	Keeping engine speed at 2,000 rpm constant under no load	frequency B: Heated oxygen sensor 1 voltage switching frequency	

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### Is the inspection result normal?

YES >> INSPECTION END

NO >> If the ratio is greater than above (0.75), it means three way catalyst does not operate properly. Go to ECM-191, "Diagnosis Procedure".

# Diagnosis Procedure

# 1. CHECK EXHAUST SYSTEM

Visually check exhaust tubes and muffler for dent.

## Is the inspection result normal?

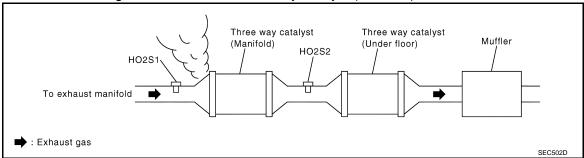
YES >> GO TO 2.

NO >> Repair or replace.

# 2. CHECK EXHAUST GAS LEAK

1. Start engine and run it at idle.

Listen for an exhaust gas leak before the three way catalyst (manifold).



#### Is exhaust gas leak detected?

YES >> Repair or replace.

NO >> GO TO 3.

# 3. CHECK INTAKE AIR LEAK

Listen for an intake air leak after the mass air flow sensor.

#### Is intake air leak detected?

YES >> Repair or replace.

NO >> GO TO 4.

# 4. CHECK IGNITION TIMING AND IDLE SPEED

Check the following items. Refer to <u>ECM-14</u>, "BASIC INSPECTION: Special Repair Requirement" For specification, refer to <u>ECM-352</u>, "Ignition Timing", <u>ECM-352</u>, "Idle Speed".

### Is the inspection result normal?

YES >> GO TO 5.

NO >> Follow the <u>ECM-18</u>, "IGNITION TIMING : Special Repair Requirement", <u>ECM-18</u>, "IDLE SPEED : <u>Special Repair Requirement"</u>.

# 5. CHECK FUEL INJECTOR

- Stop engine and then turn ignition switch ON.
- 2. Check the voltage between ECM harness connector and ground.

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EC	CM	Ground	Voltago	
Connector Terminal		Ground	Voltage	
	25			
F7	29	Ground	Pottory voltage	
17	30	Giodila	Battery voltage	
	31			

### Is the inspection result normal?

YES >> GO TO 6.

NO >> Perform <u>ECM-294</u>, "<u>Diagnosis Procedure</u>".

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 in IPDM E/R to release fuel pressure.

#### NOTE:

Do not use CONSULT-III to release fuel pressure, or fuel pressure applies again during the following procedure.

- 3. Start engine.
- 4. After engine stalls, crank it two or three times to release all fuel pressure.
- 5. Turn ignition switch OFF.
- 6. Remove all ignition coil harness connectors to avoid the electrical discharge from the ignition coils.
- 7. Remove ignition coil and spark plug of the cylinder to be checked.
- 8. Crank engine for 5 seconds or more to remove combustion gas in the cylinder.
- 9. Connect spark plug and harness connector to ignition coil.
- 10. Fix ignition coil using a rope etc. with gap of 13 17 mm (0.52 0.66 in) between the edge of the spark plug and grounded metal portion as shown in the figure.
- Crank engine for about 3 seconds, and check whether spark is generated between the spark plug and the grounded metal portion.

#### Spark should be generated.

#### **CAUTION:**

- Do not approach to the spark plug and the ignition coil within 50 cm (19.7 in). Be careful not to get an electrical shock while checking, because the electrical discharge voltage becomes 20kV or more.
- It might cause to damage the ignition coil if the gap of more than 17 mm (0.66 in) is taken. NOTE:

When the gap is less than 13 mm (0.52 in), the spark might be generated even if the coil is malfunctioning.

#### Is the inspection result normal?

YES >> GO TO 10. NO >> GO TO 7.

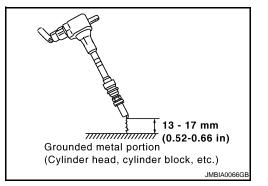
7. CHECK FUNCTION OF IGNITION COIL-II

- 1. Turn ignition switch OFF.
- Disconnect spark plug and connect a known-good spark plug.
- 3. Crank engine for about 3 seconds, and recheck whether spark is generated between the spark plug and the grounded metal portion.

#### Spark should be generated.

#### Is the inspection result normal?

YES >> GO TO 8.



## < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

NO >> Check ignition coil, power transistor and their circuits. Refer to ECM-300, "Diagnosis Procedure".

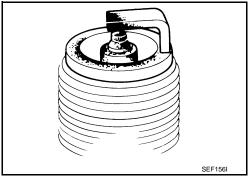
## 8.CHECK SPARK PLUG

Check the initial spark plug for fouling, etc.

### Is the inspection result normal?

YES >> Replace spark plug(s) with standard type one(s). For spark plug type, refer to EM-161, "Removal and Installa-

NO >> Repair or clean spark plug. Then GO TO 9.



# 9. CHECK FUNCTION OF IGNITION COIL-III

- Reconnect the initial spark plugs.
- Crank engine for about three seconds, and recheck whether spark is generated between the spark plug and the grounded portion.

## Spark should be generated.

#### Is the inspection result normal?

>> INSPECTION END YFS

NO >> Replace spark plug(s) with standard type one(s). For spark plug type, refer to EM-161, "Removal and Installation".

# 10. CHECK FUEL INJECTOR

- 1. Turn ignition switch OFF.
- Remove fuel injector assembly.

Refer to EM-156, "Removal and Installation".

Keep fuel hose and all fuel injectors connected to fuel tube.

- 3. Disconnect all ignition coil harness connectors.
- Reconnect all fuel injector harness connectors disconnected.
- Turn ignition switch ON.

## Does fuel drip from fuel injector?

YES >> GO TO 11.

NO >> Replace the fuel injector(s) from which fuel is dripping.

# 11. CHECK INTERMITTENT INCIDENT

### Refer to GI-39, "Intermittent Incident".

#### Is the trouble fixed?

>> INSPECTION END YES

NO >> Replace three way catalyst assembly. **ECM** D

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# P0444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

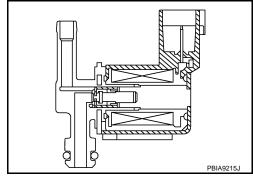
< COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

# P0444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Description INFOID:000000001180074

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.



**DTC** Logic

#### INFOID:0000000001180075

### DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0444	EVAP canister purge volume control solenoid valve circuit open	An excessively low voltage signal is sent to ECM through the valve	Harness or connectors     (The solenoid valve circuit is open or shorted.)     EVAP canister purge volume control solenoid valve

### DTC CONFIRMATION PROCEDURE

## 1.CONDITIONING

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.

>> GO TO 2.

# 2. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Start engine and let it idle for at least 13 seconds.
- 2. Check 1st trip DTC.

#### Is 1st trip DTC detected?

YES >> Go to ECM-194, "Diagnosis Procedure".

NO >> INSPECTION END

## Diagnosis Procedure

NFOID:000000000118007

# 1.CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT

- Turn ignition switch OFF.
- 2. Disconnect EVAP canister purge volume control solenoid valve harness connector.
- Turn ignition switch ON.
- 4. Check the voltage between EVAP canister purge volume control solenoid valve harness connector and ground.

	purge volume enoid valve	Ground	Voltage	
Connector	Terminal			
F32	1	Ground	Battery voltage	

Is the inspection result normal?

## P0444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE [MR20DE (WITH EURO-OBD)]

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

## 2.DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E7, F121
- Harness for open or short between EVAP canister purge volume control solenoid valve and IPDM E/R
- Harness for open or short between EVAP canister purge volume control solenoid valve and ECM

>> Repair open circuit 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

- Turn ignition switch OFF.
- 2. Disconnect ECM harness connector.
- 3. Check the continuity between EVAP canister purge volume control solenoid valve harness connector and ECM harness connector.

EVAP canister purge volume control solenoid valve		ECM		Continuity
Connector	Terminal	Connector	Terminal	
F32	2	F7	9	Existed

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

### Is the inspection result normal?

YES-1 >> With CONSULT-III: GO TO 4.

YES-2 >> Without CONSULT-III: GO TO 5.

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

# f 4.CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION

#### (P)With CONSULT-III

- Reconnect all harness connectors disconnected.
- Start engine.
- Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-III. Check that engine speed varies according to the valve opening.

#### Does engine speed vary according to the value opening?

YFS >> GO TO 6.

NO >> GO TO 5.

## $oldsymbol{5}.$ CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to ECM-195, "Component Inspection".

### Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace EVAP canister purge volume control solenoid valve.

## **6.**CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

#### >> INSPECTION END

## Component Inspection

# 1. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

## (P)With CONSULT-III

- 1. Turn ignition switch OFF.
- Disconnect EVAP purge hoses connected to EVAP canister purge volume control solenoid valve.

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INFOID:0000000001180077

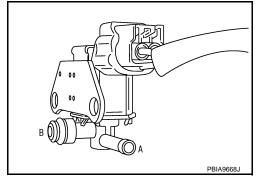
Reconnect all harness connectors disconnected.

# P0444 EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

## < COMPONENT DIAGNOSIS >

- 4. Turn ignition switch ON.
- 5. Select "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-III.
- Touch "Qd" and "Qu" on CONSULT-III screen to adjust "PURG VOL CONT/V" opening and 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%	Existed
0%	Not existed



[MR20DE (WITH EURO-OBD)]

### Without CONSULT-III

- 1. Turn ignition switch OFF.
- 2. Disconnect EVAP canister purge volume control solenoid valve harness connector.
- 3. Disconnect EVAP purge hoses connected to EVAP canister purge volume control solenoid valve.
- 4. Check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.

Condition	Air passage continuity between (A) and (B)
12V direct current supply between terminals 1 and 2	Existed
No supply	Not existed

### Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace EVAP canister purge volume control solenoid valve

## P0500 VSS

Description INFOID:000000001180078

The vehicle speed signal is sent to the combination meter from the "ABS actuator and electric unit (control unit)" by CAN communication line. The combination meter then sends a signal to the ECM by CAN communication line.

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DTC Logic

### DTC DETECTION LOGIC

#### NOTE:

- If DTC P0500 is displayed with DTC U1001, first perform the trouble diagnosis for DTC U1001.Refer to <u>ECM-444</u>, "<u>DTC Logic"</u>.
- If DTC P0500 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to ECM-113, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0500	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 vehicle speed signal circuit is open or shorted)     Wheel sensor     Combination meter     ABS actuator and electric unit (control unit)

#### DTC CONFIRMATION PROCEDURE

## 1. INSPECTION START

Do you have CONSULT-III?

#### Do you have CONSULT-III?

YES >> GO TO 2.

NO >> GO TO 5.

## 2.PRECONDITIONING

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

>> GO TO 3.

# 3.check vehicle speed sensor function

#### NOTF:

This procedure may be conducted with the drive wheels lifted in the shop or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle.

#### (P)With CONSULT-III

- 1. Start engine.
- 2. Read "VHCL SPEED SE" in "DATA MONITOR" mode with CONSULT-III. The vehicle speed on CON-SULT-III should exceed 10 km/h (6 mph) when rotating wheels with suitable gear position.

### Is the inspection result normal?

YES >> GO TO 2.

NO >> Go to ECM-198, "Diagnosis Procedure".

# 4. PERFORM DTC CONFIRMATION PROCEDURE

- Select "DATA MONITOR" mode with CONSULT-III.
- 2. Warm engine up to normal operating temperature.
- Maintain the following conditions for at least 50 consecutive seconds.
   CAUTION:

### Always drive vehicle at a safe speed.

ENG SPEED	CVT: 1,600 - 6,000 rpm
EING SPEED	M/T: 1,600 - 6,000 rpm
COOLAN TEMP/S	More than 70°C (158°F)
B/FUEL SCHDL	7.2 - 31.8 msec
Shift lever	Except P or N position (CVT)
	Except Neutral position (M/T)
PW/ST SIGNAL	OFF

## 4. Check 1st trip DTC.

## Is 1st trip DTC detected?

YES >> Go to ECM-198, "Diagnosis Procedure".

NO >> INSPECTION END

# 5. PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to ECM-198, "Component Function Check".

Use component function check to check the overall function of the vehicle speed sensor circuit. During this check, a 1st trip DTC might not be confirmed.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-198, "Diagnosis Procedure".

## Component Function Check

INFOID:0000000001180080

## 1.PERFORM COMPONENT FUNCTION CHECK

## ₩ith GST

- 1. Lift up drive wheels.
- 2. Start engine.
- 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.

### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-198, "Diagnosis Procedure".

## Diagnosis Procedure

INFOID:0000000001180081

# 1. CHECK DTC WITH "ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)"

Refer to BRC-17, "CONSULT-III Function (ABS)".

## Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace.

# 2.CHECK COMBINATION METER

Refer to MWI-27, "CONSULT-III Function (METER/M&A)".

>> INSPECTION END

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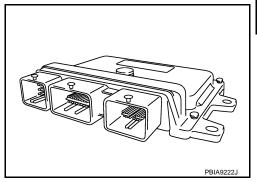
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## P0605 ECM

Description

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



DTC Logic

### DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition		Possible cause
	A)		ECM calculation function is malfunctioning.	
P0605	Engine control module	B)	ECM EEP-ROM system is malfunctioning.	• ECM
		C)	ECM self shut-off function is malfunctioning.	

## DTC CONFIRMATION PROCEDURE

## 1.PRECONDITIONING

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

>> GO TO 2.

# 2.perform dtc confirmation procedure for malfunction a

- 1. Turn ignition switch ON.
- Check 1st trip DTC.

## Is 1st trip DTC detected?

YES >> Go to ECM-200, "Diagnosis Procedure".

NO >> GO TO 3.

# 3.PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION B

- 1. Wait at least 1 second.
- 2. Turn ignition switch OFF, wait at least 10 seconds, and then turn ON.
- 3. Check 1st trip DTC.

### Is 1st trip DTC detected?

YES >> Go to ECM-200, "Diagnosis Procedure".

NO >> GO TO 4.

# ${f 4.}$ PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION C

- Wait at least 1 second.
- Turn ignition switch OFF, wait at least 10 seconds, and then turn ON.
- Repeat step 2 for 32 times.
- Check 1st trip DTC.

### Is 1st trip DTC detected?

YES >> Go to ECM-200, "Diagnosis Procedure".

NO >> INSPECTION END

## [MR20DE (WITH EURO-OBD)]

# Diagnosis Procedure

INFOID:0000000001180084

# 1.INSPECTION START

## (II) With CONSULT-III

- 1. Turn ignition switch ON.
- 2. Select "SELF-DIAG RESULTS" mode with CONSULT-III.
- 3. Touch "ERASE".
- 4. Perform DTC CONFIRMATION PROCEDURE.

See ECM-199, "DTC Logic".

### **With GST**

- 1. Turn ignition switch ON.
- 2. Select Service \$04 with GST.
- 3. Perform DTC CONFIRMATION PROCEDURE.

See ECM-199, "DTC Logic".

### Is the 1st trip DTC P0605 displayed again?

YES >> GO TO 2.

NO >> INSPECTION END

# 2.REPLACE ECM

- 1. Replace ECM.
- 2. Go to ECM-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT: Special Repair Requirement".

>> INSPECTION END

## P1111 IVT CONTROL SOLENOID VALVE

Description INFOID:0000000001180085

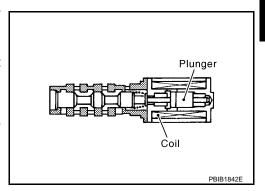
Intake valve timing control solenoid valve is activated by ON/OFF pulse duty (ratio) signals from the ECM.

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

The longer pulse width advances valve angle.

The shorter pulse width retards valve angle.

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



**DTC Logic** INFOID:0000000001180086

#### DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1111	Intake valve timing control solenoid valve circuit	An improper voltage is sent to the ECM through intake valve timing control solenoid valve.	<ul> <li>Harness or connectors         (Intake valve timing control solenoid valve circuit is open or shorted.)</li> <li>Intake valve timing control solenoid valve</li> </ul>

#### DTC CONFIRMATION PROCEDURE

## 1.PRECONDITIONING

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

>> GO TO2.

# 2.PERFORM DTC CONFIRMATION PROCEDURE

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

#### Is 1st trip DTC detected?

YES >> Go to ECM-201, "Diagnosis Procedure".

NO >> INSPECTION END

## Diagnosis Procedure

1.check intake valve timing control solenoid valve power supply circuit

- Turn ignition switch OFF.
- 2. Disconnect intake valve timing control solenoid valve harness connector.
- Turn ignition switch ON.
- Check the voltage between intake valve timing control solenoid valve harness connector and ground.

IVT control s	olenoid valve	Ground	Voltage
Connector	Terminal	Oround	voltage
F41	2	Ground	Battery voltage

#### Is the inspection result normal?

YES >> GO TO 3.

NO >> GO TO 2. 2.DETECT MALFUNCTION PART

**ECM-201** 

**ECM** 

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INFOID:0000000001180087

## P1111 IVT CONTROL SOLENOID VALVE

#### < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

Check the following.

- Harness connectors E7, F121
- Harness for open or short between intake valve timing control solenoid valve and IPDM E/R

>> Repair or replace harness or connectors.

# 3.check intake valve timing control solenoid valve output signal circuit for open and short

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

IVT control s	solenoid valve	E	Continuity	
Connector	Terminal	Connector Termina		Continuity
F41	1	F8	73	Existed

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

## Is the inspection result normal?

YES >> GO TO 4.

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

## f 4.CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE

Refer to ECM-202, "Component Inspection".

#### Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace intake valve timing control solenoid valve.

## 5. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

#### >> INSPECTION END

# Component Inspection

INFOID:0000000001180088

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

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

Terminals	Resistance [at 20°C (68°F)]
1 and 2	6.7 - 7.7 Ω
1 or 2 and ground	$\stackrel{\scriptstyle \infty}{} \Omega$ (Continuity should not exist)

### Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace intake valve timing control solenoid valve.

# $2. \mathsf{CHECK}$ INTAKE VALVE TIMING CONTROL SOLENOID VALVE-II

1. Remove intake valve timing control solenoid valve.

## P1111 IVT CONTROL SOLENOID VALVE

## < COMPONENT DIAGNOSIS >

## [MR20DE (WITH EURO-OBD)]

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

#### **CAUTION:**

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

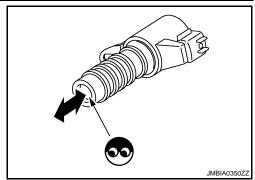
#### NOTE:

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

### Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace intake valve timing control solenoid valve.



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## P1121 ELECTRIC THROTTLE CONTROL ACTUATOR

< COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

## P1121 ELECTRIC THROTTLE CONTROL ACTUATOR

Description INFOID:000000001180085

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.

DTC Logic

#### DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name		DTC detecting condition	Possible cause
	Electric throttle control		Electric throttle control actuator does not function properly due to the return spring malfunction.	
P1121	actuator	B)	Throttle valve opening angle in fail-safe mode is not in specified range.	Electric throttle control actuator
		C)	ECM detect the throttle valve is stuck open.	

#### DTC CONFIRMATION PROCEDURE

## 1.PRECONDITIONING

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

>> GO TO 2.

# 2.PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION A AND B

- 1. Turn ignition switch ON and wait at least 1 second.
- 2. Set shift lever to D (CVT) or 1st (M/T) position and wait at least 3 seconds.
- 3. Set shift lever to P (CVT) or Neutral (M/T) position.
- 4. Turn ignition switch OFF and wait at least 10 seconds.
- 5. Turn ignition switch ON and wait at least 1 second.
- 6. Set shift lever to D (CVT) or 1st (M/T) position and wait at least 3 seconds.
- 7. Set shift lever to P (CVT) or Neutral (M/T) position.
- 8. Turn ignition switch OFF, wait at least 10 seconds, and then turn ON.
- 9. Check DTC.

### Is DTC detected?

YES >> Go to ECM-204, "Diagnosis Procedure".

NO >> GO TO 3.

# 3.perform dtc confirmation procedure for malfunction ${ t c}$

- 1. Turn ignition switch ON and wait at least 1 second.
- 2. Set shift lever to D (CVT) or 1st (M/T) position and wait at least 3 seconds.
- 3. Set shift lever to N, P (CVT) or Neutral (M/T) position.
- Start engine and let it idle for 3 seconds.
- 5. Check DTC.

### Is DTC detected?

YES >> Go to ECM-204, "Diagnosis Procedure".

NO >> INSPECTION END

## Diagnosis Procedure

1. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

INFOID:0000000001180091

## P1121 ELECTRIC THROTTLE CONTROL ACTUATOR

## < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

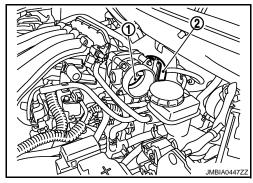
- 1. Turn ignition switch OFF.
- 2. Remove the intake air duct.
- 3. Check if foreign matter is caught between the throttle valve (1) and the housing.
  - 2. Electric throttle control actuator

### Is the inspection result normal?

YES >> GO TO 2.

NO >> Remove

>> Remove the foreign matter and clean the electric throttle control actuator inside.



# 2.replace electric throttle control actuator

- 1. Replace electric throttle control actuator.
- 2. Go to ECM-205, "Special Repair Requirement".

#### >> INSPECTION END

## Special Repair Requirement

1. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to ECM-19, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement".

>> GO TO 2.

# 2.PERFORM IDLE AIR VOLUME LEARNING

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

>> END

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< COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

## P1122 ELECTRIC THROTTLE CONTROL FUNCTION

Description INFOID:000000001180093

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

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

The current opening angle of the throttle valve is detected by the throttle position sensor and it provides feedback to the ECM to control the throttle control motor to make the throttle valve opening angle properly in response to driving condition.

DTC Logic (INFOID:000000001180094

### DTC DETECTION LOGIC

#### NOTE:

If DTC P1122 is displayed with DTC P1121 or P1126, first perform the trouble diagnosis for DTC P1121 or P1126. Refer to <a href="ECM-210">ECM-210</a>, "DTC Logic" or <a href="ECM-204">ECM-204</a>, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1122	Electric throttle control performance	Electric throttle control function does not operate properly.	Harness or connectors     (Throttle control motor circuit is open or shorted)     Electric throttle control actuator

#### DTC CONFIRMATION PROCEDURE

## 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always 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.

>> GO TO 2.

# 2. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Turn ignition switch ON and wait at least 2 seconds.
- 2. Start engine and let it idle for 5 seconds.
- Check DTC.

### Is DTC detected?

YES >> Go to ECM-206, "Diagnosis Procedure".

NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000001180095

## 1. CHECK GROUND CONNECTION

- 1. Turn ignition switch OFF.
- Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

## Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

## 2.CHECK THROTTLE CONTROL MOTOR RELAY INPUT SIGNAL CIRCUIT-I

1. Check the voltage between ECM harness connector and ground.

< COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

EC	M					A
Connector	Terminal	Ground	Condi	tion	Voltage	
F7	2	Ground	Ignition sw	itch OFF	Approx. 0V	EC
	2	Glodila	Ignition sw	itch ON	Battery voltage	
Is the insp			nal?			
	> GO TC > GO TC					C
		-	NTROL M	OTOR	RELAY INPUT	SIGNAL CIRCUIT-I
					s connector a	
						a ground
	ECM		Ground	Volt	200	E
Connecto	r Teri	minal	Oround	VOIL		
F7	•	15	Ground	Battery	voltage	
Is the insp			nal?			F
	> GO TC > GO TC					
4			NTROL M	OTOR	RELAY POWE	R SUPPLY CIRCUIT
			ss connec			
2. Disco	nnect IPE	OM E/R h	narness co	onnecto		Н
3. Check	the cont	tinuity be	etween EC	M harn	ess connector	and IPDM E/R harness connector.
IPDM	I E/D		ECM			
Connector	Terminal	Connect		Contir	nuity	
E12	25	F7	15	Exist	ed ed	
			_		ind short to po	wer.
Is the insp						
	> GO TO					K
_	> GO TC					1
5.DETEC			NING PAI	<del></del>		
<ul><li>Check the</li><li>Harness</li></ul>			<del>-</del> 121			L
				ECM a	nd IPDM E/R	
						N
_	•	open cir	cuit or sho	ort to gr	ound or short	o power in harness connectors.
6.CHECK	K FUSE					
			No. 51) fro	m IPDN	1 E/R.	N
2. Check Is the insp	(15A fus					
•	> GO TC		<u>nai :</u>			0
	> Replac		ıse.			
7.CHECK	K THROT	TLE CO	NTROL M	10TOR	RELAY INPUT	SIGNAL CIRCUIT-II
1. Check	the cont	tinuity be	etween EC	M harn	ess connector	and IPDM E/R harness connector.
IPDM	I E/R		ECM	Contir	nuity	

	E12	32	F7	2	Existed	
2	Alaa a	book bor	naga far ak	ort to are	ound and a	hart t

Terminal Connector Terminal

Connector

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

Continuity

< COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

#### Is the inspection result normal?

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

# 8.DETECT MALFUNCTIONING PART

### Check the following.

- Harness connectors E7, F121
- Harness for open or short between ECM and IPDM E/R
  - >> Repair open circuit or short to ground or short to power in harness connectors.

## 9. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

#### Is the inspection result normal?

YES >> Replace IPDM E/R.

NO >> Repair or replace harness or connectors.

# 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. Disconnect ECM harness connector.
- Check the continuity between electric throttle control actuator harness connector and ECM harness connector.

Electric throttle of	EC	Continuity		
Connector	Terminal	Connector	Terminal	Continuity
F29	5	F7	1	Not existed
	3		4	Existed
	6		1	Existed
	O		4	Not existed

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

#### Is the inspection result normal?

YES >> GO TO 11.

NO >> Repair or replace.

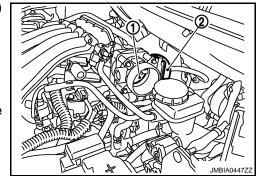
# 11. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

- 1. Remove the intake air duct.
- 2. Check if foreign matter is caught between the throttle valve (1) and the housing.
  - 2. Electric throttle control actuator

### Is the inspection result normal?

YES >> GO TO 12.

NO >> Remove the foreign matter and clean the electric throttle control actuator inside.



# 12. CHECK THROTTLE CONTROL MOTOR

Refer to ECM-209, "Component Inspection".

#### Is the inspection result normal?

YES >> GO TO 13. NO >> GO TO 14.

13. CHECK INTERMITTENT INCIDENT

COMPONENT DIACNOSIS	[MR20DE (WITH EURO-OBD)]	
< COMPONENT DIAGNOSIS >  Refer to GI-39, "Intermittent Incident".	[MINZODE (WITH EONG OBD)]	
Is the inspection result normal?		Α
YES >> GO TO 14.		
NO >> Repair or replace harness or connectors.		
14. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR		ECM
<ol> <li>Replace malfunction electric throttle control actuator.</li> <li>Go to <u>ECM-209</u>, "Special Repair Requirement".</li> </ol>		С
>> INSPECTION END		
Component Inspection	INFOID:000000001180096	D
1. CHECK THROTTLE CONTROL MOTOR		_
<ol> <li>Disconnect electric throttle control actuator harness connector.</li> <li>Check resistance between electric throttle control actuator terminals a</li> </ol>	as follows.	Е
Terminals Resistance		F
5 and 6 Approx. 1 - 15 Ω [at 25 °C (77°F)]		
Is the inspection result normal?		G
YES >> INSPECTION END		
NO >> GO TO 2.		
2.REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR		Н
<ol> <li>Replace electric throttle control actuator.</li> <li>Go to <u>ECM-209</u>, "Special Repair Requirement".</li> </ol>		I
>> INSPECTION END		
Special Repair Requirement	INFOID:000000001180097	J
1.PERFORM THROTTLE VALVE CLOSED POSITION LEARNING		
Refer to ECM-19, "THROTTLE VALVE CLOSED POSITION LEARNING:	Special Repair Requirement"	K
>> GO TO 2.		
2.PERFORM IDLE AIR VOLUME LEARNING		L
Refer to ECM-19, "IDLE AIR VOLUME LEARNING: Special Repair Requ	rement"	
END		M
>> END		
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## P1124, P1126 THROTTLE CONTROL MOTOR RELAY

< COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

## P1124, P1126 THROTTLE CONTROL MOTOR RELAY

Description INFOID:000000001180098

Power supply for the throttle control motor is provided to the ECM via throttle control motor relay. The throttle control motor relay is ON/OFF controlled by the ECM. When the ignition switch is turned ON, the ECM sends an ON signal to throttle control motor relay and battery voltage is provided to the ECM. When the ignition switch is turned OFF, the ECM sends an OFF signal to throttle control motor relay and battery voltage is not provided to the ECM.

DTC Logic

### DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1124	Throttle control motor relay circuit open	ECM detects a voltage of power source for throttle control motor is excessively low.	Harness or connectors     (Throttle control motor relay circuit is open)     Throttle control motor relay
P1126	Throttle control motor relay circuit short	ECM detect the throttle control motor relay is stuck ON.	Harness or connectors     (Throttle control motor relay circuit is shorted)     Throttle control motor relay

### DTC CONFIRMATION PROCEDURE

## 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always 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 8V.

#### Witch DTC is detected?

P1126 >> GO TO 2.

P1124 >> GO TO 3.

# 2.PERFORM DTC CONFIRMATION PROCEDURE FOR DTC P1126

- 1. Turn ignition switch ON and wait at least 2 seconds.
- 2. Start engine and let it idle for 5 seconds.
- Check DTC.

## Is DTC detected?

YES >> Go to ECM-210, "Diagnosis Procedure".

NO >> INSPECTION END

# 3.PERFORM DTC CONFIRMATION PROCEDURE FOR DTC P1124

- 1. Turn ignition switch ON and wait at least 1 second.
- Check DTC.

### Is DTC detected?

YES >> Go to ECM-210, "Diagnosis Procedure".

NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000001180100

# 1. CHECK THROTTLE CONTROL MOTOR RELAY INPUT SIGNAL CIRCUIT-I

1. Check the voltage between ECM harness connector and ground.

# P1124, P1126 THROTTLE CONTROL MOTOR RELAY

< COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

	ECM					-					Α
Connector		ninal	Ground	Volta	age						
F7	1	5	Ground	Battery	voltage	_					E C I
Is the inspe	ction res	sult norn	nal?			-					ECN
YES >>	GO TO	5.									
_	GO TO										С
2.check	THROT	TLE CO	NTROL M	OTOR	RELAY	POWER S	UPPLY	CIRCU	JIT		
1. Disconr	nect EC	M harne	ss connec	ctor.							
		-	narness co								D
<ol><li>Check t</li></ol>	the cont	inuity be	tween EC	M harn	ess cor	nector and	IPDM	E/R harr	ness conn	ector.	
											Е
IPDM E			ECM	Contin	uity						
	Terminal	Connect		ıl							
E12	25	F7	15	Exist	ed						F
4. Also ch	eck harı	ness for	short to g	round a	nd sho	t to power.					
Is the inspe	ction res	sult norn	nal?								
	GO TO										G
_	GO TO										
3.DETECT	MALFU	JNCTIO	ning pai	RT							
Check the fo	ollowing	ļ <b>.</b>									 Н
• Harness of						/_					
<ul> <li>Harness fe</li> </ul>	or open	or short	between	ECM ar	nd IPDN	/I E/R					
											- 1
4	-	open cır	cuit or she	ort to gr	ound or	short to po	wer in	harness	connecto	rs.	
4.CHECK	FUSE										J
			lo. 51) fro	m IPDN	IE/R.						
		e for blo									
Is the inspe			nal?								K
	GO TO	· 8. e 15A fu	100								
_	•				DEL 434	INIDIJE OLG					1
5.CHECK	THROT	TLE CO	NIROL	IOTOR	RELAY	INPUT SIG	inal C	CIRCUIT	-l		 _
1. Check t	the volta	age betw	een ECM	harnes	s conne	ector and gr	ound.				
											M
ECM	1	Ground	Condi	tion	Volt	ane					
Connector	Terminal	Ground	Condi	uOH	VOII	aye					
F7 0		Crous-	Ignition sw	itch OFF	Appro	ox. 0V					Ν
F7	2	Ground -	Ignition sw	itch ON	Battery	voltage					
Is the inspe	ction res	sult norn	nal?								
•	GO TO										0
	GO TO										
6.CHECK	THROT	TLE CO	NTROL M	1OTOR	RELAY	INPUT SIG	SNAL C	CIRCUIT	-II		Р
						nector and				ector	 ٢
i. Olieck i		indity be	ALVVOOR LC	ivi ilalli	000 001	modol and	ואוט וו	L/IX HAH	1000 001111	COLOI.	
IPDM E	F/R		ECM								

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

**Terminal** 

2

Connector

F7

Connector

E12

Terminal

32

Continuity

Existed

## P1124, P1126 THROTTLE CONTROL MOTOR RELAY

## < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

## Is the inspection result normal?

YES >> GO TO 8. NO >> GO TO 7.

# 7.DETECT MALFUNCTIONING PART

## Check the following.

- Harness connectors E7, F121
- Harness for open or short between ECM and IPDM E/R
  - >> Repair open circuit or short to ground or short to power in harness connectors.

# 8. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

## Is the inspection result normal?

YES >> Replace IPDM E/R.

NO >> Repair or replace harness or connectors.

## P1128 THROTTLE CONTROL MOTOR

< COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

## P1128 THROTTLE CONTROL MOTOR

Description INFOID:0000000001180101

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

The current opening angle of the throttle valve is detected by the throttle position sensor and it provides feedback to the ECM to control the throttle control motor to make the throttle valve opening angle properly in response to driving condition.

DTC Logic INFOID:0000000001180102

#### DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1128	Throttle control motor circuit short	ECM detects short in both circuits between ECM and throttle control motor.	Harness or connectors     (Throttle control motor circuit is shorted.)     Electric throttle control actuator     (Throttle control motor)

## DTC CONFIRMATION PROCEDURE

## 1.PRECONDITIONING

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

>> GO TO 2.

# 2.perform dtc confirmation procedure

- Turn ignition switch ON and wait at least 2 seconds.
- Start engine and let it idle for 5 seconds.
- Check DTC.

## Is DTC detected?

YES >> Go to ECM-213, "Diagnosis Procedure".

NO >> INSPECTION END

## Diagnosis Procedure

# 1. CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection E9. Refer to Ground Inspection in GI-41, "Circuit Inspection".

## Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

## 2.CHECK THROTTLE CONTROL MOTOR OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

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

Electric throttle of	control actuator	ECM		Continuity	
Connector	Terminal	Connector	Terminal	Continuity	
	5		1	Not existed	
F29	3	F7	4	Existed	
129	6		1	Existed	
	0		4	Not existed	

**ECM** 

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INFOID:0000000001180103

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## P1128 THROTTLE CONTROL MOTOR

### < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

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

#### Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace.

# 3. CHECK THROTTLE CONTROL MOTOR

Refer to ECM-214, "Component Inspection".

## Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 5.

## 4. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

#### Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace harness or connectors.

## 5. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

- 1. Replace electric throttle control actuator.
- 2. Go to ECM-214, "Special Repair Requirement".

#### >> INSPECTION END

## Component Inspection

INFOID:0000000001180104

## 1. CHECK THROTTLE CONTROL MOTOR

- Disconnect electric throttle control actuator harness connector.
- 2. Check resistance between electric throttle control actuator terminals as follows.

Terminals	Resistance
5 and 6	Approx. 1 - 15 Ω [at 25 °C (77°F)]

### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

# 2.replace electric throttle control actuator

- 1. Replace electric throttle control actuator.
- 2. Go to ECM-214, "Special Repair Requirement".

#### >> INSPECTION END

# Special Repair Requirement

INFOID:0000000001180105

# 1. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to ECM-19, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement"

>> GO TO 2

# 2.PERFORM IDLE AIR VOLUME LEARNING

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

>> END

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**ECM** 

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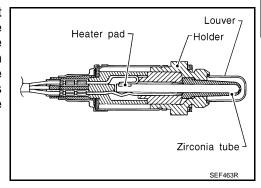
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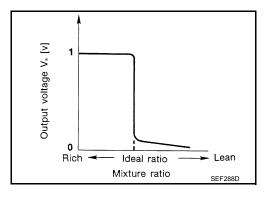
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## P1143 HO2S1

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.

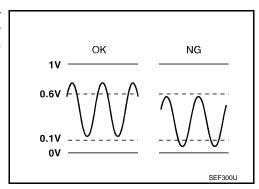




DTC Logic

### DTC DETECTION LOGIC

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	Heated oxygen sensor 1 lean shift monitoring	The maximum and minimum voltage from the sensor are not reached to the specified voltages.	<ul> <li>Heated oxygen sensor 1</li> <li>Heated oxygen sensor 1 heater</li> <li>Fuel pressure</li> <li>Fuel injector</li> <li>Intake air leaks</li> </ul>

## DTC CONFIRMATION PROCEDURE

## 1.PRECONDITIONING

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

### **TESTING CONDITION:**

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.

#### Do you have CONSULT-III?

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

# 2. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Start engine and warm it up to normal operating temperature.
- 2. Stop engine and wait at least 10 seconds.
- Turn ignition switch ON and select "HO2S1 (B1) P1143" of "HO2S1" in "DTC WORK SUPPORT" mode with CONSULT-III.
- 4. Touch "START".
- 5. Start engine and let it idle for at least 3 minutes.

#### NOTE:

Never raise engine speed above 3,600 rpm after this step. If the engine speed limit is exceeded, return to step 5.

6. When the following conditions are met, "TESTING" will be displayed on the CONSULT-III screen. Maintain the conditions continuously until "TESTING" changes to "COMPLETED". (It will take approximately 50 seconds or more.)

#### **CAUTION:**

Always drive vehicle at a safe speed.

ENG SPEED	A/T: 1,375 - 2,600 rpm M/T: 1,375 - 2,600 rpm
VHCL SPEED SE	Less than 100 km/h (62 MPH)
B/FUEL SCHDL	A/T: 3.7 - 10.0 msec M/T: 3.7 - 10.0 msec
Shift lever	Suitable position

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

7. Touch "SELF-DIAG RESULT"

#### Which is displayed on CONSULT-III screen?

OK >> INSPECTION END

NG >> Go to ECM-216, "Diagnosis Procedure".

# ${f 3}$ .PERFORM COMPONENT FUNCTION CHECK

### **With GST**

- 1. Start engine and warm it up to normal operating temperature.
- 2. Set voltmeter probes between EM harness connector and ground under the following condition.

ECM		Ground	Condition	Voltage		
Connector	Terminal	Giodila	Condition	voltage		
F8	49 (HO2S1 signal)	Ground	Engine speed held at 2,000 rpm constant under no load	<ul> <li>The maximum voltage is over 0.6 at least 1 time.</li> <li>The minimum voltage is over 0.1 at least 1 time.</li> </ul>		

### NOTE:

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

## Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-216, "Diagnosis Procedure".

# Diagnosis Procedure

INFOID:0000000001180108

# 1. CHECK GROUND CONNECTION

- 1. Turn ignition switch OFF.
- 2. Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

#### Is the inspection result normal?

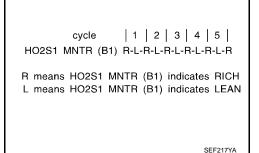
<pre>&lt; COMPONENT DIAGNOSIS &gt; [MR20DE (WITH EUR)]</pre>	(O-OBD)]
YES >> GO TO 2.	
NO >> Repair or replace ground connection.  2.RETIGHTEN HEATED OXYGEN SENSOR 1	A
Loosen and retighten heated oxygen sensor 1.	ECM
Tightening torque: 50 N⋅m (5.1 kg-m, 37 ft-lb)	
>> GO TO 3.	С
3.CLEAR THE SELF-LEARNING DATA	
1. Clear mixture ratio self-learning value, refer to ECM-21, "MIXTURE RATIO SELF-LEARNING	IG VALUE
CLEAR : Special Repair Requirement".  2. Run engine for at least 10 minutes at idle speed.	
2. Run engine for at least to minutes at fulle speed.	Е
Is the 1st trip DTC P0171 detected or difficult to start engine?	
Yes >> Perform trouble diagnosis for DTC P0171. Refer to <u>ECM-163, "DTC Logic"</u> . No >> GO TO 4.	F
4.CHECK HEATED OXYGEN SENSOR 1 HEATER	
Refer to ECM-148, "Component Inspection".	G
Is inspection result normal?	
YES >> GO TO 5. NO >> Replace heated oxygen sensor 1.	Н
5. CHECK INTERMITTENT INCIDENT	П
Perform GI-39, "Intermittent Incident".	
Is the inspection result normal?	I
YES >> GO TO 6.	
NO >> Repair or replace.  6.REPLACE HEATED OXYGEN SENSOR 1	J
Replace heated oxygen sensor 1.	K
>> INSPECTION END	
Component Inspection	D:0000000001180109
1.INSPECTION START	
Do you have CONSULT-III?	M
Do you have CONSULT-III?	
YES >> GO TO 2. NO >> GO TO 3.	N
2.CHECK HEATED OXYGEN SENSOR 1	N
With CONSULT-III	
1. Start engine and warm it up to normal operating temperature.	0
<ol> <li>Set "POST TRIGGER" to 100% in "DATA MONITOR" mode with CONSULT-III.</li> <li>Select "HO2S1 (B1)" and "HO2S1 MNTR (B1)".</li> </ol>	
4. Hold engine speed at 2,000 rpm under no load during the following steps.	Р
5. Touch "RECORD" on CONSULT-III screen.	

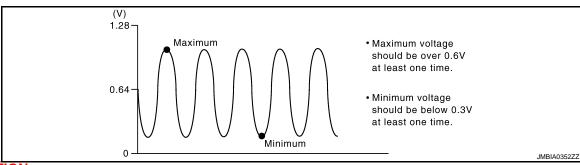
#### < COMPONENT DIAGNOSIS >

- 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 in the figure.

- "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.





#### **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 and approved anti-seize lubricant.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 3.

## 3. CHECK HEATED OXYGEN SENSOR 1

### N Without CONSULT-III

- Start engine and warm it up to normal operating temperature.
- 2. Check the voltage between ECM harness connector and ground under the following condition.

E	ECM		_ · · · ·		Condition	Voltage
Connector	Terminal	ground	Condition	voltage		
F8	49 (HO2S1 signal)	Ground	Engine speed held at 2,000 rpm constant under no load.	<ul> <li>The voltage fluctuates between 0 to 0.3V and 0.6 to 1.0V more than 5 times within 10 seconds.</li> <li>The maximum voltage is over 0.6V at least 1 time.</li> <li>The minimum voltage is below 0.3V at least 1 time.</li> <li>The voltage never exceeds 1.0V.</li> <li>1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V</li> <li>2 times: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V</li> </ul>		

#### **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 and approved anti-seize lubricant.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 4

4. REPLACE HEATED OXYGEN SENSOR 1

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 and approved anti-seize lubricant.

>> INSPECTION END

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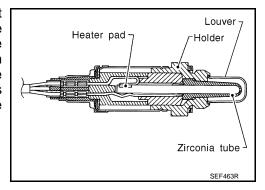
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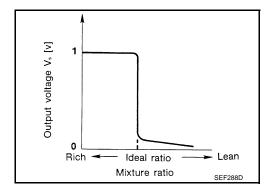
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### P1144 HO2S1

Description INFOID:000000001180110

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.

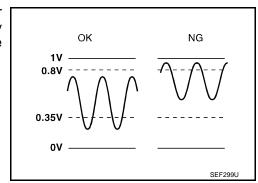




DTC Logic

#### DTC DETECTION LOGIC

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	Heated oxygen sensor 1 rich shift monitoring	The maximum and minimum voltages from the sensor are beyond the specified voltages.	<ul><li> Heated oxygen sensor 1</li><li> Heated oxygen sensor 1 heater</li><li> Fuel pressure</li><li> Fuel injector</li></ul>

#### DTC CONFIRMATION PROCEDURE

## 1.PRECONDITIONING

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

#### **TESTING CONDITION:**

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.

### < COMPONENT DIAGNOSIS >

### Do you have CONSULT-III?

YES >> GO TO 2.

NO >> GO TO 3.

# 2.perform dtc confirmation procedure

- Start engine and warm it up to normal operating temperature.
- 2. Stop engine and wait at least 10 seconds.
- Turn ignition switch ON and select "HO2S1 (B1) P1143" of "HO2S1" in "DTC WORK SUPPORT" mode with CONSULT-III.
- 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.

When the following conditions are met, "TESTING" will be displayed on the CONSULT-III screen. Maintain the conditions continuously until "TESTING" changes to "COMPLETED". (It will take approximately 50 seconds or more.)

#### **CAUTION:**

Always drive vehicle at a safe speed.

ENG SPEED	A/T: 1,375 - 2,600 rpm M/T: 1,375 - 2,600 rpm
VHCL SPEED SE	Less than 100 km/h (62 MPH)
B/FUEL SCHDL	A/T: 3.7 - 10.0 msec M/T: 3.7 - 10.0 msec
Shift lever	Suitable position

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

Touch "SELF-DIAG RESULT"

#### Which is displayed on CONSULT-III screen?

OK >> INSPECTION END

NG >> Go to ECM-216, "Diagnosis Procedure".

## 3.perform component function check

#### ■With GST

- 1. Start engine and warm it up to normal operating temperature.
- Set voltmeter probes between EM harness connector and ground under the following condition.

ECM		Ground	Condition	Voltage	
Connector	Terminal	Ground	Condition	voitage	
F8	49 (HO2S1 signal)	Ground	Engine speed held at 2,000 rpm constant under no load	<ul> <li>The maximum voltage is over 0.8 at least 1 time.</li> <li>The minimum voltage is over 0.35 at least 1 time.</li> </ul>	

#### NOTE:

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

#### Is the inspection result normal?

YES >> INSPECTION END

>> Go to ECM-216, "Diagnosis Procedure". NO

## Diagnosis Procedure

## 1. CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

#### Is the inspection result normal?

YES >> GO TO 2.

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INFOID:0000000001180112

NO >> Repair or replace ground connection.

## 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

- 1. Clear the mixture ratio self-learning value, refer to <u>ECM-21</u>, "MIXTURE RATIO SELF-LEARNING VALUE CLEAR: Special Repair Requirement".
- 2. Run engine for at least 10 minutes at idle speed.

## Is the 1st trip DTC P0172 detected or difficult to start engine?

Yes >> Perform trouble diagnosis for DTC P0172. Refer to <a href="ECM-163">ECM-163</a>, "DTC Logic".

No >> GO TO 4

## 4. CHECK HO2S1 CONNECTOR FOR WATER

- Turn ignition switch OFF.
- 2. Disconnect heated oxygen sensor 1 harness connector.
- 3. Check connectors for water.

#### Water should not exist.

#### Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace harness or connectors.

## CHECK HEATED OXYGEN SENSOR 1 HEATER

Refer to ECM-148, "Component Inspection".

#### Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace heated oxygen sensor 1.

### 6.CHECK HEATED OXYGEN SENSOR 1

Refer to ECM-134, "Component Inspection".

#### Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace heated oxygen sensor 1.

## 7. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

#### >> INSPECTION END

## Component Inspection

INFOID:0000000001180113

## 1.INSPECTION START

Do you have CONSULT-III?

#### Do you have CONSULT-III?

YES >> GO TO 2.

NO >> GO TO 3.

## 2. CHECK HEATED OXYGEN SENSOR 1

### (P) With CONSULT-III

1. Start engine and warm it up to normal operating temperature.

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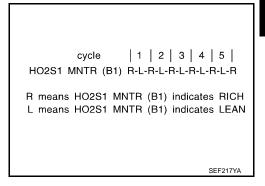
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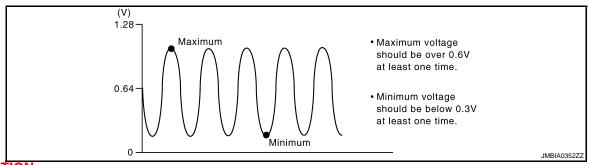
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#### < COMPONENT DIAGNOSIS >

- 2. Set "POST TRIGGER" to 100% in "DATA MONITOR" mode with CONSULT-III.
- Select "HO2S1 (B1)" and "HO2S1 MNTR (B1)".
- Hold engine speed at 2,000 rpm under no load during the following steps.
- Touch "RECORD" on CONSULT-III screen.
- 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 in the figure.
- "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.





#### **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 and approved anti-seize lubricant.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 4.

3.CHECK HEATED OXYGEN SENSOR 1

#### Without CONSULT-III

- 1. Start engine and warm it up to normal operating temperature.
- Check the voltage between ECM harness connector and ground under the following condition.

ECM		Ground	Condition	Voltage	
Connector	Terminal	Giodila	Condition	Voltage	
F8	49 (HO2S1 signal)	Ground	Engine speed held at 2,000 rpm constant under no load	<ul> <li>The voltage fluctuates between 0 to 0.3V and 0.6 to 1.0V more than 5 times within 10 seconds.</li> <li>The maximum voltage is over 0.6V at least 1 time.</li> <li>The minimum voltage is below 0.3V at least 1 time.</li> <li>The voltage never exceeds 1.0V.</li> <li>1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V</li> <li>2 times: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V</li> <li>→ 0 - 0.3V</li> </ul>	

#### **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 and approved anti-seize lubricant.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 4.

## 4. REPLACE HEATED OXYGEN SENSOR 1

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 and approved anti-seize lubricant.

>> INSPECTION END

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## P1146 HO2S2

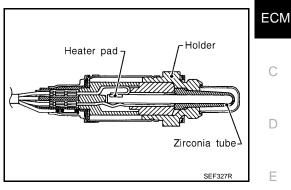
Description INFOID:0000000001180114

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.

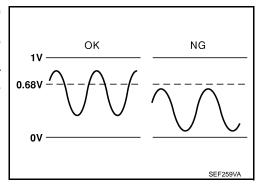
Under normal conditions the heated oxygen sensor 2 is not used for engine control operation.



**DTC** Logic INFOID:0000000001180115

#### DTC DETECTION LOGIC

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. 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 fuelcut.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1146	Heated oxygen sensor 2 circuit low voltage	The maximum voltage from the sensor is not reached to the specified voltage.	<ul> <li>Harness or connectors (The sensor circuit is open or shorted)</li> <li>Heated oxygen sensor 2</li> <li>Fuel pressure</li> <li>Fuel injector</li> <li>Intake air leaks</li> </ul>

#### DTC CONFIRMATION PROCEDURE

## 1.INSPECTION START

Do you have CONSULT-III?

Do you have CONSULT-III?

>> GO TO 2. YES

NO >> GO TO 11.

## 2.PRECONDITIONING

"COMPLETED" will appear on CONSULT-III screen when all tests "COND1", "COND2" and "COND3" are completed.

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).
- Never stop engine during this procedure. If the engine is stopped, retry this procedure from step 2 in Procedure for COND1.

#### **CAUTION:**

Always drive at safe speed.

>> GO TO 3.

## 3. PERFORM PROCEDURE FOR COND1-I

Start engine and warm it up to normal operating temperature.

>> GO TO 4.

## 4.PERFORM PROCEDURE FOR COND1-II

Turn ignition switch OFF and wait at least 10 seconds.

>> GO TO 5.

## 5. PERFORM PROCEDURE FOR COND1-IV

- 1. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
- 2. Let engine idle 1 minute.
- 3. Select "HO2S2 (B1) P1146" of "HO2S2" in "DTC WORK SUPPORT" mode with CONSULT-III.
- 4. Touch "START".
- 5. Start engine and let it idle for at least 30 seconds.
- 6. Rev engine up to 2,000 rpm two or three times quickly under no load.

### Is "CONPLETED" appears on CONSULT-III screen?

YES >> GO TO 9.

NO >> GO TO 6.

## 6.PERFORM PROCEDURE FOR COND1-I

When the following conditions are met, "TESTING" will be displayed at "COND1" on the CONSULT-III screen. Maintain the condition continuously until "TESTING" changes to "COMPLETED" (It will take approximately 60 seconds.)

ENG SPEED	More than 1,000 rpm
B/FUEL SCHDL	More than 1.0 msec
COOLAN TEMP/S	More than 70°C (158°F)
Shift level	Suitable position

### Which displayed on CONSULT-III screen?

COND1: OUT OF CONDITION>>GO TO 4.

COND1: COMPLETED COND2: INCOMPLETED>>GO TO 7. COND1: COMPLETED COND2: COMPLETED>>GO TO 8.

## 7. PERFORM PROCEDURE FOR COND2

While driving, release accelerator pedal completely from the above condition until "INCOMPLETED" at "COND2" on CONSULT-III screen has turned to "COMPLETED". (It will take approximately 4 seconds.)

### Which displayed on CONSULT-III screen?

COND2: COMPLETED COND3: INCOMPLETED>>GO TO 8.

COND2: COMPLETED COND3: COMPLETED>>GO TO 9.

### 8.PERFORM PROCEDURE FOR COND3

Stop vehicle and let it idle until "INCOMPLETED" of "COND3" on CONSULT-III screen has turned to "COMPLETED". (It will take a maximum of approximately 6 minutes.)

>> GO TO 9.

## 9. PERFORM PROCEDURE FOR COND3-I

Touch "SELF DIAGRESULTS".

#### Which displayed on CONSULT-III screen?

OK >> INSPECTION END

NG >> Go to ECM-228, "Diagnosis Procedure".

#### < COMPONENT DIAGNOSIS >

CAN NOT BE DIAGNOSED>>GO TO 10.

## 10.perform procedure for cond3-II

- Turn ignition switch OFF and leave the vehicle in a cool place (soak the vehicle).
- Turn ignition switch ON and select "COOLAN TEMP/S" in "DATA MONITOR" mode with CONSULT-III. 2.
- Start engine and warm it up while monitoring "COOLAN TEMP/S" indication on CONSULT-III. 3.
- 4. When "COOLAN TEMP/S" indication reaches to 70°C (158°F).

### >> GO TO 5.

## 11. PREFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to ECM-227, "Component Function Check".

#### NOTE:

Use component function check the overall function of the heated oxygen sensor 2 circuit. During this check, a 1st trip DTC might not be confirmed.

### Is the inspection result normal?

YES >> INSPECTION END

>> Go to ECM-228, "Diagnosis Procedure". NO

## Component Function Check

## 1.PERFORM COMPONENT FUNCTION CHECK-I

### ( With GST

- 1. Start engine and warm it up to the normal operating temperature.
- 2. Turn ignition switch OFF and wait at least 10 seconds.
- 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.
- Check the voltage between ECM harness connector and ground under the following condition.

ECM		Ground Condition		Voltage	
Connector	Terminal	Ground	Condition	voltage	
F8	50 (HO2S2 signal)	Ground	Revving up to 4,000 rpm under no load at least 10 times	The voltage should be above 0.68V at least once during this procedure.	

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

## 2.PERFORM COMPONENT FUNCTION CHECK-II

Check the voltage between ECM harness connector and ground under the following condition.

ECM		Ground	Condition	Voltage	
Connector	Terminal	Giodila	Condition	voltage	
F8	50 (HO2S2 signal)	Ground	Keeping engine speed at idle for 10 minutes	The voltage should be above 0.68V at least once during this procedure.	

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 3.

## 3.PERFORM COMPONENT FUNCTION CHECK-III

Check the voltage between ECM harness connector and ground under the following condition.

ECM		Ground	Condition	Voltage	
Connector	Terminal	Ground	Condition	vollage	
F8	50 (HO2S2 signal)	Ground	Coasting from 80 km/h (50 MPH) in D position (CVT), 4th gear position (M/T)	The voltage should be above 0.68V at least once during this procedure.	

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### < COMPONENT DIAGNOSIS >

Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-228, "Diagnosis Procedure".

## Diagnosis Procedure

INFOID:0000000001180117

## 1. CHECK GROUND CONNECTION

- 1. Turn ignition switch OFF.
- 2. Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

#### Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

## 2.CLEAR THE SELF-LEARNING DATA

- Clear mixture ratio self-learning value, refer to <u>ECM-21</u>, "MIXTURE RATIO SELF-LEARNING VALUE <u>CLEAR</u>: Special Repair Requirement".
- 2. Run engine for at least 10 minutes at idle speed.

### Is the 1st trip DTC P0172 detected? Is it difficult to start engine?

YES >> Perform trouble diagnosis for DTC P0172. Refer to ECM-167, "DTC Logic".

NO >> GO TO 3.

## 3.CHECK HO2S2 GROUND CIRCUIT FOR OPEN AND SHORT

- 1. Turn ignition switch OFF.
- 2. Disconnect heated oxygen sensor 2 harness connector.
- 3. Disconnect ECM harness connector.
- 4. Check the continuity between HO2S2 harness connector and ECM harness connector.

НО	2S2	2 ECM		
Connector	Terminal	Connector	Terminal	Continuity
E58	1	F8	59	Existed

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

#### Is the inspection result normal?

YES >> GO TO 5.

NO >> GO TO 4.

## 4. DETECT MALFUNCTIONING PART

#### Check the following.

- Harness connectors E7, F121
- Harness for open or short between heated oxygen sensor 2 and ECM.

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

## 5.CHECK HO2S2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

Check the continuity between HO2S2 harness connector and ECM harness connector.

НО	2S2	E	СМ	Continuity
Connector Terminal		Connector	Terminal	Continuity
E58	4	F8	50	Existed

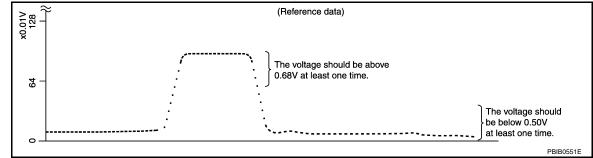
2. Check the continuity between HO2S2 harness connector or ECM harness connector and ground.

HO2S2		ECM		Ground	Continuity
Connector	Terminal	Connector	Terminal	Ground	Continuity
E58	4	F8	50	Ground	Not existed

3. Also check harness for short to power.

Is the inspection result normal?	
YES >> GO TO 7.	Α
NO >> GO TO 6.	
6. DETECT MALFUNCTIONING PART	ECM
Check the following.  • Harness connectors E7, F121	
Harness for open or short between heated oxygen sensor 2 and ECM.	
	С
>> Repair open circuit or short to ground or short to power in harness or connectors.	
7.CHECK HEATED OXYGEN SENSOR 2	D
Refer to ECM-229, "Component Inspection".	
Is the inspection result normal? YES >> GO TO 8.	Е
NO >> GO TO 9.	
8. REPLACE HEATED OXYGEN SENSOR 2	_
Replace heated oxygen sensor 2.	F
CAUTION:	
<ul> <li>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.</li> </ul>	G
• Before installing new oxygen sensor, clean exhaust system threads using Oxygen Sensor Thread	
Cleaner tool and approved anti-seize lubricant.	Н
>> INSPECTION END	
9.check intermittent incident	
Refer to GI-39, "Intermittent Incident".	ı
>> INSPECTION END	
	J
Component Inspection	J
	J K
1.INSPECTION START	J
1.INSPECTION START  Do you have CONSULT-III?	J
1.INSPECTION START  Do you have CONSULT-III?  Do you have CONSULT-III?	J K L
1.INSPECTION START  Do you have CONSULT-III?  Do you have CONSULT-III?  YES >> GO TO 2.  NO >> GO TO 3.	J K L
1.INSPECTION START  Do you have CONSULT-III?  Do you have CONSULT-III?  YES >> GO TO 2.	J K L
1.INSPECTION START  Do you have CONSULT-III?  Do you have CONSULT-III?  YES >> GO TO 2.  NO >> GO TO 3.  2.CHECK HEATED OXYGEN SENSOR 2	L
1.INSPECTION START  Do you have CONSULT-III?  Do you have CONSULT-III?  YES >> GO TO 2.  NO >> GO TO 3.  2.CHECK HEATED OXYGEN SENSOR 2   BWith CONSULT-III  1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT-III.	L
1.INSPECTION START  Do you have CONSULT-III?  Do you have CONSULT-III?  YES >> GO TO 2.  NO >> GO TO 3.  2.CHECK HEATED OXYGEN SENSOR 2   BWith CONSULT-III  1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT-III.  2. Start engine and warm it up to the normal operating temperature.  3. Turn ignition switch OFF and wait at least 10 seconds.	L
1.INSPECTION START  Do you have CONSULT-III?  Do you have CONSULT-III?  YES >> GO TO 2.  NO >> GO TO 3.  2.CHECK HEATED OXYGEN SENSOR 2  With CONSULT-III  1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT-III.  2. Start engine and warm it up to the normal operating temperature.  3. Turn ignition switch OFF and wait at least 10 seconds.  4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.	L M
1.INSPECTION START  Do you have CONSULT-III?  Do you have CONSULT-III?  YES >> GO TO 2.  NO >> GO TO 3.  2.CHECK HEATED OXYGEN SENSOR 2   BWith CONSULT-III  1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT-III.  2. Start engine and warm it up to the normal operating temperature.  3. Turn ignition switch OFF and wait at least 10 seconds.	L
1.INSPECTION START  Do you have CONSULT-III?  Do you have CONSULT-III?  YES >> GO TO 2.  NO >> GO TO 3.  2.CHECK HEATED OXYGEN SENSOR 2  With CONSULT-III  1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT-III.  2. Start engine and warm it up to the normal operating temperature.  3. Turn ignition switch OFF and wait at least 10 seconds.  4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.  5. Let engine idle for 1 minute.	L M
1.INSPECTION START  Do you have CONSULT-III?  Do you have CONSULT-III?  YES >> GO TO 2.  NO >> GO TO 3.  2.CHECK HEATED OXYGEN SENSOR 2   With CONSULT-III  1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT-III.  2. Start engine and warm it up to the normal operating temperature.  3. Turn ignition switch OFF and wait at least 10 seconds.  4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.  5. Let engine idle for 1 minute.  6. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "HO2S2 (B1)" as the monitor item with	L M

7. Check "HO2S2 (B1)" at idle speed when adjusting "FUEL INJECTION" to ±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%.

## Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 6.

3.CHECK HEATED OXYGEN SENSOR 2-I

### **⋈**Without CONSULT-III

- 1. Start engine and warm it up to the normal operating temperature.
- Turn ignition switch OFF and wait at least 10 seconds.
- 3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
- 4. Let engine idle for 1 minute.
- 5. Check the voltage between ECM harness connector and ground under the following condition.

ECM		Ground	Condition	Voltage	
Connector			Condition		
F8	50 (HO2S2 signal)	Ground	Revving up to 4,000 rpm under no load at least 10 times	The voltage should be above 0.68V at least once during this procedure.  The voltage should be below 0.50V at least once during this procedure.	

### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 4.

### 4. CHECK HEATED OXYGEN SENSOR 2-II

Check the voltage between ECM harness connector and ground under the following condition.

ECM		Ground	Condition	Voltage	
Connector	onnector Terminal		Condition		
F8	50 (HO2S2 signal)	Ground	Keeping engine speed at idle for 10 minutes	The voltage should be above 0.68V at least once during this procedure.  The voltage should be below 0.50V at least once during this procedure.	

### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 5.

### **5.**CHECK HEATED OXYGEN SENSOR 2-III

Check the voltage between ECM harness connector and ground under the following condition.

ECM		Ground	Condition	Voltage	
Connector	Connector Terminal		Condition		
F8	50 (HO2S2 signal)	Ground	Coasting from 80 km/h (50 MPH) in D position (CVT), 4th gear position (M/T)	The voltage should be above 0.68V at least once during this procedure. The voltage should be below 0.50V at least once during this procedure.	

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 6.

6. REPLACE HEATED OXYGEN SENSOR 2

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 and approved anti-seize lubricant.

>> INSPECTION END

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## P1147 HO2S2

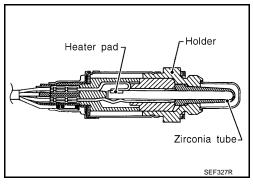
Description INFOID:000000001180119

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.

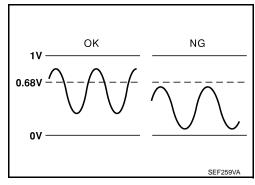
Under normal conditions the heated oxygen sensor 2 is not used for engine control operation.



DTC Logic

#### DTC DETECTION LOGIC

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. 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
P1146	Heated oxygen sensor 2 circuit low voltage	The maximum voltage from the sensor is not reached to the specified voltage.	<ul> <li>Harness or connectors (The sensor circuit is open or shorted)</li> <li>Heated oxygen sensor 2</li> <li>Fuel pressure</li> <li>Fuel injector</li> <li>Intake air leaks</li> </ul>

#### DTC CONFIRMATION PROCEDURE

### 1.INSPECTION START

Do you have CONSULT-III?

### Do you have CONSULT-III?

YES >> GO TO 2. NO >> GO TO 11.

### 2.PRECONDITIONING

"COMPLETED" will appear on CONSULT-III screen when all tests "COND1", "COND2" and "COND3" are completed.

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).
- Never stop engine during this procedure. If the engine is stopped, retry this procedure from step 2 in Procedure for COND1.

#### **CAUTION:**

Always drive at safe speed.

Α >> GO TO 3. 3.PERFORM PROCEDURE FOR COND1-I Start engine and warm it up to normal operating temperature. **ECM** >> GO TO 4. 4.PERFORM PROCEDURE FOR COND1-II Turn ignition switch OFF and wait at least 10 seconds. D >> GO TO 5. 5.PERFORM PROCEDURE FOR COND1-IV Е Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load. 2. Let engine idle 1 minute. Select "HO2S2 (B1) P1146" of "HO2S2" in "DTC WORK SUPPORT" mode with CONSULT-III. Touch "START". F 5. Start engine and let it idle for at least 30 seconds. Rev engine up to 2,000 rpm two or three times guickly under no load. Is "CONPLETED" appears on CONSULT-III screen? YES >> GO TO 9. >> GO TO 6. NO O.PERFORM PROCEDURE FOR COND1-I Н When the following conditions are met, "TESTING" will be displayed at "COND1" on the CONSULT-III screen. Maintain the condition continuously until "TESTING" changes to "COMPLETED" (It will take approximately 60 seconds.) **ENG SPEED** More than 1,000 rpm **B/FUEL SCHDL** More than 1.0 msec COOLAN TEMP/S More than 70°C (158°F) Shift level Suitable position Which displayed on CONSULT-III screen? COND1: OUT OF CONDITION>>GO TO 4. COND1: COMPLETED COND2: INCOMPLETED>>GO TO 7. COND1: COMPLETED COND2: COMPLETED>>GO TO 8. 7.PERFORM PROCEDURE FOR COND2 M While driving, release accelerator pedal completely from the above condition until "INCOMPLETED" at "COND2" on CONSULT-III screen has turned to "COMPLETED". (It will take approximately 4 seconds.) Which displayed on CONSULT-III screen? Ν COND2: COMPLETED COND3: INCOMPLETED>>GO TO 8. COND2: COMPLETED COND3: COMPLETED>>GO TO 9. 8.PERFORM PROCEDURE FOR COND3 Stop vehicle and let it idle until "INCOMPLETED" of "COND3" on CONSULT-III screen has turned to "COM-PLETED". (It will take a maximum of approximately 6 minutes.) Р >> GO TO 9.

*>>* 00 10 0.

## 9. PERFORM PROCEDURE FOR COND3-I

Touch "SELF DIAGRESULTS".

Which displayed on CONSULT-III screen?

OK >> INSPECTION END

NG >> Go to ECM-235, "Diagnosis Procedure".

### CAN NOT BE DIAGNOSED>>GO TO 10.

## 10. PERFORM PROCEDURE FOR COND3-II

- 1. Turn ignition switch OFF and leave the vehicle in a cool place (soak the vehicle).
- 2. Turn ignition switch ON and select "COOLAN TEMP/S" in "DATA MONITOR" mode with CONSULT-III.
- 3. Start engine and warm it up while monitoring "COOLAN TEMP/S" indication on CONSULT-III.
- 4. When "COOLAN TEMP/S" indication reaches to 70°C (158°F).

#### >> GO TO 5.

## 11. PREFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to ECM-227, "Component Function Check".

#### NOTE:

Use component function check the overall function of the heated oxygen sensor 2 circuit. During this check, a 1st trip DTC might not be confirmed.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-235, "Diagnosis Procedure".

## Component Function Check

INFOID:0000000001180121

## 1. PERFORM COMPONENT FUNCTION CHECK-I

#### Without CONSULT-III

- 1. Start engine and warm it up to the normal operating temperature.
- 2. Turn ignition switch OFF and wait at least 10 seconds.
- 3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
- 4. Let engine idle for 1 minute.
- 5. Check the voltage between ECM harness connector and ground under the following condition.

ECM		Ground	Condition	Voltage	
Connector	Terminal	Ground	Condition	Voltage	
F8	50 (HO2S2 signal)	Ground	Revving up to 4,000 rpm under no load at least 10 times	The voltage should be above 0.68V at least once during this procedure.	

### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

## 2.PERFORM COMPONENT FUNCTION CHECK-II

Check the voltage between ECM harness connector and ground under the following condition.

ECM		Ground	Condition	Voltage	
Connector			Condition		
F8	50 (HO2S2 signal)	Ground	Keeping engine speed at idle for 10 minutes	The voltage should be above 0.68V at least once during this procedure.	

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 3.

## 3 Perform component function check-iii

Check the voltage between ECM harness connector and ground under the following condition.

ECM		Ground	Condition	Voltage	
Connector	Terminal	Giodila	Condition	voitage	
F8	50 (HO2S2 signal)	Ground	Coasting from 80 km/h (50 MPH) in D position (CVT), 4th gear position (M/T)	The voltage should be above 0.68V at least once during this procedure.	

### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-235, "Diagnosis Procedure".

## Diagnosis Procedure

INFOID:0000000001180122

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## 1. CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- 2. Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

### Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

## 2.CLEAR THE SELF-LEARNING DATA

- Clear mixture ratio self-learning value, refer to ECM-21, "MIXTURE RATIO SELF-LEARNING VALUE CLEAR: Special Repair Requirement".
- 2. Run engine for at least 10 minutes at idle speed.

## Is the 1st trip DTC P0172 detected? Is it difficult to start engine?

>> Perform trouble diagnosis for DTC P0172. Refer to ECM-167, "DTC Logic".

NO >> GO TO 3.

## 3.CHECK HO2S2 GROUND CIRCUIT FOR OPEN AND SHORT

- Turn ignition switch OFF.
- Disconnect heated oxygen sensor 2 harness connector. 2.
- 3. Disconnect ECM harness connector.
- Check the continuity between HO2S2 harness connector and ECM harness connector.

НО	2S2	EC	Continuity	
Connector Terminal		Connector	Terminal	Continuity
E58	1	F8	59	Existed

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

#### Is the inspection result normal?

YES >> GO TO 5.

NO >> GO TO 4.

## 4. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E7, F121
- Harness for open or short between heated oxygen sensor 2 and ECM.

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

## 5.CHECK HO2S2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

Check the continuity between HO2S2 harness connector and ECM harness connector.

НО	2S2	E	Continuity	
Connector	Connector Terminal		Terminal	Continuity
E58	4	F8	50	Existed

Check the continuity between HO2S2 harness connector or ECM harness connector and ground.

НО	HO2S2 ECM		Ground	Continuity	
Connector	Terminal	Connector Terminal		Glound	Continuity
E58	4	F8	50	Ground	Not existed

3. Also check harness for short to power.

#### < COMPONENT DIAGNOSIS >

#### Is the inspection result normal?

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

## 6. DETECT MALFUNCTIONING PART

### Check the following.

- Harness connectors E7, F121
- Harness for open or short between heated oxygen sensor 2 and ECM.
  - >> Repair open circuit or short to ground or short to power in harness or connectors.

## 7. CHECK HEATED OXYGEN SENSOR 2

Refer to ECM-229, "Component Inspection".

#### Is the inspection result normal?

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

### $oldsymbol{8}.$ REPLACE HEATED OXYGEN SENSOR 2

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 and approved anti-seize lubricant.

### >> INSPECTION END

## 9. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

## Component Inspection

INFOID:0000000001180123

## 1. INSPECTION START

Do you have CONSULT-III?

#### Do you have CONSULT-III?

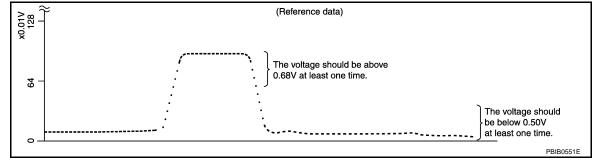
YES >> GO TO 2. NO >> GO TO 3.

## 2.check heated oxygen sensor 2

### (P)With CONSULT-III

- Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT-III.
- 2. Start engine and warm it up to the normal operating temperature.
- 3. Turn ignition switch OFF and wait at least 10 seconds.
- 4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
- Let engine idle for 1 minute.
- 6. Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "HO2S2 (B1)" as the monitor item with CONSULT-III.

7. Check "HO2S2 (B1)" at idle speed when adjusting "FUEL INJECTION" to ±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%.

### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 6.

3.CHECK HEATED OXYGEN SENSOR 2-I

#### Without CONSULT-III

- 1. Start engine and warm it up to the normal operating temperature.
- 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.
- Let engine idle for 1 minute.
- 5. Check the voltage between ECM harness connector and ground under the following condition.

	ECM		Condition	Voltage	
Connector	Terminal	Ground	Condition	voltage	
F8	50 (HO2S2 signal)	Ground	Revving up to 4,000 rpm under no load at least 10 times	The voltage should be above 0.68V at least once during this procedure. The voltage should be below 0.50V at least once during this procedure.	

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 4.

### 4. CHECK HEATED OXYGEN SENSOR 2-II

Check the voltage between ECM harness connector and ground under the following condition.

	ECM		Condition	Voltage	
Connector	Terminal		Conducti		
F8	50 (HO2S2 signal)	Ground	Keeping engine speed at idle for 10 minutes	The voltage should be above 0.68V at least once during this procedure.  The voltage should be below 0.50V at least once during this procedure.	

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 5.

### CHECK HEATED OXYGEN SENSOR 2-III.

Check the voltage between ECM harness connector and ground under the following condition.

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ECM		Ground	Condition	Voltago	
Connector	Terminal	Giodila	Condition	Voltage	
F8	50 (HO2S2 signal)	Ground	Coasting from 80 km/h (50 MPH) in D position (CVT), 4th gear position (M/T)	The voltage should be above 0.68V at least once during this procedure.  The voltage should be below 0.50V at least once during this procedure.	

### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 6.

## 6. REPLACE HEATED OXYGEN SENSOR 2

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 and approved anti-seize lubricant.

>> INSPECTION END

### P1211 TCS CONTROL UNIT

< COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

## P1211 TCS CONTROL UNIT

Description INFOID:0000000001180124

The malfunction information related to TCS is transferred through the CAN communication line from "ABS actuator and electric unit (control unit)" to ECM.

Be sure to erase the malfunction information such as DTC not only for "ABS actuator and electric unit (control unit)" but also for ECM after TCS related repair.

DTC Logic

#### DTC DETECTION LOGIC

Freeze frame data is not stored in the ECM for this self-diagnosis.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1211	TCS control unit	ECM receives a malfunction information from "ABS actuator and electric unit (control unit)".	ABS actuator and electric unit (control unit)     TCS related parts

#### DTC CONFIRMATION PROCEDURE

## 1.PRECONDITIONING

#### **TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 10.5V at idle.

>> GO TO 2.

## 2. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Start engine and let it idle for at least 60 seconds.
- Check 1st trip DTC.

#### Is 1st trip DTC detected?

YES >> ECM-239, "Diagnosis Procedure"

NO >> INSPECTION END

### Diagnosis Procedure

Go to BRC-73, "Work Flow".

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## P1212 TCS COMMUNICATION LINE

Description INFOID:0000000001180127

This CAN communication line is used to control the smooth engine operation during the TCS operation. Pulse signals are exchanged between ECM and "ABS actuator and electric unit (control unit)".

Be sure to erase the malfunction information such as DTC not only for "ABS actuator and electric unit (control unit)" but also for ECM after TCS related repair.

**DTC** Logic INFOID:0000000001180128

#### DTC DETECTION LOGIC

#### NOTE:

- If DTC P1212 is displayed with DTC U1001, first perform the trouble diagnosis for DTC U1001. Refer to ECM-112, "DTC Logic".
- If DTC P1212 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to ECM-113, "DTC Logic".

Freeze frame data is not stored in the ECM for this self-diagnosis.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1212	TCS communication line	ECM can not receive the information from "ABS actuator and electric unit (control unit)" continuously.	Harness or connectors     (The CAN communication line is open or shorted.)     ABS actuator and electric unit (control unit)     Dead (Weak) battery

### DTC CONFIRMATION PROCEDURE

## 1.PRECONDITIONING

#### **TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 10.5V at idle.

>> GO TO 2.

## 2.PERFORM DTC CONFIRMATION PROCEDURE

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

### Is 1st trip DTC detected?

YES >> Go to ECM-240, "Diagnosis Procedure".

NO >> INSPECTION END

### Diagnosis Procedure

Go to BRC-73, "Work Flow".

INFOID:0000000001180129

[MR20DE (WITH EURO-OBD)]

[MR20DE (WITH EURO-OBD)]

## P1217 ENGINE OVER TEMPERATURE

DTC Logic INFOID:0000000001180130

### DTC DETECTION LOGIC

#### NOTE:

- If DTC P1217 is displayed with DTC U1001, first perform the trouble diagnosis for DTC U1001. Refer to ECM-112, "DTC Logic".
- If DTC P1217 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to ECM-113, "DTC Logic".

If the cooling fan or another component in the cooling system malfunctions, engine coolant temperature will

When the engine coolant temperature reaches an abnormally high temperature condition, a malfunction is indicated.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1217	Engine over tempera- ture (Overheat)	<ul> <li>Cooling fan does not operate properly (Overheat).</li> <li>Cooling fan system does not operate properly (Overheat).</li> <li>Engine coolant was not added to the system using the proper filling method.</li> <li>Engine coolant is not within the specified range.</li> </ul>	Harness or connectors     (The cooling fan circuit is open or shorted.)     IPDM E/R (Cooling fan relay-1)     Cooling fan relay -3     Cooling fan motor     Radiator hose     Radiator     Radiator cap     Reservoir tank     Water pump     Thermostat     Water control valve

#### **CAUTION:**

When a malfunction is indicated, be sure to replace the coolant. Refer to CO-30, "Inspection". Also, replace the engine oil. Refer to LU-15, "Draining".

- 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-28, "SAE Viscosity Number".
- After refilling coolant, run engine to ensure that no water-flow noise is emitted.

### DTC CONFIRMATION PROCEDURE

## 1. PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to ECM-241, "Component Function Check".

#### NOTE:

Use component function check to check the overall function of the cooling fan. During this check, a DTC might not be confirmed.

### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-242, "Diagnosis Procedure".

## Component Function Check

1.PERFORM COMPONENT FUNCTION CHECK-I

#### **WARNING:**

Never remove the radiator cap when the engine is hot. Serious burns could be caused by high pressure fluid escaping from the radiator.

Wrap a thick cloth around cap. Carefully remove the cap by turning it a quarter turn to allow built-up pressure to escape. Then turn the cap all the way off.

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INFOID:0000000001180131

### P1217 ENGINE OVER TEMPERATURE

### < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

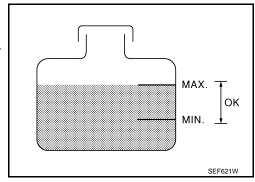
Check the coolant level in the reservoir tank and radiator.

Allow engine to cool before checking coolant level.

<u>Is the coolant level in the reservoir tank and/or radiator below the proper range?</u>

YES >> Go to ECM-242, "Diagnosis Procedure".

NO >> GO TO 2.



## 2. PERFORM COMPONENT FUNCTION CHECK-II

Confirm whether customer filled the coolant or not.

Did customer fill the coolant?

YES >> Go to ECM-242, "Diagnosis Procedure".

NO >> GO TO 3.

3.perform component function check-iii

### (I) With CONSULT-III

- 1. Turn ignition switch ON.
- 2. Perform "COOLING FAN" in "ACTIVE TEST" mode with CONSULT-III.
- 3. Make sure that cooling fan motor operate at each speed (LOW/HI).

#### Without CONSULT-III

Perform IPDM E/R auto active test and check cooling fan motors operation, refer to <u>PCS-9</u>, "<u>Diagnosis</u> <u>Description</u>".

Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-242, "Diagnosis Procedure".

## Diagnosis Procedure

INFOID:0000000001180132

## 1. INSPECTION START

Do you have CONSULT-III?

Yes or No

Yes >> GO TO 2.

No >> GO TO 4.

 $2.\mathsf{CHECK}$  COOLING FAN LOW SPEED OPERATION

## (III) With CONSULT-III

- 1. Turn ignition switch ON.
- Perform "COOLING FAN" in "ACTIVE TEST" mode with CONSULT-III and touch "LOW" on the CON-SULT-III screen.
- 3. Make sure that cooling fan operates at low speed.

Is the inspection result normal?

YES >> GO TO 3.

NO >> Check cooling fan control circuit.

3.check cooling fan high speed operation

## (I) With CONSULT-III

- 1. Touch "HIGH" on the CONSULT-III screen.
- Make sure that cooling fan operates at higher speed than low speed.

Is the inspection result normal?

YES >> GO TO 6.

NO >> Check cooling fan control circuit.

4. CHECK COOLING FAN LOW SPEED OPERATION

## P1217 ENGINE OVER TEMPERATURE

< COMPONENT DIAGNOSIS >	[MR20DE (WITH EURO-OBD)]
<ul> <li>Without CONSULT-III</li> <li>Start engine and let it idle.</li> <li>Turn air conditioner switch ON.</li> <li>Turn blower fan switch ON.</li> </ul>	А
4. Make sure that cooling fan operates at low speed.	ECN
Is the inspection result normal? YES >> GO TO 5.	_
NO >> Check cooling fan low speed control circuit.	C
5. CHECK COOLING FAN HIGH SPEED OPERATION	
<ul> <li>Without CONSULT-III</li> <li>1. Turn ignition switch OFF.</li> <li>2. Turn air conditioner switch and blower fan switch OFF.</li> <li>3. Disconnect engine coolant temperature sensor harness connector.</li> <li>4. Connect 150Ω resistor to engine coolant temperature sensor harnes</li> <li>5. Restart engine and make sure that cooling fan operates at higher space in the inspection result normal?</li> <li>YES &gt;&gt; GO TO 6.</li> <li>NO &gt;&gt; Check cooling fan high speed control circuit.</li> </ul>	
6.CHECK COOLING SYSTEM FOR LEAK	
Check cooling system for leak. Refer to CO-30, "Inspection".  Is leakage detected?  YES >> GO TO 8.	——— G
NO >> GO TO 7.	
/.DETECT MALFUNCTIONING PART	
<ul> <li>Check the following for leak. Refer to <u>CO-30, "Inspection"</u>.</li> <li>Hose</li> <li>Radiator</li> <li>Water pump</li> <li>Reservoir tank</li> </ul>	J
>> Repair or replace.	V.
8.CHECK RESERVOIR TANK CAP	K
Check radiator cap. Refer to CO-33, "RESERVOIR TANK CAP: Inspect	ion".
Is the inspection result normal?	L
YES >> GO TO 9.	
NO >> Replace radiator cap.	M
9.CHECK THERMOSTAT	
Check thermostat.	A.I.
Is the inspection result normal? YES >> GO TO 10.	N
NO >> Replace thermostat.	
10. CHECK ENGINE COOLANT TEMPERATURE SENSOR	0
Check engine coolant temperature sensor.	
Is the inspection result normal?	Р
OK >> GO TO 11.	
NG >> Replace engine coolant temperature sensor.	
11.CHECK MAIN 13 CAUSES	
If the cause cannot be isolated, check the following.	

## **P1217 ENGINE OVER TEMPERATURE**

### < COMPONENT DIAGNOSIS >

## [MR20DE (WITH EURO-OBD)]

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	MA-28, "SAE Viscosity Number"
	3	Coolant level	Visual	Coolant up to MAX level in reservoir tank and radiator filler neck	CO-30, "Inspection"
	4	Reservoir tank cap	Pressure tester	59 - 98 kPa (0.6 - 1.0 bar, 0.6 - 1.0 kg/ cm <sup>2</sup> , 9 - 14 psi) (Limit)	CO-35, "Removal and Installation"
ON*2	5	Coolant leaks	Visual	No leaks	CO-30, "Inspection"
ON* <sup>2</sup>	6	Thermostat	Touch the upper and lower radiator hoses	Both hoses should be hot	CO-41, "Removal and Installation"
ON* <sup>1</sup>	7	Cooling fan motor	CONSULT-III	Operating	ECM-291, "Component Inspection (Cooling Fan Motor)"
OFF	8	Combustion gas leak	Color checker chemical tester 4 Gas analyzer	Negative	_
ON* <sup>3</sup>	9	Coolant temperature gauge	Visual	Gauge less than 3/4 when driving	_
		Coolant overflow to reservoir tank	Visual	No overflow during driving and idling	CO-30, "Inspection"
OFF*4	10	Coolant return from reservoir tank to radiator	Visual	Should be initial level in reservoir tank	CO-30, "Inspection"
OFF	11	Water control valve	Remove and inspect the valve	Within the specified value	CO-44, "Removal and Installation"
OFF	12	Cylinder head	Straight gauge feeler gauge	0.1 mm (0.004 in) Maximum distortion (warping)	EM-187, "Removal and Installation"
	13	Cylinder block and pistons	Visual	No scuffing on cylinder walls or piston	EM-192, "Inspection"

<sup>\*1:</sup> Turn the ignition switch ON.

For more information, refer to CO-26, "Troubleshooting Chart".

>> INSPECTION END

<sup>\*2:</sup> Engine running at 3,000 rpm for 10 minutes.

<sup>\*3:</sup> Drive at 90 km/h (55 MPH) for 30 minutes and then let idle for 10 minutes.

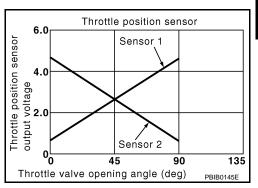
<sup>\*4:</sup> After 60 minutes of cool down time.

## P1225 TP SENSOR

Description INFOID:0000000001180133

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.



DTC Logic INFOID:000000001180134

#### DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1225	Closed throttle position learning performance	Closed throttle position learning value is excessively low.	Electric throttle control actuator (TP sensor 1 and 2)

#### DTC CONFIRMATION PROCEDURE

## 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always 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.

>> GO TO 2.

## 2. PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON.
- 2. Turn ignition switch OFF and wait at least 10 seconds.
- 3. Turn ignition switch ON.
- 4. Check 1st trip DTC.

#### Is 1st trip DTC detected?

YES >> Go to ECM-245, "Diagnosis Procedure".

NO >> INSPECTION END

## Diagnosis Procedure

1. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

- Turn ignition switch OFF.
- Remove the intake air duct.

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### **P1225 TP SENSOR**

### < COMPONENT DIAGNOSIS >

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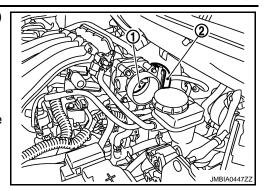
- Check if foreign matter is caught between the throttle valve (1) and the housing.
  - 2. Electric throttle control actuator

### Is the inspection result normal?

YES >> GO TO 2.

NO >> Remove

>> Remove the foreign matter and clean the electric throttle control actuator inside.



## 2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

- 1. Replace electric throttle control actuator.
- 2. Go to ECM-246, "Special Repair Requirement".

