

|            |              |                                                  |
|------------|--------------|--------------------------------------------------|
| <b>DTC</b> | <b>P0300</b> | <b>Random/Multiple Cylinder Misfire Detected</b> |
| <b>DTC</b> | <b>P0301</b> | <b>Cylinder 1 Misfire Detected</b>               |
| <b>DTC</b> | <b>P0302</b> | <b>Cylinder 2 Misfire Detected</b>               |
| <b>DTC</b> | <b>P0303</b> | <b>Cylinder 3 Misfire Detected</b>               |
| <b>DTC</b> | <b>P0304</b> | <b>Cylinder 4 Misfire Detected</b>               |
| <b>DTC</b> | <b>P0305</b> | <b>Cylinder 5 Misfire Detected</b>               |
| <b>DTC</b> | <b>P0306</b> | <b>Cylinder 6 Misfire Detected</b>               |
| <b>DTC</b> | <b>P0307</b> | <b>Cylinder 7 Misfire Detected</b>               |
| <b>DTC</b> | <b>P0308</b> | <b>Cylinder 8 Misfire Detected</b>               |

## CIRCUIT DESCRIPTION

Misfire: The ECM uses the crankshaft position sensor and camshaft position sensor to monitor changes in the crankshaft rotation for each cylinder.

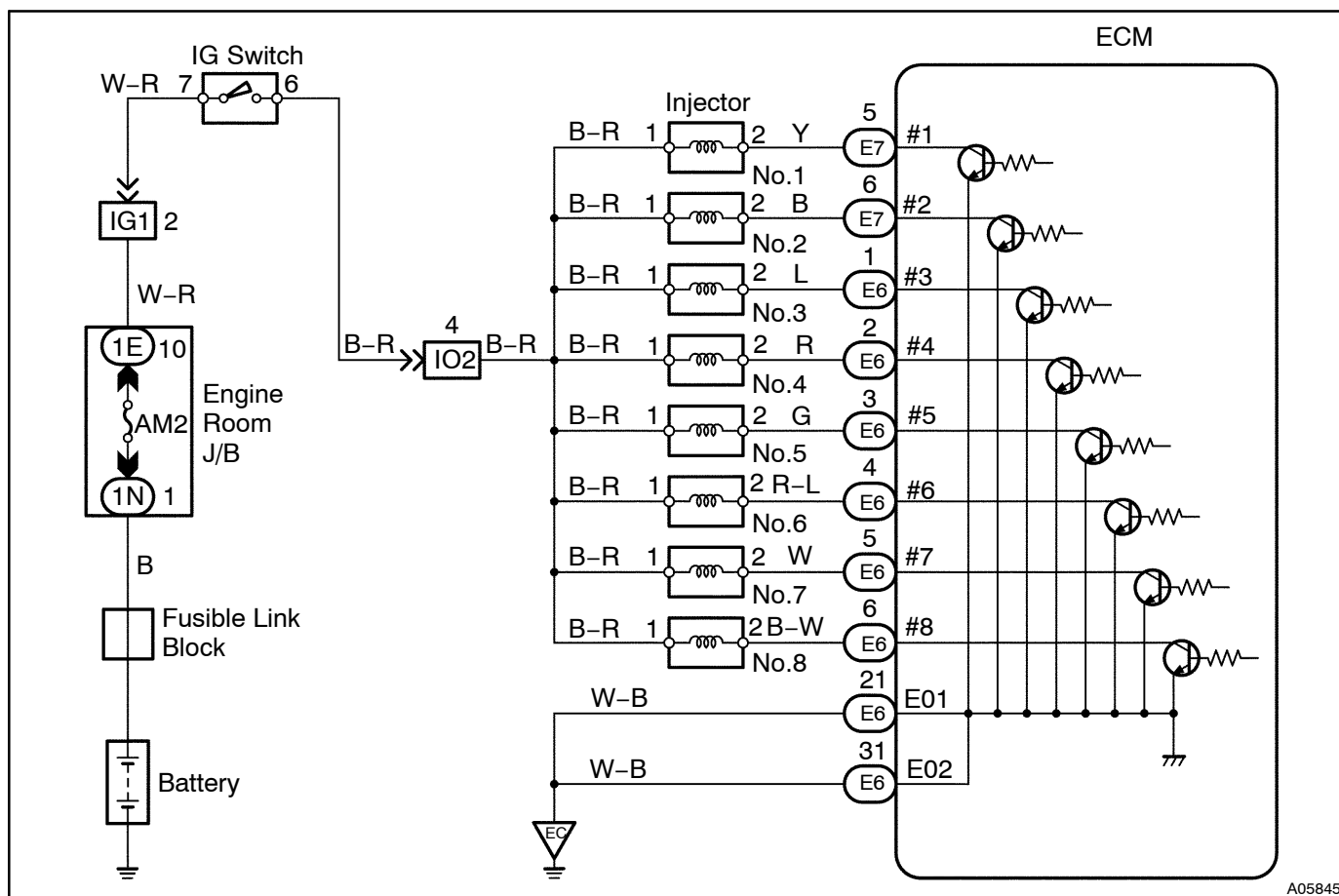
The ECM counts the number of times the engine speed change rate indicates that misfire has occurred. And when the misfire rate equals or exceeds the count indicating that the engine condition has deteriorated, the MIL lights up.

