

DATA LIST / ACTIVE TEST

1. DATA LIST

HINT:

By reading the DATA LIST displayed on a hand-held tester, you can check values, including those of the switches, sensors, and actuators, without removing any parts. Reading the DATA LIST as the first step of troubleshooting is one method of shortening diagnostic time.

NOTICE:

In the table below, the values listed under Normal Conditions are for reference only. Do not depend solely on these values when determining whether or not a part is faulty.

- Warm up the engine.
- Turn the ignition switch to OFF.
- Connect a hand-held tester to the DLC3.
- Turn the ignition switch to ON.
- Turn the tester ON.
- Select the following menu items: DIAGNOSIS / ENHANCED OBD II / DATA LIST.
- Check the values by referring to the table below.

Hand-Held Tester Display	Measurement Item:Range (Display)	Normal Condition *1	Diagnostic Note
INJECTOR	Injection period of the No. 1 cylinder: Min.: 0 ms, Max.: 32.64 ms	2.3 to 3.8 ms: Idling	—
IGN ADVANCE	Ignition timing advance for No. 1 cylinder/ Min.: -64 deg., Max.: 63.5 deg.	BTDC 4 to 17°: Idling	—
CALC LOAD	Calculated load by ECM: Min.: 0 %, Max.: 100 %	• 11 to 21 %: Idling • 12 to 22 %: Running without load (2,500 rpm)	—
VEHICLE LOAD	Vehicle load: Min.: 0 %, Max.: 25700 %	Actual vehicle load	—
MAF	Air flow rate from MAF meter: Min.: 0 g/s, Max.: 655 g/s	2.0 to 3.9 g/s: Idling	If the value approximately 0.0 g/s: • Mass air flow meter power source circuit open • VG circuit open or short If the value 160.0 g/s or more: • E2G circuit open
ENGINE SPD	Engine speed: Min.: 0 rpm, Max.: 16,383 rpm	600 ± 50 rpm: Idling	—
VEHICLE SPD	Vehicle speed: Min.: 0 km/h, Max.: 255 km/h	Actual vehicle speed	Speed indicated on speedometer
COOLANT TEMP	Engine coolant temperature: Min.: -40°C, Max.: 140°C	80 to 100°C (176 to 212°F): After warming up	• If the value -40°C (-40°F): sensor circuit open • If the value 140°C (284°F): sensor circuit shorted
INTAKE AIR	Intake air temperature: Min.: -40°C, Max.: 140°C	Equivalent to ambient air temperature	• If the value -40°C (-40°F): sensor circuit open • If the value 140°C (284°F): sensor circuit shorted
SECONDARY AIR	Second air system status: ON or OFF	ON: Secondary air system operation	—
AIR-FUEL RATIO	Air-fuel ratio: Min.: 0, Max.: 1.999	0.8 to 1.2: During idling	—
EVAP VAPOR PRES	EVAP vapor pressure: Min.: -8192 Pa, Max.: 8191 Pa	0 Pa: Fuel tank cap removed	—