>> INSPECTION END

## Special Repair Requirement

INFOID:0000000001180136

1. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to ECM-19, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement"

>> GO TO 2.

2. PERFORM IDLE AIR VOLUME LEARNING

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

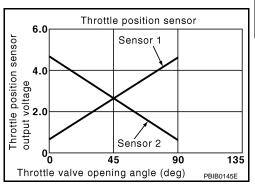
>> END

## P1226 TP SENSOR

Description INFOID:0000000001180137

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.



DTC Logic

#### DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1226	Closed throttle position learning performance	Closed throttle position learning is not performed successfully, repeatedly.	Electric throttle control actuator (TP sensor 1 and 2)

#### DTC CONFIRMATION PROCEDURE

## 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always 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.

>> GO TO 2.

## 2. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Turn ignition switch ON.
- 2. Turn ignition switch OFF, wait at least 10 seconds.
- 3. Turn ignition switch ON.
- 4. Repeat steps 2 and 3 for 32 times.
- Check 1st trip DTC.

#### Is 1st trip DTC detected?

YES >> Go to ECM-247, "Diagnosis Procedure".

NO >> INSPECTION END

## **Diagnosis Procedure**

## 1. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

- 1. Turn ignition switch OFF.
- Remove the intake air duct.

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### P1226 TP SENSOR

### < COMPONENT DIAGNOSIS >

### [MR20DE (WITH EURO-OBD)]

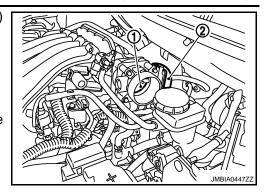
- Check if foreign matter is caught between the throttle valve (1) and the housing.
  - 2. Electric throttle control actuator

### Is the inspection result normal?

YES >> GO TO 2.

NO >> GO 10 2

>> Remove the foreign matter and clean the electric throttle control actuator inside.



## 2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

- 1. Replace electric throttle control actuator.
- 2. Go to ECM-246, "Special Repair Requirement".

>> INSPECTION END

## Special Repair Requirement

INFOID:0000000001180140

1. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to ECM-19, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement"

>> GO TO 2.

## 2. PERFORM IDLE AIR VOLUME LEARNING

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

>> END

### P1229 SENSOR POWER SUPPLY

< COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

## P1229 SENSOR POWER SUPPLY

DTC Logic

### DTC DETECTION LOGIC

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DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause	(
P1229	Sensor power supply circuit short	ECM detects a voltage of power source for sensor is excessively low or high.	Harness or connectors     (APP sensor 1 circuit is shorted.)     (TP sensor circuit is shorted.)     [Camshaft position sensor (PHASE) circuit is shorted.]     Accelerator pedal position sensor     Throttle position sensor     Camshaft position sensor (PHASE)	1

### DTC CONFIRMATION PROCEDURE

## 1.PRECONDITIONING

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

### **TESTING CONDITION:**

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

>> GO TO 2.

## 2.PERFORM DTC CONFIRMATION PROCEDURE

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

### Is DTC detected?

YES >> Go to ECM-249, "Diagnosis Procedure".

NO >> INSPECTION END

## Diagnosis Procedure

#### INFOID:0000000001180142

## 1. CHECK GROUND CONNECTION

- 1. Turn ignition switch OFF.
- 2. Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

#### Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

## 2.CHECK ACCELERATOR PEDAL POSITION SENSOR 1 POWER SUPPLY CIRCUIT

- 1. Disconnect accelerator pedal position (APP) sensor harness connector.
- Turn ignition switch ON.
- Check the voltage between APP sensor harness connector and ground.

APP s	sensor	Ground	Voltage	
Connector	Connector Terminal		voltage	
E110	4	Ground	Approx. 5V	

#### Is the inspection result normal?

YES >> GO TO 7.

NO >> GO TO 3.

## 3. CHECK SENSOR POWER SUPPLY CIRCUITS

Check harness for short to power and short to ground, between the following terminals.

### < COMPONENT DIAGNOSIS >

E	CM	Sensor		
Connector	Connector Terminal Item		Connector	Terminal
F8	72	Electric throttle control actuator	F29	1
10	78	CMP sensor (PHASE)	F26	1
E16	106	APP sensor	E110	4

### Is the inspection result normal?

YES >> GO TO 4.

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

## 4. CHECK COMSHAFT PSITION SENSOR

Refer to ECM-187, "Component Inspection".

### Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace malfunctioning component.

## 5. CHECK TP SENSOR

Refer to ECM-279, "Component Inspection".

#### Is the inspection result normal?

YES >> GO TO 9.

NO >> GO TO 6.

## 6. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

- Replace electric throttle control actuator.
- 2. Go to ECM-205, "Special Repair Requirement".

### >> INSPECTION END

## 7. CHECK APP SENSOR

Refer to ECM-272, "Component Inspection".

## Is the inspection result normal?

YES >> GO TO 9.

NO >> GO TO 8.

## 8. REPLACE ACCELERATOR PEDAL ASSEMBLY

- Replace accelerator pedal assembly.
- Go to ECM-19, "ACCELERATOR PEDAL RELEASED POSITION LEARNING: Special Repair Requirement".

### >> INSPECTION END

## 9. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

### P1564 ASCD STEERING SWITCH

< COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

## P1564 ASCD STEERING SWITCH

Description INFOID:0000000001180143

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 ECM-49, "System Description" for the ASCD function.

DTC Logic INFOID:0000000001180144

### DTC DETECTION LOGIC

If DTC P1564 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to ECM-199, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1564	ASCD steering switch	<ul> <li>An excessively high voltage signal from the ASCD steering switch is sent to ECM.</li> <li>ECM detects that input signal from the ASCD steering switch is out of the specified range.</li> <li>ECM detects that the ASCD steering switch is stuck ON.</li> </ul>	Harness or connectors     (The switch circuit is open or shorted.)     ASCD steering switch     ECM

### DTC CONFIRMATION PROCEDURE

## 1.PRECONDITIONING

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

>> GO TO 2.

## 2 Perform DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON.
- Wait at least 10 seconds. 2.
- Press MAIN switch for at least 10 seconds, then release it and wait at least 10 seconds.
- Press CANCEL switch for at least 10 seconds, then release it and wait at least 10 seconds.
- Press RESUME/ACCELERATE switch for at least 10 seconds, then release it and wait at least 10 seconds.
- Press SET/COAST switch for at least 10 seconds, then release it and wait at least 10 seconds.
- Check DTC.

#### Is DTC detected?

YES >> Go to ECM-251, "Diagnosis Procedure".

NO >> INSPECTION END

## Diagnosis Procedure

## 1. CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

#### Is the inspection result normal?

YS >> GO TO 2.

NO >> Repair or replace ground connection.

## 2.CHECK ASCD STEERING SWITCH CIRCUIT

### (P) With CONSULT-III

1. Turn ignition switch ON.

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INFOID:0000000001180145

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### P1564 ASCD STEERING SWITCH

### < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

- Select "MAIN SW", "CANCEL SW", "RESUME/ACC SW" and "SET SW" in "DATA MONITOR" mode with CONSULT-III.
- 3. Check each item indication under the following conditions.

Monitor item	Condition	Indication	
MAIN SW	MAIN switch	Pressed	ON
MAIN SW	WAIN SWILCH	Released	OFF
CANCEL SW	CANCEL switch	Pressed	ON
CANCEL 3W	CANCEL SWILLII	Released	OFF
RESUME/ACC SW	RESUME/ACCELERATE switch	Pressed	ON
KLGOWIL/ACC GW	RESONIE/ACCELENATE SWITCH	Released	OFF
SET SW	SET/COAST switch	Pressed	ON
OL I OVV		Released	OFF

#### **⋈** Without CONSULT-III

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

ECM		Ground	Condition	Voltage
Connector	Terminal	Giodila	Condition	voltage
		Ground	MAIN switch: Pressed	Approx. 0V
	94 (ASCD steering switch signal)		CANSEL switch: Pressed	Approx. 1V
E16			SET/COAST switch: Pressed	Approx. 2V
			RESUME/ACCELERATE switch: Pressed	Approx. 3V
			All ASCD steering switches: Released	Approx. 4V

#### Is the inspection result normal?

YES >> GO TO 8.

NO >> GO TO 3.

# ${f 3.}$ CHECK ASCD STEERING SWITCH GROUND CIRCUIT FOR OPEN AND SHORT

- 1. Turn ignition switch OFF.
- 2. Disconnect ECM harness connector.
- 3. Disconnect combination switch harness connector M352.
- 4. Check the continuity between ASCD steering switch and ECM harness connector.

ASCD steering switch	E	Continuity		
Terminal	Connector Terminal			
15	E16	95	Existed	

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

#### Is the inspection result normal?

YES >> GO TO 5.

NO >> GO TO 4.

## 4. DETECT MALFUNCTIONING PART

### Check the following.

- Harness connectors M77, E105
- Combination switch (spiral cable)
- · Harness for open and short between ECM and ASCE 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

## P1564 ASCD STEERING SWITCH

## < COMPONENT DIAGNOSIS >

## [MR20DE (WITH EURO-OBD)]

1. Check the continuity between ECM harness connector and ASCD steering switch.

ASCD steering switch	ECM		Continuity	
Terminal	Connector Terminal		Continuity	
14	E16	94	Existed	

**ECM** 

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

### Is the inspection result normal?

YES >> GO TO 7.

NO >> GO TO 6.

## 6. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M77, E105
- Combination switch (spiral cable)
- Harness for open and short between ECM and ASCE steering switch

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

## .CHECK ASCD STEERING SWITCH

Refer to ECM-253, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 8.

NO >> Replace ASCD steering switch.

# 8. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

# Component Inspection

## INFOID:0000000001180146

# 1. CHECK ASCD STEERING SWITCH

- 1. Disconnect combination switch (spiral cable) harness connector.
- 2. Check the continuity between combination switch harness connector terminals under following conditions.

Combinat	tion meter	Condition	Resistance	
Connector	Terminals	Condition		
		MAIN switch: Pressed	Approx. 0 Ω	
		CANCEL switch: Pressed	Approx. 250 $\Omega$	
M325	14 and 15	SET/COAST switch: Pressed	Approx. 660 Ω	
		RESUME/ACCELERATE switch: Pressed	Approx. 1,480 Ω	
		All ASCD steering switches: Released	Approx. 4,000 Ω	

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace ASCD steering switch

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Description INFOID:000000001180147

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 ECM-49, "System Description" for the ASCD function.

DTC Logic (INFOID:000000001180148

#### DTC DETECTION LOGIC

#### NOTE:

- If DTC P1572 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to ECM-199, "DTC Logic".
- This self-diagnosis has the one trip detection logic. When malfunction A is detected, DTC is not stored in ECM memory. And in that case, 1st trip DTC and 1st trip freeze frame data are displayed.
   1st trip DTC is erased when ignition switch OFF. And even when malfunction A is detected in two consecutive trips, DTC is not stored in ECM memory.

DTC No.	Trouble diagnosis name	DTC detecting condition		Possible cause	
		A)	When the vehicle speed is above 30 km/h (19 MPH), ON signals from the stop lamp switch and the ASCD brake switch are sent to the ECM at the same time.	(The ASCD brake switch circuit is shorted.)	
P1572	ASCD brake switch	В)	ASCD brake switch signal is not sent to ECM for extremely long time while the vehicle is driving.	Harness or connectors (The ASCD clutch switch circuit is shorted.) (M/T) Stop lamp switch ASCD brake switch ASCD clutch switch (M/T) Incorrect stop lamp switch installation Incorrect ASCD brake switch installation Incorrect ASCD clutch switch installation (M/T) ECM	

## DTC CONFIRMATION PROCEDURE

# 1.PRECONDITIONING

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

#### NOTE:

Procedure for malfunction B is not described here. It takes extremely long time to complete procedure for malfunction B. By performing procedure for malfunction A, the incident that causes malfunction B can be detected.

>> GO TO 2.

# 2.PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION A

#### (P)With CONSULT-III

- 1. Start engine.
- 2. Select "DATA MONITOR" mode with CONSULT-III.
- 3. Press MAIN switch and make sure that CRUISE indicator is displayed in combination meter.
- 4. Drive the vehicle for at least 5 consecutive seconds under the following conditions.

## Always drive vehicle at a safe speed.

#### NOTÉ:

**CAUTION:** 

This procedure may be conducted with the drive wheels lifted in the shop or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle.

## < COMPONENT DIAGNOSIS >

# [MR20DE (WITH EURO-OBD)]

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VHCL SPEED SE	More than 30 km/h (19 mph)	
Shift lever	Suitable position	
5. Check 1st trip DTC.  With GST	<u> </u>	E
Follow the procedure "With	CONSULT-III" above.	_
Is 1st trip DTC detected?  YES >> Go to ECM-25  NO >> GO TO 3.	5, "Diagnosis Procedure".	
3. PERFORM DTC CONF	IRMATION PROCEDURE FOR MALFUNCTION B	
CAUTION: Always drive vehicle	least 5 consecutive seconds under the following conat a safe speed.	ditions.
If a road test is expec	be conducted with the drive wheels lifted in the shoted to be easier, it is unnecessary to lift the vehic	
VHCL SPEED SE	More than 30 km/h (19 mph)	
Selector lever	Suitable position	
Driving location	Depress the brake pedal for more than five seconds so as not to come off from the above-mentioned vehicle speed.	
2. Check 1st trip DTC.  With GST Follow the procedure "With Is 1st trip DTC detected?	CONSULT-III" above.	
•	5, "Diagnosis Procedure". END	
Diagnosis Procedure		INFOID:000000001180149
1.CHECK OVERALL FUN	ICTION-I	
With CONSULT-III     Turn ignition switch ON	N.	

1. Turn ignition switch Oin.

2. Select "BRAKE SW1" in "DATA MONITOR" mode with CONSULT-III.

3. Check "BRAKE SW1" indication under the following conditions.

Monitor item	Condition	Indication	
BRAKE SW1	Brake pedal (CVT)	Slightly depressed	OFF
DIVAIL OWI	Brake pedal and clutch pedal (M/T)	Fully released	ON

## **W** Without CONSULT-III

1. Turn ignition switch ON.

2. Check the voltage between ECM harness connector and ground.

	ECM	Ground Condition			Voltage
Connector	Terminal				voltage
E16	100	Ground	Brake pedal (CVT)	Slightly depressed	Approx. 0V
E10	(ASCD brake switch signal)	Ground	Brake pedal and clutch pedal (M/T)	Fully released	Battery voltage

## Is the inspection result normal?

YES >> GO TO 2.

## < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

NO-1 >> CVT models: GO TO 3. NO-1 >> M/T models: GO TO 7.

# 2.CHECK OVERALL FUNCTION-II

## (P) With CONSULT-III

Select "BRAKE SW2" and check indication in "DATA MONITOR" mode.

Monitor item	Condition	Indication	
BRAKE SW2	Brake pedal (CVT)	Slightly depressed	ON
DIVARE SW2	Brake pedal and clutch pedal (M/T)	Fully released	OFF

## **(X)** Without CONSULT-III

Check the voltage between ECM harness connector and ground.

ECM		Ground	Condition		Voltage
Connector	Terminal	Giodila	Condition		voltage
E16	99	Ground	Brake pedal (CVT)	Slightly depressed	Approx. 0V
£10	(Stop lamp switch signal)	Giodila	Brake pedal and clutch pedal (M/T)	Fully released	Battery voltage

#### Is the inspection result normal?

YES >> GO TO 19.

NO >> GO TO 14.

# ${f 3.}$ CHECK ASCD BRAKE SWITCH POWER SUPPLY CIRCUIT

- 1. Turn ignition switch OFF.
- 2. Disconnect ASCD brake switch harness connector.
- 3. Turn ignition switch ON.
- 4. Check the voltage between ASCD brake switch harness connector and ground.

ASCD b	rake switch	Ground	Voltage
Connector	Terminal	Ground	voltage
E112	1	Ground	Battery voltage

#### Is the inspection result normal?

YES >> GO TO 5.

NO >> GO TO 4.

# 4. DETECT MALFUNCTIONING PART

## Check the following.

- Junction block connector E105, M77
- 10A fuse (No.4)
- · 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.

# 5. CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

- 1. Turn ignition switch OFF.
- Disconnect ECM ASCD harness connector.
- 3. Check the continuity between ASCD brake switch harness connector and ECM harness connector.

ASCD brake switch		ECM		Continuity
Connector	Terminal	Connector Terminal		Continuity
E112	2	E16	100	Existed

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

#### Is the inspection result normal?

## < COMPONENT DIAGNOSIS >

## [MR20DE (WITH EURO-OBD)]

YES >> GO TO 6.

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

## 6. CHECK ASCD BRAKE SWITCH

Refer to ECM-259, "Component Inspection (ASCD Brake Switch)".

## Is the inspection result normal?

YES >> GO TO 19.

NO >> Replace ASCD brake switch.

# 7. CHECK ASCD BRAKE SWITCH CIRCUIT

- Turn ignition switch OFF.
- Disconnect ASCD brake switch harness connector.
- Turn ignition switch ON. 3.
- 4. Check the voltage between ASCD brake switch harness connector and ground.

ASCD Clu	tch switch	Ground	Condition		Voltage (V)
Connector	Terminal	Giodila			voltage (v)
F112	1	Ground	Clutch ped-	Slightly depressed	Approx. 0
LIIZ	1	Ground	al	Fully released	Battery voltage

#### Is the inspection result normal?

>> GO TO 12. YES

NO >> GO TO 8.

# 8.CHECK ASCD BRAKE SWITCH POWER SUPPLY CIRCUIT

- Turn ignition switch OFF.
- Disconnect ASCD clutch switch harness connector.
- Turn ignition switch ON.
- Check the voltage between ASCD clutch switch harness connector and ground.

ASCD clu	ıtch switch	Ground	Voltage	
Connector	Connector Terminal		voltage	
E111	1	Ground	Battery voltage	

## Is the inspection result normal?

YES >> GO TO 10.

NO >> GO TO 9.

# 9. DETECT MALFUNCTIONING PART

## Check the following.

- Junction block connector E105, M77
- 10A fuse (No.4)
- · 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

Turn ignition switch OFF.

Check the continuity between ASCD brake switch harness connector and ASCD clutch switch harness connector.

ASCD brake switch		ASCD clutch switch		Continuity
Connector	Terminal	Connector	Terminal	Continuity
E112	1	E111	2	Existed

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

#### Is the inspection result normal?

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## < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

YES >> GO TO 11.

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

# 11. CHECK ASCD BRAKE SWITCH

Refer to ECM-259, "Component Inspection (ASCD Brake Switch)".

## Is the inspection result normal?

YES >> GO TO 19.

NO >> Replace ASCD brake switch.

# 12.CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

- 1. Turn ignition switch OFF.
- Disconnect ECM harness connector.
- 3. Check the continuity between ECM harness connector and ASCD brake switch harness connector.

ECM		ASCD brake switch		Continuity
Connector	Terminal	Connector	Terminal	Continuity
E16	100	E112	2	Existed

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

### Is the inspection result normal?

YES >> GO TO 13.

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

# 13. CHECK ASCD CLUTCH SWITCH

Refer to ECM-260, "Component Inspection (ASCD Clutch Switch)".

#### Is the inspection result normal?

YES >> GO TO 19.

NO >> Replace ASCD clutch switch.

# 14. CHECK STOP LAMP SWITCH POWER SUPPLY CIRCUIT

- 1. Turn ignition switch OFF.
- 2. Disconnect stop lamp switch harness connector.
- 3. Check the voltage between stop lamp switch harness connector and ground.

Stop lamp switch		Ground	Voltage
Connector	Terminal	Giodila	vollage
E114 (M/T) E115 (CVT)	1	Ground	Battery voltage

### Is the inspection result normal?

YES >> GO TO 16.

NO >> GO TO 15.

# 15. DETECT MALFUNCTIONING PART

## Check the following.

- 10A fuse (No.11)
- Harness for open or short between stop lamp switch and battery

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

# 16. CHECK STOP LAMP SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

- 1. Disconnect ECM harness connector.
- Check the continuity between ECM harness connector and stop lamp switch harness connector.

## < COMPONENT DIAGNOSIS >

EC	M	Stop lamp	switch	Continuity	Α
Connector	Terminal	Connector	Terminal	Continuity	
E10	106	E114 (M/T) E115 (CVT)	2	Existed	ECM
3. Also che	eck harness	for short to g	round and	short to power.	
Is the inspec		normal?			С
_	GO TO 18. GO TO 17.				
. —		ICTIONING P	M D T		
		ICTIONING P	AKI		D
<ul> <li>Check the fo</li> <li>Harness fo</li> </ul>		hort between	FCM and	stop lamp switch	
11011100010	n open or o	non botwoon	LOW and	otop tamp owton	Е
>>	Repair ope	n circuit or sho	ort to grou	nd or short to power in harness or connectors.	
18.CHECK	STOP LAI	MP SWITCH		·	_
Refer to ECN	M-260, "Coi	mponent Insp	ection (Sto	op Lamp Switch)".	F
Is the inspec			·		
	GO TO 19.				G
	•	op lamp switch			
19.CHECK	( INTERMI	TTENT INCID	ENT		Н
Refer to GI-3	39, "Intermit	ttent Incident"			
	INCDECTIO				
	INSPECTIO		D D . I	2 (1)	
Compone	nt insped	ction (ASCI	D Brake	SWITCN) INFOID:000000001180150	
1.CHECK	ASCD BRAI	KE SWITCH-I			J
	ition switch				
		orake switch h v between AS		onnector. switch terminals under the following conditions.	K
o.		, 201110011710		on the second of	
Terminals	C	ondition	Contin	uity	
1 and 2	Droke nedel	Fully released	Existe	ed ed	L
1 and 2	Brake pedal -	Slightly depress	ed Not exis	sted	
Is the inspec	tion result i	normal?			M
	INSPECTION	ON END			
_	GO TO 2.		_		
-		KE SWITCH-I			Ν
		switch install   <u>Adjustment</u>		er to BR-8, "Inspection and Adjustment" (LHD models) or BR-	
				switch terminals under the following conditions.	$\circ$
				-	

			,
1 and 2	Brake pedal	Fully released	Existed
i and z	Diake pedai	Slightly depressed	Not existed

# Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace ASCD brake switch.

## < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

# Component Inspection (ASCD Clutch Switch)

INFOID:0000000001180151

# 1. CHECK ASCD CLUTCH SWITCH-I

- 1. Turn ignition switch OFF.
- 2. Disconnect ASCD clutch switch harness connector.
- 3. Check the continuity between ASCD clutch switch terminals under the following conditions.

Terminals	Condition		Continuity
1 and 2	Clutch pedal	Fully released	Existed
i anu z		Slightly depressed	Not existed

### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

# 2.CHECK ASCD CLUTCH SWITCH-II

- 1. Adjust ASCD clutch switch installation. Refer to CL-6, "Inspection and Adjustment".
- 2. Check the continuity between ASCD clutch switch terminals under the following conditions.

Terminals	Condition		Continuity
1 and 2	Clutch pedal	Fully released	Existed
i and Z	Clutch pedal	Slightly depressed	Not existed

### Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace ASCD clutch switch.

# Component Inspection (Stop Lamp Switch)

INFOID:0000000001180152

# 1. CHECK STOP LAMP SWITCH-I

- 1. Turn ignition switch OFF.
- 2. Disconnect stop lamp switch harness connector.
- 3. Check the continuity between stop lamp switch terminals under the following conditions.

Terminals	Condition		Continuity
1 and 2	Brake pedal	Fully released	Not existed
1 and 2		Slightly depressed	Existed

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

# 2.CHECK STOP LAMP SWITCH-II

- Adjust stop lamp switch installation. Refer to <u>BR-8</u>, "<u>Inspection and Adjustment</u>" (LHD models) or <u>BR-55</u>, "<u>Inspection and Adjustment</u>" (RHD models).
- 2. Check the continuity between stop lamp switch terminals under the following conditions.

Terminals	Condition		Continuity
1 and 2	Brake pedal	Fully released	Not existed
i alla Z		Slightly depressed	Existed

## Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace stop lamp switch.

## P1574 ASCD VEHICLE SPEED SENSOR

< COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

## P1574 ASCD VEHICLE SPEED SENSOR

Description INFOID:0000000001180153

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 ECM-49, "System Description" for ASCD functions.

INFOID:0000000001180154

DTC Logic

#### DTC DETECTION LOGIC

- If DTC P1574 is displayed with DTC U1001, first perform the trouble diagnosis for DTC U1001. Refer to ECM-112, "DTC Logic".
- If DTC P1574 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to ECM-113, "DTC Logic".
- If DTC P1574 is displayed with DTC P0500, first perform the trouble diagnosis for DTC P0500. Refer to ECM-197, "DTC Logic"
- If DTC P1574 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to ECM-199. "DTC Logic"

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause	(
P1574	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.)     (Combination meter circuit is open or shorted.)     Combination meter     ABS actuator and electric unit (control unit)     Wheel sensor     TCM (CVT models)     ECM	H

## DTC CONFIRMATION PROCEDURE

## 1.PRECONDITIONING

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

>> GO TO 2.

# 2.PERFORM DTC CONFIRMATION PROCEDURE

- Start engine.
- Drive the vehicle at more than 40 km/h (25 MPH).

**CAUTION:** 

Always drive vehicle at a safe speed.

NOTE:

This procedure may be conducted with the drive wheels lifted in the shop or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle.

3. Check DTC.

#### Is DTC detected?

YES >> Go to ECM-261, "Diagnosis Procedure".

NO >> INSPECTION END

# Diagnosis Procedure

1. CHECK DTC WITH TCM

Check DTC with TCM. Refer to TM-430, "Diagnosis Description".

Is the inspection result normal?

YES >> GO TO 2.

**ECM-261** 

**ECM** 

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INFOID:0000000001180155

## P1574 ASCD VEHICLE SPEED SENSOR

## < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

NO >> Perform trouble shooting relevant to DTC indicated.

 $2.\mathsf{CHECK}$  DTC WITH "ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)"

Refer to BRC-17, "CONSULT-III Function (ABS)".

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace.

3. CHECK COMBINATION METER

Check combination meter function.

Refer to MWI-27, "CONSULT-III Function (METER/M&A)".

>> INSPECTION END

# P1706 PNP SWITCH

Description INFOID:0000000001180156

When the shift lever position is P or N (CVT), Neutral position (M/T), park/neutral position (PNP) switch is ON. ECM detects the position because the continuity of the line (the ON signal) exists.

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INFOID:0000000001180157

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DTC Logic

# DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1706	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

# 1. INSPECTION START

Do you have CONSULT-III?

## Do you have CONSULT-III?

YES >> GO TO 2.

NO >> GO TO 5.

2.PRECONDITIONING

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

>> GO TO 3.

# 3.CHECK PNP SWITCH FUNCTION

## (P)With CONSULT-III

1. Turn ignition switch ON.

2. Select "P/N POSI SW" in "DATA MONITOR" mode with CONSULT-III. Then check the "P/N POSI SW" signal under the following conditions.

Position (Shift lever)	Known-good signal
N or P position (CVT) Neutral position (M/T)	ON
Except above position	OFF

## Is the inspection result normal?

YES >> GO TO 4.

NO >> Go to ECM-264, "Diagnosis Procedure".

# 4. PERFORM DTC CONFIRMATION PROCEDURE

- Select "DATA MONITOR" mode with CONSULT-III.
- 2. Start engine and warm it up to normal operating temperature.
- 3. Maintain the following conditions for at least 50 consecutive seconds. **CAUTION:**

Always drive vehicle at a safe speed.

ENG SPEED	CVT: 1,500 - 6,375 rpm M/T: 1,500 - 6,375 rpm
COOLAN TEMP/S	More than 70°C (158°F)

**ECM** 

### < COMPONENT DIAGNOSIS >

B/FUEL SCHDL	CVT: 2.4 - 31.8 msec M/T: 3.5 - 31.8 msec
VHCL SPEED SE	More than 64 km/h (40 mph)
Shift lever	Suitable position

4. Check 1st trip DTC.

#### Is 1st trip DTC detected?

YES >> Go to ECM-264, "Diagnosis Procedure".

NO >> INSPECTION END

# 5. PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to ECM-264, "Component Function Check".

#### NOTE:

Use component function check the overall function of the park/neutral position (PNP) switch circuit. During this check, a 1st trip DTC might not be confirmed.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-264, "Diagnosis Procedure".

## Component Function Check

INFOID:0000000001180158

# 1. PERFORM COMPONENT FUNCTION CHECK

- Turn ignition switch ON.
- Check the voltage between ECM harness connector and ground.

	ECM	Ground	Condition		Voltage	
Connector	Terminal		Condition		voltage	
F8	69 (PNP switch signal)	Ground	Shift lever	P or N (CVT) Neutral (M/T)	Approx. 0V	
	(PNP switch signal)			Except above	BATTERY VOLTAGE	

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-264, "Diagnosis Procedure".

# Diagnosis Procedure

INFOID:0000000001180159

# 1. CHECK PNP SWITCH POWER SUPPLY CIRCUIT

- 1. Turn ignition switch OFF.
- 2. Disconnect Park/neutral position (PNP) switch harness connector.
- Turn ignition switch ON.
- 4. Check the voltage between PNP switch harness connector and ground.

PNP switch		Ground	Voltage
Connector	Terminal	Ground	voltage
F21 (CVT)	7		
F46 (M/T 2W)	2	Ground	Battery voltage
F48 (M/T 4W)	2		

#### Is the inspection result normal?

YES >> GO TO 3.

NO >> GO TO 2.

# 2.DTECTED MALFUNCTIONING PART

### Check the following.

• Harness connectors E6, F123

## P1706 PNP SWITCH

## < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

•  -	Harness	for open	or short	between	<b>PNP</b>	switch	and II	PDM	E/R
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>> Repair open circuit or short to ground or short to power in harness or connectors.

# 3.CHECK PNP SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT-I

- Turn ignition switch OFF.
- Disconnect ECM harness connector.
- 3. Check the continuity between PNP switch harness connector and ECM harness connector.

PNP s	witch	EC	Continuity	
Connector	Terminal	Connector Terminal		Continuity
F21 (CVT)	6			
F46 (M/T 2W)	3	E10	102	Existed
F48 (M/T 4W)	1			

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

## Is the inspection result normal?

YES >> GO TO 5.

NO-1 >> Repair open circuit or short to ground or short to power in harness or connectors. (M/T)

NO-2 >> GO TO 4. (CVT)

## f 4.CHECK PNP SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT-II

1. Check the continuity between PNP switch harness connector and ECM harness connector.

PNP s	PNP switch		IPDM E/R	
Connector	Terminal	Connector Terminal		Continuity
F21 (CVT)	7	E11	14	Existed

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

EC	CM	IPDM		Continuity
Connector	Terminal	Connector Terminal		Continuity
F8	69	E11	14	Existed

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

## Is the inspection result normal?

YES >> GO TO 5.

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

# 5.CHECK PNP SWITCH

Refer to TM-442, "Component Inspection" (CVT) or TM-57, "PARK/NEUTRAL POSITION (PNP) SWITCH: Component Parts Location" (M/T).

### Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace PNP switch.

## 6.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

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# P1715 INPUT SPEED SENSOR (PRIMARY SPEED SENSOR)

< COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

# P1715 INPUT SPEED SENSOR (PRIMARY SPEED SENSOR)

Description INFOID:000000001180160

ECM receives primary speed sensor signal from TCM through CAN communication line. ECM uses this signal for engine control.

DTC Logic

## DTC DETECTION LOGIC

#### NOTE:

- If DTC P1715 is displayed with DTC U1001 first perform the trouble diagnosis for DTC U1001. Refer to ECM-112, "DTC Logic".
- If DTC P1715 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to <u>ECM-113</u>, "<u>DTC Logic"</u>.
- If DTC P1715 is displayed with DTC P0335, first perform the trouble diagnosis for DTC P0335. Refer to ECM-181, "DTC Logic".
- If DTC P1715 is displayed with DTC P0340, first perform the trouble diagnosis for DTC P0340. Refer to ECM-185, "DTC Logic".
- If DTC P1715 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to <u>ECM-199</u>, "<u>DTC Logic"</u>.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1715	Input speed sensor (Primary speed sensor) (TCM output)	Primary speed sensor signal is different from the theoretical value calculated by ECM from secondary speed sensor signal and engine rpm signal.	Harness or connectors     (The CAN communication line is open or shorted)     Harness or connectors     (Primary speed sensor circuit is open or shorted)     TCM

### DTC CONFIRMATION PROCEDURE

# 1.PRECONDITIONING

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

>> GO TO 2.

# 2.perform dtc confirmation procedure

- Start engine and drive the vehicle at more than 50 km/h (31 MPH) for at least 5 seconds.
- 2. Check 1st trip DTC.

### Is 1st trip DTC detected?

YES >> Go to ECM-266, "Diagnosis Procedure".

NO >> INSPECTION END

# Diagnosis Procedure

INFOID:0000000001180162

## 1. CHECK DTC WITH TCM

Check DTC with TCM. Refer to TM-430, "Diagnosis Description".

### Is the inspection result normal?

YES >> GO TO 2.

NO >> Perform trouble shooting relevant to DTC indicated.

## 2.replace ${\sf TCM}$

Replace TCM.

>> INSPECTION END

## < COMPONENT DIAGNOSIS >

# P1805 BRAKE SWITCH

Description INFOID:0000000001180163

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.

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INFOID:0000000001180164

INFOID:0000000001180165

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DTC Logic

### DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1805	Brake switch	A brake switch signal is not sent to ECM for extremely long time while the vehicle is driving.	Harness or connectors     (Stop lamp switch circuit is open or shorted.)     Stop lamp switch

### DTC CONFIRMATION PROCEDURE

# 1. PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON.
- Fully depress the brake pedal for at least 5 seconds.
- Erase the DTC with CONSULT-III.
- Check 1st trip DTC.

## Is 1st trip DTC detected?

YES >> Go to ECM-267, "Diagnosis Procedure".

>> INSPECTION END NO

# Diagnosis Procedure

# 1. CHECK STOP LAMP SWITCH CIRCUIT

- Turn ignition switch OFF.
- Check the stop lamp when depressing and releasing the brake pedal.

Brake pedal	Stop lamp
Fully released	Not illuminated
Slightly depressed	Illuminated

## Is 1st trip DTC detected?

YES >> GO TO 4

NO >> GO TO 2

# 2.CHECK STOP LAMP SWITCH POWER SUPPLY CIRCUIT

- Turn ignition switch OFF.
- 2. Disconnect stop lamp switch harness connector.
- Check the voltage between stop lamp switch harness connector and ground.

Stop lamp switch		Ground	Voltage
Connector	Terminal	Giodila	voltage
E114 (M/T)	1	Ground	Battery voltage
E115 (CVT)	ļ.	Ground	battery voltage

## Is the inspection result normal?

YES

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

3.CHECK STOP LAMP SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

#### < COMPONENT DIAGNOSIS >

- 1. Disconnect ECM harness connector.
- Check the continuity between ECM harness connector and stop lamp switch harness connector.

EC	М	Stop lamp switch		Continuity
Connector	Terminal	Connector Terminal		Continuity
E16	99	E114 (M/T)	2	Existed
EIO	99	E115 (CVT)	2	Existed

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

### Is the inspection result normal?

YES >> GO TO 5. NG >> GO TO 4.

# 4. DETECT MALFUNCTIONING PART

#### Check the following.

- Harness connectors M77, E105
- · 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.

# 5. CHECK STOP LAMP SWITCH

Refer to ECM-268, "Component Inspection (Stop Lamp Switch)".

## Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace stop lamp switch.

## 6. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

#### >> INSPECTION END

# Component Inspection (Stop Lamp Switch)

INFOID:0000000001180166

## 1. CHECK STOP LAMP SWITCH-I

- 1. Turn ignition switch OFF.
- 2. Disconnect stop lamp switch harness connector.
- 3. Check the continuity between stop lamp switch terminals under the following conditions.

Terminals	C	Continuity	
1 and 2	1 and 2 Brake pedal	Fully released	Not existed
i aliu z		Slightly depressed	Existed

## Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

# 2.CHECK STOP LAMP SWITCH-II

- 1. Adjust stop lamp switch installation. Refer to ECM-268, "Component Inspection (Stop Lamp Switch)".
- 2. Check the continuity between stop lamp switch terminals under the following conditions.

Terminals	Condition		Continuity
1 and 2	Brako podal	Fully released	Not existed
	Brake pedal	Slightly depressed	Existed

### Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace stop lamp switch.

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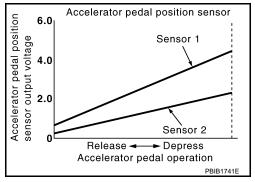
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# P2122, P2123 APP SENSOR

Description INFOID:000000001180167

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 E

receiving the signal from the accelerator pedal position sensor. The ECM uses this signal for the engine operation such as fuel cut.

DTC Logic (INFOID:000000001180168

#### DTC DETECTION LOGIC

#### NOTE:

If DTC P2122 or P2123 is displayed with DTC P1229, first perform the trouble diagnosis for DTC P1229. Refer to <a href="ECM-249">ECM-249</a>, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P2122	Accelerator pedal position sensor 1 circuit low input	An excessively low voltage from the APP sensor 1 is sent to ECM.	Harness or connectors     (APP sensor 1 circuit is open or shorted.)
P2123	Accelerator pedal position sensor 1 circuit high input	An excessively high voltage from the APP sensor 1 is sent to ECM.	Accelerator pedal position sensor (APP sensor 1)

### DTC CONFIRMATION PROCEDURE

## 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always 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 8V at idle.

>> GO TO 2.

# 2. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Start engine and let it idle for 1 second.
- Check DTC.

### Is DTC detected?

YES >> Go to ECM-270, "Diagnosis Procedure".

NO >> INSPECTION END

# Diagnosis Procedure

#### INFOID:0000000001180169

# 1. CHECK GROUND CONNECTION

- 1. Turn ignition switch OFF.
- Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

#### Is the inspection result normal?

YES >> GO TO 2.

#### < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

NO >> Repair or replace ground connection.

# 2.CHECK APP SENSOR 1 POWER SUPPLY CIRCUIT

- 1. Disconnect accelerator pedal position (APP) sensor harness connector.
- 2. Turn ignition switch ON.
- 3. Check the voltage between APP sensor harness connector and ground.

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APP sensor		Ground	Voltage	
Connector	Terminal	Ground	voltage	
E110	9	Ground	Approx. 5V	

### Is the inspection result normal?

YES >> GO TO 3.

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

# 3.CHECK APP SENSOR 1 GROUND CIRCUIT FOR OPEN AND SHORT

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

APP s	sensor ECM		ECM	
Connector	Terminal	Connector Terminal		Continuity
E110	2	E16	111	Existed

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

## Is the inspection result normal?

YES >> GO TO 4.

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

## 4. CHECK APP SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

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

APP	sensor	ECM		Continuity
Connector	Terminal	Connector Terminal		Continuity
E110	3	E16	110	Existed

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

## Is the inspection result normal?

YES >> GO TO 5.

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

# 5. CHECK APP SENSOR

Refer to ECM-272, "Component Inspection".

## Is the inspection result normal?

YES >> GO TO 7.

NO >> GO TO 6.

## 6. REPLACE ACCELERATOR PEDAL ASSEMBLY

- 1. Replace accelerator pedal assembly.
- 2. Go to ECM-272, "Special Repair Requirement".

### >> INSPECTION END

## .CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

## [MR20DE (WITH EURO-OBD)]

# Component Inspection

INFOID:0000000001180170

# 1. CHECK ACCELERATOR PEDAL POSITION SENSOR

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

ECM		Ground Cond		lition	Voltage	
Connector	Terminal	Glound	Condition		Voltage	
	110			Fully released	0.6 - 0.9V	
E16	(APP sensor 1 signal)	Ground	Accelerator pedal	Fully depressed	3.9 - 4.7V	
LIO	103	Giodila	Accelerator pedar	Fully released	0.3 - 0.6V	
	(APP sensor 2 signal)			Fully depressed	1.95 - 2.4V	

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

# 2. REPLACE ACCELERATOR PEDAL ASSEMBLY

- Replace accelerator pedal assembly.
- 2. Go to ECM-272, "Special Repair Requirement".

>> INSPECTION END

# Special Repair Requirement

INFOID:0000000001180171

# 1. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

Refer to ECM-19, "ACCELERATOR PEDAL RELEASED POSITION LEARNING: Special Repair Requirement".

>> GO TO 2.

# 2. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to ECM-19, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement".

>> GO TO 3.

# 3. PERFORM IDLE AIR VOLUME LEARNING

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

>> END

Accelerator pedal position sensor

# P2127, P2128 APP SENSOR

Description INFOID:0000000001180172

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

Sensor 1 Sensor 2 → Depress Release -Accelerator pedal operation

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.

DTC Logic INFOID:0000000001180173

#### DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause	
P2127	Accelerator pedal position sensor 2 circuit low input	An excessively low voltage from the APP sensor 2 is sent to ECM.	Harness or connectors     (APP sensor 2 circuit is open or shorted.)     [Crankshaft position sensor (POS) circuit	ŀ
P2128	Accelerator pedal position sensor 2 circuit high input	An excessively high voltage from the APP sensor 2 is sent to ECM.	is shorted.] (Refrigerant pressure sensor circuit is shorted.)  • Accelerator pedal position sensor (APP sensor 2)  • Crankshaft position sensor (POS)  • Refrigerant pressure sensor	4

## DTC CONFIRMATION PROCEDURE

## 1.PRECONDITIONING

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

#### **TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 8V at idle.

>> GO TO 2.

# 2.perform dtc confirmation procedure

- Start engine and let it idle for 1 second.
- Check DTC.

### Is DTC detected?

YES >> Go to ECM-273, "Diagnosis Procedure".

>> INSPECTION END

# Diagnosis Procedure

# 1. CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection". 2.

## Is the inspection result normal?

YES >> GO TO 2.

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INFOID:0000000001180174

## < COMPONENT DIAGNOSIS >

NO >> Repair or replace ground connection.

# 2. CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-I

- 1. Disconnect accelerator pedal position (APP) sensor harness connector.
- 2. Turn ignition switch ON.
- 3. Check the voltage between APP sensor harness connector and ground.

APP sensor		Ground	Voltage	
Connector	Terminal	Ciodila	voltage	
E110	5	Ground	Approx. 5V	

### Is the inspection result normal?

YES >> GO TO 6.

NO >> GO TO 3.

# 3.check app sensor 2 power supply circuit-ii

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

APP	APP sensor		ECM	
Connector	Terminal	Connector Terminal		Continuity
E110	5	E16	102	Existed

## Is the inspection result normal?

YES >> GO TO 4.

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

# f 4.CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-III

Check harness for short to power and short to ground, between the following terminals.

EC	M	Sensor		
Connector	Terminal	Item	Connector	Terminal
F8	74	Refrigerant pressure sensor	E49	3
10	75	CKP sensor (POS)	F20	1
E16	102	APP sensor	E110	5

#### Is the inspection result normal?

YES >> GO TO 5.

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

# 5. CHECK COMPONENTS

## Check the following.

- Crankshaft position sensor (POS) (Refer to <u>ECM-184. "Component Inspection"</u>.)
- Refrigerant pressure sensor (Refer to ECM-307, "Diagnosis Procedure".)

#### Is the inspection result normal?

YES >> GO TO 10.

NO >> Replace malfunctioning component.

## $\mathsf{6}.$ CHECK APP SENSOR 2 GROUND CIRCUIT FOR OPEN AND SHORT

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

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APP s	ensor	EC	M	O tim it		Δ
Connector	Terminal	Connector	Terminal	Continuity		
E110	1	E16	104	Existed		ΕŒ
4. Also cl	neck harne	ess for sho	rt to grou	nd and sho	ort to power.	
Is the inspe						
	> GO TO 7		or short t	o around o	or short to power in harness or connectors.	(
_	-	•		•	UIT FOR OPEN AND SHORT	
						[
1. Check	tne contin	luity betwe	en APP s	sensor narr	ness connector and ECM harness connector.	
APP s	sensor	EC	M		•	
Connector	Terminal	Connector	Terminal	Continuity		[
E110	6	E16	103	Existed		
2. Also cl	neck harn	ess for sho	rt to grou	nd and sho	ort to power.	
Is the inspe	ection resu	<u>ult normal?</u>				
	> GO TO 8					
^	-	•	or short t	o ground o	or short to power in harness or connectors.	(
8.CHECK						
Refer to E		•	•	<u>on"</u> .		ŀ
Is the inspe	ection resu > GO TO 1					
_	> GO TO 9					
9.REPLAG	CE ACCE	LERATOR	PEDAL A	SSEMBLY	(	
		ator pedal				
		"Special R			•	,
4.0		TION END				
10.CHEC	CK INTER	MITTENT I	NCIDEN	Τ		
Refer to <u>G</u>	<u>-39, "Inter</u>	mittent Inc	<u>ident"</u> .			
	INCDEC	TION END				
_		TION END				
Compon	ent Insp	ection			INFOID:000000001180175	ľ
1.check	ACCELE	RATOR PE	DAL PO	SITION SE	ENSOR	
		rness conr				1
2. Turn ig	nition swi	tch ON.				
<ol><li>Check</li></ol>	tne voltag	je between	<b>⊏</b> CM ha	rness conr	nector and ground.	

	ECM	Cround	Cond	lition	\/alta ma
Connector	Terminal	Ground	Condition		Voltage
	110			Fully released	0.6 - 0.9V
E16	(APP sensor 1 signal)	Ground	Accelerator pedal	Fully depressed	3.9 - 4.7V
E10	103	Ground	Accelerator pedar	Fully released	0.3 - 0.6V
	(APP sensor 2 signal)			Fully depressed	1.95 - 2.4V

Is the inspection result normal?

YES >> INSPECTION END

## **P2127, P2128 APP SENSOR**

< COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

NO >> GO TO 2.

# 2.REPLACE ACCELERATOR PEDAL ASSEMBLY

- 1. Replace accelerator pedal assembly.
- 2. Go to ECM-276, "Special Repair Requirement".

>> INSPECTION END

# Special Repair Requirement

INFOID:0000000001180176

# 1. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

Refer to <u>ECM-19</u>, "ACCELERATOR PEDAL RELEASED POSITION LEARNING: Special Repair Requirement".

>> GO TO 2.

# 2. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to ECM-19, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement".

>> GO TO 3.

# 3. PERFORM IDLE AIR VOLUME LEARNING

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

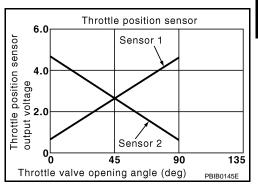
>> END

## P2135 TP SENSOR

Description INFOID:0000000001180177

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.



DTC Logic INFOID:0000000001180178

#### DTC DETECTION LOGIC

### NOTE:

If DTC P2135 is displayed with DTC P1229, first perform the trouble diagnosis for DTC P1229. Refer to ECM-249, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P2135	Throttle position sensor circuit range/performance	Rationally incorrect voltage is sent to ECM compared with the signals from TP sensor 1 and TP sensor 2.	Harness or connector     (TP sensor 1 and 2 circuit is open or shorted.)     Electric throttle control actuator     (TP sensor 1 and 2)

## DTC CONFIRMATION PROCEDURE

# 1.PRECONDITIONING

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

#### **TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 8V at idle.

>> GO TO 2.

# 2.perform dtc confirmation procedure

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

## Is DTC detected?

YES >> Go to ECM-277, "Diagnosis Procedure".

>> INSPECTION END NO

# Diagnosis Procedure

# 1. CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

## Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

# 2.CHECK THROTTLE POSITION SENSOR POWER SUPPLY CIRCUIT-I

Disconnect electric throttle control actuator harness connector.

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INFOID:0000000001180179

#### < COMPONENT DIAGNOSIS >

- 2. Turn ignition switch ON.
- 3. Check the voltage between electric throttle control actuator harness connector and ground.

Electric throttle of	Ground	Voltage	
Connector	Terminal	Ground	vollage
F29	1	Ground	Approx. 5V

### Is the inspection result normal?

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

# 3.CHECK THROTTLE POSITION SENSOR POWER SUPPLY CIRCUIT-II

- Turn ignition switch OFF.
- 2. Disconnect ECM harness connector.
- 3. Check the continuity between electric throttle control actuator harness connector and ground.

Electric throttle of	EC	CM	Continuity	
Connector	Terminal	Connector	Terminal	Continuity
F29	1	F8	72	Existed

### Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair open circuit.

# 4. CHECK THROTTLE POSITION SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

- 1. Turn ignition switch OFF.
- 2. Disconnect ECM harness connector.
- 3. Check the continuity between electric throttle control actuator harness connector and ground.

Electric throttle of	control actuator	EC	CM	Continuity
Connector	Terminal	Connector	Terminal	Continuity
F29	4	F8	36	Existed

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

#### Is the inspection result normal?

YES >> GO TO 5.

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

# ${f 5.}$ CHECK THROTTLE POSITION SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

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

Electric throttle of	control actuator	E	Continuity		
Connector	Terminal	Connector	Terminal	Continuity	
F29	2	F8	33	Existed	
129	3	10	34	LXISIEG	

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

#### Is the inspection result normal?

YES >> GO TO 6.

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

## 6.CHECK THROTTLE POSITION SENSOR

## Refer to ECM-279, "Component Inspection".

#### Is the inspection result normal?

YES >> GO TO 8.

NO >> GO TO 7.

## [MR20DE (WITH EURO-OBD)]

# 7.replace electric throttle control actuator

- Replace electric throttle control actuator.
- ECM-279, "Special Repair Requirement"

## >> INSPECTION END

# 8.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

### >> INSPECTION END

# Component Inspection

# 1. CHECK THROTTLE POSITION SENSOR

- Turn ignition switch OFF.
- 2. Reconnect all harness connectors disconnected.
- 3. Perform ECM-279, "Special Repair Requirement".
- 4. Turn ignition switch ON.
- 5. Set shift lever to D (CVT) or 1st (M/T) position.
- 6. Check the voltage between ECM harness connector and ground.

ECM		Ground	Condition		Voltage	
Connector	Terminal	Orodria	Condition		voltage	
	33			Fully released	More than 0.36V	
F8 -	(TP sensor 1 signal)	Ground	Accelerator pedal	Fully depressed	Less than 4.75V	
	34 (TP sensor 2 signal)			Fully released	Less than 4.75V	
				Fully depressed	More than 0.36V	

## Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

# 2.replace electric throttle control actuator

- Replace electric throttle control actuator.
- 2. Go to ECM-279, "Special Repair Requirement".

>> INSPECTION END

# Special Repair Requirement

1. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to ECM-19, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement"

>> GO TO 2.

# 2.perform idle air volume learning

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

>> END

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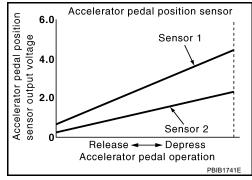
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# P2138 APP SENSOR

Description INFOID:000000001180182

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.



INFOID:0000000001180184

Idle position of the accelerator pedal is determined by the ECM Leceiving the signal from the accelerator pedal position sensor. The ECM uses this signal for the engine oper-

ation such as fuel cut.

DTC Logic

#### DTC DETECTION LOGIC

#### NOTE:

If DTC P2138 is displayed with DTC P1229, first perform the trouble diagnosis for DTC P1229. Refer to ECM-249, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P2138	Accelerator pedal position sensor circuit range/performance	Rationally incorrect voltage is sent to ECM compared with the signals from APP sensor 1 and APP sensor 2.	Harness or connector     (APP sensor 1 and 2 circuit is open or shorted.)     [Crankshaft position sensor (POS) circuit is shorted.)     (Refrigerant pressure sensor circuit is shorted.)     Accelerator pedal position sensor (APP sensor 1 and 2)     Crankshaft position sensor (POS)     Refrigerant pressure sensor

### DTC CONFIRMATION PROCEDURE

## 1.PRECONDITIONING

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

## **TESTING CONDITION:**

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

>> GO TO 2.

# 2. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Start engine and let it idle for 1 second.
- Check DTC.

#### Is DTC detected?

YES >> Go to ECM-280, "Diagnosis Procedure".

NO >> INSPECTION END

# Diagnosis Procedure

# 1.check ground connection

1. Turn ignition switch OFF.

## [MR20DE (WITH EURO-OBD)]

2. Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

#### Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

# 2.CHECK APP SENSOR 1 POWER SUPPLY CIRCUIT

- Disconnect accelerator pedal position (APP) sensor harness connector.
- Turn ignition switch ON.
- Check the voltage between APP sensor harness connector and ground.

APP	sensor	Ground	Voltage	
Connector	Connector Terminal		voltage	
E110	4	Ground	Approx. 5V	

### Is the inspection result normal?

YES >> GO TO 3.

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

# 3.CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-I

- 1. Turn ignition switch ON.
- 2. Check the voltage between APP sensor harness connector and ground.

APP	sensor	Ground	Voltage
Connector	Terminal	Ground	voltage
E110	5	Ground	Approx. 5V

### Is the inspection result normal?

YES >> GO TO 7.

NO >> GO TO 4.

# 4. CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-II

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

APP	APP sensor		ECM	
Connector	Terminal	Connector Terminal		Continuity
E110	5	E16	102	Existed

#### Is the inspection result normal?

YES >> GO TO 5.

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

## ${f 5.}$ CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-III

Check harness for short to power and short to ground, between the following terminals.

EC	M	Sensor	ensor		
Connector	Terminal	Item	Connector	Terminal	
F8 74 75		Refrigerant pressure sensor	E49	3	
		CKP sensor (POS)	F20	1	
E16	102	APP sensor	E110	5	

### Is the inspection result normal?

YES >> GO TO 6.

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

### **6.**CHECK COMPONENTS

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#### < COMPONENT DIAGNOSIS >

Check the following.

- Crankshaft position sensor (POS) (Refer to <u>ECM-184, "Component Inspection"</u>.)
- Refrigerant pressure sensor (Refer to ECM-307, "Diagnosis Procedure".)

## Is the inspection result normal?

YES >> GO TO 11.

NO >> Replace malfunctioning component.

# 7.CHECK APP SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

- 1. Turn ignition switch OFF.
- 2. Disconnect ECM harness connector.
- 3. Check the continuity between APP sensor harness connector and ECM harness connector as follows.

	APP sensor		EC	ECM	
•	Connector	Terminal	Connector	Terminal	Continuity
•	E110	2	E16	111	Existed
	LIIU	1	L10	104	LXISIGU

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

## Is the inspection result normal?

YES >> GO TO 8.

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

# 8.CHECK APP SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between APP sensor harness connector and ECM harness connector as follows.

APP sensor		ECM		Continuity	
Connector	Terminal	Connector Termina		Continuity	
E110	3	E16	110	Existed	
LIIU	6	L10	103	LAISIEU	

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

## Is the inspection result normal?

YES >> GO TO 9.

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

## 9.CHECK APP SENSOR

Refer to ECM-282, "Component Inspection".

### Is the inspection result normal?

YES >> GO TO 11.

NO >> GO TO 10.

# 10.REPLACE ACCELERATOR PEDAL ASSEMBLY

- 1. Replace accelerator pedal assembly.
- 2. Go to ECM-283, "Special Repair Requirement".

#### >> INSPECTION END

# 11. CHECK INTERMITTENT INCIDENT

Refer to GI-39. "Intermittent Incident".

## >> INSPECTION END

# Component Inspection

# 1. CHECK ACCELERATOR PEDAL POSITION SENSOR

Reconnect all harness connectors disconnected.

Turn ignition switch ON.

Check the voltage between ECM harness connector and ground.

ECM		Ground	Condition		Voltage
Connector	Terminal	Orodria	Conc	iitiOii	voltage
	110			Fully released	0.6 - 0.9V
E110	(APP sensor 1 signal)	Ground	Accelerator pedal	Fully depressed	3.9 - 4.7V
	103 (APP sensor 2 signal)			Fully released	0.3 - 0.6V
				Fully depressed	1.95 - 2.4V

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

# 2.replace accelerator pedal assembly

- Replace accelerator pedal assembly.
- 2. Go to ECM-283, "Special Repair Requirement".

>> INSPECTION END

# Special Repair Requirement

1. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

Refer to ECM-19, "ACCELERATOR PEDAL RELEASED POSITION LEARNING: Special Repair Requirement".

>> GO TO 2.

# 2.PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to ECM-19, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement".

>> GO TO 3.

# 3.perform idle air volume learning

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

>> END

**ECM-283** 

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# ASCD BRAKE SWITCH

Description INFOID:000000001180187

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 ECM-49, "System Description" for the ASCD function.

# Component Function Check

INFOID:0000000001180188

# 1. CHECK FOR ASCD BRAKE SWITCH FUNCTION

## (II) With CONSULT-III

- 1. Turn ignition switch ON.
- Select "BRAKE SW1" in "DATA MONITOR" mode with CONSULT-III.
- 3. Check "BRAKE SW1" indication under the following conditions.

Monitor item	Condition	Indication	
BRAKE SW1	Brake pedal (CVT)	Slightly depressed	OFF
	Brake pedal and clutch pedal (M/T)	Fully released	ON

## **Without CONSULT-III**

- Turn ignition switch ON.
- Check the voltage between ECM harness connector and ground.

ECM		Ground	Condition		Voltage	
Connector	Terminal	Ground	Condition		voltage	
E16	100	Ground	Brake pedal (CVT)	Slightly depressed	Approx. 0V	
E16	(ASCD brake switch signal)	Brake pedal and clutch pedal (M/T)	Fully released	Battery voltage		

#### Is the inspection result normal?

YES >> INSPECTION END.

NO >> Go to ECM-284, "Diagnosis Procedure".

# Diagnosis Procedure

INFOID:0000000001180189

# 1. CHECK OVERALL FUNCTION-I

Check which type of transmission the vehicle is equipped with.

#### Is the inspection result normal?

CVT >> GO TO 2. M/T >> GO TO 6.

# 2.check ascd brake switch power supply circuit

- 1. Turn ignition switch OFF.
- 2. Disconnect ASCD brake switch harness connector.
- Turn ignition switch ON.
- Check the voltage between ASCD brake switch harness connector and ground.

ASCD bra	ake switch	Ground	Voltage	
Connector	Terminal	Glound	voltage	
E112	1	Ground	Battery voltage	

## Is the inspection result normal?

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

# ${f 3.}$ DETECT MALFUNCTIONING PART

Check the following.

### ASCD BRAKE SWITCH

## < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

- Junction block connector M77, E105
- 10A fuse (No. 4)
- · Harness for open or short between ASCD brake switch and fuse

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

# f 4.CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

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

ASCD brake switch		ECM		Continuity
Connector	Terminal	Connector	Terminal	Continuity
E112	2	E16	100	Existed

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

## Is the inspection result normal?

YES >> GO TO 5.

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

## CHECK ASCD BRAKE SWITCH

Refer to ECM-286, "Component Inspection (ASCD Brake Switch)".

## Is the inspection result normal?

YES >> GO TO 13.

NO >> Replace ASCD brake switch.

## 6.CHECK ASCD BRAKE SWITCH CIRCUIT

- 1. Turn ignition switch OFF.
- 2. Disconnect ASCD brake switch harness connector.
- 3. Turn ignition switch ON.
- 4. Check the continuity between ASCD brake switch harness connector and ground.

ASCD brake switch		Ground	Condition		Voltage (V)
Connector	Terminal	Giodila	Condition		voitage (v)
F112	E112 1 Ground Clutch pedal		Slightly depressed	Approx. 0	
LIIZ	1	Ground	Cidicii pedai	Fully released	Battery voltage

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

#### Is the inspection result normal?

YES >> GO TO 11.

NO >> GO TO 7.

## .CHECK ASCD BRAKE SWITCH POWER SUPPLY CIRCUIT

- 1. Turn ignition switch OFF.
- Disconnect ASCD clutch switch harness connector.
- 3. Turn ignition switch ON.
- 4. Check the voltage between ASCD clutch switch harness connector and ground.

ASCD clu	utch switch	Ground	Voltage
Connector	Terminal	Ground	voltage
E111	1	Ground	Battery voltage

### Is the inspection result normal?

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

# 8.DETECT MALFUNCTIONING PART

**ECM-285** 

INFOID:0000000001180190

### < COMPONENT DIAGNOSIS >

Check the following.

- Junction block connector M77,E105
- 10A fuse (No. 4)
- · 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.

# 9.CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

- 1. Turn ignition switch OFF.
- Check the continuity between ASCD brake switch harness connector and ASCD clutch switch harness connector.

ASCD bra	ASCD brake switch		ASCD clutch switch	
Connector	Terminal	Connector Terminal		Continuity
E112	1	E111	2	Existed

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

## Is the inspection result normal?

YES >> GO TO 10.

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

# 10.CHECK ASCD CLUTCH SWITCH

Refer to ECM-260, "Component Inspection (ASCD Clutch Switch)".

#### Is the inspection result normal?

YES >> GO TO 13.

NO >> Replace ASCD clutch switch.

# 11. CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

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

ASCD bra	ASCD brake switch		ECM	
Connector	Terminal	Connector	Terminal	Continuity
E112	2	E16	100	Existed

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

#### Is the inspection result normal?

YES >> GO TO 12.

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

# 12. CHECK ASCD BRAKE SWITCH

## Refer to ECM-259, "Component Inspection (ASCD Brake Switch)".

#### Is the inspection result normal?

YES >> GO TO 13.

NO >> Replace ASCD brake switch.

# 13. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

#### >> INSPECTION END

# Component Inspection (ASCD Brake Switch)

# 1.CHECK ASCD BRAKE SWITCH-I

- Turn ignition switch OFF.
- Disconnect ASCD brake switch harness connector.

## ASCD BRAKE SWITCH

## < COMPONENT DIAGNOSIS >

## [MR20DE (WITH EURO-OBD)]

3. Check the continuity between ASCD brake switch terminals under the following conditions.

Terminals	C	Condition	
1 and 2	Brake pedal	Fully released	Existed
r and z	Diake pedai	Slightly depressed	Not existed

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## Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

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# 2.CHECK ASCD BRAKE SWITCH-II

- 1. Adjust ASCD brake switch installation. Refer to <u>BR-8</u>, "<u>Inspection and Adjustment"</u> (LHD miodels) or <u>BR-55</u>, "<u>Inspection and Adjustment"</u> (RHD models).
- 2. Check the continuity between ASCD brake switch terminals under the following conditions.

Terminals	Condition		Continuity
1 and 2	Brake pedal	Fully released	Existed
1 and 2		Slightly depressed	Not existed

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace ASCD brake switch.

# Component Inspection (ASCD Clutch Switch)

INFOID:0000000001180191

# 1. CHECK ASCD CLUTCH SWITCH-I

- 1. Turn ignition switch OFF.
- 2. Disconnect ASCD clutch switch harness connector.
- 3. Check the continuity between ASCD clutch switch terminals under the following conditions.

Terminals	Condition		Continuity
1 and 2	Clutch pedal	Fully released	Existed
T and 2		Slightly depressed	Not existed

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

# 2.CHECK ASCD CLUTCH SWITCH-II

- Adjust ASCD clutch switch installation. Refer to CL-6, "Inspection and Adjustment".
- Check the continuity between ASCD clutch switch terminals under the following conditions.

Terminals	Condition		Continuity
1 and 2	Clutch pedal	Fully released	Existed
T dild 2		Slightly depressed	Not existed

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace ASCD clutch switch.

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## **ASCD INDICATOR**

Description INFOID:000000001180192

ASCD indicator lamp illuminates to indicate ASCD operation status. Lamp has two indicators, CRUISE and SET, and is integrated in combination meter.

CRUISE lamp illuminates when MAIN switch on ASCD steering switch is turned ON to indicated that ASCD system is ready for operation.

SET lamp illuminates when following conditions are met.

- CRUISE lamp is illuminated.
- SET/COAST switch on ASCD steering switch is turned ON while vehicle speed is within the range of ASCD setting.

SET lamp remains lit during ASCD control.

Refer to ECM-49, "System Description" for the ASCD function.

# Component Function Check

INFOID:0000000001180193

# 1. ASCD INDICATOR FUNCTION

Check ASCD indicator under the following conditions.

ASCD INDICATOR	CONDITION		SPECIFICATION
CRUISE LAMP	Ignition switch: ON	MAIN switch: Pressed at the 1st time →at the 2nd time	$ON \to OFF$
SET LAMP	MAIN switch: ON     When vehicle speed: Between 40 km/h (25 MPH) and 144 km/h (89 MPH)	ASCD: Operating	ON
		ASCD: Not operating	OFF

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-288, "Diagnosis Procedure".

# Diagnosis Procedure

INFOID:0000000001180194

## 1. CHECK DTC

Check that DTC U1001 is not displayed.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Perform trouble diagnosis for DTC U1001. Refer to <a href="ECM-112">ECM-112</a>, "DTC Logic".

# 2.CHECK COMBINATION METER OPERATION

Refer to MWI-27, "CONSULT-III Function (METER/M&A)".

#### Is the inspection result normal?

YES >> GO TO 3.

NO >> Check combination meter circuit. Refer to MWI-7, "METER SYSTEM: System Diagram".

## 3.check intermittent incident

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

### **COOLING FAN**

Description INFOID:000000001180195

Cooling fan operates at each speed when the current flows in the cooling fan motor as follows. Refer to <a href="ECM-57">ECM-57</a>, "System Diagram" for cooling fan operation.

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## Component Function Check

# 1. CHECK COOLING FAN LOW SPEED FUNCTION

## (I) With CONSULT-III

- 1. Turn ignition switch ON.
- 2. Perform "COOLING FAN" in "ACTIVE TEST" mode with CONSULT-III and touch "LOW" on the CONSULT-III screen.
- 3. Make sure that cooling fans operates at low speed.

### **Without CONSULT-III**

- 1. Start engine and let it idle.
- 2. Turn air conditioner switch and blower fan switch ON.
- Make sure that cooling fan operates at low speed.

### Is the inspection result normal?

YES >> GO TO 2.

NO >> Check cooling fan low speed control circuit.

# 2.CHECK COOLING FAN HIGH SPEED FUNCTION

## (II) With CONSULT-III

- 1. Touch "HI" on the CONSULT-III screen.
- 2. Make sure that cooling fans operates at higher speed than low speed.

### **Without CONSULT-III**

- 1. Turn ignition switch OFF.
- 2. Turn air conditioner switch and blower fan switch OFF.
- 3. Disconnect engine coolant temperature sensor harness connector.
- 4. Connect  $150\Omega$  resistor to engine coolant temperature sensor harness connector.
- 5. Restart engine and make sure that cooling fan operates at higher speed than low speed.

### Is the inspection result normal?

YES >> INSPECTION END

NO >> Check cooling fan high speed control circuit.

### Diagnosis Procedure

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# 1. CHECK POWER SUPPLY CIRCUIT

- Turn ignition switch OFF.
- 2. Disconnect IPDM E/R harness connector and cooling fan relay-3 harness connector.
- Check the voltage between IPDM E/R harness connector or cooling fan relay-3 harness connector and ground.

	fan relay-3	cooling	IPDM E/R		
Ground	Terminal	Connec- tor	Terminal	Connector	
Ground	1	53 E59 1		F14	
Ground	3	L39	33	⊏14	

#### Is the inspection result normal?

YES >> GO TO 3.

NO >> GO TO 2.

### 2. DETECT MALFUNCTIONING PART

Check the following.

#### < COMPONENT DIAGNOSIS >

- 50A fusible link (letter M)
- Harness for open or short between IPDM E/R cooling fan relay-3 and battery
  - >> Repair or replace malfunctioning part.

# 3.check cooling fan motors circuit for open and short

- Disconnect cooling fan motor harness connector.
- Check the continuity between IPDM E/R harness connector or cooling fan relay-3 harness connector and cooling fan motor harness connector.

Cooling fan relay-3		IPDM E/R		Cooling fan motor		
Connector	Terminal	Connector Terminal		Connec- tor	Terminal	Continuity
E59	2	E14	52	E3	1	Existed

3. Check the continuity between cooling fan relay-3 harness connector and IPDM E/R harness connector.

Cooling f	an relay-3	IPDI	Continuity	
Connector	Terminal	Connector Terminal		Continuity
E59	4	E13	48	Existed

Check the continuity between cooling fan motor harness connector or IPDM E/R harness connector and ground.

Cooling fan motor		IPDI	M E/R	Ground	Continuity
Connector	Terminal	Connector Terminal		Giodila	Continuity
E3 2		E10	5	Ground	Existed
E3	3 2 E10		6	Giodila	Existed

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

#### Is the inspection result normal?

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

## 4. DETECT MALFUNCTIONING PART

#### Check the following.

- Harness for open or short between cooling fan motor and IPDM E/R
- Harness for open or short between cooling fan motor and cooling fan relay
- Harness for open or short between cooling fan relay-3 and IPDM E/R
- · Harness for open or short between cooling fan motor and ground
- Harness for open or short between IPDM E/R and ground
- Resistor E57
  - >> Repair or replace malfunctioning part.

## 5.check ground connection

Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

#### Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair or replace ground connection.

### **6.**CHECK COOLING FAN RELAYS

Refer to ECM-291, "Component Inspection (Cooling Fan Relay)".

### Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace malfunctioning cooling fan relay.

### < COMPONENT DIAGNOSIS >

# 7.CHECK COOLING FAN MOTOR

Refer to ECM-291, "Component Inspection (Cooling Fan Motor)".

#### Is the inspection result normal?

YES >> GO TO 8.

NO >> Replace malfunctioning cooling fan motor.

## 8. CHECK INTERMITTENT INCIDENT

Perform GI-39, "Intermittent Incident".

### Is the inspection result normal?

YES >> Replace IPDM E/R.

NO >> Repair or replace harness or connector.

## Component Inspection (Cooling Fan Motor)

## 1. CHECK COOLING FAN MOTOR

- 1. Turn ignition switch OFF.
- 2. Disconnect cooling fan motor harness connector.
- 3. Supply cooling fan motor terminals with battery voltage and check operation.

Term	ninals	Operation
(+)	(-)	Operation
1	2	Cooling fans operates .

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace cooling fan motor.

## Component Inspection (Cooling Fan Relay)

# 1. CHECK COOLING FAN RELAY

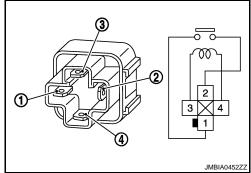
- 1. Turn ignition switch OFF.
- 2. Remove cooling fan relay-3.
- 3. Check the continuity between cooling fan relay terminals under the following conditions.

Terminals	Conditions	Continuity
1 and 2	12V direct current supply between terminals 3 and 4	Existed
i and 2	No current supply	Not existed

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace cooling fan relay.



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## **ELECTRICAL LOAD SIGNAL**

Description INFOID:000000001180200

The electrical load signal (Headlamp switch signal, rear window defogger switch signal, etc.) is transferred through the CAN communication line from BCM to ECM via IPDM E/R.

### Component Function Check

INFOID:0000000001180201

# 1. CHECK REAR WINDOW DEFOGGER SWITCH FUNCTION

- 1. Turn ignition switch ON.
- 2. Connect CONSULT-III and select "DATA MONITOR" mode.
- 3. Select "LOAD SIGNAL" and check indication under the following conditions.

Monitor item	Condition	Indication
LOAD SIGNAL Rear window defogger switch	ON	ON
	OFF	OFF

### Is the inspection result normal?

YES >> GO TO 2.

NO >> Go to ECM-292, "Diagnosis Procedure".

# 2. CHECK LIGHTING SWITCH FUNCTION

Check "LOAD SIGNAL" indication under the following conditions.

Monitor item	Co	Indication	
LOAD SIGNAL	Lighting switch	ON at 2nd position	ON
	Lighting switch	OFF	OFF

#### Is the inspection result normal?

YES >> GO TO 3.

NO >> Go to ECM-292, "Diagnosis Procedure".

## 3.CHECK HEATER FAN CONTROL SWITCH FUNCTION

Select "HEATER FAN SW" and check indication under the following conditions.

Monitor item	Condition	Indication	
HEATED EAN SW	Heater fan control switch	ON	ON
TILATERTANOW	Tieater fair control switch	OFF	OFF

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-292, "Diagnosis Procedure".

## Diagnosis Procedure

INFOID:0000000001180202

### 1.INSPECTION START

Confirm the malfunctioning circuit (rear window defogger, headlamp or heater fan). Refer to <u>ECM-292, "Component Function Check"</u>.

#### Which circuit is related to the incident?

Rear window defogger>>GO TO 2

Headlamp>>GO TO 3.

Heater fan>>GO TO 4.

## 2. CHECK REAR WINDOW DEFOGGER SYSTEM

Refer to DEF-4, "System Diagram".

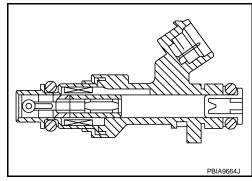
ELECTRICAL LOAD SIGNAL	
< COMPONENT DIAGNOSIS >	[MR20DE (WITH EURO-OBD)]
>> INSPECTION END	А
3.CHECK HEADLAMP SYSTEM	
Refer to EXL-12, "System Diagram" (XENON TYPE) or EXL-193, "System	Diagram" (HALOGEN TYPE).
>> INSPECTION END	ECN
4.CHECK HEATER FAN CONTROL SYSTEM	
	С
Refer to GI-39, "Intermittent Incident".	
>> INSPECTION END	
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### **FUEL INJECTOR**

Description INFOID:000000001180203

The fuel injector is a small, precise solenoid valve. When the ECM supplies a ground to the fuel injector circuit, the coil in the fuel injector is energized. The energized coil pulls the ball valve back and allows fuel to flow through the fuel injector into the intake manifold. The amount of fuel injected depends upon the injection pulse duration. Pulse duration is the length of time the fuel injector remains open. The ECM controls the injection pulse duration based on engine fuel needs.



## Component Function Check

INFOID:0000000001180204

## 1.INSPECTION START

Turn ignition switch to START.

Is any cylinder ignited?

YES >> GO TO 2.

NO >> Go to ECM-294, "Diagnosis Procedure".

2. CHECK FUEL INJECTOR FUNCTION

### (P)With CONSULT-III

- 1. Start engine.
- Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT-III.
- 3. Make sure that each circuit produces a momentary engine speed drop.

#### **⊗Without CONSULT-III**

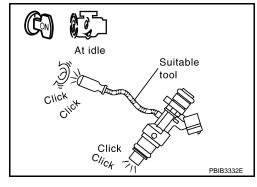
- 1. Let engine idle.
- 2. Listen to each fuel injector operating sound.

#### Clicking noise should be heard.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-294, "Diagnosis Procedure".



## Diagnosis Procedure

INFOID:0000000001180205

# 1.CHECK FUEL INJECTOR POWER SUPPLY CIRCUIT

- 1. Turn ignition switch OFF.
- 2. Disconnect fuel injector harness connector.
- 3. Turn ignition switch ON.
- 4. Check the voltage between fuel injector harness connector and ground.

				FUEL	L INJECTOR			
< COMP	ONENT D	IAGNOSI	S>		[MR20DE (WITH E			
	F. aliaia sta				_			
	Fuel injecto		Ground	Voltage				
Cylinder	Connector	Terminal						
1	F37	1						
2	F38	1	Ground	Battery voltage				
3	F39	1	Ground	Datiety Voltage	,-			
4	F40	1						
Is the inspection result normal?								
NO	>> GO TO >> GO TO	2.						
∠.DETE	CT MALF	JNCTION	ING PAR	Γ				
<ul><li>Harnes</li><li>10A fus</li><li>Harnes</li></ul>		ors F123, I or short b	etween fu	uel injector a	and fuse  or short to power in harness or connectors.			
_	•	•		•	CIRCUIT FOR OPEN AND SHORT			
2. Disc	ignition sv onnect EC ck the cont	M harness			rness connector and ECM harness connector.			
	Fuel injecto	or		ECM	Continuity			
Cylinder	Connector	Terminal	Connecto	r Terminal	Continuity			
1	E27	2		21				

	Fuel injecto	or	ECM		Continuity
Cylinder	Connector	Terminal	Connector	Terminal	Continuity
1	F37	2		31	
2	F38	2	F7	30	Existed
3	F39	2	Γ/	29	Existed
4	F40	2		25	

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

### Is the inspection result normal?

YES >> GO TO 4.

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

## 4. CHECK FUEL INJECTOR

Refer to ECM-295, "Component Inspection".

#### Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace malfunctioning fuel injector.

# 5. CHECK INTERMITTENT INCIDENT

### Refer to GI-39, "Intermittent Incident".

#### Is the inspection result normal?

YES >> Replace IPDM E/R.

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

### Component Inspection

# 1. CHECK FUEL INJECTOR

- Turn ignition switch OFF.
- Disconnect fuel injector harness connector.
- Check resistance between fuel injector terminals as follows.

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INFOID:0000000001180206

## **FUEL INJECTOR**

< COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

Terminals	Resistance [at 10 - 60°C (50 - 140°F)]
1 and 2	11.1 - 14.5Ω

### Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace malfunctioning fuel injector.

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## **FUEL PUMP**

Description INFOID:0000000001180207

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

<sup>\*:</sup> ECM determines the start signal status by the signals of engine speed and battery voltage.

The ECM activates the fuel pump for several seconds after the ignition switch is turned ON to improve engine startability. If the ECM receives a engine speed signal from the camshaft position sensor (PHASE), it knows that the engine is rotating, and causes the pump to operate. If the engine speed signal is not received when the ignition switch is ON, the engine stalls. The ECM stops pump operation and prevents battery discharging, thereby improving safety. The ECM does not directly drive the fuel pump. It controls the ON/OFF fuel pump relay, which in turn controls the fuel pump.

Condition	Fuel pump operation
Ignition switch is turned to ON.	Operates for 1 second.
Engine running and cranking	Operates.
When engine is stopped	Stops in 1.5 seconds.
Except as shown above	Stops.

## Component Function Check

# 1. CHECK FUEL PUMP FUNCTION

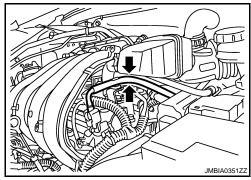
- Turn ignition switch ON.
- Pinch fuel feed hose with two fingers.

Fuel pressure pulsation should be felt on the fuel feed hose for 1 second after ignition switch is turned ON.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> ECM-297, "Diagnosis Procedure".



## Diagnosis Procedure

## ${f 1}$ .CHECK FUEL PUMP POWER SUPPLY CIRCUIT-I

- Turn ignition switch OFF.
- 2. Disconnect ECM harness connector.
- 3. Turn ignition switch ON.
- Check the voltage between ECM harness connector and ground.

ECM		Ground	Voltage	
Connector	Terminal	Giodila	voltage	
F7	23	Ground	Battery voltage	

### Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 2. 2.CHECK FUEL PUMP POWER SUPPLY CIRCUIT-II

INFOID:0000000001180209

INFOID:0000000001180208

#### < COMPONENT DIAGNOSIS >

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

ECM		IPDM E/R		Continuity
Connector	Terminal	Connector Terminal		Continuity
F7	23	E13	33	Existed

### Is the inspection result normal?

YES >> GO TO 3.

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

## 3. DETECT MALFUNCTIONING PART

### Check the following.

- Harness or connectors E6, F123.
- Harness for open or short to ground and short power.

### >> Repair harness or connectors.

## 4. CHECK FUEL PUMP POWER SUPPLY CIRCUIT-III

- 1. Turn ignition switch OFF.
- 2. Reconnect all harness connectors disconnected.
- 3. Disconnect "fuel level sensor unit and fuel pump" harness connector.
- 4. Turn ignition switch ON.
- 5. Check voltage between "fuel level sensor unit and fuel pump" harness connector and ground.

Fuel level sensor unit and fuel pump		Ground	Voltage	
Connector	Terminal			
B40	1	Ground	Battery voltage should exist 1 second after ignition switch is turn ON.	

#### Is the inspection result normal?

YES >> GO TO 8.

NO >> GO TO 5.

## 5.CHECK 10A FUSE

- 1. Turn ignition switch OFF.
- 2. Disconnect 10A fuse (No. 57) from IPDM E/R.
- 3. Check 10A fuse.

#### Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace fuse.

### 6.CHECK FUEL PUMP POWER SUPPLY CIRCUIT-IV

- 1. Disconnect IPDM E/R harness connector.
- Check the continuity between IPDM E/R harness connector and "fuel level sensor unit and fuel pump" harness connector.

IPDM E/R		Fuel level sensor unit and fuel pump		Continuity
Connector	Terminal	Connector Terminal		
F13	42	B40 1		Existed

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

#### Is the inspection result normal?

YES >> GO TO 10.

## **FUEL PUMP**

< COMPONENT DIAGNO	COMPONENT DIAGNOSIS > [MR20DE (WITH EURO-O		
NO >> GO TO 7.			
7. DETECT MALFUNCTIO	NING PART		Α
·	between IPDM E/R and "fuel level sensor unit cuit or short to power in harness or connectors	and fuel pump	CM
		ad ground	
Check the continuity be	etween "fuel level sensor unit and fuel pump" ar	<u> </u>	D
Fuel level sensor unit and fuel pump  Connector Terminal	Continuity		Е
B40 3 Ground	Existed		
2. Also heck harness for s	short to power.		F
Is the inspection result norn	nal?		
YES >> GO TO 9. NO >> Repair open cir  9.CHECK FUEL PUMP	cuit or short to power in harness or connectors	•	G
	nent Inspection (Fuel Pump)".		
Is the inspection result norn			Н
YES >> GO TO 10.			
NO >> Replace fuel pu	•		
10.CHECK INTERMITTE			
Refer to GI-39, "Intermitten	<u>i Incident"</u> .		J
Is the inspection result norn	nal?		
YES >> Replace IPDM			17
. ,	ce harness or connectors.		K
Component Inspectio	n (Fuel Pump)	INFOID:000000001180210	
1.CHECK FUEL PUMP			L
1. Turn ignition switch OF	F.		
	ensor unit and fuel pump" harness connector. een "fuel level sensor unit and fuel pump" termi	nals as follows.	M
Terminals Resistance	<del></del>		N
1 and 3 0.2 - 5.0Ω [at 25°C (	77°F)]		1.4
Is the inspection result norm YES >> INSPECTION I NO >> Replace "fuel le			0
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### **IGNITION SIGNAL**

Description INFOID:000000001180211

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

### Component Function Check

#### INFOID:0000000001180212

### 1.INSPECTION START

Turn ignition switch OFF, and restart engine.

#### Does the engine start?

YES-1 >> With CONSULT-III: GO TO 2.

YES-2 >> Without CONSULT-III: GO TO 3.

NO >> Go to ECM-300, "Diagnosis Procedure".

## 2. IGNITION SIGNAL FUNCTION

### (P)With CONSULT-III

- 1. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT-III.
- 2. Make sure that each circuit produces a momentary engine speed drop.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-300, "Diagnosis Procedure".

# 3.ignition signal function

### **⊗** Without CONSULT-III

- Let engine idle.
- Read the voltage signal between ECM harness connector and ground.

ECM		Ground	Voltage signal	
Connector	Terminal	Olouliu	voltage signal	
	17			
	18		50mSec/div	
F7	21	Ground		
Γ1	22	Ground	2V/div JMBIA0329GB	

#### NOTE:

The pulse cycle changes depending on rpm at idle.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-300, "Diagnosis Procedure".

## Diagnosis Procedure

#### INFOID:0000000001180213

## 1. CHECK IGNITION COIL POWER SUPPLY CIRCUIT-I

- Turn ignition switch OFF, wait at least 10 seconds and then turn ON.
- 2. Check the voltage between ECM harness connector and ground.

ECM		Ground	Voltage	
Connector	Terminal	Ground	Voltage	
E16	105	Ground	Battery voltage	

#### IGNITION SIGNAL

#### < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

### Is the inspection result normal? YES >> GO TO 2. NO

## >> Go to ECM-108, "Diagnosis Procedure". 2.check ignition coil power supply circuit-ii

Turn ignition switch OFF.

- 2. Disconnect condenser harness connector.
- 3. Turn ignition switch ON.
- Check the voltage between condenser harness connector and ground.

Condenser		Ground	Voltage	
Connector	Terminal	Ground	vollage	
F13	1	Ground	Battery voltage	

### Is the inspection result normal?

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

## 3.CHECK IGNITION COIL POWER SUPPLY CIRCUIT-III

Turn ignition switch OFF.

- Disconnect IPDM E/R harness connector F10. 2.
- Check the continuity between IPDM E/R harness connector and condenser harness connector.

IPDM E/R		Condenser		Continuity
Connector	Terminal	Connector Terminal		Continuity
E11	9	F13	1	Existed

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

#### Is the inspection result normal?

YES >> Go to ECM-108, "Diagnosis Procedure".

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

## f 4 .CHECK CONDENSER-2 GROUND CIRCUIT FOR OPEN AND SHORT

- Turn ignition switch OFF.
- Check the continuity between condenser harness connector and ground.

Cond	denser	Ground	Continuity
Connector Terminal		Ciouna	Continuity
F13	2	Ground	Existed

3. Also check harness for short to power.

#### Is the inspection result normal?

YES >> GO TO 5.

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

### **5.**CHECK CONDENSER

### Refer to ECM-303, "Component Inspection (Condenser)"

### Is the inspection result normal?

YES >> GO TO 6.

NG >> Replace condenser.

### $oldsymbol{6}$ .CHECK IGNITION COIL POWER SUPPLY CIRCUIT-V

- Reconnect all harness connectors disconnected.
- Disconnect ignition coil harness connector.
- Turn ignition switch ON. 3.
- Check the voltage between ignition coil harness connector and ground.

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Ignition coil			Ground	Voltogo	
Cylinder	Connector	Terminal	Giodila	Voltage	
1	F33	3			
2	F34	3	Ground	Ground	Battery voltage
3	F35	3		Battery voltage	
4	F36	3			

#### Is the inspection result normal?

YES >> GO TO 7.

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

## 7.CHECK IGNITION COIL GROUND CIRCUIT FOR OPEN AND SHORT

- 1. Turn ignition switch OFF.
- Check the continuity between ignition coil harness connector and ground.

	Ignition coi	Ground	Continuity	
Cylinder	Connector	Terminal	Giodila	Continuity
1	F33	2		
2	F34	2	Ground	Existed
3	F35	2		LXISIGU
4	F36	2		

3. Also check harness for short to power.

### Is the inspection result normal?

YES >> GO TO 8.

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

### 8.check ignition coil output signal circuit for open and short

- 1. Disconnect ECM harness connector.
- 2. Check the continuity between ECM harness connector and ignition coil harness connector.

Continu	ECM		Ignition coil		
	Terminal	Connector	Terminal	Connector	Cylinder
	17		1	F33	1
Existe	18	F7	1	F34	2
Existe	22	Г	1	F35	3
	21		1	F36	4

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

#### Is the inspection result normal?

YES >> GO TO 9.

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

## 9.CHECK IGNITION COIL WITH POWER TRANSISTOR

Refer to ECM-303, "Component Inspection (Ignition Coil with Power Transistor)".

#### Is the inspection result normal?

YES >> GO TO 10.

NO >> Replace malfunctioning ignition coil with power transistor.

## 10. CHECK INTERMITTENT INCIDENT

Refer to GI-39. "Intermittent Incident".

>> INSPECTION END

## Component Inspection (Ignition Coil with Power Transistor)

INFOID:0000000001180214

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## 1. CHECK IGNITION COIL WITH POWER TRANSISTOR-I

- Turn ignition switch OFF.
- 2. Disconnect ignition coil harness co
- Check resistance between i

ness connector.	
ignition coil terminals as follows.	