If the misfire rate is high enough and the driving conditions will cause catalyst overheating, the MIL blinks when misfiring occurs.

| DTC No.                                                              | DTC Detecting Condition                                                                                                                                                                                                                                                                                    | Trouble Area                                                                                                                                                                                                                                                                  |
|----------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| P0300                                                                | Misfiring of random cylinders is detected during the any particular 200 or 1,000 revolutions<br>1trip detection logic: MIL to brink<br>2trip detection logic: MIL to light up                                                                                                                              | <ul style="list-style-type: none"> <li>• Ignition system</li> <li>• Injector</li> <li>• Fuel line pressure</li> <li>• Compression pressure</li> </ul>                                                                                                                         |
| P0301<br>P0302<br>P0303<br>P0304<br>P0305<br>P0306<br>P0307<br>P0308 | <p>For any particular 200 revolutions of the engine, misfiring is detected which can cause catalyst overheating<br/>(This causes MIL to blink)</p> <p>For any particular 1,000 revolutions of the engine, misfiring is detected which causes a deterioration in emissions<br/>(2 trip detection logic)</p> | <ul style="list-style-type: none"> <li>• Valve clearance not to specification</li> <li>• Valve timing</li> <li>• Mass air flow meter</li> <li>• Engine coolant temp. sensor</li> <li>• Open or short in engine wire</li> <li>• Connector connection</li> <li>• ECM</li> </ul> |

**HINT:**

When codes for a misfiring cylinder is recorded repeatedly but no random misfire code is recorded, it indicates that the misfires were detected and recorded at different times.

**WIRING DIAGRAM**

## CONFIRMATION DRIVING PATTERN

- (1) Connect the LEXUS hand-held tester or OBD II scan tool to the DLC3.
- (2) Record DTC and the freeze frame data.
- (3) Use the LEXUS hand-held tester to set to Check Mode (See page [DI-3](#)).
- (4) Drive the vehicle several times with the engine speed, load and its surrounding range shown with ENGINE SPD, CALC LOAD in the freeze frame data or MISFIRE RPM, MISFIRE LOAD in the data list.  
If you have no LEXUS hand-held tester, turn the ignition switch OFF after the symptom is simulated the first time. Then repeat the simulation process again.

### HINT:

In order to memorize DTC of misfire, it is necessary to drive around MISFIRE RPM, MISFIRE LOAD in the data list for the following period of time.

| Engine Speed | Time                         |
|--------------|------------------------------|
| Idling       | 3 minutes 30 seconds or more |
| 1,000 rpm    | 3 minutes or more            |
| 2,000 rpm    | 1 minute 30 seconds or more  |
| 3,000 rpm    | 1 minute or more             |

- (5) Check whether there is misfire or not by monitoring DTC and the freeze frame data. After that, record them.
- (6) Turn the ignition switch OFF and wait at least 5 seconds.