PURGE DENSITY	Learning value of purge density/ Min.: -50, Max.: 350	Idling: -40 to 0 %	Service data
PURGE FLOW	Purge flow: Min.: 0 %, Max.: 102.4 %	0 to 100 %: Idling	—
EVAP PURGE VSV	EVAP (Purge) VSV control duty: Min.: 0 %, Max.: 100 %	0 to 100 %: During idling	Order signal from ECM
VAPOR PRESS	Vapor pressure: Min.: -4.125 kPa, Max.: 2.125 kPa	0 kPa: Fuel tank cap removed	Pressure inside fuel tank monitored by the vapor pressure sensor
KNOCK CRRT VAL	Correction learning value of knocking: Min.: -64 CA, Max.: 1,984 CA	0 to 22 °CA: Driving, 44 mph (70 km/h)	Service data
KNOCK FB VAL	Feedback value of knocking: Min.: -64 CA, Max.: 1,984 CA	-22 to 0 °CA Driving, 44 mph (70 km/h)	Service data
ACCEL POS #1	Absolute Accelerator Pedal Position (APP) No. 1: Min.: 0 %, Max.: 100 %	10 to 22 %: accelerator pedal is released 54 to 86 %: accelerator pedal is fully depressed	—
ACCEL POS #2	Absolute APP No. 2: Min.: 0 %, Max.: 100 %	12 to 42 %: accelerator pedal is released 66 to 98 %: The accelerator pedal is fully depressed	—
ACCEL POS #1	APP sensor No. 1 voltage: Min.: 0 V, Max.: 4.98 V	—	ETCS freeze data
ACCEL POS #2	APP sensor No. 2 voltage: Min.: 0 V, Max.: 4.98 V	—	ETCS freeze data
ACCEL POS #1	APP sensor No. 1 voltage: Min.: 0 V, Max.: 5 V	0.5 to 1.1 V: accelerator pedal is released. 2.6 to 4.5 V: or pedal is fully depressed.	—
ACCEL POS #2	APP sensor No. 2 voltage: Min.: 0 V, Max.: 5 V	1.2 to 2.0 V: accelerator pedal is released. 3.4 to 5.3 V: accelerator pedal is fully depressed.	—
ACCEL IDL POS	Whether or not accelerator pedal position sensor detecting idle: ON or OFF	ON: Idling	—
THRTL LEARN VAL	Throttle valve fully closed (learned value):	0.4 to 0.8 V	—
ACCEL SSR #1 AD	Accelerator fully closed value No.1 (AD): Min.: 0, Max.: 4.98 V	—	ETCS service data
ACCEL LRN VAL#1	Accelerator fully closed learning value No.1: Min.: 0, Max.: 124.512	—	ETCS service data
ACCEL LRN VAL#2	Accelerator fully closed learning value No.2: Min.: 0, Max.: 124.512	—	ETCS service data
FAIL #1	Whether or not fail safe function executed: ON or OFF	ON: ETCS has failed	—
FAIL #2	Whether or not fail safe function executed: ON or OFF	ON: ETCS has failed	—

DIAGNOSTICS – ENGINE (2UZ-FE)

ST1	Starter signal: ON or OFF	ON: Cranking	—
SYSGUARD JUDGE	System guard: ON or OFF	—	ETCS service data
OPN MALFUNCTION	Open side malfunction: ON or OFF	—	ETCS service data
THROTTLE POS	Absolute throttle position sensor: Min.: 0 %, Max.: 100 %	<ul style="list-style-type: none"> • 10 to 24 %: Throttle fully closed • 64 to 96 %: Throttle fully open 	Read the value with intrusive operation (active test)
THROTTL IDL POS	Whether or not throttle position sensor detecting idle: ON or OFF	ON: Idling	—
THRTL REQ POS	Throttle requirement position: Min.: 0 V, Max.: 5 V	0.5 to 1.0 V: Idling	—
THROTTLE POS	Throttle sensor positioning: Min.: 0 %, Max.: 100 %	10 to 18 %: Idling	Calculated value based on VTA1
THROTTLE POS #2	Throttle sensor positioning #2: Min.: 0 %, Max.: 100 %	—	Calculated value based on VTA2
THROTTLE POS #1	Throttle position sensor No. 1 output voltage: Min.: 0 V, Max.: 4.9 V	—	ETCS freeze data
THROTTLE POS #2	Throttle position sensor No.2 output voltage: Min.: 0 V, Max.: 4.9 V	—	ETCS freeze data
THROTTLE POS #1	Throttle position No. 1: Min.: 0 V, Max.: 5 V	<ul style="list-style-type: none"> • 0.5 to 1.2 V: Throttle fully closed • 3.2 to 4.8 V: Throttle fully opened 	—
THROTTLE POS #2	Throttle position No. 2: Min.: 0 V, Max.: 5 V	<ul style="list-style-type: none"> • 2.0 to 2.9 V: Throttle fully closed • 4.6 to 5.5 V: Throttle fully open 	Read the value with intrusive operation (active test)
THRTL COMND VAL	Throttle position command value: Min.: 0 V, Max.: 4.98 V	0.5 to 4.8 V	ETCS service data
THROTTLE SSR #1	Throttle sensor opener position No. 1: Min.: 0 V, Max.: 4.98 V	0.6 to 0.9 V	ETCS service data
THROTTLE SSR #2	Throttle sensor opener position No. 2: Min.: 0 V, Max.: 4.98 V	2.2 to 2.6 V	ETCS service data
THRTL SSR #1 AD	Throttle sensor opener position No.1 (AD): Min.: 0 V, Max.: 4.98 V	0.6 to 0.9 V	ETCS service data
THROTTLE MOT	Whether or not throttle motor control permitted: ON or OFF	ON: Idling	Read the value with the power switch ON (Do not start engine)
THROTTLE MOT	Throttle motor current: Min.: 0 A, Max.: 80 A	0 to 3.0 A: Idling	—
THROTTLE MOT	Throttle motor: Min.: 0 %, Max.: 100 %	0.5 to 40 %: Idling	—
THROTTLE MOT	Throttle motor current: Min.: 0 A, Max.: 19.92 A	0 to 3.0 A: Idling	—
THROTL OPN DUTY	Throttle motor opening duty ratio: Min.: 0 %, Max.: 100 %	0 to 40 %: During idling	When accelerator pedal depressed, duty ratio increased
THROTL CLS DUTY	Throttle motor closed duty ratio: Min.: 0 %, Max.: 100 %	0 to 40 %: During idling	When accelerator pedal released quickly, duty ratio increased
THRTL MOT (OPN)	Throttle motor duty ratio (open): Min.: 0 %, Max.: 100 %	—	ETCS service data