Terminals	Resistance [at 25°C (77°F)]	
1 and 2	Except 0 or $\infty \Omega$	
1 and 3	Event 0.0	
2 and 3	Except 0 Ω	

#### Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace malfunctioning ignition coil with power transistor.

## 2.CHECK IGNITION COIL WITH POWER TRANSISTOR-II

#### **CAUTION:**

### Do the following procedure in the place where ventilation is good without the combustible.

- 1. Turn ignition switch OFF.
- Reconnect all harness connectors disconnected.
- 3. Remove fuel pump fuse in IPDM E/R to release fuel pressure.

#### NOTE:

Do not use CONSULT-III to release fuel pressure, or fuel pressure applies again during the following procedure.

- Start engine.
- 5. After engine stalls, crank it two or three times to release all fuel pressure.
- Turn ignition switch OFF.
- 7. Remove all ignition coil harness connectors to avoid the electrical discharge from the ignition coils.
- 8. Remove ignition coil and spark plug of the cylinder to be checked.
- 9. Crank engine for 5 seconds or more to remove combustion gas in the cylinder.
- 10. Connect spark plug and harness connector to ignition coil.
- 11. Fix ignition coil using a rope etc. with gap of 13 17 mm (0.52 0.66 in) between the edge of the spark plug and grounded metal portion as shown in the figure.
- 12. Crank engine for about three seconds, and check whether spark is generated between the spark plug and the grounded metal portion.

### Spark should be generated.

#### **CAUTION:**

 Do not approach to the spark plug and the ignition coil within 50 cm (19.7 in). Be careful not to get an electrical shock while checking, because the electrical discharge voltage becomes 20kV or more.

It might cause to damage the ignition coil if the gap of more than 17 mm 0.66 in) is taken.

When the gap is less than 13 mm (0.52 in), the spark might be generated even if the coil is malfunctioning.

### Is the inspection result normal?

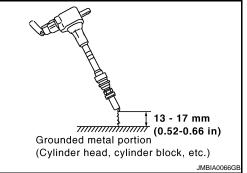
YES >> INSPECTION END

NO >> Replace malfunctioning ignition coil with power transistor.

## Component Inspection (Condenser)

## 1. CHECK CONDENSER

- Turn ignition switch OFF.
- Disconnect condenser harness connector.



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INFOID:0000000001180215

## **IGNITION SIGNAL**

## < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

3. Check resistance between condenser terminals as follows.

Terminals	Resistance
1 and 2	Above 1 MΩ [at 25°C (77°F)]

Is the inspection result normal?

YES >> INSPECTION END NO >> Replace condenser.

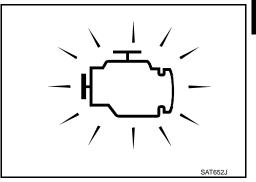
### MALFUNCTION INDICATOR

Description INFOID:0000000001180216

The Malfunction Indicator (MI) is located on the combination meter. The MI will light up when the ignition switch is turned ON without the engine running. This is a bulb check.

When the engine is started, the MI should go off. If the MI remains on, the on board diagnostic system has detected an engine system malfunction.

For details, refer to ECM-305, "Diagnosis Procedure".



## Component Function Check

1. CHECK MI FUNCTION

- 1. Turn ignition switch ON.
- 2. Make sure that MI lights up.

Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-305, "Diagnosis Procedure".

## Diagnosis Procedure

1. CHECK DTC

Check that DTC U1001 is not displayed.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Perform trouble diagnosis for DTC U1001. Refer to <a href="ECM-112">ECM-112</a>, "Diagnosis Procedure".

# 2.CHECK DTC WITH COMBINATION METER

Refer to MWI-27, "CONSULT-III Function (METER/M&A)".

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace.

## 3.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

Is the inspection result normal?

YES >> Replace combination meter.

NO >> Repair or replace.

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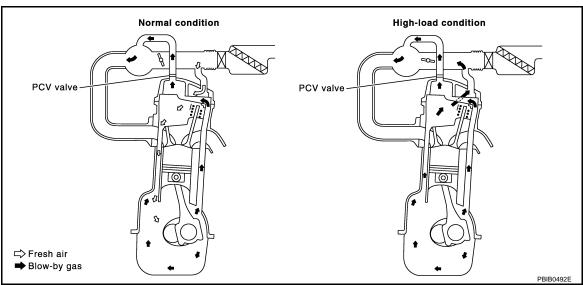
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INFOID:0000000001180217

INFOID:0000000001180218

## POSITIVE CRANKCASE VENTILATION

Description INFOID:000000001180219



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.

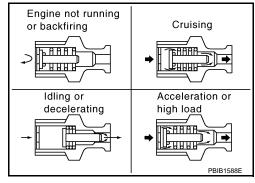
During partial throttle operation of the engine, the intake manifold sucks the blow-by gas through the PCV valve.

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

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.



INFOID:0000000001180220

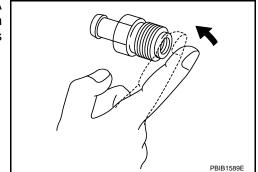
## Component Inspection

1. CHECK PCV VALVE

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

Is the inspection result normal?

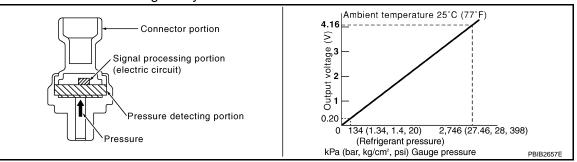
YES >> INSPECTION END NO >> Replace PCV valve.



### REFRIGERANT PRESSURE SENSOR

Description INFOID:0000000001180221

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



## Component Function Check

## 1. CHECK REFRIGERANT PRESSURE SENSOR OVERALL FUNCTION

- Start engine and warm it up to normal operating temperature.
- Turn A/C switch and blower fan switch ON.
- Check the voltage between ECM harness connector and ground.

ECM		Ground	Voltage
Connector	Connector Terminal		voltage
F8	41 (Refrigerant pressure sensor signal)	Ground	1.0 - 4.0V

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-307, "Diagnosis Procedure".

# Diagnosis Procedure

## 1. CHECK GROUND CONNECTION

- Turn A/C switch and blower fan switch OFF.
- 2. Stop engine.
- Turn ignition switch OFF.
- Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

#### Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

# 2.CHECK REFRIGERANT PRESSURE SENSOR POWER SUPPLY CIRCUIT

- Disconnect refrigerant pressure sensor harness connector.
- 2. Turn ignition switch ON.
- Check the voltage between refrigerant pressure sensor harness connector and ground.

Refrigerant pre	essure sensor	Ground	Voltage
Connector Terminal		Ground	voltage
E49	3	Ground	Approx. 5V

#### Is the inspection result normal?

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

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### REFRIGERANT PRESSURE SENSOR

#### < COMPONENT DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

# 3.DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E6, F123
- · Harness for open or short between ECM and refrigerant pressure sensor
  - >> Repair open circuit or short to ground or short to power in harness or connectors.

## 4.CHECK REFRIGERANT PRESSURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

- 1. Turn ignition switch OFF.
- 2. Disconnect ECM harness connector.
- Check the continuity between refrigerant pressure sensor harness connector and ECM harness connector.

Refrigerant pressure sensor		ECM		Continuity
Connector	Terminal	Connector	Terminal	Continuity
E49	1	F8	48	Existed

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

### Is the inspection result normal?

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

### 5. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E6, F123
- Harness for open or short between ECM and refrigerant pressure sensor
  - >> Repair open circuit or short to ground or short to power in harness or connectors.

## 6.CHECK REFRIGERANT PRESSURE SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

Check the continuity between ECM harness connector and refrigerant pressure sensor harness connector.

Refrigerant pressure sensor		ECM		Continuity
Connector	Terminal	Connector	Terminal	Continuity
E49	2	F8	41	Existed

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

### Is the inspection result normal?

YES >> GO TO 8. NO >> GO TO 7.

## 7.DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E6, F123
- Harness for open or short between ECM and refrigerant pressure sensor
  - >> Repair open circuit or short to ground or short to power in harness or connectors.

## 8. CHECK INTERMITTENT INCIDENT

Refer to GI-39. "Intermittent Incident".

### Is the inspection result normal?

YES >> Replace refrigerant pressure sensor.

NO >> Repair or replace.

# **ECU DIAGNOSIS**

## **ECM**

Reference Value INFOID:0000000001180224

**ECM** 

**ECM** 

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### VALUES ON THE DIAGNOSIS TOOL

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	position sensor and other ignition timing	Condition	Values/Status
ENG SPEED	Run engine and compare CONSL	Almost the same speed as the tachometer indication.	
MAS A/F SE-B1	See ECM-101, "Diagnosis Procedur	<u>e"</u> .	
B/FUEL SCHDL	See ECM-101, "Diagnosis Procedur	<u>e"</u> .	
A/F ALPHA-B1	See ECM-101, "Diagnosis Procedur	<u>e"</u> .	
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 ←→ Approx. 0.6 - 1.0V
HO2S2 (B1)	are met Engine: After warming up	00 rpm quickly after the following conditions en 3,500 and 4,000 rpm for 1 minute and at	0 - 0.3V ←→ Approx. 0.6 - 1.0V
HO2S2 MNTR (B1)	Engine: After warming up	Maintaining engine speed at 2,000 rpm	LEAN ←→→RICH Change more than 5 times during 10 seconds.
HO2S2 MNTR (B1)	<ul> <li>Revving engine from idle up to 3,0 are met.</li> <li>Engine: After warming up</li> <li>After keeping engine speed betwe idle for 1 minute under no load</li> </ul>	$LEAN \longleftrightarrow RICH$	
VHCL SPEED SE	Turn drive wheels and compare C dication.	ONSULT-III value with the speedometer in-	Almost the same speed as speedometer indication
BATTERY VOLT	Ignition switch: ON (Engine stopp)	ed)	11 - 14V
ACCEL SEN 1	Ignition switch: ON	Accelerator pedal: Fully released	0.5 - 1.0V
ACCEL SEN I	(Engine stopped)	Accelerator pedal: Fully depressed	4.2 - 4.8V
ACCEL SEN O*	Ignition switch: ON	Accelerator pedal: Fully released	0.5 - 1.0V
ACCEL SEN 2*	(Engine stopped)	Accelerator pedal: Fully depressed	4.2 - 4.8V
	Ignition switch: ON	Accelerator pedal: Fully released	More than 0.36V
THRL SEN 1-B1	<ul><li>(Engine stopped)</li><li>Shift lever: D (CVT), 1st (M/T)</li></ul>	Accelerator pedal: Fully depressed	Less than 4.75V
TUDL OFN C DAT	Ignition switch: ON	Accelerator pedal: Fully released	More than 0.36V
THRL SEN 2-B1*	<ul><li>(Engine stopped)</li><li>Shift lever: D (CVT), 1st (M/T)</li></ul>	Accelerator pedal: Fully depressed	Less than 4.75V
INT/A TEMP SE	Ignition switch: ON	Indicates intake air temperature	
START SIGNAL	• Ignition switch: $ON \to START \to ON$		$OFF \to ON \to OFF$
CLSD THL POS	Ignition switch: ON	Accelerator pedal: Fully released	ON
OLOD THE FOO	(Engine stopped)	Accelerator pedal: Slightly depressed	OFF

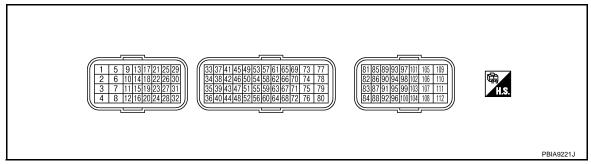
Monitor Item	С	Values/Status	
	• Engine: Afterwarming up idle the	Air conditioner switch: OFF	OFF
AIR COND SIG	Engine: After warming up, idle the engine	Air conditioner switch: ON (Compressor operates.)	ON
D/N DOSLSW	a Ignition quitable ON	Shift lever: P or N (CVT), Neutral (M/T)	ON
P/N POSI SW	Ignition switch: ON	Selector lever: Except above	OFF
DW//ST SIGNAL	Engine: After warming up, idle the	Steering wheel: Not being turned	OFF
PW/ST SIGNAL	engine	Steering wheel: Being turned	ON
	Ignition switch: ON	Rear window defogger switch: ON and/or Lighting switch: 2nd position	ON
LOAD SIGNAL	• ignition switch. ON	Rear window defogger switch and lighting switch: OFF	OFF
IGNITION SW	• Ignition switch: $ON \rightarrow OFF \rightarrow ON$		$ON \to OFF \to ON$
HEATED FAN OW	Engine: After warming up, idle the	Heater fan switch: ON	ON
HEATER FAN SW	engine	Heater fan switch: OFF	OFF
DDAKE OW	- Indian acitale ON	Brake pedal: Fully released	OFF
BRAKE SW	Ignition switch: ON	Brake pedal: Slightly depressed	ON
	Engine: After warming up	Idle	2.0 - 3.0 msec
INJ PULSE-B1	<ul> <li>Shift lever: P or N (CVT), Neutral (M/T)</li> <li>Air conditioner switch: OFF</li> <li>No load</li> </ul>	2,000 rpm	1.9 - 2.9 msec
	Engine: After warming up	Idle	10° - 20° BTDC
IGN TIMING	<ul> <li>Shift lever: P or N (CVT), Neutral (M/T)</li> <li>Air conditioner switch: OFF</li> <li>No load</li> </ul>	2,000 rpm	25° - 45° BTDC
PURG VOL C/V	<ul> <li>Engine: After warming up</li> <li>Shift lever: P or N (CVT), Neutral (M/T)</li> <li>Air conditioner switch: OFF</li> </ul>	Idle (Accelerator pedal: Not depressed even slightly, after engine starting.)	0%
	<ul><li>Air conditioner switch: OFF</li><li>No load</li></ul>	2,000 rpm	20% - 90%
	Engine: After warming up	Idle	–5° - 5°CA
INT/V TIM (B1)	<ul> <li>Shift lever: P or N (CVT), Neutral (M/T)</li> <li>Air conditioner switch: OFF</li> <li>No load</li> </ul>	2,000 rpm	Approx. 0° - 20°CA
INT/V SOL (B1)	Engine: After warming up     Shift lever: P or N (CVT), Neutral (M/T)	Idle	0%
	Air conditioner switch: OFF     No load	2,000 rpm	Approx. 0% - 60%
	Engine: After warming up, idle the	Air conditioner switch: OFF	OFF
AIR COND RLY	engine	Air conditioner switch: ON (Compressor operates)	ON
FUEL PUMP RLY	For 1 seconds after turning ignition     Engine running or cranking	n switch: ON	ON
	Except above		OFF
THRTL RELAY	Ignition switch: ON		ON

Monitor Item	C	Values/Status	
		Engine coolant temperature is 94 °C (201°F) or less.	OFF
COOLING FAN	<ul> <li>Engine: After warming up, idle the engine</li> <li>Air conditioner switch: OFF</li> </ul>	Engine coolant temperature is between 95°C (203°F) and 99°C (210°F)	LOW* <sup>2</sup>
		Engine coolant temperature is 100°C (212°F) or more	HIGH* <sup>2</sup>
HO2S1 HTR (B1)	<ul><li>Engine: After warming up</li><li>Engine speed: Above 3,600 rpm</li></ul>		ON
	Engine speed: Above 3,600 rpm		OFF
HO2S2 HTR (B1)	- Engine: After warming up	ofter the following conditions are met.  en 3,500 and 4,000 rpm for 1 minute and at	ON
	• Engine speed: Above 3,600 rpm		OFF
VEHICLE SPEED	Turn drive wheels and compare C dication.	ONSULT-III value with the speedometer in-	Almost the same speed as the speedometer indication
IDL A/V LEARN	Engine: running	Idle air volume learning has not been performed yet.	YET
IDL A/V LEARN	• Engine. running	Idle air volume learning has already been performed successfully.	CMPLT
O2SEN HTR DTY	<ul><li>Engine coolant temperature when</li><li>Engine speed: below 3,600 rpm</li></ul>	engine started: More than 80°C (176°F)	Approx. 30%
AC PRESS SEN	Engine: Idle     Both A/C switch and blower fan sv	1.0 - 4.0V	
VHCL SPEED SE	Turn drive wheels and compare C dication.	ONSULT-III value with the speedometer in-	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
	ignition ownors or	MAIN switch: Released	OFF
CANCEL SW	Ignition switch: ON	CANCEL switch: Pressed	ON
CANCLL SW	- ignition switch. ON	CANCEL switch: Released	OFF
RESUME/ACC SW	Ignition switch: ON	RESUME/ACCELERATE switch: Pressed	ON
KEGOWE//KGO GW	igiliani switch. Of	RESUME/ACCELERATE switch: Released	OFF
SET SW	Ignition switch: ON	SET/COAST switch: Pressed	ON
	ignition ownor. Oil	SET/COAST switch: Released	OFF
BRAKE SW1	Ignition switch: ON	Brake pedal: Fully released (CVT)     Brake pedal and clutch pedal: Fully released (M/T)	ON
(ASCD brake switch)	- Igilillori SWILCH, ON	Brake pedal: Slightly depressed (CVT)     Brake pedal and/or clutch pedal: Slightly depressed (M/T)	OFF
BRAKE SW2	Ignition switch: ON	Brake pedal: Fully released	OFF
(Stop lamp switch)	- Igillion Switch. ON	Brake pedal: Slightly depressed	ON
VHCL SPD CUT	Ignition switch: ON		NON
LO SPEED CUT	Ignition switch: ON		NON
AT OD MONITOR	Ignition switch: ON		OFF
AT OD CANCEL	Ignition switch: ON		OFF

Monitor Item	C	Values/Status	
CRUISE LAMP	Ignition switch: ON	MAIN switch: Pressed at the 1st time $\rightarrow$ at the 2nd time	$ON \rightarrow OFF$
	MAIN switch: ON	ASCD: Operating	ON
SET LAMP	When vehicle speed: Between 40 km/h (25 MPH) and 144 km/h (89 MPH)	ASCD: Not operating	OFF

<sup>\*:</sup> 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.

### **TERMINAL LAYOUT**



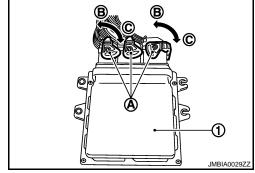
### PHYSICAL VALUES

#### NOTE:

- ECM is located in the engine room left side near battery.
- When disconnecting ECM harness connector (A), loosen (C) it with levers as far as they will go as shown in the figure.

1 : ECM B : Fasten

- Connect a break-out box (EG17550000) and harness adapter (EG17550400) between the ECM and ECM harness connector.
- Use extreme care not to 2 pins at one time.
- Data is for comparison and may not be exact.
- Specification data are reference values and are measured between each terminal and ground.
- Pulse signal is measured by CONSULT-III.



Terr	ninal No.	Wire	Description			Value
+	-	color	Signal name	Input/ Output	Condition	(Approx.)
1	Ground	L	Throttle control motor (Open)	Output	<ul> <li>[Ignition switch: ON]</li> <li>Engine stopped</li> <li>Shift lever: D (CVT), 1st (M/T)</li> <li>Accelerator pedal: Fully depressed</li> </ul>	3.2V★  1mSec/div  5V/div  JMBIA0324GB
2	Ground	Y/R	Throttle control motor relay power supply	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)

Termi	inal No.	Wire	Description			Value												
+		color	Signal name	Input/ Output	Condition	value (Approx.)												
3	Ground	BR/Y	Heated oxygen sensor 1 heater	Output	<ul><li>[Engine is running]</li><li>Warm-up condition</li><li>Engine speed: Below 3,600 rpm</li></ul>	2.9 - 8.8V★  50mSec/div  10V/div  JMBIA0325GB												
					[Ignition switch: ON]  • Engine stopped [Engine is running]  • Engine speed: below 3,600 rpm	BATTERY VOLTAGE (11-14V)												
4	Ground	Р	Throttle control motor (Close)	Output	<ul> <li>[Ignition switch: ON]</li> <li>Engine stopped</li> <li>Shift lever: D (CVT), 1st (M/T)</li> <li>Accelerator pedal: Fully released</li> </ul>	1.8V★  5mSec/div  5V/div  JMBIA0326GB												
5	Ground	R	Heated oxygen sensor 2 heater	Output	<ul> <li>[Engine is running]</li> <li>Engine speed: Below 3,600 rpm after the following conditions are met</li> <li>Engine: after warming up</li> <li>Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load</li> </ul>	10V★  50mSec/div  10V/div  JMBIA0325GB												
																	[Ignition switch: ON] • Engine stopped [Engine is running] • Engine speed: Above 3,600 rpm	BATTERY VOLTAGE (11 - 14V)
9	Ground	W/D	EVAP canister purge volume control solenoid valve	Output	<ul><li>[Engine is running]</li><li>Idle speed</li><li>Accelerator pedal: Not depressed even slightly, after engine starting</li></ul>	BATTERY VOLTAGE  (11 - 14V)★  50mSec/div  10V/div  JMBIA0327GB												
3			COLINGI SOIGHOID VAIVE		<ul> <li>[Engine is running]</li> <li>Engine speed: About 2,000 rpm (More than 100 seconds after starting engine.)</li> </ul>	50mSec/div 10V/div JMBIA0328GB												
10	Ground	В	ECM ground	_	[Engine is running]  • Idle speed	Body ground												

Term	inal No.		Description				
+		Wire color	Signal name	Input/ Output	Condition	Value (Approx.)	
15	Ground	G	Throttle control motor relay	Output	[Ignition switch: OFF]	BATTERY VOLTAGE (11 - 14V)	
					[Ignition switch: ON]	0 - 1.0V	
17 18	Ground	V BR/Y	Ignition signal No. 1 Ignition signal No. 2	Output	<ul> <li>[Engine is running]</li> <li>Warm-up condition</li> <li>Idle speed NOTE: The pulse cycle changes depending on rpm at idle</li> </ul>	0 - 0.3V★  50mSec/div  2V/div  JMBIA0329GB	
21 22		O Y	Ignition signal No. 4 Ignition signal No. 3		Output	[Engine is running]  • Warm-up condition  • Engine speed: 2,000 rpm	0.2 - 0.5V★  50mSec/div  2V/div  JMBIA0330GB
23	Ground	В/О	Fuel pump relay	Output	<ul><li>[Ignition switch: ON]</li><li>For 1 second after turning ignition switch ON</li><li>[Engine is running]</li></ul>	0 - 1.0V	
25 29	Ground	R U	Fuel injector No. 4 Fuel injector No. 3	Output	<ul> <li>[Engine is running]</li> <li>Warm-up condition</li> <li>Idle speed NOTE: The pulse cycle changes depending on rpm at idle</li> </ul>	BATTERY VOLTAGE  (11 - 14V)★  50mSec/div  10V/div  JMBIA0331GB	
30 31	Clound	GR L	Fuel injector No. 2 Fuel injector No. 1	Output	<ul><li>[Engine is running]</li><li>Warm-up condition</li><li>Engine speed: 2,000 rpm</li></ul>	BATTERY VOLTAGE  (11 - 14V)★  50mSec/div  10V/div  JMBIA0332GB	
32	Ground	R/B	ECM relay (Self shut-off)	Output	<ul> <li>[Engine is running]</li> <li>[Ignition switch: OFF]</li> <li>A few seconds after turning ignition switch OFF</li> <li>[Ignition switch: OFF]</li> <li>More than a few seconds after turning ignition switch OFF</li> </ul>	0 - 1.0V BATTERY VOLTAGE (11 - 14V)	

Term	inal No.	Wire	Description			Value
+		color	Signal name	Input/ Output	Condition	(Approx.)
					<ul> <li>[Ignition switch: ON]</li> <li>Engine stopped</li> <li>Shift lever: D (CVT), 1st (M/T)</li> <li>Accelerator pedal: Fully released</li> </ul>	More than 0.36V
33	Ground	Y	Throttle position sensor 1	Input	<ul> <li>[Ignition switch: ON]</li> <li>Engine stopped</li> <li>Shift lever: D (CVT), 1st (M/T)</li> <li>Accelerator pedal: Fully depressed</li> </ul>	Less than 4.75V
34	Ground	R	Throttle position sensor 2	lnout	<ul> <li>[Ignition switch: ON]</li> <li>Engine stopped</li> <li>Shift lever: D (CVT), 1st (M/T)</li> <li>Accelerator pedal: Fully released</li> </ul>	Less than 4.75V
J- <del>1</del>	Ground	IX	THIOLIG POSITION SENSON Z	Input	<ul> <li>[Ignition switch: ON]</li> <li>Engine stopped</li> <li>Shift lever: D (CVT), 1st (M/T)</li> <li>Accelerator pedal: Fully depressed</li> </ul>	More than 0.36V
36	Ground	В	Sensor ground (Throttle position sensor)	_	[Engine is running] • Warm-up condition • Idle speed	0V
37	Ground	W	Knock sensor	Input	[Engine is running] • Idle speed	2.5V
38	Ground	Р	Engine coolant temperature sensor	Input	[Engine is running]	0 - 4.8V Output voltage varies with engine coolant temperature.
40	Ground	В	Sensor ground (Knock sensor)	_	[Engine is running] • Warm-up condition • Idle speed	0V
41	Ground	G	Refrigerant pressure sensor	Input	<ul><li>[Engine is running]</li><li>Warm-up condition</li><li>Both A/C switch and blower fan motor switch: ON (Compressor operates)</li></ul>	1.0 - 4.0V
44	Ground	0	Sensor ground (Engine coolant temperature sensor)	_	[Engine is running] • Warm-up condition • Idle speed	0V
45	Ground	BR	Mass air flow sensor	Input	<ul><li>[Engine is running]</li><li>Warm-up condition</li><li>Idle speed</li></ul>	0.9 - 1.2V
	Siddid			put	<ul><li>[Engine is running]</li><li>Warm-up condition</li><li>Engine speed: 2,500 rpm</li></ul>	1.5 - 1.8V
46	Ground	Y	Intake air temperature sensor	Input	[Engine is running]	0 - 4.8V Output voltage varies with intake air temperature.
48	Ground	R/B	Sensor ground (Refrigerant pressure sensor)	_	<ul><li>[Engine is running]</li><li>Warm-up condition</li><li>Idle speed</li></ul>	ov

Term	ninal No.	Wire	Description			Value
+		color	Signal name	Input/ Output	Condition	(Approx.)
49	Ground	Υ	Heated oxygen sensor 1	Input	<ul><li>[Engine is running]</li><li>Warm-up condition</li><li>Engine speed: 2,000 rpm</li></ul>	0 - 1.0V
50	Ground	Y	Heated oxygen sensor 2	Input	<ul> <li>[Engine is running]</li> <li>Revving engine from idle to 3,000 rpm quickly after the following conditions are met</li> <li>Engine: after warming up</li> <li>Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load</li> </ul>	0 - 1.0V
52	Ground	LG	Sensor ground (Mass air flow sensor)		<ul><li>[Engine is running]</li><li>Warm-up condition</li><li>Idle speed</li></ul>	0V
55	Ground	0	Sensor power supply (Intake air temperature sensor)	_	<ul><li>[Engine is running]</li><li>Warm-up condition</li><li>Idle speed</li></ul>	0V
56	Ground	В	Sensor ground (Heated oxygen sensor 1)	_	<ul><li>[Engine is running]</li><li>Warm-up condition</li><li>Idle speed</li></ul>	0 - 4.8V Output voltage varies with engine coolant temperature.
59	Ground	SB	Sensor ground (Heated oxygen sensor 2)	_	<ul><li>[Engine is running]</li><li>Warm-up condition</li><li>Idle speed</li></ul>	0V
61	Ground	Y	Crankshaft position sensor	Input	<ul> <li>[Engine is running]</li> <li>Warm-up condition</li> <li>Idle speed NOTE: The pulse cycle changes depending on rpm at idle</li> </ul>	4.0V★  5mSec/div  2V/div  JMBIA0333GB
	Signific	'	(POS)	put	[Engine is running] • Engine speed: 2,000 rpm	5mSec/div 5mSec/div 2V/div JMBIA0334GB
62	Ground	В	Sensor ground [Crankshaft position sensor (POS)]	_	<ul><li>[Engine is running]</li><li>Warm-up condition</li><li>Idle speed</li></ul>	ov
63	Ground	В	Sensor ground [Camshaft position sensor (PHASE)]	_	<ul><li>[Engine is running]</li><li>Warm-up condition</li><li>Idle speed</li></ul>	0V

Terminal No.		Wire	Description			Value
+		color	Signal name	Input/ Output	Condition	(Approx.)
65	Ground	R	Camshaft position sensor	locut	<ul> <li>[Engine is running]</li> <li>Warm-up condition</li> <li>Idle speed NOTE: The pulse cycle changes depending on rpm at idle</li> </ul>	1.0 - 2.0★  10mSec/div  2V/div  JMBIA0335GB
03	Glound	K	(PHASE)	Input	[Engine is running] • Engine speed is 2,000 rpm	1.0 - 2.0★  10mSec/div  2V/div  JMBIA0336GB
69	Ground	W/B	PNP switch	Input	[Ignition switch: ON] • Shift lever: P or N (CVT), Neutral (M/T)	BATTERY VOLTAGE (11 - 14V)
					[Ignition switch: ON] • Shift lever: Except above	0V
72	Ground	L	Sensor power supply (Throttle position sensor)	_	[Ignition switch: ON]	5V
					<ul><li>[Engine is running]</li><li>Warm-up condition</li><li>Idle speed</li></ul>	OV
73	Ground	Y/R	Intake valve timing control solenoid valve	Output	[Engine is running] • Warm-up condition • Engine speed: 2,000rpm	7 - 10V★  2mSec/div  10V/div  JMBIA0337GB
74	Ground	L	Sensor power supply (Refrigerant pressure sensor)	Input	[Ignition switch: ON]	5V
75	Ground	G	Sensor power supply [Crankshaft position sensor (POS)]	_	[Ignition switch: ON]	5V
78	Ground	LG	Sensor power supply [Camshaft position sensor (PHASE)]	_	[Ignition switch: ON]	5V
83	Ground	Р	CAN communication line	Input/ Output	_	_
84	Ground	L	CAN communication line	Input/ Output	_	_
88	Ground	0	Data link connector	Input/ Output	[Ignition switch: ON] • CONSULT-III or GST: Disconnected	10.5V
93	Ground	W/L	Ignition switch	Input	[Ignition switch: OFF]	OV  BATTERY VOLTAGE (11 - 14V)

Term	inal No.		Description			
+		Wire color	Signal name	Input/ Output	Condition	Value (Approx.)
					[Ignition switch: ON] • ASCD steering switch: OFF	4V
					[Ignition switch: ON] • MAIN switch: Pressed	0V
94	Ground	V	ASCD steering switch	Input	[Ignition switch: ON] • CANCEL switch: Pressed	1V
			Ü	·	[Ignition switch: ON] • RESUME/ACCELERATE switch: Pressed	3V
					[Ignition switch: ON] • SET/COAST switch: Pressed	2V
95	Ground	В	Sensor ground (ASCD steering switch)	_	<ul><li>[Engine is running]</li><li>Warm-up condition</li><li>Idle speed</li></ul>	ov
					[Ignition switch: OFF] • Brake pedal: Fully released	ov
99	Ground	R/W	Stop lamp switch	Input	[Ignition switch: OFF]  • Brake pedal: Slightly depressed	BATTERY VOLTAGE (11 - 14V)
100	Ground	G/B	ASCD brake switch	Input	<ul> <li>[Ignition switch: ON]</li> <li>Brake pedal: Slightly depressed (CVT)</li> <li>Brake pedal and clutch pedal: Slightly depressed (M/T)</li> </ul>	0V
100	Ground	G/B	ASOD Blake Switch	mput	<ul> <li>[Ignition switch: ON]</li> <li>Brake pedal: Fully released (CVT)</li> <li>Brake pedal and/or clutch pedal: Fully released (M/T)</li> </ul>	BATTERY VOLTAGE (11 - 14V)
102	Ground	BR/Y	Sensor power supply (Accelerator pedal position sensor 2)	_	[Ignition switch: ON]	5V
104	Ground	В	Sensor ground (Accelerator pedal position sensor 2)	_	<ul><li>[Engine is running]</li><li>Warm-up condition</li><li>Idle speed</li></ul>	ov
105	Ground	G	Power supply for ECM	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)
106	Ground	0	Sensor power supply (Accelerator pedal position sensor 1)	_	[Ignition switch: ON]	5V
108	Ground	В	ECM ground	_	[Engine is running] • Idle speed	Body ground
110	Ground	R	Accelerator pedal position	Input	<ul><li>[Ignition switch: ON]</li><li>Engine stopped</li><li>Accelerator pedal: Fully released</li></ul>	0.6 - 0.9V
	Ciduid	К 	sensor 1	Input -	<ul><li>[Ignition switch: ON]</li><li>Engine stopped</li><li>Accelerator pedal: Fully depressed</li></ul>	3.9 - 4.7V

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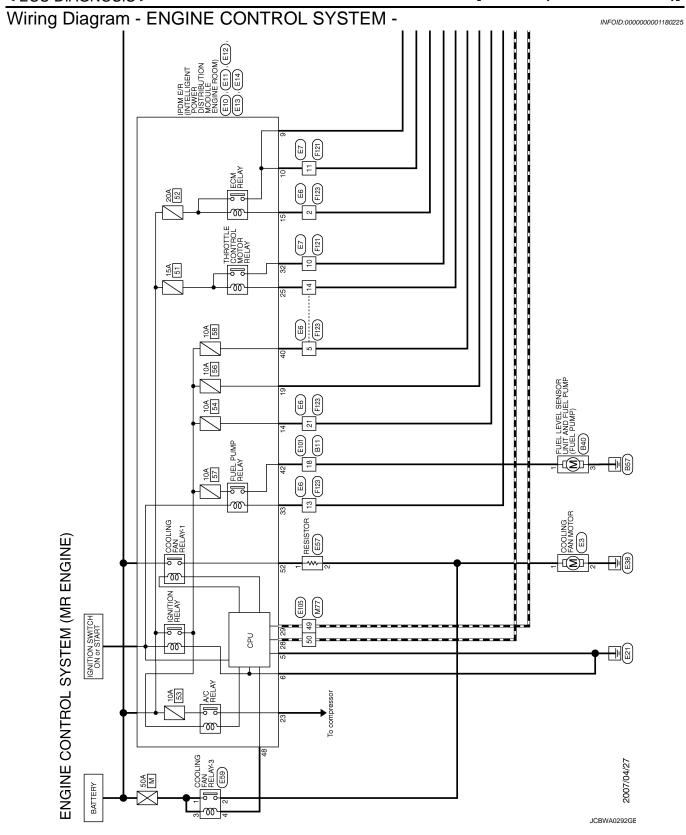
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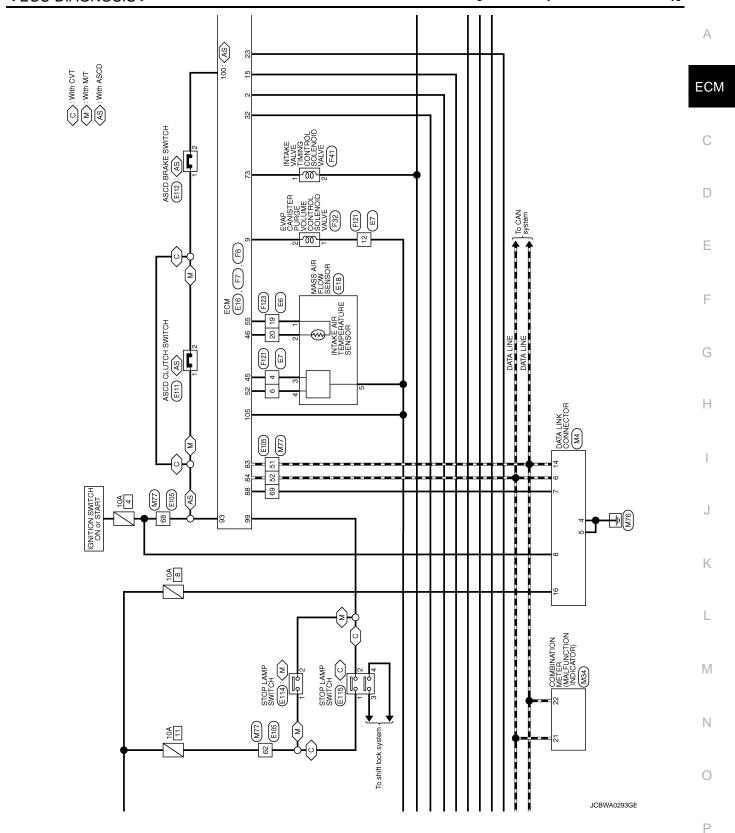
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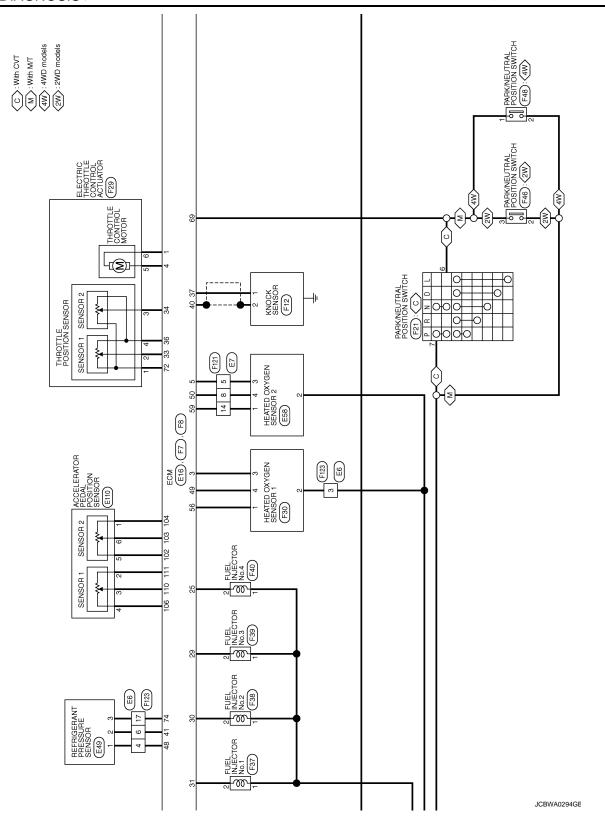
Term	Terminal No.		Description			Value	Λ
+		Wire color	Signal name	Input/ Output	Condition	(Approx.)	А
103	03 Ground GR Accelerator pedal position		[Ignition switch: ON]     Engine stopped     Accelerator pedal: Fully released	0.3 - 0.6V	ECM		
103	Ground	sensor 2	Input	[Ignition switch: ON]     Engine stopped     Accelerator pedal: Fully depressed	1.95 - 2.4V	С	
111	Ground	В/Ү	Sensor ground (Accelerator pedal position sensor 1)	_	<ul><li>[Engine is running]</li><li>Warm-up condition</li><li>Idle speed</li></ul>	0V	D

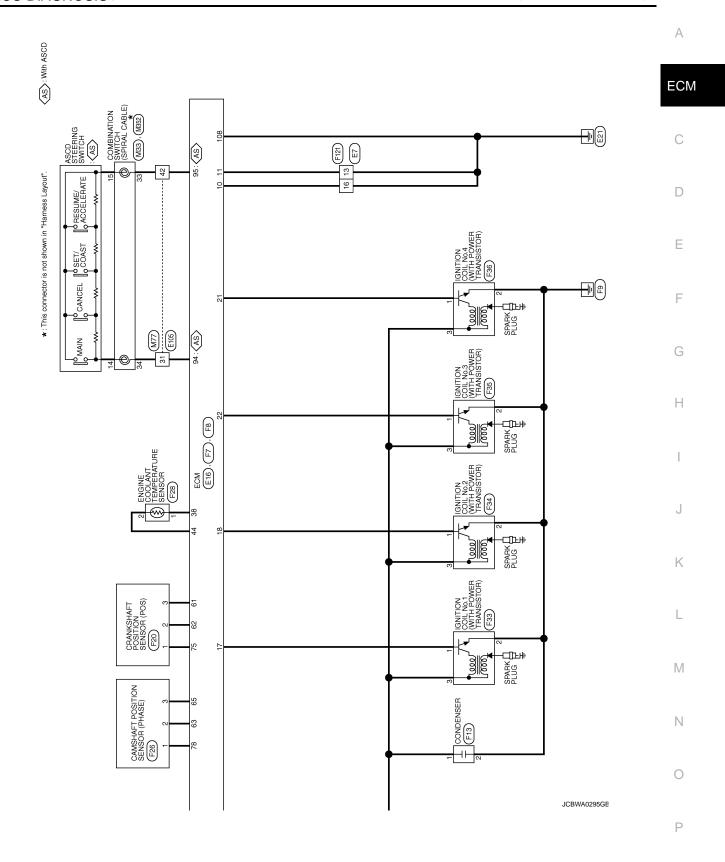
<sup>★:</sup> Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)

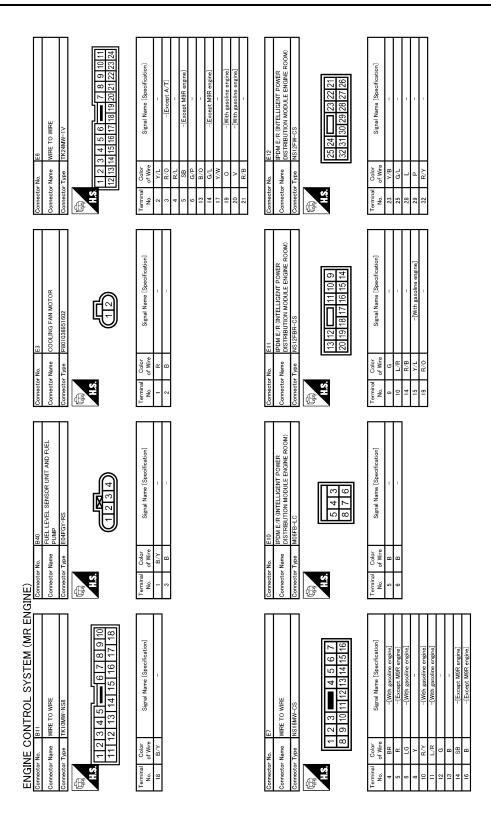
**ECM-319** 





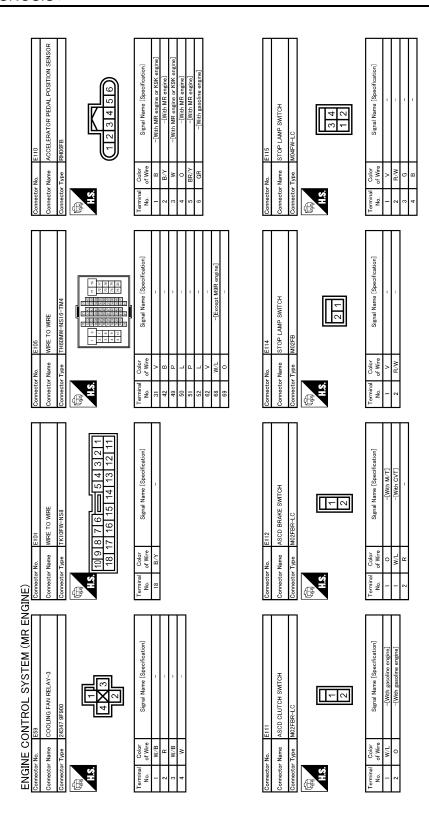






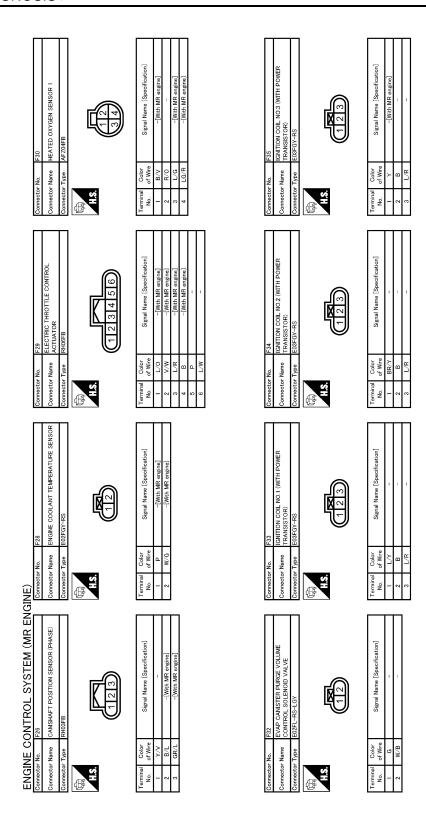
JCBWA0296GE

105   G	Connector No. ES8 Connector Name HEATED OXYGEN SENSOR 2 Connector Type AFZ04FB  H.S.	Terminal   Color   Signal Name   Specification	ECM C
Connector No.   E16   Connector No.   E16   Connector Name   ECM   Connector Type   MAA24EB-MEA3-LH   E286 99 97 (inf 105 109   E286 99 99 (inf 105 110   E286 99 99 (inf 107 111   E286 99 99 (inf 107 111   E286 99 99 (inf 107 111   E286 99   E286   E28	Connector No. E57 Connector Name RESISTOR Connector Type P801038851602 H.S.	Terminal   Color   Signal Name [Specification]   1   W   -	E F G
NE	Connector No. E49 Connector Name REFRIGERANT PRESSURE SENSOR Connector Type RKIGPE  H.S.	Terminal Color   Signal Name [Specification]   No.   of Wire   Signal Name [Specification]	J K
ENGINE CONTROL SYSTEM (MR ENGINE)	Connector No. E18 Connector Name MASS AIR FLOW SENSOR Connector Type RH06FB  H.S.  (1 2 3 4 5 6	Terminal   Color   Signal Name [Spacification]   No. of Wire   Signal Name [Spacification]   1	M N O
		JCBWA0297GE	Р



JCBWA0298GE

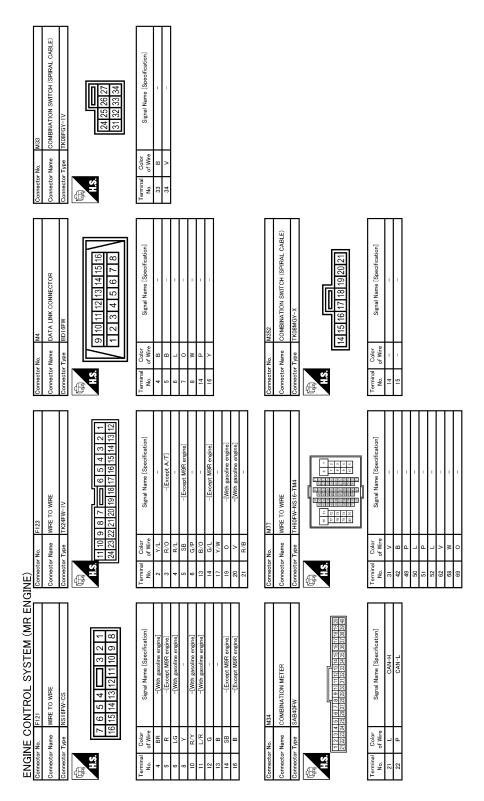
			_	<del></del> -		A
10	<del>     </del>	Connector No. F21 Connector Name PARK/NEUTRAL POSITION SWITCH Connector Type RROBEG	4	Griman   Color   Signal Name [Specification]		ECM C
Connector No. F8  Connector Name ECM  Connector Type MAA4UFBR-MEA8-LH  Connector Type MAA4UFBR-MEA8-LH  Sign 57 H1 45 49 55 57 61 65 69 73 77  Sign 52 44 47 61 55 59 65 57 77 77  Sign 54 44 48 52 66 60 44 68 77 76 80  Color Signal Name Specification  Annual Color Signal Name Specification		Connector No. F20 Connector Name CRANKSHAFT POSITION SENSOR (POS) Connector Type RH03FB		No.   No.		E F G
R/G   IGN COIL#4     Y   IGN COIL#2     FPR   FPR     R/O   INJ#2[With MR engine]     CR		Connector No. F13 Connector Name CONDENSER Connector Type MU2FW-GY-LC		Signal Name [Specification]   Signal Name [Specification]		J K
Connector No.   F7   Connector No.   Connector No.   F7   Connector No.   Connector No.   F7   Connector No.   Connector No.   Connector No.   Connector No.   F7   Connector No.   Connector No		Connector No. F12 Connector Name KNOCK SENSOR Commercor Type BISUZEB-AHY-S  GAMMARIAN BISUZEB-AHY-S  GAMMARIAN BISUZEB-AHY-S		Formula   Form		L M N
					JCBWA0299GE	Р



JCBWA0300GE

Connector No. F39 Connector Name FUEL INJECTOR NO.3 Connector Type HS02FGY HS2	Terminal   Color   Signal Name   Specification   No.   of Wire   Signal Name   Specification     S	Connector No. F48 Connector Name PARK/NEUTRAL POSITION SWITCH Connector Type RK02FB	Terminal   Color   Signal Name [Specification]		A ECM
Connector No. F38 Connector Name FUEL INJECTOR NO.2 Connector Type HS0ZFGY H.S.	Terminal   Color   Signal Name [Specification]   1   SB   -[With MR engine]   2   GR   -[With MR engine]	Connector No. F46 Connector Name PARK/NEUTRAL POSTION SWITCH Connector Type FEAGSFG  LLS  (123)	Terminal   Color   Signal Name   Specification		E F G
Gomester No. F37 Connector Name FUEL INJECTOR NO.1 Connector Type HS02FGY  H.S.	Terminal   Color   Signal Name [Specification]   1   SB   -   -	Connector No. F41 Connector Name SOLENDE VALVE TIMING CONTROL Connector Type E02FG-RS-LG/Y  LLS  TABLE  TAB	Terminal   Color   Signal Name [Specification]   1   V/R		J K
ENGINE CONTROL SYSTEM (MR ENGINE)    Commercian Name   FRANSISTOR)   Commercian Name   FRANSISTOR)   Commercian Name   EGG-GY-RS   Commercian Name   Commerc	Terminal   Color   Signal Name [Specification]     No.	Connector No. F40 Connector Name FUEL INJECTOR NO.4 Connector Type HS02FGY	Terminal (Color No. of Wire)         Signal Name [Specification]           1         SB           2         R/O	JCBWA0301GE	M N
				JCBWAU301GE	Р

JCBWA0302GE



Fail Safe

NON DTC RELATED ITEM

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ECM

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Engine operating condition in fail-safe mode	Detected items	Remarks	Reference page
Engine speed will not rise more than 2,500 rpm due to the fuel cut	Malfunction indicator circuit	When there is an open circuit on MI circuit, the ECM cannot warn the driver by lighting up MI 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 MI circuit is open by means of operating fail-safe function.  The fail-safe function also operates when above diagnoses except MI circuit are detected and demands the driver to repair the malfunction.	ECM-305

# DTC RELATED ITEM

DTC No.	Detected items	Engine operating condition in fail-safe mode				
P0011	Intake valve timing control	The signal is not energized to the incontrol does not function.	take valve timing control solenoid valve and the valve			
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 tempera- ture sensor circuit	Engine coolant temperature will be determined by ECM based on the time after following condition.  CONSULT-III displays the engine coolant temperature decided by ECM.				
		Condition	Engine coolant temperature decided (CONSULT-III display)			
		Just as ignition switch is turned ON or START	40°C (104°F)			
		Approx. 4 minutes after engine starting	80°C (176°F)			
		Except as shown above	40 - 80°C (104 - 176°F) (Depends on the time)			
		When the fail-safe system for engine coolant temperature sensor is activated, the cooling fan operates while engine is running.				
P0122 P0123 P0222 P0223 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.				
P0500	Vehicle speed sensor	When the fail-safe system for vehicle speed sensor is activated, the cooling fan operates (Highest) while engine is running.				
P0605	ECM	(When ECM calculation function is malfunctioning:) ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring. ECM deactivates ASCD operation.				
P1121	Electric throttle control actuator	·				
		(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 (CVT), Neutral (M/T) position, and engine speed will not exceed 1,000 rpm or more.				
P1122	Electric throttle control function	ECM stops the electric throttle contributed opening (approx. 5 degrees) by	rol actuator control, throttle valve is maintained at a by the return spring.			

# < ECU DIAGNOSIS >

DTC No.	Detected items	Engine operating condition in fail-safe mode			
P1124 P1126	Throttle control motor relay	ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring.			
P1128	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.			
P1229	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.			
P1805	Brake switch	ECM controls the electric throttle control actuator by regulating the throttle opening to a small range. Therefore, acceleration will be poor.			
		Vehicle condition	Driving condition		
		When engine is idling	Normal		
		When accelerating	Poor acceleration		
P2122 P2123 P2127 P2128 P2138	Accelerator pedal position sensor	The ECM controls the electric throttle control actuator in regulating the throttle opening in order for the idle position to be within +10 degrees.  The ECM regulates the opening speed of the throttle valve to be slower than the normal condition.  So, the acceleration will be poor.			

# DTC Inspection Priority Chart

INFOID:0000000001180227

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

Priority	Detected items (DTC)
1	U1001 CAN communication line     U1010 CAN communication
	U1010 CAN communication     P0102 P0103 Mass air flow sensor
	P0112 P0113 P0127 Intake air temperature sensor
	P0117 P0118 P0125 Engine coolant temperature sensor     P0123 P0123 P0123 P0123 P1225 P1225 P1225 P1225 P0125
	<ul> <li>P0122 P0123 P0222 P0223 P1225 P1226 P2135 Throttle position sensor</li> <li>P0327 P0328 Knock sensor</li> </ul>
	P0335 Crankshaft position sensor (POS)
	P0340 Camshaft position sensor (PHASE)
	P0500 Vehicle speed sensor     Posser Ford
	P0605 ECM P0705 P0850 Park/neutral position (PNP) switch
	P1229 sensor power supply
	• P1610 P1611 P1612 P1615 NATS
	P1706 Park/Neutral position (PNP) switch
	P2122 P2123 P2127 P2128 P2138 Accelerator pedal position sensor

Priority	Detected items (DTC)	
2	<ul> <li>P0132 P0133 P0134 P1143 P1144 Heated oxygen</li> <li>P0135 Heated oxygen sensor 1 heater</li> </ul>	A
	<ul> <li>P0138 P0139 P1146 P1147 Heated oxygen sensor 2</li> <li>P0141 Heated oxygen sensor 2 heater</li> <li>P0444 EVAP canister purge volume control solenoid valve</li> <li>P0710 P0715 P0720 P0740 P0744 P0776 P0778 P0840 P0845 P1740 P1777 P1778 CVT related sensors, solenoid valves and switches</li> </ul>	ECM
	P1111 Intake valve timing control solenoid valve P1122 Electric throttle control function P1124 P1126 Throttle control motor relay P1128 Throttle control motor	С
	P1217 Engine over temperature (OVERHEAT)     P1805 Brake switch	D
3	<ul> <li>P0011 Intake valve timing control</li> <li>P0171 P0172 Fuel injection system function</li> <li>P0300 - P0304 Misfire</li> <li>P0420 Three way catalyst function</li> </ul>	Е
	<ul> <li>P1121 Electric throttle motor actuator</li> <li>P1211 TCS control unit</li> <li>P1212 TCS communication line</li> <li>P1564 ASCD steering switch</li> </ul>	F
	<ul> <li>P1572 ASCD brake switch</li> <li>P1574 ASCD vehicle speed sensor</li> <li>P1715 Primary speed sensor</li> </ul>	G

DTC Index

 $\times$ :Applicable —: Not applicable

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							. Hot applicable
DTC CONSULT-III GST* <sup>2</sup>	ECM*3	Items (CONSULT-III screen terms)	SRT code	Test value/ Test limit (GST only)	Trip	MI	Reference page
U1001	1001*4	CAN COMM CIRCUIT	_	_	2	_	ECM-112
U1010	1010	CONTROL UNIT(CAN)	_	_	1 (CVT) 2 (M/T)	<u>×</u>	ECM-113
P0000	0000	NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.	_	_	_	Flashing* <sup>6</sup>	_
P0011	0011	INT/V TIM CONT-B1	_	_	2	_	ECM-114
P0102	0102	MAF SEN/CIRCUIT-B1	_	_	1	×	ECM-118
P0103	0103	MAF SEN/CIRCUIT-B1	_	_	1	×	ECM-118
P0112	0112	IAT SEN/CIRCUIT-B1	_	_	2	×	ECM-123
P0113	0113	IAT SEN/CIRCUIT-B1	_	_	2	×	ECM-123
P0117	0117	ECT SEN/CIRC	_	_	1	×	ECM-126
P0118	0118	ECT SEN/CIRC	_	_	1	×	ECM-126
P0122	0122	TP SEN 2/CIRC-B1	_	_	1	×	ECM-129
P0123	0123	TP SEN 2/CIRC-B1	_	_	1	×	ECM-129
P0132	0132	HO2S1 (B1)	_	×	2	×	ECM-132
P0133	0133	HO2S1 (B1)	×	×	2	×	ECM-136
P0134	0134	HO2S1 (B1)	_	×	2	×	ECM-142
P0135	0135	HO2S1 HTR (B1)	×	×	2	×	ECM-147
P0138	0138	HO2S2 (B1)	×	×	2	×	ECM-150
P0139	0139	HO2S2 (B1)	×	×	2	×	ECM-154
P0141	0141	HO2S2 HTR (B1)	×	×	2	×	ECM-160

< ECU DIAGN	IOSIS >		ECM		[MR20D	E (WITH EL	JRO-OBD)]
DTC*	ECM* <sup>3</sup>	Items (CONSULT-III screen	SRT code	Test value/ Test limit	Trip	MI	Reference page
GST* <sup>2</sup>		terms)		(GST only)			
P0171	0171	FUEL SYS-LEAN-B1	_	_	2	×	ECM-163
P0172	0172	FUEL SYS-RICH-B1  TP SEN 1/CIRC-B1	_	_	2	×	ECM-167
P0222	0222		_	_	1	×	ECM-171
P0223	0223	TP SEN 1/CIRC-B1	_	_	1	×	ECM-171
P0300 P0301	0300	MULTICYL MISFIRE  CYL 1 MISFIRE	_	_	2	×	ECM-174
	0301	CYL 2 MISFIRE	_		2	×	ECM-174
P0302 P0303	0302	CYL 3 MISFIRE	_		2	×	ECM-174 ECM-174
P0303	0303	CYL 4 MISFIRE	_	_	2	×	ECM-174
P0304 P0327	0304	KNOCK SEN/CIRC-B1	_		2	×	ECM-174 ECM-179
P0328	0327	KNOCK SEN/CIRC-B1	_	_	2	_	ECM-179
P0326	0325	CKP SEN/CIRCUIT	_	_	2		ECM-179
P0333	0340	CMP SEN/CIRC-B1	_	_	2	×	ECM-185
P0340	0420	TW CATALYST SYS-B1			2	×	ECM-189
P0420	0444	PURG VOLUME CONT/V	_	_	2	×	ECM-194
P0500	0500	_			2		
		VEH SPEED SEN/CIRC*5	_			×	ECM-197
P0605	0605	ECM PNP SW/CIRC	_	_	1 or 2	× or —	ECM-199
P0705 P0710	0705 0710	ATF TEMP SEN/CIRC	_	_	2	×	TM-441
P0715	0710	INPUT SPD SEN/CIRC	_	_	2	×	TM-444 TM-446
			_	_		×	<u> </u>
P0720	0720	VEH SPD SEN/CIR AT*5	_	_	2	×	TM-449
P0740	0740	TCC SOLENOID/CIRC	_	_	2	×	TM-455
P0744	0744	A/T TCC S/V FNCTN	_	_	2	×	TM-457
P0746	0746	PRS CNT SOL/A FCTN	_	_	1	×	TM-461
P0776	0776	PRS CNT SOL/B FCTN	_	_	2	×	TM-463
P0778 P0840	0778 0840	PRS CNT SOL/B CIRC TR PRS SENS/A CIRC	_	_	2	×	TM-465
P0845	0845	TR PRS SENS/B CIRC	_	_	2	×	TM-470
P1111	1111	INT/V TIM C/CIRC	_	_	1	×	ECM-201
P1121	1121	ETC ACTR - B1	_	_	<u>'</u> 1	×	ECM-204
P1122	1122	ETC FUNCTION/CIRC - B1		_	' 1	×	ECM-206
P1124	1124	ETC MOT PWP	_	_	<u>'</u> 1	×	ECM-210
P1126	1126	ETC MOT PWP - B1	_	_	<u>'</u> 1	×	ECM-210
P1128	1128	ETC MOT - B1	_		 1	×	ECM-213
P1143	1143	HO2S1 (B1)	×	×	2	×	ECM-215
P1144	1144	HO2S1 (B1)	×	×	2	×	ECM-220
P1146	1146	HO2S2 (B1)	×	×	2	×	ECM-225
P1147	1147	HO2S2 (B1)	×	×	2	×	ECM-232
P1211	1211	TCS C/U FUNCTN	_	_	2	_	ECM-239
P1212	1212	TCS/CIRC	_	_	2	_	ECM-240
P1217	1217	ENG OVER TEMP	_	_	1	×	ECM-241
P1225	1225	CTP LEARNING-B1	_	_	2	_	ECM-245

# [MR20DE (WITH EURO-OBD)]

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**ECM** 

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DTC	)* <sup>1</sup>	Items		Test value/			Deference
CONSULT-III GST* <sup>2</sup>	ECM*3	(CONSULT-III screen terms)	SRT code	Test limit (GST only)	Trip	MI	Reference page
P1226	1226	CTP LEARNING-B1	_	_	2	_	ECM-247
P1229	1129	SENSOR POWER/CIRC	_	_	1	×	ECM-249
P1564	1564	ASCD SW	_	_	1	_	ECM-251
P1572	1572	ASCD BRAKE SW	_	_	1	_	ECM-254
P1574	1574	ASCD VHL SPD SEN	_	_	1	_	ECM-261
P1610	1610	LOCK MODE	_	_	2		SEC-187
P1611	1611	ID DISCARD IMM-ECM	_	_	2		SEC-197
P1612	1612	CHAIN OF ECM-IMMU	_	_	2	_	SEC-199
P1615	1615	DIFFERENCE OF KEY	_	_	2		SEC-196
P1706	1706	P-N POS SW/CIRCUIT	_	_	2	×	ECM-263
P1715	1715	IN PULY SPEED	_	_	2		ECM-266
P1740	1740	LU-SLCT SOL/CIRC	_	_	2	×	TM-488
P1777	1777	STEP MOTOR CIRC	_	_	1	×	TM-491
P1778	1778	STEP MOTOR FNCT	_	_	2	×	TM-493
P1805	1805	BRAKE SW/CIRCUIT	_	_	2		ECM-267
P2122	2122	APP SEN 1/CIRC	_	_	1	×	ECM-270
P2123	2123	APP SEN 1/CIRC	_	_	1	×	ECM-270
P2127	2127	APP SEN 2/CIRC	_	_	1	×	ECM-273
P2128	2128	APP SEN 2/CIRC	_	_	1	×	ECM-273
P2135	2135	TP SENSOR-B1	_	_	1	×	ECM-277
P2138	2138	APP SENSOR	_	_	1	×	ECM-280

<sup>\*1: 1</sup>st trip DTC No. is the same as DTC No.

### How to Set SRT Code

INFOID:0000000001180229

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.

# (P)WITH CONSULT-III

Perform corresponding DTC CONFIRMATION PROCEDURE one by one based on Performance Priority in the table on "SRT Item".

### MWITHOUT CONSULT-III

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.

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<sup>\*2:</sup> This number is prescribed by ISO 15031-5.

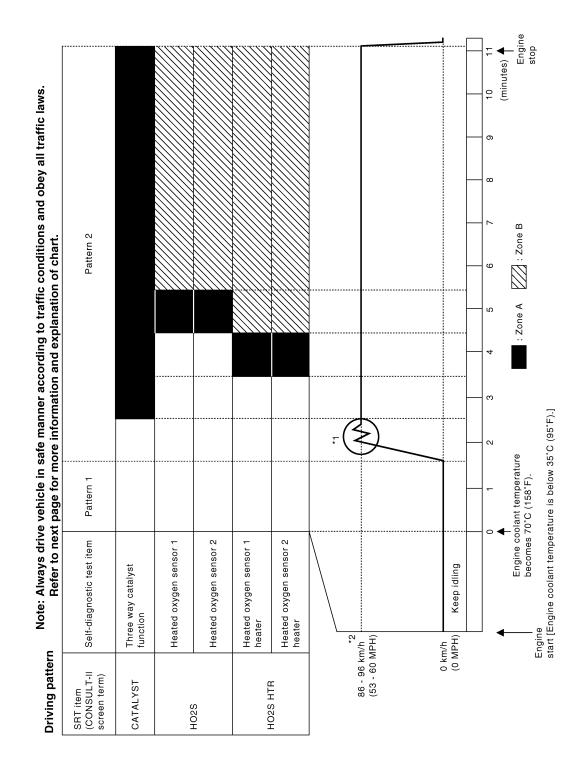
<sup>\*3:</sup> In Diagnostic Test Mode II (Self-diagnostic results), this number is controlled by NISSAN.

<sup>\*4:</sup> The troubleshooting for this DTC needs CONSULT-III.

<sup>\*5:</sup> When the fail-safe operations for both self-diagnoses occur, the MI illuminates.

<sup>\*6:</sup> When the ECM is in the mode of displaying SRT status, MI may flash. For the details, refer to "How to Display SRT Status".

# **DRIVING PATTERN**



PBIB3651E

 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.

<sup>\*:</sup> Normal conditions refer to the following:

### < ECU DIAGNOSIS >

- 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 46 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 46 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 95 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.

### Test Value and Test Limit

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

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

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

SRT item	Self-diagnostic test item	DTC		Test value (GST display)	
			TID	CID	
CATALYST	Three way establish function	P0420	01H	01H	Max.
CATALTST	Three way catalyst function	P0420	02H	81H	Min.
		P0133	09H	04H	Max.
		P1143	0AH	84H	Min.
	Heated oxygen sensor 1	P1144	0BH	04H	Max.
		P0132	0CH	04H	Max.
HO2S		P0134	0DH	04H	Max.
	Heated oxygen sensor 2	P0139	19H	86H	Min.
		P1147	1AH	86H	Min.
		P1146	1BH	06H	Max.
		P0138	1CH	06H	Max.
	Heated awagen conser 1 heater	D0125	29H	08H	Max.
LICACLITA	Heated oxygen sensor 1 heater	P0135	2AH	88H	Min.
HO2S HTR	Heated awagen conser 2 heater	D0141	2DH	0AH	Max.
	Heated oxygen sensor 2 heater	P0141	2EH	8AH	Min.

ECM

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# SYMPTOM DIAGNOSIS

# **ENGINE CONTROL SYSTEM**

Symptom Table

SYSTEM — BASIC ENGINE CONTROL SYSTEM

							S	/MPT	ОМ						
		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)	Reference page
Warrant	y symptom code	AA	AB	AC	AD	AE	AF	AG	AH	AJ	AK	AL	AM	НА	
Fuel	Fuel pump circuit	1	1	2	3	2		2	2			3		2	ECM-297
	Fuel pressure regulator system	3	3	4	4	4	4	4	4	4		4			ECM-349
	Fuel injector circuit	1	1	2	3	2		2	2			2			ECM-294
	Evaporative emission system	3	3	4	4	4	4	4	4	4		4			ECM-64
Air	Positive crankcase ventilation system	3	3	4	4	4	4	4	4	4		4	1		ECM-306
	Incorrect idle speed adjustment						1	1	1	1		1			ECM-18
	Electric throttle control actuator	1	1	2	3	3	2	2	2	2		2		2	ECM-204, ECM-206
Ignition	Incorrect ignition timing adjustment	3	3	1	1	1		1	1			1			ECM-18
	Ignition circuit	1	1	2	2	2		2	2			2			ECM-300
Main po	wer supply and ground circuit	2	2	3	3	3		3	3		2	3			ECM-108
Mass air	r flow sensor circuit	1			2										ECM-118
Engine	coolant temperature sensor circuit						3			3					ECM-126
Heated	Heated oxygen sensor 1 circuit		1	2	3	2		2	2			2			ECM-132, ECM-136, ECM-142, ECM-215, ECM-220
Throttle position sensor circuit							2			2					ECM-129, ECM-171, ECM-245, ECM-247, ECM-277
Accelerator pedal position sensor circuit				3	2	1									ECM-270, ECM-273, ECM-277
	ensor circuit			2								3			ECM-179
Cranksh	naft position sensor (POS) circuit	2	2												ECM-181

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	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)	Reference page
Warranty symptom code	AA	AB	AC	AD	AE	AF	AG	АН	AJ	AK	AL	AM	НА	
Camshaft position sensor (PHASE) circuit	3	2												ECM-185
Vehicle speed signal circuit		2	3		3						3			ECM-197
ECM	2	2	3	3	3	3	3	3	3	3	3			ECM-199
Intake valve timing control solenoid valve circuit		3	2		1	3	2	2	3		3			ECM-201
PNP switch circuit			3		3		3	3			3			ECM-263
Refrigerant pressure sensor circuit		2				3			3		4			ECM-307
Electrical load signal circuit							3							ECM-292
Air conditioner circuit	2	2	3	3	3	3	3	3	3		3		2	<u>HA-14</u>
ABS actuator and electric unit (control unit)			4											BRC-9

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

# SYSTEM — ENGINE MECHANICAL & OTHER

**ECM-339** 

							S`	YMPT	ОМ						
		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)	Reference page
Warranty s	ymptom code	A A	AB	AC	AD	AE	AF	AG	АН	AJ	AK	AL	AM	НА	
Fuel	Fuel tank	5													FL-13, FL- 15
	Fuel piping			5	5	5		5	5	İ		5			EM-156
	Vapor lock		5												_
	Valve deposit														_
	Poor fuel (Heavy weight gasoline, Low octane)	5		5	5	5		5	5			5			_
Air	Air duct														EM-147
	Air cleaner														EM-145
	Air leakage from air duct (Mass air flow sensor — electric throttle control actuator)		5	5	,	5	_	5	5	_		5			EM 447
	Electric throttle control actuator	5			5		5			5					<u>EM-147</u>
	Air leakage from intake manifold/ Collector/Gasket														
Cranking	Battery	1	1	1		1		1	1					1	PG-113
	Generator circuit						•								CHG-8
	Starter circuit	3										1			STR-8
	Signal plate	6	-									'			EM-196, EM-200
	PNP switch	4													<u>TM-441</u> or <u>TM-539</u>
Engine	Cylinder head	5	5	5	5	5		5	5			5			EM-187
	Cylinder head gasket			-	1		<u> </u>			1	4		3		
	Cylinder block														
	Piston												4		
	Piston ring	6	6	6	6	6		6	6			6			EM-188
	Connecting rod	-													
	Bearing	-													
	Crankshaft														

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		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)	Reference page
Warranty	symptom code	A A	AB	AC	AD	AE	AF	AG	АН	AJ	AK	AL	AM	НА	
Valve	Timing chain											5			EM-164
mecha- nism	Camshaft		5												EM-164
1115111	Intake valve timing control	5		5	5	5		5	5						EM-164
	Intake valve														
	Exhaust valve												3		<u>EM-164</u>
Exhaust	Exhaust manifold/Tube/Muffler/ Gasket	5	5	5	5	5		5	5			5			<u>EM-150,</u> <u>EX-10</u>
	Three way catalyst														<u>EX-10</u>
Lubrica- tion	Oil pan/Oil strainer/Oil pump/Oil filter/Oil gallery/Oil cooler	5	5	5	5	5		5	5			5			EM-154, LU-18, LU- 17,
	Oil level (Low)/Filthy oil														<u>LU-14</u>
Cooling	Radiator/Hose/Radiator filler cap														<u>CO-35</u>
	Thermostat									5					<u>CO-41</u>
	Water pump														CO-39
	Water gallery	5	5	5	5	5		5	5		4	5			<u>CO-24,</u> <u>CO-25</u>
	Cooling fan														<u>CO-37</u>
	Coolant level (Low)/Contaminat- ed coolant									5					<u>CO-30</u>
NVIS (NIS NATS)	SAN Vehicle Immobilizer System —	1	1												<u>SEC-15</u>

<sup>1 - 6:</sup> The numbers refer to the order of inspection.

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# NORMAL OPERATING CONDITION

< SYMPTOM DIAGNOSIS >

[MR20DE (WITH EURO-OBD)]

# NORMAL OPERATING CONDITION

Description INFOID:000000001180232

# FUEL CUT CONTROL (AT NO LOAD AND HIGH ENGINE SPEED)

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

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

This function is different from deceleration control listed under Multiport Fuel Injection (MFI) System, <u>ECM-29.</u> "System Diagram".

# **PRECAUTION**

# **PRECAUTIONS**

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

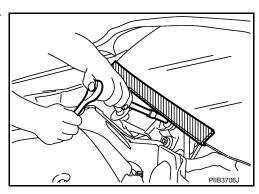
The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the "SRS AIRBAG" and "SEAT BELT" of this Service Manual.

### **WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the "SRS AIRBAG".
- 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.

# Precaution for Procedure without Cowl Top Cover

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



# On Board Diagnostic (OBD) System of Engine and CVT

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

- Be sure to turn the ignition switch OFF and disconnect the negative battery cable before any repair or inspection work. The open/short circuit of related switches, sensors, solenoid valves, etc. will cause the MI to light up.
- Be sure to connect and lock the connectors securely after work. A loose (unlocked) connector will cause the MI 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-104, "Description".
- Be sure to route and secure the harnesses properly after work. The interference of the harness with a bracket, etc. may cause the MI 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 MI 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.

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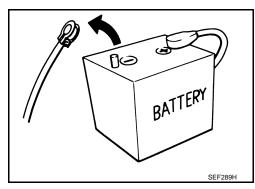
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# **General Precautions**

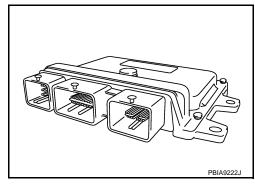
- Always use a 12 volt battery as power source.
- Do not attempt to disconnect battery cables while engine is running.
- Before connecting or disconnecting the ECM harness connector, turn ignition switch OFF and disconnect negative battery cable. Failure to do so may damage the ECM because battery voltage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

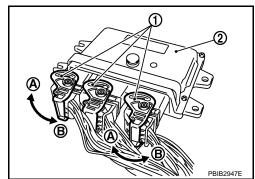


- · Do not disassemble ECM.
- If a battery cable is disconnected, the memory will return to the ECM value.

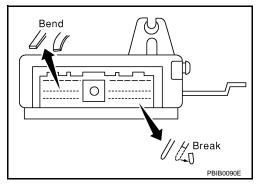
The ECM will now start to self-control at its initial value. Engine operation can vary slightly when the terminal is disconnected. However, this is not an indication of a malfunction. Do not replace parts because of a slight variation.

- If the battery is disconnected, the following emission-related diagnostic information will be lost within 24 hours.
- Diagnostic trouble codes
- 1st trip diagnostic trouble codes
- Freeze frame data
- 1st trip freeze frame data
- System readiness test (SRT) codes
- Test values
- When connecting ECM harness connector (1), fasten (B) it securely with a lever as far as it will go as shown in the figure.
  - 2. ECM
  - A. Loosen



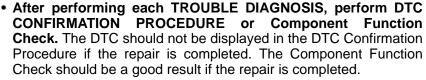


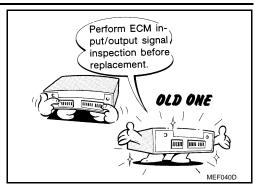
- When connecting or disconnecting pin connectors into or from ECM, take care not to damage pin terminals (bend or break).
  - Make sure that there are not any bends or breaks on ECM pin terminal, when connecting pin connectors.
- Securely connect ECM harness connectors.
   A poor connection can cause 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.

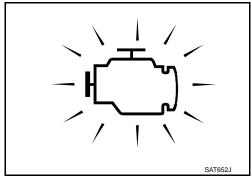


### < PRECAUTION >

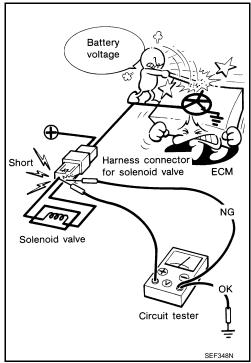
- Before replacing ECM, perform ECM Terminals and Reference Value inspection and make sure ECM functions properly. Refer to ECM-309, "Reference Value".
- Handle mass air flow sensor carefully to avoid damage.
- Do not clean mass air flow sensor with any type of detergent.
- Do not disassemble electric throttle control actuator.
- Even a slight leak in the air intake system can cause serious incidents.
- Do not shock or jar the camshaft position sensor (PHASE), crankshaft position sensor (POS).







- 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.

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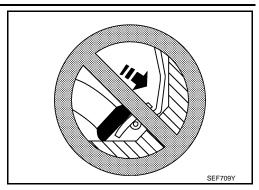
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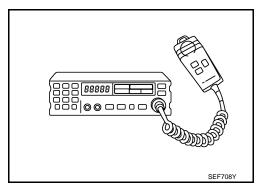
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# < PRECAUTION >

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



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



# **PREPARATION**

# **PREPARATION**

Special Service Tools

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Tool number Tool name		Description
KV10117100 Heated oxygen sensor wrench	S-NT379	Loosening or tightening heated oxygen sensor with 22 mm (0.87 in) hexagon nut
KV10114400 Heated oxygen sensor wrench	S-NT636	Loosening or tightening heated oxygen sensor 2 a: 22 mm (0.87 in)
EG17550000 Break-out box	ZZA1194D	Measuring ECM signals with a circuit tester
EG17680000 Y-cable adapter	PBIA9379J	Measuring ECM signals with a circuit tester
KV10118400 Fuel tube adapter	PBIB3043E	Measuring fuel pressure

# **Commercial Service Tools**

INFOID:0000000001180238

Tool name		Description
Quick connector re- lease		Removing fuel tube quick connectors in engine room (Available in SEC. 164 of PARTS CATALOG: Par No. 16441 6N210)
Socket wrench	19 mm (0.75 in) More than 32 mm (1.26 in)	Removing and installing engine coolant temperature sensor
Oxygen sensor thread cleaner	a Mating surface shave cylinder	Reconditioning the exhaust system threads before installing a new oxygen sensor. Use with antiseize 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 <sup>TM</sup> 133AR or equivalent meeting MIL specifica- tion MIL-A-907)	S-NT779	Lubricating oxygen sensor thread cleaning tool when reconditioning exhaust system threads.

# ON-VEHICLE REPAIR

# **FUEL PRESSURE**

Inspection INFOID:0000000001180239

### **ECM**

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### FUEL PRESSURE RELEASE

### (P) With CONSULT-III

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

### With CONSULT-III

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

### FUEL PRESSURE CHECK

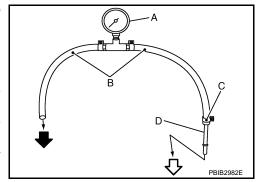
### **CAUTION:**

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

### NOTE:

Prepare pans or saucers under the disconnected fuel line because the fuel may spill out. The fuel pressure cannot be completely released because J10 models do not have fuel return system.

- 1. Release fuel pressure to zero.
- 2. Prepare fuel hose for fuel pressure check B and fuel tube adapter (KV10118400) D, then connect fuel pressure gauge A.
  - <: To quick connector
  - **(=:** To fuel tube (engine side)
  - C: Clamp
  - Use suitable fuel hose for fuel pressure check (genuine NIS-SAN 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.
  - Do not twist or kink fuel hose because it is plastic hose.



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### < ON-VEHICLE REPAIR >

- Connect fuel hose for fuel pressure check (1) to fuel tube (engine side) with clamp (2) as shown in the figure.
  - No.2 spool (5)
  - · Wipe off oil or dirt from hose insertion part using cloth moistened with gasoline.
  - Apply proper amount of gasoline between top of the fuel tube (3) and No.1 spool (4).
  - Insert fuel hose for fuel pressure check until it touches the No.1 spool on fuel tube.
  - Use NISSAN genuine hose clamp (part number: 16439 N4710 or 16439 40U00).
  - When reconnecting fuel line, always use new clamps.
  - Use a torque driver to tighten clamps.
  - Install hose clamp to the position within 1 2 mm (0.04 0.08 in).

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

- Make sure that clamp screw does not contact adjacent parts.
- Connect fuel tube adapter to quick connector.
  - A: Fuel pressure gauge
  - B: Fuel hose for fuel pressure check
- 6. After connecting fuel hose for fuel pressure check, pull the hose with a force of approximately 98 N (10 kg, 22 lb) to confirm fuel tube does not come off.
- 7. Turn ignition switch ON and check for fuel leakage.
- 8. Start engine and check for fuel leakage.
- 9. 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.

# Approximately 350 kPa (3.5 bar, 3.57 kg/cm<sup>2</sup>, 51 psi)

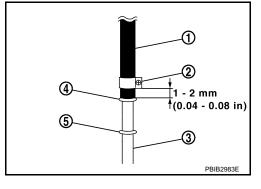
- 10. If result is unsatisfactory, go to next step.
- 11. Check the following.

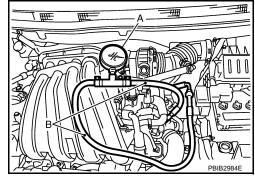
At idling:

- Fuel hoses and fuel tubes for clogging
- · Fuel filter for clogging
- Fuel pump
- · Fuel pressure regulator for clogging

If OK, replace fuel pressure regulator.

If NG, repair or replace.



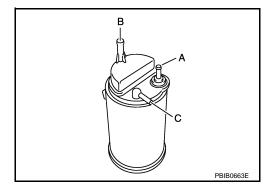


# **EVAPORATIVE EMISSION SYSTEM**

Inspection INFOID:0000000001180240

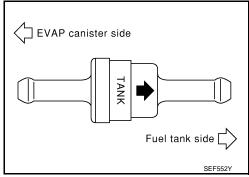
1. Visually inspect EVAP vapor lines for improper attachment and for cracks, damage, loose connections, chafing and deterioration.

- 2. Check EVAP canister as follows:
- a. Block port (B). Orally blow air through port (A). Check that air flows freely through port (C).
- b. Block port (A). Orally blow air through port (B). Check that air flows freely through port (C).

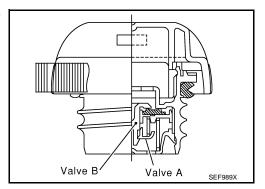


3. Visually inspect the fuel check valve for cracks, damage, loose connections chafing and deterioration.

- 4. Check fuel check valve as follows:
- a. Blow air through connector on the fuel tank side. A considerable resistance should be felt and a portion of air flow should be directed toward the EVAP canister side.
- b. Blow air through connector on EVAP canister side. Air flow should be smoothly directed toward fuel tank side.
- c. If fuel check valve is suspected or not properly functioning in step 1 and 2 above, replace it.



- 5. Inspect fuel tank filler cap vacuum relief valve for clogging, sticking, etc.
- a. Wipe clean valve housing.



b. Check valve opening pressure and vacuum.

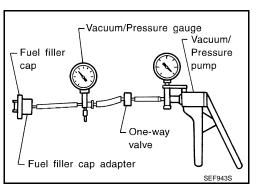
Pressure: 15.3 - 20.0 kPa (0.153 - 0.200 bar, 0.156 - 0.204 kg/

cm<sup>2</sup>, 2.22 - 2.90 psi)

-6.0 to -3.4 kPa (-0.06 bar to --0.034bar, -0.061 to -

0.035 kg/cm<sup>2</sup>, -0.87 to -0.49 psi)

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



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# **SERVICE DATA AND SPECIFICATIONS (SDS)**

< SERVICE DATA AND SPECIFICATIONS (SDS)

[MR20DÉ (WITH EURO-OBD)]

# SERVICE DATA AND SPECIFICATIONS (SDS)

# SERVICE DATA AND SPECIFICATIONS (SDS)

Idle Speed

Transmission	Condition	Specification
CVT	No load* (in P or N position)	700 ± 50 rpm
M/T	No load* (in Neutral position)	700 ± 50 rpm

<sup>\*:</sup> Under the following conditions

• A/C switch: OFF

• Electric load: OFF (Lights, heater fan & rear window defogger)

· Steering wheel: Kept in straight-ahead position

# **Ignition Timing**

INFOID:0000000001180242

Transmission	Condition	Specification
CVT	No load* (in P or N position)	15 ± 5° BTDC
M/T	No load* (in Neutral position)	15 ± 5° BTDC

<sup>\*:</sup> Under the following conditions

- · A/C switch: OFF
- · Electric load: OFF (Lights, heater fan & rear window defogger)
- Steering wheel: Kept in straight-ahead position

# Calculated Load Value

INFOID:0000000001180243

Condition	Specification (Using CONSULT-III or GST)
At idle	10 – 35 %
At 2,500 rpm	10 – 35 %

# Mass Air Flow Sensor

INFOID:0000000001180244

Supply voltage	Battery voltage (11 – 14 V)
Output voltage at idle	0.9 – 1.1V*
Mass air flow (Using CONSULT-III or GST)	1.0 – 4.0 g⋅m/sec at idle* 2.0 – 10.0 g⋅m/sec at 2,500 rpm*

<sup>\*:</sup> Engine is warmed up to normal operating temperature and running under no load.

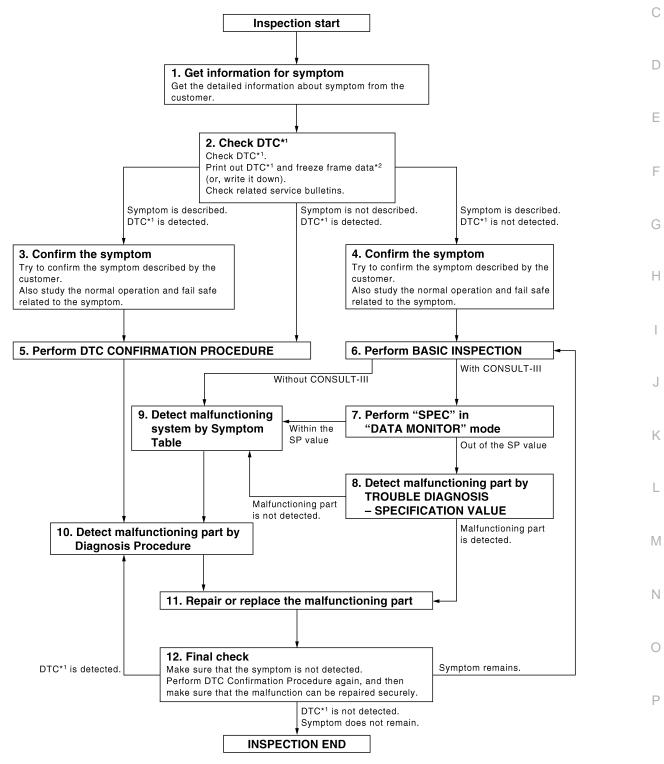
Α

# **BASIC INSPECTION**

# DIAGNOSIS AND REPAIR WORKFLOW

Work Flow INFOID:000000001180245 ECM

**OVERALL SEQUENCE** 



\*1: Include 1st trip DTC.

JMBIA0078GB

<sup>\*2:</sup> Include 1st trip freeze frame data.