## INSPECTION PROCEDURE

### HINT:

- If it is the case that DTC besides misfire is memorized simultaneously, first perform the troubleshooting for them.
- Read freeze frame data using LEXUS hand-held tester or OBD II scan tool. Because freeze frame records the engine conditions when the malfunction is detected, when troubleshooting it is useful for determining whether the vehicle was running or stopped, the engine warmed up or not, the air-fuel ratio lean or rich, etc. at the time of the malfunction.
- When the vehicle is brought to the workshop and the misfire is not occurred, misfire can be confirmed by reproducing the condition of freeze frame data. Also, after finishing the repair, confirm that there is no misfire (See confirmation driving pattern).
- When either of SHORT FT #1, LONG FT #1, SHORT FT #2 or LONG FT #2 in the freeze frame data is besides the range of  $\pm 20\%$ , there is a possibility that the air-fuel ratio is inclining either to "RICH" ( $-20\%$  or less) or "LEAN" ( $+20\%$  or more).
- When COOLANT TEMP in the freeze frame data is less than  $80^{\circ}\text{C}$  ( $176^{\circ}\text{F}$ ), there is a possibility of misfire only during warmed up.
- In the case that misfire cannot be reproduced, the reason may be because of the driving with lack of fuel, the use of improper fuel, a stain of the ignition plug, and etc.

# 1 Check wire harness, connector and vacuum hose in engine room.

**CHECK:**

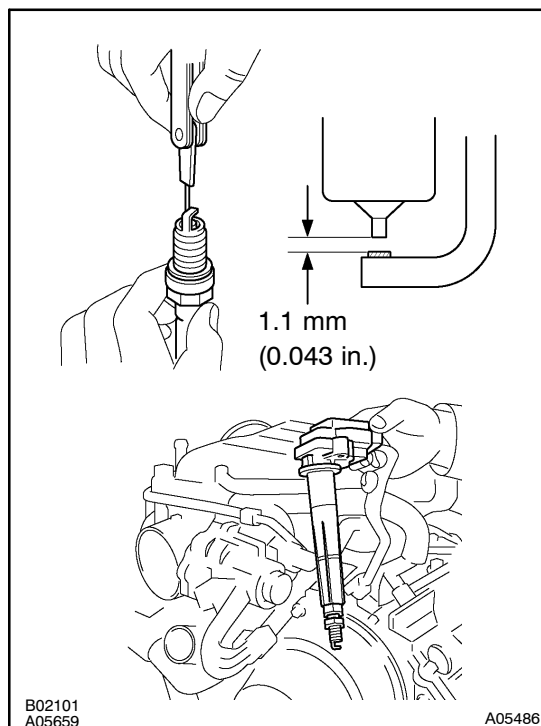
- (a) Check the connection conditions of wire harness and connector.
- (b) Check the disconnection, piping and break of vacuum hose.

**NG**

Repair or replace, then confirm that there is no misfire (See confirmation driving pattern).

**OK**

# 2 Check spark plug and spark of misfiring cylinder.

**PREPARATION:**

- (a) Disconnect the ignition coil (See page IG-6).
- (b) Remove the spark plug.

**CHECK:**

- (a) Check the spark plug type.
- (b) Check the carbon deposits electrode.
- (c) Check electrode gap.

**OK:**

(a) Iridium-tipped spark plug

Recommended spark plug:

DENSO made: SK20R11

NGK made: IFR6A11

(b) No large carbon deposit present.

Not wet with gasoline or oil.

(c) Electrode gap: 1.1 ~ 1.2 mm (0.043 ~ 0.047 in.).

**PREPARATION:**

- (a) Install the spark plug to the ignition coil, and connect the ignition coil connector.
- (b) Disconnect the injector connector.
- (c) Hold the end about 12.5 mm (0.5 in.) from the ground.

**CHECK:**

Check if spark occurs while the engine is being cranked.

**NOTICE:**

To prevent excess fuel being injected from the injectors during this test, don't crank the engine for more than 5 ~ 10 seconds at a time.

**OK:**

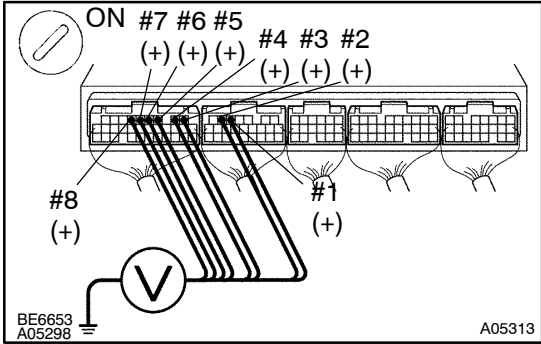
Spark jumps across electrode gap.