THRTL MOT (CLS)	Throttle motor duty ratio (close): Min.: 0 %, Max.: 100 %	—	ETCS service data
O2S B1 S2	Heated oxygen sensor output voltage for bank 1 sensor 2: Min.: 0 V, Max.: 1.275 V	0.1 to 0.9 V: Driving 44 mph (70 km/h)	Performing the INJ VOL or A/F CONTROL function of the ACTIVE TEST enables the technician to check voltage output of the sensor
O2S B2 S2	Heated oxygen sensor output voltage for bank 2 sensor 2: Min.: 0 V, Max.: 1.275 V	0.1 to 0.9 V: Driving 44 mph (70 km/h)	Performing the INJ VOL or A/F CONTROL function of the ACTIVE TEST enables the technician to check voltage output of the sensor
AFS B1 S1	A/F sensor output voltage for bank 1 sensor 1: Min.: 0 V, Max.: 7.999 V	2.8 to 3.8 V: Idling	Performing the INJ VOL or A/F CONTROL function of the ACTIVE TEST enables the technician to check voltage output of the sensor
AFS B2 S1	A/F sensor output voltage for bank 2 sensor 1: Min.: 0 V, Max.: 7.999 V	2.8 to 3.8 V: Idling	Performing the INJ VOL or A/F CONTROL function of the ACTIVE TEST enables the technician to check voltage output of the sensor
TOTAL FT #1	Total fuel trim of bank 1 Average value for fuel trim system of bank 1: Min.: -0.5, Max.: 1,496	-0.2 to 0.2: Idling	—
TOTAL FT #2	Total fuel trim of bank 2 Average value for fuel trim system of bank 2: Min.: -0.5, Max.: 1,496	-0.2 to 0.2: Idling	—
SHORT FT #1	Short-term fuel trim of bank 1: Min.: -100 %, Max.: 99.2%	0 ± 20 %	This item the short-term fuel compensation used to maintain the air-fuel ratio at stoichiometric air-fuel ratio
SHORT FT #2	Short-term fuel trim of bank 2: Min.: -100 %, Max.: 99.2%	0 ± 20 %	This item the short-term fuel compensation used to maintain the air-fuel ratio at stoichiometric air-fuel ratio
LONG FT #1	Long-term fuel trim of bank 1: Min.: -100 %, Max.: 99.2 %	0 ± 20 %	This item the overall fuel compensation carried out in long-term to compensate a continual deviation of the short-term fuel trim from the central value
LONG FT #2	Long-term fuel trim of bank 2: Min.: -100 %, Max.: 99.2 %	0 ± 20 %	This item the overall fuel compensation carried out in long-term to compensate a continual deviation of the short-term fuel trim from the central value
FUEL SYS #1	Fuel system status (Bank1): OL or CL or OL DRIVE or OL FAULT or CL FAULT	CL: Idling after warming up	<ul style="list-style-type: none"> • OL (Open Loop): Has not yet satisfied conditions to go closed loop • CL (Closed Loop): Using heated oxygen sensor as feedback for fuel control. • OL DRIVE: Open loop due to driving conditions (fuel enrichment) • OL FAULT: Open loop due to detected system fault • CL FAULT: Closed loop but heated oxygen sensor, which used for fuel control malfunctioning