# DIAGNOSIS AND REPAIR WORKFLOW

[MR20DE (WITHOUT EURO-OBD)]

### < BASIC INSPECTION >

# 1.GET INFORMATION FOR SYMPTOM

Get the detailed information from the customer about the symptom (the condition and the environment when the incident/malfunction occurred) using the "Diagnostic Work Sheet". (Refer to <a href="ECM-355">ECM-355</a>, "Diagnostic Work Sheet".)

>> GO TO 2.

# 2. CHECK DTC

- 1. Check DTC.
- 2. Perform the following procedure if DTC is displayed.
- Record DTC and freeze frame data. (Print them out with CONSULT-III.)
- Erase DTC. (Refer to ECM-421, "Diagnosis Description".)
- Study the relationship between the cause detected by DTC and the symptom described by the customer. (Symptom Table is useful. Refer to <a href="ECM-613">ECM-613</a>, "Symptom Table".)
- 3. Check related service bulletins for information.

### Is any symptom described and is any DTC detected?

Symptom is described. DTC is detected>>GO TO 3.

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

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

# 3.CONFIRM THE SYMPTOM

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

Also study the normal operation and fail safe related to the symptom. Refer to <u>ECM-617</u>, "<u>Description</u>" and <u>ECM-609</u>, "Fail <u>Safe</u>".

Diagnosis Work Sheet is useful to verify the incident.

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

>> GO TO 5.

# 4. CONFIRM THE SYMPTOM

Try to confirm the symptom described by the customer.

Also study the normal operation and fail safe related to the symptom. Refer to <u>ECM-617</u>, "<u>Description</u>" and <u>ECM-609</u>, "<u>Fail Safe</u>".

Diagnosis Work Sheet is useful to verify the incident.

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

>> GO TO 6.

# 5. PERFORM DTC CONFIRMATION PROCEDURE

Perform DTC CONFIRMATION PROCEDURE for the displayed DTC, and then make sure that DTC is detected again.

If two or more DTCs are detected, refer to <u>ECM-611, "DTC Inspection Priority Chart"</u> and determine trouble diagnosis order.

### NOTE:

- Freeze frame data is useful if the DTC is not detected.
- Perform Component Function Check if DTC CONFIRMATION PROCEDURE is not included on Service Manual. This simplified check procedure is an effective alternative though DTC cannot be detected during this check.

If the result of Component Function Check is NG, it is the same as the detection of DTC by DTC CONFIR-MATION PROCEDURE.

# Is DTC detected?

YES >> GO TO 10.

NO >> Check according to <a href="ECM-611">ECM-611</a>, "DTC Index".

# PERFORM BASIC INSPECTION

Perform ECM-357, "BASIC INSPECTION: Special Repair Requirement".

### Do you have CONSULT-III?

# **DIAGNOSIS AND REPAIR WORKFLOW**

DIAGNOSIS AND REPAIR WORKFLOW	
< BASIC INSPECTION > [MR20DE (WITHOUT EURO-OBD)]	
YES >> GO TO 7. NO >> GO TO 9.	Α
PERFORM SPEC IN DATA MONITOR MODE	
(a) With CONSULT-III Make sure that "MAS A/F SE-B1", "B/FUEL SCHDL" and "A/F ALPHA-B1" are within the SP value using CONSULT-III in "SPEC" of "DATA MONITOR" mode. Refer to <a href="ECM-432">ECM-432</a> , "Component Function Check".	ECM
Is the measurement value within the SP value?  YES >> GO TO 9.  NO >> GO TO 8.	С
8. DETECT MALFUNCTIONING PART BY TROUBLE DIAGNOSIS - SPECIFICATION VALUE	D
Detect malfunctioning part according to ECM-433, "Diagnosis Procedure".	D
Is malfunctioning part detected?	
YES >> GO TO 11. NO >> GO TO 9.	Е
9. DETECT MALFUNCTIONING SYSTEM BY SYMPTOM TABLE	_
Detect malfunctioning system according to <u>ECM-613</u> , " <u>Symptom Table</u> " based on the confirmed symptom in step 4, and determine the trouble diagnosis order based on possible causes and symptom.	F
>> GO TO 10.	G
10. DETECT MALFUNCTIONING PART BY DIAGNOSIS PROCEDURE	
Inspect according to Diagnosis Procedure of the system.	Н
NOTE: The Diagnosis Procedure in EC section described based on open circuit inspection. A short circuit inspection is also required for the circuit check in the Diagnosis Procedure. For details, refer to Circuit Inspection in GI-41. "Circuit Inspection".	I
Is malfunctioning part detected?	
YES >> GO TO 11.	J
NO >> Monitor input data from related sensors or check the voltage of related ECM terminals using CON- SULT-III. Refer to <u>ECM-588, "Reference Value"</u> .	
11. REPAIR OR REPLACE THE MALFUNCTIONING PART	K
<ol> <li>Repair or replace the malfunctioning part.</li> <li>Reconnect parts or connectors disconnected during Diagnosis Procedure again after repair and replacement.</li> </ol>	L
3. Check DTC. If DTC is displayed, erase it. Refer to <a href="ECM-421">ECM-421</a> , "Diagnosis Description".	
CO TO 13	M
>> GO TO 12.  12. FINAL CHECK	1 1 1
When DTC was detected in step 2, perform DTC CONFIRMATION PROCEDURE or Component Function Check again, and then make sure that the malfunction have been repaired securely.	Ν
When symptom was described from the customer, refer to confirmed symptom in step 3 or 4, and make sure that the symptom is not detected.	
Is DTC detected and does symptom remain?	0
YES-1 >> DTC is detected: GO TO 10.	
YES-2 >> Symptom remains: GO TO 6.  NO >> Before returning the vehicle to the customer, make sure to erase unnecessary DTC in ECM and TCM (Transmission Control Module). (Refer to <a href="ECM-421">ECM-421</a> , "Diagnosis Description".)	Р
Diagnostic Work Sheet	

DESCRIPTION

# **DIAGNOSIS AND REPAIR WORKFLOW**

# < BASIC INSPECTION >

[MR20DE (WITHOUT EURO-OBD)]

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

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

Utilize a diagnostic worksheet like the one on the next page in order to organize all the information for troubleshooting.

### **KEY POINTS**

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

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### WORKSHEET SAMPLE

Customer name MR/MS		Model & Year	VIN									
Engine #		Trans.	Mileage									
Incident Date		Manuf. Date In Service Date										
Fuel and fuel	filler cap	☐ Vehicle ran out of fuel causing misfire ☐ Fuel filler cap was left off or incorrectly screwed on.										
	☐ 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 [										
Symptoms	☐ Idling	☐ No fast idle ☐ Unstable ☐ H☐ Others [										
<b>-</b> ,	☐ Driveability	☐ Stumble ☐ Surge ☐ Knock ☐ Lack of power ☐ Intake backfire ☐ Exhaust backfire ☐ Others [										
	☐ Engine stall	<ul><li>☐ At the time of start</li><li>☐ While accelerating</li><li>☐ Just after stopping</li><li>☐ While loadi</li></ul>	lerating									
Incident occurrence		☐ Just after delivery ☐ Recently ☐ In the morning ☐ At night ☐ In the daytime										
Frequency		☐ All the time ☐ Under certain conditions ☐ Sometimes										
Weather cond	litions	☐ Not affected										
	Weather	☐ Fine ☐ Raining ☐ Snowing	☐ Others [ ]									
	Temperature	☐ Hot ☐ Warm ☐ Cool ☐	] Cold ☐ Humid °F									
Engine conditions		Cold During warm-up  Engine speed  0 2,000	After warm-up  4,000 6,000 8,000 rpm									
Road conditio	ns	☐ 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       □ 10 20 30 40 50 60 MPH										
Malfunction in	dicator lamp	☐ Turned on ☐ Not turned on	35 40 30 00 WIFTI									
	•	_										

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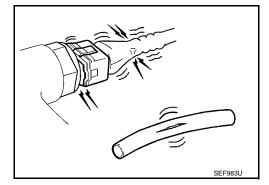
# INSPECTION AND ADJUSTMENT BASIC INSPECTION

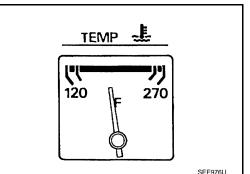
# BASIC INSPECTION: Special Repair Requirement

INFOID:0000000001180247

# 1.INSPECTION START

- 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.

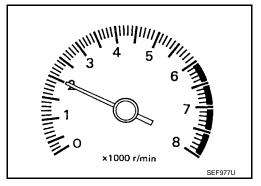




- Run engine at about 2,000 rpm for about 2 minutes under no load.
- 6. Make sure that no DTC is displayed with CONSULT-III or ECM [Diagnostic Test Mode II (self-diagnostic results)].

# Is any DTC detected?

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



# 2.repair or replace

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

>> GO TO 3.

# 3.CHECK TARGET IDLE SPEED

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

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# **INSPECTION AND ADJUSTMENT**

### < BASIC INSPECTION >

[MR20DE (WITHOUT EURO-OBD)]

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

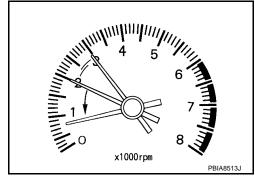
3. Check idle speed.

For procedure, refer to <u>ECM-361</u>, "IDLE <u>SPEED</u>: <u>Special</u> Repair Requirement".

For specification, refer to ECM-352, "Idle Speed".

### Is the inspection result normal?

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



# 4. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

- 1. Stop engine.
- 2. Perform <u>ECM-362</u>, "ACCELERATOR PEDAL RELEASED POSITION LEARNING: Special Repair Requirement".

>> GO TO 5.

# 5. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Perform ECM-362, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement".

>> GO TO 6.

# 6.PERFORM IDLE AIR VOLUME LEARNING

Perform ECM-362, "IDLE AIR VOLUME LEARNING: Special Repair Requirement".

# Is Idle Air Volume Learning carried out successfully?

YES >> GO TO 7.

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

# 7. CHECK TARGET IDLE SPEED AGAIN

- Start engine and warm it up to normal operating temperature.
- 2. Check idle speed.

For procedure, refer to ECM-361, "IDLE SPEED: Special Repair Requirement".

For specification, refer to ECM-352, "Idle Speed".

### Is the inspection result normal?

YES >> GO TO 10.

NO >> GO TO 8.

# 8.DETECT MALFUNCTIONING PART

### Check the Following.

- Check camshaft position sensor (PHASE) and circuit. Refer to ECM-478, "DTC Logic".
- Check crankshaft position sensor (POS) and circuit. Refer to <u>ECM-474, "DTC Logic"</u>.

### Is the inspection result normal?

YES >> GO TO 9.

NO >> Repair or replace. Then GO TO 4

# 9. CHECK ECM FUNCTION

- 1. Substitute another known-good ECM to check ECM function. (ECM may be the cause of an incident, but this is a rare case.)
- 2. Perform initialization of NATS system and registration of all NATS ignition key IDs. Refer to <a href="SEC-9">SEC-9</a>, "ECM RE-COMMUNICATING FUNCTION: Description".

>> GO TO 4.

# 10. CHECK IGNITION TIMING

Run engine at idle.

# **INSPECTION AND ADJUSTMENT**

### < BASIC INSPECTION >

# [MR20DE (WITHOUT EURO-OBD)]

Check ignition timing with a timing light.

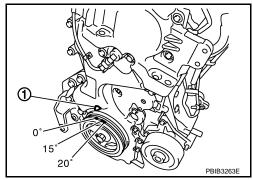
For procedure, refer to ECM-361, "IGNITION TIMING: Special Repair Requirement"

For specification, refer to ECM-352, "Ignition Timing",

1 : Timing indicator

### Is the inspection result normal?

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



# 11. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

- Stop engine.
- 2. Perform ECM-362, "ACCELERATOR PEDAL RELEASED POSITION LEARNING: Special Repair Requirement".

>> GO TO 12.

# 12.perform throttle valve closed position learning

Perform ECM-362, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement".

>> GO TO 13.

# 13.PERFORM IDLE AIR VOLUME LEARNING

Perform ECM-362, "IDLE AIR VOLUME LEARNING: Special Repair Requirement".

Is Idle Air Volume Learning carried out successfully?

YES >> GO TO 14.

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

# 14. CHECK TARGET IDLE SPEED AGAIN

- Start engine and warm it up to normal operating temperature.
- 2. Check idle speed.

For procedure, refer to ECM-361, "IDLE SPEED: Special Repair Requirement".

For specification, refer to ECM-352, "Idle Speed".

### Is the inspection result normal?

YES >> GO TO 15.

NO >> GO TO 17.

# 15. CHECK IGNITION TIMING AGAIN

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

For procedure, refer to ECM-361, "IGNITION TIMING: Special Repair Requirement".

For specification, refer to ECM-352, "Ignition Timing".

1 : Timing indicator

### Is the inspection result normal?

YES >> GO TO 19.

NO >> GO TO 16.

# (1) PBIB3263E

# 16. CHECK TIMING CHAIN INSTALLATION

Check timing chain installation. Refer to EM-164, "Removal and Installation".

# Is the inspection result normal?

YES >> GO TO 17.

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

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### < BASIC INSPECTION >

# 17. DETECT MALFUNCTIONING PART

Check the following.

- Check camshaft position sensor (PHASE) and circuit. Refer to ECM-478, "DTC Logic".
- Check crankshaft position sensor (POS) and circuit. Refer to ECM-474, "DTC Logic".

# Is the inspection result normal?

YES >> GO TO 18.

NO >> Repair or replace. Then GO TO 4

# 18. CHECK ECM FUNCTION

- Substitute another known-good ECM to check ECM function. (ECM may be the cause of an incident, but this is a rare case.)
- Perform initialization of NATS system and registration of all NATS ignition key IDs. Refer to SEC-9. "ECM RE-COMMUNICATING FUNCTION: Description".

>> GO TO 4.

# 19. INSPECTION END

If ECM is replaced during this BASIC INSPECTION procedure, go to SEC-9, "ECM RE-COMMUNICATING FUNCTION: Description".

>> INSPECTION END

# ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT

ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT: Description

[MR20DE (WITHOUT EURO-OBD)]

When replacing ECM, this procedure must be performed.

### ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT: Special Repair Requirement INFOID:0000000001180249

1.perform initialization of nats system and registration of all nats ignition key ids Refer to SEC-9, "ECM RE-COMMUNICATING FUNCTION: Description".

>> GO TO 2.

# 2.PERFORM VIN REGISTRATION

Refer to ECM-361, "VIN REGISTRATION: Special Repair Requirement".

>> GO TO 3.

# 3.PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

Refer to ECM-362, "ACCELERATOR PEDAL RELEASED POSITION LEARNING: Special Repair Requirement".

>> GO TO 4.

# f 4.PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to ECM-362, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement".

>> GO TO 5.

# ${f 5}$ .PERFORM IDLE AIR VOLUME LEARNING

Refer to ECM-362, "IDLE AIR VOLUME LEARNING: Special Repair Requirement",

>> END

### **INSPECTION AND ADJUSTMENT**

< BASIC INSPECTION >

[MR20DE (WITHOUT EURO-OBD)]

### **IDLE SPEED**

**IDLE SPEED**: Description

INFOID:0000000001180250

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

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# IDLE SPEED: Special Repair Requirement

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INFOID:0000000001180251

### 1.CHECK IDLE SPEED

(P)With CONSULT-III

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

Without CONSULT-III

Check idle speed by installing the pulse type tachometer clamp on suitable high-tension wire whitch installed between No.4 ignition coil and No.4 Spark plug.

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#### >> INSPECTION END

**IGNITION TIMING** 

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**IGNITION TIMING: Description** 

etructions in "BASIC

INFOID:0000000001180252

INFOID:0000000001180253

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

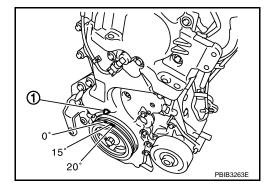
# IGNITION TIMING: Special Repair Requirement

# 1. CHECK IGNITION TIMING

- 1. Attach timing light to the ignition coil No.4 harness.
- 2. Check ignition timing.

1 : Timing indicator

>> INSPECTION END



#### VIN REGISTRATION

VIN REGISTRATION: Description

INFOID:0000000001180254

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

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

# VIN REGISTRATION: Special Repair Requirement

INFOID:0000000001180255

1.CHECK VIN

Check the VIN of the vehicle and note it. Refer to GI-22, "Information About Identification or Model Code".

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#### >> GO TO 2.

### 2. PERFORM VIN REGISTRATION

### (P)With CONSULT-III

- 1. Turn ignition switch ON and engine stopped.
- 2. Select "VIN REGISTRATION" in "WORK SUPPORT" mode.

[MR20DE (WITHOUT EURO-OBD)]

Follow the instruction of CONSULT-III display.

>> END

### ACCELERATOR PEDAL RELEASED POSITION LEARNING

### ACCELERATOR PEDAL RELEASED POSITION LEARNING: Description INFOID:00000001180256

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

# ACCELERATOR PEDAL RELEASED POSITION LEARNING: Special Repair Requirement

### 1.START

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

>> END

### THROTTLE VALVE CLOSED POSITION LEARNING

### THROTTLE VALVE CLOSED POSITION LEARNING: Description

INFOID:0000000001180258

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

### THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement

INFOID:0000000001180259

# 1.START

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

>> END

# IDLE AIR VOLUME LEARNING

### IDLE AIR VOLUME LEARNING: Description

INFOID:0000000001180260

Idle Air Volume Learning is a function of ECM to learn the idle air volume that keeps each engine idle speed within the specific range. It must be performed under any of the following conditions:

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

# IDLE AIR VOLUME LEARNING : Special Repair Requirement

INFOID:0000000001180261

# 1.PRECONDITIONING

Make sure that all of the following conditions are satisfied.

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

- Battery voltage: More than 12.9V (At idle)
- Engine coolant temperature: 70 100°C (158 212°F)
- PNP switch: ON
- · Electric load switch: OFF

#### **INSPECTION AND ADJUSTMENT**

#### < BASIC INSPECTION >

[MR20DE (WITHOUT EURO-OBD)]

(Air conditioner, headlamp, rear window defogger)

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

- Steering wheel: Neutral (Straight-ahead position)
- Vehicle speed: Stopped
- Transmission: Warmed-up
- CVT models
- With CONSULT-III: Drive vehicle until "ATF TENP SEN" in "DATA MONITOR" mode of "TRANSMISSION" system indicates less than 0.9V.
- Without CONSULT-III: Drive vehicle for 10 minutes.
- M/T models
- Drive vehicle for 10 minutes.

#### Do you have CONSULT-III?

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

# 2.IDLE AIR VOLUME LEARNING

#### (II) With CONSULT-III

- Perform Accelerator Pedal Released Position Learning. Refer to <u>ECM-362</u>, "ACCELERATOR PEDAL <u>RELEASED POSITION LEARNING</u>: <u>Special Repair Requirement</u>".
- Perform Throttle Valve Closed Position Learning. Refer to <u>ECM-362</u>, "THROTTLE VALVE CLOSED <u>POSITION LEARNING</u>: Special Repair Requirement".
- 3. Start engine and warm it up to normal operating temperature.
- 4. Select "IDLE AIR VOL LEARN" in "WORK SUPPORT" mode.
- 5. Touch "START" and wait 20 seconds.

### Is "CMPLT" displayed on CONSULT-III screen?

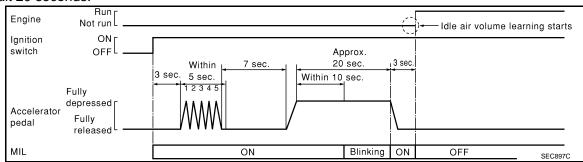
YES >> GO TO 4. NO >> GO TO 5.

# 3.IDLE AIR VOLUME LEARNING

#### Without CONSULT-III

### NOTE:

- It is better to count the time accurately with a clock.
- It is impossible to switch the diagnostic mode when an accelerator pedal position sensor circuit has a malfunction.
- Perform Accelerator Pedal Released Position Learning. Refer to <u>ECM-362</u>, "ACCELERATOR PEDAL RELEASED POSITION LEARNING: Special Repair Requirement".
- Perform Throttle Valve Closed Position Learning. Refer to <u>ECM-362</u>, "THROTTLE VALVE CLOSED <u>POSITION LEARNING: Special Repair Requirement"</u>.
- 3. Start engine and warm it up to normal operating temperature.
- 4. 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.
- 6. Repeat the following procedure quickly five times within 5 seconds.
- Fully depress the accelerator pedal.
- Fully release the accelerator pedal.
- 7. Wait 7 seconds, fully depress the accelerator pedal and keep it for approx. 20 seconds until the MI stops blinking and turned ON.
- 8. Fully release the accelerator pedal within 3 seconds after the MI turned ON.
- 9. Start engine and let it idle.
- 10. Wait 20 seconds.



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>> GO TO 4

# 4. CHECK IDLE SPEED AND IGNITION TIMING

Rev up the engine two or three times and make sure that idle speed and ignition timing are within the specifications. For specification, refer to <u>ECM-352</u>, "Idle Speed" and <u>ECM-352</u>, "Ignition Timing".

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 5.

# 5. DETECT MALFUNCTIONING PART

#### Check the following

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

#### Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair or replace malfunctioning part.

### 6. DETECT MALFUNCTIONING PART

Engine component parts and their installation condition are questionable. Check and eliminate the cause of the incident.

It is useful to perform "TROUBLE DIAGNOSIS - SPECIFICATION VALUE". Refer to <u>ECM-432</u>, "<u>Description</u>". If any of the following conditions occur after the engine has started, eliminate the cause of the incident and perform Idle Air Volume Learning all over again:

- · Engine stalls.
- Erroneous idle.

#### >> INSPECTION END

#### MIXTURE RATIO SELF-LEARNING VALUE CLEAR

### MIXTURE RATIO SELF-LEARNING VALUE CLEAR: Description

INFOID:0000000001180262

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

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

INFOID:0000000001180263

# 1.START

#### (P)With CONSULT-III

- 1. Start engine and warm it up to normal operating temperature.
- 2. Select "SELF-LEARNING CONT" in "WORK SUPPORT" mode with CONSULT-III.
- 3. Clear mixture ratio self-learning value by touching "CLEAR".

#### **⋈** Without CONSULT-III

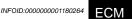
- 1. Start engine and warm it up to normal operating temperature.
- Turn ignition switch OFF.
- 3. Disconnect mass air flow sensor harness connector, and restart and run engine for at least 5 seconds at idle speed.
- 4. Stop engine and reconnect mass air flow sensor harness connector.
- 5. Make sure that DTC P0102 is displayed.
- 6. Erase the DTC memory. Refer to ECM-611, "DTC Index".
- 7. Make sure that DTC P0000 is displayed.

>> END

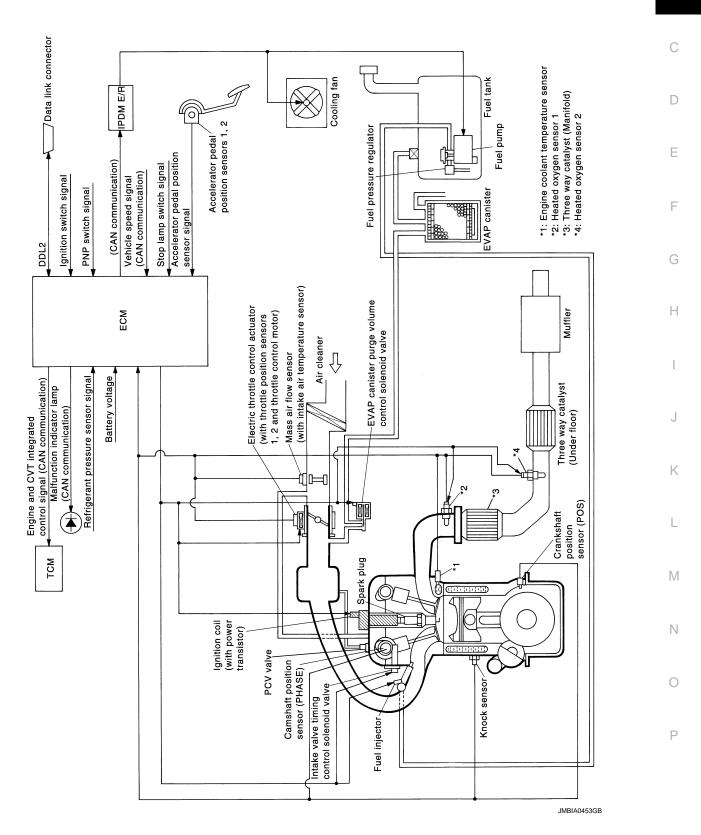
# **FUNCTION DIAGNOSIS**

# **ENGINE CONTROL SYSTEM**

System Diagram



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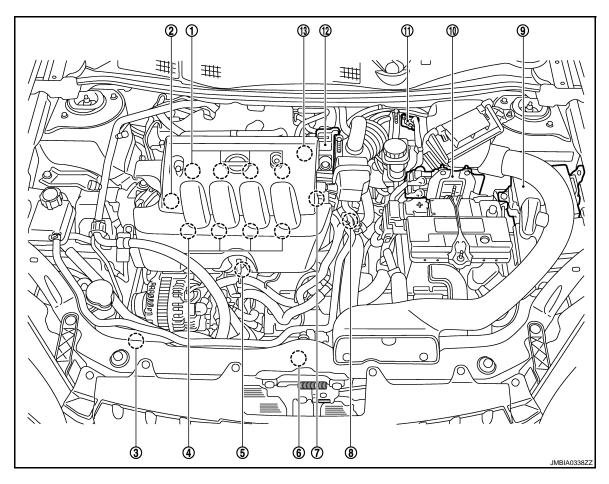
# System Description

INFOID:0000000001180265

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

### Component Parts Location

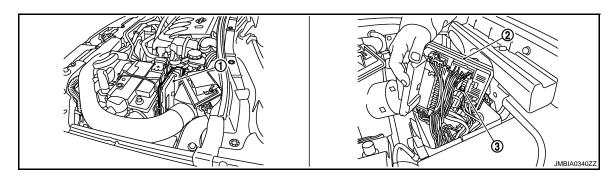
INFOID:0000000001180266



- Ignition coil (with power transistor) and spark plug
- 4. Fuel injector
- 7. Camshaft position sensor (PHASE)
- 10. ECM

- 2. PCV valve
- 5. Knock sensor
- 8. Engine coolant temperature sensor
- 11. Mass air flow sensor (with intake temperature sensor)
- 3. Refrigerant pressure sensor
- 6. Cooling fan motor
- 9. IPDM E/R
- Electric throttle control actuator (with built in throttle position sensor and throttle control motor)

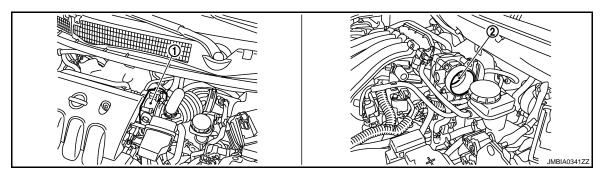
13. EVAP canister purge volume control solenoid valve



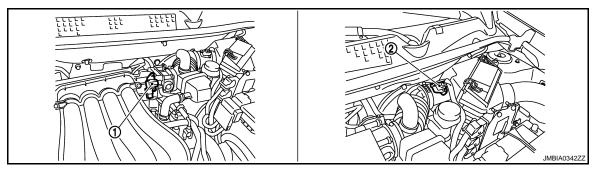
1. ECM

2. IPDM E/R

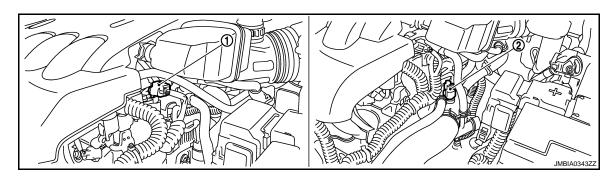
3. Fuel pump fuse (15A)



- Electric throttle control actuator (with built-in position sensor, throttle control motor)
- 2. Throttle valve



 EVAP canister purge volume control 2. solenoid valve Mass air flow sensor (with intake air temperature sensor)



1. Camshaft position sensor

2. Engine coolant temperature sensor

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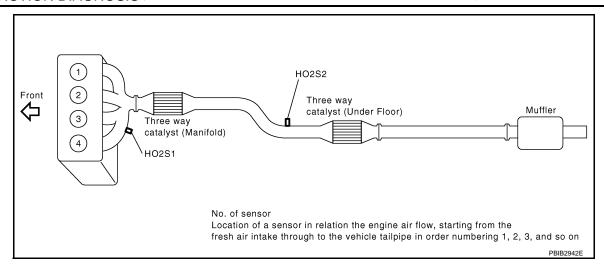
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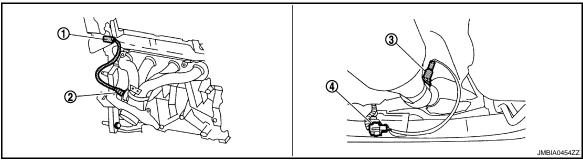
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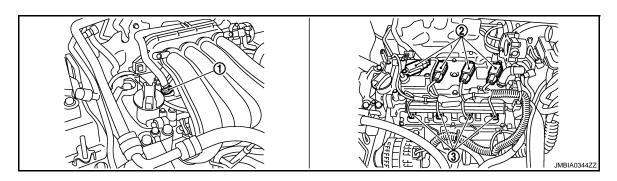
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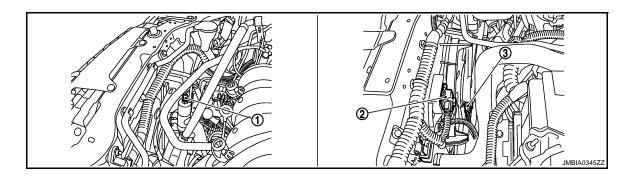


- Heated oxygen sensor 1 harness connector
- Heated oxygen sensor 2 harness connector
- 2. Heated oxygen sensor 1
- 3. Heated oxygen sensor 2



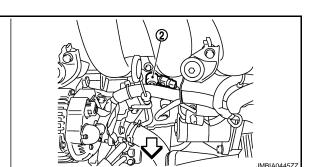
1. PCV valve

- Ignition coil (with power transistor) and spark plug
- 3. Fuel injection

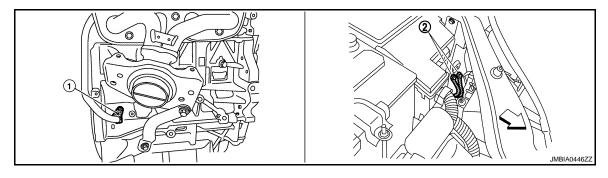


- 1. Refrigerant pressure sensor
- Resister

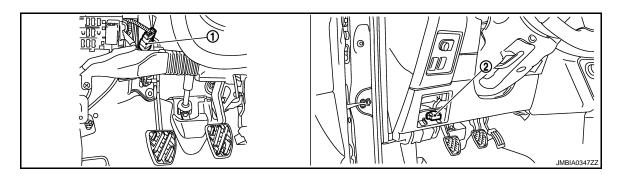
3. Cooling fan motor



Intake valve timing control solenoid 2. Knock sensor valve

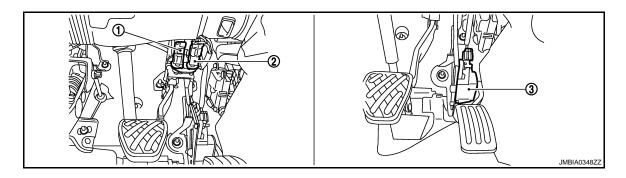


1. Crankshaft position sensor (POS) 2. Ground



1. ASCD clutch switch

2. Data link connector



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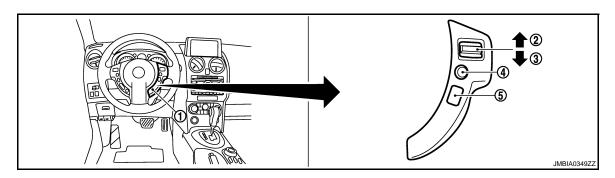
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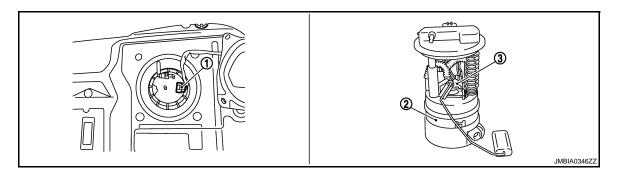
# [MR20DE (WITHOUT EURO-OBD)]

- Stop lamp switch
- ASCD brake switch
- 3. Accelerator pedal position sensor



- ASDC steering switch
- CANSEL switch 2.
- SET/COAST switch
- 5. MAIN SWITCH

RESUME/ACCCELERATE switch



harness connector

Fuel level sensor unit and fuel pump 2. Fuel level sensor unit and fuel pump 3. Fuel pressure regulator

# **Component Description**

INFOID:0000000001180267

Component	Reference
Accelerator pedal position sensor	ECM-270, "Description"
ASCD brake switch	ECM-254, "Description"
ASCD steering switch	ECM-251, "Description"
ASCD vehicle speed sensor	ECM-261, "Description"
Camshaft position sensor (PHASE)	ECM-185, "Description"
Crankshaft position sensor (POS)	ECM-181, "Description"
Cooling fan motor	ECM-57, "System Diagram"
Electric throttle control actuator	ECM-204, "Description"
Engine coolant temperature sensor	ECM-126, "Description"
EVAP canister purge volume control solenoid valve	ECM-194, "Description"
Fuel injector	ECM-294, "Description"
Fuel pump	ECM-297, "Description"
Heated oxygen sensor 1	ECM-132, "Description"
Heated oxygen sensor 1 heater	ECM-147, "Description"
Heated oxygen sensor 2	ECM-150, "Description"
Heated oxygen sensor 2 heater	ECM-160, "Description"

### **ENGINE CONTROL SYSTEM**

### < FUNCTION DIAGNOSIS >

# [MR20DE (WITHOUT EURO-OBD)]

Component	Reference	<u> </u>
Ignition signal	ECM-300, "Description"	
Intake air temperature sensor	ECM-576, "Description"	
Intake valve timing control solenoid valve	ECM-415, "System Description"	E
Knock sensor	ECM-179, "Description"	
Mass air flow sensor	ECM-118, "Description"	
Park/neutral position (PNP) switch	ECM-263, "Description"	(
PCV valve	ECM-306, "Description"	
Refrigerant pressure sensor	ECM-307, "Description"	
Stop lamp switch	ECM-267, "Description"	
Throttle control motor	ECM-213, "Description"	
Throttle control motor relay	ECM-210, "Description"	
Throttle position sensor	ECM-245, "Description"	
Vehicle speed sensor	ECM-197, "Description"	

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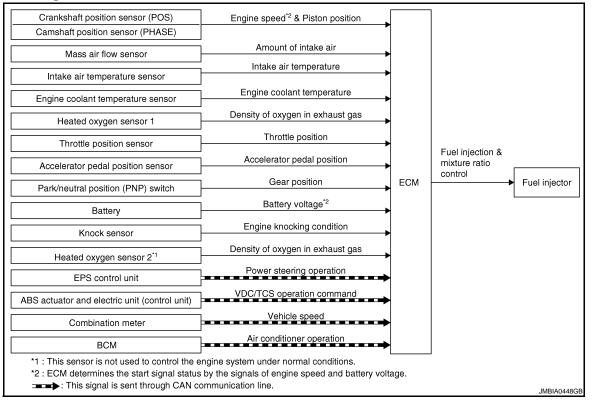
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System Diagram

INFOID:0000000001180268



# System Description

INFOID:0000000001180269

### INPUT/OUTPUT SIGNAL CHART

Sensor	Input Signal to ECM	ECM function	Actuator
Crankshaft position sensor (POS)	Engine speed*3		
Camshaft position sensor (PHASE)	Piston position		
Mass air flow sensor	Amount of intake air		nixture ratio Fuel injector
Intake air temperature sensor	Intake air temperature		
Engine coolant temperature sensor	Engine coolant temperature		
Heated oxygen sensor 1	Density of oxygen in exhaust gas		
Throttle position sensor	Throttle position		
Accelerator pedal position sensor	Accelerator pedal position	Fuel injection	
Park/neutral position (PNP) switch	Gear position	control	
Battery	Battery voltage*3		
Knock sensor	Engine knocking condition		
EPS control unit	Power steering operation		
Heated oxygen sensor 2*1	Density of oxygen in exhaust gas		
ABS actuator and electric unit (control unit)*2	ABS operation command		
Air conditioner switch*2	Air conditioner operation		
Combination meter*2	Vehicle speed		

<sup>\*1:</sup> This sensor is not used to control the engine system under normal conditions.

<sup>\*2:</sup> This signal is sent to the ECM through CAN communication line.

#### < FUNCTION DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

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

#### SYSTEM DESCRIPTION

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

#### VARIOUS FUEL INJECTION INCREASE/DECREASE COMPENSATION

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

#### <Fuel increase>

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

#### <Fuel decrease>

- During deceleration
- During high engine speed operation

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

The mixture ratio feedback system provides the best air-fuel mixture ratio for driveability and emission control. The three way catalyst (manifold) can then better reduce CO, HC and NOx emissions. This system uses 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 ECM-132, "Description". This maintains the mixture ratio within the range of stoichiometric (ideal air-fuel mixture).

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

Heated oxygen sensor 2 is located downstream of the three way catalyst (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 (CVT 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.

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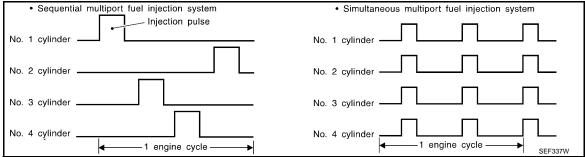
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[MR20DE (WITHOUT EURO-OBD)]

#### < FUNCTION DIAGNOSIS >

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

#### **FUEL INJECTION TIMING**



Two types of systems are used.

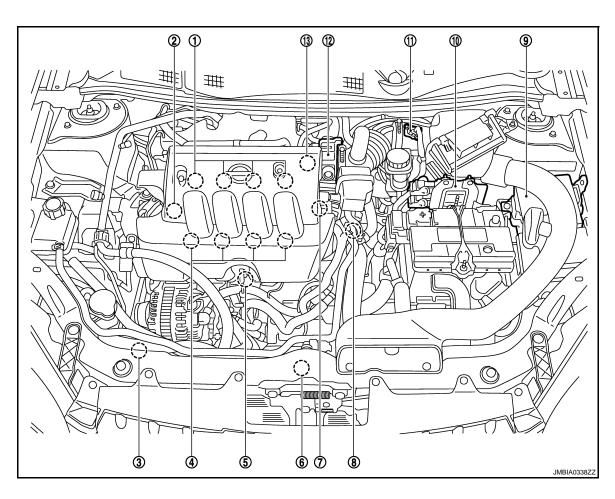
- Sequential Multiport Fuel Injection System
  - Fuel is injected into each cylinder during each engine cycle according to the firing order. This system is used when the engine is running.
- Simultaneous Multiport Fuel Injection System
  - Fuel is injected simultaneously into all four cylinders twice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

#### **FUEL SHUT-OFF**

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

### Component Parts Location

INFOID:0000000001180270



Engine coolant temperature sensor

Mass air flow sensor (with intake

### < FUNCTION DIAGNOSIS >

# [MR20DE (WITHOUT EURO-OBD)]

- Ignition coil (with power transistor) and spark plug
- Fuel injector 4.
- 7. Camshaft position sensor (PHASE)
- 10. ECM

PCV valve

Knock sensor

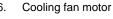
temperature sensor)

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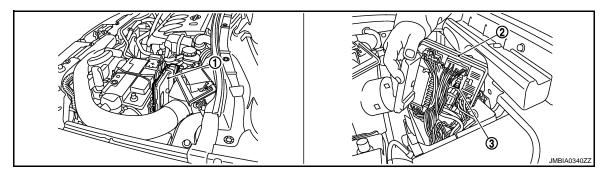
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- 6.
  - IPDM E/R 9.
  - 12. Electric throttle control actuator (with built in throttle position sensor
- 3. Refrigerant pressure sensor

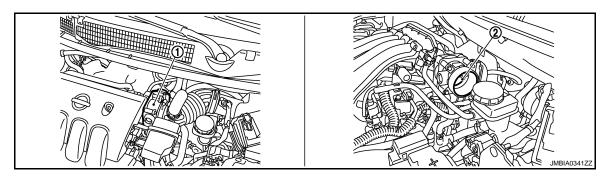


and throttle control motor)

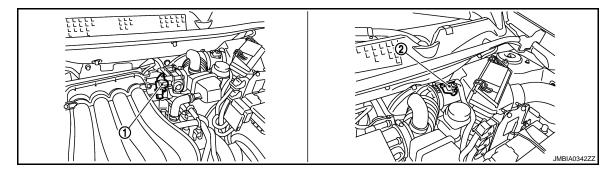
13. EVAP canister purge volume control solenoid valve



**ECM** IPDM E/R 1. 2. Fuel pump fuse (15A)



- Electric throttle control actuator (with built-in position sensor, throttle control motor)
- Throttle valve



- EVAP canister purge volume control 2. solenoid valve
- Mass air flow sensor (with intake air temperature sensor)

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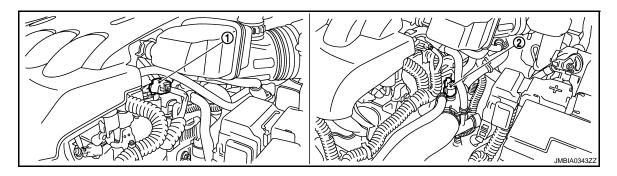
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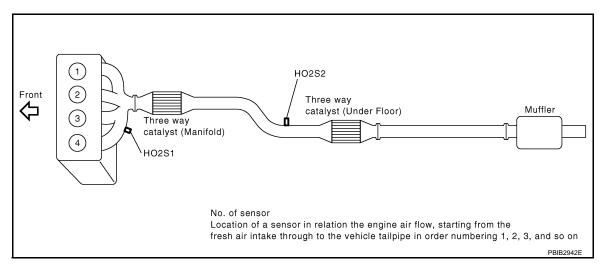
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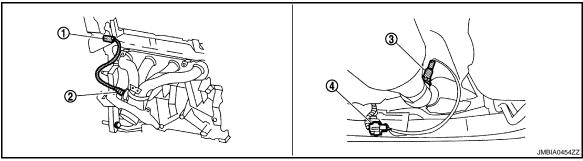
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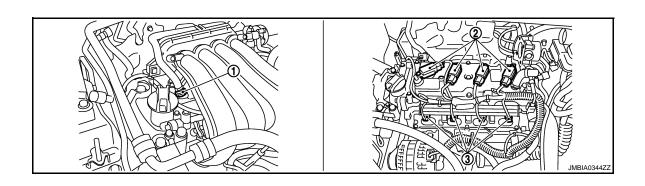


- 1. Camshaft position sensor
- 2. Engine coolant temperature sensor





- Heated oxygen sensor 1 harness connector
- 4. Heated oxygen sensor 2 harness connector
- 2. Heated oxygen sensor 1
- 3. Heated oxygen sensor 2



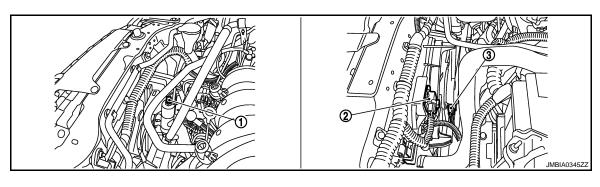
# [MR20DE (WITHOUT EURO-OBD)]

### < FUNCTION DIAGNOSIS >

1. PCV valve

2. Ignition coil (with power transistor) and spark plug

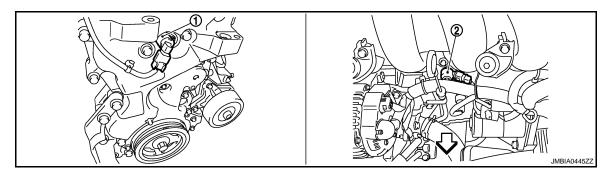
3. Fuel injection



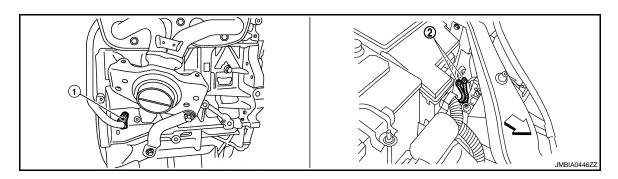
1. Refrigerant pressure sensor

2. Resister

3. Cooling fan motor



Intake valve timing control solenoid 2. Knock sensor valve



1. Crankshaft position sensor (POS) 2. Ground

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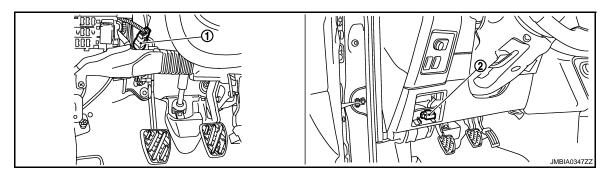
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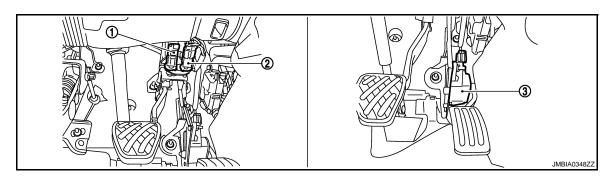
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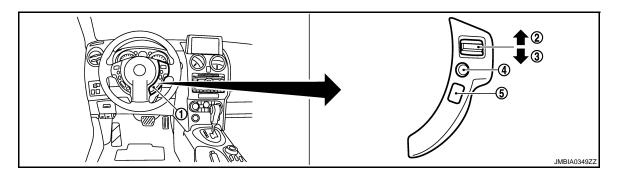
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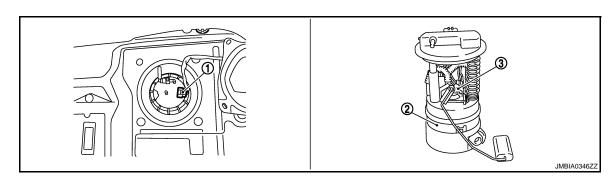
- ASCD clutch switch
- 2. Data link connector



- Stop lamp switch
- ASCD brake switch
- Accelerator pedal position sensor



- ASDC steering switch
- CANSEL switch SET/COAST switch MAIN SWITCH
- 3. RESUME/ACCCELERATE switch



- harness connector
- Fuel level sensor unit and fuel pump 2. Fuel level sensor unit and fuel pump 3. Fuel pressure regulator

# < FUNCTION DIAGNOSIS >

# [MR20DE (WITHOUT EURO-OBD)]

# **Component Description**

INFOID:0000000001180271

Component	Reference	
Accelerator pedal position sensor	ECM-280, "Description"	
Camshaft position sensor (PHASE)	ECM-185, "Description"	
Crankshaft position sensor (POS)	ECM-181, "Description"	
Engine coolant temperature sensor	ECM-126, "Description"	
Fuel injector	ECM-294, "Description"	
Heated oxygen sensor 1	ECM-132, "Description"	
Heated oxygen sensor 2	ECM-150, "Description"	
Intake air temperature sensor	ECM-123, "Description"	
Knock sensor	ECM-179, "Description"	
Mass air flow sensor	ECM-118, "Description"	
Park/neutral position (PNP) switch	ECM-263, "Description"	
Throttle position sensor	ECM-129, "Description"	
Vehicle speed sensor	ECM-197, "Description"	

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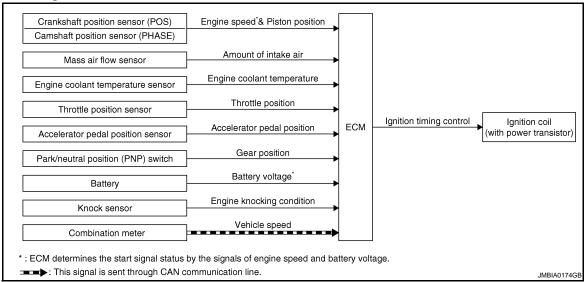
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# **ELECTRIC IGNITION SYSTEM**

### System Diagram

INFOID:0000000001180272



# System Description

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#### INPUT/OUTPUT SIGNAL CHART

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

<sup>\*1:</sup> This signal is sent to the ECM through CAN communication line.

### SYSTEM DESCRIPTION

Firing order: 1 - 3 - 4 - 2

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

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

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

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

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

<sup>\*2:</sup> ECM determines the start signal status by the signals of engine speed and battery voltage.

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

# Component Parts Location

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**ECM** 

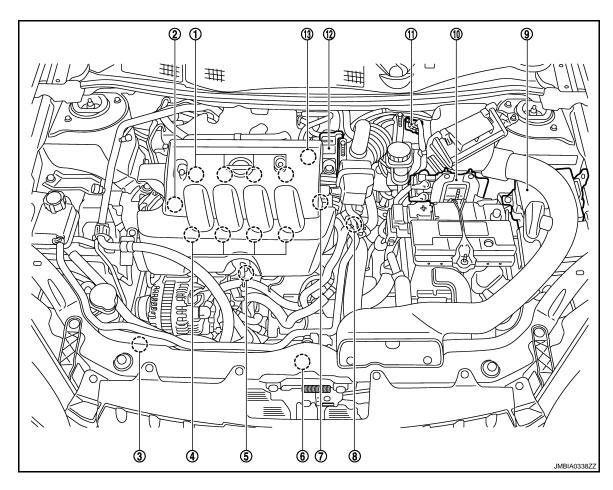
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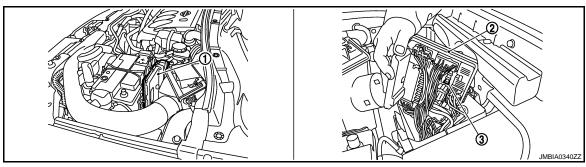
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- Ignition coil (with power transistor) 1. and spark plug
- Fuel injector 4.
- Camshaft position sensor (PHASE) 7.
- 10. **ECM**

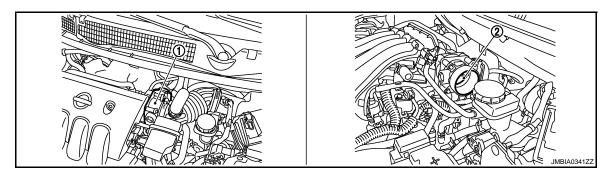
- 2. PCV valve
- 5. Knock sensor
- Engine coolant temperature sensor
- Mass air flow sensor (with intake temperature sensor)
- 3. Refrigerant pressure sensor
- 6. Cooling fan motor
- IPDM E/R 9.
- Electric throttle control actuator (with built in throttle position sensor and throttle control motor)

13. EVAP canister purge volume control solenoid valve

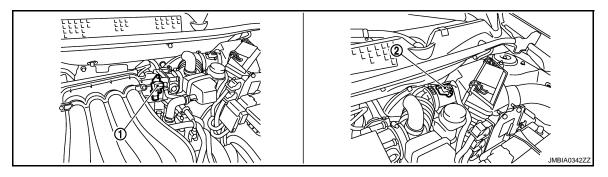


**ECM** 1.

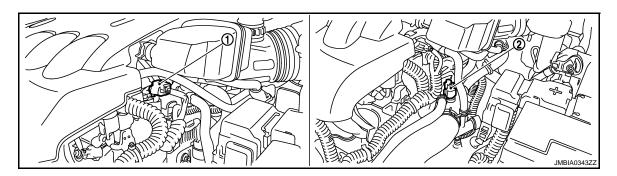
2. IPDM E/R Fuel pump fuse (15A)



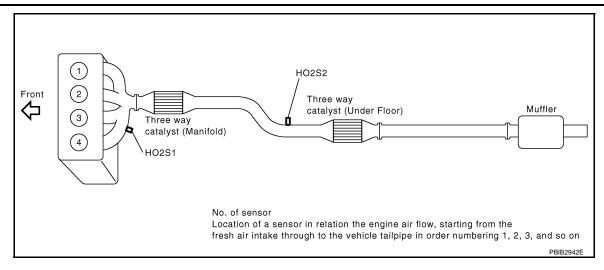
- Electric throttle control actuator (with built-in position sensor, throttle control motor)
- Throttle valve

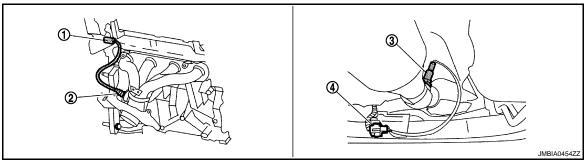


- EVAP canister purge volume control 2. solenoid valve
- Mass air flow sensor (with intake air temperature sensor)

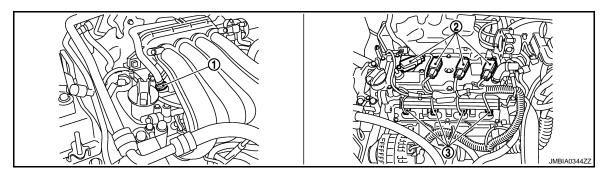


- 1. Camshaft position sensor
- 2. Engine coolant temperature sensor



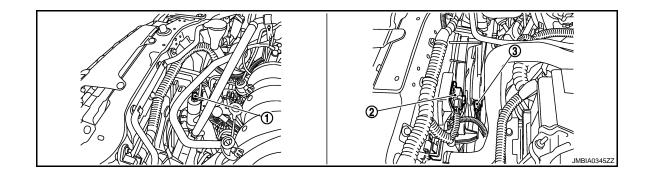


- Heated oxygen sensor 1 harness connector
- Heated oxygen sensor 2 harness connector
- Heated oxygen sensor 1
- Heated oxygen sensor 2



PCV valve 1.

- 2. and spark plug
- Ignition coil (with power transistor) 3. Fuel injection



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**ECM** 

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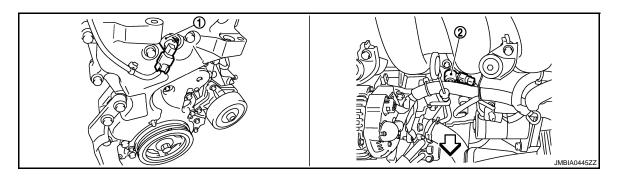
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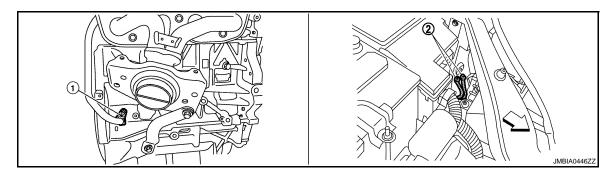
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- 1. Refrigerant pressure sensor
- Resister

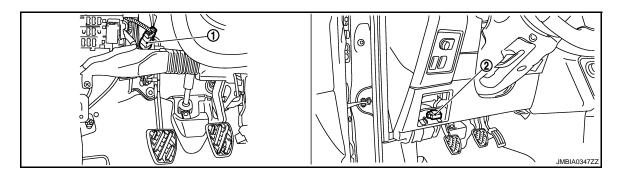
3. Cooling fan motor



Intake valve timing control solenoid 2. Knock sensor valve

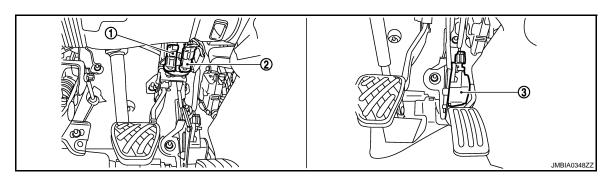


1. Crankshaft position sensor (POS) 2. Ground



1. ASCD clutch switch

2. Data link connector



### **ELECTRIC IGNITION SYSTEM**

# [MR20DE (WITHOUT EURO-OBD)]

- 1. Stop lamp switch
- 2. ASCD brake switch
- Accelerator pedal position sensor



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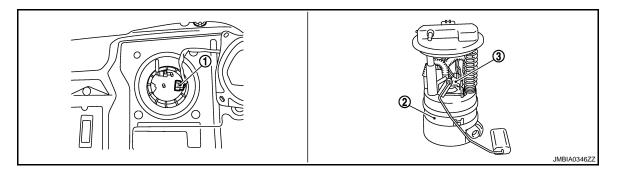
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- ASDC steering switch SET/COAST switch
- 2.
  - 5. MAIN SWITCH
- RESUME/ACCCELERATE switch CANSEL switch



harness connector

Fuel level sensor unit and fuel pump 2. Fuel level sensor unit and fuel pump 3. Fuel pressure regulator

# **Component Description**

INFOID:0000000001180275

Component	Reference
Accelerator pedal position sensor	ECM-280, "Description"
Camshaft position sensor (PHASE)	ECM-185, "Description"
Crankshaft position sensor (POS)	ECM-181, "Description"
Engine coolant temperature sensor	ECM-126, "Description"
Ignition signal	ECM-300, "Description"
Knock sensor	ECM-179, "Description"
Mass air flow sensor	ECM-118, "Description"
Park/neutral position (PNP) switch	ECM-263, "Description"
Throttle position sensor	ECM-129, "Description"
Vehicle speed sensor	ECM-197, "Description"

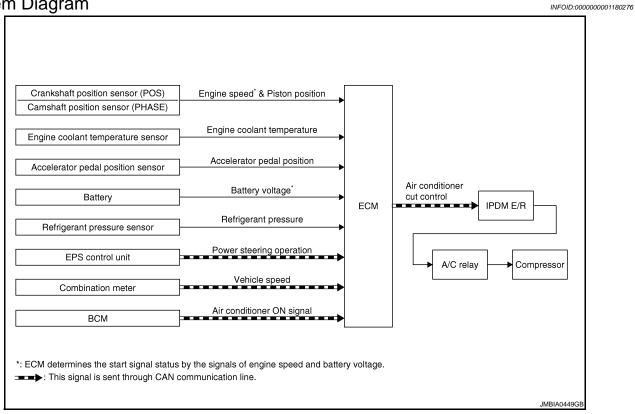
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# AIR CONDITIONING CUT CONTROL

# System Diagram



# System Description

INFOID:0000000001180277

#### INPUT/OUTPUT SIGNAL CHART

Sensor	Input Signal to ECM	ECM function	Actuator	
Air conditioner switch*1	Air conditioner ON signal			
Accelerator pedal position sensor	Accelerator pedal position		IPDM E/R ↓ Air conditioner relay ↓ Compressor	
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed*2			
Engine coolant temperature sensor	Engine coolant temperature	Air conditioner		
Battery	Battery voltage*2	cut control		
Refrigerant pressure sensor	Refrigerant pressure			
EPS control unit*1	Power steering operation			
Combination meter*1	Vehicle speed			

<sup>\*1:</sup> This signal is sent to the ECM through CAN communication line.

### SYSTEM DESCRIPTION

This system improves engine operation when the air conditioner is used.

Under the following conditions, the air conditioner is turned off.

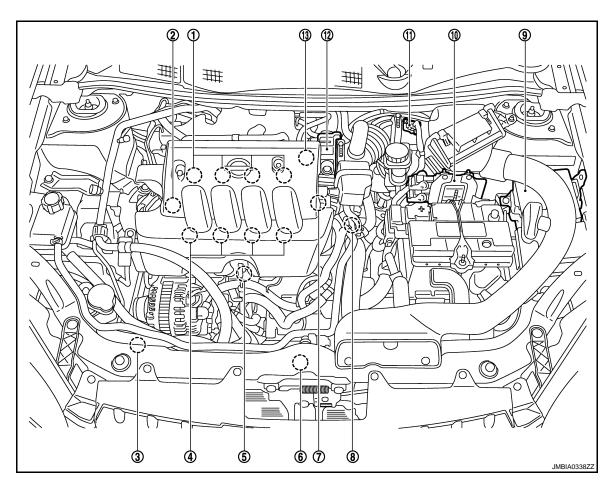
- When the accelerator pedal is fully depressed.
- · When cranking the engine.
- · At high engine speeds.
- When the engine coolant temperature becomes excessively high.
- When operating power steering during low engine speed or low vehicle speed.
- When engine speed is excessively low.

<sup>\*2:</sup> ECM determines the start signal status by the signals of engine speed and battery voltage.

• When refrigerant pressure is excessively low or high.

# Component Parts Location

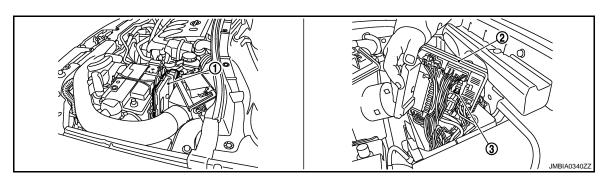
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- Ignition coil (with power transistor) and spark plug
- 4. Fuel injector
- 7. Camshaft position sensor (PHASE)
- 10. ECM

- 2. PCV valve
- 5. Knock sensor
- 8. Engine coolant temperature sensor
- 11. Mass air flow sensor (with intake temperature sensor)
- 3. Refrigerant pressure sensor
- 6. Cooling fan motor
- 9. IPDM E/R
- Electric throttle control actuator (with built in throttle position sensor and throttle control motor)

13. EVAP canister purge volume control solenoid valve



1. ECM

2. IPDM E/R

3. Fuel pump fuse (15A)

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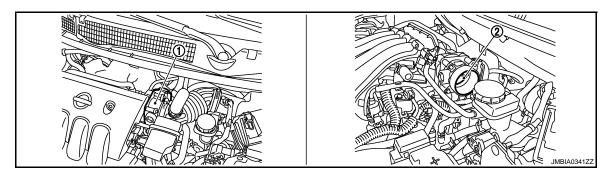
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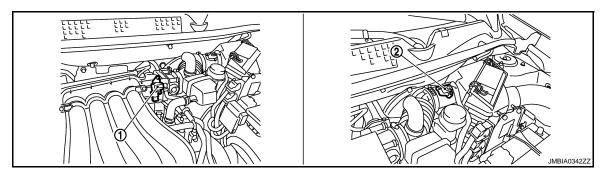
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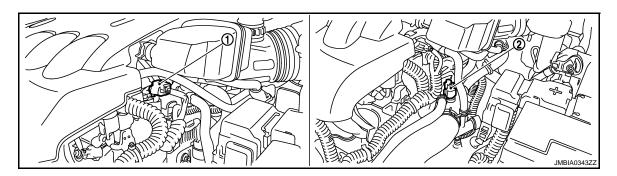
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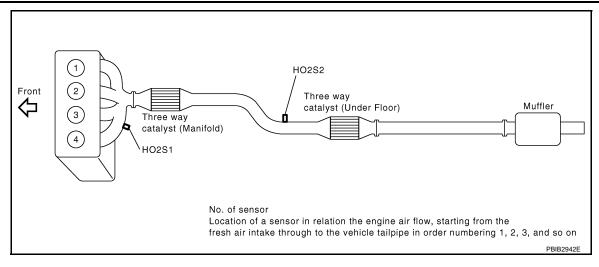
- Electric throttle control actuator (with built-in position sensor, throttle control motor)
- Throttle valve

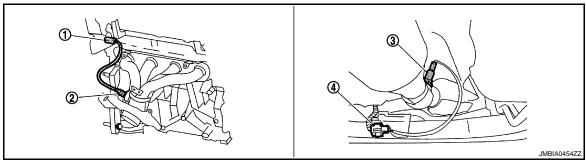


- EVAP canister purge volume control 2. solenoid valve
- Mass air flow sensor (with intake air temperature sensor)

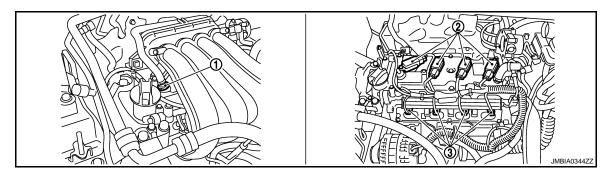


- 1. Camshaft position sensor
- 2. Engine coolant temperature sensor



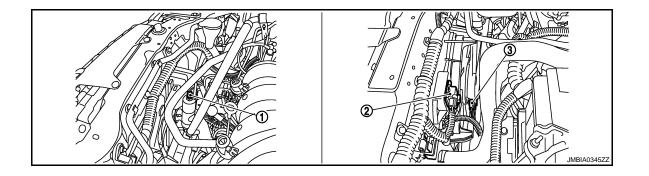


- Heated oxygen sensor 1 harness connector
- Heated oxygen sensor 2 harness connector
- Heated oxygen sensor 1
- Heated oxygen sensor 2



PCV valve

- 2. and spark plug
- Ignition coil (with power transistor) 3. Fuel injection



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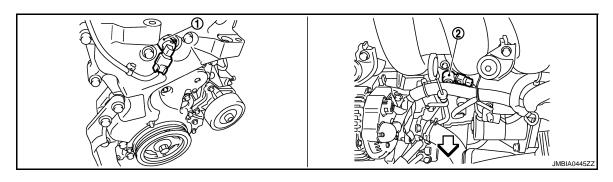
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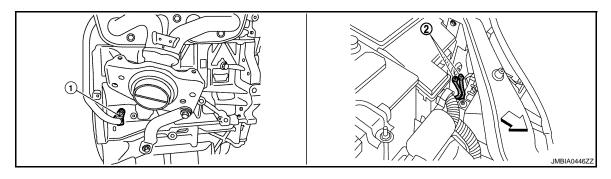
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- 1. Refrigerant pressure sensor
- Resister

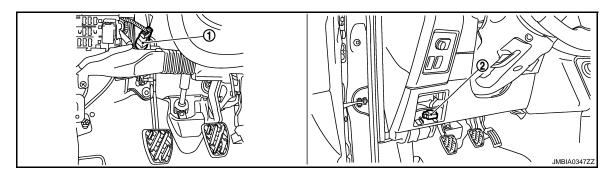
3. Cooling fan motor



Intake valve timing control solenoid 2. Knock sensor valve

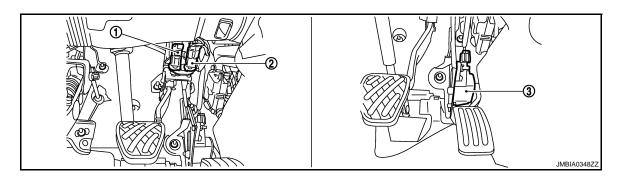


1. Crankshaft position sensor (POS) 2. Ground



1. ASCD clutch switch

2. Data link connector



### AIR CONDITIONING CUT CONTROL

# [MR20DE (WITHOUT EURO-OBD)]

RESUME/ACCCELERATE switch

- 1. Stop lamp switch
- 2. ASCD brake switch
- Accelerator pedal position sensor



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- ASDC steering switch SET/COAST switch
- 2.
- CANSEL switch
  - 5. MAIN SWITCH
- JMBIA0346ZZ
- harness connector
- Fuel level sensor unit and fuel pump 2. Fuel level sensor unit and fuel pump 3. Fuel pressure regulator

# **Component Description**

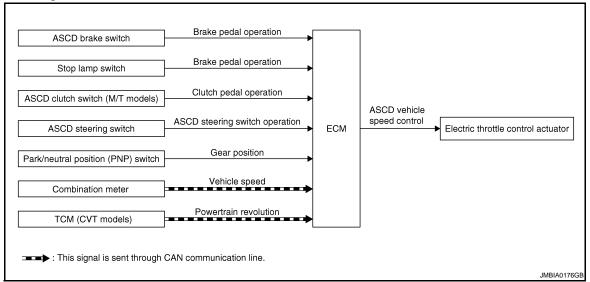
Component	Reference	
Accelerator pedal position sensor	ECM-270, "Description"	
Camshaft position sensor (PHASE)	ECM-185, "Description"	
Crankshaft position sensor (POS)	ECM-181, "Description"	
Engine coolant temperature sensor	ECM-126, "Description"	
Refrigerant pressure sensor	ECM-307, "Description"	
Vehicle speed sensor	ECM-197, "Description"	

[MR20DE (WITHOUT EURO-OBD)]

# AUTOMATIC SPEED CONTROL DEVICE (ASCD)

### System Diagram

INFOID:0000000001180280



# System Description

INFOID:0000000001180281

#### INPUT/OUTPUT SIGNAL CHART

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

<sup>\*:</sup> 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 180 km/h (112 MPH).

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

Operation status of ASCD is indicated by CRUISE lamp and SET lamp 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 lamp in combination meter illuminates.)

When vehicle speed reaches a desired speed between approximately 40 km/h (25 MPH) and 180 km/h (112 MPH), press SET/COAST switch. (Then SET lamp in combination meter illuminates.)

#### **ACCELERATE OPERATION**

If the RESUME/ACCELERATE switch is pressed during cruise control driving, increase the vehicle speed until the switch is released or vehicle speed reaches maximum speed controlled by the system. And then ASCD will keep the new set speed.

#### **CANCEL OPERATION**

### **AUTOMATIC SPEED CONTROL DEVICE (ASCD)**

#### < FUNCTION DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

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

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

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

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

#### COAST OPERATION

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

#### RESUME OPERATION

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

- · Brake pedal is released
- Clutch pedal is released (M/T models)
- Selector lever is in other than P and N positions (CVT models)
- Vehicle speed is greater than 40 km/h (25 MPH) and less than 180 km/h (112 MPH)

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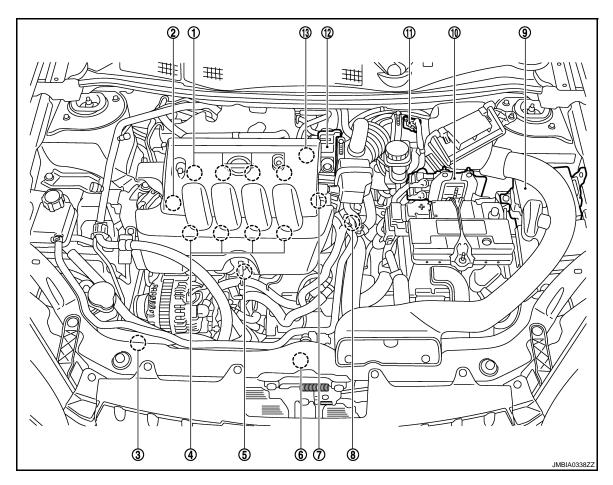
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# Component Parts Location

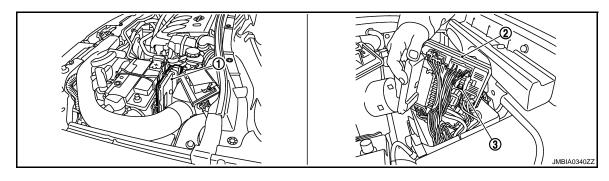
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- Ignition coil (with power transistor) and spark plug
- 4. Fuel injector
- 7. Camshaft position sensor (PHASE)
- 10. ECM

- 2. PCV valve
- 5. Knock sensor
- 8. Engine coolant temperature sensor
- 11. Mass air flow sensor (with intake temperature sensor)
- 3. Refrigerant pressure sensor
- 6. Cooling fan motor
- 9. IPDM E/R
- Electric throttle control actuator (with built in throttle position sensor and throttle control motor)

13. EVAP canister purge volume control solenoid valve



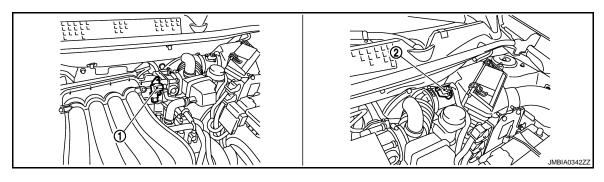
1. ECM

2. IPDM E/R

3. Fuel pump fuse (15A)

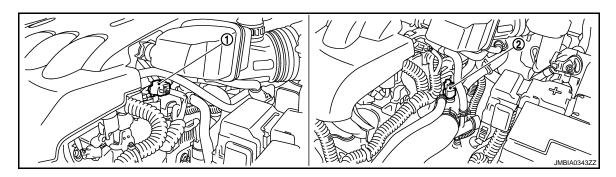
 Electric throttle control actuator (with built-in position sensor, throttle control motor)

2. Throttle valve



 EVAP canister purge volume control 2. solenoid valve

Mass air flow sensor (with intake air temperature sensor)



1. Camshaft position sensor

2. Engine coolant temperature sensor

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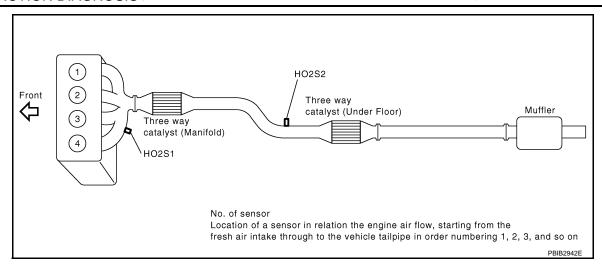
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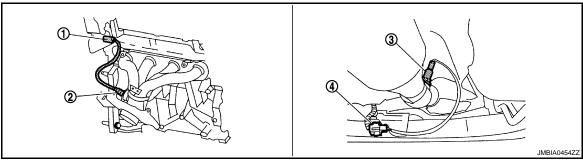
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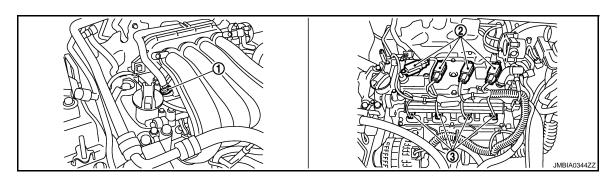
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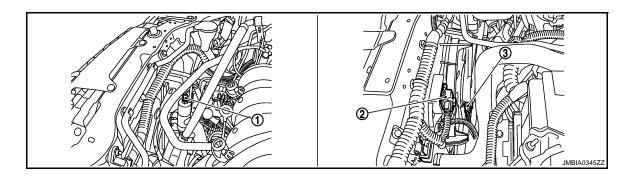


- Heated oxygen sensor 1 harness connector
- Heated oxygen sensor 2 harness connector
- 2. Heated oxygen sensor 1
- 3. Heated oxygen sensor 2



1. PCV valve

- 2. Ignition coil (with power transistor) and spark plug
- 3. Fuel injection



## **AUTOMATIC SPEED CONTROL DEVICE (ASCD)**

### < FUNCTION DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

Refrigerant pressure sensor

2. Resister

Cooling fan motor



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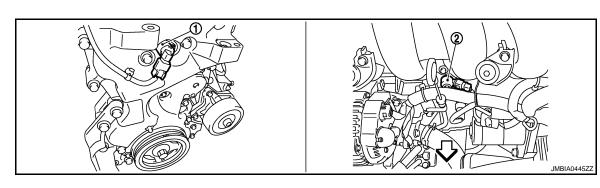
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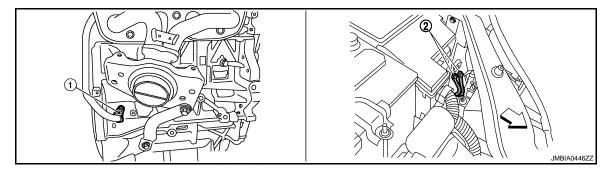
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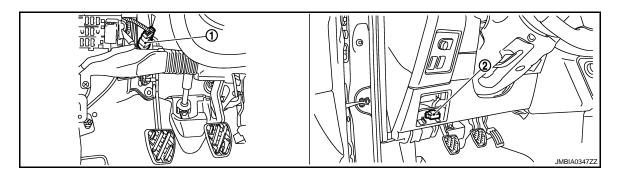
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Intake valve timing control solenoid 2. Knock sensor valve

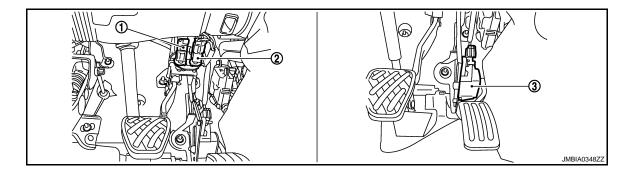


1. Crankshaft position sensor (POS) 2. Ground



1. ASCD clutch switch

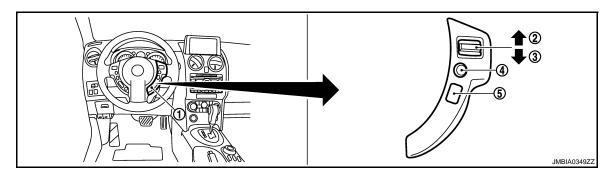
2. Data link connector



## **AUTOMATIC SPEED CONTROL DEVICE (ASCD)**

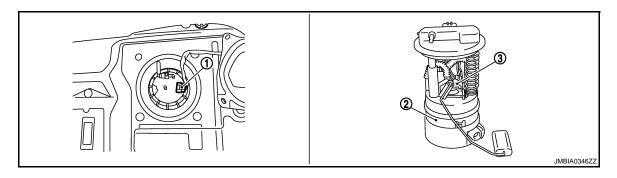
## [MR20DE (WITHOUT EURO-OBD)]

- 1. Stop lamp switch
- ASCD brake switch
- 3. Accelerator pedal position sensor



- ASDC steering switch
- 2. CANSEL switch
- SET/COAST switch
- 5. MAIN SWITCH

RESUME/ACCCELERATE switch



harness connector

Fuel level sensor unit and fuel pump 2. Fuel level sensor unit and fuel pump 3. Fuel pressure regulator

## Component Description

INFOID:0000000001180283

Component	Reference
ASCD steering switch	ECM-251, "Description"
ASCD clutch switch	ECM-254, "Description"
ASCD brake switch	ECM-254, "Description"
ASCD indicator	ECM-288, "Description"
Stop lamp switch	ECM-267, "Description"
Electric throttle control actuator	ECM-204, "Description"

### **CAN COMMUNICATION**

## **CAN COMMUNICATION**

## System Description

INFOID:0000000001180284

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-28. "CAN Communication Signal Chart", about CAN communication for detail..

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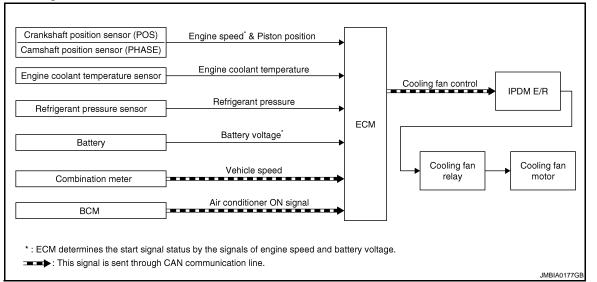
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### **COOLING FAN CONTROL**

## System Diagram

INFOID:0000000001180285



## System Description

INFOID:0000000001180286

#### INPUT/OUTPUT SIGNAL CHART

Sensor	Input signal to ECM	ECM function	Actuator	
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed*1			
Battery	Battery voltage*1		IPDM E/R  ↓ Cooling fan relay ↓ Cooling fan motor	
Combination meter	Vehicle speed*2	Cooling fan control		
Engine coolant temperature sensor	Engine coolant temperature	Johnson		
BCM	Air conditioner ON signal*2		Cooming fair motor	
Refrigerant pressure sensor	Refrigerant pressure			

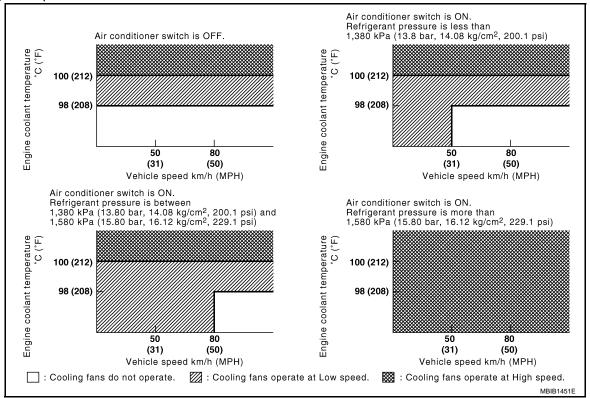
<sup>\*1:</sup> The ECM determines the start signal status by the signals of engine speed and battery voltage.

#### SYSTEM DESCRIPTION

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

<sup>\*2:</sup> This signal is sent to ECM through CAN communication line.

Cooling Fan Operation



Cooling Fan Relay Operation

The ECM controls cooling fan relays through CAN communication line.

Cooling fan speed	Cooling	fan relay
Cooling fair speed	1	3
Stop (OFF)	OFF	OFF
Low (LOW)	ON	OFF
High (HI)	OFF	ON

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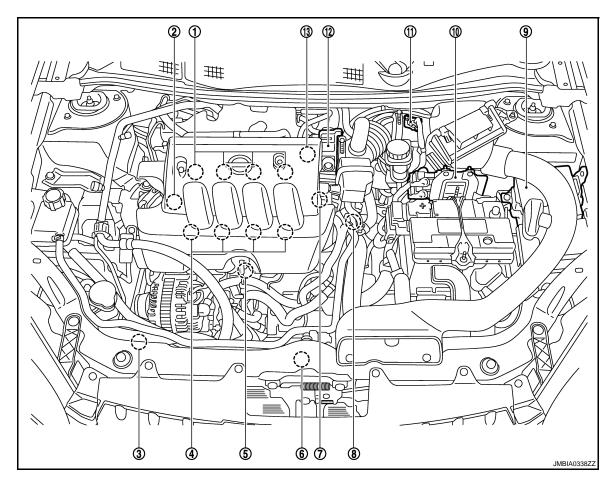
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## Component Parts Location

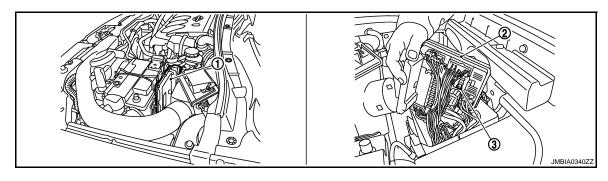
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- Ignition coil (with power transistor) and spark plug
- 4. Fuel injector
- 7. Camshaft position sensor (PHASE)
- 10. ECM

- 2. PCV valve
- 5. Knock sensor
- 8. Engine coolant temperature sensor
- 11. Mass air flow sensor (with intake temperature sensor)
- 3. Refrigerant pressure sensor
- 6. Cooling fan motor
- 9. IPDM E/R
- Electric throttle control actuator (with built in throttle position sensor and throttle control motor)

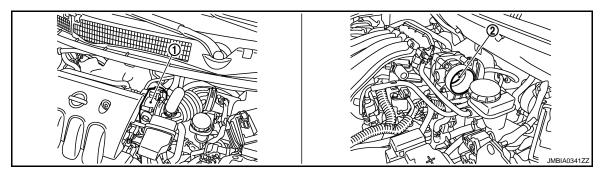
13. EVAP canister purge volume control solenoid valve



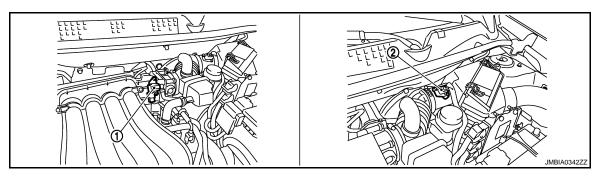
1. ECM

2. IPDM E/R

3. Fuel pump fuse (15A)

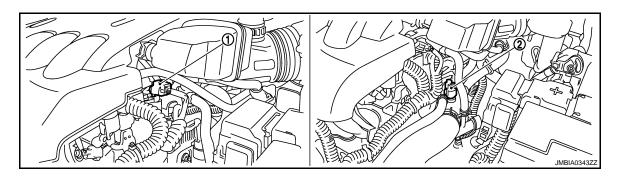


- Electric throttle control actuator (with built-in position sensor, throttle control motor)
- 2. Throttle valve



1. EVAP canister purge volume control 2. solenoid valve

Mass air flow sensor (with intake air temperature sensor)



1. Camshaft position sensor

2. Engine coolant temperature sensor

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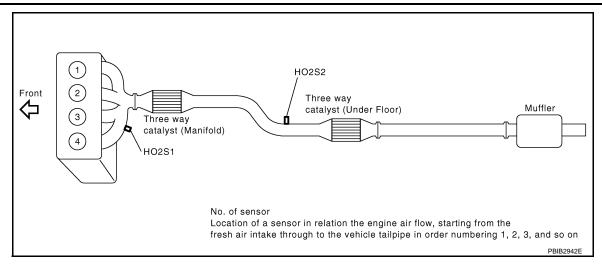
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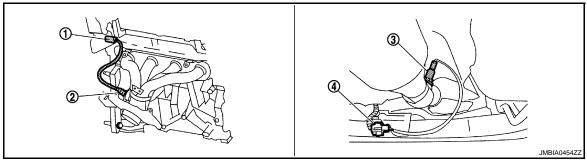
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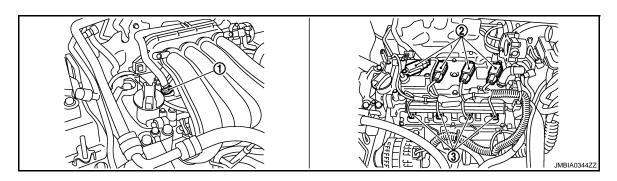
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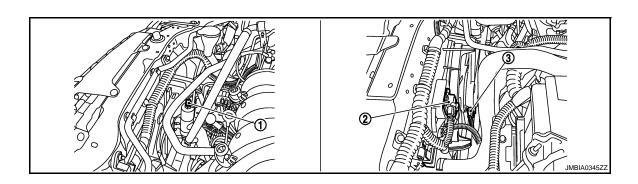


- Heated oxygen sensor 1 harness connector
- Heated oxygen sensor 2 harness connector
- 2. Heated oxygen sensor 1
- 3. Heated oxygen sensor 2



1. PCV valve

- 2. Ignition coil (with power transistor) and spark plug
- 3. Fuel injection



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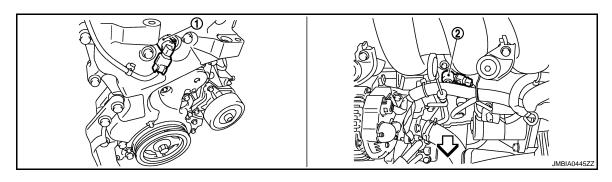
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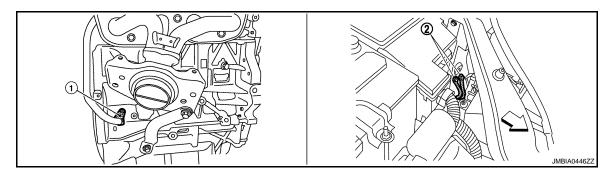
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- 1. Refrigerant pressure sensor
- Resister

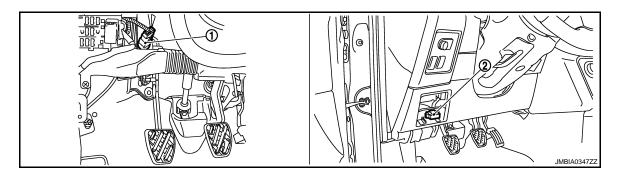
Cooling fan motor



Intake valve timing control solenoid 2. Knock sensor valve

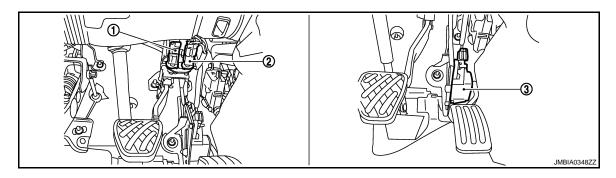


1. Crankshaft position sensor (POS) 2. Ground



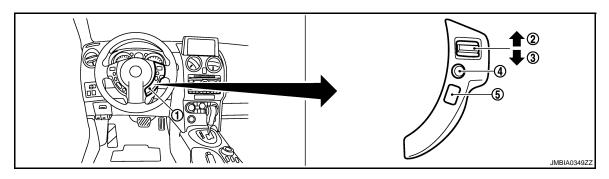
1. ASCD clutch switch

2. Data link connector



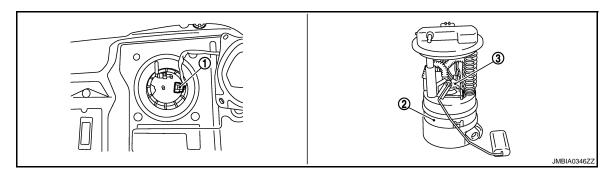
**ECM-405** 

- Stop lamp switch
- ASCD brake switch
- Accelerator pedal position sensor



- ASDC steering switch
- 2. CANSEL switch
- SET/COAST switch
- 5. MAIN SWITCH

RESUME/ACCCELERATE switch



harness connector

Fuel level sensor unit and fuel pump 2. Fuel level sensor unit and fuel pump 3. Fuel pressure regulator

## **Component Description**

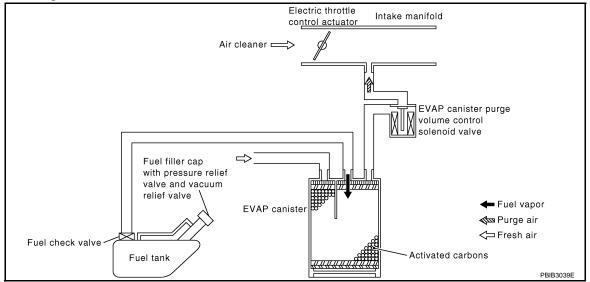
INFOID:0000000001180288

Component	Reference
Camshaft position sensor (PHASE)	ECM-185, "Description"
Crankshaft position sensor (POS)	ECM-181, "Description"
Cooling fan motor	ECM-57, "System Diagram"
Engine coolant temperature sensor	ECM-126, "Description"
Refrigerant pressure sensor	ECM-307, "Description"

## **EVAPORATIVE EMISSION SYSTEM**

System Diagram

INFOID:0000000001180289



### **EVAPORATIVE EMISSION LINE DRAWING**

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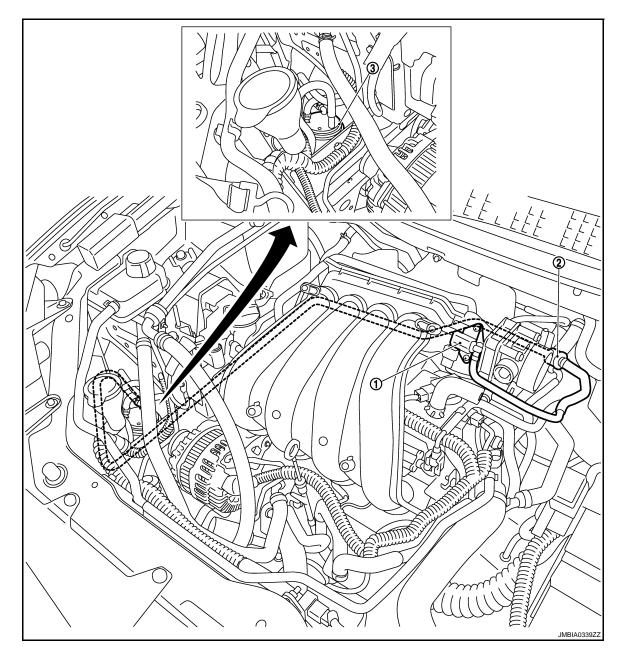
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- 1. EVAP canister purge volume control 2. EVAP purge resonator solenoid valve
- 3. EVAP canister

#### NOTE:

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

System Description

INFOID:0000000001180290

INPUT/OUTPUT SIGNAL CHART

#### **EVAPORATIVE EMISSION SYSTEM**

#### < FUNCTION DIAGNOSIS >

### [MR20DE (WITHOUT EURO-OBD)]

Sensor	Input signal to ECM	ECM function	Actuator	
Crankshaft position sensor (POS) Camshaft position sensor (PHASE)	Engine speed*1			
Mass air flow sensor	Amount of intake air			
Engine coolant temperature sensor	Engine coolant temperature			
Battery	Battery voltage*1			
Throttle position sensor	Throttle position	EVAP canister purge flow control	EVAP canister purge vol- ume control solenoid valve	
Accelerator pedal position sensor	Accelerator pedal position	_ parge new control	and control colonida valve	
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*2	Vehicle speed			

<sup>\*1:</sup> ECM determines the start signal status by the signals of engine speed and battery voltage.