**NG**

Replace or check ignition system (See page IG-1).

**OK**

**3 Check voltage of ECM terminal for injector of failed cylinder.**



**PREPARATION:**

- (a) Remove the glove compartment door.
- (b) Turn the ignition switch ON.

**CHECK:**

Measure voltage between applicable terminal of the ECM connector and body ground.

**OK:**

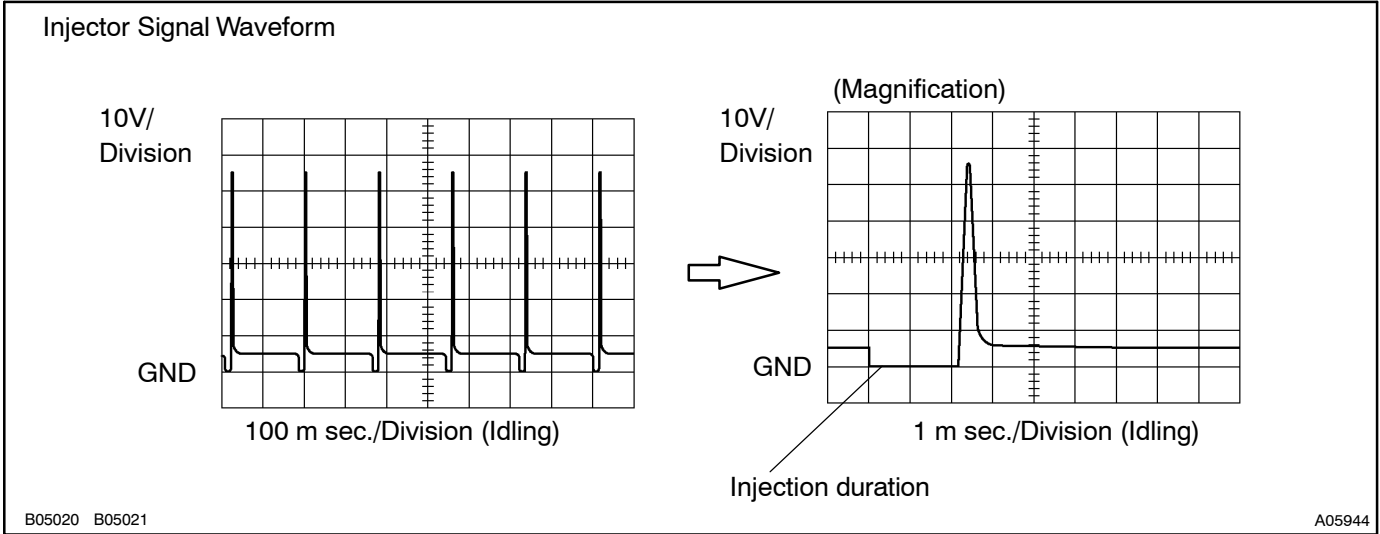
**Voltage: 9 ~ 14 V**

**Reference INSPECTION USING OSCILLOSCOPE**

With the engine idling, measure between terminals #1 ~ #8 and E01 of the ECM connector.

**HINT:**

The correct waveforms are as shown.



**OK**

**Go to step 5.**

**NG**

**4** Check resistance of injector of misfiring cylinder (See page [SF-19](#)).

NG

Replace injector.

OK

Check for open and short in harness and connector between injector and ECM (See page [IN-34](#)).

**5** Check fuel pressure (See page [SF-7](#)).

NG

Check and repair fuel pump, pressure regulator, fuel pipe line and filter (See page [SF-1](#)).

OK

**6** Check injector injection (See page [SF-24](#)).

NG

Replace injector.

OK

**7** Check mass air flow meter and engine coolant temp. sensor (See page [SF-34](#) and [SF-51](#)).

NG

Repair or replace.

OK

Check compression pressure (See page [EM-3](#)), valve clearance (See page [EM-4](#)) and valve timing (See page [EM-15](#)).