DIAGNOSTICS – ENGINE (2UZ-FE)

FUEL SYS #2	Fuel system status (Bank 2): OL or CL or OL DRIVE or OL FAULT or CL FAULT	CL: Idling after warming up	<ul style="list-style-type: none"> • OL (Open Loop): Has not yet satisfied conditions to go closed loop • CL (Closed Loop): Using heated oxygen sensor as feedback for fuel control. • OL DRIVE: Open loop due to driving conditions (fuel enrichment) • OL FAULT: Open loop due to detected system fault • CL FAULT: Closed loop but heated oxygen sensor, which used for fuel control malfunctioning
O2FT B1 S2	Short-term fuel trim associated with the bank 1 sensor 2: Min.: -100 %, Max.: 99.2 %	0 ± 20 %	Same as SHORT FT #1
O2FT B2 S2	Short-term fuel trim associated with the bank 2 sensor 2: Min.: -100 %, Max.: 99.2 %	0 ± 20 %	Same as SHORT FT #1
AF FT B1 S1	Short-term fuel trim associated with the bank 1 sensor 1: Min.: 0, Max.: 1.999	<ul style="list-style-type: none"> • Value less than 1 (0.000 to 0.999) = Lean • Stoichiometric air-fuel ratio=1 • Value greater than 1 (1.001 to 1.999) = RICH 	—
AF FT B2 S1	Short-term fuel trim associated with the bank 2 sensor 1: Min.: 0, Max.: 1.999	<ul style="list-style-type: none"> • Value less than 1 (0.000 to 0.999) = Lean • Stoichiometric air-fuel ratio=1 • Value greater than 1 (1.001 to 1.999) = RICH 	—
CAT TEMP B1S1	Catalyst temperature (Bank 1, Sensor 1): Min.: -40, Max.: 6,513.5 °C	—	—
CAT TEMP B2S1	Catalyst temperature (Bank 2, Sensor 1): Min.: -40, Max.: 6,513.5 °C	—	—
CAT TEMP B1S2	Catalyst temperature (Bank 1, Sensor 2): Min.: -40, Max.: 6,513.5 °C	—	—
CAT TEMP B2S2	Catalyst temperature (Bank 2, Sensor 2): Min.: -40, Max.: 6,513.5 °C	—	—
INI COOL TEMP	Initial engine coolant temperature: Min.: -40°C, Max.: 140°C	Close to ambient air temperature	Service data
INI INTAKE TEMP	Initial intake air temperature: Min.: -40°C, Max.: 140°C	Close to ambient air temperature	Service data
INJ VOL	Injection volume (cylinder 1): Min.: 0 ml, Max.: 2.048 ml	0 to 0.5 ml	Quantity of fuel injection volume for 10 times
STARTER SIG	Starter signal: ON or OFF	ON: Cranking	—
PS SW	Power steering signal: ON or OFF	ON: Power steering operation	—
PS SIGNAL	Power steering signal: ON or OFF	ON: When steering wheel first turned after ignition switch turned to ON	This signal status usually ON until ignition switch turned to OFF
CTP SW	Closed throttle position switch: ON or OFF	<ul style="list-style-type: none"> • ON: Throttle fully closed • OFF: Throttle open 	—