#### SYSTEM DESCRIPTION

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

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

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

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

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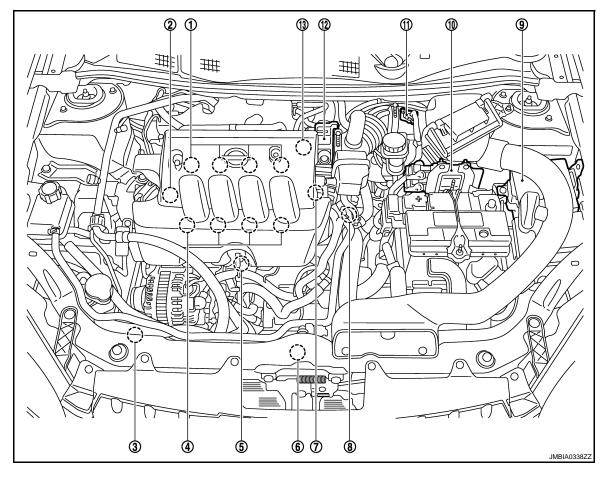
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<sup>\*2:</sup> This signal is sent to the ECM through CAN communication line.

## Component Parts Location

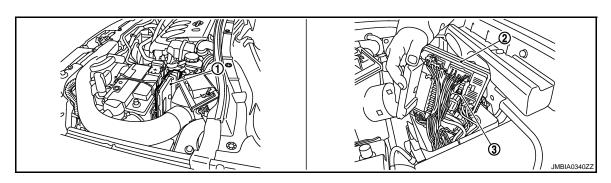
INFOID:0000000001180291



- Ignition coil (with power transistor) and spark plug
- 4. Fuel injector
- 7. Camshaft position sensor (PHASE)
- 10. ECM

- 2. PCV valve
- 5. Knock sensor
- 8. Engine coolant temperature sensor
- 11. Mass air flow sensor (with intake temperature sensor)
- 3. Refrigerant pressure sensor
- 6. Cooling fan motor
- 9. IPDM E/R
- Electric throttle control actuator (with built in throttle position sensor and throttle control motor)

13. EVAP canister purge volume control solenoid valve

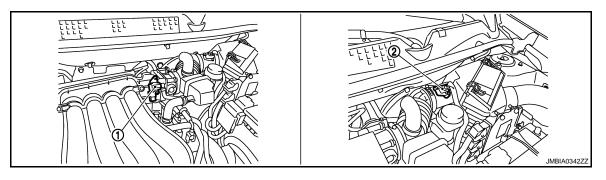


1. ECM

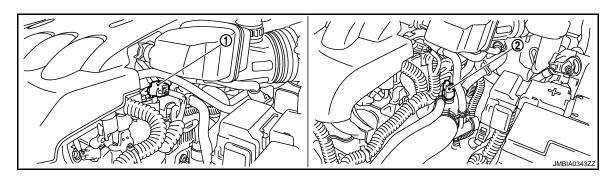
2. IPDM E/R

3. Fuel pump fuse (15A)

- Electric throttle control actuator (with built-in position sensor, throttle control motor)
- 2. Throttle valve



 EVAP canister purge volume control 2. solenoid valve Mass air flow sensor (with intake air temperature sensor)



1. Camshaft position sensor

2. Engine coolant temperature sensor

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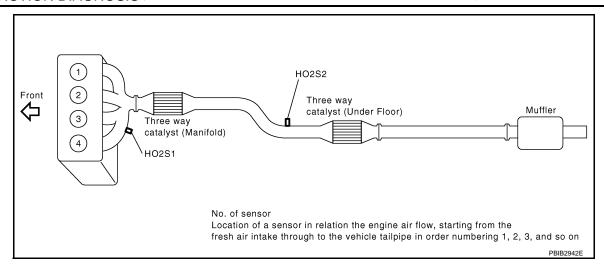
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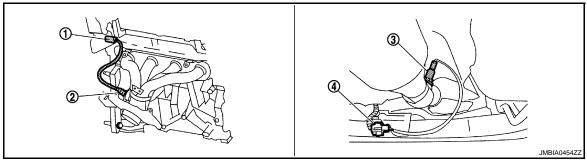
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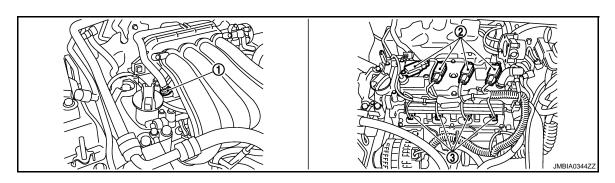
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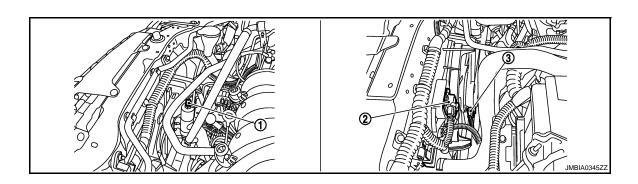


- Heated oxygen sensor 1 harness connector
- Heated oxygen sensor 2 harness connector
- 2. Heated oxygen sensor 1
- 3. Heated oxygen sensor 2



1. PCV valve

- 2. Ignition coil (with power transistor) and spark plug
- 3. Fuel injection



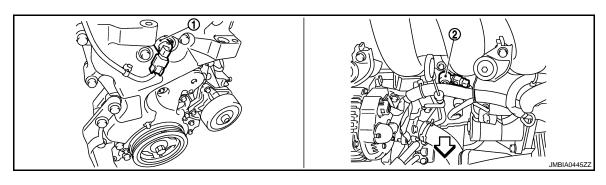
## **EVAPORATIVE EMISSION SYSTEM**

## [MR20DE (WITHOUT EURO-OBD)]

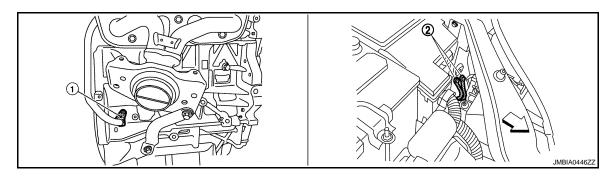
1. Refrigerant pressure sensor

2. Resister

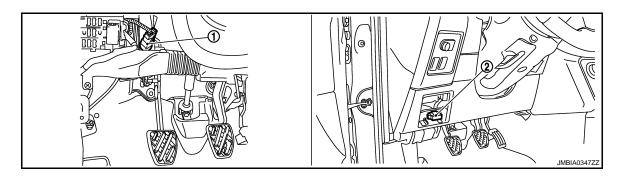
Cooling fan motor



Intake valve timing control solenoid 2. Knock sensor valve

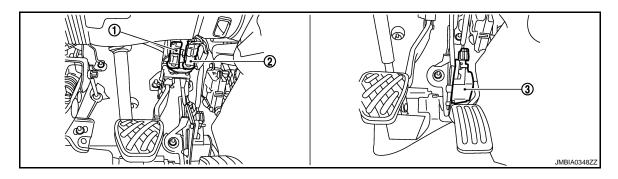


1. Crankshaft position sensor (POS) 2. Ground



1. ASCD clutch switch

2. Data link connector



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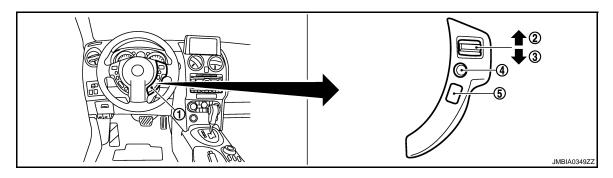
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### **EVAPORATIVE EMISSION SYSTEM**

< FUNCTION DIAGNOSIS >

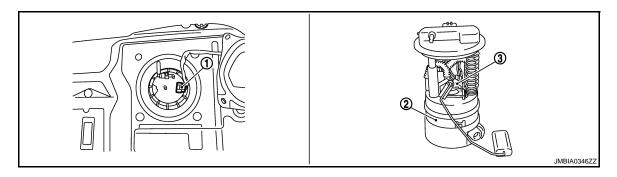
[MR20DE (WITHOUT EURO-OBD)]

- Stop lamp switch
- ASCD brake switch
- 3. Accelerator pedal position sensor



- ASDC steering switch
- 2. CANSEL switch
- SET/COAST switch
- 5. MAIN SWITCH

RESUME/ACCCELERATE switch



harness connector

Fuel level sensor unit and fuel pump 2. Fuel level sensor unit and fuel pump 3. Fuel pressure regulator

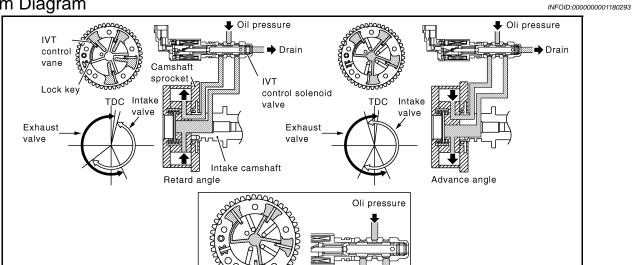
## Component Description

INFOID:0000000001180292

Component	Reference
Accelerator pedal position sensor	ECM-280, "Description"
Camshaft position sensor (PHASE)	ECM-185, "Description"
Crankshaft position sensor (POS)	ECM-181, "Description"
Engine coolant temperature sensor	ECM-126, "Description"
EVAP canister purge volume control solenoid valve	ECM-194, "Description"
Heated oxygen sensor 1	ECM-132, "Description"
Mass air flow sensor	ECM-118, "Description"
Throttle position sensor	ECM-129, "Description"
Vehicle speed sensor	ECM-197, "Description"

## INTAKE VALVE TIMING CONTROL

System Diagram



## System Description

INFOID:0000000001180294

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#### INPUT/OUTPUT SIGNAL CHART

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

<sup>\*:</sup> This signal is sent to the ECM through CAN communication line

#### SYSTEM DESCRIPTION

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

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

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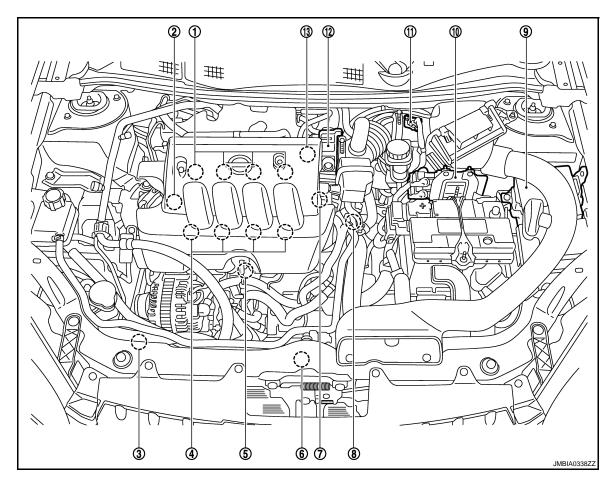
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## Component Parts Location

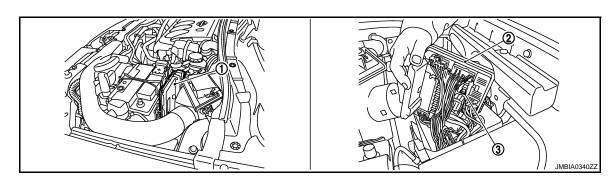
INFOID:0000000001180295



- Ignition coil (with power transistor) and spark plug
- 4. Fuel injector
- 7. Camshaft position sensor (PHASE)
- 10. ECM

- 2. PCV valve
- 5. Knock sensor
- 8. Engine coolant temperature sensor
- 11. Mass air flow sensor (with intake temperature sensor)
- 3. Refrigerant pressure sensor
- 6. Cooling fan motor
- 9. IPDM E/R
- Electric throttle control actuator (with built in throttle position sensor and throttle control motor)

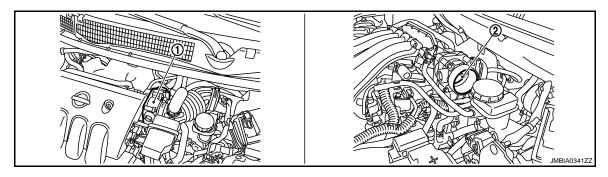
13. EVAP canister purge volume control solenoid valve



1. ECM

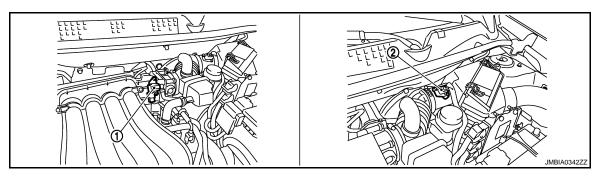
2. IPDM E/R

3. Fuel pump fuse (15A)



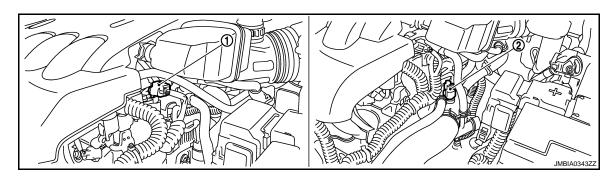
 Electric throttle control actuator (with built-in position sensor, throttle control motor)

2. Throttle valve



 EVAP canister purge volume control 2. solenoid valve

Mass air flow sensor (with intake air temperature sensor)



1. Camshaft position sensor

2. Engine coolant temperature sensor

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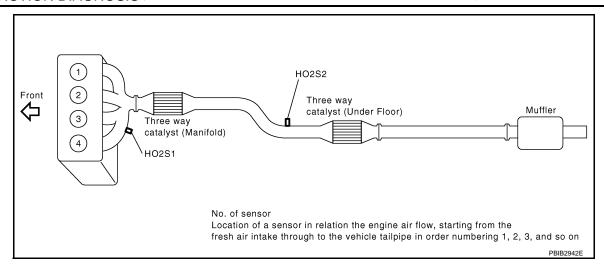
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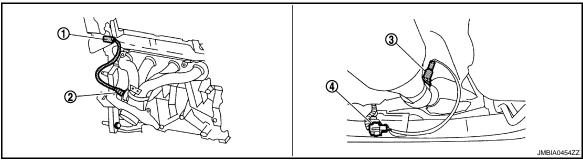
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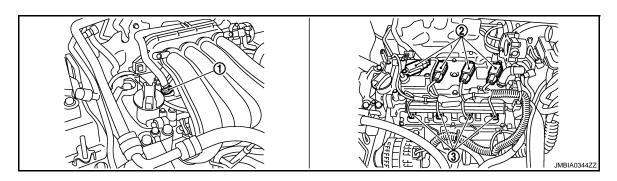
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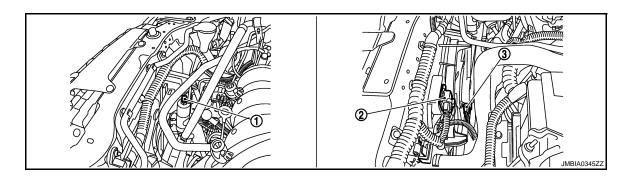


- Heated oxygen sensor 1 harness connector
- Heated oxygen sensor 2 harness connector
- 2. Heated oxygen sensor 1
- 3. Heated oxygen sensor 2



1. PCV valve

- 2. Ignition coil (with power transistor) and spark plug
- 3. Fuel injection

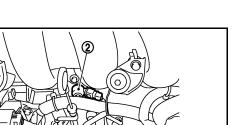


1. Refrigerant pressure sensor

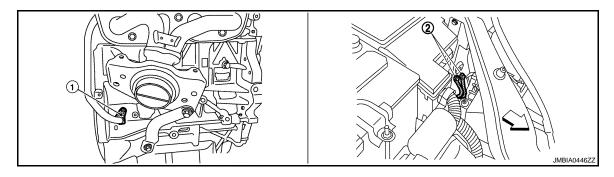
valve

Resister

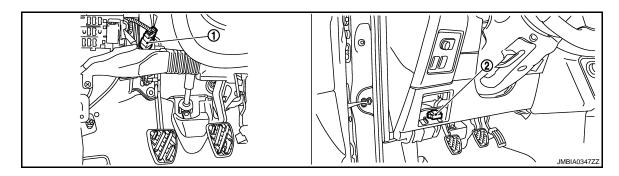
Cooling fan motor



Intake valve timing control solenoid 2. Knock sensor

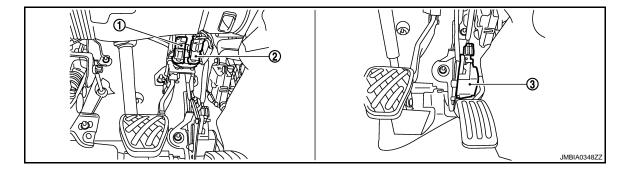


1. Crankshaft position sensor (POS) 2. Ground



1. ASCD clutch switch

2. Data link connector



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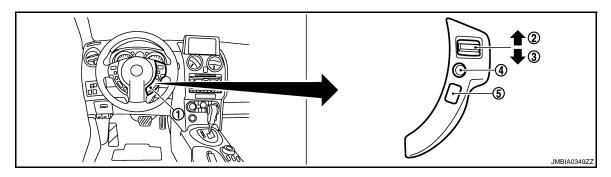
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### INTAKE VALVE TIMING CONTROL

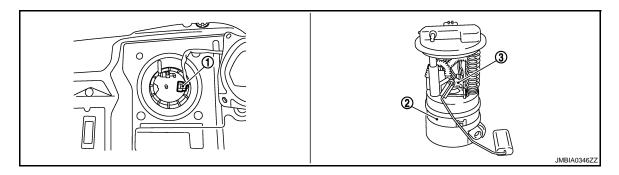
### [MR20DE (WITHOUT EURO-OBD)]

- Stop lamp switch
- ASCD brake switch
- Accelerator pedal position sensor



- ASDC steering switch
- 2. CANSEL switch
- SET/COAST switch
- 5. MAIN SWITCH

RESUME/ACCCELERATE switch



harness connector

Fuel level sensor unit and fuel pump 2. Fuel level sensor unit and fuel pump 3. Fuel pressure regulator

## **Component Description**

INFOID:0000000001180296

Component	Reference
Camshaft position sensor (PHASE)	ECM-185, "Description"
Crankshaft position sensor (POS)	ECM-181, "Description"
Engine coolant temperature sensor	ECM-126, "Description"
Intake valve timing control solenoid valve	ECM-72, "System Diagram"
Vehicle speed sensor	ECM-197, "Description"

< FUNCTION DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

# ON BOARD DIAGNOSTIC (OBD) SYSTEM

### Diagnosis Description

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#### INTRODUCTION

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

Emission-r	elated diagnostic	information	
Diagnostic Trouble Code (DTC)			
Freeze Frame data			
1st Trip Diagnostic Trouble Code (1st Trip DTC)			
1st Trip Freeze Frame data			

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

	DTC	1st trip DTC	Freeze Frame data	1st trip Freeze Frame data
CONSULT-III	×	×	×	×
ECM	×	×*	_	_

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

The malfunction indicator (MI) 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 <a href="ECM-609">ECM-609</a>, <a href="Fail Safe">"Fail Safe"</a>.)

#### TWO TRIP DETECTION LOGIC

When a malfunction is detected for the first time, 1st trip DTC and 1st trip Freeze Frame data are stored in the ECM memory. The MI 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 MI lights up. The MI 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 MI, and store DTC and Freeze Frame data, even in the 1st trip, as shown below.

#### DTC AND FREEZE FRAME DATA

#### DTC and 1st Trip DTC

The 1st trip DTC (whose number is the same as the DTC number) is displayed for the latest self-diagnostic result obtained. If the ECM memory was cleared previously, and the 1st trip DTC did not 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 MI 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 MI lights up. In other words, the DTC is stored in the ECM memory and the MI 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 MI during the 1st trip, the DTC and 1st trip DTC are stored in the ECM memory.

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

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 <u>ECM-353, "Work Flow"</u>. Then perform DTC CONFIRMATION PROCEDURE or Component Function Check to try to duplicate the malfunction. If the malfunction is duplicated, the item requires repair.

Freeze Frame Data and 1st Trip Freeze Frame Data

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

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#### < FUNCTION DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

Data which are stored in the ECM memory, along with the 1st trip DTC, are called 1st trip freeze frame data. The data, stored together with the DTC data, are called freeze frame data and displayed on CONSULT-III. The 1st trip freeze frame data can only be displayed on the CONSULT-III screen,.

Only one set of freeze frame data (either 1st trip freeze frame data or freeze frame data) can be stored in the ECM. 1st trip freeze frame data is stored in the ECM memory along with the 1st trip DTC. There is no priority for 1st trip freeze frame data and it is updated each time a different 1st trip DTC is detected. However, once freeze frame data (2nd trip detection/MI 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.

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

How to Read DTC and 1st Trip DTC

#### (P)With CONSULT-III

CONSULT-III displays the DTC in "SELF-DIAG RESULTS" mode Examples: P0117, P0340, P1217, etc. (CONSULT-III also displays the malfunctioning component or system.)

#### **Without CONSULT-III**

The number of blinks of the MI in the Diagnostic Test Mode II (Self-Diagnostic Results) indicates the DTC. Example: 0117, 0340, 1217, 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, the Diagnostic Test Mode II do not indicate
  whether the malfunction is still occurring or has occurred in the past and has returned to normal.
  CONSULT-III can identify malfunction status as shown below. Therefore, using CONSULT-III (if available) is recommended.

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

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

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

How to Erase DTC and 1st Trip DTC

#### (P) With CONSULT-III

The emission related diagnostic information in the ECM can be erased by selecting "All Erase" in the "Description" of "FINAL CHECK" mode with CONSULT-III.

#### **Without CONSULT-III**

#### NOTE:

#### If the DTC is not for CVT related items (see <a href="ECM-611">ECM-611</a>, "DTC Index"), skip step 2.

- 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 TM-430. "Diagnosis Description". (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.
- 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
- 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 (MI)

Description

#### < FUNCTION DIAGNOSIS >

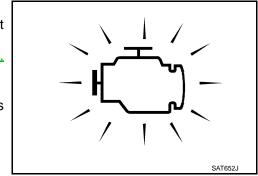
[MR20DE (WITHOUT EURO-OBD)]

The MI is located on the instrument panel.

 The MI will light up when the ignition switch is turned ON without the engine running. This is a bulb check.
 If the MI does not light up, check MI circuit. Refer to <u>MWI-19</u>. "WARNING LAMPS/INDICATOR LAMPS: System Diagram".

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

If the MI remains on, the on board diagnostic system has detected an engine system malfunction.



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On Board Diagnostic System Function

The on board diagnostic system has the following four functions.

Diagnostic Test Mode	KEY and ENG. Status	Function	Explanation of Function
Mode I	Ignition switch in ON position  Engine stopped	BULB CHECK	This function checks the MI bulb for damage (blown, open circuit, etc.).  If the MI does not come on, check MI 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 MI will light up to inform the driver that a malfunction has been detected.  The following malfunctions will light up or blink the MI 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.

Diagnostic Test Mode I — Bulb Check

In this mode, the MI on the instrument panel should stay ON. If it remains OFF, check MI circuit. Refer to <a href="MWI-19">MWI-19</a>, "WARNING LAMPS/INDICATOR LAMPS: System Diagram".

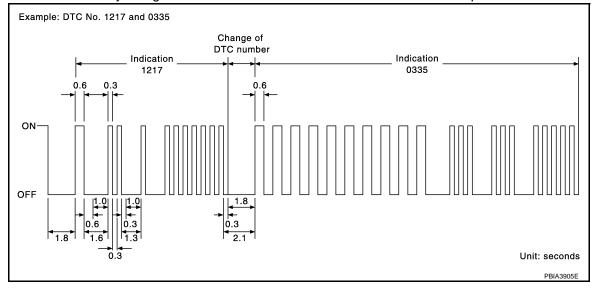
Diagnostic Test Mode I — Malfunction Warning

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

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

Diagnostic Test Mode II — Self-diagnostic Results

In this mode, the DTC and 1st trip DTC are indicated by the number of blinks of the MI as shown below. The DTC and 1st trip DTC are displayed at the same time. If the MI 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 MI 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-III. 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 <a href="ECM-611">ECM-611</a>, "DTC Index".)

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

The DTC can be erased from the back up memory in the ECM by depressing accelerator pedal. Refer to "HOW to SET DIAGNOSTIC TEST MODE II (SELF-DIAGNOSTIC RESULT)".

- 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 MI displays the condition of the fuel mixture (lean or rich) which is monitored by the heated oxygen sensor 1.

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

<sup>\*:</sup> 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 MI comes ON more than 5 times within 10 seconds with engine running at 2,000 rpm under no load. MI FLASHING WITHOUT DTC

If the ECM is in Diagnostic Test Mode II, MI may flash when engine is running. In this case, check ECM diagnostic test mode. How to switch the diagnostic test (function) modes, and details of the above functions are described later.

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

- Diagnostic trouble codes
- 1st trip diagnostic trouble codes

#### < FUNCTION DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

- Freeze frame data
- 1st trip freeze frame data
- Test values

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.

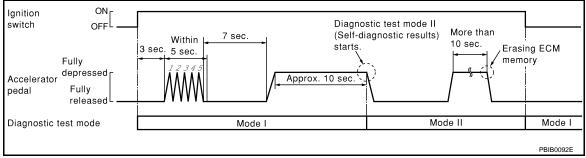
HOW to SET DIAGNOSTIC TEST MODE II (SELF-DIAGNOSTIC RESULTS)

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

ECM has entered to Diagnostic Test Mode II (Self-diagnostic results).

#### NOTE:

Wait until the same DTC (or 1st trip DTC) appears to 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 "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).

HOW to ERASE DIAGNOSTIC TEST MODE II (SELF-DIAGNOSTIC RESULTS)

- Set ECM in Diagnostic Test Mode II (Self-diagnostic results). Refer to "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.
- 3. Fully release the accelerator pedal, and confirm the DTC 0000 is displayed.

#### CONSULT-III Function

INFOID:0000000001180298

#### **FUNCTION**

Diagnostic test mode	Function
Work support	This mode enables a technician to adjust some devices faster and more accurately by following the indications on the CONSULT-III unit.
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.
Active test	Diagnostic Test Mode in which CONSULT-III drives some actuators apart from the ECMs and also shifts some parameters in a specified range.
Function test	This mode is used to inform customers when their vehicle condition requires periodic maintenance.
ECU part number	ECM part number can be read.

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## < FUNCTION DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

- \*: 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
- Test values

### ENGINE CONTROL COMPONENT PARTS/CONTROL SYSTEMS APPLICATION

			DIAGNOSTIC TEST MODE					
Item			SELF-DIAGNOSTIC RE- SULTS		DATA	DATA		
		WORK SUPPORT	DTC*1	FREEZE FRAME DA- TA* <sup>2</sup>	MONI- TOR	MONI- TOR (SPEC)	ACTIVE TEST	
		Crankshaft position sensor (POS)		×	×	×	×	
		Camshaft position sensor (PHASE)		×	×	×	×	
		Mass air flow sensor		×		×	×	
		Engine coolant temperature sensor		×	×	×	×	×
လ		Heated oxygen sensor 1		×		×	×	
ART		Heated oxygen sensor 2		×		×	×	
F		Wheel sensor		×	×	×	×	
Ä		Accelerator pedal position sensor		×		×	×	
PO		Throttle position sensor		×		×	×	
S S	INPUT	Intake air temperature sensor		×	×	×	×	
٥ <u>٢</u>	Ž	Knock sensor		×				
Ĭ		EPS control unit				×	×	
<u> </u>		Refrigerant pressure sensor				×	×	
ENGINE CONTROL COMPONENT PARTS		Closed throttle position switch (accelerator pedal position sensor signal)				×	×	
Ξ		Air conditioner switch				×	×	
		Park/neutral position (PNP) switch		×		×	×	
		Stop lamp switch		×		×	×	
		Battery voltage				×	×	
		Load signal				×	×	
		Fuel injector				×	×	×
NT PARTS		Power transistor (Ignition timing)				×	×	×
₹		Throttle control motor relay		×		×	×	
Ä		Throttle control motor		×				
ENGINE CONTROL COMPONE	E	EVAP canister purge volume control sole- noid valve		×		×	×	×
8	OUTPUT	Air conditioner relay				×	×	
3OL	00	Fuel pump relay	×			×	×	×
Ä		Cooling fan relay		×		×	×	×
000		Heated oxygen sensor 1 heater		×		×	×	
i NE		Heated oxygen sensor 2 heater		×		×	×	
ENG		Intake valve timing control solenoid valve		×		×	×	×
		Calculated load value			×	×	×	

X: Applicable

#### < FUNCTION DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

#### **WORK SUPPORT MODE**

Work Item

WORK ITEM	CONDITION	USAGE
FUEL PRESSURE RELEASE	FUEL PUMP WILL STOP BY TOUCHING "START" DUR- ING 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 COEF- FICIENT.	When clearing mixture ratio self- learning value
TARGET IDLE RPM ADJ*	IDLE CONDITION	When setting target idle speed
TARGET IGN TIM ADJ*	IDLE CONDITION	When adjusting target ignition timing

<sup>\*:</sup> 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 ECM-611, "DTC Index".)

Freeze Frame Data and 1st Trip Freeze Frame Data

Freeze frame data item*	Description	
DIAG TROUBLE CODE [PXXXX]	The engine control component part/control system has a trouble code, it is displayed as PXXXX. (Refer to ECM-611, "DTC Index".)	
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 enleanment)     Mode4: Closed loop - using oxygen sensor(s) as feedback for fuel control     Mode5: Open loop - has not yet satisfied condition to go to closed loop	
COOLANT TEMP [°C] or [°F]	The engine coolant temperature at the moment a malfunction is detected is displayed.	
L-FUEL TRM-B1 [%]	<ul> <li>"Long-term fuel trim" at the moment a malfunction is detected is displayed.</li> <li>The long-term fuel trim indicates much more gradual feedback compensation to the base fuel schedule than short-term fuel trim.</li> </ul>	
S-FUEL TRM-B1 [%]	<ul> <li>"Short-term fuel trim" at the moment a malfunction is detected is displayed.</li> <li>The short-term fuel trim indicates dynamic or instantaneous feedback compensation to the base fuel schedule.</li> </ul>	
ENGINE SPEED [rpm]	The engine speed at the moment a malfunction is detected is displayed.	
VEHICL SPEED [km/h] or [mph]	The vehicle speed at the moment a malfunction is detected is displayed.	
ABSOL TH-P/S [%]	The throttle valve opening angle at the moment a malfunction is detected is displayed.	
B/FUEL SCHDL [msec]	The base fuel schedule at the moment a malfunction is detected is displayed.	
INT/A TEMP SE [°C] or [°F]	The intake air temperature at the moment a malfunction is detected is displayed.	

<sup>\*:</sup> The items are the same as those of 1st trip freeze frame data.

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**ECM-427** 

<sup>\*1:</sup> This item includes 1st trip DTCs.

<sup>\*2:</sup> This mode includes 1st trip freeze frame data or freeze frame data. The items appear on CONSULT-III screen in freeze frame data mode only if a 1st trip DTC or DTC is detected. For details, refer to <a href="ECM-421">ECM-421</a>, "Diagnosis Description".

### **DATA MONITOR MODE**

### Monitored Item

Manitared item	Linit	Description	×: Applicable
Monitored item	Unit	Description	Remarks
ENG SPEED	rpm	Indicates the engine speed computed from the signal of the crankshaft position sensor (POS) and camshaft position sensor (PHASE).	<ul> <li>Accuracy becomes poor if engine speed drops below the idle rpm.</li> <li>If the signal is interrupted while the engine is running, an abnormal value may be indicated.</li> </ul>
MAS A/F SE-B1	V	The signal voltage of the mass air flow sensor is displayed.	<ul> <li>When the engine is stopped, a certain value is indicated.</li> <li>When engine is running specification range is indicated in "SPEC".</li> </ul>
B/FUEL SCHDL	msec	"Base fuel schedule" indicates the fuel injection pulse width programmed into ECM, prior to any learned on board correction.	When engine is running specification range is indicated in "SPEC".
A/F ALPHA-B1	%	The mean value of the air-fuel ratio feedback correction factor per cycle is indicated.	<ul> <li>When the engine is stopped, a certain value is indicated.</li> <li>When engine is running specification range is indicated in "SPEC".</li> <li>This data also includes the data for the air-fuel ratio learning control.</li> </ul>
COOLAN TEMP/S	°C or °F	The engine coolant temperature (determined by the signal voltage of the engine coolant tempera- ture sensor) is displayed.	When the engine coolant temperature sensor is open or short-circuited, ECM enters fail-safe mode. The en- gine coolant temperature determined by the ECM is displayed.
H02S1 (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.	<ul> <li>After turning ON the ignition switch, "RICH" is displayed until air-fuel mix- ture ratio feedback control begins.</li> <li>When the air-fuel ratio feedback is clamped, the value just before the clamping is displayed continuously.</li> </ul>
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 sent from combination meter is dis- played.	
BATTERY VOLT	V	The power supply voltage of ECM is displayed.	
ACCEL SEN 1		The accelerator pedal position sensor signal volt-	ACCEL SEN 2 signal is converted by
ACCEL SEN 2	V	age is displayed.	ECM internally. Thus, it differs from ECM terminal voltage signal.
THRTL SEN 1-B1	V	The throttle position sensor signal voltage is dis-	THRTL SEN 2-B1 signal is converted     by ECM interpally. Thus, it differs from
THRTL SEN 2-B1	V	played.	by ECM internally. Thus, it differs from ECM terminal voltage signal.
START SIGNAL	ON/OFF	<ul> <li>Indicates start signal status [ON/OFF] computed by the ECM according to the signals of engine speed and battery voltage.</li> </ul>	<ul> <li>After starting the engine, [OFF] is dis- played regardless of the starter sig- nal.</li> </ul>
CLSD THL POS	ON/OFF	Indicates idle position [ON/OFF] computed by ECM according to the accelerator pedal position sensor signal.	

## < FUNCTION DIAGNOSIS >

## [MR20DE (WITHOUT EURO-OBD)]

Monitored item	Unit	Description	Remarks
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) is indicated.	
LOAD SIGNAL	ON/OFF	Indicates [ON/OFF] condition from the electrical load signal.     ON: Rear window defogger switch is ON and/or lighting switch is in 2nd position.     OFF: Both rear window defogger switch and lighting switch are OFF.	
IGNITION SW	ON/OFF	Indicates [ON/OFF] condition from ignition switch signal.	
HEATER FAN SW	ON/OFF	Indicates [ON/OFF] condition from the heater fan switch signal.	
BRAKE SW	ON/OFF	Indicates [ON/OFF] condition from the stop lamp switch signal.	
INJ PULSE-B1	msec	Indicates the actual fuel injection pulse width compensated by ECM according to the input sig- nals.	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.
PURG VOL C/V	%	<ul> <li>Indicates the EVAP canister purge volume control solenoid valve control value computed by the ECM according to the input signals.</li> <li>The opening becomes larger as the value increases.</li> </ul>	
INT/V TIM (B1)	°CA	Indicates [°CA] of intake camshaft advance angle.	
INT/V SOL-B1	%	<ul> <li>The control value of the intake valve timing control solenoid valve (determined by ECM according to the input signals) is indicated.</li> <li>The advance angle becomes larger as the value increases.</li> </ul>	
AIR COND RLY	ON/OFF	The air conditioner relay control condition (determined by ECM according to the input signals) is indicated.	
FUEL PUMP RLY	ON/OFF	<ul> <li>Indicates the fuel pump relay control condition determined by ECM according to the input sig- nals.</li> </ul>	
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 accordining 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.	

## < FUNCTION DIAGNOSIS >

## [MR20DE (WITHOUT EURO-OBD)]

Monitored item	Unit	Description	Remarks
VEHICLE SPEED	km/h or mph	The vehicle speed computed from the vehicle speed signal sent from TCM is displayed.	
IDL A/V LEARN	YET/CMPLT	Display the condition of Idle Air Volume Learning YET: Idle air volume learning has not been performed yet. CMPLT: Idle air volume learning has already been performed successfully.	
02SEN HTR DTY	%	<ul> <li>Indicates the heated oxygen sensor 1 heater con- trol value computed by the ECM according to the input signals.</li> </ul>	
AC PRESS SEN	V	The signal voltage from the refrigerant pressure sensor is displayed.	
VHCL SPEED SE	km/h or mph	<ul> <li>The vehicle speed computed from the vehicle speed signal sent from combination meter is dis- played.</li> </ul>	
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/AC- CELERATE switch signal.	
SET SW	ON/OFF	Indicates [ON/OFF] condition from SET/COAST switch signal.	
BRAKE SW1	ON/OFF	Indicates [ON/OFF] condition from ASCD brake switch signal.	
BRAKE SW2	ON/OFF	Indicates [ON/OFF] condition of stop lamp switch signal.	
VHCL SPD CUT	NON/CUT	Indicates the vehicle cruise condition.     NON: Vehicle speed is maintained at the ASCD set speed.     CUT: Vehicle speed decreased to excessively low compared with 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, and ASCD operation is cut off.	
AT OD MONITOR	ON/OFF	Indicates [ON/OFF] condition of CVT according to the input signal from the TCM.	For M/T models, always "OFF" is displayed.
AT OD CANCEL	ON/OFF	Indicates [ON/OFF] condition of CVT cancel request signal.	For M/T models, always "OFF" is displayed.
CRUISE LAMP	ON/OFF	<ul> <li>Indicates [ON/OFF] condition of CRUISE lamp determined by the ECM according to the input signals.</li> </ul>	
SET LAMP	ON/OFF	Indicates [ON/OFF] condition of SET lamp determined by the ECM according to the input signals.	
Voltage	V		
Frequency	msec, Hz or %		Only "#" is displayed if item is unable to be measured.
DUTY-HI		Voltage, frequency, duty cycle or pulse width	Figures with "#"s are temporary ones.
DUTY-LOW		measured by the probe.	They are the same figures as an actual piece of data which was just previ-
PLS WIDTH-HI	_		ously measured.
PLS WIDTH-LOW			

### < FUNCTION DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

#### NOTE:

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

### **ACTIVE TEST MODE**

Test Item

TEST ITEM	CONDITION	JUDGEMENT	CHECK ITEM (REMEDY)
FUEL INJECTION	Engine: Return to the original trouble condition     Change the amount of fuel injection using CONSULT-III.	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-III.	If trouble symptom disappears, see CHECK ITEM.	Perform Idle Air Volume Learning.
POWER BALANCE	<ul> <li>Engine: After warming up, idle the engine.</li> <li>A/C switch OFF</li> <li>Shift lever: P or N (CVT), Neutral (M/T)</li> <li>Cut off each fuel injector signal one at a time using CONSULT-III.</li> </ul>	Engine runs rough or dies.	<ul> <li>Harness and connectors</li> <li>Compression</li> <li>Fuel injector</li> <li>Power transistor</li> <li>Spark plug</li> <li>Ignition coil</li> </ul>
COOLING FAN*	Ignition switch: ON     Turn the cooling fan "LOW", "HI" and "OFF" CONSULT-III.	Cooling fan moves and stops.	Harness and connectors     IPDM E/R (Cooling fan relay)     Cooling fan motor
ENG COOLANT TEMP	Engine: Return to the original trouble condition     Change the engine coolant temperature using CONSULT-III.	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-III and listen to operating sound.	Fuel pump relay makes the operating sound.	Harness and connectors     Fuel pump relay
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-III.	Engine speed changes according to the opening percent.	Harness and connectors     Solenoid valve
V/T ASSIGN ANGLE	Engine: Return to the original trouble condition     Change intake valve timing using CONSULT-III.	If trouble symptom disappears, see CHECK ITEM.	Harness and connectors     Intake valve timing control solenoid valve

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

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### TROUBLE DIAGNOSIS - SPECIFICATION VALUE

[MR20DE (WITHOUT EURO-OBD)]

< COMPONENT DIAGNOSIS >

## COMPONENT DIAGNOSIS

### TROUBLE DIAGNOSIS - SPECIFICATION VALUE

Description INFOID:000000001180299

The specification (SP) value indicates the tolerance of the value that is displayed in "SPEC" of "DATA MONITOR" mode of CONSULT-III during normal operation of the Engine Control System. When the value in "SPEC" of "DATA MONITOR" mode is within the SP value, the Engine Control System is confirmed OK. When the value in "SPEC" of "DATA MONITOR" mode is NOT within the SP value, the Engine Control System may have one or more malfunctions.

The SP value is used to detect malfunctions that may affect the Engine Control System, but will not light the MI.

The SP value will be displayed for the following three items:

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

### Component Function Check

INFOID:0000000001180300

### 1.START

Make sure that all of the following conditions are satisfied.

- Vehicle driven distance: More than 5,000 km (3,107 miles)
- Barometric pressure: 98.3 104.3 kPa (0.983 1.043 bar, 1.003 1.064 kg/cm<sup>2</sup>, 14.25 15.12 psi)
- Atmospheric temperature: 20 30°C (68 86°F)
- Engine coolant temperature: 75 95°C (167 203°F)
- Transmission: Warmed-up
- CVT models: After the engine is warmed up to normal operating temperature, drive vehicle until "FLUID TEMP SE" (CVT fluid temperature sensor signal) indicates more than 60°C (140°F).
- M/T models: After the engine is warmed up to normal operating temperature, drive vehicle for 5 minutes.
- Electrical load: Not applied\*
- Engine speed: Idle
- \*: Rear window defogger switch, air conditioner switch, lighting switch are OFF. Steering wheel is straight ahead.

>> GO TO 2.

## 2.PERFORM "SPEC" OF "DATA MONITOR" MODE

### **With CONSULT-III**

#### NOTE:

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

- 1. Perform ECM-357, "BASIC INSPECTION: Special Repair Requirement".
- Select "B/FUEL SCHDL", "A/F ALPHA-B1" and "MAS A/F SE-B1" in "SPEC" of "DATA MONITOR" mode with CONSULT-III.
- 3. Make sure that monitor items are within the SP value.

#### Is the inspection result normal?

YES >> END

NO >> Go to ECM-433, "Diagnosis Procedure".

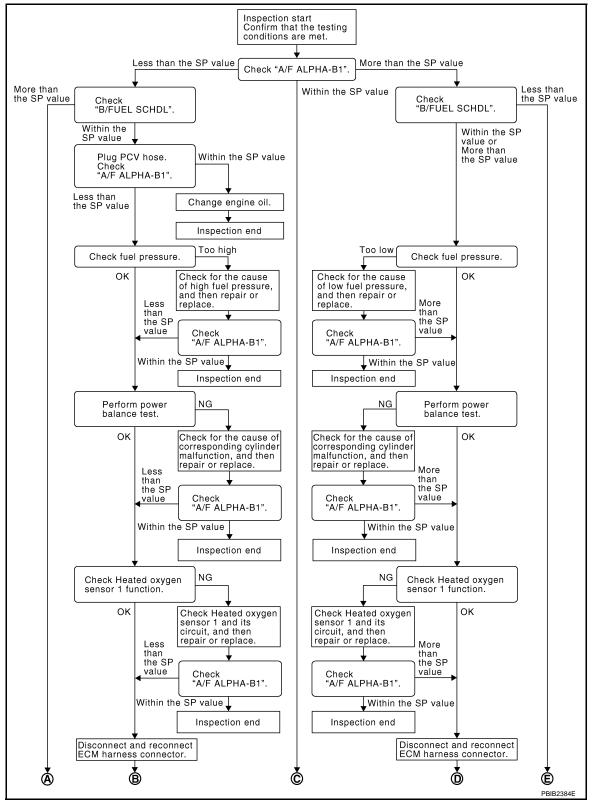
< COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

# Diagnosis Procedure

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### **OVERALL SEQUENCE**



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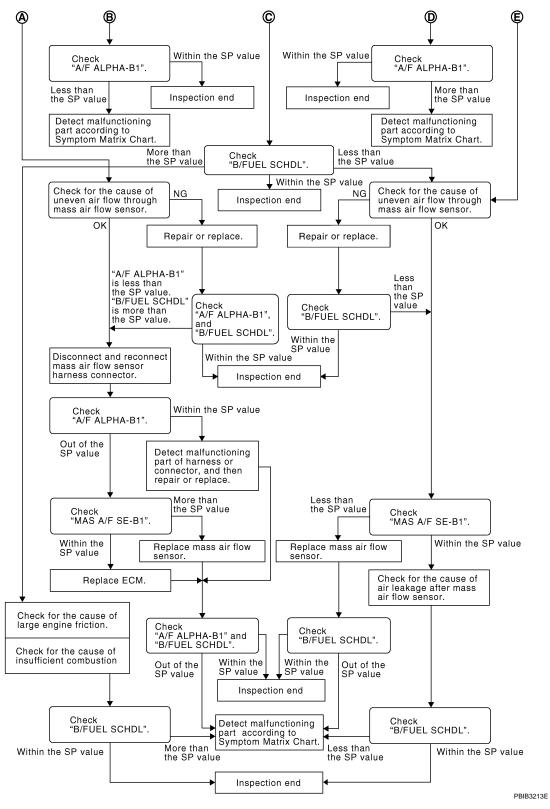
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### **DETAILED PROCEDURE**

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

### (E)With CONSULT-III

- Start engine.
- Confirm that the testing conditions are met. Refer to <u>ECM-432</u>, "Component Function Check".
- Select "A/F ALPHA-B1" in "SPEC" of "DATA MONITOR" mode, and make sure that the indication is within the SP value.

### < COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

### 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.

Is the measurement value within the SP value?

>> GO TO 17. YES

NO-1 >> Less than the SP value: GO TO 2.

NO-2 >> More than the SP value: GO TO 3.

2.CHECK "B/FUEL SCHDL"

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

Is the measurement value within the SP value?

YES >> GO TO 4.

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

3.CHECK "B/FUEL SCHDL"

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

Is the measurement value within the SP value?

YES >> GO TO 6.

NO-1 >> More than the SP value: GO TO 6.

NO-2 >> Less than the SP value: GO TO 25.

4.CHECK "A/F ALPHA-B1"

Stop the engine.

Disconnect PCV hose, and then plug it. 2.

Start engine.

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

Is the measurement value within the SP value?

YES >> GO TO 5.

NO >> GO TO 6.

# 5. CHANGE ENGINE OIL

Stop the engine.

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

### $\mathbf{6}.$ CHECK FUEL PRESSURE

Check fuel pressure, (Refer to ECM-349, "Inspection",)

Is the inspection result normal?

YES >> GO TO 9.

NO-1 >> Fuel pressure is too high: Replace "fuel filter and fuel pump assembly" and then GO TO 8.

NO-2 >> Fuel pressure is too low: GO TO 7.

.DETECT MALFUNCTIONING PART

Check fuel hoses and fuel tubes for clogging

Is the inspection result normal?

YES >> Replace "fuel filter and fuel pump assembly" and then GO TO 8.

NO >> Repair or replace and then GO TO 8.

 $oldsymbol{8}.$ CHECK "A/F ALPHA-B1"

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< COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

1. Start engine.

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

### Is the measurement value within the SP value?

YES >> INSPECTION END

NO >> GO TO 9.

# 9. PERFORM POWER BALANCE TEST

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

### Is the inspection result normal?

YES >> GO TO 12.

NO >> GO TO 10.

# 10. DETECT MALFUNCTIONING PART

### Check the following.

- 1. Ignition coil and its circuit (Refer to ECM-300, "Component Function Check".)
- 2. Fuel injector and its circuit (Refer to ECM-294, "Component Function Check".)
- 3. Intake air leakage
- 4. Low compression pressure (Refer to EM-143, "Inspection".)

### Is the inspection result normal?

YES >> Replace fuel injector and then GO TO 11.

NO >> Repair or replace malfunctioning part and then GO TO 11.

# 11.CHECK "A/F ALPHA-B1"

Start engine.

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

### Is the measurement value within the SP value?

YES >> INSPECTION END

NO >> GO TO 12.

# 12. CHECK HEATED OXYGEN SENSOR 1 FUNCTION

- 1. Run engine at about 2,000 rpm for about 2minutes under no load.
- 2. Select "HO2S1 MNTR (B1)", in "DATA MONITOR" mode.
- 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  $\rightarrow$  LEAN  $\rightarrow$  RICH

2 times : RICH  $\rightarrow$  LEAN  $\rightarrow$  RICH  $\rightarrow$  LEAN  $\rightarrow$  RICH

### Is the inspection result more than 5 times during 10 seconds?

YES >> GO TO 15.

NO >> GO TO 13.

# 13. CHECK HEATED OXYGEN SENSOR 1 CIRCUIT

Check heated oxygen sensor 1 and its circuit, refer to.

>> GO TO 14.

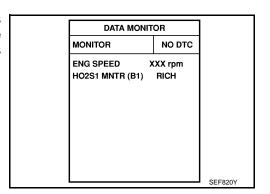
# 14.CHECK "A/F ALPHA-B1"

Start engine.

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

### Is the measurement value within the SP value?

YES >> INSPECTION END



< COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

NO >> GO TO 15.

# 15. DISCONNECT AND RECONNECT ECM HARNESS CONNECTOR

1. Stop the engine.

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

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>> GO TO 16.

# **16.**CHECK "A/F ALPHA-B1"

1. Start engine.

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

### Is the measurement value within the SP value?

YES >> INSPECTION END

NO >> Detect malfunctioning part according to <a href="ECM-338">ECM-338</a>, "Symptom Table".

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# 17. CHECK "B/FUEL SCHDL"

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

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### Is the measurement value within the SP value?

YES >> INSPECTION END

NO-1 >> More than the SP value: GO TO 18.

NO-2 >> Less than the SP value: GO TO 25.

# 18. DETECT MALFUNCTIONING PART

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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 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.

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

# 19. CHECK INTAKE SYSTEM

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

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

### Is the inspection result normal?

YES >> GO TO 21.

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

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

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

# each indication is within the SP value. Is the measurement value within the SP value?

YES >> INSPECTION END

NO >> "B/FUEL SCHDL" is more, "A/F ALPHA-B1" is less than the SP value: GO TO 21.

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

1. Stop the engine.

### < COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

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

### Is the measurement value within the SP value?

YES >> Detect malfunctioning part of mass air flow sensor circuit and repair it. Refer to <a href="ECM-118">ECM-118</a>, "DTC <a href="Logic"</a>. Then GO TO 29.

NO >> GO TO 23.

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

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

### Is the measurement value within the SP value?

YES >> GO TO 24.

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

# 24.REPLACE ECM

- 1. Replace ECM.
- Go to ECM-17, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT: Special Repair Requirement".

>> GO TO 29.

# 25. CHECK INTAKE SYSTEM

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

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

### Is the inspection result normal?

YES >> GO TO 27.

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

26. CHECK "B/FUEL SCHDL"

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

### Is the measurement value within the SP value?

YES >> INSPECTION END

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

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

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

### Is the measurement value within the SP value?

YES >> GO TO 28.

NO >> 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

### < COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

- 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 "SPEC" of "DATA MONITOR" mode, and make sure that the indication is within the SP value.

### Is the measurement value within the SP value?

>> INSPECTION END YES

NO >> Detect malfunctioning part according to <a href="ECM-338">ECM-338</a>, "Symptom Table".

# 30.CHECK "B/FUEL SCHDL"

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

### Is the measurement value within the SP value?

YES >> INSPECTION END

NO >> Detect malfunctioning part according to <a href="ECM-338">ECM-338</a>, "Symptom Table". **ECM** 

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[MR20DE (WITHOUT EURO-OBD)]

INFOID:0000000001180302

### POWER SUPPLY AND GROUND CIRCUIT

# Diagnosis Procedure

# 1.INSPECTION START

Start engine.

### Is engine running?

YES >> GO TO 8.

NO >> GO TO 2.

# 2. CHECK ECM POWER SUPPLY CIRCUIT-I

- 1. Turn ignition switch OFF and then ON.
- 2. Check the voltage between ECM harness connector and ground.

ECM		Ground	Voltage	
Connector	Terminal	Oround	voltage	
E16	93	Ground	Battery voltage	

### Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 3.

# 3.DETECT MALFUNCTIONING PART

### Check the following.

- Harness connectors E105, M77
- 10A fuse (No. 4)
- · 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 CONNECTION-I

- 1. Turn ignition switch OFF.
- 2. Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

### Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace ground connection.

### ${f 5.}$ CHECK ECM GROUND CIRCUIT FOR OPEN AND SHORT-I

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

ECM		Ground	Continuity
Connector	Terminal	- Ground Continuit	
F7	10		
1 /	11	Ground	Existed
E16	108		

3. Also check harness for short to power.

### Is the inspection result normal?

YES >> GO TO 7.

NO >> GO TO 6.

### 6. DETECT MALFUNCTIONING PART

### Check the following.

- Harness connectors F121, E7
- · Harness for open or short between ECM and ground

[MR20DE (WITHOUT EURO-OBD)]

< COMPONENT DIAGNOSIS >

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

# 7.CHECK ECM POWER SUPPLY CIRCUIT-II

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

IPDM E/R		Ground	Voltage
Connector	Terminal	Oround	voltage
E11	10	Ground	Battery voltage

### Is the inspection result normal?

>> Go to ECM-300, "Diagnosis Procedure".

NO >> GO TO 8.

# 8.CHECK ECM POWER SUPPLY CIRCUIT-III

- Turn ignition switch OFF and wait at least 10 seconds.
- Check the voltage between ECM harness connector and ground.

ECM		Ground	Voltage
Connector	Terminal	Ground	Voltage
E16	105	Ground	After turning ignition switch OFF, battery voltage will exist for a few seconds, then drop approximately 0V.

### Is the inspection result normal?

>> GO TO 14. YES

NO-1 >> Battery voltage does not exist: GO TO 9.

NO-2 >> Battery voltage exists for more than a few seconds: GO TO 12.

# 9. CHECK ECM POWER SUPPLY CIRCUIT-IV

- Turn ignition switch OFF and wait at least 10 seconds.
- Check the voltage between ECM harness connector and ground.

ECM		Ground	Voltage
Connector	Terminal	Oround	voltage
F7	32	Ground	Battery voltage

### Is the inspection result normal?

YES >> GO TO 10.

NO >> GO TO 11.

# 10.CHECK ECM POWER SUPPLY CIRCUIT-V

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

ECM		IPDM E/R		Continuity
Connector	Terminal	Connector	Terminal	Continuity
E16	105	E11	9	Existed

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

### Is the inspection result normal?

YES >> GO TO 13.

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

11. CHECK ECM POWER SUPPLY CIRCUIT-VI

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### < COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

- 1. Disconnect ECM harness connector.
- 2. Disconnect IPDM E/R harness connector E11.
- 3. Check the continuity between ECM harness connector and IPDM E/R harness connector.

ECM		IPDN	Continuity	
Connector	Terminal	Connector	Terminal	Continuity
F7	32	E11	15	Existed

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

### Is the inspection result normal?

YES >> GO TO 13.

NO >> GO TO 12.

# 12. DETECT MALFUNCTIONING PART

### Check the following.

- Junction block connectors E6, F123
- Harness for open or short between ECM and IPDM E/R

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

# 13. CHECK 20A FUSE

- 1. Disconnect 20A fuse (No. 62) from IPDM E/R.
- 2. Check 20A fuse.

### Is the inspection result normal?

YES >> GO TO 17.

NO >> Replace 20A fuse.

# 14. CHECK GROUND CONNECTION-II

- 1. Turn ignition switch OFF.
- 2. Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

### Is the inspection result normal?

YES >> GO TO 15.

NO >> Repair or replace ground connection.

# 15. CHECK ECM GROUND CIRCUIT FOR OPEN AND SHORT-II

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

ECM		Ground	Continuity
Connector	Terminal	Ground Continui	
F7	10		
1 7	11	Ground	Existed
E16	108		

3. Also check harness for short to power.

### Is the inspection result normal?

YES >> GO TO 17. NO >> GO TO 16.

16. DETECT MALFUNCTIONING PART

### Check the following.

- Harness or connectors F121, E7
- · Harness for open or short between ECM and ground

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

< COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

# 17. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

Is the inspection result normal?

YES >> Replace IPDM E/R.

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

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### U1001 CAN COMM CIRCUIT

Description INFOID:0000000001180303

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

DTC Logic INFOID:000000001180304

### DTC DETECTION LOGIC

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

### DTC CONFIRMATION PROCEDURE

# 1. PERFORM DTC CONFIRMATION PROCEDURE

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

### Is DTC detected?

YES >> ECM-444, "Diagnosis Procedure".

NO >> INSPECTION END

### Diagnosis Procedure

Go to LAN-13, "Trouble Diagnosis Flow Chart".

INFOID:0000000001180305

# U1010 CONTROL UNIT (CAN)

Description INFOID:0000000001180306

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

DTC Logic INFOID:0000000001180307

### DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
U1010	CAN communication bus	When detecting error during the initial diagnosis of CAN controller of ECM.	• ECM

### DTC CONFIRMATION PROCEDURE

# 1. PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON.
- Check DTC.

### Is DTC detected?

YES >> Go to ECM-445, "Diagnosis Procedure".

>> INSPECTION END NO

# Diagnosis Procedure

# 1.INSPECTION START

### (P)With CONSULT-III

- Turn ignition switch ON.
- Select "SELF-DIAG RESULTS" mode with CONSULT-III.
- Touch "ERASE".
- Perform DTC CONFIRMATION PROCEDURE.

See ECM-445, "DTC Logic".

5. Check DTC.

### Without CONSULT-III

- Turn ignition switch ON.
- Erase the Diagnostic Test Mode II (Self-diagnostic results) memory.
- Perform DTC CONFIRMATION PROCEDURE.

See ECM-445, "DTC Logic".

Check DTC.

### Is the DTC U1010 displayed again?

YES >> GO TO 2.

NO >> INSPECTION END

### 2.replace ecm

- Replace ECM.
- Go to ECM-360, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT: Special Repair Requirement".

>> INSPECTION END

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### P0011 IVT CONTROL

DTC Logic

### DTC DETECTION LOGIC

#### NOTE:

If DTC P0011 is displayed with DTC P1111, first perform the trouble diagnosis for <u>ECM-201, "DTC Logic"</u>.

DTC No.	Trouble diagnosis name	Detecting condition	Possible cause
P0011	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

### DTC CONFIRMATION PROCEDURE

### 1.PRECONDITIONING

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

### **TESTING CONDITION:**

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

### Do you have CONSULT-III?

YES >> GO TO 2.

NO >> GO TO 4.

# 2.PERFORM DTC CONFIRMATION PROCEDURE-I

### (P)With CONSULT-III

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

ENG SPEED	1,200 - 2,000 rpm
COOLAN TEMP/S	More than 60°C (140°F)
B/FUEL SCHDL	More than 3.5 msec (CVT) More than 4.2 msec (M/T)
Shift lever	P or N position (CVT) N position (M/T)

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

### Is 1st trip DTC detected?

YES >> Go to ECM-447, "Diagnosis Procedure"

NO >> GO TO 3.

# 3.perform dtc confirmation procedure-ii

### (P)With CONSULT-III

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

ENG SPEED	2,000 - 3,175 rpm (A constant rotation is maintained.)
COOLAN TEMP/S	More than 70°C (221°F)

### **P0011 IVT CONTROL**

### < COMPONENT DIAGNOSIS >

### [MR20DE (WITHOUT EURO-OBD)]

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.)

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### **CAUTION:**

### Always drive at a safe speed.

Check 1st trip DTC.

### Is 1st trip DTC detected?

YES >> Go to ECM-447, "Diagnosis Procedure"

NO >> INSPECTION END

# 4. PERFORM COMPONENT FUNCTION CHECK

### (P)Without CONSULT-III

- 1. Start engine and warm it up to the normal operating temperature.
- 2. Turn ignition switch OFF and wait at least 10 seconds.
- 3. Start engine and let it idle.
- 4. Check the voltage between ECM harness connector and ground under the following condition.

MAF sensor		Ground	Condition	Voltage	
Connector	Terminal	Giodila	Condition	voltage	
			At idle	Battery voltage	
E18	5	Ground	When revving engine up to 2,000 rpm quickly	2mSec/div 10V/div JMBIA0337GB	

### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-447, "Diagnosis Procedure"

### Diagnosis Procedure

INFOID:0000000001180310

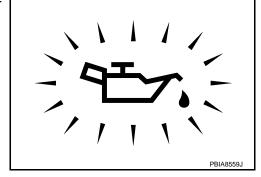
# 1. CHECK OIL PRESSURE WARNING LAMP

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

### Is oil pressure warning lamp illuminated?

YES >> Go to LU-14, "Inspection".

NO >> GO TO 2.



# 2.CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE

Refer to ECM-448, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 3.

NO >> Replace intake valve timing control solenoid valve.

3.CHECK CRANKSHAFT POSITION SENSOR (POS)

### < COMPONENT DIAGNOSIS >

Refer to ECM-184, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace crankshaft position sensor (POS).

4.CHECK CAMSHAFT POSITION SENSOR (PHASE)

Refer to ECM-187, "Component Inspection".

### Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace camshaft position sensor (PHASE).

# 5. CHECK CAMSHAFT (INTAKE)

### Check the following.

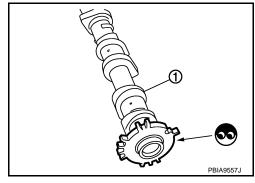
- Accumulation of debris to the signal plate of camshaft (1) rear end
- Chipping signal plate of camshaft rear end

### Is the inspection result normal?

YES >> GO TO 6.

NO >> Remove

>> 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 >> Check timing chain installation. Refer to EM-164, "Removal and Installation".

NO >> GO TO 7.

### .CHECK LUBRICATION CIRCUIT

Refer to EM-178, "Inspection".

Is the inspection result normal?

YES >> GO TO 8.

NO >> Clean lubrication line.

# 8. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

#### >> INSPECTION END

# Component Inspection

INFOID:0000000001180311

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

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

Terminals	Resistance [at 20°C (68°F)]	
1 and 2	6.7 - 7.7 Ω	
1 or 2 and ground	$\stackrel{\sim}{\sim} \Omega$ (Continuity should not exist)	

### Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace intake valve timing control solenoid valve.

# $\overline{2.}$ CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE-II

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

### **CAUTION:**

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

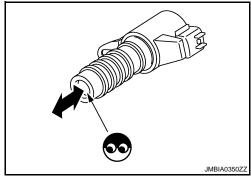
### NOTE:

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

### Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace intake valve timing control solenoid valve.



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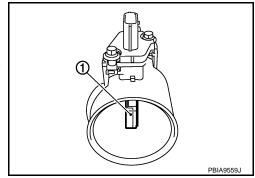
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# P0102, P0103 MAF SENSOR

Description INFOID:000000001180312

The mass air flow sensor (1) is placed in the stream of intake air. It measures the intake flow rate by measuring a part of the entire intake flow. The mass air flow sensor controls the temperature of the hot wire to a certain amount. The heat generated by the hot wire is reduced as the intake air flows around it. The more air, the greater the heat loss.

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



### **DTC** Logic

#### INFOID:0000000001180313

### DTC DETECTION LOGIC

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

### DTC CONFIRMATION PROCEDURE

### 1.PRECONDITIONING

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

#### Which DTC is detected?

P0102 >> GO TO 2.

P0103 >> GO TO 3.

### 2.PERFORM DTC CONFIRMATION PROCEDURE FOR DTC P0102

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

### Is DTC detected?

YES >> Go to ECM-451, "Diagnosis Procedure".

NO >> INSPECTION END

# 3.PERFORM DTC CONFIRMATION PROCEDURE FOR DTC P0103-I

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

#### Is DTC detected?

YES >> Go to ECM-451, "Diagnosis Procedure".

NO >> GO TO 4.

# 4.PERFORM DTC CONFIRMATION PROCEDURE FOR DTC P0103-II

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

### Is DTC detected?

YES >> Go to ECM-451, "Diagnosis Procedure".

		P0	102, P0103	MAF SENS	OR	
< COMPONENT	DIAGNO	OSIS >			[MR20DE (WIT	THOUT EURO-OBD)]
NO >> INSF	PECTION	END				
Diagnosis Pro	ocedure	<b>)</b>				INFOID:000000001180314
1.INSPECTION	START					
Confirm the dete	cted DTC	•				
Which DTC is de						
P0102 >> GO 7						
2.CHECK INTAI		EM				
Check the follow	ing for cor	nnection.				
<ul><li>Air duct</li><li>Vacuum hoses</li></ul>						
<ul> <li>Intake air passa</li> </ul>	age betwe	en air duct t	o intake manifo	ld		
Is the inspection		mal?				
YES >> GO 7 NO >> Reco		narte				
3.CHECK GRO	onnect the	•				
1. Turn ignition						
			fer to Ground Ir	nspection in GI-	41, "Circuit Inspe	ction".
Is the inspection	result nor	mal?				
YES >> GO T		oo around a	onnoction			
4.CHECK MAF	-	ace ground o		г		
			ensor harness c			
2. Turn ignition			ensor namess c	onnector.		
<ol><li>Check the vo</li></ol>	oltage bet	ween MAF s	ensor harness	connector and	ground.	
MAF sens	or.			_		
	Terminal	Ground	Voltage			
E18	5	Ground	Battery voltage	_		
Is the inspection	result nor	mal?	, 3	_		
YES >> GO	TO 5.					
				•	harness or conn	ectors.
5.CHECK MAF			CIRCUIT FOR C	OPEN AND SH	ORT	
<ol> <li>Turn ignition</li> <li>Disconnect E</li> </ol>			or			
				s connector an	d ECM harness co	onnector.
MAF sens	or		ECM	Continuity		
0	T	0	Tamasia at	•		

MAF	sensor	EC	CM	Continuity
Connector	Terminal	Connector	Terminal	Continuity
E18	4	F8	52	Existed

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

### Is the inspection result normal?

YES >> GO TO 6.

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

# 6. CHECK MAF SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

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

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MAF	sensor	E	Continuity	
Connector	Terminal	Connector Terminal		Continuity
E18	3	F8	45	Existed

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

### Is the inspection result normal?

YES >> GO TO 7.

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

# 7.CHECK MASS AIR FLOW SENSOR

Refer to ECM-452, "Component Inspection".

### Is the inspection result normal?

YES >> GO TO 8.

NO >> Replace mass air flow sensor.

# 8. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

#### >> INSPECTION END

# Component Inspection

INFOID:0000000001180315

### 1. CHECK MASS AIR FLOW SENSOR-I

### (E)With CONSULT-III

- 1. Turn ignition switch OFF.
- 2. Reconnect all harness connectors disconnected.
- 3. Start engine and warm it up to normal operating temperature.
- 4. Connect CONSULT-III and select "DATA MONITOR" mode.
- 5. Select "MAS A/F SE-B1" and check indication.

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

<sup>\*:</sup> Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

### Without CONSULT-III

- 1. Turn ignition switch OFF.
- 2. Reconnect all harness connectors disconnected.
- 3. Start engine and warm it up to normal operating temperature.
- Check the voltage between ECM harness connector and ground.

ECM		Ground	Condition	Voltage
Connector	Terminal	Giodila	Condition	voltage
F8 45 (MAF sensor)			Ignition switch ON (Engine stopped.)	Approx. 0.4V
	• •	Ground	Idle (Engine is warmed-up to normal operating temperature.)	0.9 - 1.1V
			Idle to about 4,000 rpm	0.9 - 1.1V to Approx. 2.4V*

<sup>\*:</sup> Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

### Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 2.

2. CHECK FOR THE CAUSE OF UNEVEN AIR FLOW THROUGH MASS AIR FLOW SENSOR

# **P0102, P0103 MAF SENSOR**

### < COMPONENT DIAGNOSIS >

### [MR20DE (WITHOUT EURO-OBD)]

- Turn ignition switch OFF.
- 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

### Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 3.

3.CHECK MASS AIR FLOW SENSOR-II

### (P)With CONSULT-III

- Repair or replace malfunctioning part.
- Start engine and warm it up to normal operating temperature.
- 3. Connect CONSULT-III and select "DATA MONITOR" mode.
- Select "MAS A/F SE-B1" and check indication.

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

<sup>\*:</sup> Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

### 

- Repair or replace malfunctioning part.
- Start engine and warm it up to normal operating temperature.
- Check the voltage between ECM harness connector and ground.

ECM		Ground Condition		Voltage
Connector	Terminal	Giouna	Condition	vollage
F8	45 (MAF sensor)	Ground	Ignition switch ON (Engine stopped.)	Approx. 0.4V
			Idle (Engine is warmed-up to normal operating temperature.)	0.9 - 1.1V
			Idle to about 4,000 rpm	0.9 - 1.1V to Approx. 2.4V*

<sup>\*:</sup> Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 4.

# 4. CHECK MASS AIR FLOW SENSOR-III

### (P)With CONSULT-III

- Turn ignition switch OFF.
- Disconnect mass air flow sensor harness connector and reconnect it again.
- Start engine and warm it up to normal operating temperature.
- Connect CONSULT-III and select "DATA MONITOR" mode.
- 5. Select "MAS A/F SE-B1" and check indication.

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

<sup>\*:</sup> Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

#### 

- Turn ignition switch OFF.
- Disconnect mass air flow sensor harness connector and reconnect it again.

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# **P0102, P0103 MAF SENSOR**

# < COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

- 3. Start engine and warm it up to normal operating temperature.
- 4. Check the voltage between ECM harness connector and ground.

ECM		Ground	Condition	Voltage	
Connector	Terminal	Giodila	Condition	voltage	
F8			Ignition switch ON (Engine stopped.)	Approx. 0.4V	
	45 Ground	Idle (Engine is warmed-up to normal operating temperature.)	0.9 - 1.1V		
			Idle to about 4,000 rpm	0.9 - 1.1V to Approx. 2.4V*	

<sup>\*:</sup> Check for linear voltage rise in response to engine being increased to about 4,000 rpm.

### Is the inspection result normal?

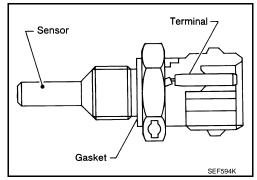
YES >> INSPECTION END

NO >> Clean or replace mass air flow sensor.

# P0117, P0118 ECT SENSOR

Description INFOID:0000000001180316

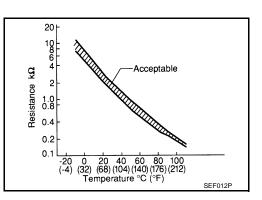
The engine coolant temperature sensor is used to detect the engine coolant temperature. The sensor modifies a voltage signal from the ECM. The modified signal returns to the ECM as the engine coolant temperature input. The sensor uses a thermistor which is sensitive to the change in temperature. The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

<sup>\*:</sup> These data are reference values and are measured between ECM terminal 38 (Engine coolant temperature sensor) and ground.



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.

**DTC** Logic INFOID:0000000001180317

### DTC DETECTION LOGIC

DTC No.	Trouble Diagnosis Name	DTC Detecting Condition	Possible Cause
P0117	Engine coolant tem- perature sensor cir- cuit low input	An excessively low voltage from the sensor is sent to ECM.	Harness or connectors     (The sensor circuit is open or shorted.)
P0118	Engine coolant tem- perature sensor cir- cuit high input	An excessively high voltage from the sensor is sent to ECM.	Engine coolant temperature sensor

### DTC CONFIRMATION PROCEDURE

### 1.PRECONDITIONING

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

>> GO TO 2.

# 2.PERFORM DTC CONFIRMATION PROCEDURE

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

### Is DTC detected?

YES >> Go to ECM-456, "Diagnosis Procedure".

NO >> INSPECTION END

**ECM-455** 

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# Diagnosis Procedure

INFOID:0000000001180318

# 1. CHECK GROUND CONNECTION

- 1. Turn ignition switch OFF.
- Check ground connection E21. Refer to Ground Inspection in GI-41. "Circuit Inspection".

### Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

# 2. CHECK ECT SENSOR POWER SUPPLY CIRCUIT

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

ECT s	sensor	Ground	Voltage	
Connector Terminal		Oround	voltage	
F28	1	Ground	Approx. 5V	

### Is the inspection result normal?

YES >> GO TO 3.

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

# 3.CHECK ECT SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

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

ECT sensor		E	Continuity	
Connector	Terminal	Connector Terminal		Continuity
F28	2	F8	44	Existed

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

### Is the inspection result normal?

YES >> GO TO 4.

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

### 4. CHECK ENGINE COOLANT TEMPERATURE SENSOR

Refer to ECM-456, "Component Inspection".

### Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace engine coolant temperature sensor.

### CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

### >> INSPECTION END

# Component Inspection

INFOID:0000000001180319

# 1. CHECK ENGINE COOLANT TEMPERATURE SENSOR

- Turn ignition switch OFF.
- Disconnect engine coolant temperature sensor harness connector.
- Remove engine coolant temperature sensor.

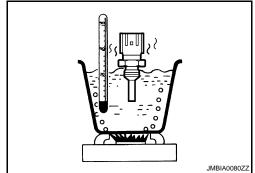
# **P0117, P0118 ECT SENSOR**

### < COMPONENT DIAGNOSIS >

### [MR20DE (WITHOUT EURO-OBD)]

4. Check resistance between engine coolant temperature sensor terminals by heating with hot water as shown in the figure.

Terminals	Condition			Resistance
1 and 2	Temperature °C (°F)		20 (68)	2.1 - 2.9 kΩ
		50 (122)	0.68 - 1.00 kΩ	
		90 (194)	0.236 - 0.260 kΩ	



### Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace engine coolant temperature sensor.

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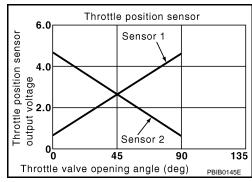
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# P0122, P0123 TP SENSOR

Description INFOID:000000001180320

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.



**DTC** Logic

INFOID:0000000001180321

### DTC DETECTION LOGIC

### NOTE:

If DTC P0122 or P0123 is displayed with DTC P1229, first perform the trouble diagnosis for DTC P1229. Refer to <a href="ECM-249">ECM-249</a>, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0122	Throttle position sensor 2 circuit low input	An excessively low voltage from the TP sensor 2 is sent to ECM.	Harness or connectors     (TP sensor 2 circuit is open or shorted.)
P0123	Throttle position sensor 2 circuit high input	An excessively high voltage from the TP sensor 2 is sent to ECM.	Electric throttle control actuator (TP sensor 2)

### DTC CONFIRMATION PROCEDURE

### 1.PRECONDITIONING

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

#### **TESTING CONDITION:**

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

>> GO TO 2.

# 2.PERFORM DTC CONFIRMATION PROCEDURE

- 1. Start engine and let it idle for 1 second.
- Check DTC.

### Is DTC detected?

YES >> Go to ECM-458, "Diagnosis Procedure".

NO >> INSPECTION END

# Diagnosis Procedure

INFOID:0000000001180322

# 1. CHECK GROUND CONNECTION

- 1. Turn ignition switch OFF.
- Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

### Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

# 2.CHECK THROTTLE POSITION SENSOR 2 POWER SUPPLY CIRCUIT

- Disconnect electric throttle control actuator harness connector.
- 2. Turn ignition switch ON.

### P0122, P0123 TP SENSOR

### < COMPONENT DIAGNOSIS >

### [MR20DE (WITHOUT EURO-OBD)]

3. Check the voltage between electric throttle control actuator harness connector and ground.

Electric throttle	control actuator	Ground	Voltage
Connector	Terminal	Giodila	voitage
F29	1	Ground	Approx. 5V

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### Is the inspection result normal?

YES >> GO TO 3.

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

3.check throttle position sensor 2 ground circuit for open and short

- Turn ignition switch OFF.
- 2. Disconnect ECM harness connector.
- 3. Check the continuity between electric throttle control actuator harness connector and ECM harness connector.

Electric throttle control actuator		ECM		Continuity	
Connector	Terminal	Connector Terminal		Continuity	
F29	4	F8	36	Existed	

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

### Is the inspection result normal?

YES >> GO TO 4.

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

# 4.CHECK THROTTLE POSITION SENSOR 2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

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

Electric throttle control actuator		ECM		Continuity	
Connector	Terminal	Connector Terminal		Continuity	
F29	3	F8	34	Existed	

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

### Is the inspection result normal?

YES >> GO TO 5.

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

### CHECK THROTTLE POSITION SENSOR

Refer to ECM-460, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 7.

NO >> GO TO 6.

### **O.** REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

- 1. Replace electric throttle control actuator.
- 2. Go to ECM-460, "Special Repair Requirement".

### >> INSPECTION END

### 7. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

# Component Inspection

INFOID:0000000001180323

# 1. CHECK THROTTLE POSITION SENSOR

- 1. Turn ignition switch OFF.
- 2. Reconnect all harness connectors disconnected.
- 3. Perform ECM-362, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement".
- 4. Turn ignition switch ON.
- 5. Set shift lever to D (CVT) or 1st (M/T) position.
- 6. Check the voltage between ECM harness connector and ground.

ECM		Ground	Conc	Condition		
Connector	Terminal	Glound	Condition		Voltage	
	33			Fully released	More than 0.36V	
F8	(TP sensor 1 signal)  34 (TP sensor 2 signal)	Ground		Fully depressed	Less than 4.75V	
10				Fully released	Less than 4.75V	
				Fully depressed	More than 0.36V	

### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

# 2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

- 1. Replace electric throttle control actuator.
- 2. Go to ECM-460, "Special Repair Requirement".

>> INSPECTION END

# Special Repair Requirement

INFOID:0000000001180324

# 1. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to ECM-362, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement"

>> GO TO 2.

# 2.PERFORM IDLE AIR VOLUME LEARNING

Refer to ECM-362, "IDLE AIR VOLUME LEARNING: Special Repair Requirement"

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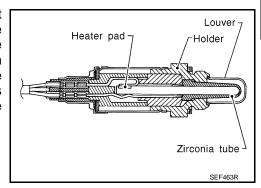
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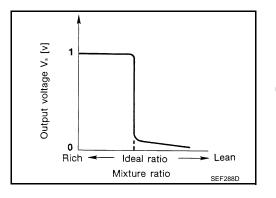
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### P0132 H02S1

Description INFOID:000000001180325

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.

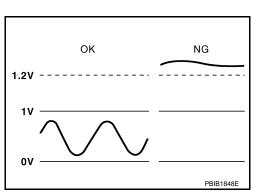




DTC Logic

### DTC DETECTION LOGIC

To judge the malfunction, the diagnosis checks that the heated oxygen sensor 1 is not inordinately high.



DTC No.	Trouble diagnosis name	DTC detecting condition	Possible Cause
P0132	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

# 1.PRECONDITIONING

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

>> GO TO 2.

# 2.perform dtc confirmation procedure

- 1. Start engine and warm it up to normal operating temperature.
- 2. Turn ignition switch OFF and wait at least 10 seconds.
- Restart engine and let it idle for 2 minutes.
- 4. Check 1st trip DTC.

### Is 1st trip DTC is detected?

YES >> Go to ECM-462, "Diagnosis Procedure".

NO >> INSPECTION END

# Diagnosis Procedure

INFOID:0000000001180327

# 1. CHECK GROUND CONNECTION

- 1. Turn ignition switch OFF.
- 2. Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

### Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

# 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.
- Disconnect ECM harness connector.
- 3. Check harness continuity between HO2S1 harness connector and ECM harness connector.

НО	2S1	E	Continuity	
Connector	Connector Terminal		Connector Terminal	
F30	1	F8	56	existed

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

### Is the inspection result normal?

YES >> GO TO 4.

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

### f 4.CHECK HO2S1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check harness continuity between HO2S1 harness connector and ECM harness connector.

НО	2S1	E	Continuity	
Connector	Connector Terminal		Connector Terminal	
F30	4	F8	49	existed

Check harness continuity between HO2S1 harness connector or ECM harness connector and ground.

НО	2S1	E	CM	Ground	Continuity
Connector	Terminal	Connector Terminal		Ground	Continuity
F30	4	F8	49	Ground	Not existed

Also check harness for short to power.

### Is the inspection result normal?

YES >> GO TO 5.

**CAUTION:** 

NO >> Repair open circuit or short to ground or short to power in harness or connectors. Α  ${f 5}.$ CHECK HO2S1 CONNECTOR FOR WATER Check heated oxygen sensor 1 connector for water. Is the inspection result normal? **ECM** YES >> GO TO 6. NO >> Repair or replace harness or connectors. 6.CHECK HEATED OXYGEN SENSOR 1 Refer to ECM-134, "Component Inspection". Is the inspection result normal? D YES >> GO TO 7. NO >> Replace heated oxygen sensor 1. 7. CHECK INTERMITTENT INCIDENT Refer to GI-39, "Intermittent Incident". >> INSPECTION END Component Inspection INFOID:0000000001180328 1. INSPECTION START Do you have CONSULT-III? Do you have CONSULT-III? Н >> GO TO 2. YES NO >> GO TO 3. 2.CHECK HEATED OXYGEN SENSOR 1  $\,$ (P) With CONSULT-III 1. Start engine and warm it up to normal operating temperature. Set "POST TRIGGER" to 100% in "DATA MONITOR" mode with CONSULT-III. Select "HO2S1 (B1)" and "HO2S1 MNTR (B1)". Hold engine speed at 2,000 rpm under no load during the following steps. Touch "RECORD" on CONSULT-III screen. K 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 in the figure. cycle 1 2 3 4 5 "HO2S1 (B1)" voltage goes above 0.6V at least once. HO2S1 MNTR (B1) R-L-R-L-R-L-R-L-R "HO2S1 (B1)" voltage goes below 0.3V at least once. R means HO2S1 MNTR (B1) indicates RICH "HO2S1 (B1)" voltage never exceeds 1.0V. L means HO2S1 MNTR (B1) indicates LEAN Ν SEF217YA (V) 1.28 Maximum Maximum voltage should be over 0.6V at least one time. Р 0.64 Minimum voltage should be below 0.3V at least one time.

, Minimum

- 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 and approved anti-seize lubricant.

### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 3.

# 3.CHECK HEATED OXYGEN SENSOR 1

### 

- 1. Start engine and warm it up to normal operating temperature.
- 2. Check the voltage between ECM harness connector and ground under the following condition.

E	ECM		Condition	Voltago	
Connector	Terminal	ground	Condition	Voltage	
F8	49 (HO2S1 signal)	Ground	Engine speed held at 2,000 rpm constant under no load.	<ul> <li>The voltage fluctuates between 0 to 0.3V and 0.6 to 1.0V more than 5 times within 10 seconds.</li> <li>The maximum voltage is over 0.6V at least 1 time.</li> <li>The minimum voltage is below 0.3V at least 1 time.</li> <li>The voltage never exceeds 1.0V.</li> <li>1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V</li> <li>2 times: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V</li> </ul>	

### **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 and approved anti-seize lubricant.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 4

4. REPLACE HEATED OXYGEN SENSOR 1

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 and approved anti-seize lubricant.

>> INSPECTION END

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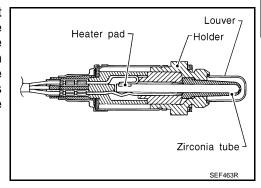
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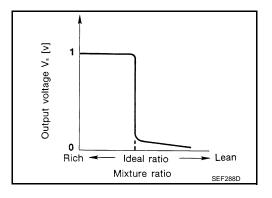
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### P0134 H02S1

Description INFOID:0000000001180329

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.

