

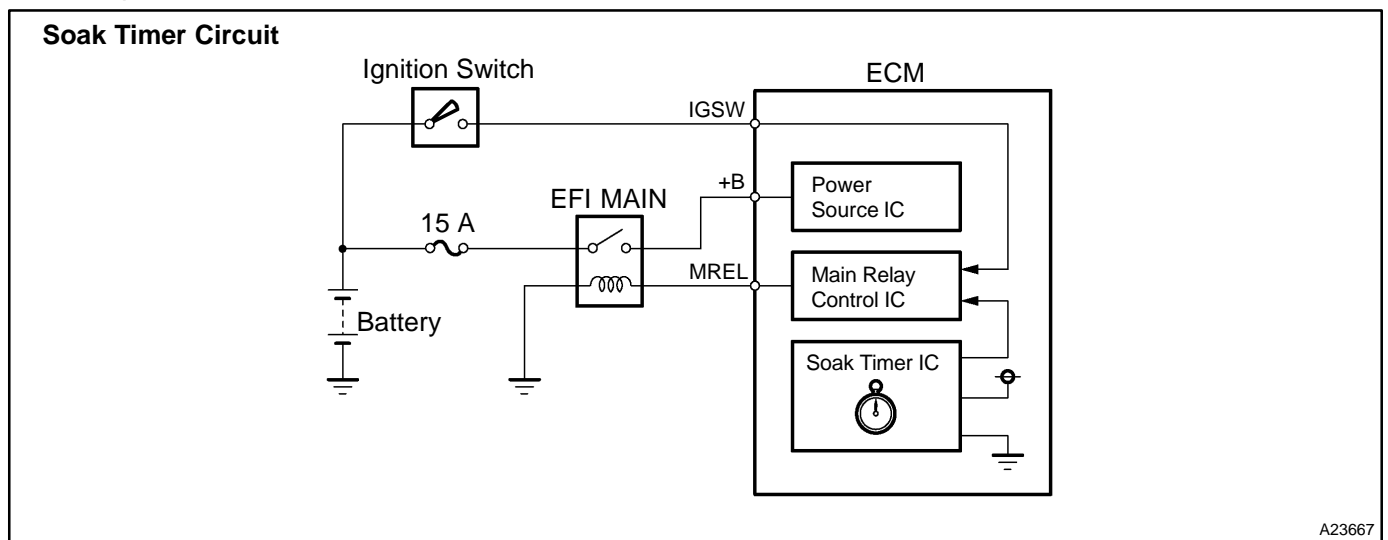
DTC	P2610	ECM/PCM Internal Engine OFF Timer Performance
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DTC SUMMARY

DTC	Monitoring Items	Malfunction Detection Conditions	Trouble Areas	Detection Timings	Detection Logic
P2610	Soak timer (built into ECM)	ECM internal malfunction	ECM	Engine running	2 trip

CIRCUIT DESCRIPTION

To ensure the accuracy of the EVAP (Evaporative Emission) monitor values, the soak timer, which is built into the ECM, measures 5 hours (± 15 minutes) from when the ignition switch is turned OFF, before the monitor is run. This allows the fuel to cool down, which stabilizes the Fuel Tank Pressure (FTP). When 5 hours have elapsed, the ECM turns on.



MONITOR DESCRIPTION

5 hours after the ignition switch is turned OFF, the soak timer activates the ECM to begin the EVAP system monitor. While the engine is running, the ECM monitors the synchronization of the soak timer and the CPU clock. If these two are not synchronized, the ECM interprets this as a malfunction, illuminates the MIL and sets the DTC (2 trip detection logic).

MONITOR STRATEGY

Related DTCs	P2610	Soak timer (built into ECM)
Required sensors/components	ECM	
Frequency of operation	Once per driving cycle	
Duration	10 min.	
MIL operation	2 driving cycles	
Sequence of operation	None	

TYPICAL ENABLING CONDITIONS

Item	Specification	
	Minimum	Maximum
The monitor will run whenever these DTCs are not present	See page DI-437	
Battery voltage	8 V	–
Ignition switch	ON	
Starter	OFF	
Engine	Running	

TYPICAL MALFUNCTION THRESHOLDS

Detection Criteria	Threshold
Soak time measurement when ECM CPU clock counts 10 min.	Less than 7 min., or more than 13 min.

INSPECTION PROCEDURE

HINT:

- DTC P2610 is set if an internal ECM problem is detected. Diagnostic procedures are not required. ECM replacement is required.
- Read freeze frame data using a hand-held tester. Freeze frame data record the engine condition when malfunctions are detected. When troubleshooting, freeze frame data can help determine if the vehicle was moving or stationary, if the engine was warmed up or not, if the air-fuel ratio was lean or rich, and other data, from the time the malfunction occurred.

1	Replace ECM (See page SF-82).
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NEXT

Check whether DTC output recurs.

- Connect a hand-held tester to the DLC3.
- Turn the ignition switch to ON.
- Clear DTCs (see page [DI-462](#)).
- Start the engine and wait for 10 minutes or more.
- On the tester, select the following menu items: DIAGNOSIS / ENHANCED OBD II / DTC INFO / PENDING CODES.
- If no pending DTC is displayed, the repair has been successfully completed.