A/C SIG	A/C signal: ON or OFF	ON: A/C ON	—
ELECT LOAD SIG	Electrical load signal: ON or OFF	ON: Headlights or defogger is turned ON	—
STOP LIGHT SW	Stop lamp switch: ON or OFF	ON: brake pedal is depressed.	—
+BM	Whether or not electric throttle control system power inputted: ON or OFF	ON: Idling	—
+BM VOLTAGE	+BM voltage: Min.: 0, Max.: 19.92	10 to 15 V: Idling	ETCS service data
BATTERY VOLTAGE	Battery voltage: Min.: 0 V, Max.: 65.535 V	9 to 14 V: Idling	—
ACTUATOR POWER	Actuator power supply: ON or OFF	ON: Idling	ETCS service data
ATM PRESSURE	Atmospheric pressure: Min.: 0 kPa, Max.: 150 kPa	Equivalent to atmospheric pres- sure (absolute pressure)	—
SECOND AIR VSV	Secondary air injection system status	ON: Secondary air injection sys- tem operation	—
ACT VSV	A/C cut status for Active Test: ON or OFF	—	Active Test support data
EVAP (Purge) VSV	VSV status for EVAP control: ON or OFF	—	Active Test support data
FUEL PUMP / SPD	Fuel pump/speed status: ON or OFF	—	Active Test support data
VVT CTRL B1	VVT control status (Bank 1): ON or OFF	—	Active Test support data
VVT CTRL B2	VVT control status (Bank 2): ON or OFF	—	Active Test support data
VACUUM PUMP	Key-off EVAP system pump sta- tus: ON or OFF	—	Active Test support data
EVAP VENT VAL	Key-off EVAP system vent valve status: ON or OFF	—	Active Test support data
TC/TE1	TC and TE1 terminal of DLC3: ON or OFF	—	—
VVTL AIM ANGL #1	VVT aim angle (bank 1): Min.: 0 %, Max.: 100 %	0 %: Idling	VVT duty signal value during intru- sive operation
VVTL AIM ANGL #2	VVT aim angle (bank 2): Min.: 0 %, Max.: 100 %	0 %: Idling	VVT duty signal value during intru- sive operation
VVT CHNG ANGL #1	VVT change angle (Bank 1): Min.: 0°FR, Max.: 60°FR	0 to 5 °FR: Idling	Displacement angle during intru- sive operation
VVT CHNG ANGL #2	VVT change angle (Bank 2): Min.: 0°FR, Max.: 60°FR	0 to 5 °FR: Idling	Displacement angle during intru- sive operation
VVT OCV DUTY B1	VVT OCV operation duty (Bank 1): Min.: 0 %, Max.: 100 %	0 %: Idling	Requested duty value for intrusive operation
VVT OCV DUTY B2	VVT OCV operation duty (Bank 2): Min.: 0 %, Max.: 100 %	0 %: Idling	Requested duty value for intrusive operation
FC IDL	Fuel cut idle: ON or OFF	ON: Fuel cut operation	FC IDL = "ON" when throttle valve fully closed and engine speed over 2,800 rpm

DIAGNOSTICS – ENGINE (2UZ-FE)