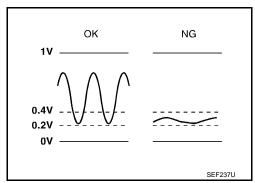




DTC Logic

### DTC DETECTION LOGIC

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.	<ul> <li>Harness or connectors (The sensor circuit is open or shorted.)</li> <li>Heated oxygen sensor 1</li> </ul>

### DTC CONFIRMATION PROCEDURE

### 1.PRECONDITIONING

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

### **TESTING CONDITION:**

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.

Do you have CONSULT-III?

### < COMPONENT DIAGNOSIS >

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

# 2.PERFORM DTC CONFIRMATION PROCEDURE-I

### (P)With CONSULT-III

- 1. Start engine and warm it up to normal operating temperature.
- Select "MANU TRIG" in "DATA MONITOR" mode with CONSULT-III, and select "HO2S1 (B1)".
- 3. Hold engine speed at 2,000 rpm under no load.
- Make sure that the indications do not remain in the range between 0.2V to 0.4V.

### Is the inspection result normal?

YES >> INSPECTION END.

NO >> Go to ECM-137, "Diagnosis Procedure".

# 3.perform component function check

### **Without CONSULT-III**

- 1. Start engine and warm it up to normal operating temperature.
- 2. Set volmeter probes between ECM harness connector and ground.

ECM		Ground	Condition	Voltage	
Connector	Terminal	Oround	Condition	voltage	
F8	49 (HO2S1 signal)	Ground	Engine speed held at 2,000 rpm constant under no load.	The voltage dose not remain in the range of 0.2 to 0.4.	

#### Is the inspection result normal?

YES >> INSPECTION END.

NO >> Go to ECM-137, "Diagnosis Procedure".

# Diagnosis Procedure

INFOID:0000000001180331

# 1. CHECK GROUND CONNECTION

- 1. Turn ignition switch OFF.
- 2. Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

### Is the inspection result normal?

YES >> GO TO 2

NO >> Repair or replace ground connection.

# 2.CHECK HO2S1 GROUND CIRCUIT FOR OPEN AND SHORT

- 1. Disconnect heated oxygen sensor 1 harness connector.
- 2. Disconnect ECM harness connector.
- Check harness continuity between ECM harness connector and HO2S1 harness connector.

НО	2S1	E	Continuity	
Connector	Connector Terminal		Connector Terminal	
F30	1	F8	56	Existed

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

### Is the inspection result normal?

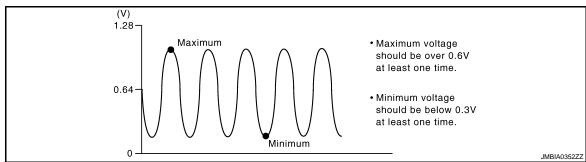
YES >> GO TO 3.

NO >> Repair open circuit 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 harness connector and ECM harness connector.

HO2S1		ECM Continuity		0		
Connector	Terminal	Conne	ector Te	rminal	Continuity	
F30	4	F8	3	49	Existed	
. Check ha	arness cont	inuity betwe	en ECM ha	arness conn	ector or HC	2S1 harness connector and ground.
	<u> </u>					_
HO2			CM Tarminal	Ground	Continuity	
Connector F30	Terminal 4	Connector F8	Terminal 49	Ground	Not existed	_
	ck harness			Ground	140t CAIStCC	_
	tion result n		porron.			
_	30 TO 4.					
				ind or short	to power in	harness or connectors.
	IEATED OX					
· ·	<u>/I-144, "Com</u> tion result n	-	pection".			
•	<u>iion resuit n</u> 30 TO 5.	<u>omiai?</u>				
	Replace hea	ated oxygen	sensor 1.			
.CHECK IN	NTERMITTE	ENT INCIDE	ENT			
efer to GI-3	9, "Intermitt	tent Inciden	<u>t"</u> .			
>> I	NSPECTIO	N END				
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### **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 and approved anti-seize lubricant.

### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 3.

# 3.CHECK HEATED OXYGEN SENSOR 1

### Without CONSULT-III

- 1. Start engine and warm it up to normal operating temperature.
- 2. Check the voltage between ECM harness connector and ground under the following condition.

E	ECM		Condition	Voltage	
Connector	Terminal	ground	Condition	Voltage	
F8	49 (HO2S1 signal)	Ground	Engine speed held at 2,000 rpm constant under no load.	<ul> <li>The voltage fluctuates between 0 to 0.3V and 0.6 to 1.0V more than 5 times within 10 seconds.</li> <li>The maximum voltage is over 0.6V at least 1 time.</li> <li>The minimum voltage is below 0.3V at least 1 time.</li> <li>The voltage never exceeds 1.0V.</li> <li>1 time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V</li> <li>2 times: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V → 0.6 - 1.0V</li> <li>→ 0 - 0.3V</li> </ul>	

#### **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 and approved anti-seize lubricant.

### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 4

# f 4.REPLACE HEATED OXYGEN SENSOR 1

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 and approved anti-seize lubricant.

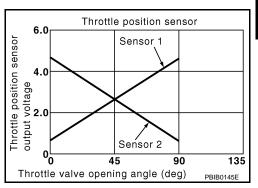
>> INSPECTION END

## P0222, P0223 TP SENSOR

Description INFOID:0000000001180333

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.



DTC Logic INFOID:000000001180334

### DTC DETECTION LOGIC

#### NOTE:

If DTC P0222 or P0223 is displayed with DTC P1229, first perform the trouble diagnosis for DTC P1229. Refer to <a href="ECM-249">ECM-249</a>, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0222	Throttle position sensor 1 circuit low input	An excessively low voltage from the TP sensor 1 is sent to ECM.	Harness or connectors     (TP sensor 1 circuit is open or shorted.)
P0223	Throttle position sensor 1 circuit high input	An excessively high voltage from the TP sensor 1 is sent to ECM.	Electric throttle control actuator (TP sensor 1)

#### DTC CONFIRMATION PROCEDURE

### 1.PRECONDITIONING

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

### **TESTING CONDITION:**

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

>> GO TO 2.

## 2. PERFORM DTC CONFIRMATION PROCEDURE

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

### Is DTC detected?

YES >> Go to ECM-469, "Diagnosis Procedure".

NO >> INSPECTION END

## Diagnosis Procedure

## 1. CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

### Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

## 2. CHECK THROTTLE POSITION SENSOR 1 POWER SUPPLY CIRCUIT

- 1. Disconnect electric throttle control actuator harness connector.
- Turn ignition switch ON.

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#### < COMPONENT DIAGNOSIS >

Check the voltage between electric throttle control actuator harness connector and ground.

Electric throttle c	Ground	Voltage	
Connector Terminal		Giodila	vollage
F29	1	Ground	Approx. 5V

### Is the inspection result normal?

YES >> GO TO 3.

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

## 3.check throttle position sensor 1 ground circuit for open and short

- Turn ignition switch OFF.
- Disconnect ECM harness connector.
- Check the continuity between electric throttle control actuator harness connector and ECM harness connector.

Electric throttle of	control actuator	EC	CM	Continuity
Connector	Terminal	Connector Terminal		Continuity
F29	4	F8	36	Existed

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

### Is the inspection result normal?

YES >> GO TO 4.

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

## 4.CHECK THROTTLE POSITION SENSOR 1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

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

Electric throttle c	ontrol actuator	EC	CM	Continuity
Connector	Terminal	Connector Terminal		Continuity
F29	2	F8	33	Existed

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

### Is the inspection result normal?

YES >> GO TO 5.

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

### ${f 5.}$ CHECK THROTTLE POSITION SENSOR

Refer to ECM-471, "Component Inspection".

### Is the inspection result normal?

YES >> GO TO 7.

NO >> GO TO 6.

### 6. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

- 1. Replace electric throttle control actuator.
- 2. Go to ECM-471, "Special Repair Requirement".

#### >> INSPECTION END

### 7. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

### **P0222, P0223 TP SENSOR**

### < COMPONENT DIAGNOSIS >

### [MR20DE (WITHOUT EURO-OBD)]

## Component Inspection

INFOID:0000000001180336

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# 1. CHECK THROTTLE POSITION SENSOR

- 1. Turn ignition switch OFF.
- 2. Reconnect all harness connectors disconnected.
- 3. Perform ECM-19, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement".
- 4. Turn ignition switch ON.
- 5. Set shift lever to D (CVT) or 1st (M/T) position.
- 6. Check the voltage between ECM harness connector and ground.

ECM		Ground	Condition		Voltage
Connector	Terminal	Orodria	Condition		voltage
	33			Fully released	More than 0.36V
F8	(TP sensor 1 signal)	Ground	Accelerator pedal	Fully depressed	Less than 4.75V
10	34			Fully released	Less than 4.75V
	(TP sensor 2 signal)			Fully depressed	More than 0.36V

### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

## 2.replace electric throttle control actuator

- 1. Replace electric throttle control actuator.
- Go to <u>ECM-471</u>, "Special Repair Requirement".

>> INSPECTION END

## Special Repair Requirement

INFOID:0000000001180337

## 1. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to ECM-362, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement"

>> GO TO 2.

## 2.PERFORM IDLE AIR VOLUME LEARNING

Refer to ECM-362, "IDLE AIR VOLUME LEARNING: Special Repair Requirement"

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## P0327, P0328 KS

**Description** 

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

DTC Logic

#### DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detected condition	Possible cause
P0327	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.)
P0328	Knock sensor circuit high input	An excessively high voltage from the sensor is sent to ECM.	Knock sensor

### DTC CONFIRMATION PROCEDURE

### 1.PRECONDITIONING

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

#### **TESTING CONDITION:**

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

>> GO TO 2.

## 2.PERFORM DTC CONFIRMATION PROCEDURE

- 1. Start engine and run it for at least 5 seconds at idle speed.
- 2. Check 1st trip DTC.

#### Is 1st trip DTC detected?

YES >> Go to ECM-472, "Diagnosis Procedure".

NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000001180340

## CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

#### Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

## 2.CHECK KNOCK SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

- 1. Disconnect knock sensor harness connector and disconnect ECM harness connector.
- Check the continuity between knock sensor harness connector and ECM harness connector.

Knock sensor		ECM		Continuity
Connector	Terminal	Connector	Terminal	Continuity
F12	2	F8	40	Existed

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

### Is the inspection result normal?

YES >> GO TO 3.

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

### [MR20DE (WITHOUT EURO-OBD)]

# $3. \mathsf{CHECK}$ KNOCK SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

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

Knock sensor		ECM		Continuity
Connector	Terminal	Connector Terminal		Continuity
F12	1	F8	37	Existed

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

### Is the inspection result normal?

YES >> GO TO 4.

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

### 4. CHECK KNOCK SENSOR

Refer to ECM-473, "Component Inspection".

### Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace knock sensor.

### 5. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

#### >> INSPECTION END

### Component Inspection

## 1. CHECK KNOCK SENSOR

- Turn ignition switch OFF.
- 2. Disconnect knock sensor harness connector.
- 3. Check resistance between knock sensor terminals as follows.

#### NOTE:

It is necessary to use an ohmmeter which can measure more than 10  $\text{M}\Omega.$ 

Terminals	Resistance [at 20°C (68°F)]
1 and 2	Approx. 532 - 588 kΩ

#### **CAUTION:**

Do not use any knock sensors that have been dropped or physically damaged. Use only new ones.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace knock sensor.

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## P0335 CKP SENSOR (POS)

Description INFOID:000000001180342

The crankshaft position sensor (POS) is located on the oil pan facing the gear teeth (cogs) of the signal plate. It detects the fluctuation of the engine revolution.

The sensor consists of a permanent magnet and Hall IC.

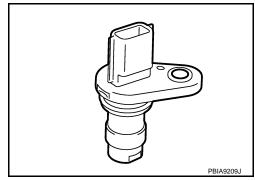
When the engine is running, the high and low parts of the teeth cause the gap with the sensor to change.

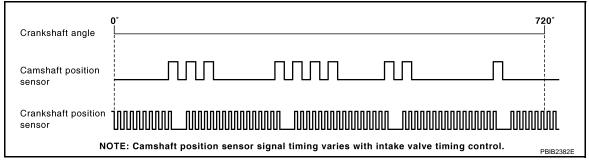
The changing gap causes the magnetic field near the sensor to change.

Due to the changing magnetic field, the voltage from the sensor changes.

The ECM receives the voltage signal and detects the fluctuation of the engine revolution.

ECM receives the signals as shown in the figure.





DTC Logic

### DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0335	Crankshaft position sensor (POS) circuit	<ul> <li>The crankshaft position sensor (POS) signal is not detected by the ECM during the first few seconds of engine cranking.</li> <li>The proper pulse signal from the crankshaft position sensor (POS) is not sent to ECM while the engine is running.</li> <li>The crankshaft position sensor (POS) signal is not in the normal pattern during engine running.</li> </ul>	Harness or connectors [Crankshaft position sensor (POS) circuit is open or shorted.] (Refrigerant pressure sensor circuit is shorted.) (Accelerator pedal position sensor circuit is shorted.)      Crankshaft position sensor (POS)     Refrigerant pressure sensor     Accelerator pedal position sensor     Signal plate

### DTC CONFIRMATION PROCEDURE

### 1.PRECONDITIONING

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

#### **TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 10.5V with ignition switch ON.

>> GO TO 2.

## 2.PERFORM DTC CONFIRMATION PROCEDURE

- Start engine and let it idle for at least 5 seconds.
   If engine does not start, crank engine for at least 2 seconds.
- 2. Check 1st trip DTC.

## P0335 CKP SENSOR (POS)

#### < COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

### Is 1st trip DTC detected?

YES >> Go to ECM-475, "Diagnosis Procedure".

NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000001180344

## 1. CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

### Is the inspection result normal?

>> GO TO 2. YES

NO >> Repair or replace ground connection.

## 2.CHECK CRANKSHAFT POSITION (CKP) SENSOR (POS) POWER SUPPLY CIRCUIT-I

- Disconnect crankshaft position (CKP) sensor (POS) harness connector.
- 2. Turn ignition switch ON.
- Check the voltage between CKP sensor (POS) harness connector and ground.

CKP sen	sor (POS)	Ground	Voltage
Connector Terminal		Ground	voltage
F20	1	Ground	Approx. 5V

### Is the inspection result normal?

YES >> GO TO 8.

NO >> GO TO 3.

## 3.check crankshaft position (ckp) sensor (pos) power supply circuit-ii

- Turn ignition switch OFF.
- 2. Disconnect ECM harness connector.
- Check the continuity between CKP sensor (POS) harness connector and ECM harness connector.

CKP sensor (POS)		ECM		Continuity
Connector	Terminal	Connector	Terminal	Continuity
F20	1	F8	75	Existed

### Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair open circuit.

## f 4.CHECK CRANKSHAFT POSITION (CKP) SENSOR (POS) POWER SUPPLY CIRCUIT-III

Check harness for short to power and short to ground, between the following terminals.

ECM		Sensor			
Connector	Terminal	Name	Connector	Terminal	
74 F8		Refrigerant pressure sensor	E49	3	
10	75	CKP sensor (POS)	F20	1	
E16	102	APP sensor	E110	5	

### Is the inspection result normal?

YES >> GO TO 5.

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

### CHECK COMPONENTS

Check the following.

Refrigerant pressure sensor (Refer to <u>ECM-307</u>, "<u>Diagnosis Procedure</u>".)

Is the inspection result normal?

**ECM-475** 

**ECM** 

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### < COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

YES >> GO TO 6.

NO >> Replace malfunctioning components.

## 6. CHECK APP SENSOR

Refer to ECM-533, "Component Inspection".

### Is the inspection result normal?

YES >> GO TO 12.

NO >> GO TO 7.

## 7.REPLACE ACCELERATOR PEDAL ASSEMBLY

- 1. Replace accelerator pedal assembly.
- 2. Go to ECM-534, "Special Repair Requirement".

#### >> INSPECTION END

## 8.CHECK CKP SENSOR (POS) GROUND CIRCUIT FOR OPEN AND SHORT

- 1. Turn ignition switch OFF.
- 2. Check the continuity between CKP sensor (POS) harness connector and ECM harness connector.

CKP sens	sor (POS)	EC	CM	Continuity
Connector Terminal		Connector	Terminal	Continuity
F20	2	F8	62	Existed

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

### Is the inspection result normal?

YES >> GO TO 9.

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

### 9.CHECK CKP SENSOR (POS) INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

- 1. Disconnect ECM harness connector.
- 2. Check the continuity between CKP sensor (POS) harness connector and ECM harness connector.

•	CKP sens	or (POS)	E	CM	Continuity
	Connector Terminal		Connector	Terminal	Continuity
	F20	3	F8	61	Existed

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

#### Is the inspection result normal?

YES >> GO TO 10.

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

## 10. CHECK CRANKSHAFT POSITION SENSOR (POS)

### Refer to ECM-477, "Component Inspection".

### Is the inspection result normal?

YES >> GO TO 11.

NO >> Replace crankshaft position sensor (POS).

## 11. CHECK GEAR TOOTH

Visually check for chipping signal plate gear tooth.

#### Is the inspection result normal?

YES >> GO TO 12.

NO >> Replace the signal plate.

## 12. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

## P0335 CKP SENSOR (POS)

### < COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

### >> INSPECTION END

## Component Inspection

INFOID:0000000001180345

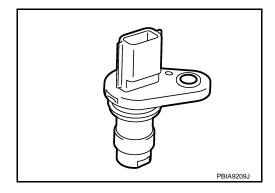
# 1.CHECK CRANKSHAFT POSITION SENSOR (POS)-I

- 1. Turn ignition switch OFF.
- 2. Loosen the fixing bolt of the sensor.
- 3. Disconnect crankshaft position sensor (POS) harness connector.
- 4. Remove the sensor.
- 5. Visually check the sensor for chipping.

### Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace crankshaft position sensor (POS).



# $2.\mathsf{CHECK}$ CRANKSHAFT POSITION SENSOR (POS)-II

Check resistance between crankshaft position sensor (POS) terminals as follows.

Terminals (Polarity)	Resistance [at 25°C (77°F)]
1 (+) - 2 (-)	
1 (+) - 3 (-)	Except 0 or $\infty \Omega$
2 (+) - 3 (-)	

### Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace crankshaft position sensor (POS).

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## P0340 CMP SENSOR (PHASE)

Description INFOID:000000001180346

The camshaft position sensor (PHASE) senses the retraction of camshaft (INT) to identify a particular cylinder. The camshaft position sensor (PHASE) senses the piston position.

When the crankshaft position sensor (POS) system becomes inoperative, the camshaft position sensor (PHASE) provides various controls of engine parts instead, utilizing timing of cylinder identification signals.

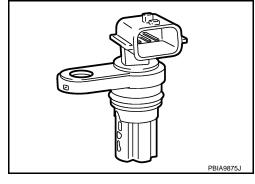
The sensor consists of a permanent magnet and Hall IC.

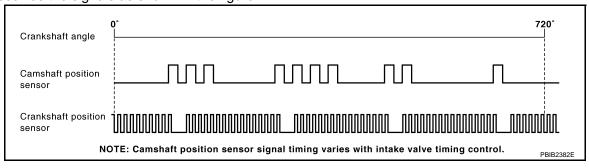
When engine is running, the high and low parts of the teeth cause the gap with the sensor to change.

The changing gap causes the magnetic field near the sensor to change.

Due to the changing magnetic field, the voltage from the sensor changes.

ECM receives the signals as shown in the figure.





DTC Logic

#### DTC DETECTION LOGIC

### NOTE:

If DTC P0340 is displayed with DTC P1129, first perform the trouble diagnosis for DTC P1129. Refer to ECM-507, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P0340	Camshaft position sensor (PHASE) circuit	<ul> <li>The cylinder No. signal is not sent to ECM for the first few seconds during engine cranking.</li> <li>The cylinder No. signal is not sent to ECM during engine running.</li> <li>The cylinder No. signal is not in the normal pattern during engine running.</li> </ul>	Harness or connectors     (The sensor circuit is open or shorted)     Camshaft position sensor (PHASE)     Camshaft (INT)     Starter motor     Starting system circuit     Dead (Weak) battery

#### DTC CONFIRMATION PROCEDURE

## 1.PRECONDITIONING

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

#### **TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 10.5V with ignition switch ON.

>> GO TO 2.

## 2.PERFORM DTC CONFIRMATION PROCEDURE-I

- Start engine and let it idle for at least 5 seconds.
   If engine does not start, crank engine for at least 2 seconds.
- 2. Check 1st trip DTC.

## P0340 CMP SENSOR (PHASE)

< COMPONENT DIAGNOSIS >	[MR20DE (WITHOUT EURO-OBD)]
Is 1st trip DTC detected?	
YES >> Go to ECM-479, "Diagnosis Procedure". NO >> GO TO 3.	A
3. PERFORM DTC CONFIRMATION PROCEDURE-I	
Maintaining engine speed at more than 800 rpm for at least 5	seconds
2. Check 1st trip DTC.	secolus.
Is 1st trip DTC detected?	C
YES >> Go to <u>ECM-479</u> , " <u>Diagnosis Procedure"</u> . NO >> INSPECTION END	
Diagnosis Procedure	INFOID:000000001180348
1.CHECK STARTING SYSTEM	
Turn ignition switch to START position.	E
Does the engine turn over? Does the starter motor operate?	
YES >> GO TO 2. NO >> Check starting system.	F
2.CHECK GROUND CONNECTION	
Turn ignition switch OFF.	
<ol> <li>Check ground connection E21 Refer to Ground Inspection in </li> </ol>	
Is the inspection result normal?	
YES >> GO TO 3.  NO >> Repair or replace ground connection.	Н
NO >> Repair or replace ground connection.  3.CHECK CAMSHAFT POSITION (CMP) SENSOR (PHASE) PC	WED SUDDIV CIDCUIT
<ol> <li>Disconnect camshaft position (CMP) sensor (PHASE) harness</li> <li>Turn ignition switch ON.</li> </ol>	s connector.
3. Check the voltage between CMP sensor (PHASE) harness co	onnector and ground.
OMB(BUAGE)	J
CMP sensor (PHASE) Connector   Terminal   Ground   Voltage	
F26 1 Ground Approx. 5V	K
Is the inspection result normal?	
YES >> GO TO 4.	L
NO >> Repair open circuit or short to ground or short to power	er in harness or connectors.
4. CHECK CMP SENSOR (PHASE) GROUND CIRCUIT FOR OP	
1. Turn ignition switch OFF.	M
2. Check the continuity between CMP sensor (PHASE) harness	connector and ECM harness connector.
CMP sensor (PHASE) ECM	N
Connector Terminal Connector Terminal	
F26 2 F8 63 Existed	0
3. Also check harness for short to power.	
Is the inspection result normal?	
YES >> GO TO 5.	P or in harnoss or connectors

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

# ${\bf 5.} \text{CHECK CMP SENSOR (PHASE) INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT}$

- Disconnect ECM harness connector.
- 2. Check the continuity between CMP sensor (PHASE) harness connector and ECM harness connector.

CMP senso	r (PHASE)	E	СМ	Continuity
Connector Terminal		Connector	Terminal	Continuity
F26	3	F8	65	Existed

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

### Is the inspection result normal?

YES >> GO TO 6.

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

### **6.**CHECK CAMSHAFT POSITION SENSOR (PHASE)

Refer to ECM-480, "Component Inspection".

### Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace camshaft position sensor (PHASE).

## 7.CHECK CAMSHAFT (INT)

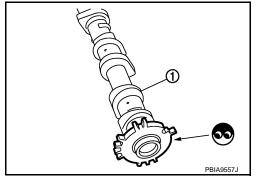
Check the following.

- · Accumulation of debris to the signal plate of camshaft (1) rear end
- Chipping signal plate of camshaft rear end

### Is the inspection result normal?

YES >> GO TO 8.

NO >> Remove debris and clean the signal plate of camshaft rear end or replace camshaft.



INFOID:0000000001180349

## 8. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

#### >> INSPECTION END

## Component Inspection

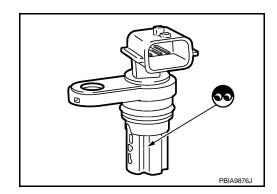
1.CHECK CAMSHAFT POSITION SENSOR (PHASE)-I

- Turn ignition switch OFF.
- 2. Loosen the fixing bolt of the sensor.
- 3. Disconnect camshaft position sensor (PHASE) harness connector.
- 4. Remove the sensor.
- 5. Visually check the sensor for chipping.

### Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace camshaft position sensor (PHASE).



## 2. CHECK CAMSHAFT POSITION SENSOR (PHASE)-II

Check resistance camshaft position sensor (PHASE) terminals as follows.



## P0340 CMP SENSOR (PHASE)

### < COMPONENT DIAGNOSIS >

## [MR20DE (WITHOUT EURO-OBD)]

Terminals (Polarity)	Resistance [at 25°C (77°F)]
1 (+) - 2 (-)	
1 (+) - 3 (-)	Except 0 or $\infty$ $\Omega$
2 (+) - 3 (-)	

### ECM

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### Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace camshaft position sensor (PHASE).

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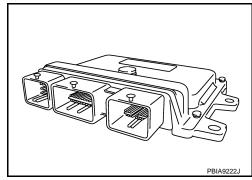
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### P0605 ECM

Description INFOID:000000001180350

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



DTC Logic

### DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition		Possible cause
	A)	ECM calculation function is malfunctioning.		
P0605	0605 Engine control module	dule B) ECM EEP-ROM syst	ECM EEP-ROM system is malfunctioning.	• ECM
	C)	ECM self shut-off function is malfunctioning.		

### DTC CONFIRMATION PROCEDURE

### 1.PRECONDITIONING

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

>> GO TO 2.

# 2.PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION A

- 1. Turn ignition switch ON.
- 2. Check 1st trip DTC.

### Is 1st trip DTC detected?

YES >> Go to ECM-483, "Diagnosis Procedure".

NO >> GO TO 3.

## 3.PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION B

- 1. Wait at least 1 second.
- 2. Turn ignition switch OFF, wait at least 10 seconds, and then turn ON.
- 3. Check 1st trip DTC.

### Is 1st trip DTC detected?

YES >> Go to ECM-483, "Diagnosis Procedure".

NO >> GO TO 4.

## f 4.PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION C

- Wait at least 1 second.
- 2. Turn ignition switch OFF, wait at least 10 seconds, and then turn ON.
- Repeat step 2 for 32 times.
- 4. Check 1st trip DTC.

### Is 1st trip DTC detected?

YES >> Go to ECM-483, "Diagnosis Procedure".

NO >> INSPECTION END

### [MR20DE (WITHOUT EURO-OBD)]

## Diagnosis Procedure

INFOID:0000000001180352

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## 1. INSPECTION START

Tandi Editor divirti	
®With CONSULT-III	FOM
1. Turn ignition switch ON.	ECM
2. Select "SELF-DIAG RESULTS" mode with CONSULT-III.	
3. Touch "ERASE".	
4. Perform DTC CONFIRMATION PROCEDURE.	С
See ECM-482, "DTC Logic".	
®Without CONSULT-III	
1. Turn ignition switch ON.	D
2 Frase the diagnostic Test Mode II (Self-diagnostic results) memory	D

- 2. Erase the diagnostic Test Mode II (Self-diagnostic results) memory.
- 3. Perform DTC CONFIRMATION PROCEDURE.

See ECM-482, "DTC Logic".

### Is the 1st trip DTC P0605 displayed again?

YES >> GO TO 2.

NO >> INSPECTION END

## 2.REPLACE ECM

- 1. Replace ECM.
- 2. Go to ECM-360, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Special Repair Requirement".

>> INSPECTION END

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### P1111 IVT CONTROL SOLENOID VALVE

Description INFOID:000000001180353

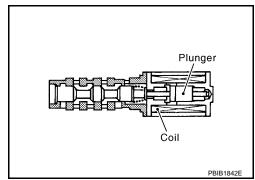
Intake valve timing control solenoid valve is activated by ON/OFF pulse duty (ratio) signals from the ECM.

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

The longer pulse width advances valve angle.

The shorter pulse width retards valve angle.

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



### **DTC** Logic

#### INFOID:0000000001180354

### DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1111	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

## 1.PRECONDITIONING

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

>> GO TO2.

## 2. PERFORM DTC CONFIRMATION PROCEDURE

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

#### Is 1st trip DTC detected?

YES >> Go to ECM-484, "Diagnosis Procedure".

NO >> INSPECTION END

## **Diagnosis Procedure**

INFOID:0000000001180355

## 1.check intake valve timing control solenoid valve power supply circuit

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

IVT control s	olenoid valve	Ground	Voltage	
Connector	Terminal			
F41	2	Ground	Battery voltage	

#### Is the inspection result normal?

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

2.DETECT MALFUNCTION PART

### P1111 IVT CONTROL SOLENOID VALVE

### < COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

Check the following.

- Harness connectors E7, F121
- Harness for open or short between intake valve timing control solenoid valve and IPDM E/R

**ECM** 

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>> Repair or replace h	narness or connectors.
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## 3.CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

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

IVT control solenoid valve		ECM		Continuity
Connector	Terminal	Connector	Terminal	Continuity
F41	1	F8	73	Existed

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

### Is the inspection result normal?

YES >> GO TO 4.

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

### f 4.CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE

Refer to ECM-485, "Component Inspection".

### Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace intake valve timing control solenoid valve.

### 5. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

## Component Inspection

INFOID:0000000001180356

## ${f 1}$ .CHECK INTAKE VALVE TIMING CONTROL SOLENOID VALVE-I

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

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Terminals	Resistance [at 20°C (68°F)]
1 and 2	6.7 - 7.7 Ω
1 or 2 and ground	$\stackrel{\scriptstyle \infty}{}_{\Omega}$ (Continuity should not exist)

Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace intake valve timing control solenoid valve.

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

Remove intake valve timing control solenoid valve.

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### P1111 IVT CONTROL SOLENOID VALVE

### < COMPONENT DIAGNOSIS >

### [MR20DE (WITHOUT EURO-OBD)]

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

### **CAUTION:**

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

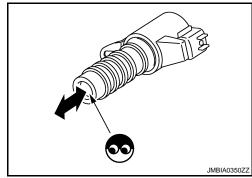
NOTE:

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

### Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace intake valve timing control solenoid valve.



### P1121 ELECTRIC THROTTLE CONTROL ACTUATOR

< COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

## P1121 ELECTRIC THROTTLE CONTROL ACTUATOR

Description INFOID:0000000001180357

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.

DTC Logic INFOID:0000000001180358

#### DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition		Possible cause
	Electric throttle control	A)	Electric throttle control actuator does not function properly due to the return spring malfunction.	
P1121	actuator	B)	Throttle valve opening angle in fail-safe mode is not in specified range.	Electric throttle control actuator
		C)	ECM detect the throttle valve is stuck open.	

#### DTC CONFIRMATION PROCEDURE

### 1.PRECONDITIONING

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

>> GO TO 2.

## 2.perform dtc confirmation procedure for malfunction a and b

- Turn ignition switch ON and wait at least 1 second.
- 2. Set shift lever to D (CVT) or 1st (M/T) position and wait at least 3 seconds.
- Set shift lever to P (CVT) or Neutral (M/T) position.
- Turn ignition switch OFF and wait at least 10 seconds.
- 5. Turn ignition switch ON and wait at least 1 second.
- 6. Set shift lever to D (CVT) or 1st (M/T) position and wait at least 3 seconds.
- Set shift lever to P (CVT) or Neutral (M/T) position.
- Turn ignition switch OFF, wait at least 10 seconds, and then turn ON.
- Check DTC.

### Is DTC detected?

YES >> Go to ECM-487, "Diagnosis Procedure".

NO >> GO TO 3.

## 3.perform dtc confirmation procedure for malfunction ${ t c}$

- Turn ignition switch ON and wait at least 1 second.
- 2. Set shift lever to D (CVT) or 1st (M/T) position and wait at least 3 seconds.
- Set shift lever to N, P (CVT) or Neutral (M/T) position.
- 4. Start engine and let it idle for 3 seconds.
- 5. Check DTC.

### Is DTC detected?

YES >> Go to ECM-487, "Diagnosis Procedure".

NO >> INSPECTION END

## Diagnosis Procedure

1. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

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INFOID:0000000001180359

## P1121 ELECTRIC THROTTLE CONTROL ACTUATOR

### < COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

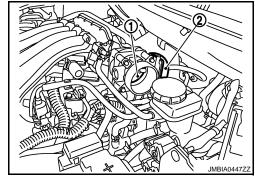
- 1. Turn ignition switch OFF.
- 2. Remove the intake air duct.
- 3. Check if foreign matter is caught between the throttle valve (1) and the housing.
  - 2. Electric throttle control actuator

#### Is the inspection result normal?

YES >> GO TO 2.

NO >> Rei

>> Remove the foreign matter and clean the electric throttle control actuator inside.



## 2.REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

- 1. Replace electric throttle control actuator.
- 2. Go to ECM-488, "Special Repair Requirement".

>> INSPECTION END

## Special Repair Requirement

INFOID:0000000001180360

## 1. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to ECM-19, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement".

>> GO TO 2.

## 2. PERFORM IDLE AIR VOLUME LEARNING

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

>> END

< COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

### P1122 ELECTRIC THROTTLE CONTROL FUNCTION

Description INFOID:0000000001180361

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

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

The current opening angle of the throttle valve is detected by the throttle position sensor and it provides feedback to the ECM to control the throttle control motor to make the throttle valve opening angle properly in response to driving condition.

DTC Logic INFOID:0000000001180362

### DTC DETECTION LOGIC

NOTE:

If DTC P1122 is displayed with DTC P1121 or P1126, first perform the trouble diagnosis for DTC P1121 or P1126. Refer to ECM-493, "DTC Logic" or ECM-487, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1122	Electric throttle control performance	Electric throttle control function does not operate properly.	Harness or connectors     (Throttle control motor circuit is open or shorted)     Electric throttle control actuator

#### DTC CONFIRMATION PROCEDURE

### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always 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.

>> GO TO 2.

## 2.PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON and wait at least 2 seconds.
- Start engine and let it idle for 5 seconds. 2.
- Check DTC.

#### Is DTC detected?

YES >> Go to ECM-489, "Diagnosis Procedure".

>> INSPECTION END NO

### Diagnosis Procedure

## 1. CHECK GROUND CONNECTION

Turn ignition switch OFF.

Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

### Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

## 2.CHECK THROTTLE CONTROL MOTOR RELAY INPUT SIGNAL CIRCUIT-I

Check the voltage between ECM harness connector and ground.

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**ECM-489** 

[MR20DE (WITHOUT EURO-OBD)]

### < COMPONENT DIAGNOSIS >

EC	М	Ground	Condition	Voltage	
Connector	Terminal	Olodila	Condition	vollage	
F7	2	Ground	Ignition switch OFF	Approx. 0V	
	2	Olodila	Ignition switch ON	Battery voltage	

#### Is the inspection result normal?

YES >> GO TO 10. NO >> GO TO 3.

## 3.check throttle control motor relay input signal circuit-i

1. Check the voltage between ECM harness connector and ground.

ECM		Ground	Voltage	
Connector	Terminal	Ground	voilage	
F7	15	Ground	Battery voltage	

### Is the inspection result normal?

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

## 4. CHECK THROTTLE CONTROL MOTOR RELAY POWER SUPPLY CIRCUIT

- Disconnect ECM harness connector.
- 2. Disconnect IPDM E/R harness connector E12.
- 3. Check the continuity between ECM harness connector and IPDM E/R harness connector.

IPDM E/R		ECM		Continuity
Connector	Terminal	Connector	Terminal	Continuity
E12	25	F7	15	Existed

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

### Is the inspection result normal?

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

## DETECT MALFUNCTIONING PART

### Check the following.

- Harness connectors E7, F121
- Harness for open or short between ECM and IPDM E/R

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

### 6.CHECK FUSE

- 1. Disconnect 15A fuse (No. 51) from IPDM E/R.
- 2. Check 15A fuse for blown.

### Is the inspection result normal?

YES >> GO TO 9.

NO >> Replace 15A fuse.

## 7.CHECK THROTTLE CONTROL MOTOR RELAY INPUT SIGNAL CIRCUIT-II

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

IPDM E/R		ECM		Continuity
Connector	Terminal	Connector	Terminal	Continuity
E12	32	F7	2	Existed

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

#### < COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

Is the inspection result normal?

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

## 8.DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E7, F121
- Harness for open or short between ECM and IPDM E/R

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

## 9. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

### Is the inspection result normal?

YES >> Replace IPDM E/R.

NO >> Repair or replace harness or connectors.

## 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. Disconnect ECM harness connector.
- 4. Check the continuity between electric throttle control actuator harness connector and ECM harness connector.

Electric throttle control actuator		ECM		Continuity	
Connector	Terminal	Connector	Terminal	Continuity	
	5	5 F7	1	Not existed	
F20	Э		4	Existed	
129	F29 6	6	1 7	1	Existed
			4	Not existed	

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

#### Is the inspection result normal?

YES >> GO TO 11.

NO >> Repair or replace.

## 11. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

- 1. Remove the intake air duct.
- 2. Check if foreign matter is caught between the throttle valve (1) and the housing.
  - 2. Electric throttle control actuator

#### Is the inspection result normal?

YES >> GO TO 12.

NO >> Remove the foreign matter and clean the electric throttle control actuator inside.

## 12. CHECK THROTTLE CONTROL MOTOR

Refer to ECM-209, "Component Inspection".

#### Is the inspection result normal?

YES >> GO TO 13. NO >> GO TO 14.

13. CHECK INTERMITTENT INCIDENT

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### < COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

Refer to GI-39, "Intermittent Incident".

Is the inspection result normal?

YES >> GO TO 14.

NO >> Repair or replace harness or connectors.

## 14. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

- Replace malfunction electric throttle control actuator.
- 2. Go to ECM-209, "Special Repair Requirement".

#### >> INSPECTION END

## Component Inspection

INFOID:0000000001180364

## 1. CHECK THROTTLE CONTROL MOTOR

- 1. Disconnect electric throttle control actuator harness connector.
- 2. Check resistance between electric throttle control actuator terminals as follows.

Terminals	Resistance
5 and 6	Approx. 1 - 15 Ω [at 25 °C (77°F)]

### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

## 2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

- 1. Replace electric throttle control actuator.
- 2. Go to ECM-492, "Special Repair Requirement".

>> INSPECTION END

## Special Repair Requirement

INFOID:0000000001180365

## 1. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to ECM-19, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement"

>> GO TO 2.

### 2.PERFORM IDLE AIR VOLUME LEARNING

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

>> END

### P1124, P1126 THROTTLE CONTROL MOTOR RELAY

< COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

## P1124, P1126 THROTTLE CONTROL MOTOR RELAY

Description INFOID:000000001180366

Power supply for the throttle control motor is provided to the ECM via throttle control motor relay. The throttle control motor relay is ON/OFF controlled by the ECM. When the ignition switch is turned ON, the ECM sends an ON signal to throttle control motor relay and battery voltage is provided to the ECM. When the ignition switch is turned OFF, the ECM sends an OFF signal to throttle control motor relay and battery voltage is not provided to the ECM.

DTC Logic

INFOID:0000000001180367

### DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1124	Throttle control motor relay circuit open	ECM detects a voltage of power source for throttle control motor is excessively low.	Harness or connectors     (Throttle control motor relay circuit is open)     Throttle control motor relay
P1126	Throttle control motor relay circuit short	ECM detect the throttle control motor relay is stuck ON.	Harness or connectors     (Throttle control motor relay circuit is shorted)     Throttle control motor relay

### DTC CONFIRMATION PROCEDURE

### 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always 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 8V.

#### Witch DTC is detected?

P1126 >> GO TO 2.

P1124 >> GO TO 3.

## 2.perform dtc confirmation procedure for dtc p1126

- 1. Turn ignition switch ON and wait at least 2 seconds.
- 2. Start engine and let it idle for 5 seconds.
- Check DTC.

### Is DTC detected?

YES >> Go to ECM-493, "Diagnosis Procedure".

NO >> INSPECTION END

## 3.PERFORM DTC CONFIRMATION PROCEDURE FOR DTC P1124

- 1. Turn ignition switch ON and wait at least 1 second.
- 2. Check DTC.

### Is DTC detected?

YES >> Go to ECM-493, "Diagnosis Procedure".

NO >> INSPECTION END

## Diagnosis Procedure

## 1. CHECK THROTTLE CONTROL MOTOR RELAY INPUT SIGNAL CIRCUIT-I

1. Check the voltage between ECM harness connector and ground.

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INFOID:0000000001180368

### P1124, P1126 THROTTLE CONTROL MOTOR RELAY

[MR20DE (WITHOUT EURO-OBD)]

### < COMPONENT DIAGNOSIS >

ECM		Ground	Voltage	
Connector Terminal		Ground		
F7	15	Ground	Battery voltage	

### Is the inspection result normal?

YES >> GO TO 5. NO >> GO TO 2.

## 2.CHECK THROTTLE CONTROL MOTOR RELAY POWER SUPPLY CIRCUIT

- 1. Disconnect ECM harness connector.
- Disconnect IPDM E/R harness connector E12.
- Check the continuity between ECM harness connector and IPDM E/R harness connector.

IPDM E/R		EC	Continuity	
Connector	Terminal	Connector Terminal		Continuity
E12	25	F7	15	Existed

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

### Is the inspection result normal?

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

## 3. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E7, F121
- Harness for open or short between ECM and IPDM E/R

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

## 4. CHECK FUSE

- 1. Disconnect 15A fuse (No. 51) from IPDM E/R.
- 2. Check 15A fuse for blown.

### Is the inspection result normal?

YES >> GO TO 8.

NO >> Replace 15A fuse.

## 5. CHECK THROTTLE CONTROL MOTOR RELAY INPUT SIGNAL CIRCUIT-I

1. Check the voltage between ECM harness connector and ground.

ECM		Ground	Condition	Voltage	
Connector	Terminal	Olodila	Condition	voltage	
F7	2 0	Ground	Ignition switch OFF	Approx. 0V	
17			Ignition switch ON	Battery voltage	

### Is the inspection result normal?

YES >> GO TO 8.

NO >> GO TO 6.

### 6.CHECK THROTTLE CONTROL MOTOR RELAY INPUT SIGNAL CIRCUIT-II

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

IPDM E/R		ECM		Continuity	
Connector	Terminal	Connector Terminal		Continuity	
E12	32	F7	2	Existed	

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

# P1124, P1126 THROTTLE CONTROL MOTOR RELAY

< COMPONENT DIAGNOSIS >	[MR20DE (WITHOUT EURO-OBD)]
Is the inspection result normal?	
YES >> GO TO 8.	A
NO >> GO TO 7.  7. DETECT MALFUNCTIONING PART	
	ECN
Check the following.  • Harness connectors E7, F121	
<ul> <li>Harness for open or short between ECM and IPDM E/R</li> </ul>	C
>> Repair open circuit or short to ground or short to po	ower in harness connectors.
8.CHECK INTERMITTENT INCIDENT	D
Refer to GI-39, "Intermittent Incident".	
Is the inspection result normal?  YES >> Replace IPDM E/R.	Е
NO >> Repair or replace harness or connectors.	
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### P1128 THROTTLE CONTROL MOTOR

Description INFOID:0000000001180369

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

The current opening angle of the throttle valve is detected by the throttle position sensor and it provides feedback to the ECM to control the throttle control motor to make the throttle valve opening angle properly in response to driving condition.

DTC Logic INFOID:0000000001180370

#### DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause	
P1128	Throttle control motor circuit short	ECM detects short in both circuits between ECM and throttle control motor.	Harness or connectors     (Throttle control motor circuit is shorted.)     Electric throttle control actuator     (Throttle control motor)	

### DTC CONFIRMATION PROCEDURE

### 1.PRECONDITIONING

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

>> GO TO 2.

## 2. PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON and wait at least 2 seconds.
- Start engine and let it idle for 5 seconds.
- Check DTC.

### Is DTC detected?

YES >> Go to ECM-496, "Diagnosis Procedure".

NO >> INSPECTION END

## Diagnosis Procedure

INFOID:0000000001180371

[MR20DE (WITHOUT EURO-OBD)]

## 1.CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection E9. Refer to Ground Inspection in GI-41, "Circuit Inspection".

### Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

### 2.CHECK THROTTLE CONTROL MOTOR OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

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

Electric throttle control actuator		ECM		Continuity	
Connector	Terminal	Connector	Terminal	Continuity	
F29	5	F7	1	Not existed	
	3		4	Existed	
	6		1	Existed	
			4	Not existed	

## **P1128 THROTTLE CONTROL MOTOR**

< COMPONENT DIAGNOSIS > [MR20DE (WITHOUT EURO-OBD)]	
4. Also check harness for short to ground and short to power.	
Is the inspection result normal?	Α
YES >> GO TO 3. NO >> Repair or replace.	
	ECM
Refer to ECM-497, "Component Inspection".	
Is the inspection result normal?	0
YES >> GO TO 4.	С
NO >> GO TO 5.	
4.CHECK INTERMITTENT INCIDENT	D
Refer to GI-39, "Intermittent Incident".	
Is the inspection result normal?	Е
YES >> GO TO 5.  NO >> Repair or replace harness or connectors.	
5. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR	_
Replace electric throttle control actuator.	F
Go to ECM-497, "Special Repair Requirement".	
	G
>> INSPECTION END	
Component Inspection	Н
1.check throttle control motor	
Disconnect electric throttle control actuator harness connector.	
<ol> <li>Check resistance between electric throttle control actuator terminals as follows.</li> </ol>	1
<del></del>	
Terminals Resistance	J
5 and 6   Approx. 1 - 15 Ω [at 25 °C (77°F)]	
Is the inspection result normal?  YES >> INSPECTION END	K
NO >> GO TO 2.	
2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR	
Replace electric throttle control actuator.	L
2. Go to ECM-497, "Special Repair Requirement".	
INCRECTION END	$\mathbb{M}$
>> INSPECTION END	
Special Repair Requirement	Ν
1. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING	
Refer to ECM-19. "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement"	$\circ$
>> GO TO 2	
2.PERFORM IDLE AIR VOLUME LEARNING	Р
Refer to ECM-19, "IDLE AIR VOLUME LEARNING: Special Repair Requirement"	
>> END	

### P1212 TCS COMMUNICATION LINE

< COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

### P1212 TCS COMMUNICATION LINE

Description INFOID:000000001180374

This CAN communication line is used to control the smooth engine operation during the TCS operation. Pulse signals are exchanged between ECM and "ABS actuator and electric unit (control unit)".

Be sure to erase the malfunction information such as DTC not only for "ABS actuator and electric unit (control unit)" but also for ECM after TCS related repair.

DTC Logic

#### DTC DETECTION LOGIC

#### NOTE:

- If DTC P1212 is displayed with DTC U1001, first perform the trouble diagnosis for DTC U1001. Refer to <u>ECM-112</u>, "<u>DTC Logic"</u>.
- If DTC P1212 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to ECM-113, "DTC Logic".

Freeze frame data is not stored in the ECM for this self-diagnosis.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1212	TCS communication line	ECM can not receive the information from "ABS actuator and electric unit (control unit)" continuously.	Harness or connectors     (The CAN communication line is open or shorted.)     ABS actuator and electric unit (control unit)     Dead (Weak) battery

### DTC CONFIRMATION PROCEDURE

### 1.PRECONDITIONING

#### **TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 10.5V at idle.

>> GO TO 2.

## 2. PERFORM DTC CONFIRMATION PROCEDURE

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

### Is 1st trip DTC detected?

YES >> Go to ECM-240, "Diagnosis Procedure".

NO >> INSPECTION END

### Diagnosis Procedure

Go to BRC-73, "Work Flow".

INFOID:0000000001180376

< COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

### P1217 ENGINE OVER TEMPERATURE

DTC Logic

### DTC DETECTION LOGIC

#### NOTE:

- If DTC P1217 is displayed with DTC U1001, first perform the trouble diagnosis for DTC U1001. Refer to <u>ECM-112</u>, "<u>DTC Logic"</u>.
- If DTC P1217 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to ECM-113, "DTC Logic".

If the cooling fan or another component in the cooling system malfunctions, engine coolant temperature will rise.

When the engine coolant temperature reaches an abnormally high temperature condition, a malfunction is indicated.

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1217	Engine over tempera- ture (Overheat)	<ul> <li>Cooling fan does not operate properly (Overheat).</li> <li>Cooling fan system does not operate properly (Overheat).</li> <li>Engine coolant was not added to the system using the proper filling method.</li> <li>Engine coolant is not within the specified range.</li> </ul>	<ul> <li>Harness or connectors (The cooling fan circuit is open or shorted.)</li> <li>IPDM E/R (Cooling fan relay-1)</li> <li>Cooling fan relay -3</li> <li>Cooling fan motor</li> <li>Radiator hose</li> <li>Radiator</li> <li>Radiator cap</li> <li>Reservoir tank</li> <li>Water pump</li> <li>Thermostat</li> <li>Water control valve</li> </ul>

#### **CAUTION:**

When a malfunction is indicated, be sure to replace the coolant. Refer to <u>CO-30, "Inspection"</u>. Also, replace the engine oil. Refer to <u>LU-15, "Draining"</u>.

- 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 <a href="MA-28">MA-28</a>, "SAE Viscosity Number".
- 2. After refilling coolant, run engine to ensure that no water-flow noise is emitted.

### DTC CONFIRMATION PROCEDURE

## 1. PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to ECM-499, "Component Function Check".

#### NOTE:

Use component function check to check the overall function of the cooling fan. During this check, a DTC might not be confirmed.

### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-500, "Diagnosis Procedure".

### Component Function Check

## 1.PERFORM COMPONENT FUNCTION CHECK-I

#### **WARNING:**

Never remove the radiator cap when the engine is hot. Serious burns could be caused by high pressure fluid escaping from the radiator.

Wrap a thick cloth around cap. Carefully remove the cap by turning it a quarter turn to allow built-up pressure to escape. Then turn the cap all the way off.

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INFOID:0000000001180378

### < COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

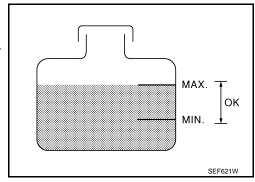
Check the coolant level in the reservoir tank and radiator.

Allow engine to cool before checking coolant level.

<u>Is the coolant level in the reservoir tank and/or radiator below the proper range?</u>

YES >> Go to ECM-500, "Diagnosis Procedure".

NO >> GO TO 2.



## 2. PERFORM COMPONENT FUNCTION CHECK-II

Confirm whether customer filled the coolant or not.

Did customer fill the coolant?

YES >> Go to ECM-500, "Diagnosis Procedure".

NO >> GO TO 3.

3.perform component function check-iii

### (I) With CONSULT-III

- 1. Turn ignition switch ON.
- 2. Perform "COOLING FAN" in "ACTIVE TEST" mode with CONSULT-III.
- 3. Make sure that cooling fan motor operate at each speed (LOW/HI).

#### Without CONSULT-III

Perform IPDM E/R auto active test and check cooling fan motors operation, refer to <u>PCS-9</u>, "<u>Diagnosis</u> <u>Description</u>".

Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-500, "Diagnosis Procedure".

## Diagnosis Procedure

INFOID:0000000001180379

## 1. INSPECTION START

Do you have CONSULT-III?

Yes or No

Yes >> GO TO 2.

No >> GO TO 4.

 $2.\mathsf{CHECK}$  COOLING FAN LOW SPEED OPERATION

### (III) With CONSULT-III

- 1. Turn ignition switch ON.
- Perform "COOLING FAN" in "ACTIVE TEST" mode with CONSULT-III and touch "LOW" on the CON-SULT-III screen.
- 3. Make sure that cooling fan operates at low speed.

Is the inspection result normal?

YES >> GO TO 3.

NO >> Check cooling fan control circuit.

3.check cooling fan high speed operation

## (I) With CONSULT-III

- Touch "HIGH" on the CONSULT-III screen.
- Make sure that cooling fan operates at higher speed than low speed.

Is the inspection result normal?

YES >> GO TO 6.

NO >> Check cooling fan control circuit.

4. CHECK COOLING FAN LOW SPEED OPERATION

< COMPONENT DIAGNOSIS >	[MR20DE (WITHOUT EURO-OBD)]
<ul> <li>Without CONSULT-III</li> <li>Start engine and let it idle.</li> <li>Turn air conditioner switch ON.</li> <li>Turn blower fan switch ON.</li> </ul>	A
4. Make sure that cooling fan operates at low speed.	ECN
Is the inspection result normal? YES >> GO TO 5.	_
NO >> Check cooling fan low speed control circuit.	C
5. CHECK COOLING FAN HIGH SPEED OPERATION	
<ul> <li>Without CONSULT-III</li> <li>Turn ignition switch OFF.</li> <li>Turn air conditioner switch and blower fan switch OFF.</li> <li>Disconnect engine coolant temperature sensor harness connect.</li> <li>Connect 150Ω resistor to engine coolant temperature sensor leaders.</li> <li>Restart engine and make sure that cooling fan operates at high the inspection result normal?</li> <li>YES &gt;&gt; GO TO 6.</li> </ul>	harness connector.
NO >> Check cooling fan high speed control circuit.	
6.CHECK COOLING SYSTEM FOR LEAK	G
Check cooling system for leak. Refer to <a href="CO-30">CO-30</a> , "Inspection". Is leakage detected? YES >> GO TO 8.	Н
NO >> GO TO 7.	
/.DETECT MALFUNCTIONING PART	
<ul> <li>Check the following for leak. Refer to <u>CO-30, "Inspection"</u>.</li> <li>Hose</li> <li>Radiator</li> <li>Water pump</li> <li>Reservoir tank</li> </ul>	J
>> Repair or replace.	V.
8.CHECK RESERVOIR TANK CAP	K
Check radiator cap. Refer to CO-33, "RESERVOIR TANK CAP: Ir	uspection"
Is the inspection result normal?	L
YES >> GO TO 9.	
NO >> Replace radiator cap.	M
9.CHECK THERMOSTAT	
Check thermostat.	
Is the inspection result normal? YES >> GO TO 10.	N
NO >> Replace thermostat.	
10. CHECK ENGINE COOLANT TEMPERATURE SENSOR	0
Check engine coolant temperature sensor.	
Is the inspection result normal?	Р
OK >> GO TO 11.	·
NG >> Replace engine coolant temperature sensor.	
11.CHECK MAIN 13 CAUSES	
If the cause cannot be isolated, check the following.	

### < COMPONENT DIAGNOSIS >

## [MR20DE (WITHOUT EURO-OBD)]

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	MA-28, "SAE Viscosity Number"
	3	Coolant level	Visual	Coolant up to MAX level in reservoir tank and radiator filler neck	CO-30, "Inspection"
	4	Reservoir tank cap	Pressure tester	59 - 98 kPa (0.6 - 1.0 bar, 0.6 - 1.0 kg/ cm <sup>2</sup> , 9 - 14 psi) (Limit)	CO-35, "Removal and Installation"
ON*2	5	Coolant leaks	Visual	No leaks	CO-30, "Inspection"
ON* <sup>2</sup>	6	Thermostat	Touch the upper and lower radiator hoses	Both hoses should be hot	CO-41, "Removal and Installation"
ON* <sup>1</sup>	7	Cooling fan motor	CONSULT-III	Operating	ECM-291, "Component Inspection (Cooling Fan Motor)"
OFF	8	Combustion gas leak	Color checker chemical tester 4 Gas analyzer	Negative	_
ON* <sup>3</sup>	9	Coolant temperature gauge	Visual	Gauge less than 3/4 when driving	_
		Coolant overflow to reservoir tank	Visual	No overflow during driving and idling	CO-30, "Inspection"
OFF*4	10	Coolant return from reservoir tank to radiator	Visual	Should be initial level in reservoir tank	CO-30, "Inspection"
OFF	11	Water control valve	Remove and inspect the valve	Within the specified value	CO-44, "Removal and Installation"
OFF	12	Cylinder head	Straight gauge feeler gauge	0.1 mm (0.004 in) Maximum distortion (warping)	EM-187, "Removal and Installation"
	13	Cylinder block and pistons	Visual	No scuffing on cylinder walls or piston	EM-192, "Inspection"

<sup>\*1:</sup> Turn the ignition switch ON.

For more information, refer to CO-26, "Troubleshooting Chart".

>> INSPECTION END

<sup>\*2:</sup> Engine running at 3,000 rpm for 10 minutes.

<sup>\*3:</sup> Drive at 90 km/h (55 MPH) for 30 minutes and then let idle for 10 minutes.

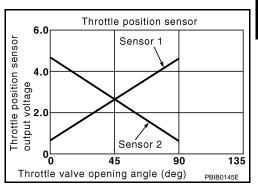
<sup>\*4:</sup> After 60 minutes of cool down time.

### P1225 TP SENSOR

Description INFOID:0000000001180380

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.



DTC Logic (INFOID:000000001180381

#### DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1225	Closed throttle position learning performance	Closed throttle position learning value is excessively low.	Electric throttle control actuator (TP sensor 1 and 2)

#### DTC CONFIRMATION PROCEDURE

## 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always 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.

>> GO TO 2.

## 2. PERFORM DTC CONFIRMATION PROCEDURE

- Turn ignition switch ON.
- 2. Turn ignition switch OFF and wait at least 10 seconds.
- 3. Turn ignition switch ON.
- 4. Check 1st trip DTC.

#### Is 1st trip DTC detected?

YES >> Go to ECM-503, "Diagnosis Procedure".

NO >> INSPECTION END

## Diagnosis Procedure

## 1.check electric throttle control actuator visually

- Turn ignition switch OFF.
- Remove the intake air duct.

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### **P1225 TP SENSOR**

### < COMPONENT DIAGNOSIS >

### [MR20DE (WITHOUT EURO-OBD)]

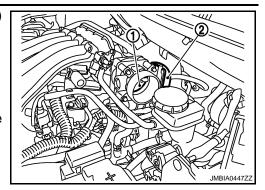
- Check if foreign matter is caught between the throttle valve (1) and the housing.
  - 2. Electric throttle control actuator

### Is the inspection result normal?

YES >> GO TO 2.

NO >> Remove

>> Remove the foreign matter and clean the electric throttle control actuator inside.



## 2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

- 1. Replace electric throttle control actuator.
- 2. Go to ECM-504, "Special Repair Requirement".

>> INSPECTION END

## Special Repair Requirement

INFOID:0000000001180383

1. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to ECM-19, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement"

>> GO TO 2.

2. PERFORM IDLE AIR VOLUME LEARNING

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

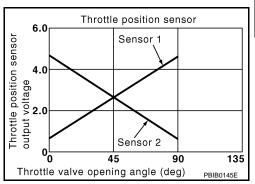
>> END

# P1226 TP SENSOR

Description INFOID:0000000001180384

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.



DTC Logic INFOID:000000001180385

#### DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1226	Closed throttle position learning performance	Closed throttle position learning is not performed successfully, repeatedly.	Electric throttle control actuator (TP sensor 1 and 2)

#### DTC CONFIRMATION PROCEDURE

# 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always 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.

>> GO TO 2.

# 2.perform dtc confirmation procedure

- 1. Turn ignition switch ON.
- 2. Turn ignition switch OFF, wait at least 10 seconds.
- 3. Turn ignition switch ON.
- 4. Repeat steps 2 and 3 for 32 times.
- Check 1st trip DTC.

#### Is 1st trip DTC detected?

YES >> Go to ECM-505, "Diagnosis Procedure".

NO >> INSPECTION END

# **Diagnosis Procedure**

# 1. CHECK ELECTRIC THROTTLE CONTROL ACTUATOR VISUALLY

- 1. Turn ignition switch OFF.
- Remove the intake air duct.

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INFOID:0000000001180386

### P1226 TP SENSOR

### < COMPONENT DIAGNOSIS >

### [MR20DE (WITHOUT EURO-OBD)]

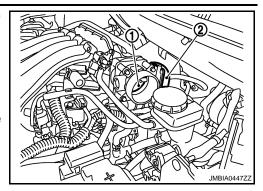
- Check if foreign matter is caught between the throttle valve (1) and the housing.
  - Electric throttle control actuator

### Is the inspection result normal?

YES >> GO TO 2.

NO

>> Remove the foreign matter and clean the electric throttle control actuator inside.



# 2. REPLACE ELECTRIC THROTTLE CONTROL ACTUATOR

- Replace electric throttle control actuator.
- 2. Go to ECM-504, "Special Repair Requirement".

>> INSPECTION END

# Special Repair Requirement

INFOID:0000000001180387

1. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to ECM-19, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement"

>> GO TO 2.

2. PERFORM IDLE AIR VOLUME LEARNING

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

>> END

## P1229 SENSOR POWER SUPPLY

< COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

# P1229 SENSOR POWER SUPPLY

DTC Logic INFOID:0000000001180388

### DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause	
P1229	Sensor power supply circuit short	ECM detects a voltage of power source for sensor is excessively low or high.	Harness or connectors     (APP sensor 1 circuit is shorted.)     (TP sensor circuit is shorted.)     [Camshaft position sensor (PHASE) circuit is shorted.]     Accelerator pedal position sensor     Throttle position sensor     Camshaft position sensor (PHASE)	E

#### DTC CONFIRMATION PROCEDURE

# 1.PRECONDITIONING

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

#### **TESTING CONDITION:**

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

>> GO TO 2.

# 2.PERFORM DTC CONFIRMATION PROCEDURE

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

### Is DTC detected?

>> Go to ECM-507, "Diagnosis Procedure". YES

>> INSPECTION END NO

# Diagnosis Procedure

# 1. CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

#### Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

# 2.CHECK ACCELERATOR PEDAL POSITION SENSOR 1 POWER SUPPLY CIRCUIT

- Disconnect accelerator pedal position (APP) sensor harness connector.
- Turn ignition switch ON. 2.
- Check the voltage between APP sensor harness connector and ground.

APP s	sensor	Ground	Voltage
Connector	Terminal	Oround	voltage
E110	4	Ground	Approx. 5V

# Is the inspection result normal?

YES >> GO TO 7.

NO >> GO TO 3.

# 3.CHECK SENSOR POWER SUPPLY CIRCUITS

Check harness for short to power and short to ground, between the following terminals.

**ECM-507** 

**ECM** 

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# P1229 SENSOR POWER SUPPLY

#### < COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

E	CM	Sensor		
Connector	Terminal	Item	Connector	Terminal
F8	72	Electric throttle control actuator	F29	1
10	78	CMP sensor (PHASE)	F26	1
E16	106	APP sensor	E110	4

#### Is the inspection result normal?

YES >> GO TO 4.

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

# 4. CHECK COMSHAFT PSITION SENSOR

Refer to ECM-480, "Component Inspection".

#### Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace malfunctioning component.

# 5. CHECK TP SENSOR

Refer to ECM-279, "Component Inspection".

## Is the inspection result normal?

YES >> GO TO 9. NO >> GO TO 6.

# 6.replace electric throttle control actuator

- 1. Replace electric throttle control actuator.
- 2. Go to ECM-205, "Special Repair Requirement".

### >> INSPECTION END

# 7. CHECK APP SENSOR

Refer to ECM-272, "Component Inspection".

# Is the inspection result normal?

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

#### NO >> GO 10 8.

# 8. REPLACE ACCELERATOR PEDAL ASSEMBLY

- Replace accelerator pedal assembly.
- 2. Go to ECM-19. "ACCELERATOR PEDAL RELEASED POSITION LEARNING: Special Repair Requirement".

### >> INSPECTION END

# 9. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

#### >> INSPECTION END

### P1564 ASCD STEERING SWITCH

< COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

# P1564 ASCD STEERING SWITCH

Description INFOID:0000000001180390

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 ECM-49, "System Description" for the ASCD function.

**DTC Logic** INFOID:0000000001180391

### DTC DETECTION LOGIC

If DTC P1564 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to ECM-199, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause	_
P1564	ASCD steering switch	<ul> <li>An excessively high voltage signal from the ASCD steering switch is sent to ECM.</li> <li>ECM detects that input signal from the ASCD steering switch is out of the specified range.</li> <li>ECM detects that the ASCD steering switch is stuck ON.</li> </ul>	Harness or connectors     (The switch circuit is open or shorted.)     ASCD steering switch     ECM	(

### DTC CONFIRMATION PROCEDURE

# 1.PRECONDITIONING

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

>> GO TO 2.

# 2.perform dtc confirmation procedure

- Turn ignition switch ON.
- Wait at least 10 seconds. 2.
- Press MAIN switch for at least 10 seconds, then release it and wait at least 10 seconds.
- Press CANCEL switch for at least 10 seconds, then release it and wait at least 10 seconds.
- Press RESUME/ACCELERATE switch for at least 10 seconds, then release it and wait at least 10 seconds.
- Press SET/COAST switch for at least 10 seconds, then release it and wait at least 10 seconds.
- Check DTC.

#### Is DTC detected?

YES >> Go to ECM-509, "Diagnosis Procedure".

NO >> INSPECTION END

# Diagnosis Procedure

# 1. CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

#### Is the inspection result normal?

YS >> GO TO 2.

NO >> Repair or replace ground connection.

# 2.CHECK ASCD STEERING SWITCH CIRCUIT

## (P) With CONSULT-III

1. Turn ignition switch ON.

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INFOID:0000000001180392

## P1564 ASCD STEERING SWITCH

# < COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

- Select "MAIN SW", "CANCEL SW", "RESUME/ACC SW" and "SET SW" in "DATA MONITOR" mode with CONSULT-III.
- 3. Check each item indication under the following conditions.

Monitor item	Condition	Indication	
MAIN SW	MAIN switch	Pressed	ON
MAIN SW	WAIN SWILCH	Released	OFF
CANCEL SW	CANCEL switch	Pressed	ON
CANCEL 3W	CANCEL SWILLII	Released	OFF
RESUME/ACC SW	RESUME/ACCELERATE switch	Pressed	ON
RESOME/ACC SW	RESONIE/ACCELENATE SWITCH	Released	OFF
SET SW	SET/COAST switch	Pressed	ON
OL I OVV	SET/COAST SWIICH	Released	OFF

#### **⋈** Without CONSULT-III

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

	ECM		Condition	Voltage
Connector	Terminal	Ground	Condition	Voltage
	94 (ASCD steering switch signal)	Ground	MAIN switch: Pressed	Approx. 0V
			CANSEL switch: Pressed	Approx. 1V
E16			SET/COAST switch: Pressed	Approx. 2V
			RESUME/ACCELERATE switch: Pressed	Approx. 3V
			All ASCD steering switches: Released	Approx. 4V

#### Is the inspection result normal?

YES >> GO TO 8.

NO >> GO TO 3.

# ${f 3.}$ CHECK ASCD STEERING SWITCH GROUND CIRCUIT FOR OPEN AND SHORT

- 1. Turn ignition switch OFF.
- Disconnect ECM harness connector.
- 3. Disconnect combination switch harness connector M352.
- 4. Check the continuity between ASCD steering switch and ECM harness connector.

ASCD stee	ring switch	ECM		Continuity
Terminal		Connector	Terminal	Continuity
1	5	E16	95	Existed

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

#### Is the inspection result normal?

YES >> GO TO 5.

NO >> GO TO 4.

# 4. DETECT MALFUNCTIONING PART

## Check the following.

- Harness connectors M77, E105
- Combination switch (spiral cable)
- · Harness for open and short between ECM and ASCE 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

### P1564 ASCD STEERING SWITCH

## < COMPONENT DIAGNOSIS >

### [MR20DE (WITHOUT EURO-OBD)]

Check the continuity between ECM harness connector and ASCD steering switch.

ASCD steering switch	E	CM	Continuity
Terminal	Connector	Terminal	Continuity
14	E16	94	Existed

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

#### Is the inspection result normal?

>> GO TO 7. YES NO

>> GO TO 6.

# 6.DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors M77, E105
- Combination switch (spiral cable)
- Harness for open and short between ECM and ASCE steering switch

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

# .CHECK ASCD STEERING SWITCH

Refer to ECM-511, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 8.

NO >> Replace ASCD steering switch.

# 8. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

# Component Inspection

## INFOID:0000000001180393

# 1. CHECK ASCD STEERING SWITCH

- Disconnect combination switch (spiral cable) harness connector.
- 2. Check the continuity between combination switch harness connector terminals under following conditions.

Combination meter		Condition	Resistance	
Connector	Terminals	Condition	Resistance	
		MAIN switch: Pressed	Approx. 0 Ω	
		CANCEL switch: Pressed	Approx. 250 Ω	
M325	14 and 15	SET/COAST switch: Pressed	Approx. 660 Ω	
		RESUME/ACCELERATE switch: Pressed	Approx. 1,480 Ω	
		All ASCD steering switches: Released	Approx. 4,000 Ω	

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace ASCD steering switch

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**ECM-511** 

Description INFOID:000000001180394

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 ECM-49, "System Description" for the ASCD function.

DTC Logic

#### DTC DETECTION LOGIC

#### NOTE:

- If DTC P1572 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to ECM-199, "DTC Logic".
- This self-diagnosis has the one trip detection logic. When malfunction A is detected, DTC is not stored in ECM memory. And in that case, 1st trip DTC and 1st trip freeze frame data are displayed.
   1st trip DTC is erased when ignition switch OFF. And even when malfunction A is detected in two consecutive trips, DTC is not stored in ECM memory.

DTC No.	Trouble diagnosis name		DTC detecting condition	Possible cause
		A)	When the vehicle speed is above 30 km/h (19 MPH), ON signals from the stop lamp switch and the ASCD brake switch are sent to the ECM at the same time.	Harness or connectors     (The stop lamp switch circuit is shorted.)     Harness or connectors     (The ASCD brake switch circuit is shorted.)
P1572	ASCD brake switch	В)	ASCD brake switch signal is not sent to ECM for extremely long time while the vehicle is driving.	Harness or connectors (The ASCD clutch switch circuit is shorted.) (M/T) Stop lamp switch ASCD brake switch ASCD clutch switch (M/T) Incorrect stop lamp switch installation Incorrect ASCD brake switch installation Incorrect ASCD clutch switch installation ECM

#### DTC CONFIRMATION PROCEDURE

# 1. INSPECTION START

Do you have CONSULT-III?.

#### Do you have CONSULT-III?

YES >> GO TO 2.

NO >> GO TO 5.

# 2.PRECONDITIONING

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

#### NOTE:

Procedure for malfunction B is not described here. It takes extremely long time to complete procedure for malfunction B. By performing procedure for malfunction A, the incident that causes malfunction B can be detected.

>> GO TO 3.

# 3. PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION A

### (P)With CONSULT-III

- 1. Start engine.
- 2. Select "DATA MONITOR" mode with CONSULT-III.
- 3. Press MAIN switch and make sure that CRUISE indicator is displayed in combination meter.
- Drive the vehicle for at least 5 consecutive seconds under the following conditions.
   CAUTION:

< COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

Always drive vehicle at a safe speed.

NOTE:

This procedure may be conducted with the drive wheels lifted in the shop or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle.

VHCL SPEED SE	More than 30 km/h (19 mph)
Shift lever	Suitable position

Check 1st trip DTC.

#### Is 1st trip DTC detected?

YES >> Go to ECM-514, "Diagnosis Procedure".

NO >> GO TO 4.

# f 4.PERFORM DTC CONFIRMATION PROCEDURE FOR MALFUNCTION B

#### With CONSULT-III

1. Drive the vehicle for at least 5 consecutive seconds under the following conditions.

#### **CAUTION:**

Always drive vehicle at a safe speed.

NOTE:

This procedure may be conducted with the drive wheels lifted in the shop or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle.

VHCL SPEED SE	More than 30 km/h (19 mph)
Selector lever	Suitable position
Driving location	Depress the brake pedal for more than five seconds so as not to come off from the above-mentioned vehicle speed.

#### Check 1st trip DTC.

#### Is 1st trip DTC detected?

YES >> Go to ECM-514, "Diagnosis Procedure".

NO >> INSPECTION END

# ${f 5.}$ PERFORM COMPONENT FUNCTION CHECK

Perform component check. Refer to ECM-513, "Component Function Check"

Use component function check to check the overall function of the ASCD brake circuit. During this check, a 1st trip DTC might not be confirmed.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-514, "Diagnosis Procedure".

# Component Function Check

# 1.PERFORM COMPONENT FUNCTION CHECK-I

#### Without CONSSULT-III

- Turn ignition switch ON.
- Check voltage between ECM harness connector and ground.

ECM		Ground Condition			Voltage	
Connector	Terminal	Giodila	Condition		voltage	
E16	100	Ground	Brake pedal (CVT)	Slightly depressed	Approx. 0V	
LIO	(ASCD brake switch signal)	Giodila	Brake pedal and clutch pedal (M/T)	Fully released	Battery voltage	

#### Is the inspection result normal?

YES >> GO TO 2.

NO >> Go to ECM-198, "Diagnosis Procedure".

**ECM-513** 

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#### < COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

# 2.PERFORM COMPONENT FUNCTION CHECK-II

#### **⋈Without CONSSULT-III**

Check voltage between ECM harness connector and ground.

ECM		Ground Condition			Voltage	
Connector	Terminal	Ground	Condition		vollage	
E16	99	Ground	Brake pedal (CVT)	Slightly depressed	Approx. 0V	
E10	(Stop lamp switch signal)	Giodila	Brake pedal and clutch pedal (M/T)	Fully released	Battery voltage	

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-198, "Diagnosis Procedure".

# Diagnosis Procedure

INFOID:0000000001180397

# 1. CHECK OVERALL FUNCTION-I

### (P) With CONSULT-III

- 1. Turn ignition switch ON.
- 2. Select "BRAKE SW1" in "DATA MONITOR" mode with CONSULT-III.
- 3. Check "BRAKE SW1" indication under the following conditions.

Monitor item	Condition	Indication	
BRAKE SW1	Brake pedal (CVT)	Slightly depressed	OFF
BIVAILE SWI	Brake pedal and clutch pedal (M/T)	Fully released	ON

# **⊗** Without CONSULT-III

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

ECM		Ground Condition			Voltage	
Connector	Terminal	Giodila	Condition		voltage	
E16	100	Ground	Brake pedal (CVT)	Slightly depressed	Approx. 0V	
210	(ASCD brake switch signal) Ground		Brake pedal and clutch pedal (M/T)	Fully released	Battery voltage	

#### Is the inspection result normal?

YES >> GO TO 2.

NO-1 >> CVT models: GO TO 3.

NO-1 >> M/T models: GO TO 7.

# 2.CHECK OVERALL FUNCTION-II

### (P) With CONSULT-III

Select "BRAKE SW2" and check indication in "DATA MONITOR" mode.

Monitor item	Condition	Indication	
BRAKE SW2	Brake pedal (CVT) Brake pedal and clutch pedal (M/T)	Slightly depressed	ON
DIVARLE SW2	Brake pedal and clutch pedal (M/T)	Fully released	OFF

#### **⋈** Without CONSULT-III

Check the voltage between ECM harness connector and ground.

# < COMPONENT DIAGNOSIS >

# [MR20DE (WITHOUT EURO-OBD)]

ECM		Ground	Condition		Voltage
onnector Te	erminal	Glound	Condition	Condition	
E16 (Stop lam	99 p switch sign	al) Ground	Brake pedal (CVT) Brake pedal and clutch pedal (M/T)		
he inspection resu	ult normal?				
ES >> GO TO					
0 >> GO TO					
		TCH POWE	ER SUPPLY CIRCUIT		
Turn ignition swi Disconnect ASC		vitch harnes	ss connector		
Turn ignition swi	tch ON.				
Check the voltage	je betweer	ASCD bra	ke switch harness connector a	nd ground.	
ASCD brake switch			<del>_</del>		
onnector Terminal	Ground	Voltage			
E112 1	Ground	Battery volta	ge		
ne inspection resu		•	<del>5 -</del>		
	ait iioiiiiaii				
•	5.				
S >> GO TO !					
>> GO TO ( >> GO TO (	4.	G PART			
ES >> GO TO SO TO	4. NCTIONIN				
S >> GO TO SO TO S	4. NCTIONIN				
ES >> GO TO SO TO	4. NCTIONIN	5, M77	D brake switch and fuse		
S >> GO TO S  O >> GO TO S  DETECT MALFU  eck the following. unction block con  OA fuse (No.4)	4. NCTIONIN	5, M77	D brake switch and fuse		
S >> GO TO S DETECT MALFU  ck the following. Inction block con A fuse (No.4) arness for open co >> Repair o	4.  NCTIONIN  nector E10  or short before the control of the contr	5, M77 ween ASCI	ground or short to power in har		ors.
S >> GO TO S D >> GO TO S DETECT MALFU  eck the following. unction block con OA fuse (No.4) arness for open of >> Repair of	4.  NCTIONIN  nector E10  or short before the control of the contr	5, M77 ween ASCI			ors.
ES >> GO TO SO TO	4.  NCTIONIN  nector E10  or short bein  pen circuit  RAKE SWI  tch OFF.	os, M77 ween ASCI or short to	ground or short to power in har		ors.
ES >> GO TO SO TO	A.  NCTIONIN  nector E10  or short bef  pen circuit  RAKE SWI  tch OFF.  I ASCD ha	or short to TCH INPUT	ground or short to power in har Γ SIGNAL CIRCUIT FOR OPE	N AND SHORT	
ES >> GO TO SO TO	A.  NCTIONIN  nector E10  or short bef  pen circuit  RAKE SWI  tch OFF.  I ASCD ha	or short to TCH INPUT	ground or short to power in har	N AND SHORT	
ES >> GO TO SO TO	A.  NCTIONIN  nector E10  or short bein  pen circuit  RAKE SWI  tch OFF.  I ASCD had	or short to TCH INPUT	ground or short to power in had SIGNAL CIRCUIT FOR OPER ector.  orake switch harness connector	N AND SHORT	
ES >> GO TO SO TO	A.  NCTIONIN  nector E10  or short bein  pen circuit  RAKE SWI  tch OFF.  I ASCD had	or short to TCH INPUT	ground or short to power in har Γ SIGNAL CIRCUIT FOR OPE	N AND SHORT	
ES >> GO TO SO	A.  NCTIONIN  nector E10  or short bein  pen circuit  RAKE SWI  tch OFF.  I ASCD hat  nuity between	or short to TCH INPUT	ground or short to power in had SIGNAL CIRCUIT FOR OPER ector.  orake switch harness connector	N AND SHORT	
ES >> GO TO SO	A.  NCTIONIN  nector E10  or short ber  pen circuit  RAKE SWI  tch OFF.  I ASCD hat  nuity between  Connector  E16	or short to TCH INPUT rness connen ASCD b	ground or short to power in har SIGNAL CIRCUIT FOR OPER ector.  orake switch harness connector Continuity	N AND SHORT	

# 6.CHECK ASCD BRAKE SWITCH

Refer to ECM-518, "Component Inspection (ASCD Brake Switch)".

### Is the inspection result normal?

YES >> GO TO 19.

NO >> Replace ASCD brake switch.

# 7. CHECK ASCD BRAKE SWITCH CIRCUIT

- Turn ignition switch OFF.
- 2. Disconnect ASCD brake switch harness connector.
- 3. Turn ignition switch ON.

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### < COMPONENT DIAGNOSIS >

### [MR20DE (WITHOUT EURO-OBD)]

4. Check the voltage between ASCD brake switch harness connector and ground.

ASCD Clu	ASCD Clutch switch		Condition		Voltago (V)	
Connector	Terminal	Ground	Condition		Voltage (V)	
E112	1	Ground	Clutch ped-	Slightly depressed	Approx. 0	
LIIZ	'	Giodila	al	Fully released	Battery voltage	

#### Is the inspection result normal?

YES >> GO TO 12. NO >> GO TO 8.

# 8.CHECK ASCD BRAKE SWITCH POWER SUPPLY CIRCUIT

- 1. Turn ignition switch OFF.
- 2. Disconnect ASCD clutch switch harness connector.
- 3. Turn ignition switch ON.
- 4. Check the voltage between ASCD clutch switch harness connector and ground.

ASCD clu	ıtch switch	Ground	Voltage
Connector	Terminal	Ground	voltage
E111	1	Ground	Battery voltage

#### Is the inspection result normal?

YES >> GO TO 10. NO >> GO TO 9.

# 9. DETECT MALFUNCTIONING PART

## Check the following.

- Junction block connector E105, M77
- 10A fuse (No.4)
- · 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. Check the continuity between ASCD brake switch harness connector and ASCD clutch switch harness connector.

ASCD b	rake switch	ASCD clu	Continuity	
Connector	Terminal	Connector	Connector Terminal	
E112	1	E111	2	Existed

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

#### Is the inspection result normal?

YES >> GO TO 11.

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

# 11. CHECK ASCD BRAKE SWITCH

#### Refer to ECM-259, "Component Inspection (ASCD Brake Switch)".

#### Is the inspection result normal?

YES >> GO TO 19.

NO >> Replace ASCD brake switch.

# 12.CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

- Turn ignition switch OFF.
- 2. Disconnect ECM harness connector.
- Check the continuity between ECM harness connector and ASCD brake switch harness connector.

< COMPO	NENT DI	AGNOSIS		2 AOOD 1	BRAKE SWITCH [MR20DE (WITHOUT EURO-
EC	M	ASCD bra	orake switch		
Connector	Terminal	Connector	Terminal	Continuity	
E16	100	E112	2	Existed	
4. Also ch	eck harn	ess for sho	rt to grou	nd and short	to power.
Is the inspe	ction resi	ult normal?	•		
_	•	pen circuit		o ground or	short to power in harness or connectors.
				on (ASCD C	utch Switch)".
Is the inspe	ction res	ult normal?	•		
_	GO TO	-			
	•	ASCD clu			
<b>14.</b> CHEC	K STOP	LAMP SW	ITCH PO\	WER SUPPL	Y CIRCUIT
<ol> <li>Discon</li> <li>Check</li> </ol>	the voltag	lamp switc ge betweer		s connector. p switch har	ness connector and ground.
Stop	lamp switch	1 (	Ground	Voltage	
Connecto	r Ter	minal	Jiodila	voltage	
E114 (M/T E115 (CV		1 (	Ground	Battery volta	ge
Is the inspe	ction res	ult normal?	•		
	GO TO				
<b>15.</b> DETE	CT MALF	UNCTION	ING PAR	Γ	
Check the f	(No.11)	o	waan atau		and hattory

Harness for open or short between stop lamp switch and battery

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

# 16. CHECK STOP LAMP SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

- Disconnect ECM harness connector.
- Check the continuity between ECM harness connector and stop lamp switch harness connector.

ECM		Stop lamp switch		Continuity
Connector	Terminal	Connector	Terminal	Continuity
E10	106	E114 (M/T) E115 (CVT)	2	Existed

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

#### Is the inspection result normal?

YES >> GO TO 18. >> GO TO 17. NG

# 17. DETECT MALFUNCTIONING PART

Check the following.

- 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.

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# [MR20DE (WITHOUT EURO-OBD)]

#### < COMPONENT DIAGNOSIS >

# 18. CHECK STOP LAMP SWITCH

Refer to ECM-260, "Component Inspection (Stop Lamp Switch)".

#### Is the inspection result normal?

YES >> GO TO 19.

NO >> Replace stop lamp switch.

# 19. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

#### >> INSPECTION END

# Component Inspection (ASCD Brake Switch)

INFOID:0000000001180398

# 1. CHECK ASCD BRAKE SWITCH-I

- 1. Turn ignition switch OFF.
- 2. Disconnect ASCD brake switch harness connector.
- 3. Check the continuity between ASCD brake switch terminals under the following conditions.

Terminals	Condition		Continuity
1 and 2 Brake pedal	Brake nedal	Fully released	Existed
	Slightly depressed	Not existed	

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

# 2.CHECK ASCD BRAKE SWITCH-II

- 1. Adjust ASCD brake switch installation. Refer to <u>BR-8</u>, "<u>Inspection and Adjustment</u>" (LHD models) or <u>BR-55</u>, "<u>Inspection and Adjustment</u>" (RHD models).
- 2. Check the continuity between ASCD brake switch terminals under the following conditions.

Terminals	Condition		Continuity
1 and 2 Brake pedal	Brake nedal	Fully released	Existed
	Slightly depressed	Not existed	

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace ASCD brake switch.

# Component Inspection (ASCD Clutch Switch)

INFOID:0000000001180399

# 1. CHECK ASCD CLUTCH SWITCH-I

- 1. Turn ignition switch OFF.
- 2. Disconnect ASCD clutch switch harness connector.
- 3. Check the continuity between ASCD clutch switch terminals under the following conditions.

Terminals	Condition		Continuity
1 and 2	and 2 Clutch pedal	Fully released	Existed
i and Z		Slightly depressed	Not existed

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

# 2.CHECK ASCD CLUTCH SWITCH-II

1. Adjust ASCD clutch switch installation. Refer to CL-6, "Inspection and Adjustment".

## < COMPONENT DIAGNOSIS >

## [MR20DE (WITHOUT EURO-OBD)]

2. Check the continuity between ASCD clutch switch terminals under the following conditions.

Terminals	Condition		Continuity
1 and 2 Clutch pedal	Clutch pedal	Fully released	Existed
	Slightly depressed	Not existed	

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#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace ASCD clutch switch.

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# Component Inspection (Stop Lamp Switch)

INFOID:0000000001180400

# 1. CHECK STOP LAMP SWITCH-I

- Turn ignition switch OFF.
- 2. Disconnect stop lamp switch harness connector.
- 3. Check the continuity between stop lamp switch terminals under the following conditions.

Terminals	Condition		Continuity
1 and 2	Brake pedal	Fully released	Not existed
	Бтакс ресат	Slightly depressed	Existed

## Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

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# 2.CHECK STOP LAMP SWITCH-II

- Adjust stop lamp switch installation. Refer to <u>BR-8</u>, "<u>Inspection and Adjustment</u>" (LHD models) or <u>BR-55</u>, "<u>Inspection and Adjustment</u>" (RHD models).
- 2. Check the continuity between stop lamp switch terminals under the following conditions.

Terminals	Condition		Continuity
1 and 2	Brake pedal	Fully released	Not existed
	Diake pedai	Slightly depressed	Existed

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace stop lamp switch.

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# P1574 ASCD VEHICLE SPEED SENSOR

Description INFOID:000000001180401

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 <a href="ECM-49">ECM-49</a>, "System Description" for ASCD functions.

DTC Logic

#### DTC DETECTION LOGIC

#### NOTE:

- If DTC P1574 is displayed with DTC U1001, first perform the trouble diagnosis for DTC U1001. Refer to <u>ECM-112</u>, "<u>DTC Logic"</u>.
- If DTC P1574 is displayed with DTC U1010, first perform the trouble diagnosis for DTC U1010. Refer to <u>ECM-113</u>, "<u>DTC Logic"</u>.
- If DTC P1574 is displayed with DTC P0500, first perform the trouble diagnosis for DTC P0500. Refer to ECM-197, "DTC Logic"
- If DTC P1574 is displayed with DTC P0605, first perform the trouble diagnosis for DTC P0605. Refer to <u>ECM-199</u>, "<u>DTC Logic"</u>

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1574	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.)     (Combination meter circuit is open or shorted.)     Combination meter     ABS actuator and electric unit (control unit)     Wheel sensor     TCM (CVT models)     ECM

### DTC CONFIRMATION PROCEDURE

# 1.PRECONDITIONING

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

>> GO TO 2.

# 2. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Start engine.
- 2. Drive the vehicle at more than 40 km/h (25 MPH).

#### **CAUTION:**

Always drive vehicle at a safe speed.

NOTE:

This procedure may be conducted with the drive wheels lifted in the shop or by driving the vehicle. If a road test is expected to be easier, it is unnecessary to lift the vehicle.

3. Check DTC.

#### Is DTC detected?

YES >> Go to ECM-520, "Diagnosis Procedure".

NO >> INSPECTION END

# Diagnosis Procedure

INFOID:0000000001180403

# 1. CHECK DTC WITH TCM

Check DTC with TCM. Refer to TM-430, "Diagnosis Description".

Is the inspection result normal?

YES >> GO TO 2.

P1574 ASCD VEHICLE SPEED SENSOR			
< COMPONENT DIAGNOSIS >	[MR20DE (WITHOUT EURO-OBD)]		
NO >> Perform trouble shooting relevant to DTC indicated.			
2.CHECK DTC WITH "ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)"			
Refer to BRC-17, "CONSULT-III Function (ABS)".			
Is the inspection result normal?			
YES >> GO TO 3. NO >> Repair or replace.			

3.CHECK COMBINATION METER

Check combination meter function.

Refer to MWI-27, "CONSULT-III Function (METER/M&A)".

>> INSPECTION END

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# P1706 PNP SWITCH

Description INFOID:000000001180404

When the shift lever position is P or N (CVT), Neutral position (M/T), park/neutral position (PNP) switch is ON. ECM detects the position because the continuity of the line (the ON signal) exists.

DTC Logic

#### DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1706	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

# 1.INSPECTION START

Do you have CONSULT-III?

#### Do you have CONSULT-III?

YES >> GO TO 2.

NO >> GO TO 5.

# 2.PRECONDITIONING

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

>> GO TO 3.

# 3. CHECK PNP SWITCH FUNCTION

### (I) With CONSULT-III

- 1. Turn ignition switch ON.
- 2. Select "P/N POSI SW" in "DATA MONITOR" mode with CONSULT-III. Then check the "P/N POSI SW" signal under the following conditions.

Position (Shift lever)	Known-good signal
N or P position (CVT) Neutral position (M/T)	ON
Except above position	OFF

### Is the inspection result normal?

YES >> GO TO 4.

NO >> Go to ECM-523, "Diagnosis Procedure".

# 4. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Select "DATA MONITOR" mode with CONSULT-III.
- 2. Start engine and warm it up to normal operating temperature.
- Maintain the following conditions for at least 50 consecutive seconds.

  CAUTION:

Always drive vehicle at a safe speed.

ENG SPEED	CVT: 1,500 - 6,375 rpm M/T: 1,500 - 6,375 rpm
COOLAN TEMP/S	More than 70°C (158°F)

# P1706 PNP SWITCH

#### < COMPONENT DIAGNOSIS >

### [MR20DE (WITHOUT EURO-OBD)]

B/FUEL SCHDL	CVT: 2.4 - 31.8 msec M/T: 3.5 - 31.8 msec
VHCL SPEED SE	More than 64 km/h (40 mph)
Shift lever	Suitable position

4. Check 1st trip DTC.

### Is 1st trip DTC detected?

YES >> Go to ECM-523, "Diagnosis Procedure".

NO >> INSPECTION END

# 5.PERFORM COMPONENT FUNCTION CHECK

Perform component function check. Refer to <u>ECM-523</u>, "Component Function Check".

Use component function check the overall function of the park/neutral position (PNP) switch circuit. During this check, a 1st trip DTC might not be confirmed.

## Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-523, "Diagnosis Procedure".

# Component Function Check

# 1. PERFORM COMPONENT FUNCTION CHECK

Turn ignition switch ON.

2. Check the voltage between ECM harness connector and ground.

ECM		Ground	Condition		Voltage
Connector	Terminal		Condition		voltage
F8	69 (PNP switch signal)	Ground	Shift lever	P or N (CVT) Neutral (M/T)	Approx. 0V
	(1 141 Switch Signal)			Except above	BATTERY VOLTAGE

## Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-523, "Diagnosis Procedure".

# Diagnosis Procedure

# 1. CHECK PNP SWITCH POWER SUPPLY CIRCUIT

1. Turn ignition switch OFF.

- Disconnect Park/neutral position (PNP) switch harness connector. 2.
- Turn ignition switch ON.
- Check the voltage between PNP switch harness connector and ground.

PNP sv	vitch	Ground	Voltage	
Connector Terminal		Ground	voltage	
F21 (CVT)	7			
F46 (M/T 2W)	2	Ground	Battery voltage	
F48 (M/T 4W)	2			

### Is the inspection result normal?

YES >> GO TO 3.

NO >> GO TO 2.

# 2.DTECTED MALFUNCTIONING PART

#### Check the following.

Harness connectors E6, F123

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- Harness for open or short between PNP switch and IPDM E/R
  - >> Repair open circuit or short to ground or short to power in harness or connectors.

# 3.CHECK PNP SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT-I

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

PNP switch		ECM		Continuity
Connector	Terminal	Connector	Terminal	Continuity
F21 (CVT)	6			
F46 (M/T 2W)	3	E10	102	Existed
F48 (M/T 4W)	1			

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

## Is the inspection result normal?

YES >> GO TO 5.

NO-1 >> Repair open circuit or short to ground or short to power in harness or connectors. (M/T)

NO-2 >> GO TO 4. (CVT)

# 4. CHECK PNP SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT-II

1. Check the continuity between PNP switch harness connector and ECM harness connector.

PNP switch		IPDM	Continuity	
Connector	Terminal	Connector Terminal		Continuity
F21 (CVT)	7	E11	14	Existed

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

ECM		IPDM		Continuity
Connector	Terminal	Connector Terminal		Continuity
F8	69	E11	14	Existed

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

### Is the inspection result normal?

YES >> GO TO 5.

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

### CHECK PNP SWITCH

Refer to <u>TM-442</u>, "Component Inspection" (CVT) or <u>TM-57</u>, "PARK/NEUTRAL POSITION (PNP) SWITCH: Component Parts Location" (M/T).

#### Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace PNP switch.

# 6.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

# P1805 BRAKE SWITCH

Description INFOID:0000000001180408

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.

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# DTC Logic

#### DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P1805	Brake switch	A brake switch signal is not sent to ECM for extremely long time while the vehicle is driving.	Harness or connectors     (Stop lamp switch circuit is open or shorted.)     Stop lamp switch

#### DTC CONFIRMATION PROCEDURE

# 1. PERFORM DTC CONFIRMATION PROCEDURE

- 1. Turn ignition switch ON.
- 2. Fully depress the brake pedal for at least 5 seconds.
- 3. Erase the DTC with CONSULT-III.
- Check 1st trip DTC.

# Is 1st trip DTC detected?

YES >> Go to ECM-525, "Diagnosis Procedure".

NO >> INSPECTION END

# Diagnosis Procedure

# 1. CHECK STOP LAMP SWITCH CIRCUIT

- 1. Turn ignition switch OFF.
- 2. Check the stop lamp when depressing and releasing the brake pedal.

Brake pedal	Stop lamp
Fully released	Not illuminated
Slightly depressed	Illuminated

### Is 1st trip DTC detected?

YES >> GO TO 4

NO >> GO TO 2

# 2.CHECK STOP LAMP SWITCH POWER SUPPLY CIRCUIT

- Turn ignition switch OFF.
- 2. Disconnect stop lamp switch harness connector.
- Check the voltage between stop lamp switch harness connector and ground.

Stop lamp	switch	Ground	Voltage
Connector	Terminal		
E114 (M/T)	1	Ground	Battery voltage
E115 (CVT)	1	Giodila	Dattery Voltage

## Is the inspection result normal?

YES >> GO TO 3.

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

3.check stop lamp switch input signal circuit for open and short

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#### < COMPONENT DIAGNOSIS >

- 1. Disconnect ECM harness connector.
- Check the continuity between ECM harness connector and stop lamp switch harness connector.

EC	М	Stop lamp switch		Continuity
Connector	Terminal	Connector	Terminal	Continuity
E16	99	E114 (M/T)	2	Existed
⊏10	99	E115 (CVT)	2	Existed

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

#### Is the inspection result normal?

YES >> GO TO 5. NG >> GO TO 4.

4. DETECT MALFUNCTIONING PART

#### Check the following.

- Harness connectors M77, E105
- · 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.

# 5. CHECK STOP LAMP SWITCH

Refer to ECM-526, "Component Inspection (Stop Lamp Switch)".

#### Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace stop lamp switch.

# 6. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

#### >> INSPECTION END

# Component Inspection (Stop Lamp Switch)

INFOID:0000000001180411

# 1. CHECK STOP LAMP SWITCH-I

- 1. Turn ignition switch OFF.
- 2. Disconnect stop lamp switch harness connector.
- 3. Check the continuity between stop lamp switch terminals under the following conditions.

Terminals	Condition		Continuity
1 and 2	Brake pedal	Fully released	Not existed
1 and 2	Diake pedal	Slightly depressed	Existed

## Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

# 2.CHECK STOP LAMP SWITCH-II

- 1. Adjust stop lamp switch installation. Refer to ECM-268, "Component Inspection (Stop Lamp Switch)".
- 2. Check the continuity between stop lamp switch terminals under the following conditions.

Terminals	Condition		Continuity
1 and 2	Brake pedal	Fully released	Not existed
1 and 2	Diake pedal	Slightly depressed	Existed

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace stop lamp switch.

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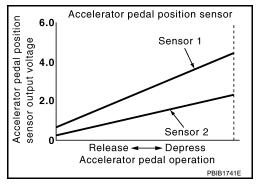
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# P2122, P2123 APP SENSOR

Description INFOID:0000000001180412

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 oper-

ation such as fuel cut.

DTC Logic INFOID:0000000001180413

#### DTC DETECTION LOGIC

#### NOTE:

If DTC P2122 or P2123 is displayed with DTC P1229, first perform the trouble diagnosis for DTC P1229. Refer to ECM-507, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P2122	Accelerator pedal position sensor 1 circuit low input	An excessively low voltage from the APP sensor 1 is sent to ECM.	Harness or connectors     (APP sensor 1 circuit is open or shorted.)
P2123	Accelerator pedal position sensor 1 circuit high input	An excessively high voltage from the APP sensor 1 is sent to ECM.	Accelerator pedal position sensor (APP sensor 1)

#### DTC CONFIRMATION PROCEDURE

# 1.PRECONDITIONING

If DTC Confirmation Procedure has been previously conducted, always 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 8V at idle.

>> GO TO 2.

# 2.PERFORM DTC CONFIRMATION PROCEDURE

- Start engine and let it idle for 1 second.
- Check DTC.

#### Is DTC detected?

>> Go to ECM-528, "Diagnosis Procedure". YES

>> INSPECTION END NO

# Diagnosis Procedure

# INFOID:0000000001180414

# CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

#### Is the inspection result normal?

YES >> GO TO 2.

# **P2122, P2123 APP SENSOR**

#### < COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

NO >> Repair or replace ground connection.

# 2.CHECK APP SENSOR 1 POWER SUPPLY CIRCUIT

- 1. Disconnect accelerator pedal position (APP) sensor harness connector.
- 2. Turn ignition switch ON.
- 3. Check the voltage between APP sensor harness connector and ground.

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APP	sensor	Ground	Voltage
Connector	Terminal	Ground	voltage
E110	9	Ground	Approx. 5V

### Is the inspection result normal?

YES >> GO TO 3.

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

# 3.CHECK APP SENSOR 1 GROUND CIRCUIT FOR OPEN AND SHORT

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

APP s	sensor	E	СМ	Continuity
Connector	Terminal	Connector Terminal		Continuity
E110	2	E16	111	Existed

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

#### Is the inspection result normal?

YES >> GO TO 4.

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

# 4. CHECK APP SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

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

APP sensor		ECM		Continuity
Connector	Terminal	Connector	Terminal	Continuity
E110	3	E16	110	Existed

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

### Is the inspection result normal?

YES >> GO TO 5.

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

# 5. CHECK APP SENSOR

Refer to ECM-530, "Component Inspection".

### Is the inspection result normal?

YES >> GO TO 7.

NO >> GO TO 6.

# 6. REPLACE ACCELERATOR PEDAL ASSEMBLY

- 1. Replace accelerator pedal assembly.
- 2. Go to ECM-530, "Special Repair Requirement".

#### >> INSPECTION END

### .CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

# Component Inspection

INFOID:0000000001180415

# 1. CHECK ACCELERATOR PEDAL POSITION SENSOR

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

ECM		- Ground Cond		ition	Voltage	
Connector	Terminal	Giodila	Condition		voltage	
	110			Fully released	0.6 - 0.9V	
E16 (AF	(APP sensor 1 signal)	Ground	Accelerator pedal	Fully depressed	3.9 - 4.7V	
	103		Accelerator pedar	Fully released	0.3 - 0.6V	
	(APP sensor 2 signal)			Fully depressed	1.95 - 2.4V	

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

# 2.REPLACE ACCELERATOR PEDAL ASSEMBLY

- 1. Replace accelerator pedal assembly.
- 2. Go to ECM-530, "Special Repair Requirement".

>> INSPECTION END

# Special Repair Requirement

INFOID:0000000001180416

# 1. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

Refer to ECM-19, "ACCELERATOR PEDAL RELEASED POSITION LEARNING: Special Repair Requirement".

>> GO TO 2.

# 2. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to ECM-19, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement".

>> GO TO 3.

# 3.PERFORM IDLE AIR VOLUME LEARNING

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

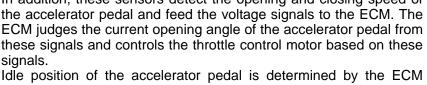
>> END

# P2127, P2128 APP SENSOR

Description INFOID:0000000001180417

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



receiving the signal from the accelerator pedal position sensor. The ECM uses this signal for the engine operation such as fuel cut.

Accelerator pedal position sensor Sensor 1 Sensor 2 → Depress Release -Accelerator pedal operation

DTC Logic INFOID:0000000001180418

## DTC DETECTION LOGIC

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause	
P2127	Accelerator pedal position sensor 2 circuit low input	An excessively low voltage from the APP sensor 2 is sent to ECM.	Harness or connectors     (APP sensor 2 circuit is open or shorted.) [Crankshaft position sensor (POS) circuit	-
	Accelerator pedal position sensor 2 circuit high input  An excessively high voltage from the APP sensor 2 is sent to ECM.		is shorted.] (Refrigerant pressure sensor circuit is shorted.)	I
P2128		Accelerator pedal position sensor (APP sensor 2)     Crankshaft position sensor (POS)     Refrigerant pressure sensor	J	

#### DTC CONFIRMATION PROCEDURE

# 1.PRECONDITIONING

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

#### **TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 8V at idle.

>> GO TO 2.

# 2.perform dtc confirmation procedure

- Start engine and let it idle for 1 second.
- Check DTC.

#### Is DTC detected?

YES >> Go to ECM-531, "Diagnosis Procedure".

>> INSPECTION END

# Diagnosis Procedure

# 1. CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection". 2.

### Is the inspection result normal?

YES >> GO TO 2.

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INFOID:0000000001180419

# **P2127, P2128 APP SENSOR**

#### < COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

NO >> Repair or replace ground connection.

# 2. CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-I

- 1. Disconnect accelerator pedal position (APP) sensor harness connector.
- 2. Turn ignition switch ON.
- 3. Check the voltage between APP sensor harness connector and ground.

APP	sensor	Ground	Voltage
Connector	Terminal	Ground	voltage
E110	5	Ground	Approx. 5V

### Is the inspection result normal?

YES >> GO TO 6.

NO >> GO TO 3.

# 3.CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-II

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

APP	sensor	E	СМ	Continuity
Connector	Terminal	Connector	Terminal	Continuity
E110	5	E16	102	Existed

### Is the inspection result normal?

YES >> GO TO 4.

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

# f 4.CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-III

Check harness for short to power and short to ground, between the following terminals.

EC	M	Sensor		
Connector	Terminal	Item	Connector	Terminal
F8	74	Refrigerant pressure sensor	E49	3
		CKP sensor (POS)	F20	1
E16	102	APP sensor	E110	5

#### Is the inspection result normal?

YES >> GO TO 5.

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

# 5. CHECK COMPONENTS

### Check the following.

- Crankshaft position sensor (POS) (Refer to <u>ECM-477, "Component Inspection"</u>.)
- Refrigerant pressure sensor (Refer to ECM-307, "Diagnosis Procedure".)

#### Is the inspection result normal?

YES >> GO TO 10.

NO >> Replace malfunctioning component.

# 6. CHECK APP SENSOR 2 GROUND CIRCUIT FOR OPEN AND SHORT

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

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ADD		50	N 4		
APP s	ensor Terminal	EC Connector	M Terminal	Continuity	
E110	1	E16	104	Existed	
4. Also ch	neck harn	ess for sho	rt to grou	nd and sho	ort to power.
		ult normal?	•		·
	GO TO				
_	•	•		•	or short to power in harness or connectors.
/ .CHECK	APP SEN	ISOR 2 IN	PUT SIG	NAL CIRC	UIT FOR OPEN AND SHORT
1. Check	the contin	nuity betwe	en APP s	ensor harr	ness connector and ECM harness connector.
				1	
APP s		EC		Continuity	
Connector	Terminal	Connector	Terminal		
E110	6	E16	103	Existed	
			•	nd and sho	ort to power.
•		<u>ult normal?</u>			
	> GO TO 8 > Repair o		or short t	to around a	or short to power in harness or connectors.
3.CHECK	•	•		g	
		Componen	t Inchecti	on"	
		ult normal?	•	<u> </u>	
•	• GO TO 1				
	GO TO				
3.REPLAC	CE ACCE	LERATOR	PEDAL A	ASSEMBLY	<i>(</i>
1. Replac	e acceler	ator pedal	assembly	<i>'</i> .	
2. Go to	<u> ECM-534,</u>	"Special R	epair Re	<u>quirement"</u>	
. ^		TION END			
IU.CHEC	K INTER	MITTENT I	NCIDEN	Т	
Refer to <u>GI</u>	<u>-39, "Inter</u>	mittent Inc	<u>ident"</u> .		
	INIODEO	TION END			
		TION END			
Compon	ent Insp	ection			INFOID:000000001180420
1.CHECK	ACCELF	RATOR PE	DAL PO	SITION SF	NSOR
		arness con			
	nect all na Inition swi		1601012 U	iscoi il lecte	u.
			ECM ha	rness conr	nector and ground.

ECM		Ground	Condition		Voltage
Connector	Terminal	Ground	Condition		vollage
	110 (APP sensor 1 signal)	Ground	Accelerator pedal	Fully released	0.6 - 0.9V
E16				Fully depressed	3.9 - 4.7V
E10	103			Fully released	0.3 - 0.6V
(APP sensor 2 s	(APP sensor 2 signal)			Fully depressed	1.95 - 2.4V

Is the inspection result normal?

YES >> INSPECTION END

# **P2127, P2128 APP SENSOR**

< COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

NO >> GO TO 2.

# 2.REPLACE ACCELERATOR PEDAL ASSEMBLY

- 1. Replace accelerator pedal assembly.
- 2. Go to ECM-534, "Special Repair Requirement".

>> INSPECTION END

# Special Repair Requirement

INFOID:0000000001180421

# 1. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

Refer to <u>ECM-19</u>, "ACCELERATOR PEDAL RELEASED POSITION LEARNING: Special Repair Requirement".

>> GO TO 2.

# 2. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to ECM-19, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement".

>> GO TO 3.

# 3. PERFORM IDLE AIR VOLUME LEARNING

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

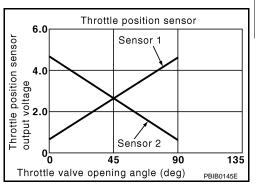
>> END

# P2135 TP SENSOR

Description INFOID:0000000001180422

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.



DTC Logic INFOID:0000000001180423

#### DTC DETECTION LOGIC

NOTE:

If DTC P2135 is displayed with DTC P1229, first perform the trouble diagnosis for DTC P1229. Refer to ECM-507, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P2135	Throttle position sensor circuit range/performance	Rationally incorrect voltage is sent to ECM compared with the signals from TP sensor 1 and TP sensor 2.	Harness or connector     (TP sensor 1 and 2 circuit is open or shorted.)     Electric throttle control actuator     (TP sensor 1 and 2)

#### DTC CONFIRMATION PROCEDURE

# 1.PRECONDITIONING

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

#### **TESTING CONDITION:**

Before performing the following procedure, confirm that battery voltage is more than 8V at idle.

>> GO TO 2.

# 2.perform dtc confirmation procedure

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

# Is DTC detected?

YES >> Go to ECM-535, "Diagnosis Procedure".

>> INSPECTION END NO

# Diagnosis Procedure

# 1. CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

#### Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

# 2.CHECK THROTTLE POSITION SENSOR POWER SUPPLY CIRCUIT-I

Disconnect electric throttle control actuator harness connector.

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INFOID:0000000001180424

#### < COMPONENT DIAGNOSIS >

- 2. Turn ignition switch ON.
- 3. Check the voltage between electric throttle control actuator harness connector and ground.

Electric throttle of	Ground	Voltage		
Connector	Terminal	Ground	vollage	
F29	1	Ground	Approx. 5V	

#### Is the inspection result normal?

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

# 3.CHECK THROTTLE POSITION SENSOR POWER SUPPLY CIRCUIT-II

- Turn ignition switch OFF.
- 2. Disconnect ECM harness connector.
- 3. Check the continuity between electric throttle control actuator harness connector and ground.

Electric throttle control actuator		ECM		Continuity
Connector	Terminal	Connector	Terminal	Continuity
F29	1	F8	72	Existed

#### Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair open circuit.

# 4. CHECK THROTTLE POSITION SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

- 1. Turn ignition switch OFF.
- 2. Disconnect ECM harness connector.
- 3. Check the continuity between electric throttle control actuator harness connector and ground.

Electric throttle control actuator		ECM		Continuity
Connector	Terminal	Connector Terminal		Continuity
F29	4	F8	36	Existed

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

#### Is the inspection result normal?

YES >> GO TO 5.

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

# 5.CHECK THROTTLE POSITION SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

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

Electric throttle control actuator		ECM		Continuity	
Connector	Terminal	Connector	Terminal	Continuity	
F29	2	F8	33	Existed	
1 29	3	10	34	LXISIGU	

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

#### Is the inspection result normal?

YES >> GO TO 6.

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

## 6.CHECK THROTTLE POSITION SENSOR

# Refer to ECM-537, "Component Inspection".

#### Is the inspection result normal?

YES >> GO TO 8.

NO >> GO TO 7.

# 7.replace electric throttle control actuator

- Replace electric throttle control actuator.
- ECM-537, "Special Repair Requirement"

#### >> INSPECTION END

# 8.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

#### >> INSPECTION END

# Component Inspection

# 1. CHECK THROTTLE POSITION SENSOR

- Turn ignition switch OFF.
- 2. Reconnect all harness connectors disconnected.
- 3. Perform ECM-537, "Special Repair Requirement".
- 4. Turn ignition switch ON.
- 5. Set shift lever to D (CVT) or 1st (M/T) position.
- 6. Check the voltage between ECM harness connector and ground.

ECM		Ground Cond		lition	Voltage
Connector	Terminal	Orodria	Cond	ition	voltage
	33			Fully released	More than 0.36V
F8	(TP sensor 1 signal)	Ground	d Accelerator pedal	Fully depressed	Less than 4.75V
го	34 (TP sensor 2 signal)			Fully released	Less than 4.75V
				Fully depressed	More than 0.36V

### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

# 2.replace electric throttle control actuator

- Replace electric throttle control actuator.
- 2. Go to ECM-537, "Special Repair Requirement".

>> INSPECTION END

# Special Repair Requirement

1. PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to ECM-19, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement"

>> GO TO 2.

# 2.perform idle air volume learning

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

>> END

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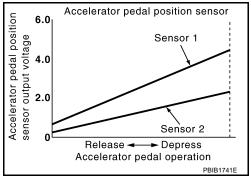
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# P2138 APP SENSOR

Description INFOID:0000000001180427

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.

DTC Logic INFOID:0000000001180428

#### DTC DETECTION LOGIC

#### NOTE:

If DTC P2138 is displayed with DTC P1229, first perform the trouble diagnosis for DTC P1229. Refer to ECM-507, "DTC Logic".

DTC No.	Trouble diagnosis name	DTC detecting condition	Possible cause
P2138	Accelerator pedal position sensor circuit range/performance	Rationally incorrect voltage is sent to ECM compared with the signals from APP sensor 1 and APP sensor 2.	Harness or connector     (APP sensor 1 and 2 circuit is open or shorted.)     [Crankshaft position sensor (POS) circuit is shorted.)     (Refrigerant pressure sensor circuit is shorted.)     Accelerator pedal position sensor (APP sensor 1 and 2)     Crankshaft position sensor (POS)     Refrigerant pressure sensor

#### DTC CONFIRMATION PROCEDURE

# 1.PRECONDITIONING

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

#### **TESTING CONDITION:**

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

>> GO TO 2.

# 2.PERFORM DTC CONFIRMATION PROCEDURE

- Start engine and let it idle for 1 second.
- Check DTC.

#### Is DTC detected?

YES >> Go to ECM-538, "Diagnosis Procedure".

>> INSPECTION END NO

# Diagnosis Procedure

# 1. CHECK GROUND CONNECTION

Turn ignition switch OFF.

INFOID:0000000001180429

#### < COMPONENT DIAGNOSIS >

### [MR20DE (WITHOUT EURO-OBD)]

Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

#### Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

# 2.CHECK APP SENSOR 1 POWER SUPPLY CIRCUIT

- Disconnect accelerator pedal position (APP) sensor harness connector.
- Turn ignition switch ON.
- Check the voltage between APP sensor harness connector and ground.

APP	sensor	Ground	Voltage	
Connector	Connector Terminal		voltage	
E110	4	Ground	Approx. 5V	

#### Is the inspection result normal?

YES >> GO TO 3.

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

# 3.CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-I

- Turn ignition switch ON.
- Check the voltage between APP sensor harness connector and ground.

APP sensor		Ground	Voltage	
Connector Terminal		Ground	voltage	
E110	5	Ground	Approx. 5V	

#### Is the inspection result normal?

YES >> GO TO 7.

>> GO TO 4. NO

# 4.CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-II

- Turn ignition switch OFF. 1.
- Disconnect ECM harness connector.
- Check the continuity between APP sensor harness connector and ECM harness connector.

APP sensor		ECM		Continuity
Connector	Terminal	Connector Terminal		Continuity
E110	5	E16	102	Existed

#### Is the inspection result normal?

YES >> GO TO 5.

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

# ${f 5.}$ CHECK APP SENSOR 2 POWER SUPPLY CIRCUIT-III

Check harness for short to power and short to ground, between the following terminals.

ECM		Sensor				
Connector Terminal Item		Connector	Terminal			
F8	74	Refrigerant pressure sensor	E49	3		
10	75	CKP sensor (POS)	F20	1		
E16 102		APP sensor	E110	5		

#### Is the inspection result normal?

YES >> GO TO 6.

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

#### **6.**CHECK COMPONENTS

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INFOID:0000000001180430

#### < COMPONENT DIAGNOSIS >

Check the following.

- Crankshaft position sensor (POS) (Refer to <u>ECM-477, "Component Inspection"</u>.)
- Refrigerant pressure sensor (Refer to ECM-307, "Diagnosis Procedure".)

### Is the inspection result normal?

YES >> GO TO 11.

NO >> Replace malfunctioning component.

# 7.CHECK APP SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

- 1. Turn ignition switch OFF.
- Disconnect ECM harness connector.
- 3. Check the continuity between APP sensor harness connector and ECM harness connector as follows.

	APP sensor		ECM		Continuity
•	Connector	Terminal	Connector	Terminal	Continuity
•	E110	2	E16	111	Existed
	LIIU	1	LIU	104	LXISIGU

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

#### Is the inspection result normal?

YES >> GO TO 8.

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

# 8.CHECK APP SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between APP sensor harness connector and ECM harness connector as follows.

APP sensor		EC	Continuity	
Connector	Terminal	Connector	Terminal	Continuity
E110	3	E16	110	Existed
LIIU	6	L10	103	LAISIEU

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

### Is the inspection result normal?

YES >> GO TO 9.

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

# 9. CHECK APP SENSOR

Refer to ECM-540, "Component Inspection".

#### Is the inspection result normal?

YES >> GO TO 11.

NO >> GO TO 10.

# 10. REPLACE ACCELERATOR PEDAL ASSEMBLY

- 1. Replace accelerator pedal assembly.
- 2. Go to ECM-541, "Special Repair Requirement".

#### >> INSPECTION END

# 11. CHECK INTERMITTENT INCIDENT

Refer to GI-39. "Intermittent Incident".

### >> INSPECTION END

# Component Inspection

# OUECK ACCELEDATOR REDAL ROCKTION CENCOR

# 1. CHECK ACCELERATOR PEDAL POSITION SENSOR

Reconnect all harness connectors disconnected.

### **P2138 APP SENSOR**

### < COMPONENT DIAGNOSIS >

#### [MR20DE (WITHOUT EURO-OBD)]

2. Turn ignition switch ON.

3. Check the voltage between ECM harness connector and ground.

ECM		Ground Con		lition	Voltage	
Connector	Terminal	Ground		iiiiOii	voltage	
	110			Fully released	0.6 - 0.9V	
E110	(APP sensor 1 signal)	Ground	Accelerator pedal	Fully depressed	3.9 - 4.7V	
	103			Fully released	0.3 - 0.6V	
	(APP sensor 2 signal)			Fully depressed	1.95 - 2.4V	

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

# 2. REPLACE ACCELERATOR PEDAL ASSEMBLY

- 1. Replace accelerator pedal assembly.
- 2. Go to ECM-541, "Special Repair Requirement".

>> INSPECTION END

# Special Repair Requirement

1. PERFORM ACCELERATOR PEDAL RELEASED POSITION LEARNING

Refer to <u>ECM-19</u>, "ACCELERATOR PEDAL RELEASED POSITION LEARNING: Special Repair Requirement".

>> GO TO 2.

# 2.PERFORM THROTTLE VALVE CLOSED POSITION LEARNING

Refer to ECM-19, "THROTTLE VALVE CLOSED POSITION LEARNING: Special Repair Requirement".

>> GO TO 3.

# 3.perform idle air volume learning

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

>> END

**ECM-541** 

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# ASCD BRAKE SWITCH

Description INFOID:0000000001180432

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 ECM-49, "System Description" for the ASCD function.

# Component Function Check

INFOID:0000000001180433

# 1. CHECK FOR ASCD BRAKE SWITCH FUNCTION

### (II) With CONSULT-III

- Turn ignition switch ON.
- Select "BRAKE SW1" in "DATA MONITOR" mode with CONSULT-III.
- Check "BRAKE SW1" indication under the following conditions.

Monitor item	Condition		Indication
BRAKE SW1	Brake pedal (CVT)	Slightly depressed	OFF
BRAKE SW1	Brake pedal and clutch pedal (M/T)	Fully released	ON

### **Without CONSULT-III**

- Turn ignition switch ON.
- Check the voltage between ECM harness connector and ground.

ECM		Ground	Condition		Voltage
Connector	Terminal	Giodila	Condition		voltage
E16	100	Ground	Brake pedal (CVT)	Slightly depressed	Approx. 0V
LIU	(ASCD brake switch signal)	Ground	Brake pedal and clutch pedal (M/T)	Fully released	Battery voltage

#### Is the inspection result normal?

YES >> INSPECTION END.

NO >> Go to ECM-542, "Diagnosis Procedure".

# Diagnosis Procedure

INFOID:0000000001180434

# 1. CHECK OVERALL FUNCTION-I

Check which type of transmission the vehicle is equipped with.

#### Is the inspection result normal?

CVT >> GO TO 2.

M/T >> GO TO 6.

# 2.CHECK ASCD BRAKE SWITCH POWER SUPPLY CIRCUIT

- 1. Turn ignition switch OFF.
- 2. Disconnect ASCD brake switch harness connector.
- Turn ignition switch ON.
- Check the voltage between ASCD brake switch harness connector and ground.

ASCD bra	ake switch	Ground	Voltage
Connector	Terminal	Giodila	voltage
E112	1	Ground	Battery voltage

### Is the inspection result normal?

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

# 3.DETECT MALFUNCTIONING PART

Check the following.

### **ASCD BRAKE SWITCH**

#### < COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

- Junction block connector M77, E105
- 10A fuse (No. 4)
- · Harness for open or short between ASCD brake switch and fuse

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

# ${f 4.}$ CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

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

ASCD brake switch		ECM		Continuity
Connector	Terminal	Connector	Terminal	Continuity
E112	2	E16	100	Existed

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

### Is the inspection result normal?

YES >> GO TO 5.

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

# CHECK ASCD BRAKE SWITCH

Refer to ECM-544, "Component Inspection (ASCD Brake Switch)".

### Is the inspection result normal?

YES >> GO TO 13.

NO >> Replace ASCD brake switch.

# 6.CHECK ASCD BRAKE SWITCH CIRCUIT

- Turn ignition switch OFF.
- 2. Disconnect ASCD brake switch harness connector.
- 3. Turn ignition switch ON.
- 4. Check the continuity between ASCD brake switch harness connector and ground.

ASCD brake switch		Ground	Condition		Voltage (V)	
Connector	Terminal	Ground	Condition		voitage (v)	
F112	1	Ground	Clutch pedal	Slightly depressed	Approx. 0	
		Ground	Cidicii pedai	Fully released	Battery voltage	

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

#### Is the inspection result normal?

YES >> GO TO 11.

NO >> GO TO 7.

# .CHECK ASCD BRAKE SWITCH POWER SUPPLY CIRCUIT

- 1. Turn ignition switch OFF.
- Disconnect ASCD clutch switch harness connector.
- 3. Turn ignition switch ON.
- 4. Check the voltage between ASCD clutch switch harness connector and ground.

ASCD clu	utch switch	Ground	Voltage
Connector	Terminal	Oround	voltage
E111	1	Ground	Battery voltage

### Is the inspection result normal?

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

8.detect malfunctioning part

**ECM-543** 

INFOID:0000000001180435

#### < COMPONENT DIAGNOSIS >

Check the following.

- Junction block connector M77,E105
- 10A fuse (No. 4)
- · 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.

# 9.CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

- 1. Turn ignition switch OFF.
- Check the continuity between ASCD brake switch harness connector and ASCD clutch switch harness connector.

ASCD brake switch		ASCD clutch switch		Continuity
Connector	Terminal	Connector	Terminal	Continuity
E112	1	E111	2	Existed

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

### Is the inspection result normal?

YES >> GO TO 10.

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

# 10.CHECK ASCD CLUTCH SWITCH

Refer to ECM-260, "Component Inspection (ASCD Clutch Switch)".

#### Is the inspection result normal?

YES >> GO TO 13.

NO >> Replace ASCD clutch switch.

# 11. CHECK ASCD BRAKE SWITCH INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

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

ASCD brake switch		ch ECM		Continuity
Connector	Terminal	Connector	Terminal	Continuity
E112	2	E16	100	Existed

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

#### Is the inspection result normal?

YES >> GO TO 12.

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

# 12. CHECK ASCD BRAKE SWITCH

Refer to ECM-259, "Component Inspection (ASCD Brake Switch)".

### Is the inspection result normal?

YES >> GO TO 13.

NO >> Replace ASCD brake switch.

# 13. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

#### >> INSPECTION END

# Component Inspection (ASCD Brake Switch)

# 1.CHECK ASCD BRAKE SWITCH-I

- Turn ignition switch OFF.
- 2. Disconnect ASCD brake switch harness connector.

### **ASCD BRAKE SWITCH**

### < COMPONENT DIAGNOSIS >

### [MR20DE (WITHOUT EURO-OBD)]

3. Check the continuity between ASCD brake switch terminals under the following conditions.

Terminals	Condition		Continuity
1 and 2	Brake nedal	Fully released	Existed
	Brake pedal	Slightly depressed	Not existed

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#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

2. CHECK ASCD BRAKE SWITCH-II

1. Adjust ASCD brake switch installation. Refer to <u>BR-8</u>, "<u>Inspection and Adjustment</u>" (LHD miodels) or <u>BR-55</u>, "<u>Inspection and Adjustment</u>" (RHD models).

2. Check the continuity between ASCD brake switch terminals under the following conditions.

Terminals	C	Continuity	
1 and 2	Brake pedal	Fully released	Existed
	Бтаке рецаг	Slightly depressed	Not existed

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace ASCD brake switch.

# Component Inspection (ASCD Clutch Switch)

INFOID:0000000001180436

# 1. CHECK ASCD CLUTCH SWITCH-I

- Turn ignition switch OFF.
- 2. Disconnect ASCD clutch switch harness connector.
- 3. Check the continuity between ASCD clutch switch terminals under the following conditions.

Terminals	Condition		Continuity
1 and 2	Clutch nedal	Fully released	Existed
	Clutch pedal	Slightly depressed	Not existed

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

# 2. CHECK ASCD CLUTCH SWITCH-II

1. Adjust ASCD clutch switch installation. Refer to CL-6, "Inspection and Adjustment".

Check the continuity between ASCD clutch switch terminals under the following conditions.

Terminals	Condition		Continuity
1 and 2	Clutch pedal	Fully released	Existed
	Oluton pedal	Slightly depressed	Not existed

### Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace ASCD clutch switch.

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### ASCD INDICATOR

Description INFOID:000000001180437

ASCD indicator lamp illuminates to indicate ASCD operation status. Lamp has two indicators, CRUISE and SET, and is integrated in combination meter.

CRUISE lamp illuminates when MAIN switch on ASCD steering switch is turned ON to indicated that ASCD system is ready for operation.

SET lamp illuminates when following conditions are met.

- CRUISE lamp is illuminated.
- SET/COAST switch on ASCD steering switch is turned ON while vehicle speed is within the range of ASCD setting.

SET lamp remains lit during ASCD control.

Refer to ECM-49, "System Description" for the ASCD function.

# Component Function Check

INFOID:0000000001180438

# 1. ASCD INDICATOR FUNCTION

Check ASCD indicator under the following conditions.

ASCD INDICATOR	CON	SPECIFICATION	
CRUISE LAMP	Ignition switch: ON     MAIN switch: Pressed at the 1st time →at the 2nd time		$ON \to OFF$
	MAIN switch: ON	ASCD: Operating	ON
SET LAMP	When vehicle speed: Be- tween 40 km/h (25 MPH) and 144 km/h (89 MPH)	ASCD: Not operating	OFF

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-546, "Diagnosis Procedure".

# Diagnosis Procedure

INFOID:0000000001180439

### 1. CHECK DTC

Check that DTC U1001 is not displayed.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Perform trouble diagnosis for DTC U1001. Refer to <a href="ECM-112">ECM-112</a>, "DTC Logic".

# 2.CHECK COMBINATION METER OPERATION

Refer to MWI-27, "CONSULT-III Function (METER/M&A)".

#### Is the inspection result normal?

YES >> GO TO 3.

NO >> Check combination meter circuit. Refer to MWI-7, "METER SYSTEM: System Diagram".

### 3.check intermittent incident

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

# COOLING FAN

Description INFOID:0000000001180440

Cooling fan operates at each speed when the current flows in the cooling fan motor as follows. Refer to <a href="ECM-57">ECM-57</a>, "System Diagram" for cooling fan operation.

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INFOID:000000000118044:

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# Component Function Check

# 1. CHECK COOLING FAN LOW SPEED FUNCTION

# (II) With CONSULT-III

- Turn ignition switch ON.
- 2. Perform "COOLING FAN" in "ACTIVE TEST" mode with CONSULT-III and touch "LOW" on the CONSULT-III screen.
- 3. Make sure that cooling fans operates at low speed.

### **Without CONSULT-III**

- 1. Start engine and let it idle.
- 2. Turn air conditioner switch and blower fan switch ON.
- Make sure that cooling fan operates at low speed.

### Is the inspection result normal?

YES >> GO TO 2.

NO >> Check cooling fan low speed control circuit.

# 2.check cooling fan high speed function

# (II) With CONSULT-III

- 1. Touch "HI" on the CONSULT-III screen.
- Make sure that cooling fans operates at higher speed than low speed.

### **Without CONSULT-III**

- 1. Turn ignition switch OFF.
- 2. Turn air conditioner switch and blower fan switch OFF.
- 3. Disconnect engine coolant temperature sensor harness connector.
- 4. Connect  $150\Omega$  resistor to engine coolant temperature sensor harness connector.
- 5. Restart engine and make sure that cooling fan operates at higher speed than low speed.

### Is the inspection result normal?

YES >> INSPECTION END

NO >> Check cooling fan high speed control circuit.

# Diagnosis Procedure

#### INFOID:0000000001180442

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# 1. CHECK POWER SUPPLY CIRCUIT

- Turn ignition switch OFF.
- 2. Disconnect IPDM E/R harness connector and cooling fan relay-3 harness connector.
- Check the voltage between IPDM E/R harness connector or cooling fan relay-3 harness connector and ground.

	cooling fan relay-3		IPDM E/R	
Ground	Terminal	Connec- tor	Terminal	Connector
Ground	1	E59	53	F14
Ground	3	L39	E14 53	

### Is the inspection result normal?

YES >> GO TO 3.

NO >> GO TO 2.

# 2. DETECT MALFUNCTIONING PART

Check the following.

#### < COMPONENT DIAGNOSIS >

- 50A fusible link (letter M)
- Harness for open or short between IPDM E/R cooling fan relay-3 and battery
  - >> Repair or replace malfunctioning part.

# 3.check cooling fan motors circuit for open and short

- 1. Disconnect cooling fan motor harness connector.
- Check the continuity between IPDM E/R harness connector or cooling fan relay-3 harness connector and cooling fan motor harness connector.

Cooling f	Cooling fan relay-3 IPDN		M E/R Cooling f		fan motor	
Connector	Terminal	Connector	Terminal	Connec- tor	Terminal	Continuity
E59	2	E14	52	E3	1	Existed

3. Check the continuity between cooling fan relay-3 harness connector and IPDM E/R harness connector.

Cooling fan relay-3		IPDM E/R		Continuity
Connector	Terminal	Connector Terminal		Continuity
E59	4	E13	48	Existed

Check the continuity between cooling fan motor harness connector or IPDM E/R harness connector and ground.

Cooling fa	an motor	IPDM E/R		Ground	Continuity
Connector	Terminal	Connector	Terminal	Giodila	Continuity
E3	2	E10	5	Ground	Existed
£3	2	L10	6	Giodila	LAISIEU

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

#### Is the inspection result normal?

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

# 4. DETECT MALFUNCTIONING PART

#### Check the following.

- Harness for open or short between cooling fan motor and IPDM E/R
- Harness for open or short between cooling fan motor and cooling fan relay
- Harness for open or short between cooling fan relay-3 and IPDM E/R
- · Harness for open or short between cooling fan motor and ground
- Harness for open or short between IPDM E/R and ground
- Resistor E57
  - >> Repair or replace malfunctioning part.

# 5.check ground connection

Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

### Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair or replace ground connection.

# 6. CHECK COOLING FAN RELAYS

Refer to ECM-549, "Component Inspection (Cooling Fan Relay)".

### Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace malfunctioning cooling fan relay.

# 7.CHECK COOLING FAN MOTOR

Refer to ECM-549, "Component Inspection (Cooling Fan Motor)".

### Is the inspection result normal?

YES >> GO TO 8.

NO >> Replace malfunctioning cooling fan motor.

# 8. CHECK INTERMITTENT INCIDENT

Perform GI-39, "Intermittent Incident".

### Is the inspection result normal?

YES >> Replace IPDM E/R.

NO >> Repair or replace harness or connector.

# Component Inspection (Cooling Fan Motor)

# 1. CHECK COOLING FAN MOTOR

- Turn ignition switch OFF.
- Disconnect cooling fan motor harness connector.
- Supply cooling fan motor terminals with battery voltage and check operation.

Terminals		Operation	
(+)	(-)	- Operation	
1	2	Cooling fans operates .	

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace cooling fan motor.

# Component Inspection (Cooling Fan Relay)

# 1. CHECK COOLING FAN RELAY

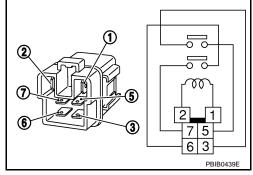
- Turn ignition switch OFF.
- Remove cooling fan relay-3.
- Check the continuity between cooling fan relay terminals under the following conditions.

Terminals	Conditions	Continuity
1 and 2	12V direct current supply between terminals 3 and 4	Existed
	No current supply	Not existed

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace cooling fan relay.



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### **ELECTRICAL LOAD SIGNAL**

Description INFOID:000000001180445

The electrical load signal (Headlamp switch signal, rear window defogger switch signal, etc.) is transferred through the CAN communication line from BCM to ECM via IPDM E/R.

# Component Function Check

INFOID:0000000001180446

# 1. CHECK REAR WINDOW DEFOGGER SWITCH FUNCTION

- 1. Turn ignition switch ON.
- 2. Connect CONSULT-III and select "DATA MONITOR" mode.
- 3. Select "LOAD SIGNAL" and check indication under the following conditions.

Monitor item	Condition	Indication	
LOAD SIGNAL	Rear window defogger switch	ON	ON
LOAD SIGNAL	Real willdow delogger switch	OFF	OFF

#### Is the inspection result normal?

YES >> GO TO 2.

NO >> Go to ECM-550, "Diagnosis Procedure".

# 2. CHECK LIGHTING SWITCH FUNCTION

Check "LOAD SIGNAL" indication under the following conditions.

Monitor item	Co	Indication	
LOAD SIGNAL	Lighting switch	ON at 2nd position	ON
LOAD SIGNAL	Lighting switch	OFF	OFF

#### Is the inspection result normal?

YES >> GO TO 3.

NO >> Go to ECM-550, "Diagnosis Procedure".

# 3.CHECK HEATER FAN CONTROL SWITCH FUNCTION

Select "HEATER FAN SW" and check indication under the following conditions.

Monitor item	Condition		Indication
HEATER FAN SW	Heater fan control switch	ON	ON
TIEATER TAN OW	Tieater fair control switch	OFF	OFF

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-550, "Diagnosis Procedure".

# Diagnosis Procedure

INFOID:0000000001180447

### 1.INSPECTION START

Confirm the malfunctioning circuit (rear window defogger, headlamp or heater fan). Refer to <u>ECM-550, "Component Function Check"</u>.

#### Which circuit is related to the incident?

Rear window defogger>>GO TO 2

Headlamp>>GO TO 3.

Heater fan>>GO TO 4.

# 2.check rear window defogger system

Refer to DEF-4, "System Diagram".

<pre></pre>	EURO-OBD)1
>> INSPECTION END	
3.CHECK HEADLAMP SYSTEM	А
Refer to EXL-12, "System Diagram" (XENON TYPE) or EXL-193, "System Diagram" (HALOG	EN TYPE).
>> INSPECTION END	ECI
4.CHECK HEATER FAN CONTROL SYSTEM	
Refer to GI-39, "Intermittent Incident".	С
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# **EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE**

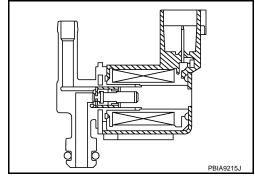
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[MR20DE (WITHOUT EURO-OBD)]

# EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Description INFOID:000000001180448

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.



# Component Function Check

INFOID:0000000001180449

# 1. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE FUNCTION

#### (P)With CONSULT-III

- 1. Turn ignition switch OFF.
- 2. Disconnect the EVAP purge hose from EVAP canister purge volume control solenoid valve (EVAP canister side).
- 3. Start engine and let it idle.
- Select "PURG VOL CONT/V" in "ACTIVE TEST" mode wit CONSULT-III.
- Touch "Qu" and "Qd" on CONSULT-III screen to adjust "PURG VOL CONT/V" and check vacuum existence under the following conditions.

PURG VOL CONT/V	Vacuum
100%	Existed
0 %	Not existed

#### **⋈**Without CONSULT-III

- Turn ignition switch OFF.
- Disconnect the EVAP purge hose from EVAP canister purge volume control solenoid valve (EVAP canister side).
- Start engine and let it idle for at least 100 seconds.
- 4. Check vacuum existence under the following conditions.

Condition	Vacuum
At idle	Not existed
About 2,000 rpm	Existed

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-552, "Diagnosis Procedure".

# Diagnosis Procedure

INFOID:0000000001180450

# 1. CHECK EVAP CANISTER

Refer to ECH-624, "Inspection".

#### Is the inspection result normal?

YES >> GO TO 2.

NO >> Repaor or replace.

# 2. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE POWER SUPPLY CIRCUIT

- Turn ignition switch OFF.
- 2. Disconnect EVAP canister purge volume control solenoid valve harness connector.

# **EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE**

#### < COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

3. Turn ignition switch ON.

4. Check the voltage between EVAP canister purge volume control solenoid valve harness connector and ground.

EVAP canister purge volume control solenoid valve		Ground	Voltage
Connector Terminal		Olouliu	
F32	1	Ground	Battery voltage

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#### Is the inspection result normal?

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

3.DETECT MALFUNCTIONING PART

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### Check the following.

- Harness connectors E7, F121
- Harness for open or short between EVAP canister purge volume control solenoid valve and IPDM E/R
- Harness for open or short between EVAP canister purge volume control solenoid valve and ECM

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

# 4. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OUTPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

Turn ignition switch OFF.

2. Disconnect ECM harness connector.

3. Check the continuity between EVAP canister purge volume control solenoid valve harness connector and ECM harness connector.

EVAP canister purge volume control solenoid valve		noid valve ECM		
Connector	Terminal	Connector	Terminal	Continuity
F32	2	F7	9	Existed

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

#### Is the inspection result normal?

YES-1 >> With CONSULT-III: GO TO 5.

YES-2 >> Without CONSULT-III: GO TO 6.

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

# 5.CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE OPERATION

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### (P) With CONSULT-III

- 1. Reconnect all harness connectors disconnected.
- Start engine.

3. Perform "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-III. Check that engine speed varies according to the valve opening.

Does engine speed vary according to the valve opening?

YES >> GO TO 7.

NO >> GO TO 6.

6.CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

Refer to ECM-554, "Component Inspection".

#### Is the inspection result normal?

YES >> GO TO 7.

NO >> Replace EVAP canister purge volume control solenoid valve.

# 7. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

# **EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE**

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[MR20DE (WITHOUT EURO-OBD)]

# Component Inspection

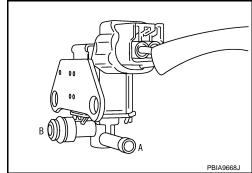
INFOID:0000000001180451

# 1. CHECK EVAP CANISTER PURGE VOLUME CONTROL SOLENOID VALVE

### (P)With CONSULT-III

- 1. Turn ignition switch OFF.
- Reconnect all harness connectors disconnected.
- 3. Disconnect EVAP purge hoses connected to EVAP canister purge volume control solenoid valve.
- 4. Turn ignition switch ON.
- 5. Select "PURG VOL CONT/V" in "ACTIVE TEST" mode with CONSULT-III.
- Touch "Qd" and "Qu" on CONSULT-III screen to adjust "PURG VOL CONT/V" opening and 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%	Existed
0%	Not existed



#### **Without CONSULT-III**

- 1. Turn ignition switch OFF.
- Disconnect EVAP canister purge volume control solenoid valve harness connector.
- 3. Disconnect EVAP purge hoses connected to EVAP canister purge volume control solenoid valve.
- Check air passage continuity of EVAP canister purge volume control solenoid valve under the following conditions.

Condition	Air passage continuity between (A) and (B)
12V direct current supply between terminals 1 and 2	Existed
No supply	Not existed

#### Is the inspection result normal?

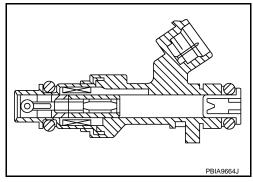
YES >> INSPECTION END

NO >> Replace EVAP canister purge volume control solenoid valve

# **FUEL INJECTOR**

Description INFOID:0000000001180452

The fuel injector is a small, precise solenoid valve. When the ECM supplies a ground to the fuel injector circuit, the coil in the fuel injector is energized. The energized coil pulls the ball valve back and allows fuel to flow through the fuel injector into the intake manifold. The amount of fuel injected depends upon the injection pulse duration. Pulse duration is the length of time the fuel injector remains open. The ECM controls the injection pulse duration based on engine fuel needs.



Component Function Check

1.INSPECTION START

Turn ignition switch to START.

Is any cylinder ignited?

YES >> GO TO 2.

NO >> Go to ECM-555, "Diagnosis Procedure".

2.CHECK FUEL INJECTOR FUNCTION

#### (P)With CONSULT-III

- 1. Start engine.
- Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT-III.
- 3. Make sure that each circuit produces a momentary engine speed drop.

#### **⊗Without CONSULT-III**

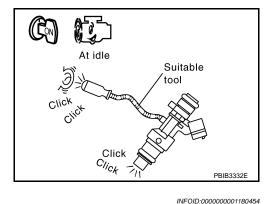
- 1. Let engine idle.
- Listen to each fuel injector operating sound.

#### Clicking noise should be heard.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-555, "Diagnosis Procedure".



# Diagnosis Procedure

# 1. CHECK FUEL INJECTOR POWER SUPPLY CIRCUIT

- 1. Turn ignition switch OFF.
- Disconnect fuel injector harness connector.
- Turn ignition switch ON.
- Check the voltage between fuel injector harness connector and ground.

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Fuel injector		Ground	Voltogo	
Cylinder	Connector	Terminal	Giouna	Voltage
1	F37	1		
2	F38	1	Ground	Battery voltage
3	F39	1	Giodila	Battery voltage
4	F40	1		

#### Is the inspection result normal?

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

# 2. DETECT MALFUNCTIONING PART

#### Check the following.

- Harness connectors F123, E6
- 10A fuse (No. 58)
- · 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.

# 3.check fuel injector output signal circuit for open and short

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

Fuel injector		ECM		Continuity	
Cylinder	Connector	Terminal	Connector	Terminal	Continuity
1	F37	2		31	
2	F38	2	F7	30	Existed
3	F39	2	1 /	29	LXISIEU
4	F40	2		25	

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

#### Is the inspection result normal?

YES >> GO TO 4.

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

# 4. CHECK FUEL INJECTOR

Refer to ECM-556, "Component Inspection".

#### Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace malfunctioning fuel injector.

# 5. CHECK INTERMITTENT INCIDENT

### Refer to GI-39, "Intermittent Incident".

#### Is the inspection result normal?

YES >> Replace IPDM E/R.

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

### Component Inspection

# 1. CHECK FUEL INJECTOR

- Turn ignition switch OFF.
- 2. Disconnect fuel injector harness connector.
- 3. Check resistance between fuel injector terminals as follows.

# **FUEL INJECTOR**

Terminals	Resistance [at 10 - 60°C (50 - 140°F)]
1 and 2	11.1 - 14.5Ω

### Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace malfunctioning fuel injector.

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### **FUEL PUMP**

Description INFOID:000000001180456

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

<sup>\*:</sup> ECM determines the start signal status by the signals of engine speed and battery voltage.

The ECM activates the fuel pump for several seconds after the ignition switch is turned ON to improve engine startability. If the ECM receives a engine speed signal from the camshaft position sensor (PHASE), it knows that the engine is rotating, and causes the pump to operate. If the engine speed signal is not received when the ignition switch is ON, the engine stalls. The ECM stops pump operation and prevents battery discharging, thereby improving safety. The ECM does not directly drive the fuel pump. It controls the ON/OFF fuel pump relay, which in turn controls the fuel pump.

Condition	Fuel pump operation	
Ignition switch is turned to ON.	Operates for 1 second.	
Engine running and cranking	Operates.	
When engine is stopped	Stops in 1.5 seconds.	
Except as shown above	Stops.	

# Component Function Check

INFOID:0000000001180457

# 1. CHECK FUEL PUMP FUNCTION

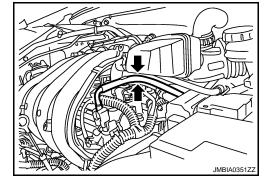
- 1. Turn ignition switch ON.
- Pinch fuel feed hose with two fingers.

Fuel pressure pulsation should be felt on the fuel feed hose for 1 second after ignition switch is turned ON.

Is the inspection result normal?

YES >> INSPECTION END

NO >> ECM-558, "Diagnosis Procedure".



#### INFOID:0000000001180458

# Diagnosis Procedure

# 1. CHECK FUEL PUMP POWER SUPPLY CIRCUIT-I

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

ECM		Ground	Voltage	
Connector Terminal		Oround	voltage	
F7	23	Ground	Battery voltage	

### Is the inspection result normal?

YES >> GO TO 4. NO >> GO TO 2.

2.CHECK FUEL PUMP POWER SUPPLY CIRCUIT-II

#### < COMPONENT DIAGNOSIS >

- Turn ignition switch OFF.
- Disconnect IDPDM E/R harness connector.
- Check the continuity between IPDM E/R harness connector and ECM harness connector.

ECM		IPDM E/R		Continuity
Connector	Terminal	Connector Terminal		Continuity
F7	23	E13	33	Existed

### Is the inspection result normal?

YES >> GO TO 3.

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

# 3.DETECT MALFUNCTIONING PART

Check the following.

- · Harness or connectors E6, F123.
- Harness for open or short to ground and short power.

# >> Repair harness or connectors.

# 4. CHECK FUEL PUMP POWER SUPPLY CIRCUIT-III

- Turn ignition switch OFF.
- Reconnect all harness connectors disconnected.
- Disconnect "fuel level sensor unit and fuel pump" harness connector. 3.
- Turn ignition switch ON.
- Check voltage between "fuel level sensor unit and fuel pump" harness connector and ground.

Fuel level sensor unit and fuel pump		Ground	Voltage	
Connector	Terminal			
B40	1	Ground	Battery voltage should exist 1 second after ignition switch is turn ON.	

### Is the inspection result normal?

YES >> GO TO 8.

NO >> GO TO 5.

# 5.CHECK 10A FUSE

- Turn ignition switch OFF.
- Disconnect 10A fuse (No. 57) from IPDM E/R.
- Check 10A fuse.

#### Is the inspection result normal?

YES >> GO TO 6.

NO >> Replace fuse.

# 6.CHECK FUEL PUMP POWER SUPPLY CIRCUIT-IV

- Disconnect IPDM E/R harness connector.
- Check the continuity between IPDM E/R harness connector and "fuel level sensor unit and fuel pump" harness connector.

IPDM E/R		Fuel level sensor unit and fuel pump		Continuity
Connector	Terminal	Connector Terminal		
F13	42	B40	1	Existed

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

#### Is the inspection result normal?

YES >> GO TO 10.

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#### < COMPONENT DIAGNOSIS >

NO >> GO TO 7.

# 7.DETECT MALFUNCTIONING PART

#### Check the following.

- Harness connectors B10, E101
- Harness for open or short between IPDM E/R and "fuel level sensor unit and fuel pump"
  - >> Repair open circuit or short to power in harness or connectors.

# 8. CHECK FUEL PUMP GROUND CIRCUIT

1. Check the continuity between "fuel level sensor unit and fuel pump" and ground.

Fuel level s and fue		Ground	Continuity
Connector	Terminal		
B40	3	Ground	Existed

2. Also heck harness for short to power.

### Is the inspection result normal?

YES >> GO TO 9.

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

# 9. CHECK FUEL PUMP

Refer to ECM-560, "Component Inspection (Fuel Pump)".

#### Is the inspection result normal?

YES >> GO TO 10.

NO >> Replace fuel pump.

# 10. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

### Is the inspection result normal?

YES >> Replace IPDM E/R.

NO >> Repair or replace harness or connectors.

# Component Inspection (Fuel Pump)

INFOID:0000000001180459

# 1.CHECK FUEL PUMP

- 1. Turn ignition switch OFF.
- 2. Disconnect "fuel level sensor unit and fuel pump" harness connector.
- 3. Check resistance between "fuel level sensor unit and fuel pump" terminals as follows.

Terminals	Resistance
1 and 3	0.2 - 5.0Ω [at 25°C (77°F)]

### Is the inspection result normal?

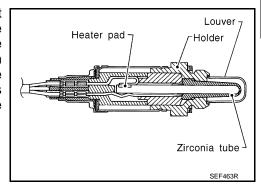
YES >> INSPECTION END

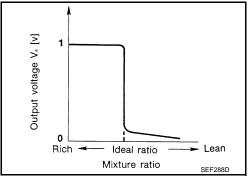
NO >> Replace "fuel level sensor unit and fuel pump".

### HO2S1

Description INFOID:0000000001180460

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.





# Component Function Check

1.CHECK HEATED OXYGEN SENSOR 1 FUNCTION

#### (P)With CONSULT-III

Start engine and warm it up to normal operating temperature.

Select "HO2S1 MNITOR (B1)" in "DATA MONITOR" mode with CONSULT-III.

Keep the engine speed at 2,000 rpm under no load, and make sure that the monitors fluctuates between LEAN and RICH more than five times in 10 seconds.

1 times: RICH → LEAN → RICH

2 times: RICH → LEAN → RICH → LEAN → RICH

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

### Without CONSULT-III

- Start engine and warm it up to normal operating temperature.
- Stop engine and wait at least 10 seconds.
- Set ECM in Diagnostic test mode II (Heated oxygen sensor 1 monitor).

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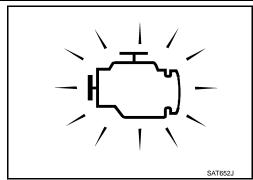
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#### < COMPONENT DIAGNOSIS >

Keep the engine speed at 2,000 rpm under no load, and make sure that the MI comes ON more than five times in 10 seconds.



INFOID:0000000001180462

### Is the inspection result normal?

YES >> INSPECTION END.

NO >> Go to ECH-135, "Diagnosis Procedure".

# Diagnosis Procedure

# 1.check ground connection

- 1. Turn ignition switch OFF.
- 2. Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

#### Is the inspection result normal?

YES >> GO TO 2

NO >> Repair or replace ground connection.

# 2. RETIGHTEN HEATED OXYGEN SENSOR 1

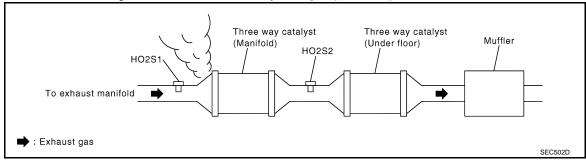
Loosen and retighten the heated oxygen sensor 1.

### Tightening torque: 50 N-m (5.1 kg-m, 37 ft-lb)

>> GO TO 3.

# 3. CHECK EXHAUST GAS LEAK

- 1. Start engine and run it at idle.
- 2. Listen for an exhaust gas leak before three way catalyst (manifold).



### Is exhaust gas leak detected?

YES >> Repair or replace.

NO >> GO TO 4.

# 4.CHECK FOR INTAKE AIR LEAK

Listen for an intake air leak after the mass air flow sensor.

#### Is intake air leak detected?

YES >> Repair or replace.

NO >> GO TO 5.

# 5. CHECK HO2S1 GROUND CIRCUIT FOR OPEN AND SHORT

1. Turn ignition switch OFF.

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#### < COMPONENT DIAGNOSIS >

- 2. Disconnect heated oxygen sensor 1 harness connector.
- 3. Disconnect ECM harness connector.
- 4. Check harness continuity between HO2S1 harness connector and ECM harness connector.

НО	2S1	E	CM	Continuity
Connector	Terminal	Connector Terminal		Continuity
F30	1	F8	56	existed

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

### Is the inspection result normal?

YES >> GO TO 6.

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

# 6.CHECK HEATED OXYGEN SENSOR 1 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

1. Check the continuity between HO2S1 harness connector and ECM harness connector.

HO2	HO2S1		ECM	
Connector	Terminal	Connector Terminal		Continuity
F30	1	F8	56	Existed

2. Check the continuity between HO2S1 harness connector or ECM harness connector and ground.

HO2	HO2S1		ECM		Continuity
Connector	Terminal	Connector	Terminal	Ground	Continuity
F30	4	F8	49	Ground	Not existed

3. Also check harness for short to power.

### Is the inspection result normal?

YES >> GO TO 7.

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

#### .CHECK MASS AIR FLOW SENSOR

Check mass air flow sensor.

Refer to ECM-452, "Component Inspection".

#### Is the inspection result normal?

YES >> GO TO 8.

NO >> Replace mass air flow sensor.

# 8. CHECK PCV VALVE

Refer to ECM-306, "Component Inspection".

### Is the inspection result normal?

YES >> GO TO 9.

NO >> Repair or replace PCV valve.

# 9. CHECK HEATED OXYGEN SENSOR 1

### Perform ECM-564, "Component Inspection".

#### Is the inspection result normal?

YES >> GO TO 10.

NO >> Replace heated oxygen sensor 1.

# 10. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

>> INSPECTION END

# Component Inspection

INFOID:0000000001180463

### 1.INSPECTION START

Do you have CONSULT-III?

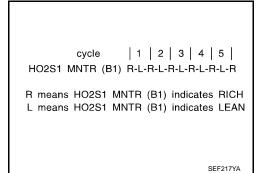
### Do you have CONSULT-III?

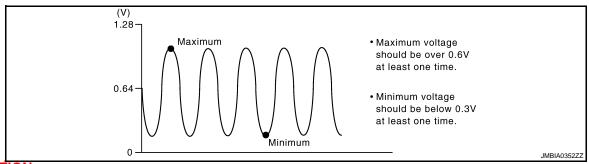
YES >> GO TO 2. NO >> GO TO 3.

# 2.CHECK HEATED OXYGEN SENSOR 1

#### (P) With CONSULT-III

- Start engine and warm it up to normal operating temperature.
- 2. Set "POST TRIGGER" to 100% in "DATA MONITOR" mode with CONSULT-III.
- 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-III screen.
- 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 in the figure.
- "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.





#### **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 and approved anti-seize lubricant.

### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 3.

# 3.CHECK HEATED OXYGEN SENSOR 1

### ₩ Without CONSULT-III

- 1. Start engine and warm it up to normal operating temperature.
- Check the voltage between ECM harness connector and ground under the following condition.

E	ECM		Condition	Valtaria	
Connector	Terminal	ground	Condition	Voltage	
F8	49 (HO2S1 signal)	Ground	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.  time: 0 - 0.3V → 0.6 - 1.0V → 0 - 0.3V  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 and approved anti-seize lubricant.

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 4

4. REPLACE HEATED OXYGEN SENSOR 1

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 and approved anti-seize lubricant.

>> INSPECTION END

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### **HO2S1 HEATER**

Description INFOID:000000001180464

#### SYSTEM DESCRIPTION

Sensor	Input Signal to ECM	ECM function	Actuator
Camshaft position sensor (PHASE) Crankshaft position sensor (POS)  Engine speed		Heated oxygen sensor 1	Heated oxygen sensor 1 heater
Mass air flow sensor	Amount of intake air	neater control	neater

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

#### **OPERATION**

Engine speed rpm	Heated oxygen sensor 1 heater
Above 3,600	OFF
Below 3,600 rpm after the following conditions are met.  • Engine: After warming up	ON

# Component Function Check

INFOID:0000000001180465

# 1. PERFORM COMPONENT FUNCTION CHECK

- 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. Set tester prove between ECM harness connectior and ground.
- 5. Start engine and let it idle.
- 6. Check the woltage under the following conditions. Verify that the oscilloscope screen shows the signal waves as shown below.

	ECM		Condition	Voltage
Connector	Terminal	Ground	Condition	voltage
F7	3 (HO2S1 HEATER signal)	Ground	At idlw	Approximately 7.0★  50mSec/div  10V/div  JMBIA0325GB
			Engine speed is above 3,600 rpm	BATTERY VOLTAGE (11 - 14V)

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

#### Is the inspection result normal?

YES >> INSPECTION END.

NO >> Go to ECH-135, "Diagnosis Procedure".

### **Diagnosis Procedure**

INFOID:0000000001180466

# 1. CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- 2. Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

#### Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

# 2.CHECK HO2S1 POWER SUPPLY CIRCUIT

- Disconnect HO2S1 harness connector.
- 2. Turn ignition switch ON.
- Check the voltage between HO2S1 harness connector and ground.

НО	2S1	Ground	Voltage	
Connector	Connector Terminal		voltage	
F30	2	Ground	Battery voltage	

### Is the inspection result normal?

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

# 3.DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F123, E6
- IPDM E/R harness connector E11
- 10A fuse (No. 63)
- Harness for open or short between HO2S1 and fuse

>> Repair or replace harness or connectors.

# 4. CHECK HO2S1 HEATER OUTPUT SIGNAL CIRCUIT

- Turn ignition switch OFF.
- 2. Disconnect ECM harness connector.
- 3. Check the continuity between HO2S1 harness connector and ECM harness connector.

HO2S1		E	Continuity	
Connector	Terminal	Connector	Terminal	Continuity
F30	3	F7	3	Existed

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

#### Is the inspection result normal?

YES >> GO TO 5.

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

# 5.CHECK HO2S1 HEATER

Refer to ECM-568, "Component Inspection".

Is the inspection result normal?

YES >> GO TO 7.

NO >> GO TO 6.

# 6.REPLACE HEATED OXYGEN SENSOR 1

#### Replace HEATED OXYGEN SENSOR 1.

#### **CAUTION:**

- Discard any heated oxygen sensor 1 which has been dropped from a height of more than 0.5 m (19.7 in) onto a hard surface such as a concrete floor; use a new one.
- Before installing new heated oxygen sensor 1, clean exhaust system threads using Oxygen Sensor Thread Cleaner tool and approved anti-seize lubricant.

#### >> INSPECTION END

# 7. CHECK INTERMITTENT INCIDENT

Perform GI-39. "Intermittent Incident".

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>> Repair or replace.

# Component Inspection

INFOID:0000000001180467

# 1. CHECK HEATED OXYGEN SENSOR 1

- 1. Turn ignition switch OFF.
- 2. Disconnect heated oxygen sensor 1 harness connector.
- 3. Check resistance between HO2S1 terminals as follows.

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

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

# 2. REPLACE HEATED OXYGEN SENSOR 1

Replace heated oxygen sensor 1.

#### **CAUTION:**

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

>> INSPECTION END

### HO2S2

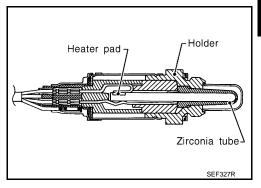
Description INFOID:0000000001180468

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.



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# Component Function Check

# 1.PERFORM COMPONENT FUNCTION CHECK-I

- 1. Start engine and warm it up to the normal operating temperature.
- 2. Turn ignition switch OFF and wait at least 10 seconds.
- 3. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
- 4. Let engine idle for 1 minute.
- 5. Check the voltage between ECM harness connector and ground under the following condition.

ECM		Ground	Condition	Voltage	
Connector	Terminal	Giodila	Condition	voltage	
F8	50 (HO2S2 signal)		Revving up to 4,000 rpm under no load at least 10 times	The voltage does not remain inthe range of 0.2 - 0.4V.	

### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

# 2.PERFORM COMPONENT FUNCTION CHECK-II

Check the voltage between ECM harness connector and ground under the following condition.

ECM		Ground	Condition	Voltage
Connector	Terminal	Giodila	Condition	voltage
F8	50 (HO2S2 signal)	Ground	Keeping engine speed at idle for 10 minutes	The voltage does not remain inthe range of 0.2 - 0.4V.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 3.

### 3 Perform component function check-iii

Check the voltage between ECM harness connector and ground under the following condition.

ECM		Ground	Condition	Voltage	
Connector	Terminal	Giodila	Condition	voltage	
F8	50 (HO2S2 signal)	Ground	Coasting from 80 km/h (50 MPH) in D position with OD "OFF" (CVT), 3rd gear position	The voltage does not remain in the range of 0.2 - 0.4V.	

### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-570, "Diagnosis Procedure".

# Diagnosis Procedure

INFOID:0000000001180470

# 1. CHECK GROUND CONNECTION

- 1. Turn ignition switch OFF.
- 2. Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

### Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

# 2.CHECK HO2S2 GROUND CIRCUIT FOR OPEN AND SHORT

- 1. Turn ignition switch OFF.
- 2. Disconnect heated oxygen sensor 2 harness connector.
- 3. Disconnect ECM harness connector.
- 4. Check the continuity between HO2S2 harness connector and ECM harness connector.

()	HO2	.S2	EC	Continuity	
	Connector	Terminal	Connector	Terminal	Continuity
	E58	1	F8	59	Existed

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

### Is the inspection result normal?

YES >> GO TO 3.

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

# 3.CHECK HO2S2 INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

Check the continuity between HO2S2 harness connector and ECM harness connector.

HO2	2S2	EC	Continuity	
Connector	Connector Terminal			
E58	4	F8	50	Existed

Check the continuity between HO2S2 harness connector or ECM harness connector and ground.

HO2S2		EC	М	Ground	Continuity
Connector	Terminal	al Connector Terminal		Orouna	Continuity
E58	4	F7	5	Ground	Not existed

3. Also check harness for short to power.

#### Is the inspection result normal?

YES >> GO TO 4.

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

### 4.CHECK HEATED OXYGEN SENSOR 2

### Refer to ECM-571, "Component Inspection".

### Is the inspection result normal?

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

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# ${f 5.}$ REPLACE HEATED OXYGEN SENSOR 2

# 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 and approved anti-seize lubricant.

>> INSPECTION END

# 6. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

#### >> INSPECTION END

# Component Inspection

#### INFOID:0000000001180471

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### 1.INSPECTION START

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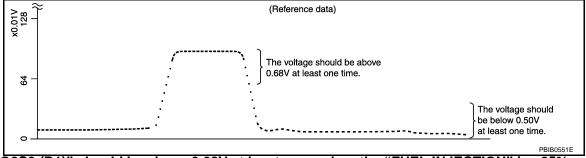
YES >> GO TO 2.

NO >> GO TO 3.

# 2.CHECK HEATED OXYGEN SENSOR 2

### With CONSULT-III

- 1. Turn ignition switch ON and select "DATA MONITOR" mode with CONSULT-III.
- 2. Start engine and warm it up to the normal operating temperature.
- 3. Turn ignition switch OFF and wait at least 10 seconds.
- 4. Start engine and keep the engine speed between 3,500 and 4,000 rpm for at least 1 minute under no load.
- Let engine idle for 1 minute.
- Select "FUEL INJECTION" in "ACTIVE TEST" mode, and select "HO2S2 (B1)" as the monitor item with CONSULT-III.
- 7. Check "HO2S2 (B1)" at idle speed when adjusting "FUEL INJECTION" to ±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%.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 6.

# 3.CHECK HEATED OXYGEN SENSOR 2-I

#### Without CONSULT-III

- 1. Start engine and warm it up to the normal operating temperature.
- 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.
- Let engine idle for 1 minute.
- 5. Check the voltage between ECM harness connector and ground under the following condition.

	ECM	Ground	Condition	Voltage
Connector	Terminal	Ground	Condition	voltage
F8	50 (HO2S2 signal)	Ground	Revving up to 4,000 rpm under no load at least 10 times	The voltage should be above 0.68V at least once during this procedure.  The voltage should be below 0.50V at least once during this procedure.

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 4.

# 4. CHECK HEATED OXYGEN SENSOR 2-II

Check the voltage between ECM harness connector and ground under the following condition.

ECM		Ground	Condition	Voltage	
Connector	Terminal	Ground	Condition	voltage	
F8	50 (HO2S2 signal)	Ground	Keeping engine speed at idle for 10 minutes	The voltage should be above 0.68V at least once during this procedure. The voltage should be below 0.50V at least once during this procedure.	

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 5.

# 5. CHECK HEATED OXYGEN SENSOR 2-III

Check the voltage between ECM harness connector and ground under the following condition.

ECM		Ground	Condition	Voltage	
Connector	Terminal	Giodila	Condition	voltage	
F8	50 (HO2S2 signal)	Ground	Coasting from 80 km/h (50 MPH) in D position with OD "OFF" (A/T), 3rd gear position	The voltage should be above 0.68V at least once during this procedure. The voltage should be below 0.50V at least once during this procedure.	

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 6.

### 6. REPLACE HEATED OXYGEN SENSOR 2

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 and approved anti-seize lubricant.

>> INSPECTION END

#### [MR20DE (WITHOUT EURO-OBD)]

# **HO2S2 HEATER**

Description INFOID:000000001180472

#### SYSTEM DESCRIPTION

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

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

#### **OPERATION**

Engine speed rpm	Heated oxygen sensor 2 heater	
Above 3,900	OFF	
<ul> <li>Below 3,900 rpm after the following conditions are met.</li> <li>Engine: After warming up</li> <li>Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load</li> </ul>	ON	

# Component Function Check

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# 1. CHECK HEATED OXYGEN SENSOR 2 HRATER FUNCTION

- 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 let it idle.
- 4. Check the voltage between ECM harness connector and ground under the following condition.

ECM		Ground	Condition	Voltage signal	
Connector	Terminal	Oloulia	Condition	voltage signal	
F7	5 [HO2S2 heater signal]	Ground	At idle	Approx. 10V★ 50mSec/div 10V/div JMBIA0325GB	
			Engine speed: Above 3,600 rpm	BATTERY VOLTAGE (11 - 14V)	

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

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-566, "Diagnosis Procedure".

# Diagnosis Procedure

INFOID:0000000001180474

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# 1. CHECK GROUND CONNECTION

- Turn ignition switch OFF.
- Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

#### Is the inspection result normal?

YES >> GO TO 2.

#### < COMPONENT DIAGNOSIS >

NO >> Repair or replace ground connection.

# 2.CHECK HO2S2 POWER SUPPLY CIRCUIT

- 1. Disconnect HO2S2 harness connector.
- 2. Turn ignition switch ON.
- 3. Check the voltage between HO2S2 harness connector and ground.

HO2S2		Ground	Voltage
Connector	Terminal	Oround	voltage
E58	2	Ground	Battery voltage

#### Is the inspection result normal?

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

# 3. DETECT MALFUNCTIONING PART

Check the following.

- IPDM E/R connector E11
- 10A fuse (No. 63)
- 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 the continuity between HO2S2 harness connector and ECM harness connector.

HO2S2		ECM		Continuity
Connector	Terminal	Connector Terminal		Continuity
E58	3	F7	5	Existed

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

#### Is the inspection result normal?

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

# 5. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors F121, E7
- Harness for open or short between heated oxygen sensor 2 and ECM

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

# 6.CHECK HO2S2 HEATER

Refer to ECM-575, "Component Inspection".

### Is the inspection result normal?

YES >> GO TO 8. NO >> GO TO 7.

# 7.REPLACE HEATED OXYGEN SENSOR 2

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 and approved anti-seize lubricant.

# >> INSPECTION END 8. CHECK INTERMITTENT INCIDENT Refer to GI-39, "Intermittent Incident". >> INSPECTION END

# Component Inspection

# 1. CHECK HEATED OXYGEN SENSOR 2 HEATER

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

Terminals	Resistance [at 25°C (77°F)]	
2 and 3	3.3 - 4.4 Ω	
1 and 2, 3, 4	∞ Ω	
4 and 1, 2, 3	(Continuity should not exist)	

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 2.

# 2.REPLACE HEATED OXYGEN SENSOR 2

Replace 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 and approved anti-seize lubricant.

>> INSPECTION END

**ECM-575** 

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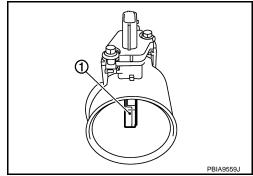
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### IAT SENSOR

Description INFOID:000000001180476

The intake air temperature sensor is built-into mass air flow sensor (1). The sensor detects intake air temperature and transmits a signal to the ECM.

The temperature sensing unit uses a thermistor which is sensitive to the change in temperature. Electrical resistance of the thermistor decreases in response to the temperature rise.



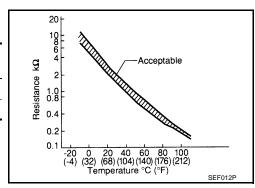
#### <Reference data>

Intake air temperature °C (°F)	Voltage* V	Resistance kΩ
25 (77)	3.3	1.800 - 2.200
80 (176)	1.2	0.283 - 0.359

<sup>\*:</sup> These data are reference values and are measured between ECM terminal 50 (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.



INFOID:0000000001180477

INFOID:0000000001180478

# Component Function Check

# 1. CHECK INTAKE AIR TEMPERATURE SENSOR FUNCTION

- 1. Turn ignition switch ON.
- 2. Check the voltage between ECM harness connector and ground.

ECM		Ground	Voltage
Connector	Terminal	Glound	voltage
F8	46	Ground	Approx. 0 - 4.8V

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-576, "Diagnosis Procedure".

# Diagnosis Procedure

# 1. CHECK GROUND CONNECTION

- 1. Turn ignition switch OFF.
- Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

#### Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

# 2. CHECK INTAKE AIR TEMPERATURE SENSOR POWER SUPPLY CIRCUIT

- Disconnect mass air flow sensor (with intake air temperature sensor) harness connector.
- Turn ignition switch ON.
- 3. Check the voltage between mass air flow sensor harness connector and ground.

# ECM-576

MAF	sensor	Ground	Voltago				Δ
Connector	Terminal	Ground	Voltage				
E18	2	Ground	Approx. 5V				ΕC
Is the inspect	ion result nor	mal?		_			
	O TO 3.						
_			•	•	in harness or connecto		
3.CHECK IN	ITAKE AIR TI	EMPERATUI	RE SENSOR G	ROUND CIRC	CUIT FOR OPEN AND	SHORT	
	tion switch OI						
	ect ECM harn						
<ol><li>Check th</li></ol>	e continuity b	etween mas	s air flow senso	or narness cor	nnector and ECM harne	ess connector.	
ΜΔΕ	sensor		ECM		•		Е
Connector	Terminal	Connector	Terminal	Continuity			
E18	1	F8	55	Existed			
-		_			i		F
		_	ound and short	to power.			
Is the inspect YES >> 0	30 TO 4.	<u>IIIai?</u>					
		ircuit or shor	t to around or s	hort to power	in harness or connecto	rs.	(
_	ITAKE AIR TI		•	он то рошо.			
							-
Refer to <u>ECM</u> Is the inspect	•	•	ilon .				
•	30 TO 5.	<u>IIIai:</u>					
		air flow sen	sor (with intake	air temperatu	ıre sensor).		
5.CHECK IN	•		•	•	,		
Refer to GI-3							
itteler to <u>OF-3</u>	o, memilier	it incluent.					
>> II	NSPECTION	FND					
_							K
Componer	ii inspeciio	וזכ				INFOID:0000000001180479	
1.CHECK IN	ITAKE AIR TI	EMPERATUI	RE SENSOR				
	tion switch OI						L
			arness connect	or.			
<ol><li>Check re</li></ol>	sistance betw	veen mass a	ir flow sensor to	erminals as fo	llows.		1
Terminals	Resistance [°C	(77°F)]					
1 and 2	1.800 - 2.20	0 kΩ					N
Is the inspect	ion result nor	mal?					
_	NSPECTION			_			,
NO >> F	Replace mass	air flow sen	sor (with intake	air temperatu	ire sensor).		

### **IGNITION SIGNAL**

Description INFOID:000000001180480

The ignition signal from the ECM is sent to and amplified by the power transistor. The power transistor turns ON and OFF the ignition coil primary circuit. This ON/OFF operation induces the proper high voltage in the coil secondary circuit.

### Component Function Check

#### INFOID:0000000001180481

### 1.INSPECTION START

Turn ignition switch OFF, and restart engine.

#### Does the engine start?

YES-1 >> With CONSULT-III: GO TO 2.

YES-2 >> Without CONSULT-III: GO TO 3.

NO >> Go to ECM-578, "Diagnosis Procedure".

## 2.IGNITION SIGNAL FUNCTION

#### (P)With CONSULT-III

- 1. Perform "POWER BALANCE" in "ACTIVE TEST" mode with CONSULT-III.
- 2. Make sure that each circuit produces a momentary engine speed drop.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-578, "Diagnosis Procedure".

# 3. IGNITION SIGNAL FUNCTION

### **⊗** Without CONSULT-III

- Let engine idle.
- 2. Read the voltage signal between ECM harness connector and ground.

EC	M	Ground	Voltage signal		
Connector Terminal		Olouliu	voltage signal		
	17				
	18		20mSec/div		
F7	21	Ground			
F/	22	Ground	2V/div JMBIA0085GB		

#### NOTE:

The pulse cycle changes depending on rpm at idle.

#### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-578, "Diagnosis Procedure".

## Diagnosis Procedure

#### INFOID:0000000001180482

## 1. CHECK IGNITION COIL POWER SUPPLY CIRCUIT-I

- Turn ignition switch OFF, wait at least 10 seconds and then turn ON.
- 2. Check the voltage between ECM harness connector and ground.

E	СМ	Ground	Voltage	
Connector	Terminal	Ground	voitage	
E16	105	Ground	Battery voltage	

## **IGNITION SIGNAL**

IGNITION SIG	SNAL
< COMPONENT DIAGNOSIS >	[MR20DE (WITHOUT EURO-OBD)]
Is the inspection result normal?	_
YES >> GO TO 2. NO >> Go to <u>ECM-108</u> , " <u>Diagnosis Procedure"</u> .	A
2.CHECK IGNITION COIL POWER SUPPLY CIRCUIT-II	
Turn ignition switch OFF.	EC
<ol><li>Disconnect condenser harness connector.</li></ol>	_
<ul><li>3. Turn ignition switch ON.</li><li>4. Check the voltage between condenser harness connector</li></ul>	or and ground
Check the vellage between condenses hamees connect	or and ground.
Condenser Ground Voltage	D
Connector Terminal Ground Voltage	D
F13 1 Ground Battery voltage	
Is the inspection result normal?	E
YES >> GO TO 4. NO >> GO TO 3.	
3. CHECK IGNITION COIL POWER SUPPLY CIRCUIT-III	F
Turn ignition switch OFF.	
<ol><li>Disconnect IPDM E/R harness connector F10.</li></ol>	ctor and condenser harness connector
3. Check the continuity between IPDM E/R harness connection.	ctor and condenser narness connector.
IPDM E/R Condenser	
Connector Terminal Connector Terminal Continuity	Н
E11 9 F13 1 Existed	
4. Also check harness for short to ground and short to pow	er.
Is the inspection result normal?	
YES >> Go to <u>ECM-108</u> , " <u>Diagnosis Procedure</u> ".  NO >> Repair open circuit or short to ground or short to	power in harness or connectors
4.CHECK CONDENSER-2 GROUND CIRCUIT FOR OPEN	•
Turn ignition switch OFF.	
<ol> <li>Check the continuity between condenser harness conne</li> </ol>	ctor and ground.
Condenser Ground Continuity	L
Connector Terminal	
F13 2 Ground Existed	M
<ol> <li>Also check harness for short to power.</li> <li>Is the inspection result normal?</li> </ol>	141
YES >> GO TO 5.	
NO >> Repair open circuit or short to ground or short to	power in harness or connectors.
<b>b</b>	

5. CHECK CONDENSER

Refer to ECM-581, "Component Inspection (Condenser)"

Is the inspection result normal?

YES >> GO TO 6.

NG >> Replace condenser.

## 6. CHECK IGNITION COIL POWER SUPPLY CIRCUIT-V

- 1. Reconnect all harness connectors disconnected.
- 2. Disconnect ignition coil harness connector.
- 3. Turn ignition switch ON.
- 4. Check the voltage between ignition coil harness connector and ground.