FC TAU	Fuel cut TAU: Fuel cut during very light load: ON or OFF	ON: Fuel cut operating	The fuel cut being performed under very light load to prevent the engine combustion from becoming incomplete
IGNITION	Ignition counter: Min.: 0, Max.: 800	0 to 800	—
CYL #1, #2, #3, #4, #5, #6, #7, #8	Misfire ratio of the cylinder 1 to 8: Min.: 0, Max.: 255	0 %	This item displayed in only idling
CYL ALL	All cylinders misfire rate: Min.: 0, Max.: 255	0 to 35	—
MISFIRE RPM	Engine RPM for first misfire range: Min.: 0 rpm, Max.: 6,375 rpm	0 rpm: Misfire 0	—
MISFIRE LOAD	Engine load for first misfire range: Min.: 0 g/rev, Max.: 3.98 g/rev	0 g/rev: Misfire 0	—
MISFIRE MARGIN	Misfire monitoring: Min.: -100 %, Max.: 99.22 %	-100 to 99.2 %	Misfire detecting margin
#CODES	#Codes: Min.: 0, Max.: 255	—	Number of detected DTCs
CHECK MODE	Check mode: 0: ON, 1: OFF	ON: Check mode ON	See page DI-463
SPD TEST	Check mode result for vehicle speed sensor: 0: COMPL, 1: INCOMPL	—	—
AS TEST	Check mode result for secondary air injection system: 0: COMPL, 1: INCOMPL	—	—
MISFIRE TEST	Check mode result for misfire monitor: 0: COMPL, 1: INCOMPL	—	—
OXS1 TEST	Check mode result for HO2 sensor (Bank 1): 0: COMPL, 1: INCOMPL	—	—
OXS2 TEST	Check mode result for HO2 sensor (Bank 2): 0: COMPL, 1: INCOMPL	—	—
A/F SSR TEST B1	Check mode result for air-fuel ratio sensor (Bank 1): 0: COMPL, 1: INCOMPL	—	—
A/F SSR TEST B2	Check mode result for air-fuel ratio sensor (Bank 2): 0: COMPL, 1: INCOMPL	—	—
MIL	MIL status: ON or OFF	ON: MIL ON	—
MIL ON RUN DIST	MIL ON Run Distance: Min.: 0 second, Max.: 65,535 seconds	Distance after DTC detected	—
MIL ON RUN TIME	Running time from MIL ON: Min.: 0 minute, Max.: 65,535 minutes	Equivalent to running time after MIL was ON	—
ENG RUN TIME	Engine run time: Min.: 0 second, Max.: 65,535 seconds	Time after engine start	Service data
TIME DTC CLEAR	Time after DTC cleared: Min.: 0 minute, Max.: 65,535 minutes	Equivalent to time after DTCs were erased	—

DIST DTC CLEAR	Distance after DTC cleared: Min.: 0 km/h, Max.: 65535 km/h	Equivalent to drive distance after DTCs were erased	—
WU CYC DTC CLEAR	Warm-up cycle after DTC cleared: Min.: 0, Max.: 255	—	Number of warm-up cycles after DTC cleared
MODEL CODE	Model code:	—	Identifying the model code: UCK30 (2WD), UCK40 (4WD)
ENGINE TYPE	Engine type:	—	Identifying the engine type: 2UZFE
CYLINDER NUMBER	Cylinder number: Min.: 0, Max.: 255	—	Identifying the cylinder number: 8
TRANSMISSION	Transmission type:	—	Identifying the transmission type: ECT(5AT)
DESTINATION	Destination	—	Identifying the destination: A (America)
MODEL YEAR	Model year: Min.: 0, Max.: 255	—	Identifying the model year: 200#
SYSTEM	System identification	—	Identifying the engine system: GASLIN (gasoline engine)
AI STATUS	AI operation prohibit: OK or NG	OK	

*1: If no idling conditions are specified, the transmission gear selector lever should be in the N or P position, and the A/C switch and all accessory switches should be OFF.

2. ACTIVE TEST

HINT:

Performing an ACTIVE TEST enables components including the relays, VSV (Vacuum Switching Valve), and actuators, to be operated without removing any parts. The ACTIVE TEST can be performed with a hand-held tester. Performing an ACTIVE TEST as the first step of troubleshooting is one method of shortening diagnostic time.

DATA LIST can be displayed during ACTIVE TESTs.

- Connect a hand-held tester to the DLC3.
- Turn the ignition switch to ON.
- Turn the tester ON.
- Select the following menu items: DIAGNOSIS / ENHANCED OBD II / ACTIVE TEST.
- Perform the ACTIVE TEST by referring to the table below.

Hand-held Tester Displays	Test Details	Control Ranges	Diagnostic Notes
INJ VOL	Change injection volume	Between -12 % and 25 %	<ul style="list-style-type: none"> All injectors tested at the same time Perform test at less than 3,000 rpm Injection volume can be changed in 1 % graduations within control range
A/F CONTROL	Change injection volume	Lower by 12.5 % or increase by 25 %	<ul style="list-style-type: none"> Perform test at less than 3,000 rpm A/F CONTROL enables checking and graphing of A/F (Air Fuel Ratio) sensor and Heated Oxygen (HO2) sensor voltage outputs To conduct test, select following menu items: ACTIVE TEST / A/F CONTROL / USER DATA / AFS B1S1 and O2S B1S2, and press YES and ENTER followed by F4
EVAP VSV (ALONE)	Activate EVAP VSV control	ON/OFF	–
VVT CTRL B1	Turn on and off OCV (Oil Control Valve)	ON/OFF	<ul style="list-style-type: none"> Engine stalls or idles roughly when OCV turned ON Normal engine running or idling when OCV off
VVT CTRL B2	Turn on and off OCV (Oil Control Valve)	ON/OFF	<ul style="list-style-type: none"> Engine stalls or idles roughly when OCV turned ON Normal engine running or idling when OCV off
A/C CUT SIG	Control A/C cut signal	ON/OFF	–
FUEL PUMP/SPD	Activate fuel pump (C/OPN Relay)	ON/OFF	–
TC/TE1	Turn on and off TC and TE1 connection	ON/OFF	<ul style="list-style-type: none"> ON: TC and TE1 connected OFF: TC and TE1 disconnected
FC IDL PROHBT	Prohibit idling fuel cut control	ON/OFF	–
ETCS OPEN SLOW	Throttle actuator	ON: throttle valve opens slowly	This test is possible when the following conditions are met: <ul style="list-style-type: none"> Ignition switch ON Engine does not start Fully depressing accelerator pedal (APP: 58 degrees or more)
ETCS CLOSE SLOW	Throttle actuator	ON: throttle valve closes slowly	Same as above
ETCS OPEN FAST	Throttle actuator	ON: throttle valve opens fast	Same as above
ETCS CLOSE FAST	Throttle actuator	ON: throttle valve closes fast	Same as above

FUEL CUT #1	Cylinder #1 injector fuel cut	ON/OFF	This test is possible during vehicle stopping and engine idling.
FUEL CUT #2	Cylinder #2 injector fuel cut	ON/OFF	Same as above
FUEL CUT #3	Cylinder #3 injector fuel cut	ON/OFF	Same as above
FUEL CUT #4	Cylinder #4 injector fuel cut	ON/OFF	Same as above
FUEL CUT #5	Cylinder #5 injector fuel cut	ON/OFF	Same as above
FUEL CUT #6	Cylinder #6 injector fuel cut	ON/OFF	Same as above
FUEL CUT #7	Cylinder #7 injector fuel cut	ON/OFF	Same as above
FUEL CUT #8	Cylinder #8 injector fuel cut	ON/OFF	Same as above
VENT VALVE (ALONE)	Activate vent valve (built into pump module)	ON/OFF	–
VCUUM PUMP	Activate vacuum pump (built into pump module)	ON/OFF	–

3. SYSTEM CHECK

HINT:

Performing a SYSTEM CHECK enables the system, which consists of multiple actuators, to be operated without removing any parts. In addition, it can show whether or not any DTCs are set, and can detect potential malfunctions in the system. The SYSTEM CHECK can be performed with a hand-held tester.

- Connect a hand-held tester to the DLC3.
- Turn the ignition switch to ON.
- Turn the tester ON.
- Select the following menu items: DIAGNOSIS / ENHANCED OBD II / SYSTEM CHECK.
- Perform the SYSTEM CHECK by referring to the table below.

Hand-held Tester Displays	Test Details	Recommended Fuel Temperatures	Diagnostic Notes
EVAP SYS CHECK (AUTO OPERATION)	Perform 5 steps in order to operate EVAP key-off monitor automatically	35°C (95°F) or less	<ul style="list-style-type: none"> If no DTCs in PENDING CODE after performing this test, system functioning normally Refer to EVAP Inspection Procedure on page DI-884
EVAP SYS CHECK (MANUAL OPERATION)	Perform 5 steps in order to operate EVAP key-off monitor manually	35°C (95°F) or less	<ul style="list-style-type: none"> Used to detect malfunctioning parts Refer to EVAP Inspection Procedure on page DI-884
AI INJ CHECK (AUTO OPERATION)	Perform 6 steps in order to operate air injection system automatically	–	<ul style="list-style-type: none"> If no DTCs in PENDING CODE after performing this test, system functioning normally
AI INJ CHECK (MANUAL OPERATION)	Perform 8 operations in order to operate air injection system monitor manually	–	<ul style="list-style-type: none"> Used to detect malfunctioning parts