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	Ignition coi	Ground	Voltage		
Cylinder	Connector				
1	F33	3			
2	F34	3	Ground	Battery voltage	
3	F35	3	Ground	Glound Ballery Vi	Battery voltage
4	F36	3			

#### Is the inspection result normal?

YES >> GO TO 7.

NO >> Repair open circuit or short to ground or short to power in harness or connectors.

### 7.CHECK IGNITION COIL GROUND CIRCUIT FOR OPEN AND SHORT

- 1. Turn ignition switch OFF.
- 2. Check the continuity between ignition coil harness connector and ground.

	Ignition coi	I	Ground	Continuity	
Cylinder	Connector	Terminal	Giodila	Continuity	
1	F33	2	Ground		
2	F34	2		Existed	
3	F35	2		LXISIEU	
4	F36	2			

3. Also check harness for short to power.

#### Is the inspection result normal?

YES >> GO TO 8.

NO >> Repair open circuit or short to ground or short to power in harness or connectors.

### 8.check ignition coil output signal circuit for open and short

- 1. Disconnect ECM harness connector.
- 2. Check the continuity between ECM harness connector and ignition coil harness connector.

Ignition coil			EC	Continuity		
Cylinder	Connector	Terminal	Connector	Terminal	Continuity	
1	F33	1		17		
2	F34	1	F7	18	Existed	
3	F35	1	Г	22	Existed	
4	F36	1		21		

3. Also check harness for short to ground and short to power.

#### Is the inspection result normal?

YES >> GO TO 9.

NO >> Repair open circuit or short to ground or short to power in harness or connectors.

### 9.CHECK IGNITION COIL WITH POWER TRANSISTOR

Refer to ECM-581, "Component Inspection (Ignition Coil with Power Transistor)".

#### Is the inspection result normal?

YES >> GO TO 10.

NO >> Replace malfunctioning ignition coil with power transistor.

## 10. CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

### Component Inspection (Ignition Coil with Power Transistor)

INFOID:0000000001180483

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**ECM** 

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## 1. CHECK IGNITION COIL WITH POWER TRANSISTOR-I

- Turn ignition switch OFF.
- 2. Disconnect ignition coil harness connector.
- Check resistance between ignition coil terminals as follows.

Terminals	Resistance [at 25°C (77°F)]
1 and 2	Except 0 or $\infty \Omega$
1 and 3	Except 0 Ω
2 and 3	Except 0 s2

#### Is the inspection result normal?

YES >> GO TO 2.

NO >> Replace malfunctioning ignition coil with power transistor.

2.CHECK IGNITION COIL WITH POWER TRANSISTOR-II

#### **CAUTION:**

Do the following procedure in the place where ventilation is good without the combustible.

- 1. Turn ignition switch OFF.
- Reconnect all harness connectors disconnected.
- 3. Remove fuel pump fuse in IPDM E/R to release fuel pressure.

#### NOTE:

Do not use CONSULT-III to release fuel pressure, or fuel pressure applies again during the following procedure.

- Start engine.
- 5. After engine stalls, crank it two or three times to release all fuel pressure.
- Turn ignition switch OFF.
- 7. Remove all ignition coil harness connectors to avoid the electrical discharge from the ignition coils.
- 8. Remove ignition coil and spark plug of the cylinder to be checked.
- 9. Crank engine for 5 seconds or more to remove combustion gas in the cylinder.
- 10. Connect spark plug and harness connector to ignition coil.
- 11. Fix ignition coil using a rope etc. with gap of 13 17 mm (0.52 -0.66 in) between the edge of the spark plug and grounded metal portion as shown in the figure.
- 12. Crank engine for about three seconds, and check whether spark is generated between the spark plug and the grounded metal portion.

### Spark should be generated.

#### **CAUTION:**

 Do not approach to the spark plug and the ignition coil within 50 cm (19.7 in). Be careful not to get an electrical shock while checking, because the electrical discharge voltage becomes 20kV or more.

It might cause to damage the ignition coil if the gap of more than 17 mm 0.66 in) is taken.

When the gap is less than 13 mm (0.52 in), the spark might be generated even if the coil is malfunctioning.

#### Is the inspection result normal?

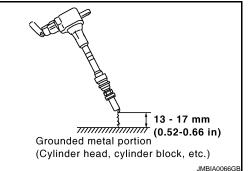
YES >> INSPECTION END

NO >> Replace malfunctioning ignition coil with power transistor.

## Component Inspection (Condenser)

## 1. CHECK CONDENSER

- Turn ignition switch OFF.
- Disconnect condenser harness connector.



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INFOID:0000000001180484

### **IGNITION SIGNAL**

### < COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

3. Check resistance between condenser terminals as follows.

Terminals	Resistance
1 and 2	Above 1 MΩ [at 25°C (77°F)]

Is the inspection result normal?

YES >> INSPECTION END NO >> Replace condenser.

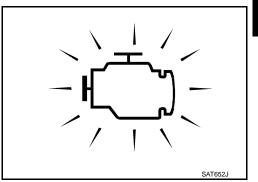
### MALFUNCTION INDICATOR

Description INFOID:0000000001180485

The Malfunction Indicator (MI) is located on the combination meter. The MI will light up when the ignition switch is turned ON without the engine running. This is a bulb check.

When the engine is started, the MI should go off. If the MI remains on, the on board diagnostic system has detected an engine system malfunction.

For details, refer to ECM-583, "Diagnosis Procedure".



## Component Function Check

1. CHECK MI FUNCTION

- Turn ignition switch ON.
- Make sure that MI lights up.

Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to ECM-583, "Diagnosis Procedure".

## Diagnosis Procedure

1. CHECK DTC

Check that DTC U1001 is not displayed.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Perform trouble diagnosis for DTC U1001. Refer to ECM-112, "Diagnosis Procedure".

## 2.CHECK DTC WITH COMBINATION METER

Refer to MWI-27, "CONSULT-III Function (METER/M&A)".

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace.

## 3.CHECK INTERMITTENT INCIDENT

Refer to GI-39, "Intermittent Incident".

Is the inspection result normal?

YES >> Replace combination meter.

NO >> Repair or replace. **ECM** 

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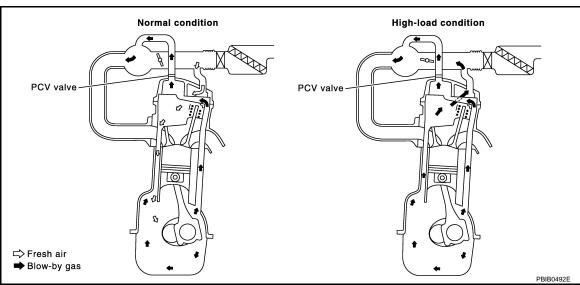
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## POSITIVE CRANKCASE VENTILATION

Description INFOID:000000001180488



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.

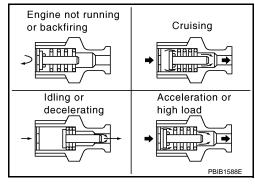
Normally, the capacity of the valve is sufficient to handle any blow-by and a small amount of ventilating air.

The ventilating air is then drawn from the air inlet tubes into the crankcase. In this process the air pass

The ventilating air is then drawn from the air inlet tubes into the crankcase. In this process the air passes through the hose connecting air inlet tubes to rocker cover.

Under full-throttle condition, the manifold vacuum is insufficient to draw the blow-by flow through the valve. The flow goes through the hose connection in the reverse direction.

On vehicles with an excessively high blow-by, the valve does not meet the requirement. This is because some of the flow will go through the hose connection to the air inlet tubes under all conditions.



## Component Inspection

INFOID:0000000001180489

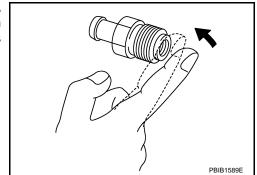
### 1.CHECK PCV VALVE

With engine running at idle, remove PCV valve from rocker cover. A properly working valve makes a hissing noise as air passes through it. A strong vacuum should be felt immediately when a finger is placed over valve inlet.

Is the inspection result normal?

YES >> INSPECTION END

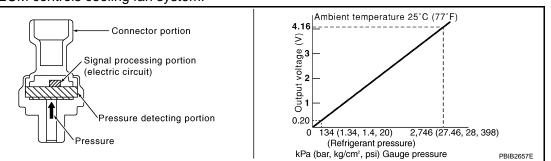
NO >> Replace PCV valve.



### REFRIGERANT PRESSURE SENSOR

Description INFOID:0000000001180490

The refrigerant pressure sensor is installed at the condenser of the air conditioner system. The sensor uses an electrostatic volume pressure transducer to convert refrigerant pressure to voltage. The voltage signal is sent to ECM, and ECM controls cooling fan system.



## Component Function Check

## 1. CHECK REFRIGERANT PRESSURE SENSOR OVERALL FUNCTION

- Start engine and warm it up to normal operating temperature.
- Turn A/C switch and blower fan switch ON.
- Check the voltage between ECM harness connector and ground.

	ECM	Ground	Voltage	
Connector	Terminal	Orodria	voitage	
F8	41 (Refrigerant pressure sensor signal)	Ground	1.0 - 4.0V	

#### Is the inspection result normal?

YES >> INSPECTION END

>> Go to ECM-585, "Diagnosis Procedure". NO

## Diagnosis Procedure

## 1. CHECK GROUND CONNECTION

- Turn A/C switch and blower fan switch OFF.
- 2. Stop engine.
- Turn ignition switch OFF.
- Check ground connection E21. Refer to Ground Inspection in GI-41, "Circuit Inspection".

#### Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace ground connection.

## 2.CHECK REFRIGERANT PRESSURE SENSOR POWER SUPPLY CIRCUIT

- Disconnect refrigerant pressure sensor harness connector.
- 2. Turn ignition switch ON.
- Check the voltage between refrigerant pressure sensor harness connector and ground.

-				
	Refrigerant pre	ssure sensor	Ground	Voltage
	Connector	Terminal	Ground	vollage
•	E49	3	Ground	Approx. 5V

#### Is the inspection result normal?

YES >> GO TO 4. NO >> GO TO 3.

**ECM-585** 

**ECM** 

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### REFRIGERANT PRESSURE SENSOR

#### < COMPONENT DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

# 3.DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E6, F123
- Harness for open or short between ECM and refrigerant pressure sensor
  - >> Repair open circuit or short to ground or short to power in harness or connectors.

### f 4.CHECK REFRIGERANT PRESSURE SENSOR GROUND CIRCUIT FOR OPEN AND SHORT

- 1. Turn ignition switch OFF.
- 2. Disconnect ECM harness connector.
- Check the continuity between refrigerant pressure sensor harness connector and ECM harness connector.

Refrigerant pre	ssure sensor	EC	Continuity	
Connector Terminal		Connector	Terminal	Continuity
E49	1	F8	48	Existed

4. Also check harness for short to ground and short to power.

### Is the inspection result normal?

YES >> GO TO 6. NO >> GO TO 5.

### 5. DETECT MALFUNCTIONING PART

Check the following.

- Harness connectors E6, F123
- Harness for open or short between ECM and refrigerant pressure sensor
  - >> Repair open circuit or short to ground or short to power in harness or connectors.

## 6.CHECK REFRIGERANT PRESSURE SENSOR INPUT SIGNAL CIRCUIT FOR OPEN AND SHORT

Check the continuity between ECM harness connector and refrigerant pressure sensor harness connector.

Refrigerant pre	ssure sensor	E	CM	Continuity
Connector	Terminal	Connector	Terminal	Continuity
E49	2	F8	41	Existed

2. Also check harness for short to ground and short to power.

### Is the inspection result normal?

YES >> GO TO 8. NO >> GO TO 7.

## 7. DETECT MALFUNCTIONING PART

#### Check the following.

- Harness connectors E6, F123
- Harness for open or short between ECM and refrigerant pressure sensor
  - >> Repair open circuit or short to ground or short to power in harness or connectors.

## 8. CHECK INTERMITTENT INCIDENT

Refer to GI-39. "Intermittent Incident".

#### Is the inspection result normal?

YES >> Replace refrigerant pressure sensor.

NO >> Repair or replace.

**VSS** 

Description INFOID:0000000001180493

The vehicle speed signal is sent to the combination meter from the "ABS actuator and electric unit (control unit)" by CAN communication line. The combination meter then sends a signal to the ECM by CAN communication line.

**ECM** 

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### **Diagnosis Procedure**

## 1. INSPECTION START

Do you have CONSULT-III?

Do you have CONSULT-III?

YES >> GO TO 2. NO >> GO TO 3.

# 2.perform component function check

- Turn ignition switch OFF.
- 2. Lift up the vehicle.
- 3. Start engine and let it idle.
- Select "VHCL SPEED SE" in "DATA MONITOR" mode with CONSULT-III.
- Select "VHCL SPEED SE" indication when rotating wheels with suitable gear position.

"VHCL SPEED SE" indication should exceed 10 km/h (6 MPH).

Is the inspection result normal?

YES >> INSPECTION END

NO >> GO TO 3.

## 3.CHECK DTC WITH "ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)"

Refer to @@@.

#### Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace.

## 4. CHECK COMBINATION METER FUNCTION

Refer to @@@.

>> INSPECTION END

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INFOID:0000000001180494

**ECM-587** 

# **ECU DIAGNOSIS**

## **ECM**

Reference Value

#### VALUES ON THE DIAGNOSIS TOOL

#### 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.

Le. 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.

input from the camerian	position sensor and other ignition timing	ı			
Monitor Item		Condition	Values/Status		
ENG SPEED	Run engine and compare CONS	Almost the same speed as the tachometer indication.			
MAS A/F SE-B1	See ECM-433, "Diagnosis Procedu	re".	1		
B/FUEL SCHDL	See ECM-433, "Diagnosis Procedu	re".			
A/F ALPHA-B1	See ECM-433, "Diagnosis Procedu	re".			
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 ←→ Approx. 0.6 - 1.0V		
HO2S2 (B1)	are met Engine: After warming up	<ul> <li>Engine: After warming up</li> <li>After keeping engine speed between 3,500 and 4,000 rpm for 1 minute and at</li> </ul>			
HO2S1 MNTR (B1)	Engine: After warming up	Maintaining engine speed at 2,000 rpm	LEAN ←→→RICH Change more than 5 times during 10 seconds.		
HO2S2 MNTR (B1)	are met Engine: After warming up	<ul><li>Engine: After warming up</li><li>After keeping engine speed between 3,500 and 4,000 rpm for 1 minute and at</li></ul>			
VHCL SPEED SE	Turn drive wheels and compare 0 dication.	CONSULT-III value with the speedometer in-	Almost the same speed as speedometer indication		
BATTERY VOLT	Ignition switch: ON (Engine stopp	ped)	11 - 14V		
ACCEL SEN 1	Ignition switch: ON	Accelerator pedal: Fully released	0.5 - 1.0V		
ACCEL SEN I	(Engine stopped)	Accelerator pedal: Fully depressed	4.2 - 4.8V		
ACCEL SEN 2*	Ignition switch: ON	Accelerator pedal: Fully released	0.5 - 1.0V		
ACCEL SEN 2	(Engine stopped)	Accelerator pedal: Fully depressed	4.2 - 4.8V		
	Ignition switch: ON	Accelerator pedal: Fully released	More than 0.36V		
THRL SEN 1-B1	(Engine stopped) • Shift lever: D (CVT), 1st (M/T)	Accelerator pedal: Fully depressed	Less than 4.75V		
TUDI OFNIO DIT	Ignition switch: ON	Accelerator pedal: Fully released	More than 0.36V		
THRL SEN 2-B1*	<ul><li>(Engine stopped)</li><li>Shift lever: D (CVT), 1st (M/T)</li></ul>	Accelerator pedal: Fully depressed	Less than 4.75V		
INT/A TEMP SE	Ignition switch: ON				
START SIGNAL	• Ignition switch: ON $\rightarrow$ START $\rightarrow$	ON	$OFF \to ON \to OFF$		
CLSD THL POS	Ignition switch: ON	Accelerator pedal: Fully released	ON		
OLOD THE FOO	(Engine stopped)	Accelerator pedal: Slightly depressed	OFF		

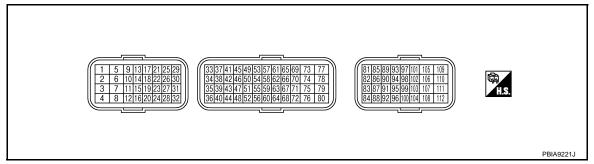
Monitor Item	С	Condition			
	F	Air conditioner switch: OFF	OFF		
AIR COND SIG	Engine: After warming up, idle the engine	Air conditioner switch: ON (Compressor operates.)	ON		
P/N POSI SW	• Ignition quitable ON	Shift lever: P or N (CVT), Neutral (M/T)	ON		
P/N POSI 5W	Ignition switch: ON	Selector lever: Except above	OFF		
DM/CT CICNAL	Engine: After warming up, idle the	Steering wheel: Not being turned	OFF		
PW/ST SIGNAL	engine	Steering wheel: Being turned	ON		
OAD SIGNAL	Ignition switch: ON	Rear window defogger switch: ON and/or Lighting switch: 2nd position	ON		
OAD SIGNAL	ignition switch. ON	Rear window defogger switch and lighting switch: OFF	OFF		
GNITION SW	• Ignition switch: $ON \rightarrow OFF \rightarrow ON$		$ON \to OFF \to ON$		
JEATED EAN OW	Engine: After warming up, idle the	Heater fan switch: ON	ON		
IEATER FAN SW	engine	Heater fan switch: OFF	OFF		
DAKE OW	- Indian mitale ON	Brake pedal: Fully released	OFF		
BRAKE SW	Ignition switch: ON	Brake pedal: Slightly depressed	ON		
	Engine: After warming up	Idle	2.0 - 3.0 msec		
NJ PULSE-B1	<ul> <li>Shift lever: P or N (CVT), Neutral (M/T)</li> <li>Air conditioner switch: OFF</li> <li>No load</li> </ul>	2,000 rpm	1.9 - 2.9 msec		
	Engine: After warming up	Idle	10° - 20° BTDC		
GN TIMING	<ul> <li>Shift lever: P or N (CVT), Neutral (M/T)</li> <li>Air conditioner switch: OFF</li> <li>No load</li> </ul>	2,000 rpm	25° - 45° BTDC		
PURG VOL C/V	Engine: After warming up     Shift lever: P or N (CVT), Neutral (M/T)	Idle (Accelerator pedal: Not depressed even slightly, after engine starting.)	0%		
	<ul><li>Air conditioner switch: OFF</li><li>No load</li></ul>	2,000 rpm	20% - 90%		
	Engine: After warming up	Idle	–5° - 5°CA		
NT/V TIM (B1)	<ul> <li>Shift lever: P or N (CVT), Neutral (M/T)</li> <li>Air conditioner switch: OFF</li> <li>No load</li> </ul>	2,000 rpm	Approx. 0° - 20°CA		
	Engine: After warming up     Shift lover: P or N (CVT) Neutral	Idle	0%		
NT/V SOL (B1)	<ul> <li>Shift lever: P or N (CVT), Neutral (M/T)</li> <li>Air conditioner switch: OFF</li> <li>No load</li> </ul>	2,000 rpm	Approx. 0% - 60%		
	- Engine Afternamin - I die de	Air conditioner switch: OFF	OFF	<del></del>	
AIR COND RLY	Engine: After warming up, idle the engine	Air conditioner switch: ON (Compressor operates)	ON		
UEL PUMP RLY	For 1 seconds after turning ignition     Engine running or cranking	n switch: ON	ON		
	Except above		OFF		
THRTL RELAY	Ignition switch: ON		ON		

Monitor Item	C	Condition	Values/Status
		Engine coolant temperature is 94 °C (201°F) or less.	OFF
COOLING FAN	Engine: After warming up, idle the engine     Air conditioner switch: OFF	Engine coolant temperature is between 95°C (203°F) and 99°C (210°F)	LOW* <sup>2</sup>
		Engine coolant temperature is 100°C (212°F) or more	HIGH* <sup>2</sup>
HO2S1 HTR (B1)	<ul><li>Engine: After warming up</li><li>Engine speed: Above 3,600 rpm</li></ul>		ON
	Engine speed: Above 3,600 rpm		OFF
HO2S2 HTR (B1)	- Engine: After warming up	en 3,500 and 4,000 rpm for 1 minute and at	ON
	Engine speed: Above 3,600 rpm		OFF
VEHICLE SPEED	Turn drive wheels and compare C dication.	ONSULT-III value with the speedometer in-	Almost the same speed as the speedometer indication
IDL AA/LEADN	- Facina wasing	Idle air volume learning has not been performed yet.	YET
IDL A/V LEARN	Engine: running	Idle air volume learning has already been performed successfully.	CMPLT
O2SEN HTR DTY	<ul><li>Engine coolant temperature when</li><li>Engine speed: below 3,600 rpm</li></ul>	engine started: More than 80°C (176°F)	Approx. 30%
AC PRESS SEN	Engine: Idle     Both A/C switch and blower fan sv	1.0 - 4.0V	
VHCL SPEED SE	Turn drive wheels and compare C dication.	ONSULT-III value with the speedometer in-	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
WAIN OW	· Ignition switch. Oil	MAIN switch: Released	OFF
CANCEL SW	Ignition switch: ON	CANCEL switch: Pressed	ON
0/11/022 0//	ignition switch. Oil	CANCEL switch: Released	OFF
RESUME/ACC SW	Ignition switch: ON	RESUME/ACCELERATE switch: Pressed	ON
	<b>3</b>	RESUME/ACCELERATE switch: Released	OFF
SET SW	Ignition switch: ON	SET/COAST switch: Pressed	ON
	<b>3</b>	SET/COAST switch: Released	OFF
BRAKE SW1	a Ignition quitable ON	Brake pedal: Fully released (CVT)     Brake pedal and clutch pedal: Fully released (M/T)	ON
(ASCD brake switch)	Ignition switch: ON	Brake pedal: Slightly depressed (CVT)     Brake pedal and/or clutch pedal: Slightly depressed (M/T)	OFF
BRAKE SW2	La lamitian au itali ON	Brake pedal: Fully released	OFF
(Stop lamp switch)	Ignition switch: ON	Brake pedal: Slightly depressed	ON
VHCL SPD CUT	Ignition switch: ON		NON
LO SPEED CUT	Ignition switch: ON		NON
AT OD MONITOR	Ignition switch: ON		OFF
AT OD CANCEL	Ignition switch: ON		OFF

Monitor Item	C	Condition	
CRUISE LAMP	Ignition switch: ON	MAIN switch: Pressed at the 1st time $\rightarrow$ at the 2nd time	$ON \to OFF$
	MAIN switch: ON	ASCD: Operating	ON
SET LAMP	When vehicle speed: Between 40 km/h (25 MPH) and 144 km/h (89 MPH)	ASCD: Not operating	OFF

<sup>\*:</sup> 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.

#### **TERMINAL LAYOUT**



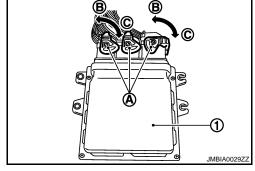
#### PHYSICAL VALUES

#### NOTE:

- ECM is located in the engine room left side near battery.
- When disconnecting ECM harness connector (A), loosen (C) it with levers as far as they will go as shown in the figure.

: ECM В : Fasten

- Connect a break-out box (EG17550000) and harness adapter (EG17550400) between the ECM and ECM harness connector.
- Use extreme care not to 2 pins at one time.
- Data is for comparison and may not be exact.
- Specification data are reference values and are measured between each terminal and ground.
- Pulse signal is measured by CONSULT-III.



Term	Terminal No. Wire		Description			Value
+		color	Signal name	Input/ Output	Condition	(Approx.)
1	Ground	L	Throttle control motor (Open)	Output	<ul> <li>[Ignition switch: ON]</li> <li>Engine stopped</li> <li>Shift lever: D (CVT), 1st (M/T)</li> <li>Accelerator pedal: Fully depressed</li> </ul>	3.2V★  1mSec/div  5V/div  JMBIA0324GB
2	Ground	Y/R	Throttle control motor relay power supply	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)

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Termi	inal No.	\\/:ro	Description			Value
+		Wire color	Signal name	Input/ Output	Condition	Value (Approx.)
3	Ground	BR/Y	Heated oxygen sensor 1 heater	Output	<ul><li>[Engine is running]</li><li>Warm-up condition</li><li>Engine speed: Below 3,600 rpm</li></ul>	2.9 - 8.8V* 50mSec/div 10V/div JMBIA0325GB
					[Ignition switch: ON]  • Engine stopped [Engine is running]  • Engine speed: below 3,600 rpm	BATTERY VOLTAGE (11-14V)
4	Ground	Р	Throttle control motor (Close)	Output	[Ignition switch: ON] • Engine stopped • Shift lever: D (CVT), 1st (M/T) • Accelerator pedal: Fully released	1.8V★  5mSec/div  5V/div  JMBIA0326GB
5	Ground	R	Heated oxygen sensor 2 heater	Output	<ul> <li>Engine is running]</li> <li>Engine speed: Below 3,600 rpm after the following conditions are met</li> <li>Engine: after warming up</li> <li>Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load</li> </ul>	10V★  50mSec/div  10V/div  JMBIA0325GB
					<ul> <li>[Ignition switch: ON]</li> <li>Engine stopped</li> <li>[Engine is running]</li> <li>Engine speed: Above 3,600 rpm</li> </ul>	BATTERY VOLTAGE (11 - 14V)
9	Ground	W/D	EVAP canister purge volume control solenoid valve	Output	<ul><li>[Engine is running]</li><li>Idle speed</li><li>Accelerator pedal: Not depressed even slightly, after engine starting</li></ul>	BATTERY VOLTAGE  (11 - 14V)  50mSec/div  10V/div  JMBIA0327GB
					<ul> <li>[Engine is running]</li> <li>Engine speed: About 2,000 rpm (More than 100 seconds after starting engine.)</li> </ul>	50mSec/div 10V/div JMBIA0328GB
10 11	Ground	В	ECM ground	_	[Engine is running] • Idle speed	Body ground

Term	inal No.	Wire	Description			Value	Λ		
+		color	Signal name	Input/ Output	Condition	(Approx.)	Α		
15	Ground	G	Throttle control motor relay	Output	[Ignition switch: OFF]	BATTERY VOLTAGE (11 - 14V)	EC		
					[Ignition switch: ON]	0 - 1.0V			
17 18		V BR/Y	Ignition signal No. 1		<ul> <li>[Engine is running]</li> <li>Warm-up condition</li> <li>Idle speed NOTE: The pulse cycle changes depending on rpm at idle</li> </ul>	0 - 0.3V★  50mSec/div  2V/div  JMBIA0329GB	D		
21 22	Ground	O Y	Ignition signal No. 2 Ignition signal No. 4 Ignition signal No. 3	Ignition signal No. 4	O Ignition signal No. 4	Output -	[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	0.2 - 0.5V★  50mSec/div  2V/div  JMBIA0330GB	F
23	Ground	B/O	Fuel pump relay	Output	[Ignition switch: ON] • For 1 second after turning ignition switch ON [Engine is running]	0 - 1.0V	F		
25 29	Ground	R U	Fuel injector No. 4 Fuel injector No. 3	Output	<ul> <li>[Engine is running]</li> <li>Warm-up condition</li> <li>Idle speed NOTE: The pulse cycle changes depending on rpm at idle</li> </ul>	BATTERY VOLTAGE (11 - 14V)★  50mSec/div  10V/div  JMBIA0331GB	ŀ		
30 31	Glound	GR L	Fuel injector No. 3 Fuel injector No. 2 Fuel injector No. 1	Output	[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	BATTERY VOLTAGE (11 - 14V)★  50mSec/div  10V/div  JMBIA0332GB	L N		
32	Ground	R/B	ECM relay	Output	[Engine is running] [Ignition switch: OFF] • A few seconds after turning ignition switch OFF	0 - 1.0V			
<i>52</i>	Ciddid	. , , ,	/B ECM relay (Self shut-off) Output		[Ignition switch: OFF]     • More than a few seconds after turning ignition switch OFF	BATTERY VOLTAGE (11 - 14V)	F		

Term	inal No.		Description			
+		Wire color	Signal name	Input/ Output	Condition	Value (Approx.)
22	33 Ground Y Throttle position sensor 1	lanut	[Ignition switch: ON] • Engine stopped • Shift lever: D (CVT), 1st (M/T) • Accelerator pedal: Fully released	More than 0.36V		
33	Ground	Y	Inrottie position sensor 1	Input	<ul> <li>[Ignition switch: ON]</li> <li>Engine stopped</li> <li>Shift lever: D (CVT), 1st (M/T)</li> <li>Accelerator pedal: Fully depressed</li> </ul>	Less than 4.75V
34	Ground	R	Throttle position sensor 2	Input	<ul> <li>[Ignition switch: ON]</li> <li>Engine stopped</li> <li>Shift lever: D (CVT), 1st (M/T)</li> <li>Accelerator pedal: Fully released</li> </ul>	Less than 4.75V
04	Glodila	IX.	Tillouic position scrisor 2	mpat	<ul> <li>[Ignition switch: ON]</li> <li>Engine stopped</li> <li>Shift lever: D (CVT), 1st (M/T)</li> <li>Accelerator pedal: Fully depressed</li> </ul>	More than 0.36V
36	Ground	В	Sensor ground (Throttle position sensor)	_	<ul><li>[Engine is running]</li><li>Warm-up condition</li><li>Idle speed</li></ul>	0V
37	Ground	W	Knock sensor	Input	[Engine is running] • Idle speed	2.5V
38	Ground	Р	Engine coolant temperature sensor	Input	[Engine is running]	0 - 4.8V Output voltage varies with engine coolant temperature.
40	Ground	В	Sensor ground (Knock sensor)	_	<ul><li>[Engine is running]</li><li>Warm-up condition</li><li>Idle speed</li></ul>	0V
41	Ground	G	Refrigerant pressure sensor	Input	<ul> <li>[Engine is running]</li> <li>Warm-up condition</li> <li>Both A/C switch and blower fan motor switch: ON (Compressor operates)</li> </ul>	1.0 - 4.0V
44	Ground	0	Sensor ground (Engine coolant temperature sensor)	_	<ul><li>[Engine is running]</li><li>Warm-up condition</li><li>Idle speed</li></ul>	0V
45	Ground	BR	Mass air flow sensor	Input	<ul> <li>[Engine is running]</li> <li>Warm-up condition</li> <li>Idle speed</li> <li>[Engine is running]</li> <li>Warm-up condition</li> <li>Engine speed: 2,500 rpm</li> </ul>	0.9 - 1.2V 1.5 - 1.8V
46	Ground	Υ	Intake air temperature sensor	Input	[Engine is running]	0 - 4.8V Output voltage varies with intake air temperature.
48	Ground	R/B	Sensor ground (Refrigerant pressure sensor)	_	<ul><li>[Engine is running]</li><li>Warm-up condition</li><li>Idle speed</li></ul>	ov

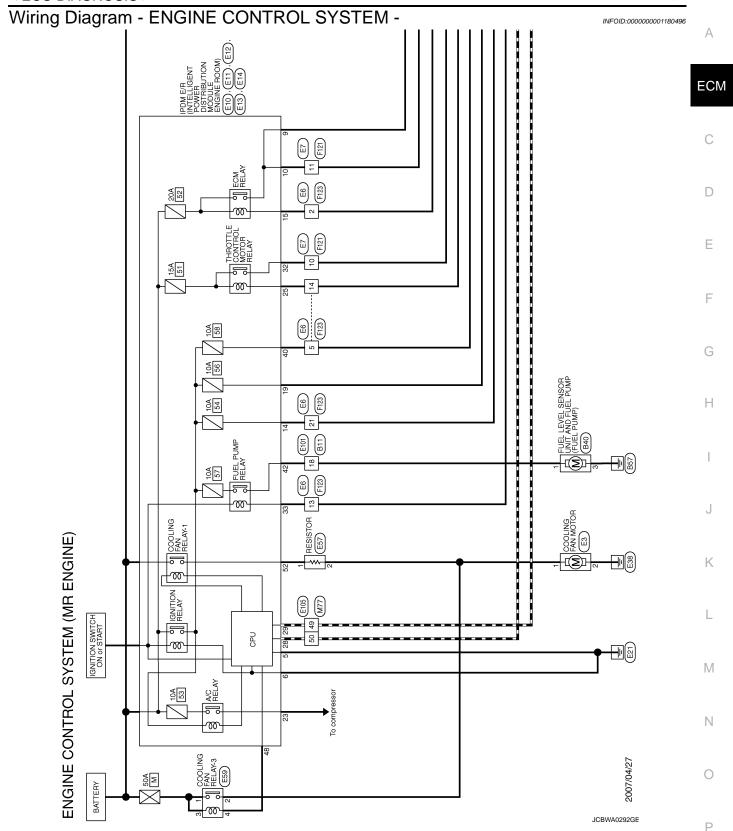
Term	ninal No.	Wire	Description			Value	Λ
+		color	Signal name	Input/ Output	Condition	Value (Approx.)	А
49	Ground	Υ	Heated oxygen sensor 1	Input	[Engine is running] • Warm-up condition • Engine speed: 2,000 rpm	0 - 1.0V	ECM
50	Ground	Y	Heated oxygen sensor 2	Input	<ul> <li>[Engine is running]</li> <li>Revving engine from idle to 3,000 rpm quickly after the following conditions are met</li> <li>Engine: after warming up</li> <li>Keeping the engine speed between 3,500 and 4,000 rpm for 1 minute and at idle for 1 minute under no load</li> </ul>	0 - 1.0V	C D
52	Ground	LG	Sensor ground (Mass air flow sensor)	_	<ul><li>[Engine is running]</li><li>Warm-up condition</li><li>Idle speed</li></ul>	OV	_
55	Ground	0	Sensor power supply (Intake air temperature sensor)	_	[Engine is running] • Warm-up condition • Idle speed	ov	F
56	Ground	В	Sensor ground (Heated oxygen sensor 1)	_	[Engine is running] • Warm-up condition • Idle speed	0 - 4.8V Output voltage varies with engine coolant temperature.	G
59	Ground	SB	Sensor ground (Heated oxygen sensor 2)	_	[Engine is running] • Warm-up condition • Idle speed	OV	Н
			Crankshaft position sensor		<ul> <li>[Engine is running]</li> <li>Warm-up condition</li> <li>Idle speed</li> <li>NOTE:</li> <li>The pulse cycle changes depending on rpm at idle</li> </ul>	4.0V★  5mSec/div  2V/div  JMBIA0333GB	J K
61	Ground	Y	(POS)	Input	[Engine is running] • Engine speed: 2,000 rpm	4.0V★  5mSec/div  2V/div  JMBIA0334GB	L
62	Ground	В	Sensor ground [Crankshaft position sensor (POS)]	_	[Engine is running] • Warm-up condition • Idle speed	ov	Ν
63	Ground	В	Sensor ground [Camshaft position sensor (PHASE)]	_	[Engine is running] • Warm-up condition • Idle speed	OV	0

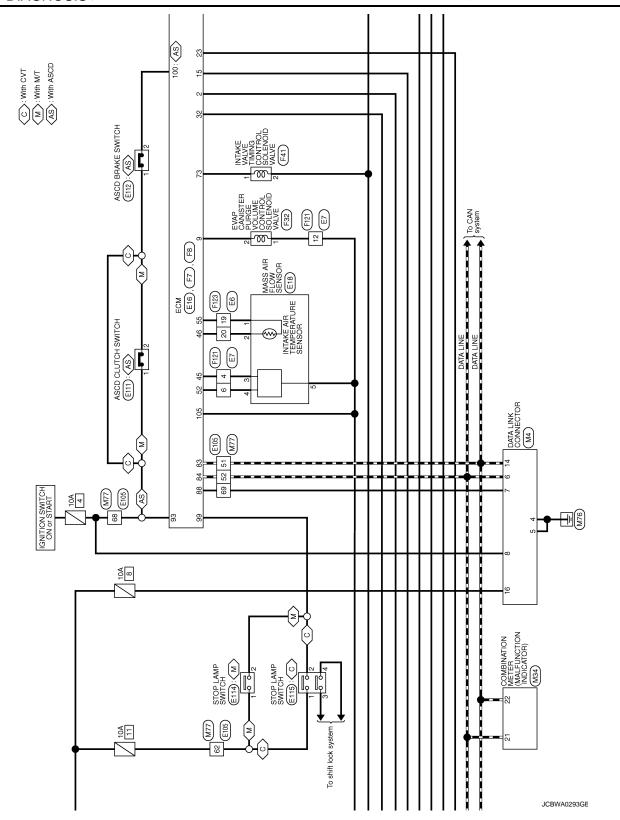
Term	inal No.	\\/iro	Description			Value
+		Wire color	Signal name	Input/ Output	Condition	Value (Approx.)
65	Ground	R	Camshaft position sensor	Input	<ul> <li>[Engine is running]</li> <li>Warm-up condition</li> <li>Idle speed NOTE: The pulse cycle changes depending on rpm at idle</li> </ul>	1.0 - 2.0★  10mSec/div  2V/div  JMBIA0335GB
03	Clound	K	(PHASE)	input	[Engine is running] • Engine speed is 2,000 rpm	1.0 - 2.0★  10mSec/div  2V/div  JMBIA0336GB
69	Ground	W/B	PNP switch	Input	[Ignition switch: ON] • Shift lever: P or N (CVT), Neutral (M/T)	BATTERY VOLTAGE (11 - 14V)
					[Ignition switch: ON]  • Shift lever: Except above	OV
72	Ground	L	Sensor power supply (Throttle position sensor)	_	[Ignition switch: ON]	5V
					<ul><li>[Engine is running]</li><li>Warm-up condition</li><li>Idle speed</li></ul>	OV
73	Ground	Y/R	Intake valve timing control solenoid valve	Output	[Engine is running] • Warm-up condition • Engine speed: 2,000rpm	7 - 10V★  2mSec/div  10V/div  JMBIA0337GB
74	Ground	L	Sensor power supply (Refrigerant pressure sensor)	Input	[Ignition switch: ON]	5V
75	Ground	G	Sensor power supply [Crankshaft position sensor (POS)]	_	[Ignition switch: ON]	5V
78	Ground	LG	Sensor power supply [Camshaft position sensor (PHASE)]	_	[Ignition switch: ON]	5V
83	Ground	Р	CAN communication line	Input/ Output	_	_
84	Ground	L	CAN communication line	Input/ Output	_	
88	Ground	0	Data link connector	Input/ Output	[Ignition switch: ON] • CONSULT-III : Disconnected	10.5V
93	Ground	W/L	lanition switch	Input	[Ignition switch: OFF]	0V
93	Ground	VV/∟	Ignition switch	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)

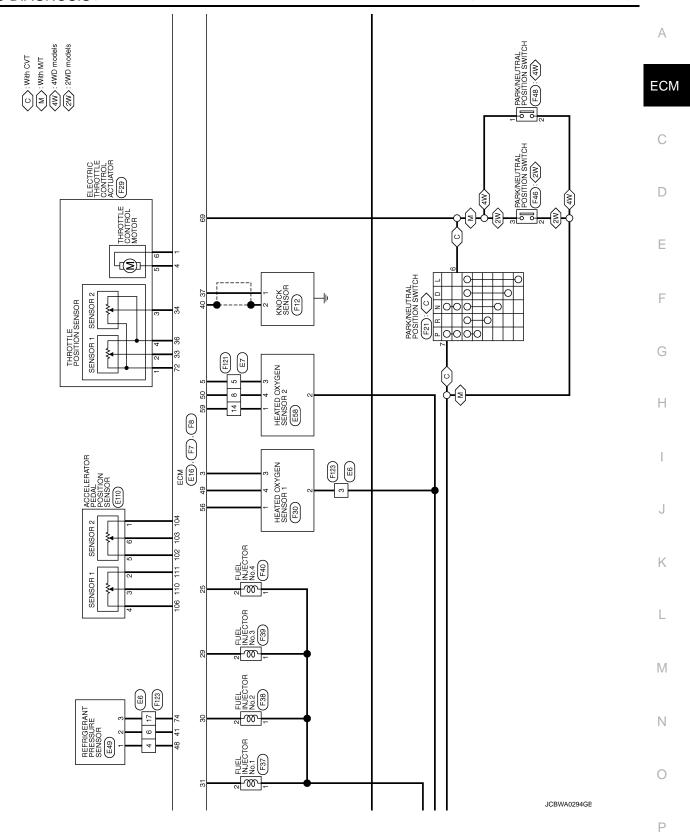
Term	inal No.	Wire	Description			Value	Л
+		color	Signal name	Input/ Output	Condition	(Approx.)	
					[Ignition switch: ON] • ASCD steering switch: OFF	4V	EC
			ASCD steering switch		[Ignition switch: ON] • MAIN switch: Pressed	ov	
94	Ground	V		Input	[Ignition switch: ON] • CANCEL switch: Pressed	1V	
			-		[Ignition switch: ON] • RESUME/ACCELERATE switch: Pressed	3V	
			[Ignition switch: ON] • SET/COAST switch: Pressed	2V	Е		
95	Ground	В	Sensor ground (ASCD steering switch)	_	<ul><li>[Engine is running]</li><li>Warm-up condition</li><li>Idle speed</li></ul>	0V	F
					[Ignition switch: OFF] • Brake pedal: Fully released	0V	
99	Ground	R/W	Stop lamp switch	Input	[Ignition switch: OFF] • Brake pedal: Slightly depressed	BATTERY VOLTAGE (11 - 14V)	(
100		0.5	ACCRICATE		<ul> <li>[Ignition switch: ON]</li> <li>Brake pedal: Slightly depressed (CVT)</li> <li>Brake pedal and clutch pedal: Slightly depressed (M/T)</li> </ul>	ov	ŀ
100	Ground	G/B	ASCD brake switch	Input	[Ignition switch: ON]  • Brake pedal: Fully released (CVT)  • Brake pedal and/or clutch pedal: Fully released (M/T)	BATTERY VOLTAGE (11 - 14V)	
102	Ground	BR/Y	Sensor power supply (Accelerator pedal position sensor 2)	_	[Ignition switch: ON]	5V	ŀ
104	Ground	В	Sensor ground (Accelerator pedal position sensor 2)	_	[Engine is running] • Warm-up condition • Idle speed	0V	L
105	Ground	G	Power supply for ECM	Input	[Ignition switch: ON]	BATTERY VOLTAGE (11 - 14V)	
106	Ground	0	Sensor power supply (Accelerator pedal position sensor 1)	_	[Ignition switch: ON]	5V	1
108	Ground	В	ECM ground	_	[Engine is running] • Idle speed	Body ground	
110	Ground	R	Accelerator pedal position	Input	[Ignition switch: ON] • Engine stopped • Accelerator pedal: Fully released	0.6 - 0.9V	(
110 Ground	Ground R Accelerator pe sensor 1	sensor 1	mput	<ul><li>[Ignition switch: ON]</li><li>Engine stopped</li><li>Accelerator pedal: Fully depressed</li></ul>	3.9 - 4.7V		

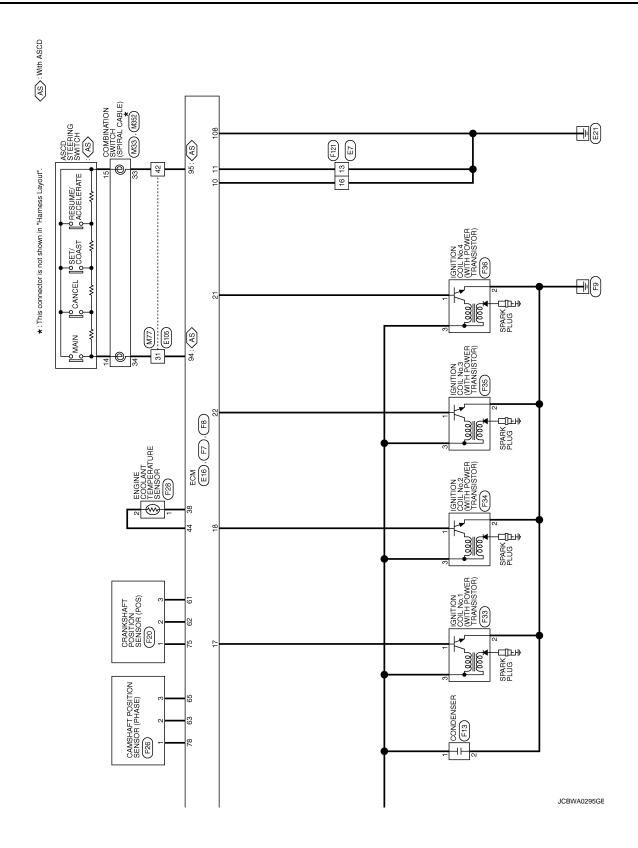
Term	inal No.	Wire	Description			Value (Approx.)	
+		color	I		Condition		
103	Ground	GR	Accelerator pedal position	Input	[Ignition switch: ON]     Engine stopped     Accelerator pedal: Fully released	0.3 - 0.6V	
103	Ground	GIV	sensor 2	mpat	<ul><li>[Ignition switch: ON]</li><li>Engine stopped</li><li>Accelerator pedal: Fully depressed</li></ul>	1.95 - 2.4V	
111	Ground	В/Ү	Sensor ground (Accelerator pedal position sensor 1)	_	<ul><li>[Engine is running]</li><li>Warm-up condition</li><li>Idle speed</li></ul>	0V	

<sup>★:</sup> Average voltage for pulse signal (Actual pulse signal can be confirmed by oscilloscope.)





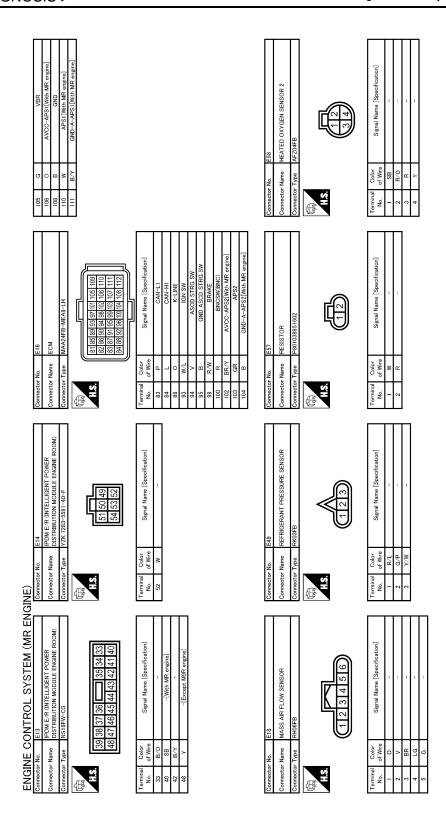




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Connector No.         E8           Connector Name         WIRE TO WIRE           Connector Type         TK24MW-1V           IT2 3 4 5 6         7 8 9 10 11           12 13 14 15 16 17 18 19 20 21 22 23 24	Color   Color   Signal Name [Specification]     2	Connector No. E12 Connector Name IPDM E.R. (INTELLIGENT POWER Connector Name IDISTRIBUTION MODILE ENGINE ROOM) Connector Type INSTEPH-CS  A13  25 24   32 21   33 23 21 26   32 21   33 25 21   33 25 21   35 25	Terminal   Color   Signal Name [Specification]   Color   Signal Name [Specification]   Color   Color		ECN C
Commetter No. E3 Commetter Name COOLING FAN MOTOR Commetter Type P801038951602	Terminal Color   Signal Name [Specificatori]	Connector No. E11 Connector Name DISTRIBUTION MODULE ENGINE ROOM) Connector Type INSTERE-CS  H.S. 13 12 111 10 9 20 19 18 17 16 15 14	Terminal   Color   Signal Name [Specification]   No. of Wire   Signal Name [Specification]   10   LR   Color   11   R'B   Color   11   R'D   Color   12   R'O   Color   13   R'O   Color   C		E F G
Connector No. B44 Connector Name PLBEL EFFEL SENSOR UNIT AND FUEL Connector Type E04FGY-RS  TAS  TAS  TAS  TAS  TAS  TAS  TAS  T	Terminal   Color   Signal Name [Specification]   1   B./Y     -	Connector No. E10 Connector Name DISTREBUTION MODILE ENGINE ROOM) Connector Type MOSFB-LC  H.S. 5 4 3 8 7 6	Terminal   Color   Signal Name [Specification]   Signal Name [Sp		J K
ENGINE CONTROL SYSTEM (MR ENG Connector No. 811 Connector Name WIRE TO WIRE Connector Type IXIOMY-NS8	Terminal   Color   Signal Name [Specification]   No. of Wire   B.Y	Connector No. E7  Connector Name WRE TO WIRE  Connector Type NSIBMW-CS  H.S. 1 2 3 4 5 6 7  R 9 10 11 12 13 14 15 16	Terminal   Color   Signal Name [Specification]	JCBWA0296GE	M N

**ECM-603** 



JCBWA0297GE

ACCELEATOR PEDAL POSITION SENSOR RHOSFE	Signal Name (Specification)  -[With MR engine or KSK engine]  -[With MR engine KSK engine]  -[With MR engine KSK engine]  -[With MR engine]  -[With MR engine]		Signal Name [Specification]		A
Connector No. E110 Connector Name ACCELEATOR PEI Connector Type RHG9FB  H.S.  (1 2 3 4	No. of Wire   Color   Signal Nam   Color   Signal Nam   Color   Signal Nam   Color   Signal Nam   Color   Co	Connector No. E115 Connector Name STOP LAMP SWITCH Connector Type MO4FW-LC  H.S. 3 4	Color   Color   Signal Nam   Color		C
			Looi		Е
E105 WIRE TO WIRE TH60MW-NS16-TM4	Signal Name [Specification]	STOP LAMP SWITCH MUZFB	Signal Name [Specification]		F
ector No. ector Type	No.   Color	ector No. ector Name ector Type	Color   No.		G
		Comm			Н
EIDI WRE TO WRE TKIGFW-NSS 8 7 6 5 4 3 2 1	Signal Name [Specification]	ASOD BRAKE SWITCH MOZFBR-LC  1	Signal Name [Specification] -[With CVT] -[With CVT]		J
sector No.	Color   Color   No. of Wire   18   B/Y	Connector No. E112 Connector Name ASCI Connector Type MOZE H.S.	Color   No. of Wire   No. of Wire   1   O     1   No.   2   R.     R.		K
MR END	=		2		L
ENGINE CONTROL SYSTEM (MR ENGINE)    Commetor Name   Cooling FAN RELAY-3   Commetor Type   24347 9F900   Commetor Type   Comme	Signal Name [Specification]	он Swittoн	Signal Name [Specification] -[With gasoline engine] -[With gasoline engine]		M
CONTROL SYSTEMS OF THE ANSWERSON OF THE		ASOD CLUTCH SWITCH MOZFBR-LC			Ν
ENGINE Connector No. Connector Name Connector Type H.S.	Color   Colo	Connector No. Connector Name Connector Type H.S.	Color   Colo		0
<u> </u>		<u> </u>		JCBWA0298GE	Р
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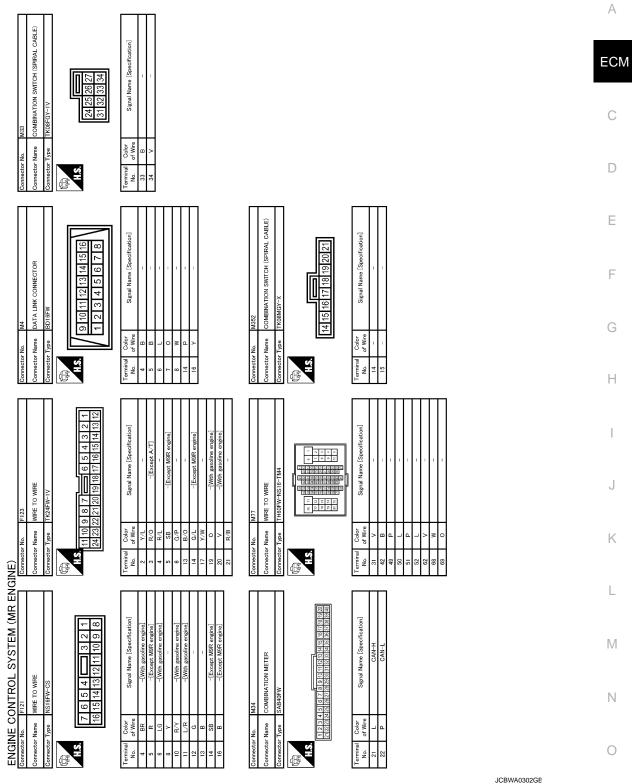
ENGINE CONTROL SYSTEM (MR ENG	ENGINE)	_					
Connector No. F7	21	:1 R/G	Gonnector No.	No. F8	4	49 LG/R	O2SF[With MR engine]
MOD	2	22 Y	IGN COIL#3[With MR engine]	No.	L)	50 Y	02SR
	_	23 B/O	FPR		LC)	52 LG	-WO
Connector Type MAA24FGY-MEA8-RH	7	25 R/0	D INJ#4 Connector Type	Type MAA40FBR-MEA8-LH	L.	22 0	GND-TA
	2	29 0	INJ#3[With MR engine]		G.	56 B/V	GND-A 02SF[With MR engine]
	۳	30 GR	NJ#2[With MR engine]		LC)	59 SB	O2SR-GND
1 5 9 13 17 21 25 29	3	31 L	U#PNI	33 37 41 45 40 53 57 61 65 60 73 77	19	1 LG/B	BOS
- 0	ຶ	32 Y/L	SSOFF	46.50	9	62 B/O	
11 15 10 23				30 43 47 54 55 50 63 67 74 75	9	P/L 8	GND-PHASE[With MR engine]
4 8 12 16 20 24 28 32				40 44 48 52 56 60 64 68 72 76	Ľ	Н	PHAS
11			<i>→</i>		<u>"</u>	+	
-			- 1-		<u> </u>	+	AVCC-TP
Terminal Color Signal Name [Specification]			Terminal	Color Signal Name [Specification]		73 Y/R	CVTC
Ť			t	W/W TDC19[Mitch MD company]		+	
			t			+	
1 /G			98	NS.		┨	
			23				
5 R 02HR			88	P TW[With MR engine]			
9 W/B EVAP			t	SHIELD GND-A KNK			
GND GND			14	G/P PDPRESS			
B/W			t	GND-/			
15 G/L MOTRLY			45	BR QA+			
17 L/Y IGN COIL#1			46	V TA			
18 BR/Y IGN COIL#2			48	R/L GND-A(PDPRES)			
Connector No. F12	Con	Connector No.	F13 Connector No.	No. F20	Con	Connector No.	F21
Connector Mome	č	Connector Mome	CONDENSED	CBANKSHAET BOSITION SENSOB (BOS)	ċ	Connector Name	HOTIMS NOTHSOU INSTITUTE AND A
		2000				2000	
Connector Type BS02FB-AHY-S	Conr	Connector Type	M02FW-GY-LC Connector Type	Type RH03FB	Con	Connector Type	RK08FG
偃	Œ.	Ţ	<b>@</b>		(F)	9	«
		i T		<u>[</u>	4	á	4321
				(17)			8765
Terminal Color Signal Name [Specification] of Wire	Ter	Terminal Color No. of Wire	Signal Name [Specification] Terminal No.	Color Signal Name [Specification]	Termii No.	Terminal Color No. of Wire	Signal Name [Specification]
	Ш	1 L/R	-			9 W/B	1
2 B/W –		B 8	3	B/O -[With MR engine] LG/B -		R/B	-
			┪				

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Connector No. F30  Connector Name HEATED OXYGEN SENSOR 1  Connector Type AFZ04FB  H.S.	Terminal   Color   Signal Name   Specification   Color   Signal Name   Specification	Connector No. F35  Connector Name   F35  Connector Name   TRANSSISTOR)  Connector Type   EDGFGV-RS  H.S.	Terminal   Color   Signal Name   Specification		A ECM
Connector No. F29 Connector Name ACTUATOR Connector Type RH06FB  H.S.  (123456)	Terminal   Color   Signal Name (Specification)   No.   of Wire   Signal Name (Specification)   1   L/O	Connector No. F34 Connector Name (IGNITION COLL NO Z (WITH POWER ITANSISTOR) Connector Type (EDF-CV-RS)  H.S.	Terminal Color   Signal Name (Specification)   No.   of Wire		E F G
Gomestor No. F28 Connector Name ENGINE COOLANT TEMPERATURE SENSOR Connector Type EUZFGY-RS  LLS.	Terminal   Color   Signal Name   Specification   Of Nine     P	Connector No. F33 Connector Name (TAMSISTOR) Connector Type (EGFCY-RS)  H.S.	Terminal   Color   Signal Name   Specification   Color   Col		J K
ENGINE CONTROL SYSTEM (MR ENGINE) Commeter Name (AMSHAFT POSITION SENSOR (PHASE) Commeter Type (RH03FB Commeter Type (AMSHAFT POSITION SENSOR (PHASE) COMMETER TYPE (PHA	Terminal   Color   Signal Name [Specification]   No. of Wire   Y/V   2   R.L   -[With MR engine]   3   GR/L   -[With MR engine]	Connector No. F32 Connector Name CONTROL SOLENDIO VALVE Connector Type EGPL-RS-LGY  H.S.	Terminal   Color   Signal Name [Specification]		M N
				JCBWA0300GE	Р

Connector No. F39 Connector Name FUEL INJECTOR NO.3 Connector Type HS02FGV  H.S.	Terminal   Color   Signal Name [Specification]   No. of Wire   Signal Name [Specification]   S	Connector No. F48 Connector Name PARK/NEUTRAL POSITION SWITCH	Connector Type RK02FB	Terminal Color   Signal Name [Specification]   1
Connector No. F38 Connector Name FUEL INJECTOR NO.2 Connector Type HSIQPEGY  H.S.	Terminal   Color   Signal Name [Specification]   No. of Wire   Signal Name [Specification]   1 SB   -[With MR engine]   2 GR   -[With MR engine]	Connector No. F46 Connector Name PARK/NEUTRAL POSITION SWITCH	Connector Type FEAUSFG	Terminal Color   Signal Name [Specification]
ENGINE)  Connector Name FUEL INJECTOR NO.1  Connector Type HS02FGY  H.S.	Terminal   Color   Signal Name (Specification)   1   Signal Name   Specification   1   Specifica	Connector No. F41   INTAKE VALVE TIMING CONTROL   Connector Name   Control   Control	Commetter Type EUZFG-RS-LGY  M.S.	Terminal   Color   Signal Name [Specification]   1   1   1   1   1   1   1   1   1
ENGINE CONTROL SYSTEM (MR ENG Connector No. F36 Connector No. F36 Connector Name (GWITON COL. NO.4 (WITH POWER ITEANSIST COR.)  Connector Type (EUGTGY-RS)	Terminal   Color   Signal Name [Specification]   No. of Wire   R/G   -	Connector No. F40 Connector Name FUEL INJECTOR NO.4	Connector Type HSUZFGY  MAS	Terminal   Color   Signal Name [Specification]   1   SB   -

JCBWA0301GE



Fail Safe

NON DTC RELATED ITEM

Engine operating condition in fail-safe mode	Detected items	Remarks	Reference page
Engine speed will not rise more than 2,500 rpm due to the fuel cut	Malfunction indicator circuit	When there is an open circuit on MI circuit, the ECM cannot warn the driver by lighting up MI 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 MI circuit is open by means of operating fail-safe function.  The fail-safe function also operates when above diagnoses except MI circuit are detected and demands the driver to repair the malfunction.	ECM-583

### DTC RELATED ITEM

DTC No.	Detected items	Engine operat	ing condition in fail-safe mode		
P0011	Intake valve timing control	The signal is not energized to the intacontrol does not function.	ake valve timing control solenoid valve and the valve		
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 tempera- ture sensor circuit	Engine coolant temperature will be dignition switch ON or START. CONSULT-III displays the engine cool	letermined by ECM based on the time after turning olant temperature decided by ECM.		
		Condition	Engine coolant temperature decided (CONSULT-III display)		
		Just as ignition switch is turned ON or START	40°C (104°F)		
		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 ir 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 norma condition.  So, the acceleration will be poor.			
P0605	ECM	(When ECM calculation function is malfunctioning:) ECM stops the electric throttle control actuator control, throttle valve is maintained at a fixed opening (approx. 5 degrees) by the return spring. ECM deactivates ASCD operation.			
P1121 Electric throttle control actuator  (When electric throttle control actuator does not function properly due malfunction:)  ECM controls the electric throttle actuator by regulating the throttle op 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 (CVT), Neutral (M/T) position, and engine speed will no exceed 1,000 rpm or more.			
P1122	Electric throttle control function	ECM stops the electric throttle control fixed opening (approx. 5 degrees) by	ol actuator control, throttle valve is maintained at a $\eta$ the return spring.		
P1124	Throttle control motor relay	ECM stops the electric throttle control	ol actuator control, throttle valve is maintained at a		

OTC No.	Detected items	Engine opera	ating condition in fail-safe mode		
P1128	Throttle control motor	ECM stops the electric throttle confixed opening (approx. 5 degrees)	trol actuator control, throttle valve is maintained at a by the return spring.		
P1229	Sensor power supply	ECM stops the electric throttle confixed opening (approx. 5 degrees)	trol actuator control, throttle valve is maintained at a by the return spring.		
P1805	Brake switch	ECM controls the electric throttle cosmall range. Therefore, acceleration will be poo	ontrol actuator by regulating the throttle opening to a r.		
		Vehicle condition	Driving condition		
		When engine is idling	Normal		
		When accelerating	Poor acceleration		
P2122 P2123 P2127 P2128 P2138	Accelerator pedal position sensor	order for the idle position to be with	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.		

## DTC Inspection Priority Chart

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If some DTCs are displayed at the same time, perform inspections one by one based on the following priority chart.

Priority	Detected items (DTC)	
1	<ul> <li>U1001 CAN communication line</li> <li>U1010 CAN communication</li> <li>P0102 P0103 Mass air flow sensor</li> <li>P0117 P0118 P0125 Engine coolant temperature sensor</li> <li>P0122 P0123 P0222 P0223 P1225 P1226 P2135 Throttle position sensor</li> </ul>	_
	<ul> <li>P0327 P0328 Knock sensor</li> <li>P0335 Crankshaft position sensor (POS)</li> <li>P0340 Camshaft position sensor (PHASE)</li> <li>P0605 ECM</li> <li>P1229 sensor power supply</li> <li>P1610 P1611 P1612 P1615 NATS</li> </ul>	
	<ul> <li>P1706 Park/Neutral position (PNP) switch</li> <li>P2122 P2123 P2127 P2128 P2138 Accelerator pedal position sensor</li> </ul>	
2	<ul> <li>P0132 P0134 Heated oxygen</li> <li>P1111 Intake valve timing control solenoid valve</li> <li>P1122 Electric throttle control function</li> <li>P1124 P1126 Throttle control motor relay</li> <li>P1128 Throttle control motor</li> <li>P1217 Engine over temperature (OVERHEAT)</li> </ul>	
	P1805 Brake switch	_
3	<ul> <li>P0011 Intake valve timing control</li> <li>P1121 Electric throttle motor actuator</li> <li>P1212 TCS communication line</li> </ul>	

DTC Index INFOID:0000000001180499

×: Applicable —: Not applicable

DTC*1		Items	Trip	MI	Reference page	
CONSULT-III	ECM*2	(CONSULT-III screen terms)	ПР	IVII	Reference page	
U1001	1001* <sup>3</sup>	CAN COMM CIRCUIT	2	_	ECM-444	
U1010	1010	CONTROL UNIT(CAN)	1 (CVT) 2 (M/T)	<u>×</u>	ECM-445	
P0000	0000	NO DTC IS DETECTED. FURTHER TESTING MAY BE REQUIRED.	_	Flashing* <sup>4</sup>	_	

DTO	<u></u>	Items			
CONSULT-III	ECM*2	(CONSULT-III screen terms)	Trip	MI	Reference page
P0011	0011	INT/V TIM CONT-B1	2	_	ECM-446
P0102	0102	MAF SEN/CIRCUIT-B1	1	×	ECM-450
P0103	0103	MAF SEN/CIRCUIT-B1	1	×	ECM-450
P0117	0117	ECT SEN/CIRC	1	×	ECM-455
P0118	0118	ECT SEN/CIRC	1	×	ECM-455
P0122	0122	TP SEN 2/CIRC-B1	1	×	ECM-458
P0123	0123	TP SEN 2/CIRC-B1	1	×	ECM-458
P0132	0132	HO2S1 (B1)	2	×	ECM-461
P0134	0134	HO2S1 (B1)	2	×	ECM-465
P0222	0222	TP SEN 1/CIRC-B1	1	×	ECM-469
P0223	0223	TP SEN 1/CIRC-B1	1	×	ECM-469
P0327	0327	KNOCK SEN/CIRC-B1	2	_	ECM-472
P0328	0328	KNOCK SEN/CIRC-B1	2	_	ECM-472
P0335	0335	CKP SEN/CIRCUIT	2	×	ECM-474
P0340	0340	CMP SEN/CIRC-B1	2	×	ECM-478
P0605	0605	ECM	1 or 2	× or —	ECM-482
P1111	1111	INT/V TIM C/CIRC	1	×	ECM-484
P1121	1121	ETC ACTR -B1	1	×	ECM-487
P1122	1122	ETC FUNCTION/CIRC-B1	1	×	ECM-489
P1124	1124	ETC MOT PWP	1	×	ECM-493
P1126	1126	ETC MOT PWP-B1	1	×	ECM-493
P1128	1128	ETC MOT-B1	1	×	ECM-496
P1212	1212	TCS/CIRC	2	_	ECM-498
P1217	1217	ENG OVER TEMP	1	×	ECM-499
P1225	1225	CTP LEARNING-B1	2	_	ECM-503
P1226	1226	CTP LEARNING-B1	2	_	ECM-505
P1229	1129	SENSOR POWER/CIRC	1	×	ECM-507
P1610	1610	LOCK MODE	2	_	<u>SEC-35</u>
P1611	1611	ID DISCARD IMM-ECM	2	_	<u>SEC-48</u>
P1612	1612	CHAIN OF ECM-IMMU	2	_	<u>SEC-50</u>
P1615	1615	DIFFERENCE OF KEY	2	_	<u>SEC-47</u>
P1706	1706	P-N POS SW/CIRCUIT	2	×	ECM-522
P1805	1805	BRAKE SW/CIRCUIT	2	_	ECM-525
P2122	2122	APP SEN 1/CIRC	1	×	ECM-528
P2123	2123	APP SEN 1/CIRC	1	×	ECM-528
P2127	2127	APP SEN 2/CIRC	1	×	ECM-531
P2128	2128	APP SEN 2/CIRC	1	×	ECM-531
P2135	2135	TP SENSOR-B1	1	×	ECM-535
P2138	2138	APP SENSOR	1	×	ECM-538

<sup>\*1: 1</sup>st trip DTC No. is the same as DTC No.

<sup>\*2:</sup> In Diagnostic Test Mode II (Self-diagnostic results), this number is controlled by NISSAN.

<sup>\*3:</sup> The troubleshooting for this DTC needs CONSULT-III.

<sup>\*4:</sup> When engine is running, MI may flash. For details, refer to ECM-421, "Diagnosis Description".

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# SYMPTOM DIAGNOSIS

# **ENGINE CONTROL SYSTEM**

Symptom Table INFOID:000000001180500 ECM

SYSTEM — BASIC ENGINE CONTROL SYSTEM

			SYMPTOM													
		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)	Reference page	E F
	y symptom code	AA	AB	AC	AD	AE	AF	AG	АН	AJ	AK	AL	AM	НА		
Fuel	Fuel pump circuit	1	1	2	3	2		2	2			3		2	ECM-297	-
	Fuel pressure regulator system	3	3	4	4	4	4	4	4	4		4			ECM-349	
	Fuel injector circuit	1	1	2	3	2		2	2			2			ECM-294	-
	Evaporative emission system	3	3	4	4	4	4	4	4	4		4			ECM-407	J
Air	Positive crankcase ventilation system	3	3	4	4	4	4	4	4	4		4	1		ECM-306	_
	Incorrect idle speed adjustment						1	1	1	1		1			ECM-18	K
	Electric throttle control actuator	1	1	2	3	3	2	2	2	2		2		2	ECM-204, ECM-206	
Ignition	Incorrect ignition timing adjustment	3	3	1	1	1		1	1			1			ECM-18	L
	Ignition circuit	1	1	2	2	2		2	2			2			ECM-300	
Main po	wer supply and ground circuit	2	2	3	3	3		3	3		2	3			ECM-440	
Mass air	r flow sensor circuit	1			2										ECM-118	N
Engine	coolant temperature sensor circuit						3			3					ECM-455	_
Heated	oxygen sensor 1 circuit		1	2	3	2		2	2			2			ECM-132, ECM-136, ECM-142, ECM-215, ECM-220	N
Throttle position sensor circuit							2			2					ECM-458, ECM-171, ECM-245, ECM-247, ECM-277	Р
Accelera	ator pedal position sensor circuit			3	2	1									ECM-270, ECM-273, ECM-277	
Knock s	ensor circuit			2								3			ECM-179	
Cranksh	aft position sensor (POS) circuit	2	2												ECM-181	

		SYMPTOM												
	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)	Reference page
Warranty symptom code	AA	AB	AC	AD	AE	AF	AG	АН	AJ	AK	AL	AM	НА	
Camshaft position sensor (PHASE) circuit	3	2												ECM-185
Vehicle speed signal circuit		2	3		3						3			ECM-197
ECM	2	2	3	3	3	3	3	3	3	3	3			ECM-199
Intake valve timing control solenoid valve circuit		3	2		1	3	2	2	3		3			ECM-201
PNP switch circuit			3		3		3	3			3			ECM-263
Refrigerant pressure sensor circuit		2				3			3		4			ECM-307
Electrical load signal circuit							3							ECM-292
Air conditioner circuit	2	2	3	3	3	3	3	3	3		3		2	<u>HA-14</u>
ABS actuator and electric unit (control unit)			4											BRC-9

<sup>1 - 6:</sup> The numbers refer to the order of inspection. (continued on next page)

SYSTEM — ENGINE MECHANICAL & OTHER

							S'	MPT	OM							Α		
		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)	Reference page	C D		
Warranty s	ymptom code	A A	AB	AC	AD	AE	AF	AG	АН	AJ	AK	AL	AM	НА		F		
Fuel	Fuel tank Fuel piping	5	_	5	5	5		5	5			5			FL-13, FL- 15 EM-156	G		
	Vapor lock  Valve deposit  Poor fuel (Heavy weight gasoline, Low octane)	5	5	3	J	5	5	5		5	5			5			_ 	Н
Air	Air duct Air cleaner														EM-147 EM-145	l		
	Air leakage from air duct (Mass air flow sensor — electric throttle control actuator)  Electric throttle control actuator  Air leakage from intake manifold/ Collector/Gasket	5	5	5	5	5	5	5	5	5		5			<u>EM-147</u>	J K		
Cranking	Battery Generator circuit	1	1	1		1		1	1					1	PG-113 CHG-8	L		
	Starter circuit Signal plate	6										1			STR-8 EM-196, EM-200	M		
	PNP switch	4													TM-441 or TM-539	N		
Engine	Cylinder head Cylinder head gasket	5	5	5	5	5		5	5		4	5	3		EM-187			
	Cylinder block Piston Piston ring Connecting rod Bearing Crankshaft	6	6	6	6	6		6	6			6	4		EM-188	O P		

							S`	YMPT	OM						
		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)	Reference page
Warranty	symptom code	A A	AB	AC	AD	AE	AF	AG	АН	AJ	AK	AL	AM	НА	
Valve mecha- nism	Timing chain  Camshaft  Intake valve timing control  Intake valve  Exhaust valve	5	5	5	5	5		5	5			5	3		EM-164 EM-164 EM-164
Exhaust	Exhaust manifold/Tube/Muffler/ Gasket Three way catalyst	5	5	5	5	5		5	5			5			EM-150, EX-10
Lubrica- tion	Oil pan/Oil strainer/Oil pump/Oil filter/Oil gallery/Oil cooler  Oil level (Low)/Filthy oil	5	5	5	5	5		5	5			5			EM-154, LU-18, LU- 17, LU-14
Cooling	Radiator/Hose/Radiator filler cap Thermostat Water pump Water gallery Cooling fan Coolant level (Low)/Contaminated coolant	5	5	5	5	5		5	5	5	4	5			CO-35 CO-41 CO-39 CO-24, CO-25 CO-37
NVIS (NIS NATS)	SAN Vehicle Immobilizer System —	1	1												SEC-15

<sup>1 - 6:</sup> The numbers refer to the order of inspection.

## NORMAL OPERATING CONDITION

< SYMPTOM DIAGNOSIS >

[MR20DE (WITHOUT EURO-OBD)]

# NORMAL OPERATING CONDITION

Description INFOID:0000000001180501

## FUEL CUT CONTROL (AT NO LOAD AND HIGH ENGINE SPEED)

If the engine speed is above 1,800 rpm under no load (for example, the selector lever position is neutral and engine speed is over 1,800 rpm) fuel will be cut off after some time. The exact time when the fuel is cut off varies based on engine speed.

Fuel cut will be operated until the engine speed reaches 1,500 rpm, then fuel cut will be cancelled.

#### NOTE:

This function is different from deceleration control listed under Multiport Fuel Injection (MFI) System, <u>ECM-372</u>, "System <u>Diagram"</u>.

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# **PRECAUTION**

## **PRECAUTIONS**

Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the "SRS AIRBAG" and "SEAT BELT" of this Service Manual.

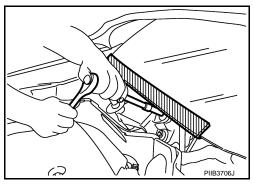
#### **WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the "SRS AIRBAG".
- 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.

# Precaution for Procedure without Cowl Top Cover

INFOID:0000000001180503

When performing the procedure after removing cowl top cover, cover the lower end of windshield with urethane, etc.



# On Board Diagnostic (OBD) System of Engine and CVT

INFOID:0000000001180504

The ECM has an on board diagnostic system. It will light up the malfunction indicator lamp (MI) to warn the driver of a malfunction causing emission deterioration.

#### **CAUTION:**

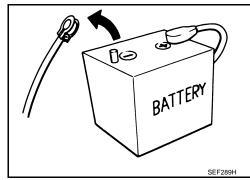
- Be sure to turn the ignition switch OFF and disconnect the negative battery cable before any repair
  or inspection work. The open/short circuit of related switches, sensors, solenoid valves, etc. will
  cause the MI to light up.
- Be sure to connect and lock the connectors securely after work. A loose (unlocked) connector will
  cause the MI 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-104, "Description".
- Be sure to route and secure the harnesses properly after work. The interference of the harness with a bracket, etc. may cause the MI 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 MI 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.

INFOID:0000000001180505

### **General Precautions**

Always use a 12 volt battery as power source.

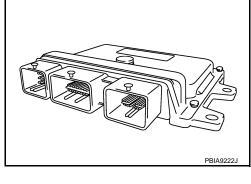
- Do not attempt to disconnect battery cables while engine is running.
- Before connecting or disconnecting the ECM harness connector, turn ignition switch OFF and disconnect negative battery cable. Failure to do so may damage the ECM because battery voltage is applied to ECM even if ignition switch is turned OFF.
- Before removing parts, turn ignition switch OFF and then disconnect battery ground cable.

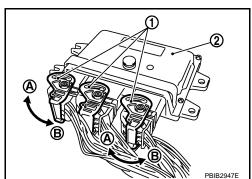


- · Do not disassemble ECM.
- If a battery cable is disconnected, the memory will return to the ECM value.

The ECM will now start to self-control at its initial value. Engine operation can vary slightly when the terminal is disconnected. However, this is not an indication of a malfunction. Do not replace parts because of a slight variation.

- If the battery is disconnected, the following emission-related diagnostic information will be lost within 24 hours.
- Diagnostic trouble codes
- 1st trip diagnostic trouble codes
- Freeze frame data
- 1st trip freeze frame data
- When connecting ECM harness connector (1), fasten (B) it securely with a lever as far as it will go as shown in the figure.
  - 2. ECM
  - A. Loosen

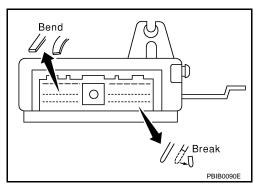




 When connecting or disconnecting pin connectors into or from ECM, take care not to damage pin terminals (bend or break).

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.



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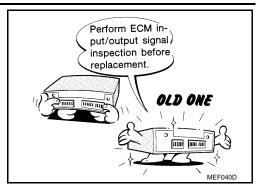
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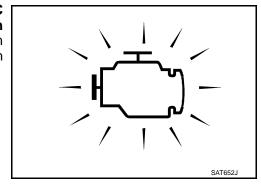
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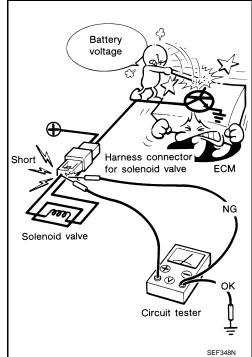
### < PRECAUTION >

- Before replacing ECM, perform ECM Terminals and Reference Value inspection and make sure ECM functions properly. Refer to ECM-309, "Reference Value".
- Handle mass air flow sensor carefully to avoid damage.
- Do not clean mass air flow sensor with any type of detergent.
- Do not disassemble electric throttle control actuator.
- Even a slight leak in the air intake system can cause serious incidents.
- Do not shock or jar the camshaft position sensor (PHASE), crankshaft position sensor (POS).
- After performing each TROUBLE DIAGNOSIS, perform DTC CONFIRMATION PROCEDURE or Component Function Check. The DTC should not be displayed in the DTC Confirmation Procedure if the repair is completed. The Component Function Check should be a good result if the repair is completed.





- When measuring ECM signals with a circuit tester, never allow the two tester probes to contact.
  - Accidental contact of probes will cause a short circuit and damage the ECM power transistor.
- Do not 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.



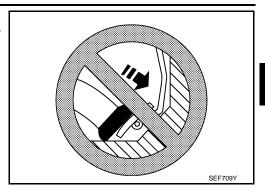
- Do not operate fuel pump when there is no fuel in lines.
- Tighten fuel hose clamps to the specified torque.

### **PRECAUTIONS**

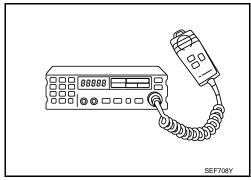
### < PRECAUTION >

### [MR20DE (WITHOUT EURO-OBD)]

- 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
- 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**

# Special Service Tools

INFOID:0000000001180506

Tool number Tool name		Description
KV10117100 Heated oxygen sensor wrench	S-NT379	Loosening or tightening heated oxygen sensor with 22 mm (0.87 in) hexagon nut
KV10114400 Heated oxygen sensor wrench	S-NT636	Loosening or tightening heated oxygen sensor 2 a: 22 mm (0.87 in)
EG17550000 Break-out box	ZZA1194D	Measuring ECM signals with a circuit tester
EG17680000 Y-cable adapter	PBIA9379J	Measuring ECM signals with a circuit tester
KV10118400 Fuel tube adapter	PBIB3043E	Measuring fuel pressure

# [MR20DE (WITHOUT EURO-OBD)]

# **Commercial Service Tools**

INFOID:0000000001180507

Tool name		Description
Quick connector re- lease	PBIC0198E	Removing fuel tube quick connectors in engine room (Available in SEC. 164 of PARTS CATALOG: Part No. 16441 6N210)
Socket wrench	19 mm (0.75 in) More than 32 mm (1.26 in)	Removing and installing engine coolant tempera- ture sensor
Oxygen sensor thread cleaner	Mating surface shave cylinder	Reconditioning the exhaust system threads before installing a new oxygen sensor. Use with antiseize 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 <sup>TM</sup> 133AR or equivalent meeting MIL specifica- tion MIL-A-907)	S-NT779	Lubricating oxygen sensor thread cleaning tool when reconditioning exhaust system threads.

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# ON-VEHICLE REPAIR

## **FUEL PRESSURE**

Inspection INFOID:000000001180508

#### **FUEL PRESSURE RELEASE**

#### (P) With CONSULT-III

- 1. Turn ignition switch ON.
- Perform "FUEL PRESSURE RELEASE" in "WORK SUPPORT" mode with CONSULT-III.
- 3. Start engine.
- 4. After engine stalls, crank it two or three times to release all fuel pressure.
- 5. Turn ignition switch OFF.

#### With CONSULT-III

- 1. Remove fuel pump fuse located in IPDM E/R.
- Start engine.
- 3. After engine stalls, crank it two or three times to release all fuel pressure.
- 4. Turn ignition switch OFF.
- 5. Reinstall fuel pump fuse after servicing fuel system.

### **FUEL PRESSURE CHECK**

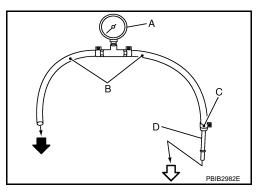
#### **CAUTION:**

- Before disconnecting fuel line, release fuel pressure from fuel line to eliminate danger.
- The fuel hose connection method used when taking fuel pressure check must not be used for other purposes.
- Be careful not to scratch or put debris around connection area when servicing, so that the quick connector maintains sealability with O-rings inside.
- Do not perform fuel pressure check with electrical systems operating (i.e. lights, rear defogger, A/C, etc.) Fuel pressure gauge may indicate false readings due to varying engine load and changes in manifold vacuum.

### NOTE:

Prepare pans or saucers under the disconnected fuel line because the fuel may spill out. The fuel pressure cannot be completely released because J10 models do not have fuel return system.

- 1. Release fuel pressure to zero.
- 2. Prepare fuel hose for fuel pressure check B and fuel tube adapter (KV10118400) D, then connect fuel pressure gauge A.
  - <: To quick connector
  - \(\bigsize\): To fuel tube (engine side)
  - C: Clamp
  - Use suitable fuel hose for fuel pressure check (genuine NIS-SAN 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.
  - Do not twist or kink fuel hose because it is plastic hose.



### **FUEL PRESSURE**

### < ON-VEHICLE REPAIR >

### [MR20DE (WITHOUT EURO-OBD)]

- 4. Connect fuel hose for fuel pressure check (1) to fuel tube (engine side) with clamp (2) as shown in the figure.
  - No.2 spool (5)
  - Wipe off oil or dirt from hose insertion part using cloth moistened with gasoline.
  - Apply proper amount of gasoline between top of the fuel tube (3) and No.1 spool (4).
  - Insert fuel hose for fuel pressure check until it touches the No.1 spool on fuel tube.
  - Use NISSAN genuine hose clamp (part number: 16439 N4710 or 16439 40U00).
  - When reconnecting fuel line, always use new clamps.
  - Use a torque driver to tighten clamps.
  - Install hose clamp to the position within 1 2 mm (0.04 0.08 in).

## Tightening torque: 1 - 1.5 N·m (0.1 - 0.15 kg-m, 9 - 13 in-lb)

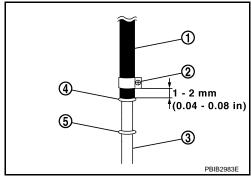
- Make sure that clamp screw does not contact adjacent parts.
- 5. Connect fuel tube adapter to quick connector.
  - A: Fuel pressure gauge
  - B: Fuel hose for fuel pressure check
- After connecting fuel hose for fuel pressure check, pull the hose with a force of approximately 98 N (10 kg, 22 lb) to confirm fuel tube does not come off.
- 7. Turn ignition switch ON and check for fuel leakage.
- 8. Start engine and check for fuel leakage.
- 9. 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 (3.5 bar, 3.57 kg/cm<sup>2</sup>, 51 psi)

- 10. If result is unsatisfactory, go to next step.
- 11. Check the following.
  - Fuel hoses and fuel tubes for clogging
  - · Fuel filter for clogging
  - Fuel pump
  - · Fuel pressure regulator for clogging

If OK, replace fuel pressure regulator.

If NG, repair or replace.



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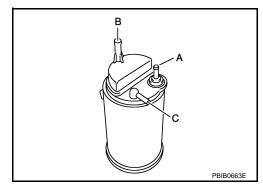
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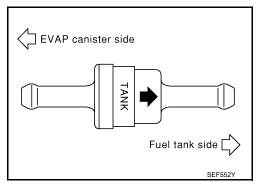
## **EVAPORATIVE EMISSION SYSTEM**

Inspection INFOID:000000001180509

- 1. Visually inspect EVAP vapor lines for improper attachment and for cracks, damage, loose connections, chafing and deterioration.
- 2. Check EVAP canister as follows:
- a. Block port (B). Orally blow air through port (A). Check that air flows freely through port (C).
- b. Block port (A). Orally blow air through port (B). Check that air flows freely through port (C).

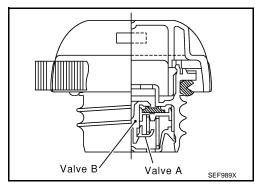


- 3. Visually inspect the fuel check valve for cracks, damage, loose connections chafing and deterioration.
- 4. Check fuel check valve as follows:
- a. Blow air through connector on the fuel tank side. A considerable resistance should be felt and a portion of air flow should be directed toward the EVAP canister side.
- b. Blow air through connector on EVAP canister side. Air flow should be smoothly directed toward fuel tank side.
- If fuel check valve is suspected or not properly functioning in step 1 and 2 above, replace it.



- 5. Inspect fuel tank filler cap vacuum relief valve for clogging, sticking, etc.
- a. Wipe clean valve housing.

Vacuum:



b. Check valve opening pressure and vacuum.

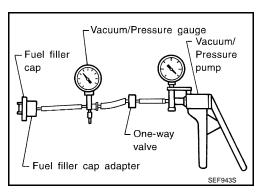
Pressure: 15.3 - 20.0 kPa (0.153 - 0.200 bar, 0.156 - 0.204 kg/

cm<sup>2</sup>, 2.22 - 2.90 psi)

-6.0 to -3.4 kPa (-0.06 bar to --0.034bar, -0.061 to -

 $0.035 \text{ kg/cm}^2$ , -0.87 to -0.49 psi)

c. If out of specification, replace fuel filler cap as an assembly.



# **SERVICE DATA AND SPECIFICATIONS (SDS)**

< SERVICE DATA AND SPECIFICATIONS (SDS)

[MR20DE (WITHOUT EURO-OBD)]

# SERVICE DATA AND SPECIFICATIONS (SDS)

# SERVICE DATA AND SPECIFICATIONS (SDS)

Idle Speed INFOID:0000000001180510

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Transmission	Condition	Specification
CVT	No load* (in P or N position)	700 ± 50 rpm
M/T	No load* (in Neutral position)	700 ± 50 rpm

\*: Under the following conditions

· A/C switch: OFF

· Electric load: OFF (Lights, heater fan & rear window defogger)

· Steering wheel: Kept in straight-ahead position

**Ignition Timing** 

INFOID:0000000001180511

Transmission	Condition	Specification
CVT	No load* (in P or N position)	15 ± 5° BTDC
M/T	No load* (in Neutral position)	15 ± 5° BTDC

<sup>\*:</sup> Under the following conditions

· A/C switch: OFF

• Electric load: OFF (Lights, heater fan & rear window defogger)

· Steering wheel: Kept in straight-ahead position

## Mass Air Flow Sensor

INFOID:0000000001180512

Supply voltage	Battery voltage (11 – 14 V)
Output voltage at idle	0.9 – 1.2V*

<sup>\*:</sup> Engine is warmed up to normal operating temperature and running under no load.

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